



Business Advisory Committee: May 4, 2021



Brooklyn Park | Crystal | Robbinsdale | Golden Valley | Minneapolis



Today's Topics

- Approval of April Meeting Summary
- What to Expect: Schedule Update
- LRT System Overview
- Anti-displacement Working Group



Approval of April 6, 2021 Meeting Summary

What to Expect: Schedule Update

Next Steps: Continue to Seek Solutions

Project Goals, Objectives and Criteria

Conceptual Engineering and Design

Engineering Analysis to Understand LRT &
Roadway Configurations

Potential Station Locations

Right of Way Impacts

Community Benefits

Further efforts to address anti-
displacement, equitable development and
community wealth building

Previous Project Commitments

Address investments related to the
previous alignment

Approach & Timeline

December 2020 – March 2021

BLRT
Project
Principles



Develop
Initial Route
Modifications



We are
Here

Evaluation
Based
on Initial
Screening
Criteria and
Community
Feedback



Late Spring – Summer 2021

Refine Route
Modifications



Evaluate
Based on
Project Goals,
Objectives,
and Evaluation
Criteria



Winter 2021

Route
Modifications
Recommended
for Evaluation
in EIS

**TIER 1: Qualitative
Evaluation Grounded in
Project Purpose and Need**

**TIER 2: Quantitative
Evaluation**

Approach & Timeline

- Survey & interactive map open until May 28 provides for more community input
 - Engagement Cohort expressed the need for more time on initial route engagement
 - Mindful of community events over the past month
- Provides for a more collaborative process of developing the main report elements

Upcoming Advisory Committees Discussion Topics

- June:

- Generalized visualizations showing how LRT could look and fit along the routes
- Discussion of project evaluation criteria
- Share community feedback

- July:

- Route walkthrough, will begin to provide area specific details about LRT, traffic lanes, sidewalks, and potential Right of Way impacts
- Potential station locations

Upcoming Advisory Committees Discussion Topics (cont.)

- August:
 - Further discussion on specific engineering details
 - Draft route evaluation information
- September: Release Draft Route Report

Community Input Shaping Technical Advancement

- Reviewing suggested missing routes options
- Analyzing suggested station locations
- Analyzing community identified issues and opportunities
- Reviewing input on project Goals

April Outreach Highlights: Activities Lead by Cohort & Advisory Committee Members

- Attendance at Earth Day events, vaccination sites, and cultural festivals with project information
- April 15: Northside Business Luncheon
- April 15: Seeds to Harvest Group Discussion
- April 28: Robbinsdale Listening Session

May Engagement Highlights

- May 12: Minneapolis Downtown Council
- May 20: Jordan Area Community Council
- May 25: Robbinsdale Chamber of Commerce
- May 26: Facebook Live with Commissioner Lunde

Upcoming Engagement Activities

- Summer overview
 - Community event attendance & pop-ups
 - Ongoing community specific meetings
- June:
 - Broader engagement focused on anti-displacement
- July:
 - Target conversation in July/August with corridor adjacent neighbors
 - Corridor wide events to highlight technical detail

Community Engagement Cohort

Contact	Organization	Areas
Ange Hwang	Asian Media Access Inc	Area 1, 2, 3
Ekta Prakash	CAPI USA	Area 1, 3
Tezzaree El-Amin Champion	Encouraging Leaders	Area 3
Nichole Buehler	Harrison Neighborhood Association	Area 3
Kristin Murray	Juxtaposition Arts	Area 3
Sunny Chanthanouvang	Lao Assistance Center of MN	Area 1, 3
Jackson George	Liberian Business Association	Area 1, 2
Warren McLean	Northside Economic Opportunity Network	Area 2, 3
Martine Smaller	Northside Residents Redevelopment Council	Area 3
Felicia Perry	West Broadway Business Coalition	Area 3
Cathy Spann	Jordan Area Community Council	Area 3
Danecha Goins	Cleveland Neighborhood Association	Area 3
Diana Hawkins	Hawthorne Neighborhood Council	Area 3
Markella Smith	McKinley Community Neighborhood Association	Area 3



Cohort Specific Feedback

- Timing is a concern; our communities need space for healing and grace
- Prioritize translation of project materials
- Clarity on the big picture of how all the different advisory committee meetings fit together
- Need to recognize the community input in previous work and pull forward the relevant feedback
- Incorporate a historical perspective into project communications
- Recognize the different levels of community awareness and expertise
- Anti-displacement work is a priority

LRT System Overview

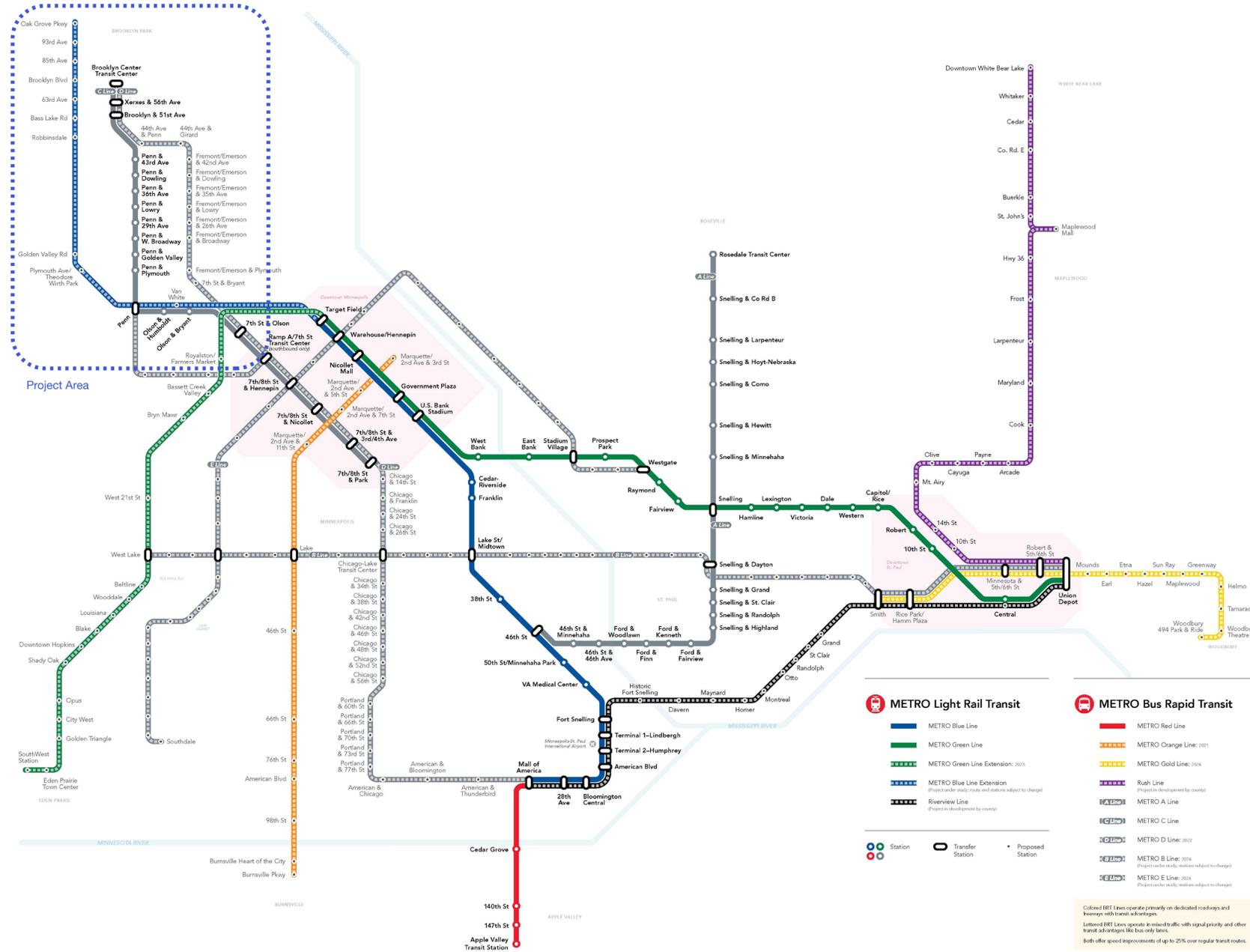
METRO System



Fast. Frequent. All day. All yours.

Future Rapid Transit Network

- Includes METRO LRT Blue and Green Line, Bus Rapid Transit Red, A and C Lines
- Fast, frequent, all-day service
 - 10 –15 minute headways
- Stations with enhanced amenities



Colored BRT Lines operate primarily on dedicated roadways and freeways, with transit advantages.
 Lettered BRT Lines operate in mixed traffic with signal priority and other transit advantages for bus-only lanes.
 Both offer speed improvements of up to 25% over regular transit routes.

Rail Modes

Commuter Rail



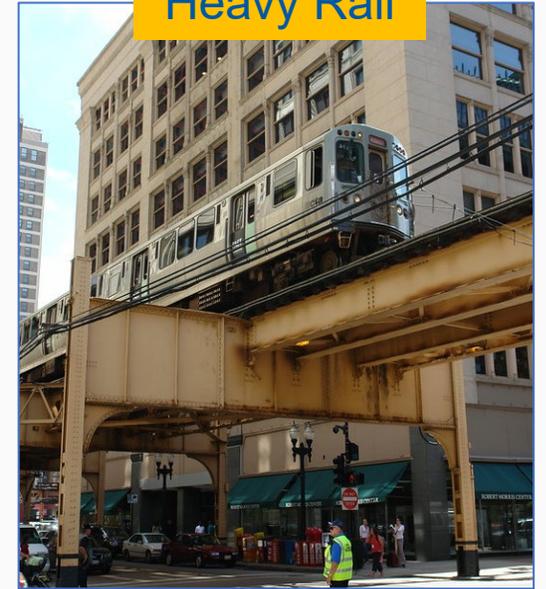
Light Rail



Streetcar



Heavy Rail



Station Spacing:

2 to 5 miles

Runningway Type:

Railroad

Example: Northstar

Station Spacing:

1/2 to 1 mile

Runningway Type:

Mostly dedicated,
minimal shared with
traffic

Example: Green & Blue
Lines

Station Spacing:

1/4 to 1/2 mile

Runningway Type:

Mostly mixed with
traffic

Example: Riverview
Line (planned)

Station Spacing:

Urban ~ 1/2 mile;

Suburban ~ 1 to 5 miles

Runningway Type:

Exclusively dedicated

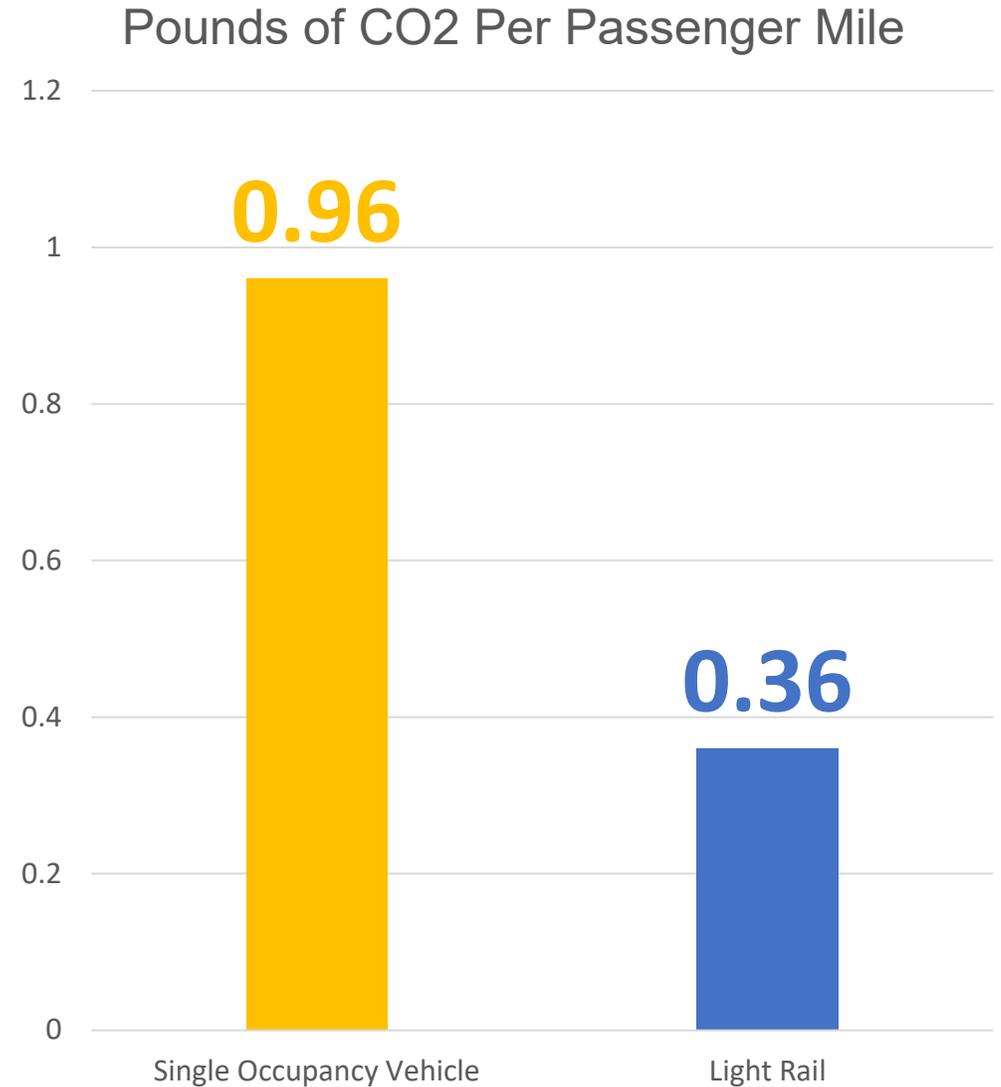
Example Systems:
Chicago "I", New York
subway

LRT Operating Assumptions

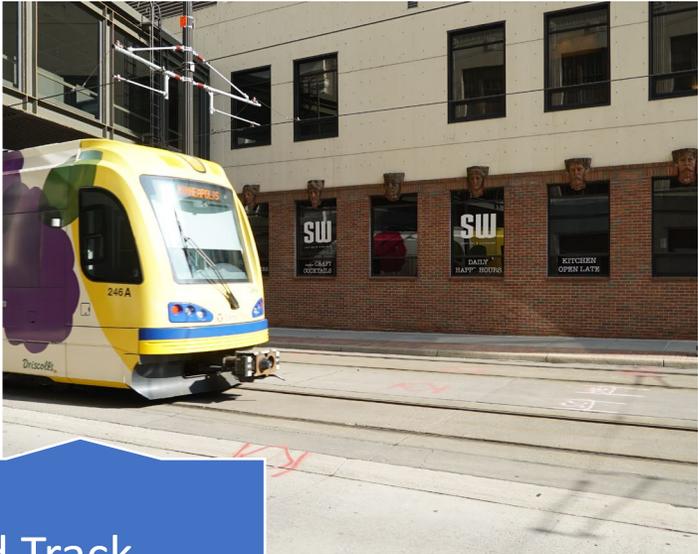
- Connects Brooklyn Park, Crystal, Robbinsdale, Minneapolis and Bloomington to local and regional employment, education, attractions
- Hours of operation/frequency:
 - Rush hours (weekdays 6:00-9:00 AM and 3:00-6:30 PM) and midday: 10 minutes
 - Evening/Weekends/Holidays: 10-30 minutes
- Fares:
 - Adults: Ages 13 – 64:
 - Non-rush hour: \$2; rush-hour \$2.50 (good for 2 ½ hours)
 - Reduced Fare: Youth/Seniors/Medicare Card Holders
 - Non-rush hour: \$1; rush-hour \$2.50 (good for 2 ½ hours)

Environmental Benefits

- Reduces vehicle miles traveled by removing vehicles from the road
 - Each rail car can carry up to 270 passengers, compared to the average car holding 1.7 passengers
- Reduces pollution by using electricity
- Encourages sustainable land use patterns



How It Operates



Embedded Track



Overhead electric line



Non-embedded Track

Center-running

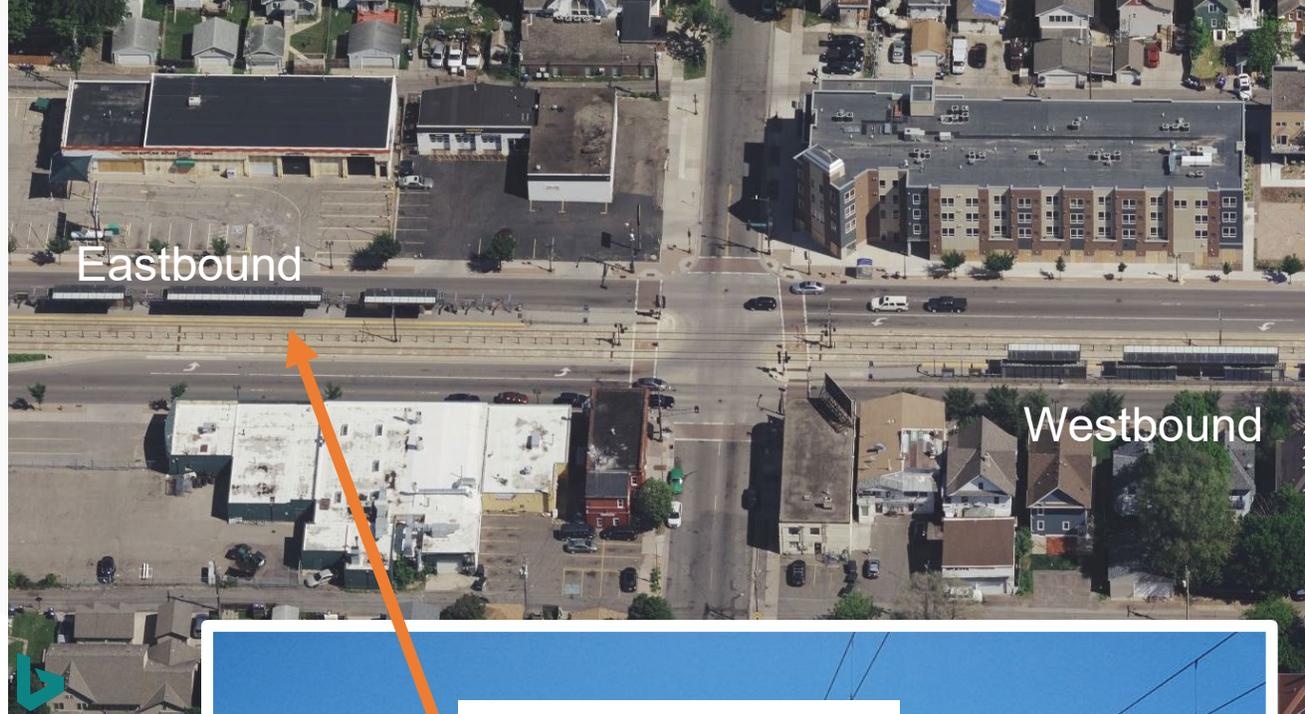
University Avenue, Saint Paul



Side-running

Hiawatha Ave, Minneapolis





CENTER, SHARED PLATFORM

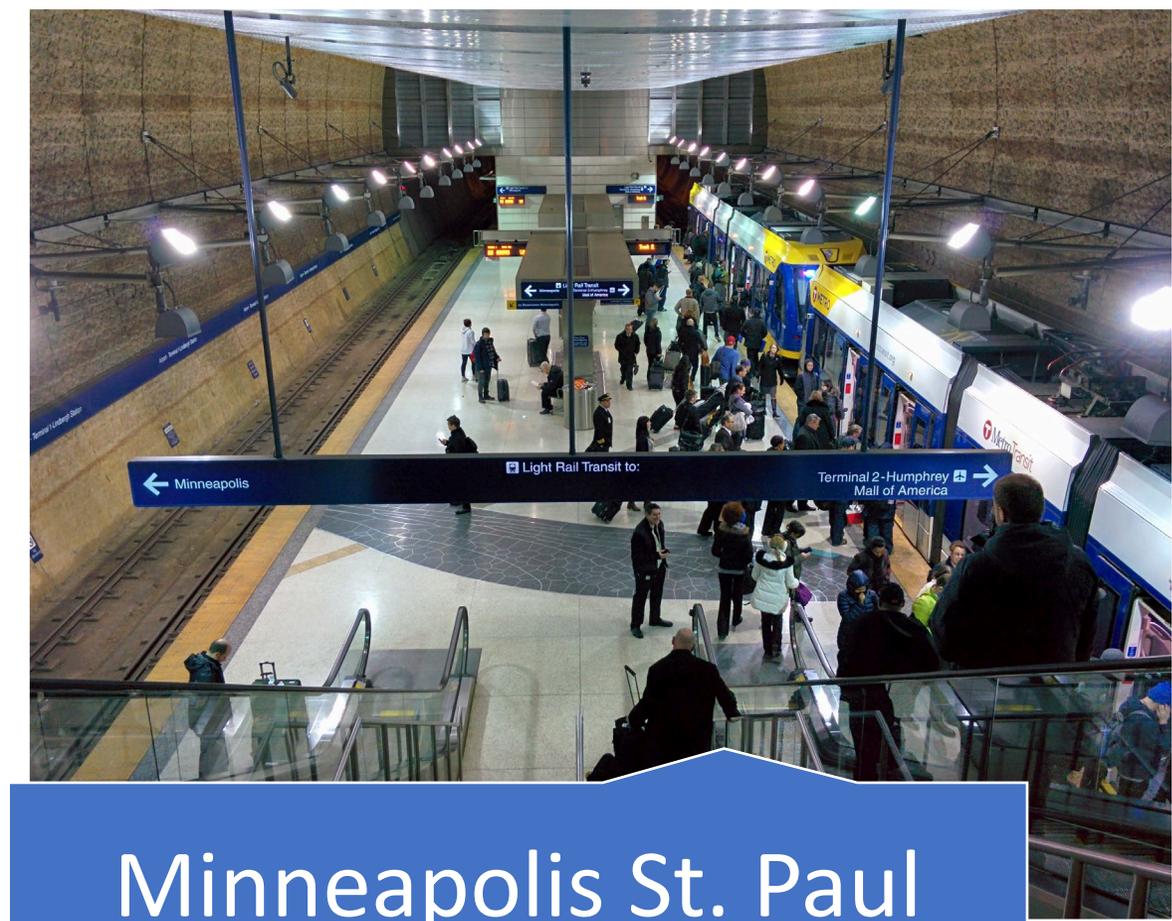


SPLIT PLATFORM

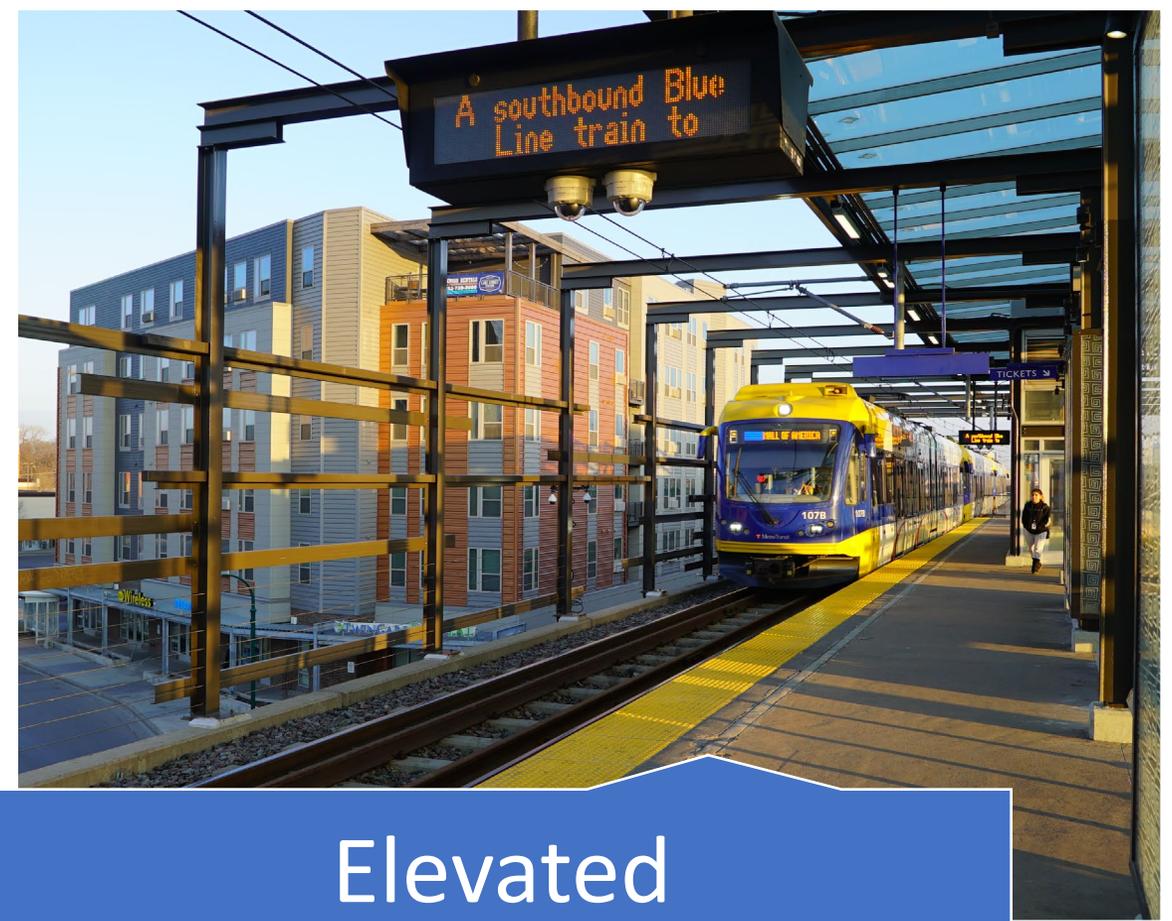


Above and Below Ground Stations

There are only two stations out of thirty-six stations in our system not at grade

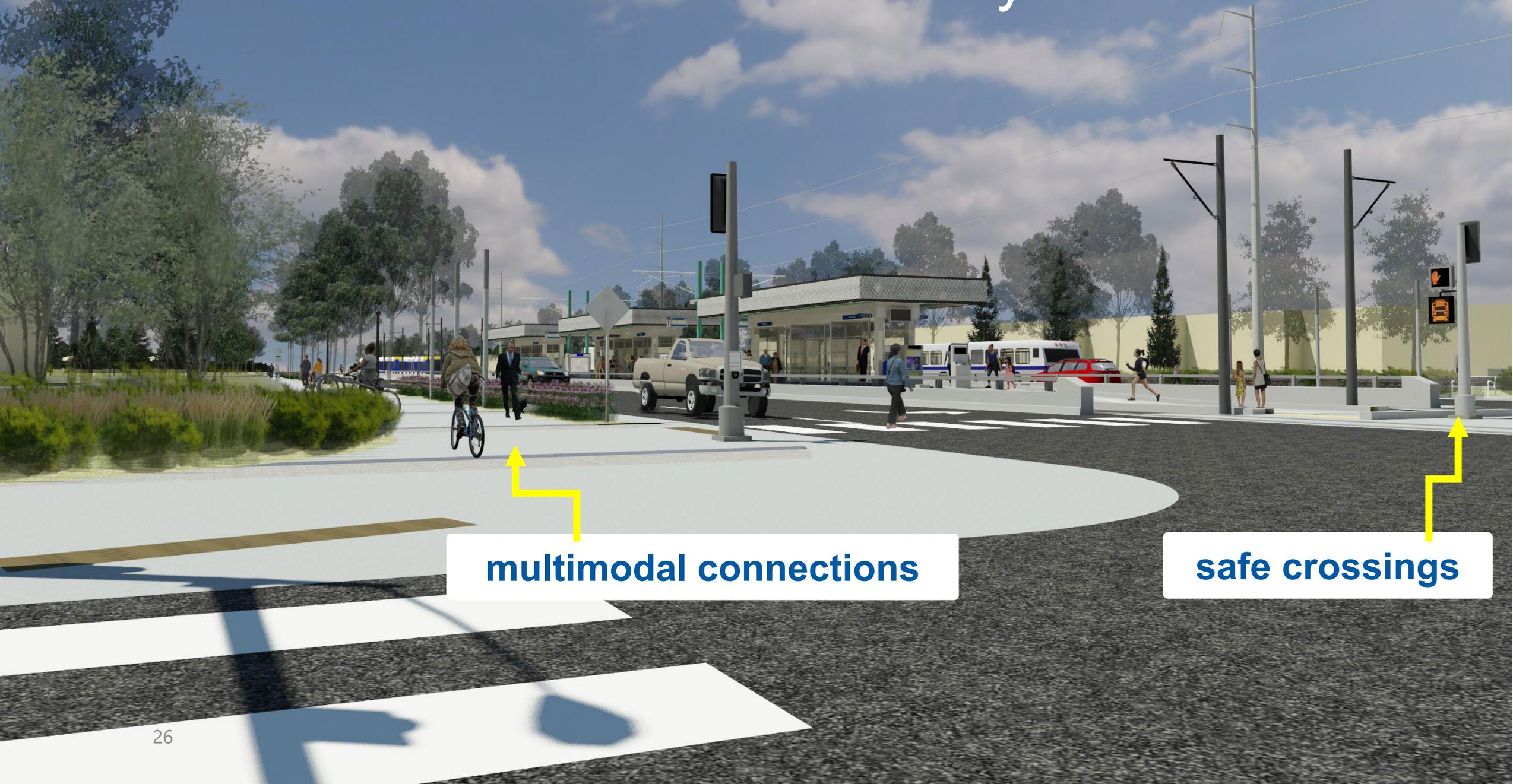


Minneapolis St. Paul
Airport



Elevated
Lake Street Station

Station Area Features: W. Broadway 85th Ave Station



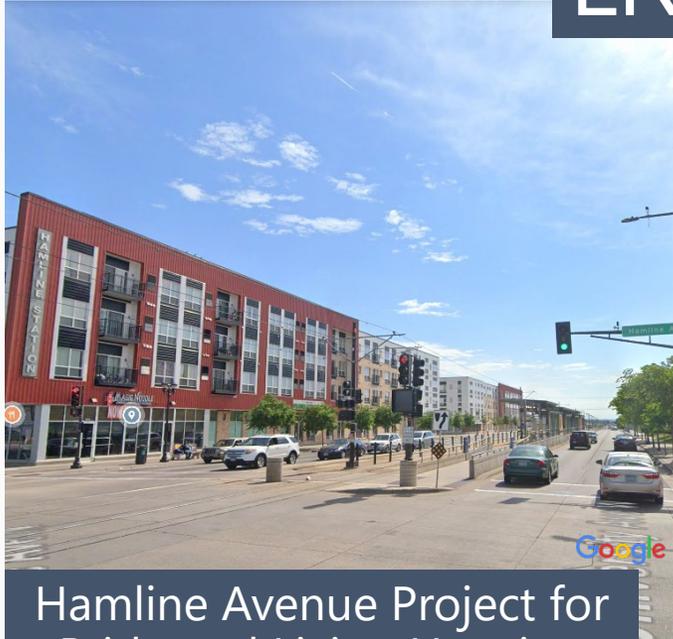
multimodal connections

safe crossings

Center Platform Station: 29th Ave SE



LRT: Neighborhood Context



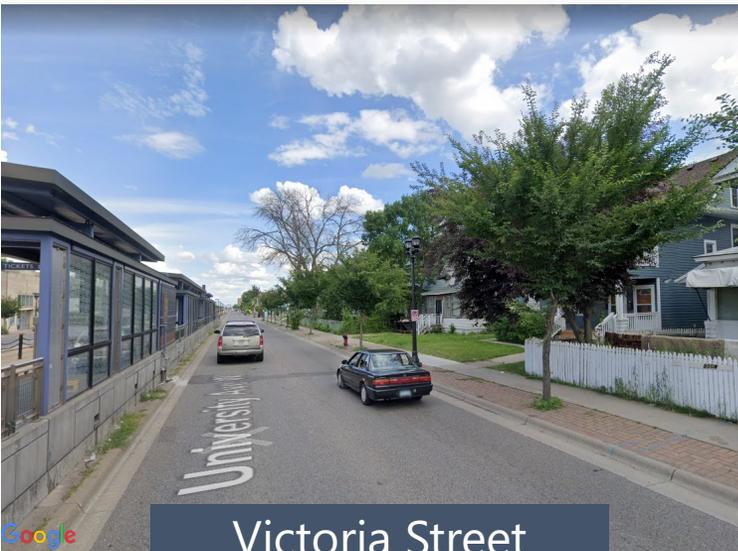
Hamline Avenue Project for Pride and Living Housing



University of Minnesota



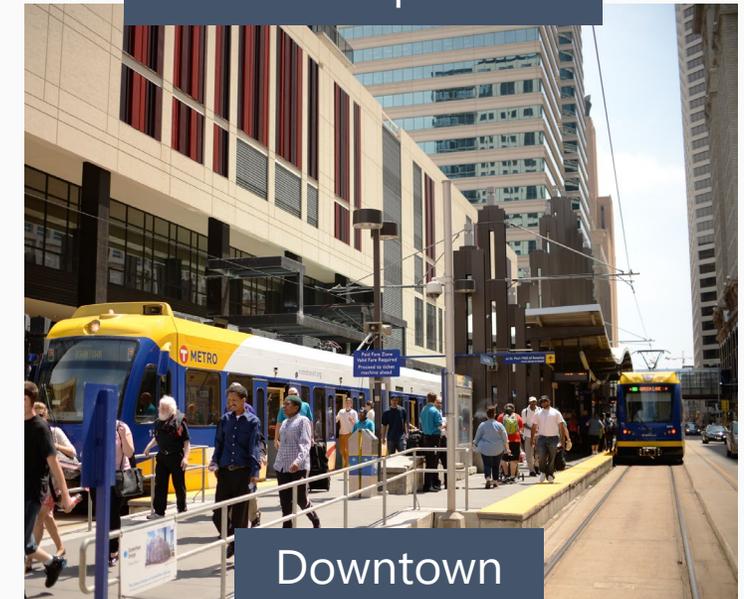
Minnehaha Avenue
Minneapolis



Victoria Street
Station St. Paul



Prospect Park
Station Minneapolis



Downtown
Minneapolis

Anti-displacement Working Group

Continue to Seek Solutions

Community Benefits

Further efforts to address anti-displacement, equitable development and community wealth building

Previous Project Commitments

Address investments related to the previous alignment

Moving Forward: April Advisory Committee Feedback

- Confirmed support of a third-party facilitator to lead this work
- Confirmed support for convening the group work as soon as possible
 - Anti-displacement should be worked on throughout the route planning, environmental review and advance design
- Request for national examples and possible shared definitions for discussion
- Feedback:
 - Anti-displacement is complicated, there are no easy solutions
 - There are many organizations who work in this area
 - This requires a commitment from the project

Advisory Committees: Suggested Names & Organizations

- TPAC: CREATE Toolkit (<https://create.umn.edu/toolkit/>)- Bonnie Keiler, CURA, Trust for Public Land, Center for Economic Inclusion
- BAC: The Alliance, Equity Council at the Met Council, Move Minneapolis and the Minneapolis Chamber of Commerce, CURA, the Blue Line Coalition, DEED
- CAC: Markeda Zulu-Gillespie (UROC), Anika Roberts, Phillips Foundation, Sanctuary Church, Robbinsdale Human Rights Commission, Hennepin County Disparity Reduction Team, Neighbors for More Neighbors, OurStreets, Minneapolis Urban League
- CMC: U of MN

Anti-displacement Working Group Imbedded in Project Work

- Working group will seek feedback from advisory committees and partners

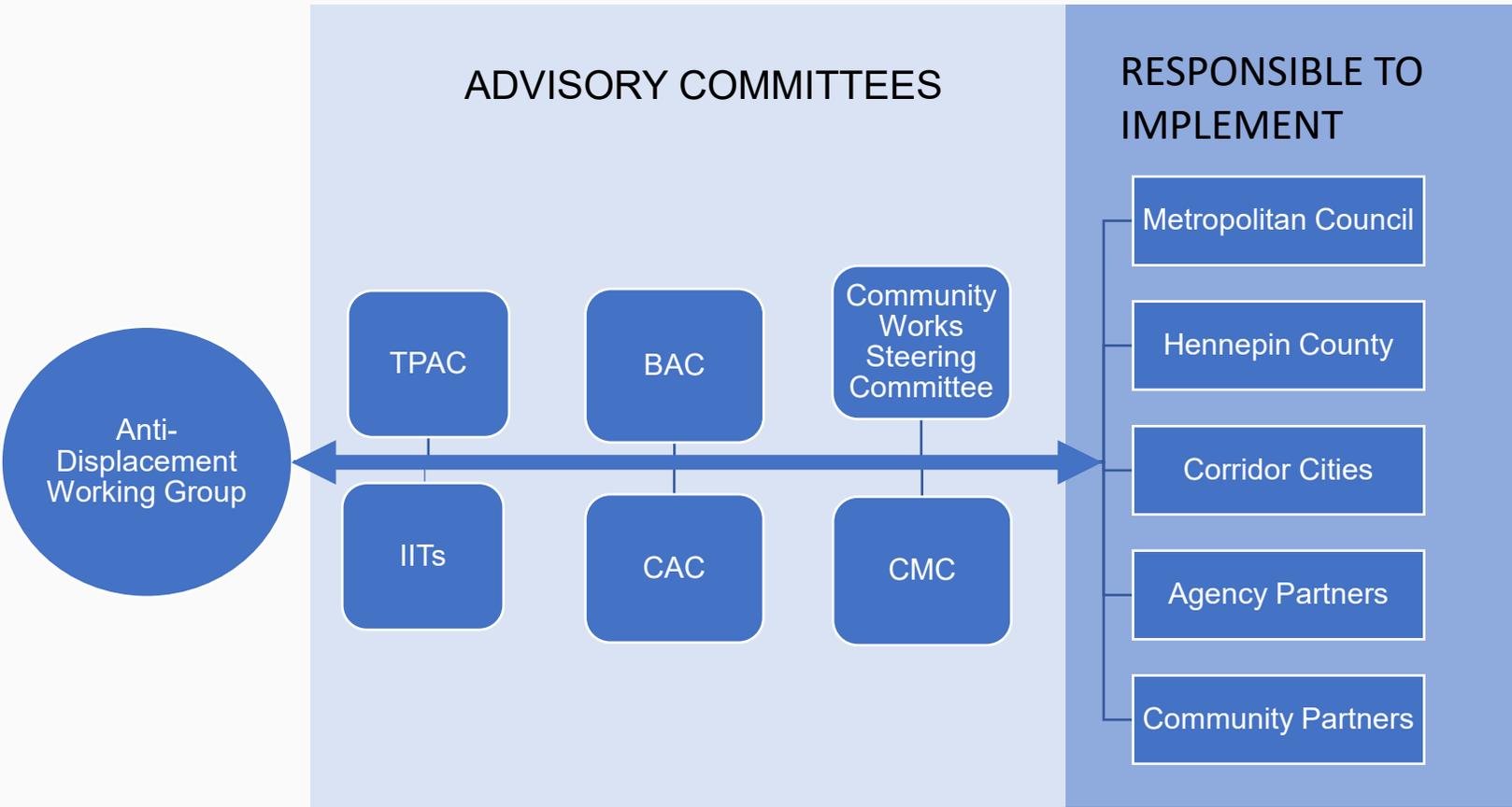
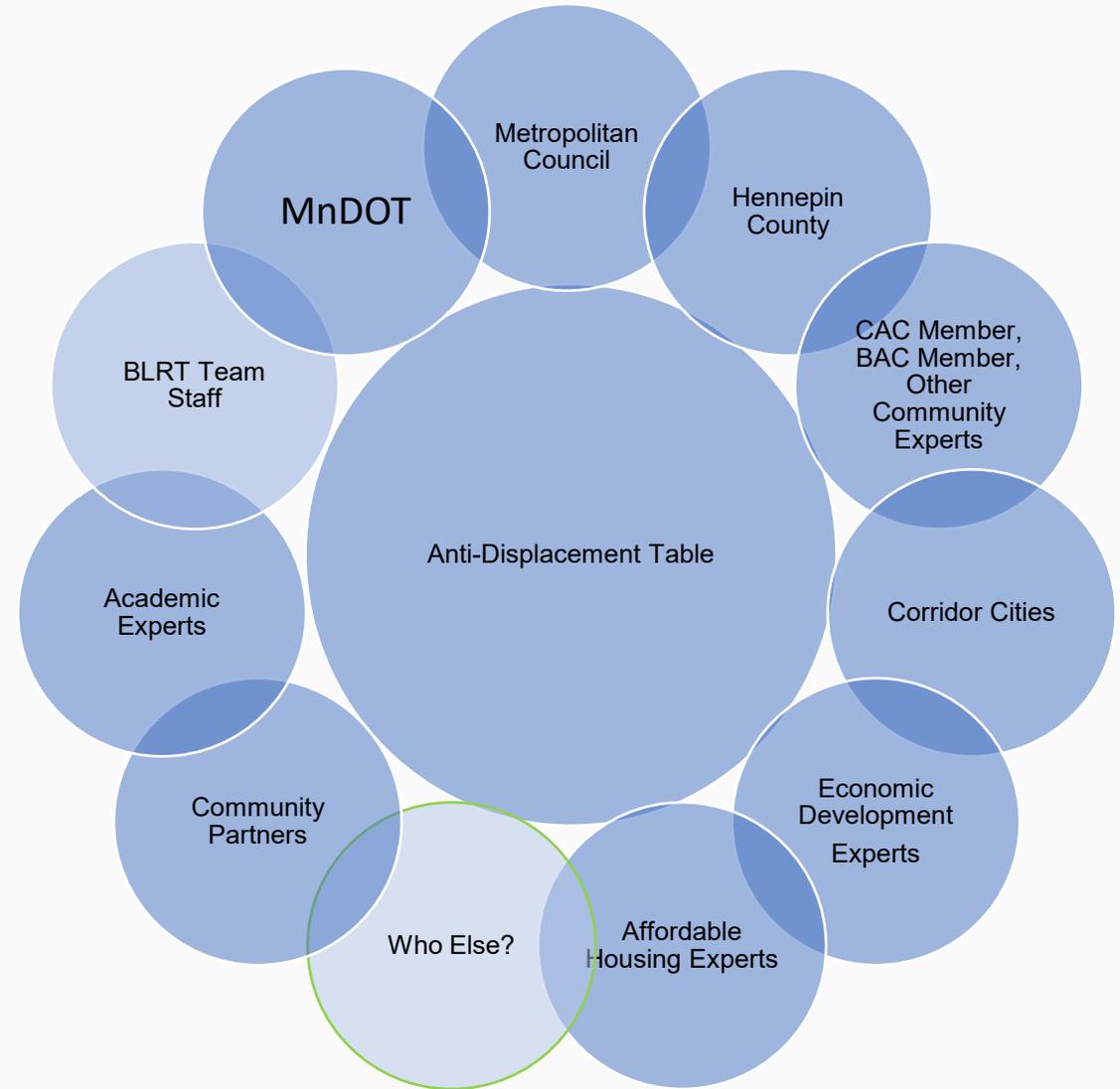


Table Setting

- Balancing access to the table with a functional working group size
 - Facilitator could help confirm membership?
- What are essential components of the facilitator role?
 - Brings subject matter expertise and facilitation experience

Working Group

- Confirm table representatives
- Bring together experts from community, Met Council, Hennepin County, corridor cities BLRT Advisory Committees and others



Moving Forward

- Gathering list of organizations and key stakeholders based on conversations
- Considering the composition and facilitation of a group
- Gathering definitions, case studies and identified local and national experiences in this work
- Drafting an RFP to find a convener who will lead this work
- Exploring how project goals and evaluation criteria can address anti-displacement

Next Steps

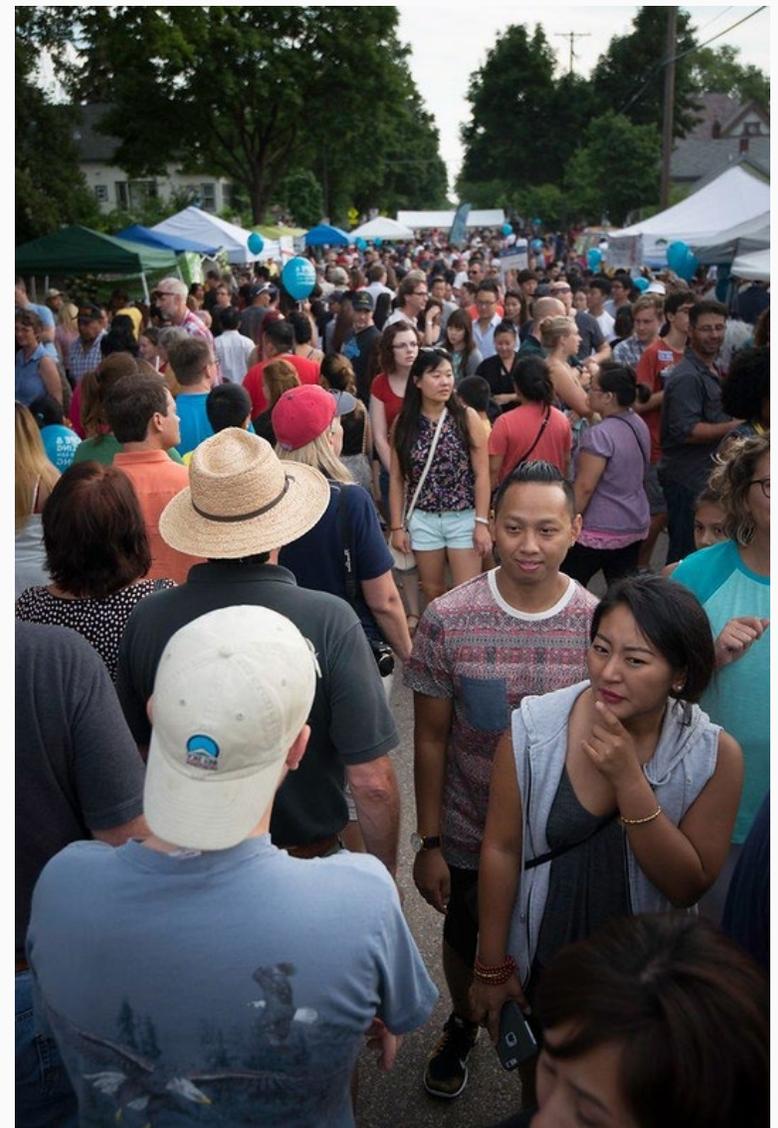
- Review Draft Request for Proposal with Advisory Committees in June
- Release Request for Proposals
- Continue broader community engagement on anti-displacement in June to support work of anti-displacement facilitator

LRT Development Trends

- Permitted: ~\$14 billion in development has been permitted near high frequency transit in the last 17 years
 - 35% of regional development has occurred along high frequency transit corridors
 - \$9.2 billion is located within one-half mile of a LRT station
 - 20,500 multi-family units permitted near LRT stations (out of 34.2K units)
- Planned: \$8.9 billion in development is planned near high-frequency transit
 - 68% of the development planned in the region is along high frequency transit corridors
 - \$5.6 billion near LRT stations
 - 19,000 multifamily units near LRT stations (out of 35K units)

Green Line (Central Corridor): About Community, Not a Commute

- Regional success in terms of ridership, overall development and job growth
 - Ridership exceeded projections
 - 2030 projected: 41,000 average weekday rides
 - 2018 actual: 42,572
 - Corridor has become more diverse
 - Project exceeded its goals for employing:
 - Women: goal 6%, actual 7%
 - Minorities: goal 18%, actual 19%
 - Contracting with disadvantage businesses: goal 15%, actual 18% (\$118M paid to MN DBEs)



2015 Little Mekong Night Market

Credit: Central Corridor Funders Collaborative



Green Line (Central Corridor): About Community, Not a Commute

- 450 businesses made preparations and improvements prior to and during construction:
 - \$3.1M in loans, \$260K in façade grants, training and technical assistance
- 212 businesses were aided by \$3.9M in “Ready for Rail” forgivable loans
- 128 street-level businesses opened fronting the Green Line during the four-year construction period, 13 more than closed or relocated



Central Station, St. Paul

Next Steps

- Bring in local stakeholders to share their perspective, answer questions
 - Business owners
 - Residents
 - Organizers
 - Policy Makers



Cultural Corridor Meeting, 2013

Credit: Central Corridor Funders Collaborative

Next Meetings:

- Tuesday, June 1 at 8:00 AM
- Proposed, Tuesday July 13 at 8:00 AM (second week due to July 4 holiday)

Stay Connected!

- Project website: bluelineext.org
 - Project news, maps, surveys, what we're hearing
 - Committee meeting materials: agenda, handouts, presentations, meeting minutes
 - Sign-up for GovDelivery project updates
 - Connect with staff for your questions or schedule a presentation
- Follow us:
 - Twitter: [@BlueLineExt](https://twitter.com/BlueLineExt)
 - Facebook: [MetroBlueLineExtension](https://www.facebook.com/MetroBlueLineExtension)



Back Up Slides

LRT: Permitted & Planned Development

Permitted Development	Blue Line	Green Line	Green Line Ext	Blue Line Ext (Previous Alignment)
Residential Units (Planned)	10,422 (10,861)	15,176 (10,951)	4,166 (5,335)	85 (187)
Residential Value (Planned)	\$1,898,101,522 (\$828,958,000)	\$2,511,790,136 (\$387,400,000)	\$621,391,820 (\$212,200,000)	\$12,017,736 (\$27,791,912)
Commercial Value (Planned)	\$3,394,256,868 (\$462,000,000)	\$3,462,260,869 (\$75,700,000)	\$824,638,780 (\$39,000,000)	\$72,705,582 (\$39,000,000)
Public/Institutional Value (Planned)	\$582,108,895 (\$176,000,000)	\$887,074,492 (\$568,100,000)	\$163,296,739 (\$51,000,000)	\$15,012,307 (\$85,000,000)
Industrial (Planned)	\$21,921,930 (n/a)	\$21,930,695 (n/a)	\$32,550,819 (n/a)	\$135,769,452 (n/a)
Mixed Use Value (Planned)	n/a (\$552,900,000)	n/a (\$2,897,800,000)	n/a (\$184,100,000)	n/a (\$0)
Permitted Total Value (Planned Total Value)	\$5,896,389,215 (\$2,019,858,000)	\$6,883,056,192 (\$3,929,000,000)	\$1,641,878,158 (\$578,000,000)	\$235,505,077 (\$151,791,912)

