

## **CITY COUNCIL WORK SESSION – AGENDA #39**

Si usted necesita esta información en español: 763-424-8000. Yog xav tau kev pab, thov hu rau 763-424-8000 lawv mam li nrhiav ib tus neeg txhais lus rau koj. If you need this information in another language or alternative format, email [access@brooklynpark.org](mailto:access@brooklynpark.org) or call 763-424-8000.

***Our Vision: Brooklyn Park, a thriving community inspiring pride where opportunities exist for all.***

- A. CALL TO ORDER – Mayor Hollies Winston**
- B. GENERAL INFORMATION**  
None.
- C. DISCUSSION ITEMS/GENERAL ACTION ITEMS – These items will be discussion items but the City Council may act upon them during the course of the meeting.**
  - C.1** MnDOT Highway 252 / I-94 EIS Presentation – Local Roadway Mitigation
    - A.** HIGHWAY 252 / I-94 EIS POWERPOINT SLIDES
  - C.2** Blue Line Extension LRT Project Cost Update and Review
  - C.3** PFAS Response Update
- D. VERBAL REPORTS AND ANNOUNCEMENTS**
  - D.1 COUNCIL MEMBER REPORTS AND ANNOUNCEMENTS**
  - D.2 CITY MANAGER REPORTS AND ANNOUNCEMENTS**
- E. ADJOURNMENT**

# City of Brooklyn Park Council Work Session

<b>Meeting Date:</b>	October 6, 2025	<b>Originating Department:</b>	Operations and Maintenance
<b>Agenda Item:</b>	C.1	<b>Prepared By:</b>	Marc Culver, Public Works Director & Jeff Holstein, City Transportation Engineer
<b>Agenda Section:</b>	Discussion Items/General Action Items	<b>Presented By:</b>	Ryan Wilson (MnDOT) and Brandi Popenhagen (HDR Engineering, Inc.)
<b>Item:</b>	MnDOT Highway 252 / I-94 EIS Presentation – Local Roadway Mitigation		

## Summary:

Minnesota Department of Transportation (MnDOT) staff will provide an update on the status of the Highway 252 / I-94 Environmental Impact Statement (EIS). This will include discussion of the current status of the local roadway mitigation, including options along Brookdale Drive and 85<sup>th</sup> Avenue.

The city is partnering with MnDOT, Hennepin County, the City of Minneapolis and the City of Brooklyn Center on the Environmental Impact Statement (EIS) for the Highway 252 / I-94 corridor from Highway 610 to 4<sup>th</sup> Street in Minneapolis. The EIS will identify a preferred design concept to equitably improve the traffic operations, safety, multi-modal connections and health and environmental issues along the corridor. The agencies have retained HDR Engineering to provide transportation planning, engineering and environmental expertise and to manage the project.

The EIS process includes four components:

- Purpose and Need
- Scoping
- DRAFT EIS (DEIS)
- Final EIS / Record of Decision (ROD).

The project is currently in the DEIS phase. The last time the Council was formally updated on this project was on April 7, 2025 when the Council heard recommendations and provided comments on the Phase 1B Access Combinations Evaluation and Recommendations. The process to determine a preferred alternative includes Phase 1A (over vs under), Phase 1B (Highway 252 access combinations evaluation) and Phase 2 (Highway 252 mainline evaluation).

The study is guided by the Policy Advisory Committee (PAC) which is comprised of area legislators, city councilmembers, county board members, Met Council representatives and chaired by the MnDOT Commissioner of Transportation (or a representative). The PAC provides high level guidance on funding, policy issues and goals and objectives to the Technical Advisory Committee (TAC). The TAC is comprised of technical planning and engineering experts from the participating agencies, including Met Council, Metro Transit and the Federal Highway Administration and the study consultant members. The TAC identifies and conducts the necessary analyses, conceptual design and documentation for the study.

More information about the Highway 252 / I-94 EIS can be found on the project website at <https://dot.state.mn.us/metro/projects/hwy252study/index.html>

## Attachments:

C.1A HIGHWAY 252 / I-94 EIS POWERPOINT SLIDES



# Highway 252 / I-94 EIS

## Brooklyn Park City Council Work Session

Ryan Wilson, MnDOT | Bryan Nemeth, BMI | Brandi Popenhagen, HDR

October 6, 2025

# Welcome

1. Welcome

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2. Mitigation along 85th Ave N

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3. Mitigation along Connection between  
Humboldt Ave and 85th Ave N

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4. Mitigation along Brookdale Drive

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# Why these locations?

## 85<sup>th</sup> Avenue North

- Traffic volume increase
- Pedestrian and bicyclist safety

## Humboldt Avenue to 85<sup>th</sup> Avenue (80<sup>th</sup>/James/82<sup>nd</sup> Ave, Logan Ave)

- Traffic volume increase
- Pedestrian and bicyclist safety

## Brookdale Drive

- Traffic volume increase
- Speeding concerns
- Pedestrian and bicyclist safety
- School access safety

# 85th Ave N Hwy 252 to Noble Ave

# Projected volumes on 85th Ave



## • Traffic Volumes (Hwy 252 to Noble Ave)



Roadway Segment	Existing	2050 No-Build	2050 Build (4-lane Hwy 252)	Change*	2050 Build (6-lane Hwy 252)	Change*	Safety Issue?
Hwy 252 to Xerxes	18,700	20,900	25,500	<b>+4,600</b>	25,600	<b>+4,700</b>	<b>Yes (VRU and Critical Index &gt;1)</b>
Xerxes to Noble	16,000	18,800	19,800	<b>+1,000</b>	21,100	<b>+2,100</b>	<b>Yes (VRU to Edinbrook Crossing)</b>

\*The local circulation analysis identified spot safety needs where the location had a safety need and Build volumes increased by at least 1,000 vpd over No Build volumes.

# Proposed Pedestrian and Bicyclist Improvements on 85th

- **Pedestrian and bike safety improvements**

- Multi-use trail (north and south side from Hwy 252 to Noble Ave)
- Implementation of Flashing Yellow Arrow with Time-of-Day restrictions
- Improve lighting at signalized intersections
- Improve Accessible Pedestrian Signal (APS) and pushbutton stations
- Revised right turn lane design

- Logan Ave westbound right
- Edinbrook Pkwy westbound right
- Xerxes Ave eastbound right
- Noble Ave EBR, WBR, and SBR

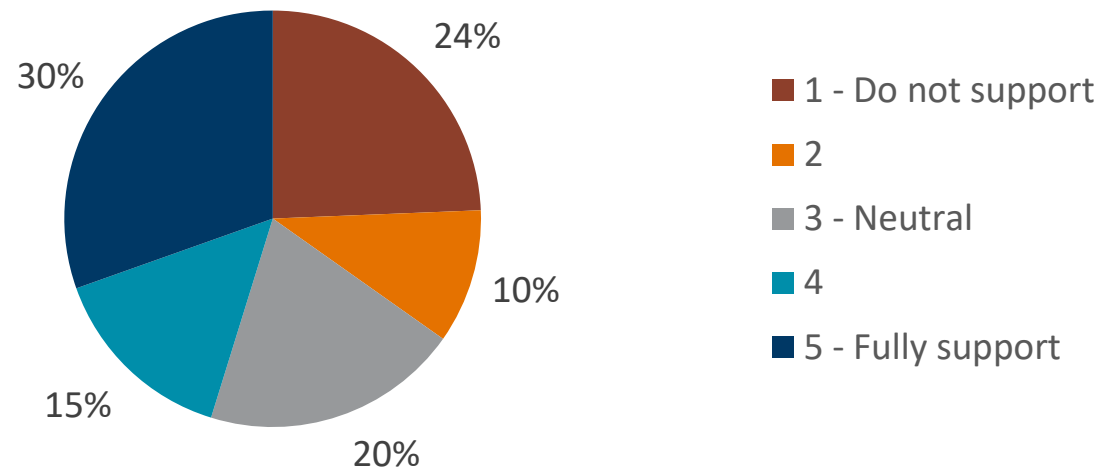


# Evaluated Access Improvements - 85th Ave N

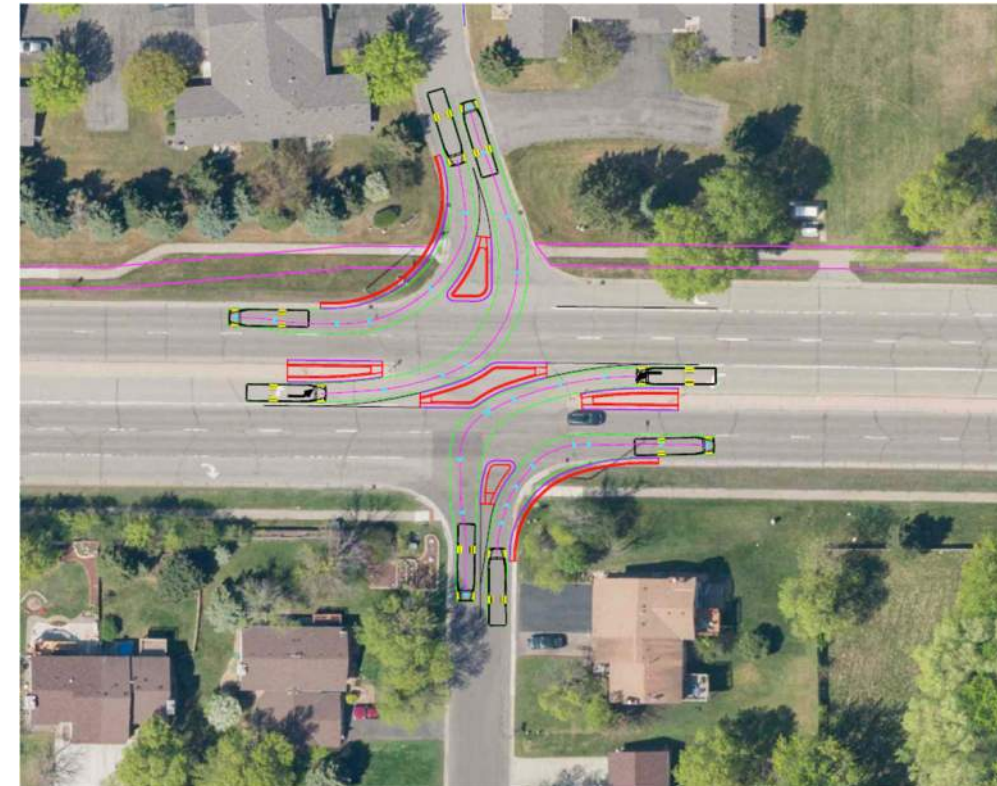
- **Considered but not recommended**

- ¾ access changes (Queen, Thomas, and Vickers Lane)
- Proactive measure
- Access and circulation affected (potential for more trips on neighborhood streets)
- Public feedback – 45% in favor of ¾ accesses change

- **Survey results for ¾ access changes on 85th Avenue**



9/26/2025



DRAFT Pre-Decisional, Subject to Change, Part of NEPA

# 85th Ave Feedback – Outreach Overview

July 28, 2025 – September 1, 2025

- Door knocked over a 1,000 residents along 85th and Brookdale
- 25 Lawns signs along 85th and Brookdale
- 11 Outreach events

# 85th Ave Feedback - Overview

Total responses – 150

- Participant relation to project:
  - 93% live near the area
  - 30% frequently visit or pass through
  - 5% work on or near the area
  - 1% have no direct connection but want to stay informed

# 85th Ave Feedback - Results

- **62% Support** - North side trail from Hwy252 to Edinbrook Crossing
- **55% Support** - South side trail from Hwy252 to Edinbrook Crossing & North/South side trail from Edinbrook to Noble
- **71% Support** -Traffic signal improvements, lighting, revised right turn design, and improved ped facilities at Noble Ave, Xerxes Ave, Edinbrook Pkwy, and Logan Ave.
- **45% Support** - 3/4 intersection at several locations

# Pedestrian Connection Humboldt Ave to 85th Ave (80th/James/82nd Ave and Logan Ave)

# Projected volumes on Logan Ave, 80<sup>th</sup>/James/82<sup>nd</sup>



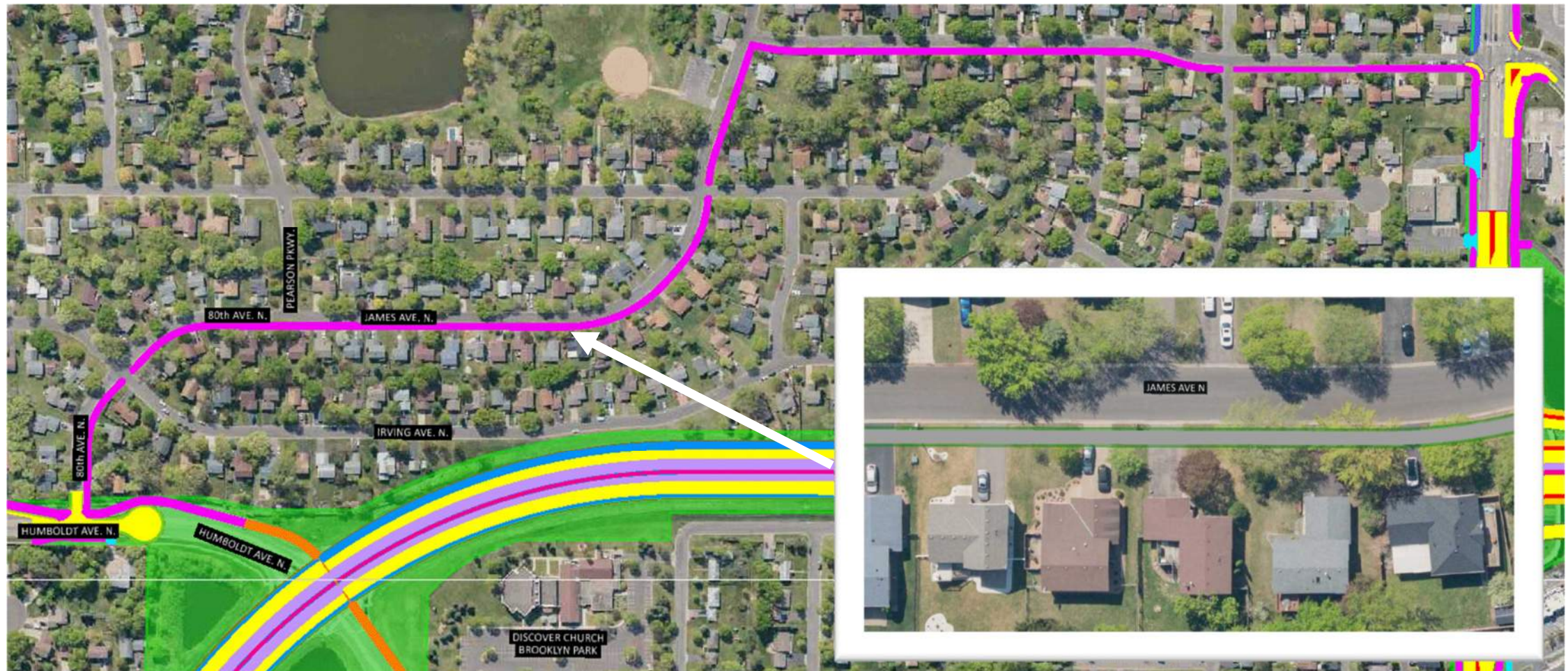
## • Traffic Volumes (Humboldt Ave to 85<sup>th</sup> Ave)



Roadway	Existing	2050 No-Build	2050 Build (4-lane Hwy 252)	Change*	2050 Build (6-lane Hwy 252)	Change*	Safety Issue?
Logan	3,200	3,900	5,900	<b>+2,000</b>	4,900	<b>+1,000</b>	<b>Yes (Critical Index &gt;1)</b>
80 <sup>th</sup> /James/82 <sup>nd</sup>	2,300	1,900	4,300	<b>+2,400</b>	3,500	<b>+1,600</b>	

\*The local circulation analysis identified spot safety needs where the location had a safety need and Build volumes increased by at least 1,000 vpd over No Build volumes.

# Walk Connection



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# Brookdale Drive Hwy 252 to Humbolt Ave

# Projected volumes on Brookdale Dr



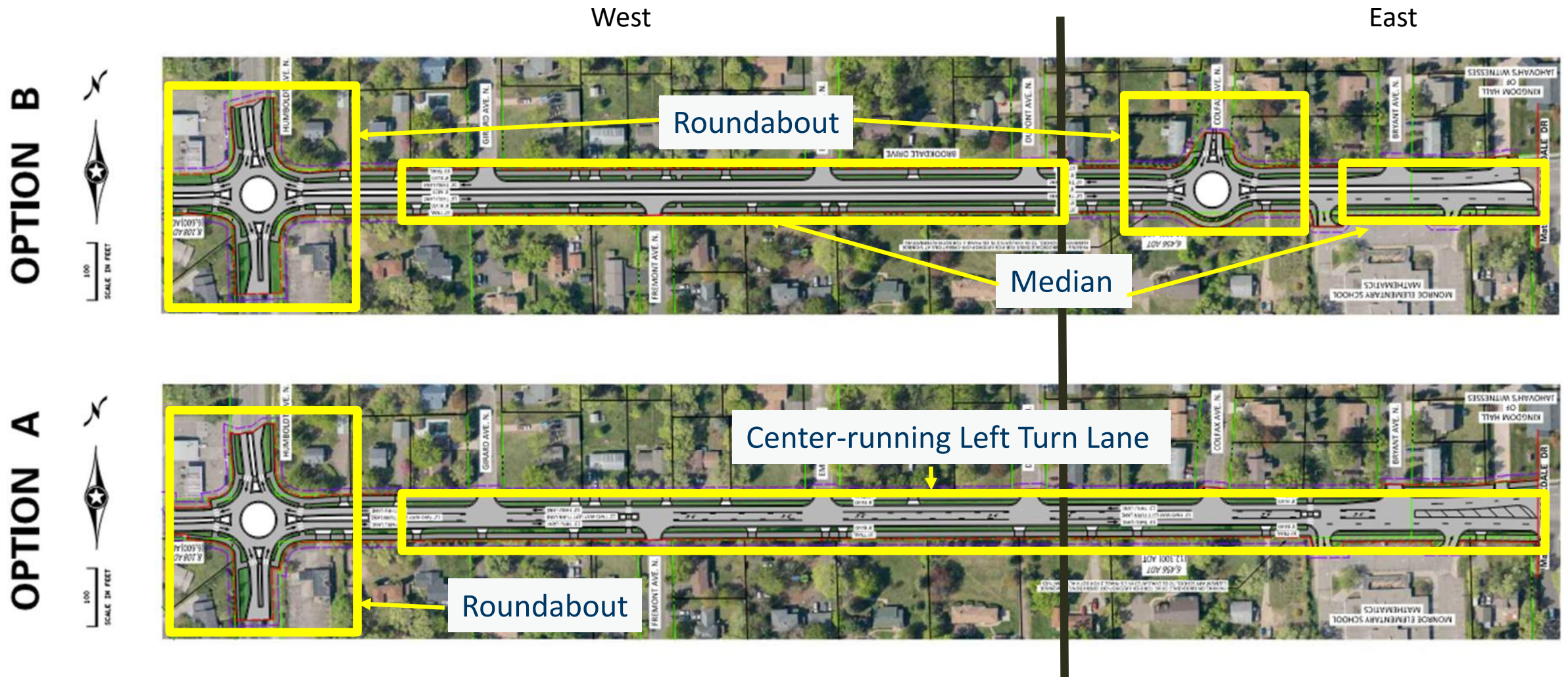
## • Traffic Volumes (Hwy 252 to Humboldt Ave)



Roadway Segment	Existing	2050 No-Build	2050 Build (4-lane Hwy 252)	Change*	2050 Build (6-lane Hwy 252)	Change*	Safety Issue?
Hwy 252 to Humboldt	6,300	6,900	11,800	<b>+4,900</b>	12,300	<b>+5,400</b>	<b>Yes (Critical Index &gt;1)</b>

\*The local circulation analysis identified spot safety needs where the location had a safety need and Build volumes increased by at least 1,000 vpd over No Build volumes.

# Brookdale - Layout Options A & B

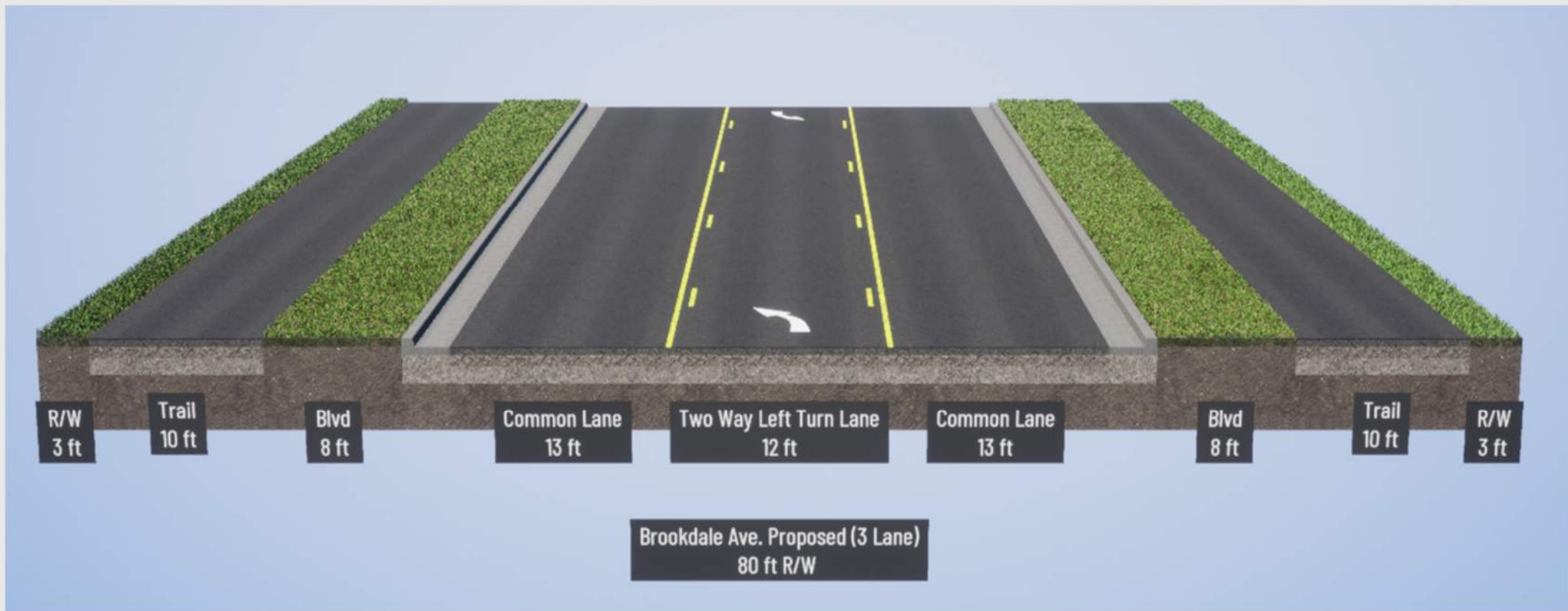


# Brookdale - Layout Option C (Hybrid)

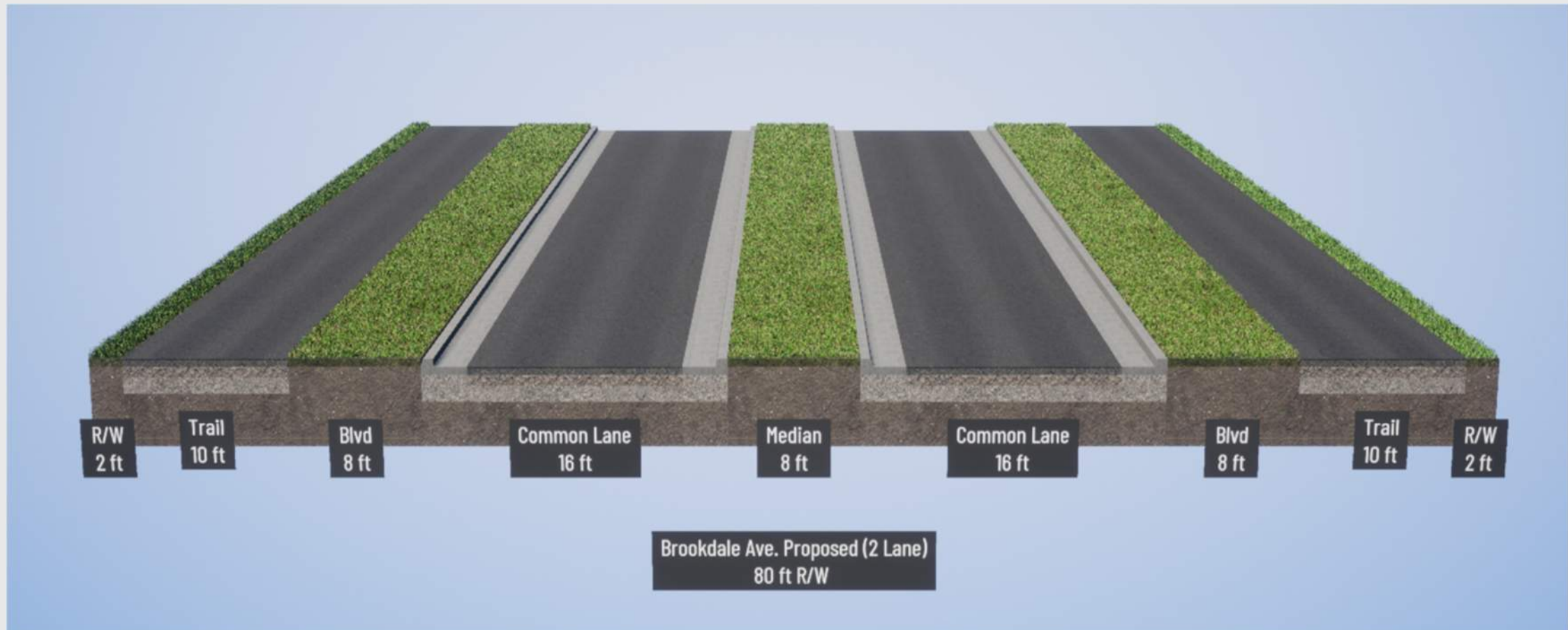


Subsection break (west of roundabout location)

# Brookdale – Option A and West Section of Option C

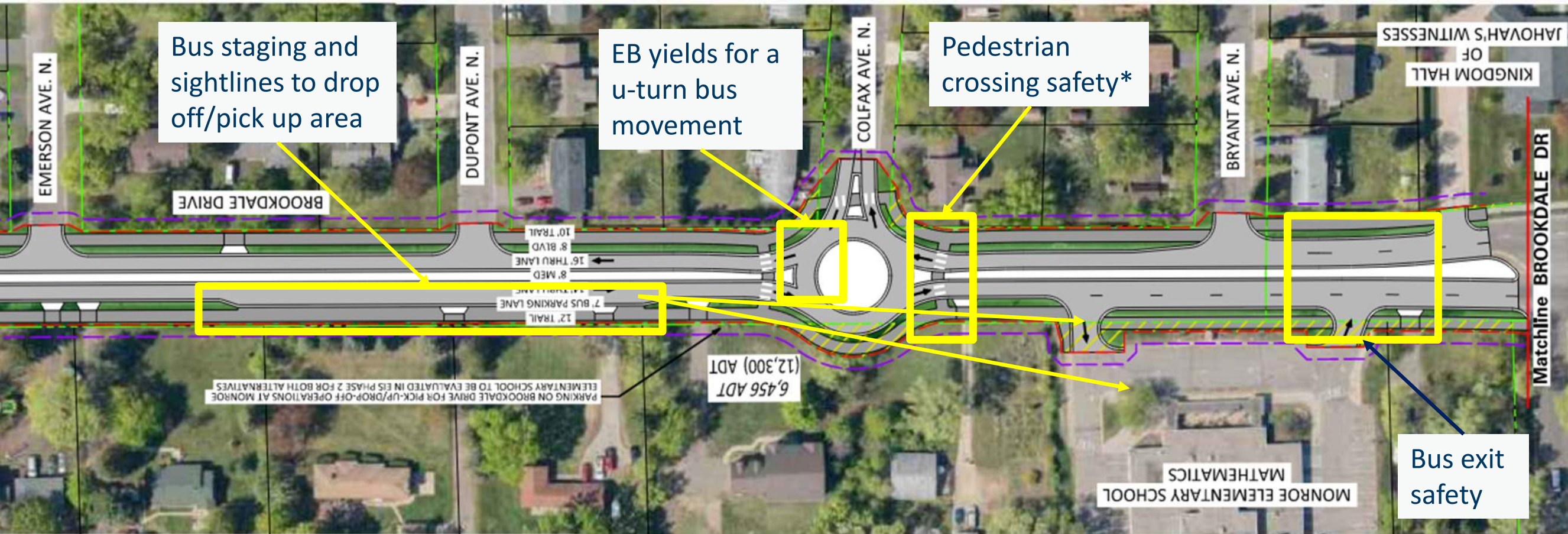


# Brookdale – Option B and East Section of Option C



# School Considerations

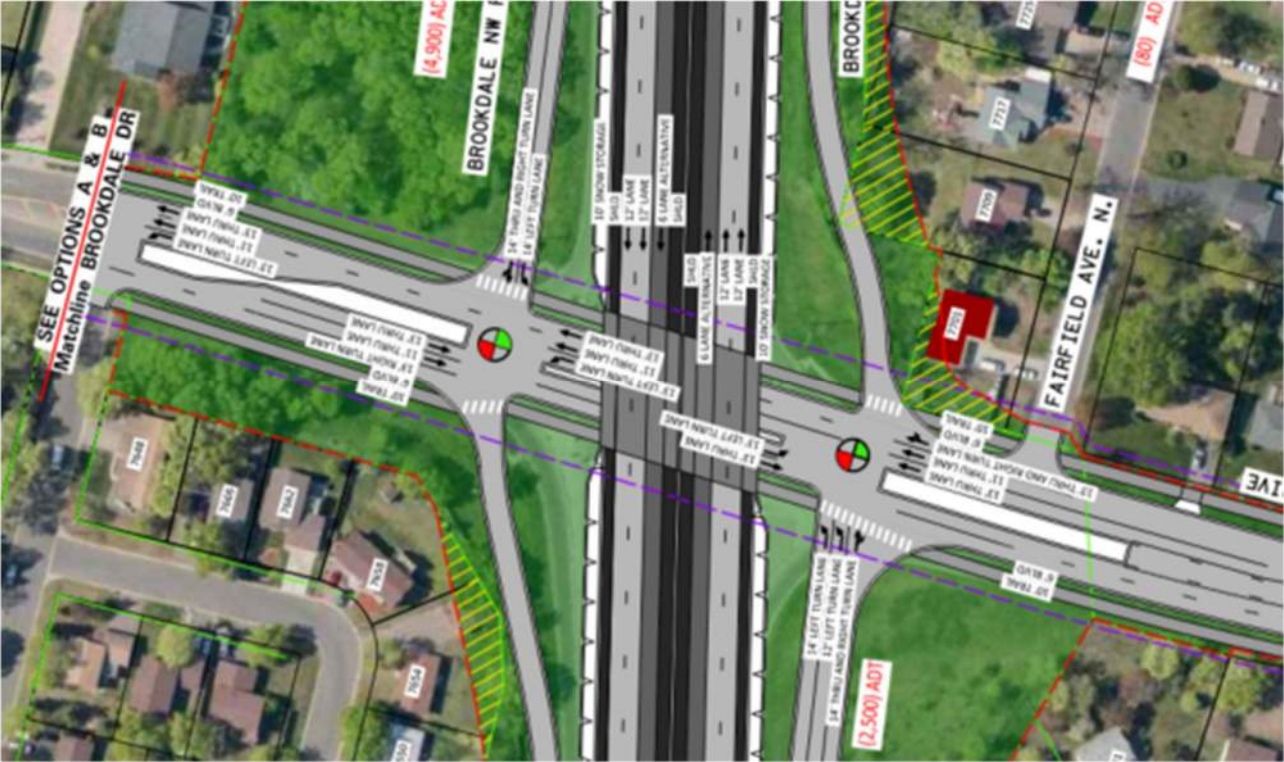
## Options B and C



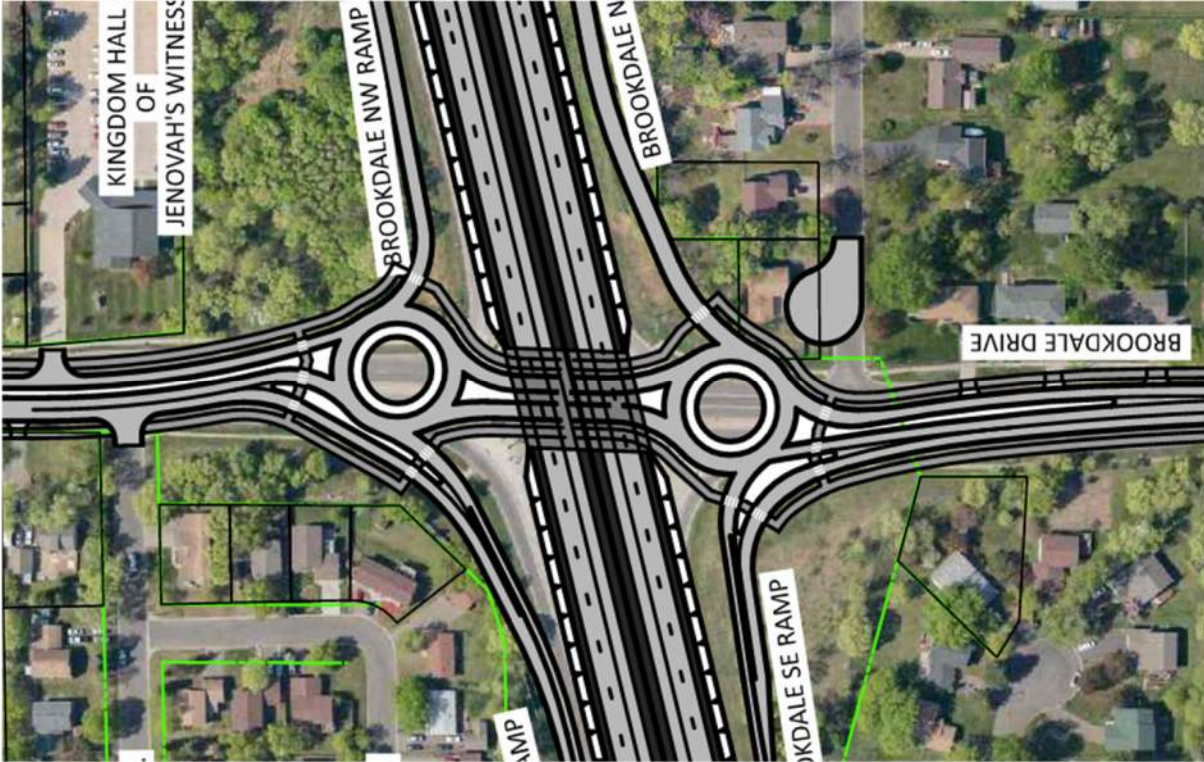
\*RRFB recommended at the school crossing

# Brookdale – Ramp Intersections Options

Ramp Intersection Option A: Signals



Ramp Intersection Option B: Roundabouts



# Brookdale – Additional Considerations

- **West Section: Existing crashes consist of rear-end and sideswipe (same direction) crashes**
  - All options (A, B, and C) would potentially alleviate these types of crashes
- **Both Sections: Parking removed**
  - Observed that parking use at any time is up to 2 vehicles on a typical day.
  - Highway Capacity Manual and Transportation Research Board both identify that having parking spaces that are unused tend to result in higher speeds
  - Removing parking increases boulevard space for signs, snow storage, trees, utilities, and other amenities
- **East Section: School access and safety**
  - Increased safety in front of the school is paramount to the school. Support for median in front of the school and roundabout at Colfax for pedestrian crossing and bus access safety.

# Brookdale Dr Feedback - Overview

- Total responses – 36
- Participant relation to project:
  - 92% live near the area
  - 17% frequently visit or pass through

# Brookdale Feedback – Hybrid Option

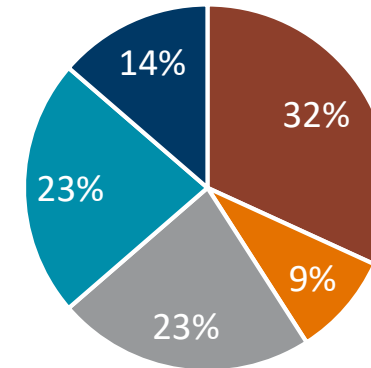
Do you have any comments regarding Option C (Center turn lane from Humboldt Ave to Colfax and median from Colfax to Hwy 252)?

- Preference for Option B due to dangers of merging on multi-lane roundabouts.
- Questions on how school traffic would impact traffic overall.
- Concern over this option wasting money.
- Concerns over excessive use of roundabouts.
- Some consider this the best option.
- Concern over the median blocking residents turning left from Aldrich, Bryant, and Monroe parking lots.

# Brookdale Dr Feedback - Results

**Question:** Please rate your support for the recommended option, Option C (Hybrid) from Humboldt Ave to west of Hwy 252.

- 41% were not in support
- 37% were in support



■ 1 - Do not support ■ 2 ■ 3 - Neutral ■ 4 ■ 5 - Fully support

**Question:** Please rate your support for N/S ped and bike connections with a trail from Humboldt Ave to West River Rd.

- 50% were in support
- 37% were not in support

**Question:** Please rate your support for Roundabouts at the interchange of Hwy 252 with Brookdale Dr.

- 48% were in support
- 43% were not in support

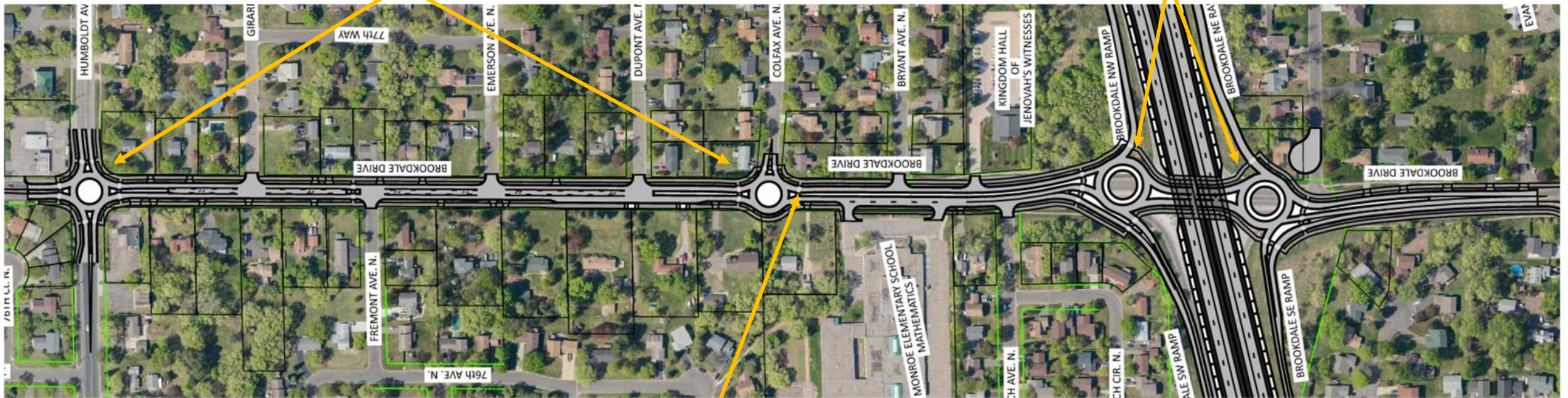
9/26/2025

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# Brookdale – Recommend Option C

Mini roundabout at Humboldt and Colfax

Single-lane Roundabouts at the Hwy 252 interchange



3-lane section from Humboldt to Dupont

2 lane section with median from Dupont to East of Hwy 252

RRFB at school pedestrian crossing

- Provide Roundabout education (How to drive a roundabout)

# Thank you!

**Bryan Nemeth**

*Bryan.Nemeth@bolton-menk.com*

**Ryan Wilson**

*Ryan.Wilson@state.mn.us*

# City of Brooklyn Park Request for Council Action

<b>Agenda Item:</b>	C.2	<b>Meeting Date:</b>	October 6, 2025
<b>Agenda Section:</b>	DISCUSSION ITEMS/GENERAL ACTION ITEMS	<b>Originating Department:</b>	Operations & Maintenance
<b>Resolution:</b>	N/A	<b>Prepared By:</b>	Marc Culver, Public Works Director
<b>Ordinance:</b>	N/A		
<b>Attachments:</b>	1	<b>Presented By:</b>	Marc Culver, Public Works Director
<b>Item:</b>	Blue Line Extension LRT Project Cost Update and Review		

## Overview:

As the Blue Line Extension Project team moves into final design and as the City begins to negotiate the cooperative construction agreement with the project team, staff would like to take some time to review the aesthetic design elements, or visioning elements, of the project primarily along West Broadway up through the Oak Grove Parkway Station, and the associated estimated costs. We will also review other cost elements of the project so that the Council has an updated view of Brooklyn Park's obligations and the funding sources we are planning to use.

The BLE project involves extending the LRT Blue line from Target Field in downtown Minneapolis to Oak Grove Parkway and West Broadway Ave north of TH 610, adjacent to the Target campus in Brooklyn Park. The project is proposed to operate on 13.4 miles of light rail track connecting downtown Minneapolis to the communities of North Minneapolis, Robbinsdale, Crystal, and Brooklyn Park. The proposed project would provide transit improvements in the highly traveled northwest area of the Twin Cities Metropolitan Area and a one-seat ride from Brooklyn Park to MSP airport and Mall of America. The project provides an opportunity to invest in BIPOC communities and reduce regional disparities. Currently the project team expects construction to begin in 2027.

This project has a long history with the City of Brooklyn Park and the other project partners. City staff have been working with the Metropolitan Council on this proposed transit line for more than 14 years. The original alignment reached 90% plans in 2018 before Hennepin County and the Metropolitan Council determined the original concept alignment along the BNSF tracks was no longer feasible. Since then, the project team has been working to design a new alignment.

The change to this new alignment, which will now run down the center of CSAH 81/Bottineau Boulevard instead of along the railroad tracks, has reached a point at which the design team is seeking municipal consent from the partner cities. Fortunately, in Brooklyn Park, the new alignment does not change the design of the vast majority of the line within the city limits.

On September 23, 2024, the City Council voted to approve Municipal Consent for this project affirming the proposed updated alignment, station locations, and other key design elements. Staff will continue to update the Council on the design process and updates to anticipated costs and construction timing.

A key component to the long-term benefit of this project to the City of Brooklyn Park is the complete reconstruction and revisioning of the West Broadway corridor. The BLE project currently plans to install corridor lighting, enhanced trails, colored and textured concrete elements, planters, landscaping, privacy fence, railing, and other treatments that will enhance and encourage new investments along the corridor. During this presentation the Council will see renderings of the stations as well as surrounding areas and examples of the aesthetic treatments currently proposed. City staff will discuss proposed changes to the aesthetic plan in order to save upfront project costs as well as to reduce long term maintenance costs to the City. The City is currently

planning to invest approximately \$5 million on aesthetic treatments, about \$3 million on corridor lighting and upwards of \$5+ million on the undergrounding of utility poles.

City staff as well as representatives from the BLE Project Team will be on hand to answer questions from the Council on this project.

More information on the project can be found at the Metro Transit's project website:

<https://metro council.org/Transportation/Projects/Light-Rail-Projects/METRO-Blue-Line-Extension.aspx>

**Primary Issues/Alternatives to Consider:** N/A

**Budgetary/Fiscal Issues:**

The City will have many financial obligations associated with this project. Many of those costs will be funded by the respective utility funds in order to upgrade and rehabilitate existing and new infrastructure (i.e. water, sanitary sewer and storm sewer). Staff is working with the Project Team and MnDOT to determine what elements along West Broadway will be eligible for Municipal State Aid funding in order to reduce the cost burden on EDA and other general fund dollars. Costs north of Highway 610 will be shared between Municipal State Aid, EDA and assessments on future development in the area.

**Attachments:**

C.2A Presentation (will be included in final packet)

# City of Brooklyn Park Request for Council Action

<b>Agenda Item:</b>	C.3	<b>Meeting Date:</b>	October 6, 2025
<b>Agenda Section:</b>	DISCUSSION ITEMS/GENERAL ACTION ITEMS	<b>Originating Department:</b>	Operations & Maintenance
<b>Resolution:</b>	N/A	<b>Prepared By:</b>	Marc Culver, Public Works Director
<b>Ordinance:</b>	N/A		
<b>Attachments:</b>	1	<b>Presented By:</b>	Marc Culver, Public Works Director
<b>Item:</b>	PFAS Response Update		

## Overview:

Perfluoroalkyl and polyfluoroalkyl substances (PFAS) are a very large class of chemicals that include PFOA, PFOS, and GenX chemicals. These have been manufactured and widely used in many industries and consumer applications since the 1940s. Low levels of PFAS have been found in some of the water supply wells of Brooklyn Park. Well #11 exceeds the newly implemented USEPA PFAS standard of 4 parts per trillion (ppt) and is no longer being used. This exceedance affects the water supply capacity for Brooklyn Park. Staff recommends that treatment for PFAS is likely and should be part of all water supply planning discussions.

As a class member of a class action lawsuit against 3M and Dupont, the City is currently receiving payment as part of a settlement of this suit. To date the City has received approximately \$2 million of an estimated \$3 million in total settlement award. These funds will be used to continue to study this issue and ultimately design the selected resolution.

In addition to the settlement dollars, the Minnesota Pollution Control Agency (MPCA) has a grant program for water suppliers to research and fund options for mitigation of PFAS contamination. The City of Brooklyn Park received a grant award from the MPCA for \$1,085,000 in July 2024 to begin the investigative process and has been working with WSB on solutions for this issue.

Staff has been working closely with WSB to study the situation in Brooklyn Park in more detail and explore options to continue to provide safe, reliable water to residents long into the future. Staff and WSB representatives will present an update to this study and the options currently being studied. Staff expects to come back to the City Council in late first quarter/early second quarter of 2026 to present a recommended option and estimated costs.

**Primary Issues/Alternatives to Consider:** N/A

## Budgetary/Fiscal Issues:

Staff anticipates significant capital and long-term operational costs in order to address this issue. These costs will be covered by the City's water utility and will likely require increases to the water rates within the next several years. The City will continue to pursue legal and grant opportunities to offset these costs and hold the responsible parties of this contamination accountable to the fullest extent possible.

**Attachments:** N/A