



Business Advisory Committee: December 14, 2021



Brooklyn Park | Crystal | Robbinsdale | Golden Valley | Minneapolis



Today's Topics

- Anti-Displacement Working Group Update
- Draft Route Modification Report Overview
- November Engagement Overview



Anti-Displacement Workgroup Update



BLUE LINE EXTENSION ANTI-DISPLACEMENT INITIATIVE

Anti-Displacement Work Group

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**FORMATION OF
ANTI-DISPLACEMENT
WORK GROUP**

General Principles

1. Develop recommendations that can be practically implemented
2. Work through existing tensions between various interests
3. Support community to take a deep dive into displacement, while also respecting the busyness of their lives to be accommodated
4. Develop structures around the group that allow the group to develop clarity on ideas while also bringing along implementers for the discussion

General Activities

1. Advising on research agenda and project organizing
2. Making meaning of research findings
3. Making recommendations to address displacement within Blue Line Extension Corridor, both policy and investments that the public and private sectors can implement
4. Participating in anti-displacement engagement to different interests on the project

Membership

- 21 members
 - 6 government representatives
 - 6 community members affiliated with organizations/businesses
 - 6 non-affiliated community members
 - 3 philanthropic organization representatives

Government Representatives

- 6 members
 - One from Metropolitan Council, Hennepin County, Minneapolis, Robbinsdale, Crystal, and Brooklyn Park
 - Will lead a group within those governments to bring back conversation and other discussion points
 - Role:
 - Structure recommendations back to responsible governments to get inputs
 - Assist ADWG in developing achievable recommendations
 - Provide data and other information to research team
 - Provide response back to ADWG recommendations in real time
 - Participate in general ADWG activities

Affiliated Community Representatives

- 6 members
 - 3 businesses, 3 non-profits
 - Housing and/or anti-displacement centered organizations
 - Small businesses owned and operated by people of color that have been around for awhile and are struggling to stay open
 - Role:
 - Structure recommendations and interests from organizations/partnerships back to ADWG
 - Connect research to organizations/partnerships constituencies and members
 - Participate in general ADWG activities

Non-Affiliated Community Representatives

- 6 members
 - Youth
 - Person that has experienced displacement
 - Person at risk of displacement (renter/homeowner)
 - Residents from the jurisdictions within the Blue Line Extension Corridor
 - Role:
 - Participate in general ADWG activities

Philanthropic Representatives

- 3 members
 - Role:
 - Structure learnings back to foundations
 - Find areas of opportunity for philanthropic support of ADWG recommendations

Meetings

- 9 required meetings
 - Four full day Saturday Meetings
 - Data/research deep dives
 - Speakers from community/governments/private interests
 - Discussion on policy/investment recommendations
 - Four themes:
 - Learnings from existing Blue/Green Lines and previous Blue Line Extension Work
 - Housing/Cultural Displacement
 - Business Displacement
 - Finalizing Recommendations

Meetings

- 9 required meetings
 - Four full day Saturday Meetings
 - Four 1.5-2 hour weekday meetings (online)
 - Advising on research and engagement
 - One 2 hour final meeting (in person)
- Can add more ADWG meetings if ADWG members need it to spend more time on any idea, issue, or to discuss new interests (flexibility around group interests)
 - For example: add 1 hour meeting to go through CURArent stabilization report or governments giving specific thinking around a particular issue or policy

APPLICATION PROCESS/GROUP BEGINNINGS

Application Process and First Meeting

- Application call goes live on December 20 and go through January 14
 - Hosted on CURA webpage
- CURA will lead interview process
 - One BAC and one CAC member to join the interview process
- Media campaign for the applications
- First meeting in early February (small meeting)
 - Orientation
 - Solidifying research agenda



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Draft Route Modification Report Overview



Purpose of the Draft Route Modification Report

- Documents the overall process since the new route options were released in March 2021
- Evaluation incorporates public input from engagement efforts over the past year
- Provides an overview of technical work that informs the route modifications
- Evaluates each route against the Project Principles and Project Goals

Draft Report Assessments

- Each route was reviewed for its ability to achieve the Project Principles and Project Goals and achieved an assessment of Excellent, Good or Poor
 - Poor: did not meet project goals
 - Good: meets project goals and provides benefits in serving the community
 - Excellent: route has unique characteristics and/or has the potential to deliverer exemplary positive benefits

Project Goals

1. Improve transit access and connections to jobs and regional destinations
2. Improve frequency and reliability of transit service to communities in the corridor
3. Provide transit improvements that maximize transit benefits, while being cost competitive and economically viable
4. Support communities' development goals
5. Promote healthy communities and sound environmental practices including efforts to address climate change
6. Advance local and regional equity and work towards reducing regional racial disparities

Area 1: Brooklyn Park

- No changes have been made to the route in Area 1, stations remain on West Broadway Avenue at Oak Grove, 93rd Avenue, 85th Avenue, and Brooklyn Boulevard.
- This recommendation is consistent with the Project Principle of maintaining the existing alignment as much as possible, along with the project goal of improving transit access and connections to jobs and regional destinations.
- Maintaining the existing route provides the opportunity to continue to advance transit-oriented development opportunities.



Goal 1: Improve transit access and connections to jobs and regional destinations.

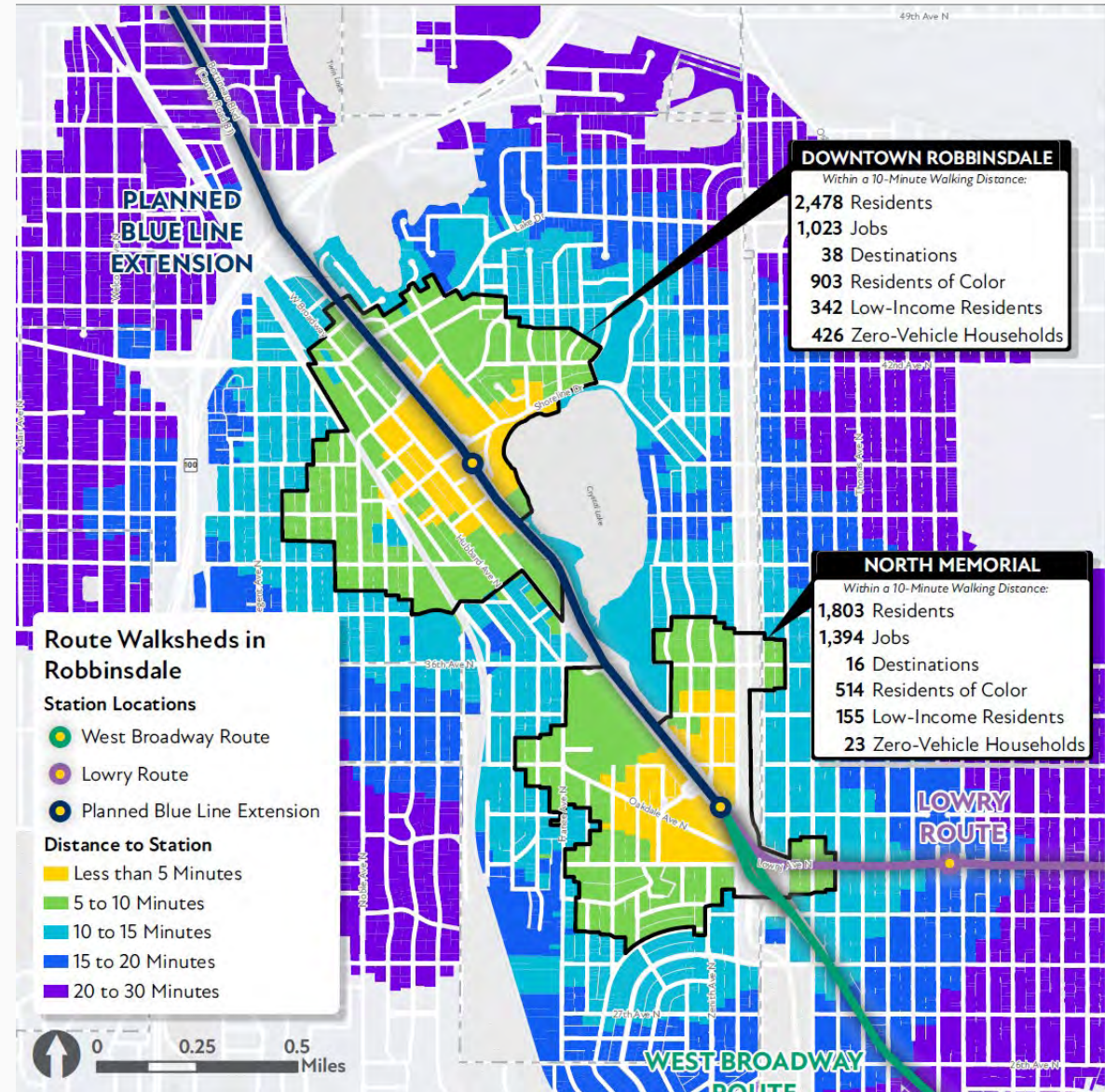
What informs this goal:

- Overall ridership and ability to expand and improve service to people with limited or no access to cars
- Reverse commute and off-peak transit opportunities
- Opportunity to expand and improve transit system linkages and multimodal transportation opportunities
- Maximize transit access to housing, employment, schools, community services, health care facilities, shopping, parks, activity centers and other destinations

Goal 1 Evaluation Findings

Area 2 : **EXCELLENT**

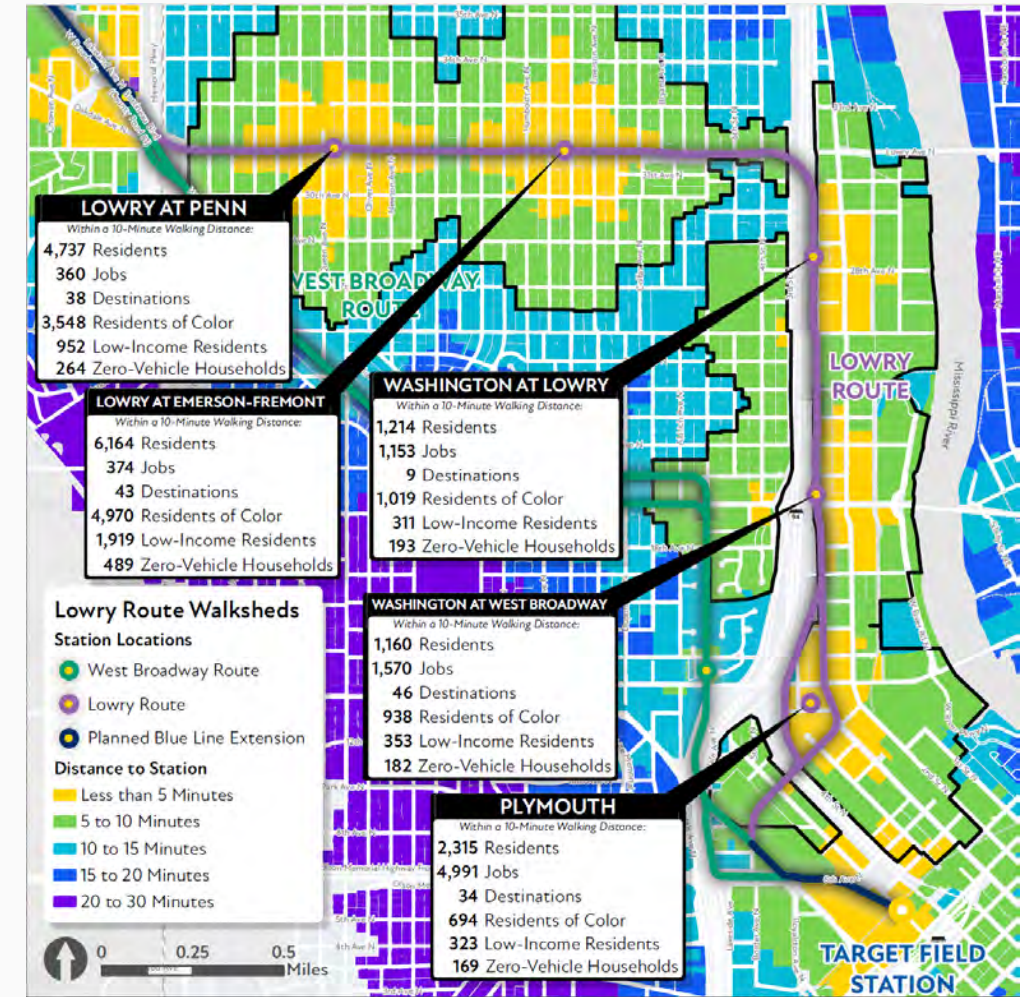
- 63rd Avenue and Bass Lake Road Stations provide similar access and connections to jobs and regional destinations as previous route
- Downtown Robbinsdale and North Memorial Stations provides important connections to the downtown Robbinsdale area, North Memorial medical complex, parks and North Minneapolis



Goal 1 Evaluation Findings

Lowry: **EXCELLENT**

- Serves neighborhoods with limited or no access to personal vehicles, lower income households and a high proportion (60 percent or more) of residents of color
- Provides access to community destinations, primarily along the Lowry Avenue section, along with the North Loop area and the future Upper Harbor Terminal development project
- 0.8 mile longer than the West Broadway route and has up to five proposed stations, meaning additional access point for the community
 - I-94 and the Mississippi River make access limited in the Washington Avenue section



People and Destinations Served by Lowry Station Study Areas

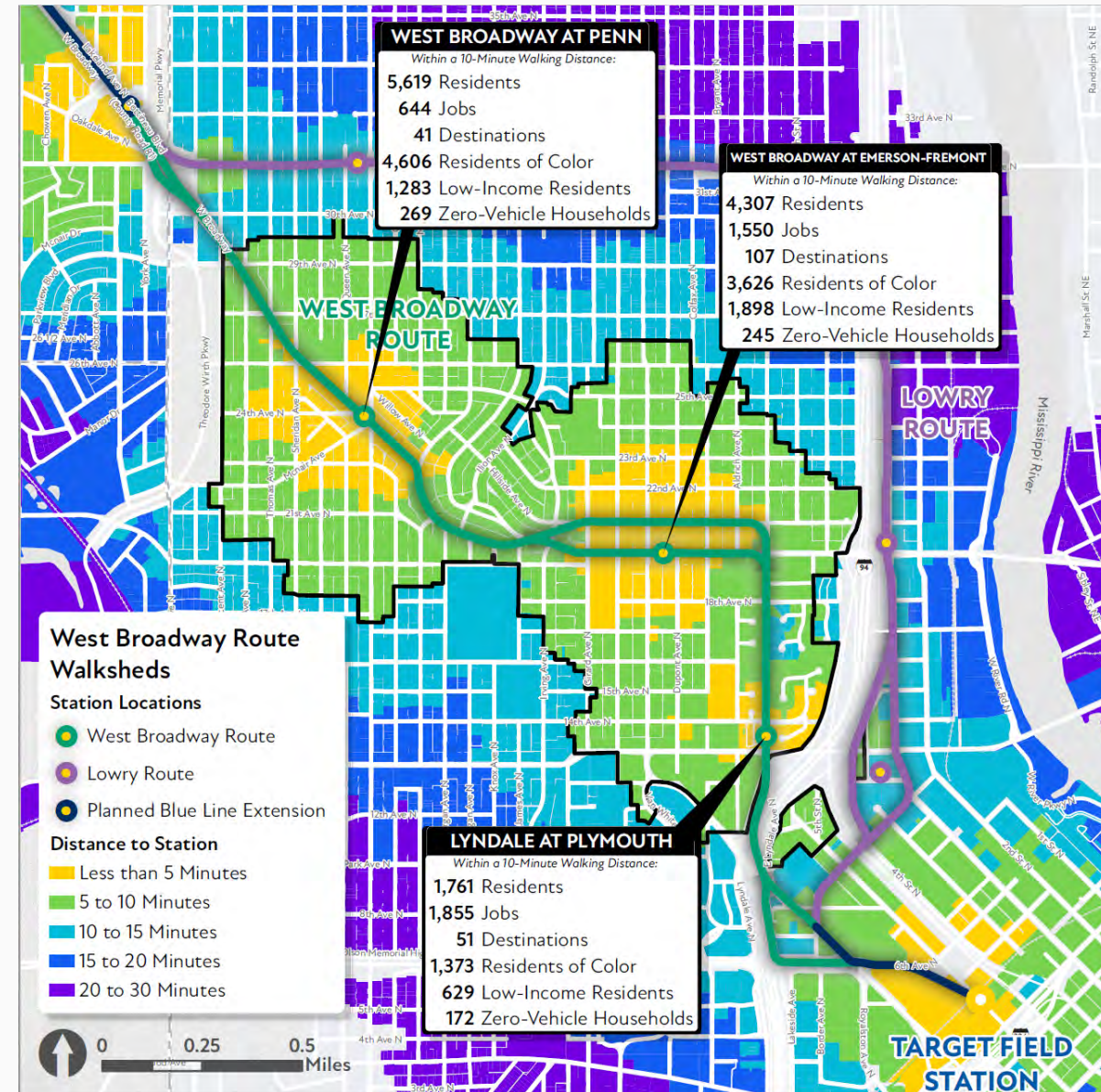
NAME	TOTAL POPULATION	LOW INCOME POPULATION	MINORITY POPULATION	TOTAL JOBS	DESTINATIONS	ZERO VEHICLE HOUSEHOLDS
Lowry Route						
Plymouth	2,315	323	694	4,991	34	169
Washington at West Broadway	1,160	353	938	1,570	46	182
Washington at Lowry	1,214	311	1,019	1,153	9	193
Lowry at Emerson-Fremont	6,164	1,919	4,970	374	43	489
Lowry at Penn	4,737	952	3,548	360	38	264
Total	15,590	3,858	11,169	8,448	170	1,297



Goal 1 Evaluation Findings

West Broadway: **EXCELLENT**

- Serves the commercial and cultural heart of North Minneapolis, where people live, work and spend their time
- Provides access to numerous community cultural assets and destinations
- Serves neighborhoods with limited or no access to personal vehicles, lower income households and a high proportion (60 percent or more) of residents of color



People and Destinations Served by West Broadway Station Study Areas

NAME	TOTAL POPULATION	LOW INCOME POPULATION	MINORITY POPULATION	TOTAL JOBS	DESTINATIONS	ZERO VEHICLE HOUSEHOLDS
West Broadway Route						
Lyndale at Plymouth	1,761	629	1,373	1,855	51	172
West Broadway at Emerson-Fremont	4,307	1,898	3,626	1,550	107	245
West Broadway at Penn	5,619	1,283	4,606	644	41	269
Total	11,687	3,810	9,605	4,049	199	686





Goal 2: Improve frequency and reliability of transit service to communities in the corridor.

What informs this goal:

- Improve mobility for transit riders and attract new riders
- Expand and improve safe and efficient connections to existing and planned METRO transitways along with balancing improved transit accessibility with traffic mobility

Goal 2 Evaluation Findings

Area 2: **EXCELLENT**

- Providing transit in a dedicated guideway improves transit service reliability
- Transit service frequency and regional connectivity would improve
- To balance traffic mobility coordination will take place with Crystal and Robbinsdale to address traffic and safety concerns

Goal 2 Evaluation Findings

Lowry Route: **GOOD**

- Improves transit service and accessibility, most notably the east-west transit service along Lowry Avenue
- Provides connections to METRO C and Planned METRO D lines
- Traffic changes:
 - Washington Avenue is expected to have increased delays due to proposed lane reductions to accommodate LRT
 - Unsignalized intersections along Lowry become right-in, right-out



Goal 2 Evaluation Findings

West Broadway: **GOOD**

- Improves overall transit service to the community
- Provides the most efficient connection to regional destinations and connections as people travel from other parts of the metro area to destinations along the corridor and from North Minneapolis to regional jobs and destinations
- Has ability to attract new riders
- Provides connections to METRO C and Planned METRO D lines
- Most intersections along West Broadway Avenue would experience increased delays with the proposed lane reductions, particularly intersections east of Irving Avenue North





Goal 3: Provide transit improvements that maximize transit benefits, while being cost competitive and economically viable.

What informs this goal:

- Balance project benefits and costs through a tiered approach to capital, operating, and maintenance cost estimates

Goal 3 Evaluation Findings

Area 2: **GOOD**

- Project is primarily proposed at-grade and runs in public street right of way which supports Federal Transit Administration requirements for cost-effectiveness and makes the project competitive
 - Minimizes the need for Right-of-Way acquisition and construction risks
 - Considers long-term maintenance costs for structures
- The project will work to define and advance a route that effectively balances capital and operation costs with overall transit system benefits

Goal 3 Evaluation Findings

Lowry and West Broadway Routes: **GOOD**

- Project is primarily proposed at-grade and runs in public street right of way which supports Federal Transit Administration requirements for cost-effectiveness and makes the project competitive
 - Minimizes the need for Right-of-Way acquisition and construction risks
 - Considers long-term maintenance costs for structures
- The project will work to define and advance a route that effectively balances capital and operation costs with overall transit system benefits



Goal 4: Support communities' development goals.

What informs this goal:

- Assessment of capacity and likelihood of transit-oriented development and/or redevelopment opportunities in station areas
- Assessment of consistency with approved plans and policies, including policies related to affordable housing and prioritization of transportation modes

Goal 4 Evaluation Findings

Area 2: **EXCELLENT**

- Locating LRT on Bottineau Boulevard provides an opportunity to continue to advance previously completed transit-oriented development work at the 63rd, Bass Lake Road and Downtown Robbinsdale stations
- Public and private investment is likely to occur before, during and after BLRT is open

Goal 4 Evaluation Findings

Lowry Route: **GOOD**

- Provides connections to various economic development opportunities like the future Upper Harbor Terminal project along the Mississippi River
- Other development/redevelopment opportunities exist, particularly on land that is vacant or owned by a public entity

Goal 4 Evaluation Findings

West Broadway: **EXCELLENT**

- Serves the heart of the West Broadway business district and North Minneapolis
- Meets the community goals of revitalization along West Broadway
- Existing undeveloped parcels of land or properties that are vacant or owned by a public entity provide opportunity for development and redevelopment in the existing business district



Goal 5: Promote healthy communities and sound environmental practices including efforts to address climate change.

What informs this goal:

- Minimize impacts to natural and cultural resources
- Assessment of connections from stations to recreation and healthy food options to maximize health and environmental benefits to BLRT communities
- Assessment of existing and future sidewalks and/or trail connection opportunities at stations to improve the safety, connections, and accessibility for people walking, biking, and rolling to the BLRT
- Assessment of potential to reduce greenhouse gas emissions through reducing vehicle miles traveled

Goal 5 Evaluation Findings

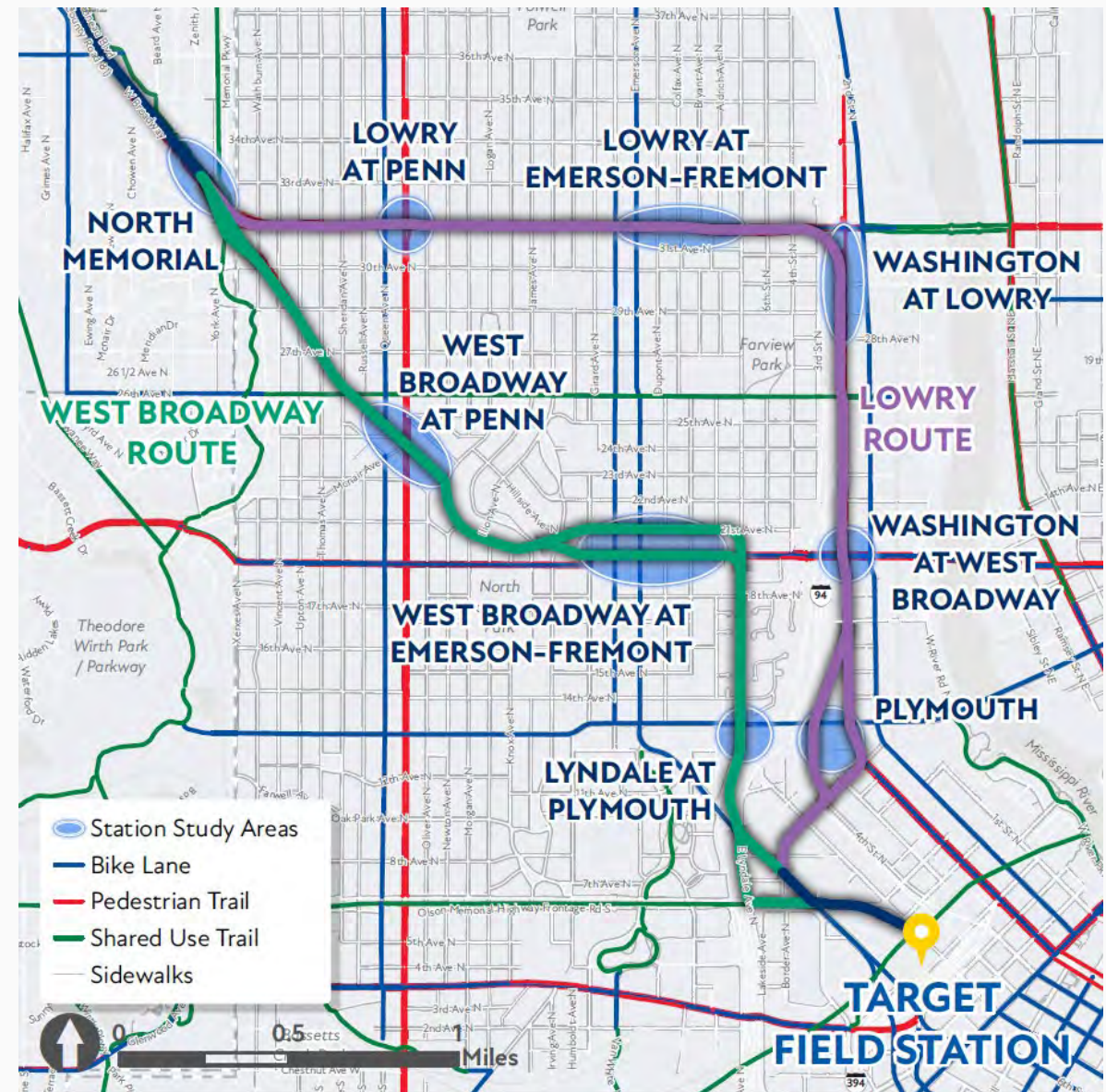
Area 2: **GOOD**

- Provides an opportunity to locate LRT in an existing Hennepin County transportation facility (County Road 81), which could minimize overall environmental impacts and provide opportunities to improve pedestrian and bicycle facilities
- Advances the state and county's Climate Action Plans and goal of reducing vehicle miles traveled
- Provides access to grocery stores and the regional park system
- Sensitive areas around parks and North Memorial will entail further review and mitigation measures will be developed as the community supported route advances into the federal and state environmental review process

Goal 5 Evaluation Findings

Lowry: **GOOD**

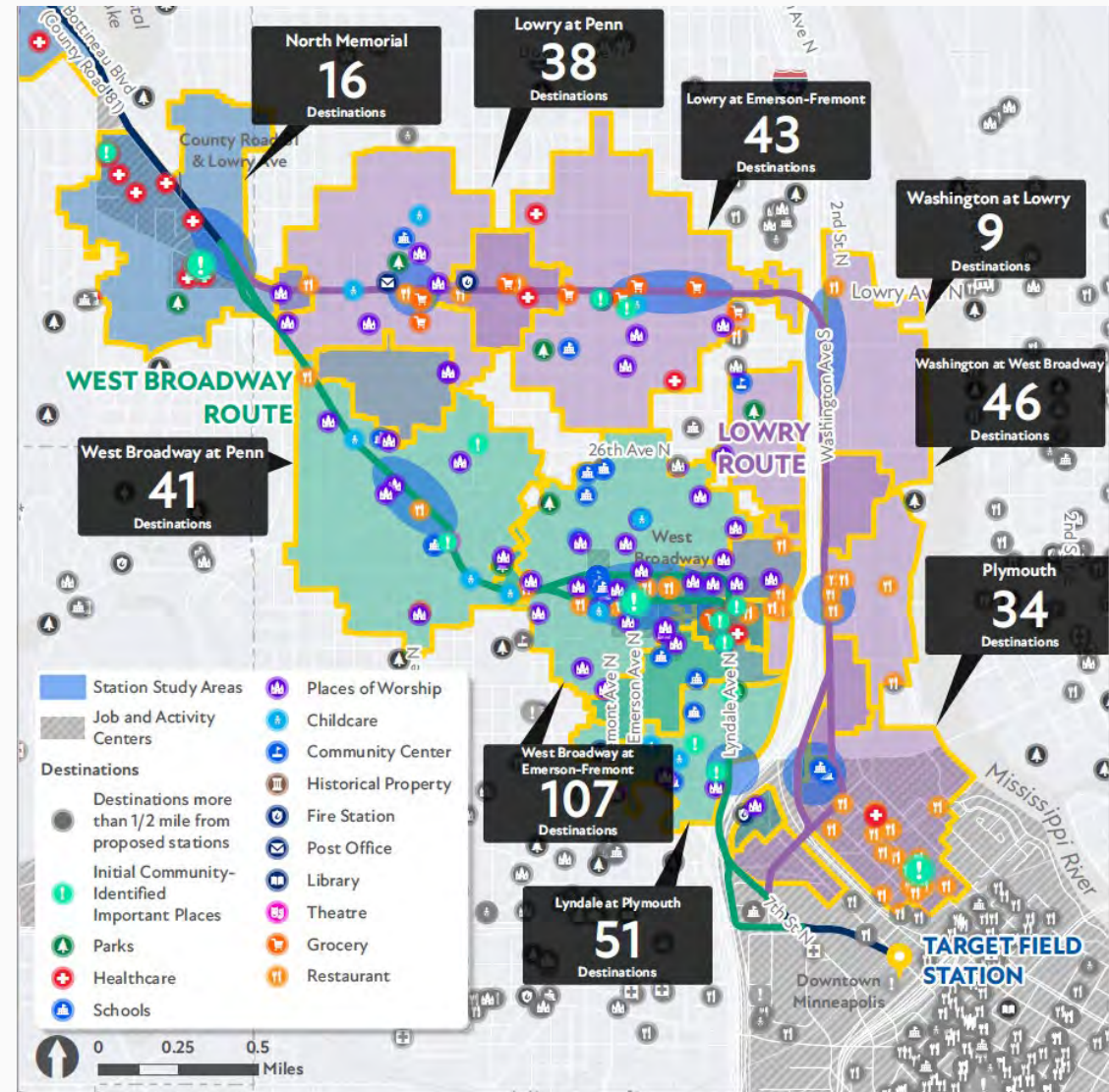
- Provides roadway and overall safety improvements
- Advances the state and county's Climate Action Plans and goal of reducing vehicle miles traveled
- Provides access to grocery stores and the regional park system
- Has environmental, social, and cultural resource impacts



Goal 5 Evaluation Findings

West Broadway: **GOOD**

- Provides roadway and overall safety improvements
- Advances the state and county's Climate Action Plans and goal of reducing vehicle miles traveled
 - Reduces vehicle miles traveled to greater extent than the Lowry route
- Provides access to grocery stores and the regional park system
- Because of West Broadway's importance as a commercial hub and gathering place, impacts during construction are a concern to the community and will require development of effective mitigation measures





Goal 6: Advance local and regional equity and work towards reducing regional racial disparities.

What informs this goal:

- Opportunities to invest in historically disinvested communities and minimize displacement of corridor residents and businesses
- Maximizing cohesion, preservation, and enhancement of BLRT communities through assessment of improved access and connections to cultural and community assets along with opportunities to honor local heritage and character of BLRT communities
- Minimizing short-term and long-term impacts to property and property access, including providing vehicle access, sidewalk access, on-street parking, and right-of-way acquisition

Goal 6 Evaluation Findings

Area 2: **GOOD**

- Provides an opportunity to locate LRT in an existing Hennepin County transportation facility (County Road 81), which minimizes right of way acquisition and supports cohesion
- Route would improve accessibility and connectivity to the broader regional transit system, thereby improving access to jobs and activity centers throughout the region
- Furthers regional equity by providing METRO access to environmental justice communities, particularly in Brooklyn Park and Crystal

Goal 6 Evaluation Findings

Lowry: **GOOD**

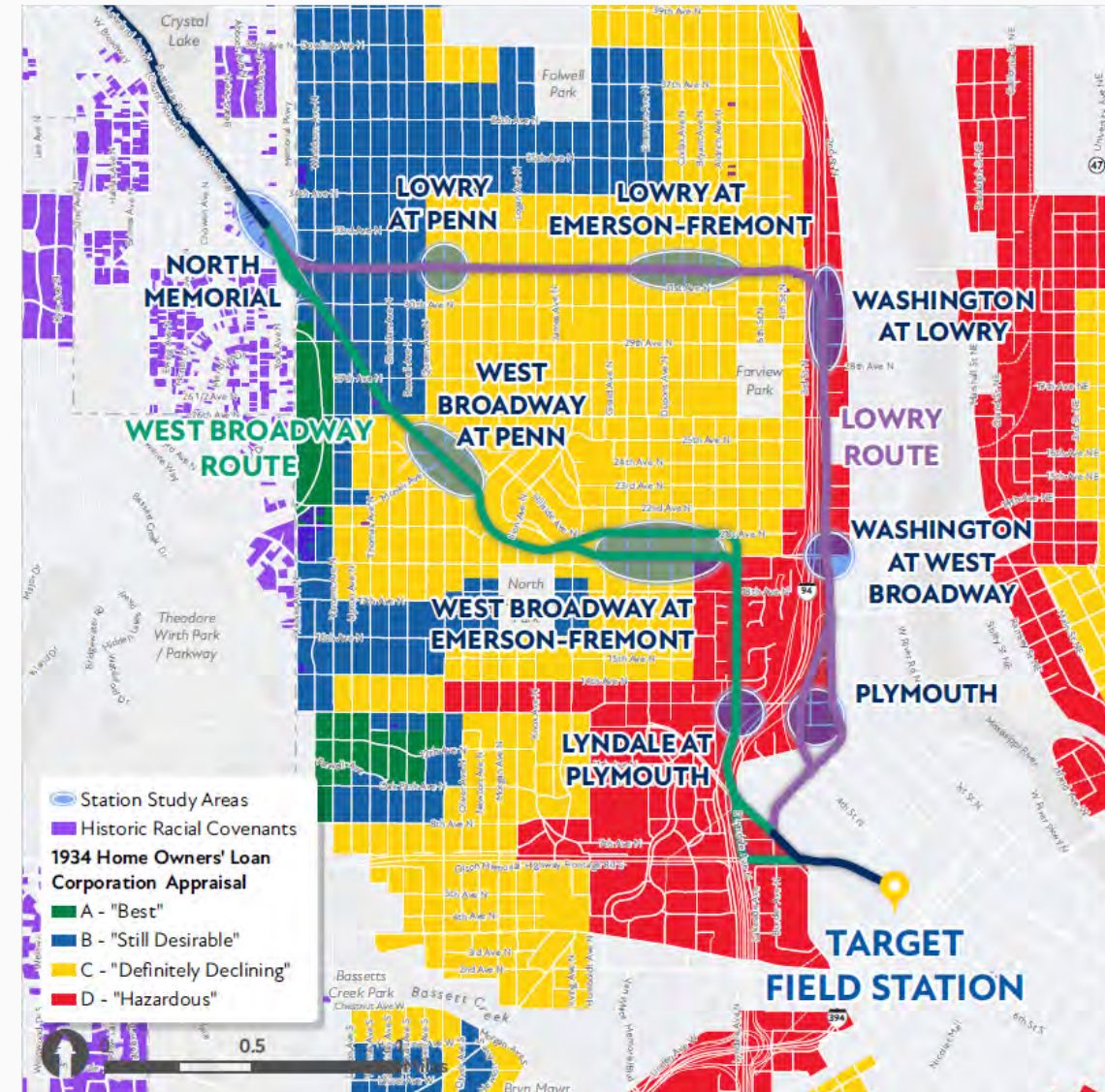
- Has the potential to support community wealth-building in an area that has historically had limited investment
- Will require solutions for parking impacts on Lowry and Washington Avenues where parking is heavily used



Goal 6 Evaluation Findings







West Broadway: **EXCELLENT**

- Provides access to the commercial district along West Broadway which is highly valued by the community
- Has the potential to support community wealth-building in an area that has historically had limited investment
- Under this route there are several design options that will help limit property impacts and serve the community



Summary Matrix

ASSESSMENT OF ROUTE OPTIONS TO DEFINED GOALS

PROJECT GOAL	BOTTINEAU BOULEVARD (COUNTY ROAD 81) IN BROOKLYN PARK, CRYSTAL, AND ROBBINSDALE	LOWRY ROUTE	WEST BROADWAY ROUTE
 Improve transit access and connections to jobs and regional destinations	EXCELLENT	EXCELLENT	EXCELLENT
 Improve frequency and reliability of transit service to communities in the corridor	EXCELLENT	GOOD	GOOD
 Provide transit improvements that maximize transit benefits, while being cost competitive and economically viable	GOOD	GOOD	GOOD
 Support communities' development goals	EXCELLENT	GOOD	EXCELLENT
 Promote healthy communities and sound environmental practices including efforts to address climate change	GOOD	GOOD	GOOD
 Advance local and regional equity and work towards reducing regional racial disparities	GOOD	GOOD	EXCELLENT

Opportunities for Feedback

IN-PERSON COMMUNITY MEETINGS

- **Tuesday, January 4, 2022** 5 – 7 p.m.,
Gathering Hall at North Hennepin Community College – Brooklyn Park
- **Thursday, January 6, 2022** 5 – 7 p.m.,
Crystal City Hall – Crystal
- **Tuesday, January 11, 2022** 5 – 7 p.m.,
Elim Lutheran Church – Robbinsdale
- **Wednesday, January 12, 2022** 5 – 7 p.m.,
North Commons Recreation Center Gym – Minneapolis

VIRTUAL COMMUNITY MEETINGS

- **Friday, January 7, 2022** | 12 – 1:30 p.m.
- **Thursday, January 13, 2022** | 5:30 – 7 p.m.

Next Steps

- **December 13-January 25:** 45-day comment period on the Draft Report
- **Spring 2022:** the Final Route Modification Report will recommend a community supported route for further evaluation
- **Summer 2022:** begin environmental process: an opportunity for deeper analysis and further engagement

November Engagement Overview



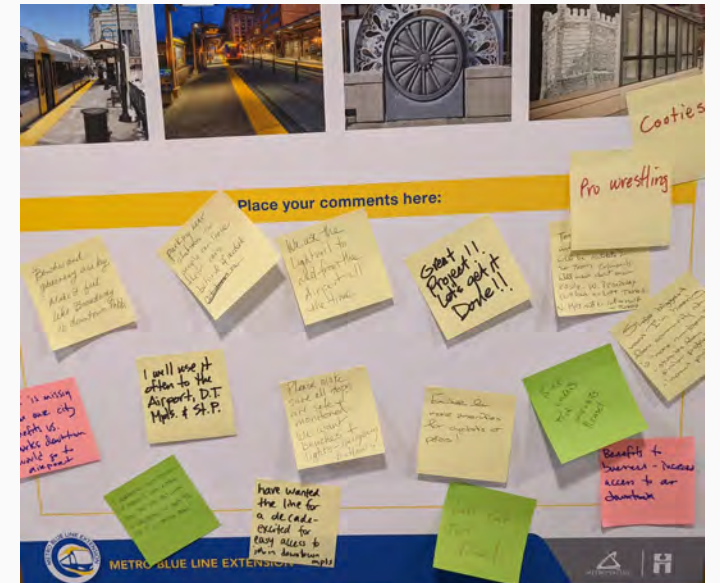
Engagement Overview: Metrics

- Approximately 4,000 survey responses
- Over 1,200 comments on the interactive map
- 270 events resulting in nearly 9,000 points of contact with the public
- Over 500 emails and phone calls
- Majority of activities with environmental justice communities
- 30 comments from comment forms



Overall Themes

- Make decisions with the lens of fairness
- Pick options that minimize property impacts and preserves North Minneapolis assets
- Pedestrian and station safety
- Support for businesses during construction



Example Feedback: Door Knocking

- Public safety: station areas, pedestrian access, area activities
- Impacts during construction
- Development benefits to small businesses
- Site specific needs regarding parking and safety

Example Feedback: Stakeholder Check-in

- Heard support for the West Broadway route to meet business needs and as an economic development opportunities
- Impacted Properties:
 - Some potentially impacted properties indicated they are interested in a new location that fully suites their needs
 - Some properties would be open to redevelopment opportunities
 - Others want to stay as they are

November Engagement Overview

- Routing:
 - Preference for Lowry due to its proximity to residential areas, potential for development, fewer potential business impacts
 - Preference for West Broadway due to density of businesses, housing, schools, etc. and reduces racial disparities and provides economic benefits for Northside residents and businesses
- Concerns about traffic impacts with removing lanes on either option
- Incorporating lessons-learned from past transportation projects such as Green Line and Blue Line

Next Meeting: January 4*



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)

