



BAC: June 1, 2021



Brooklyn Park | Crystal | Robbinsdale | Golden Valley | Minneapolis



Today's Topics

- Approval of Meeting Summary
- Anti-displacement Working Group Update
- Summary of March – May Engagement Feedback
- LRT Station Placement



Approval of May Meeting Summary

Anti-displacement Working Group Update

Draft Request for Proposal Discussion

Request for Proposals: Role of the Consultant

- Responsible for:
 - Convening
 - Facilitating
 - Managing the work plan of a Working Group for anti-displacement policy and developing actionable recommendations
- Will provide subject-matter expertise and conduct community consultation to develop policy recommendations that reflect the needs of the BLRT corridor communities
- Works in partnership with Project Management Team

Draft RFP: Preferred Qualifications

- Can be an individual or small team
- Demonstrated expertise/knowledge/effectiveness of:
 - Issues of displacement, affordability, economic development, and community wealth-building strategies
 - Working in local communities and a vested interest in supporting those communities
 - Facilitation with state and local agencies and community partners
 - Complex infrastructure projects
 - Building trust with communities vulnerable to displacement
 - Ability to engage audiences both in-person (as Covid-19 public health restrictions allow) and virtually in an efficient and accessible manner

Draft RFP: Preferred Qualifications

- Consultant lead should have a minimum of ten years of experience working in local policy development or implementation addressing:
 - Housing
 - Economic development
 - Racial equity and/or cultural competency
- Equivalent combination of advanced education and work experience

Draft RFP: Tasks

- Task 1: Project Management
- Task 2: Working Group Facilitation
- Task 3: Market Analysis & Vulnerability Assessment
- Task 4: Policy Audit and Case Study Review
- Task 5: Community Consultation
- Task 6: Recommendations and Implementation Plan
- Task 7: Materials

Final RFP: Communication Plan

- Expansive in our communications
- Develop web and social media content for advisory committee members, Cohort and project partners to share the availability of the RFP

Selection Committee: BAC & CAC Representatives

- Select one representative per committee for RFP evaluation panel
- Representative would commit to:
 - Review and score all proposals
 - Meet with evaluation panel team
 - Conduct interviews, if needed
 - No conflict of interest

Next Steps: Draft RFP Comments

- June 24: All draft RFP comments submitted to Sam O'Connell
 - sam.oconnell@metrotransit.org
- June 28: Final RFP released

Next Steps: RFP Timeline



Summary of March – May Engagement Feedback

May Engagement Highlights

- May 14: Heritage Park Eid Celebration
- May 17: Encouraging Leaders Facebook Live
- May 20: Jordan Area Community Council
- May 25: Robbinsdale Chamber of Commerce
- May 26: Facebook Live with Cmr. Lunde
- May 26: Lao Assistance TALK OUT LAO'D Facebook Live
- May 26: NRRC Candidate Forum
- May 27: Webinar with Move Minneapolis, Nūloop Partners & Warehouse District Business Association
- May 27: Liberian Business Association



Liberian Business Association Event

Analyzing Results

- Engagement report available in July
- Feedback incorporated on an ongoing basis and much has already shaped project evaluation, the formation of the Anti-displacement Working Group draft RFP, and conceptual engineering advancement
- Continuing to analyze results and responding; some of which will be previewed today
- Data from in person events is still being tabulated
- Cohort contributed significantly to responses received

Summary Statics

- 60+ community events, reaching 2,000+ people
- 1,600 responses to survey; paper surveys still being tabulated
- 500 comments on the interactive map
- 23 emailed/general comments; not including questions
- 100+ questions and phone calls

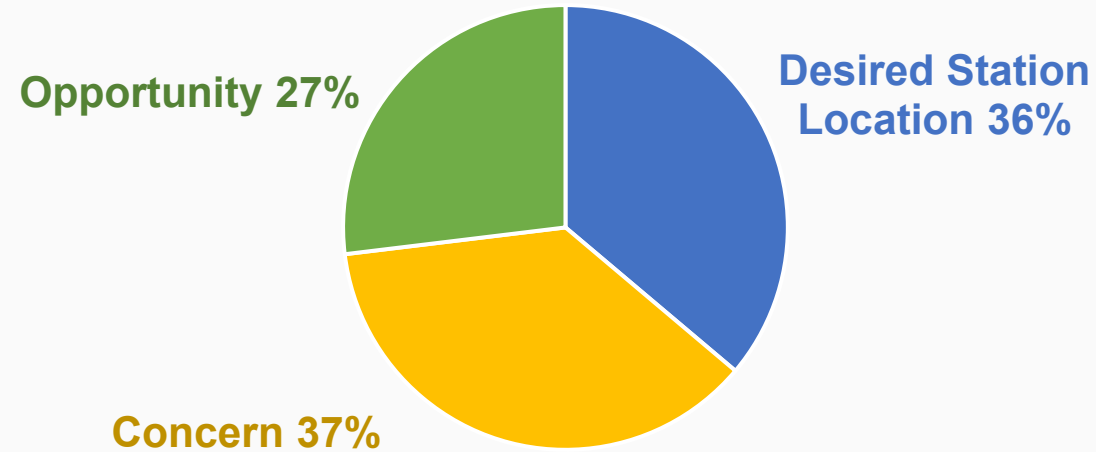
What We Asked

- Site specific issues & opportunities
- Route validation and potentially missing options
- Project goals for route evaluation
- Preliminary design preferences
- Potential station location

Map Comments by Area and Category

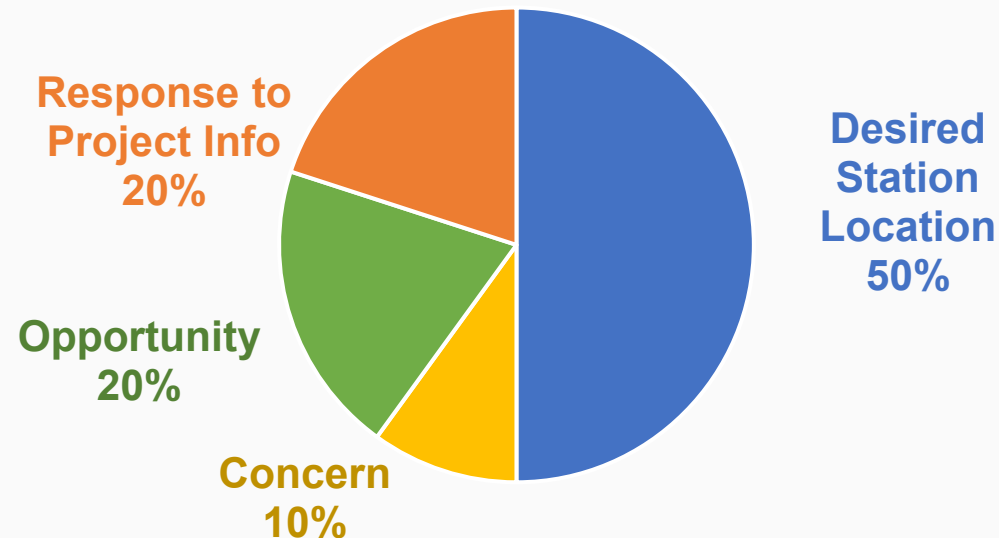
- **Overall Area Map: 130**

- Desired Station Location: 47
- Concern: 48
- Opportunity: 35



- **Area 1: 9**

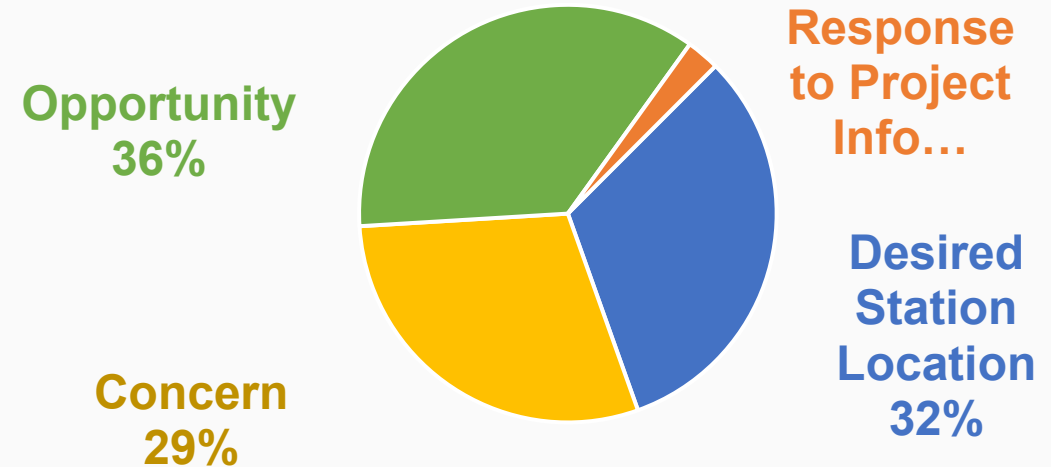
- Desired Station Location: 5
- Concern: 1
- Opportunity: 1
- Response to Project Info: 2



Map Comments by Area and Category

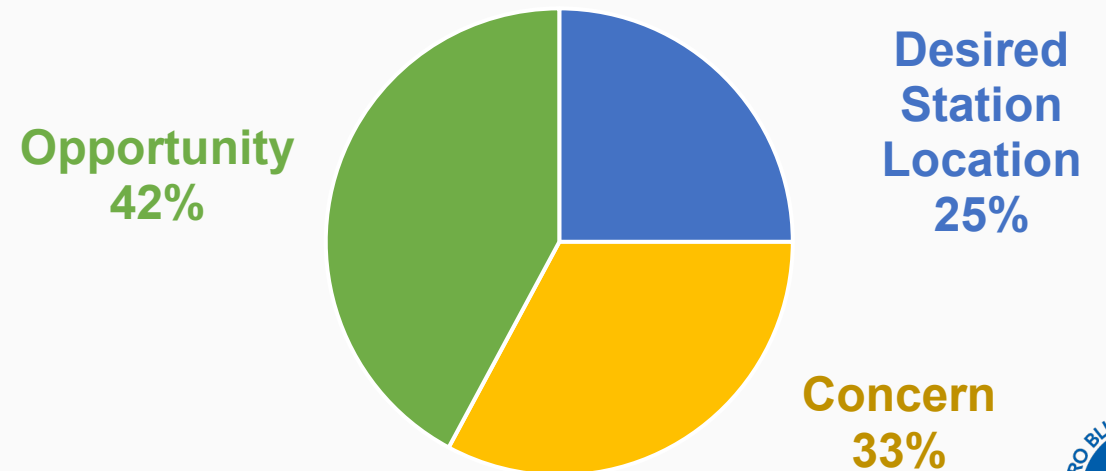
- **Area 2: 78**

- Desired Station Location: 25
- Concern: 23
- Opportunity: 28
- Response to Project Info: 2



- **Area 3: 280**

- Desired Station Location: 70
- Concern: 92
- Opportunity: 118



Site Specific Issues & Opportunities

- Business support during construction
- Economic opportunities, wealth building, and leveraging investment
- Supporting Black, Northside Developers access to funding to help achieve community development goals
- Desired destinations and community assets
- Parking and pedestrian access

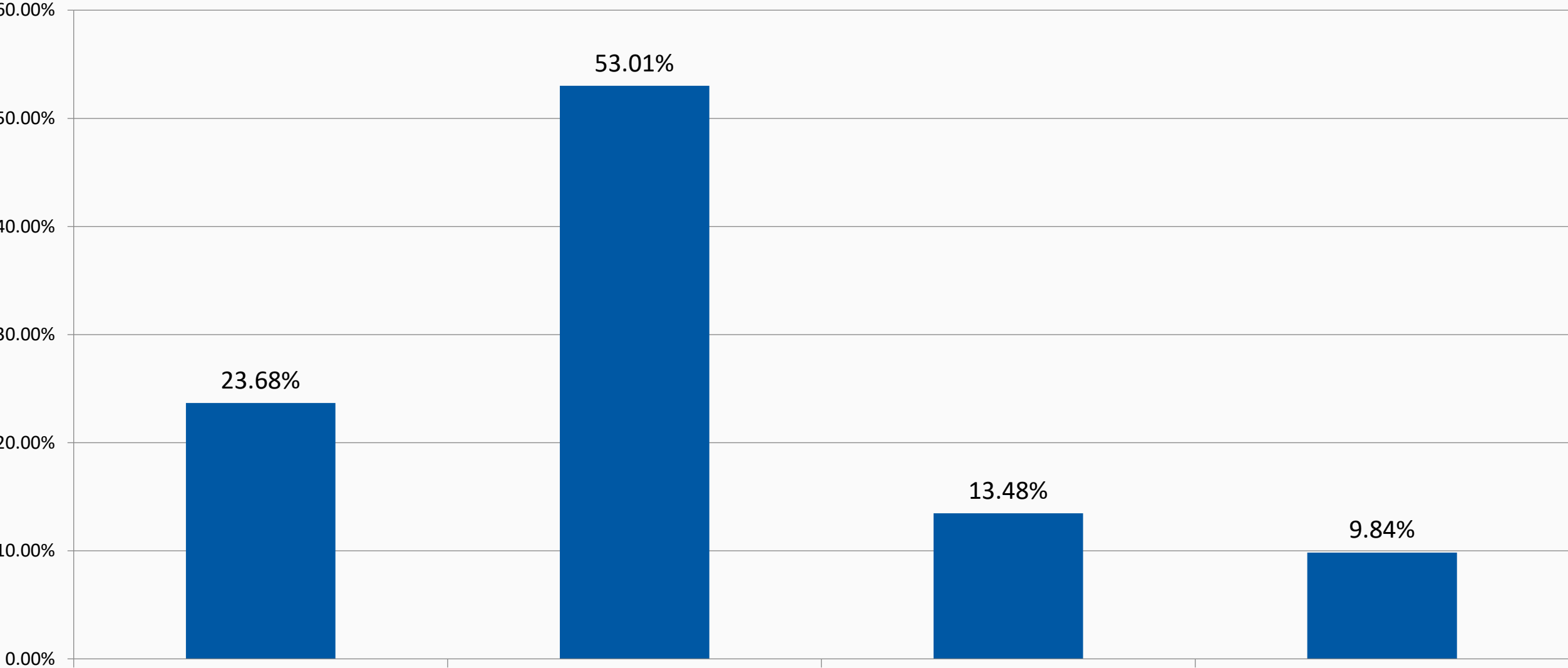
Bottineau Boulevard (County Road 81) Design Considerations

- Ease of access
- Bike and pedestrian improvements and safety (e.g., lighting, safe crossings)
- Incorporating greenspace and trees
- Minimize impacts to existing traffic operations

Route Validation

- Heard support & concern about all routes presented
 - Construction impacts/support during construction & LRT placement/roadway design most sited information needed
- Through the survey, interactive map, public meetings, and email comments:
 - Approximately 1,000 people expressed support for the advancement of West Broadway
 - Approximately 500 expressed support for the advancement of Lowry Avenue

Survey: Which of these routes would you most like to see advanced?



Lowry Route

West Broadway Route

I need more information before sharing a preference

Other (Please describe in comment box below)



Why Did You Pick Your Top Preferences?

- West Broadway: Provides access to residents and businesses in North Minneapolis
- Lowry Avenue: Access to Upper Harbor Terminal, wide road, less businesses and residents would be disturbed, more opportunity for development
- Needs to be in high density area to maximize ridership, minimize travel time
- Equity: Supports communities historically underserved by transit
- Connections to jobs/employment centers

Route Validation: Anything Missing?

- Suggestions:
 - North 21st Street as a transit mall for a portion of the West Broadway route
 - Third Street or Lyndale Avenue to Lowry Avenue
- Questions of why we didn't consider:
 - Highway 169
 - Highway 55 to Highway 100

Project Goals

- General support of project goals
- Received approximately 600 comments, plus discussion at community events about priorities and items to highlights
- Top three project goals selected by survey respondents:
 - 62% said improve transit access and connections to jobs and regional destinations
 - 47% said advance local and regional equity and work towards reducing regional racial disparities
 - 46% said improve frequency and reliability of transit service to communities in the corridor

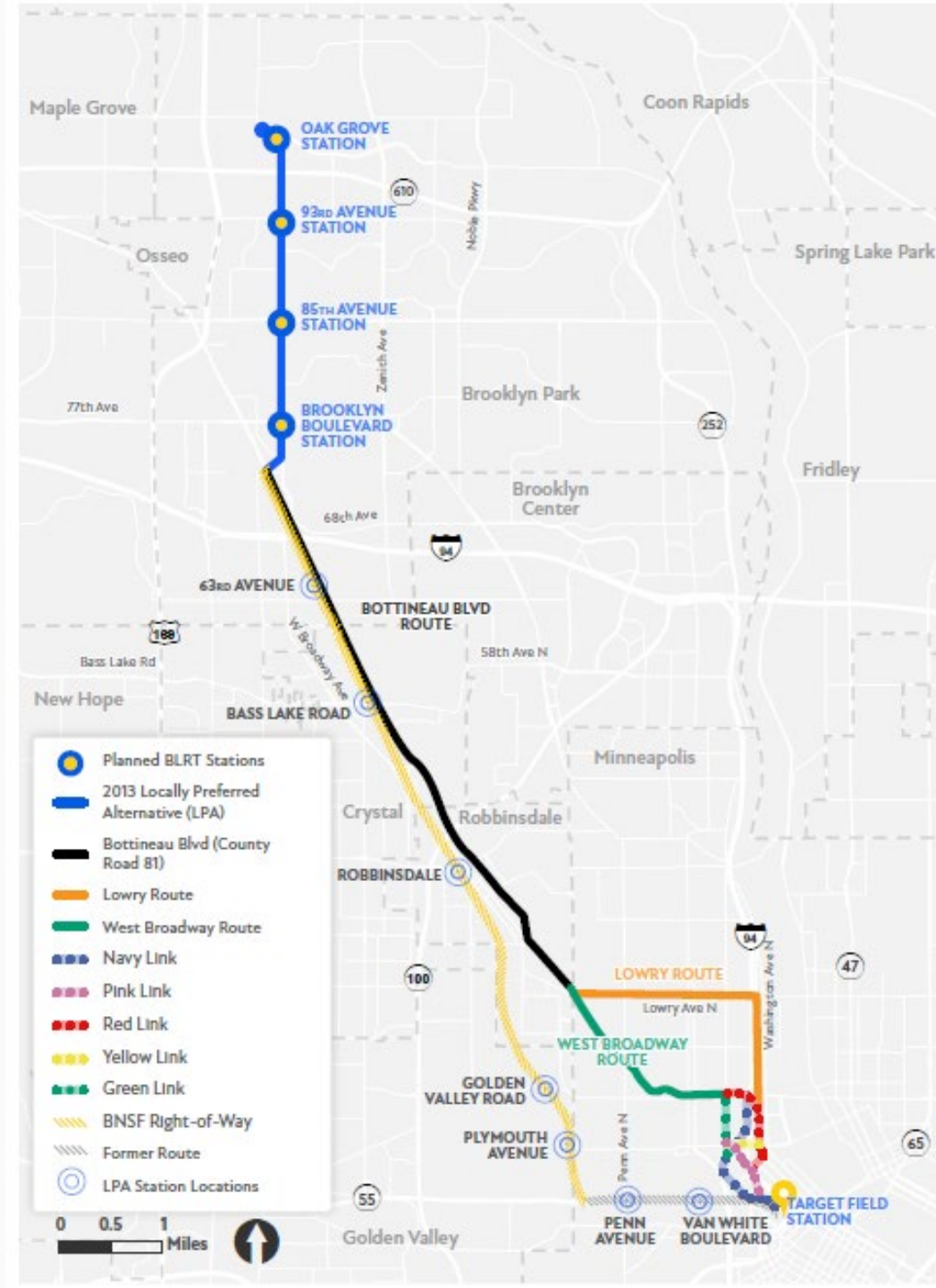
Project Goals: Example Comments and Suggestions

- Route through high-density, walkable, and highly visible areas where people will see and use transit
- Take an equitable approach
 - Focus on anti-displacement early and avoid negative impacts to existing residents/businesses
 - Serve neighborhoods that rely on transit and create wealth/opportunities for people in existing communities
- Focus on improving existing transit experience
 - Need increased safety and cleanliness on transit; concerns that transit will bring crime

LRT Station Placement Discussion

Stations on Previous Alignment

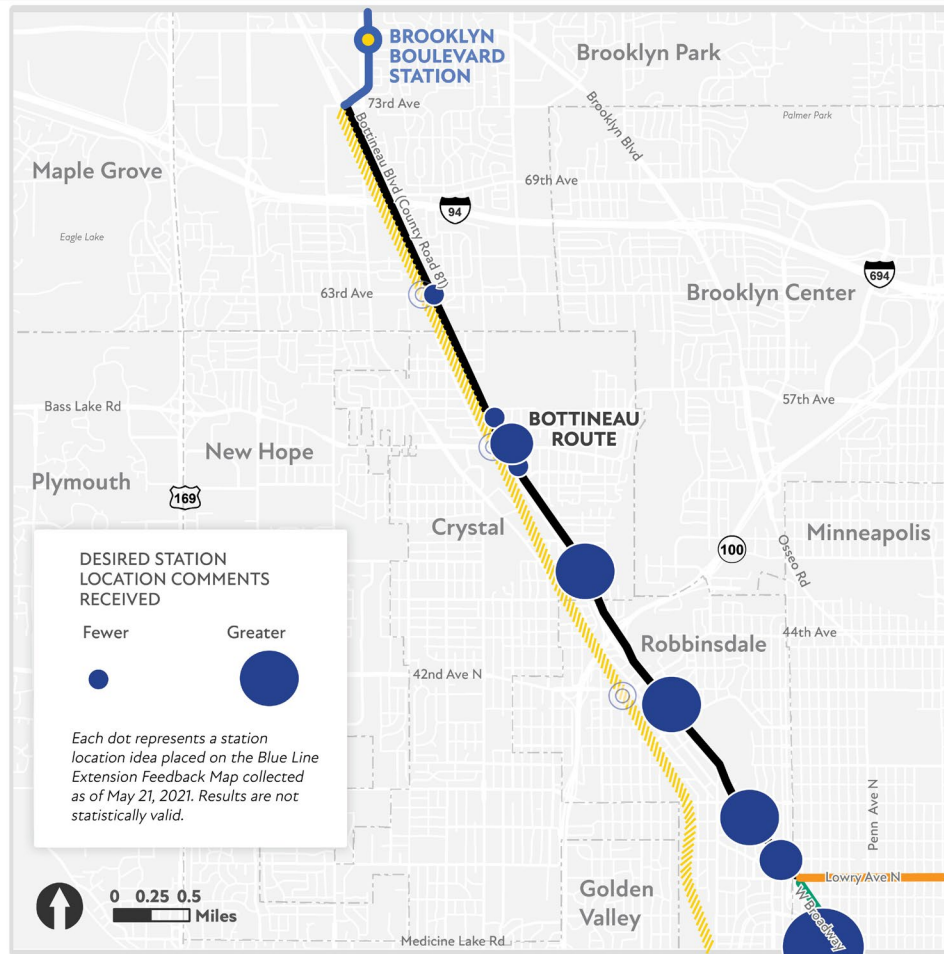
- Seven stations affected by route change
 - Van White Blvd
 - Penn Ave
 - Theodore Wirth Park/ Plymouth Ave
 - Golden Valley Road
 - 42nd Avenue
 - Bass Lake Road
 - 63rd Ave



Station Location Consideration

- Recommending to continue with 63rd and Bass Lake Road stations
- Robbinsdale stations: Downtown and North Memorial
- Minneapolis to be determine based on destinations and input from community and stakeholders

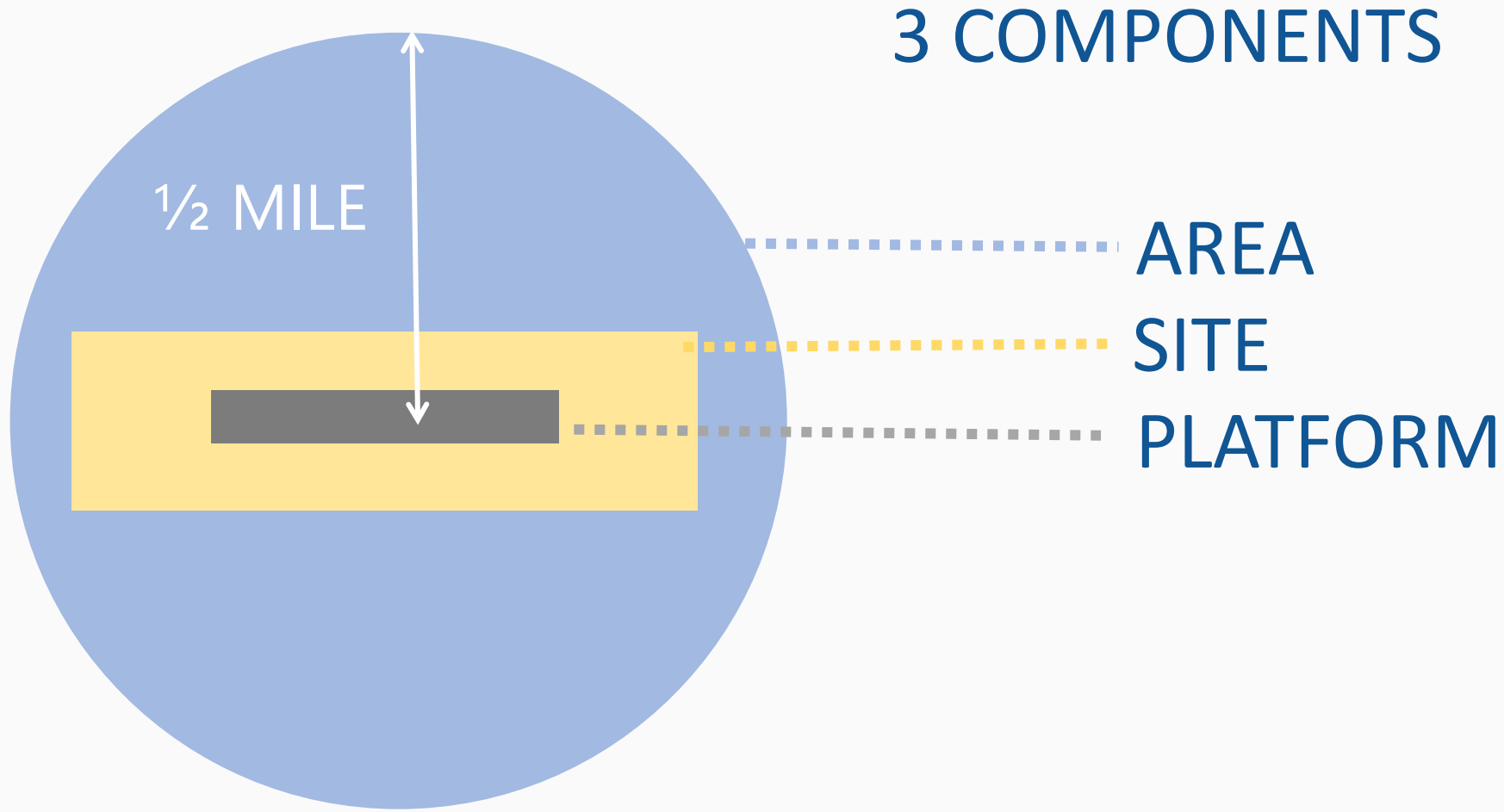
Stations Locations Based on Public Comment



Station Selection Considerations

- Stakeholder and community input
- Key destinations
- Transit connections
- Population density
- Available right of way
- Existing and future development
- ½ to 1 mile spacing based on demand

Station Planning

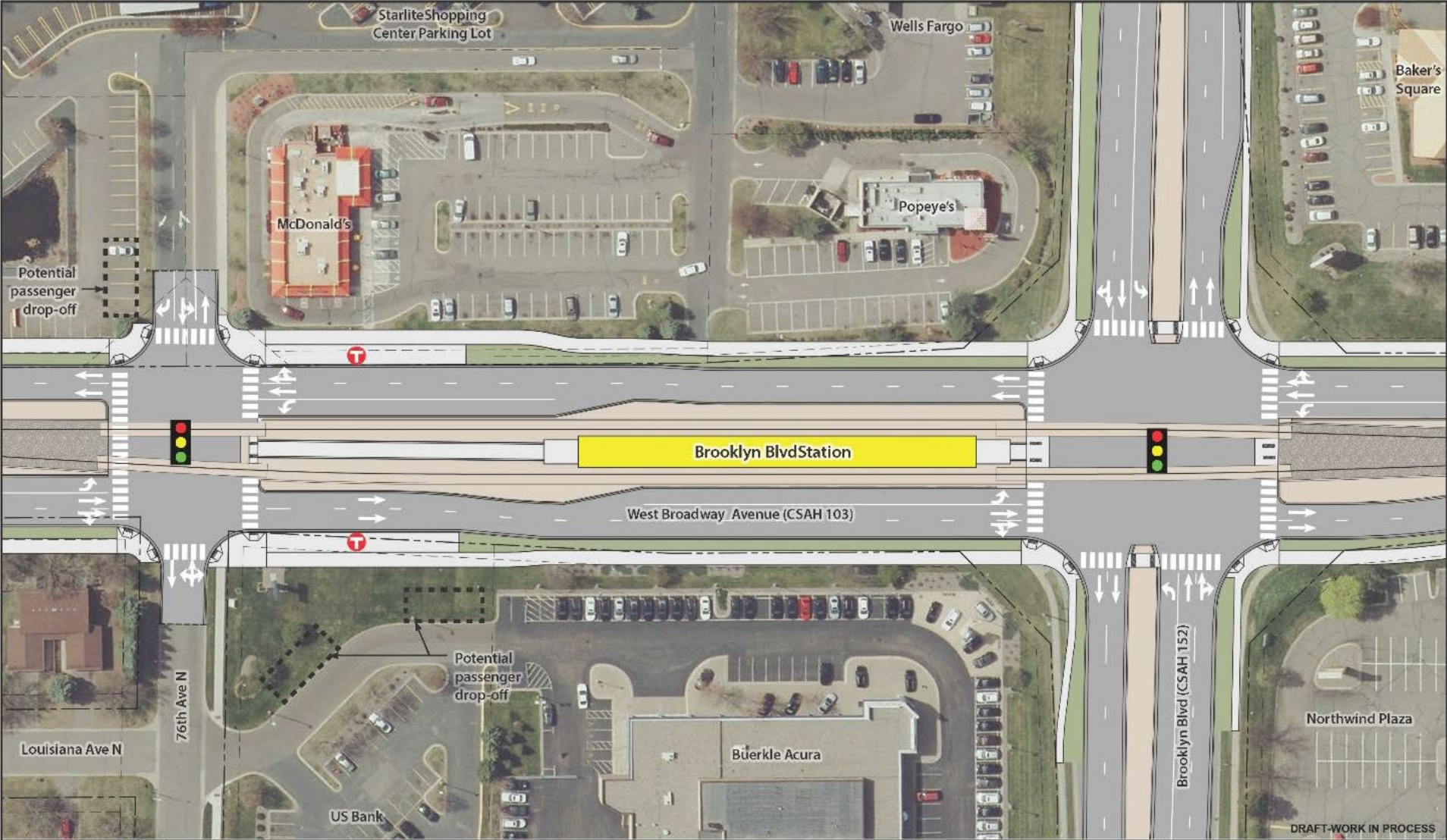


Station Site Elements

- Pedestrian access
- Bike facilities
- Wayfinding
- Landscape
- Bus facilities
- Passenger drop off
- Park-and-Ride
- Stormwater BMPs



Station Site Plan Example



DRAFT-WORK IN PROCESS

	<p>BLUE LINE LRT EXTENSION CITY OF BROOKLYN PARK BROOKLYN BLVD STATION SITE PLAN</p>	<p>Rev 0 02/17/2016</p>			<p>Kimley»Horn</p>	miller dunwiddie <small>ARCHITECTS</small>
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Design Next Steps: July/August

- Concept section visualizations
- Preliminary general station locations



Next Meeting: Tuesday, July 13 at 8:30 AM

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)



Sample Survey Comments

Area 1

Comment Pin Type	Feedback
Concern	<ul style="list-style-type: none">■ Area 1 is located near residences, businesses, schools, etc. Minimize noise and vibration impacts along this stretch.
Desired Station Location	<ul style="list-style-type: none">■ Need a stop here to serve the Asian community (near Dragon Star Supermarket Grocery Store)■ Ensure the Asian community and students attending Hennepin County Community College are involved in the engagement process; many would utilize this line■ Other desired station locations: on W Broadway between Brooklyn Blvd and 76th Ave N, near Hennepin County Community College, on West Broadway at 93rd Ave N
Opportunity	<ul style="list-style-type: none">■ Consider safe bicycle connections and amenities (near Minnetonka Ave N and Rush Creek Regional Trail)
Project Info	<ul style="list-style-type: none">■ Poll Target North Campus employees on where they live and how many would use the Blue Line Extension to get to work■ If Target's North Campus is considered a key destination, the platform should be a walkable distance to the campus

Area 2

Comment Pin Type	Feedback
Concern	<ul style="list-style-type: none">■ Need for ADA-compliant pedestrian bridge at Co. Rd. 81 and Bass Lake Rd.■ Concerns about the amount of noise the light rail will produce for those living in neighborhoods around Co. Rd. 81■ Consider routing on W Broadway to serve Crystal business district■ Need for parking near rail stations
Desired Station Location	<ul style="list-style-type: none">■ Should provide access to the Crystal business district (W Broadway after downtown Robbinsdale) and Crystal minor business district (at 42nd and Douglas)■ Provide station at 36th Ave and Co. Rd. 81 with the access to everyday places people need to go (e.g., grocery store, North Memorial offices, and new residential units)
Opportunity	<ul style="list-style-type: none">■ Maintain a station at 63rd Ave Park-and-ride■ Consider a station at 51st Ave■ Need a station at North Memorial Hospital

Area 3

Comment Pin Type	Feedback
Concern	<ul style="list-style-type: none">■ Mixed feedback about routing on N Washington Ave<ul style="list-style-type: none">■ Dislike because it's mostly industrial and highway, wouldn't serve lower income and BIPOC communities on west side of the freeway■ Like because it's less intrusive to residential neighborhoods, improves access to existing/upcoming businesses, connects those on the east to the rest of North Minneapolis■ Mixed feedback around Red Link<ul style="list-style-type: none">■ Dislike because this route benefits an already advantaged neighborhood at the expense of one with higher need/number of riders; North Loop residents can walk to Target Field Station; streets are wider on west side of I-94 (less disruption)■ Like the Red Link because the North Loop is densely populated/growing whereas area west of I-94 (before Broadway) is low-density single-family homes; residents along W Broadway and/or Lowry would benefit from transit to North Loop

Area 3

Comment Pin Type	Feedback
Concern	<ul style="list-style-type: none">■ Mixed feedback about routes on Lyndale Ave<ul style="list-style-type: none">■ Dislike these routes because it cuts through a residential neighborhood, would be disruptive to the people that live there■ Like these routes because it increases transit access for all, particularly low-income and BIPOC renters, and boosts property values for homeowners■ Mixed feedback about the Navy Link:<ul style="list-style-type: none">■ Concerns that the train will get held up at long traffic signals (e.g., at I-94); should be given signal priority■ This link would serve many transit users and lower-income folks that need access in Heritage Park and surrounding neighborhoods
Desired Station Location	<ul style="list-style-type: none">■ At N 7th St and Lyndale; provides transit access to lower-income and public housing residents of Heritage Park; connects citywide magnet schools to public transit■ At N Penn Ave and Lowry Ave; allows for connections to C Line

Area 3

Comment Pin Type	Feedback
Desired Station Location	<ul style="list-style-type: none">■ On W Broadway between Emerson and Fremont; allows for connections with the D Line■ On Washington Ave between 10th and Plymouth; allows for transfers from buses on Washington and Plymouth; connection to the Plymouth bikeway; good station spacing, serves offices, industrial jobs, and residences
Opportunity	<ul style="list-style-type: none">■ Tunnel under heart of W Broadway (Cub Foods to Humboldt, preferably Penn) for faster, more reliable transit; ensures street remains walkable■ The Lyndale Ave route has more value to the Northside than running along the highway or in the North Loop area■ Consider routing on 7th or Plymouth over to Emerson and then going up to W Broadway; lots of people live on this route; would serve two citywide magnet schools and the high school; would help calm traffic■ Need for a pedestrian bridge over the freeway to/from Heritage Park (near N 8th Ave and Lyndale Ave)■ Consider a tunnel portal for W Broadway alignments (at W Broadway and I-94)■ Pink Link to Navy Link would result in the many lower income and BIPOC residents of North Minneapolis being denied LRT access