



# Community Advisory Committee: May 5, 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 7, 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

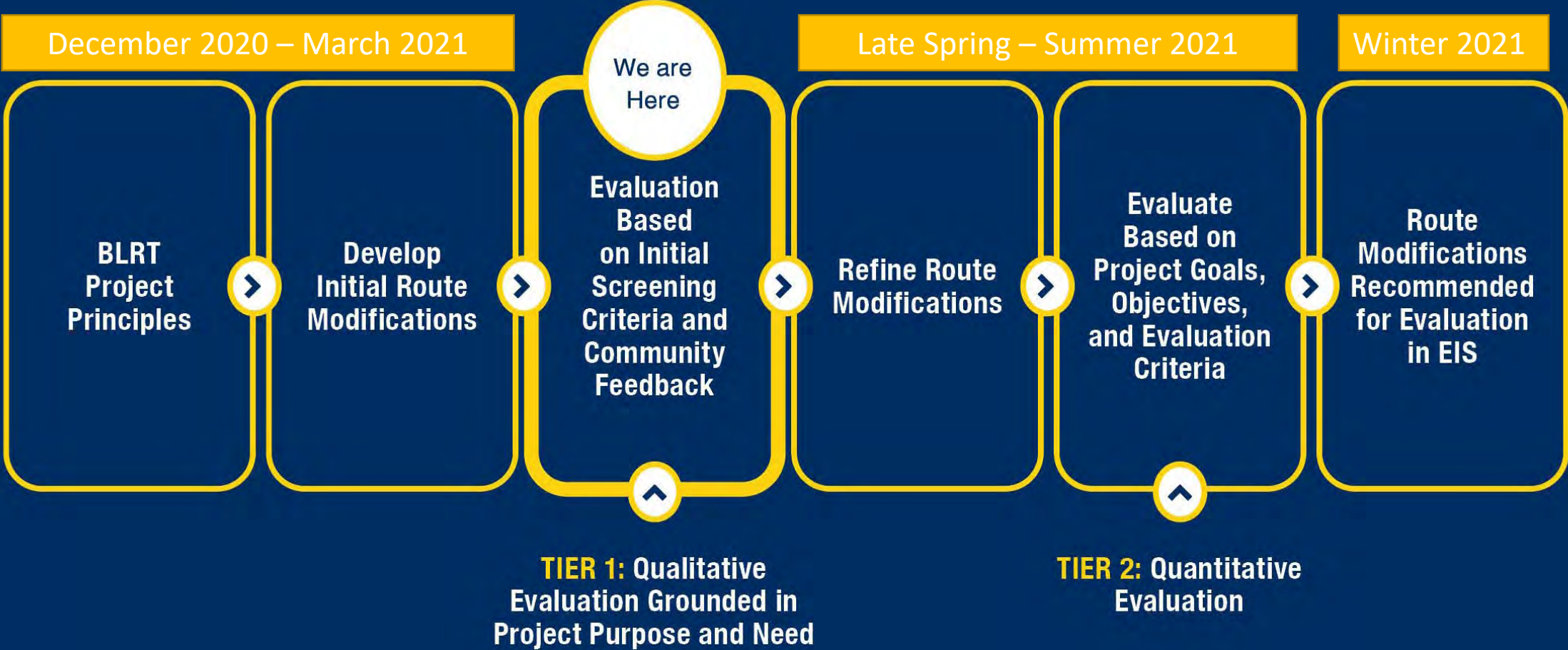
## Community Benefits

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

## Previous Project Commitments

Address investments related to the  
previous alignment

# Approach & Timeline



# 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



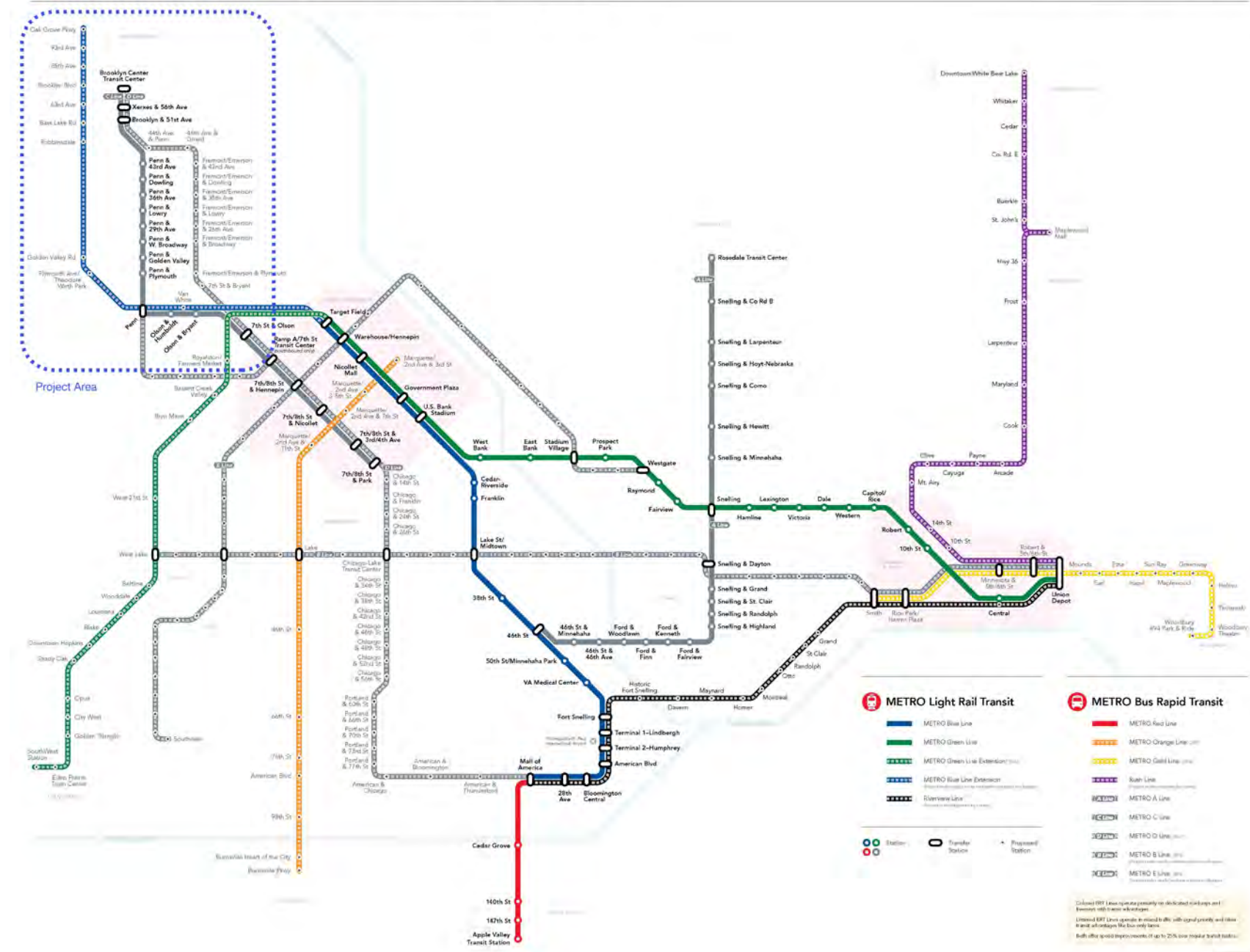
# METRO System



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



# Rail Modes

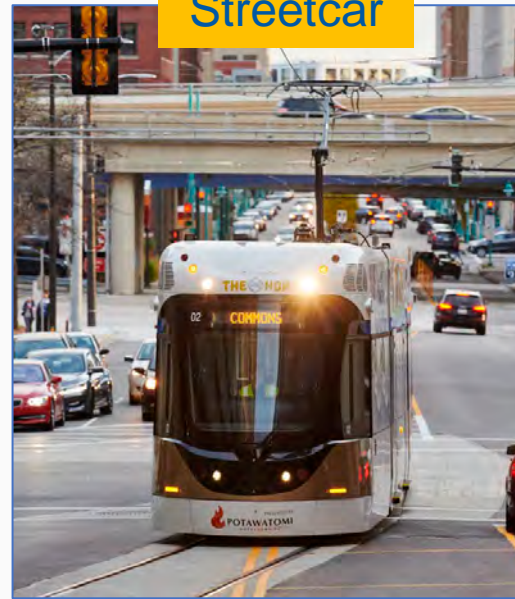
Commuter Rail



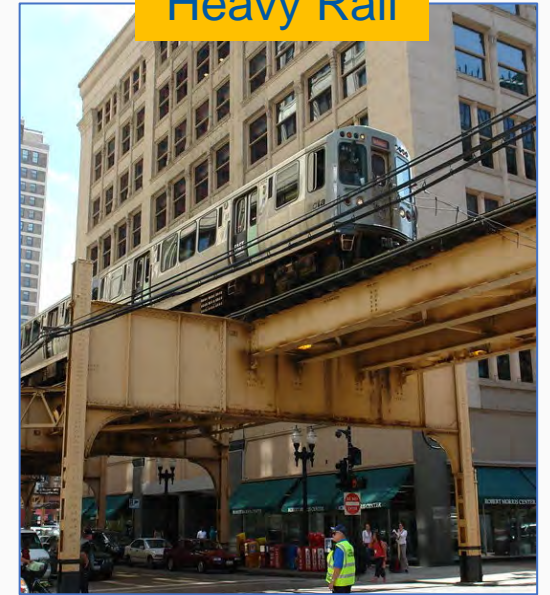
Light Rail



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

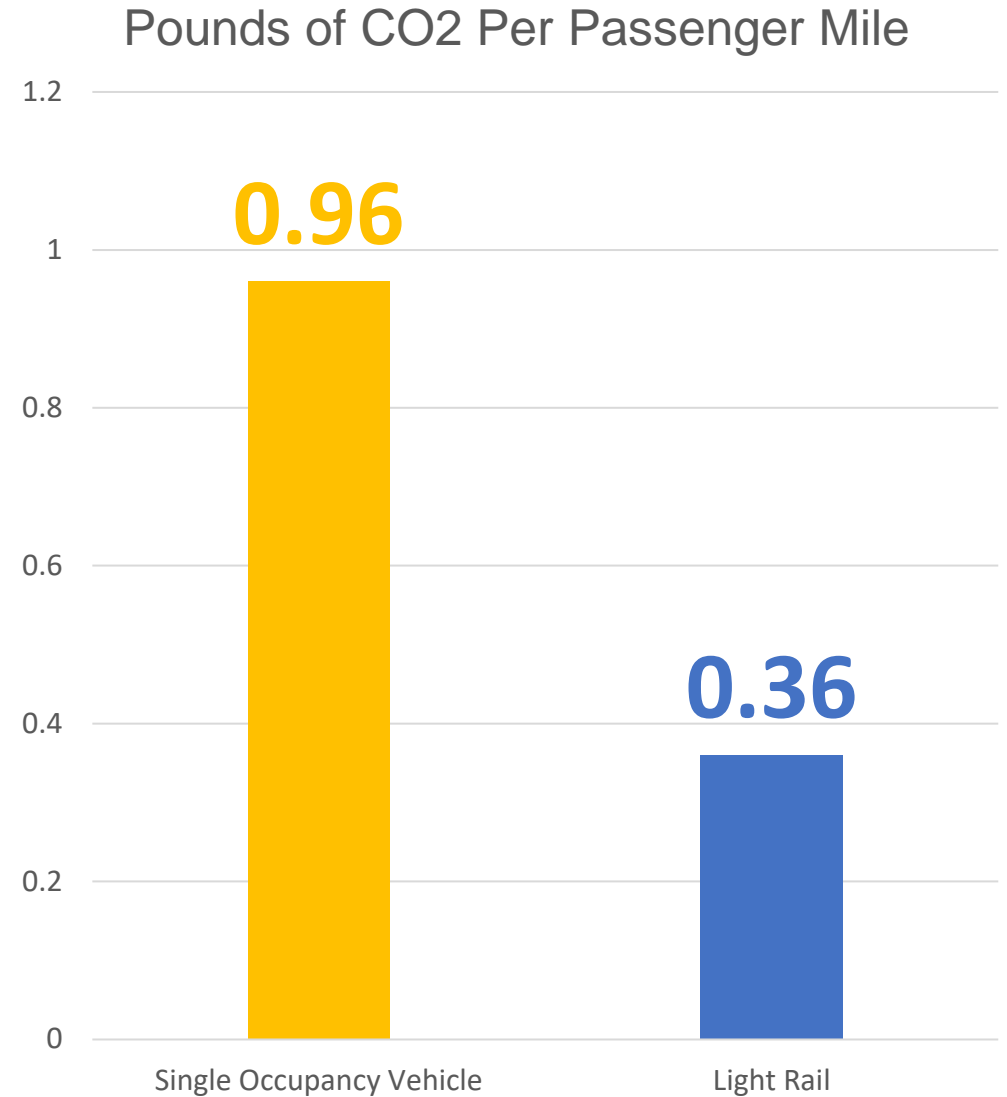
**Example Systems:**  
Chicago "I", New York  
subway

# 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





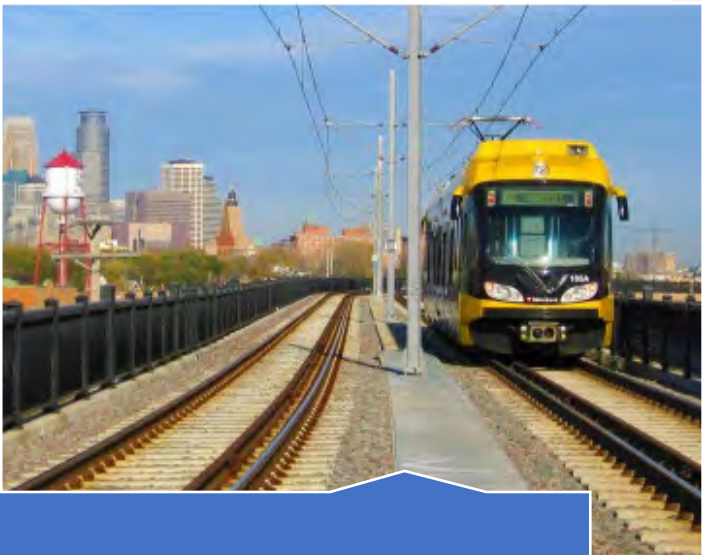
# How It Operates



Embedded Track



Overhead electric line



Non-embedded Track



# Center-running

University Avenue, Saint Paul



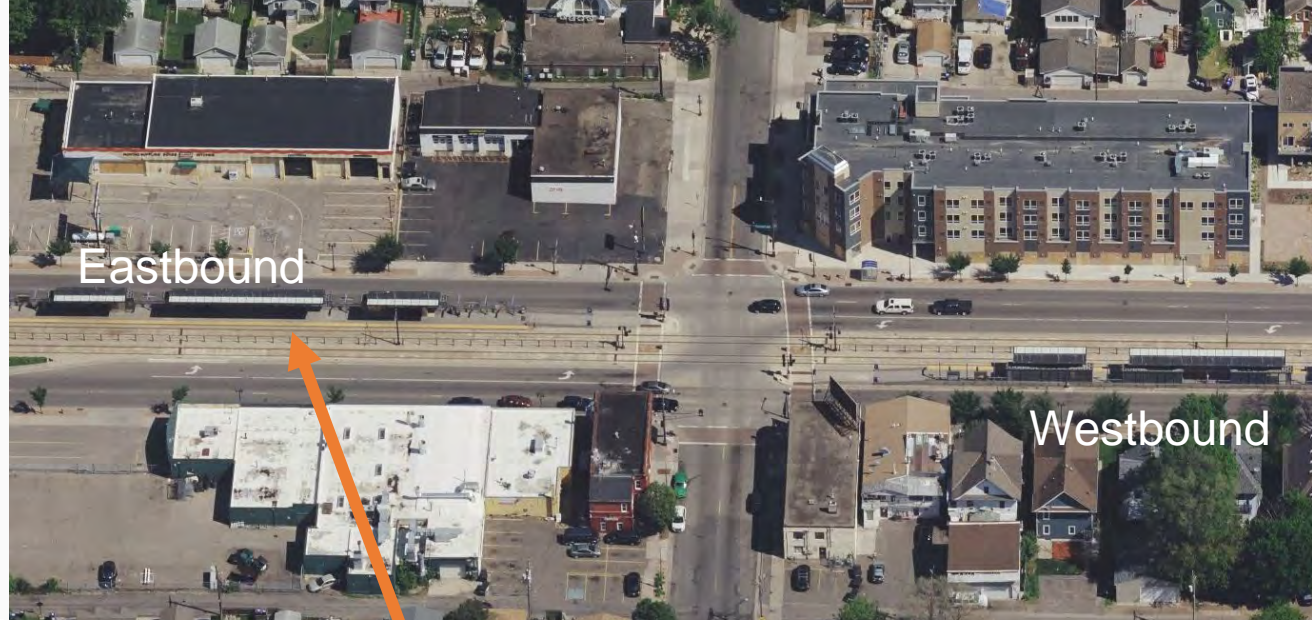


# Side-running

Hiawatha Ave, Minneapolis







CENTER, SHARED PLATFORM



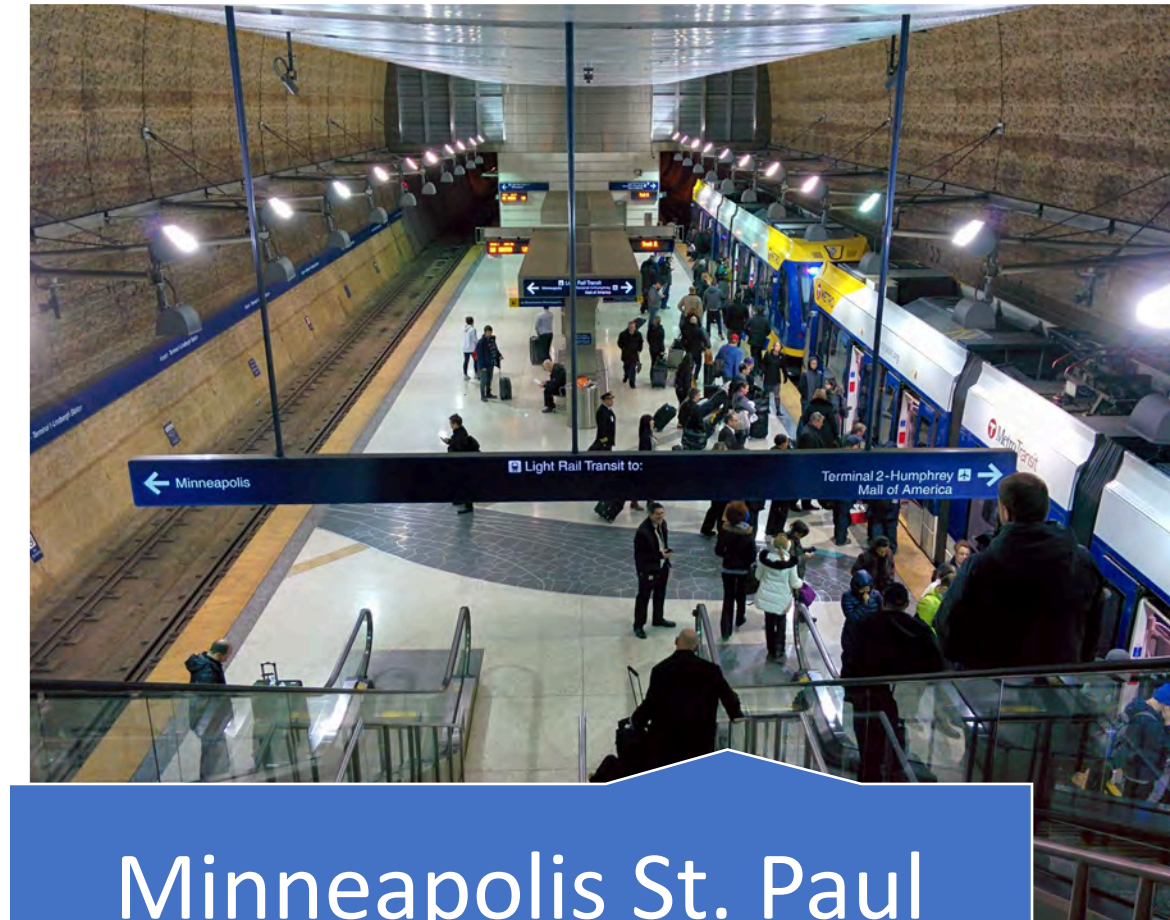
SPLIT PLATFORM



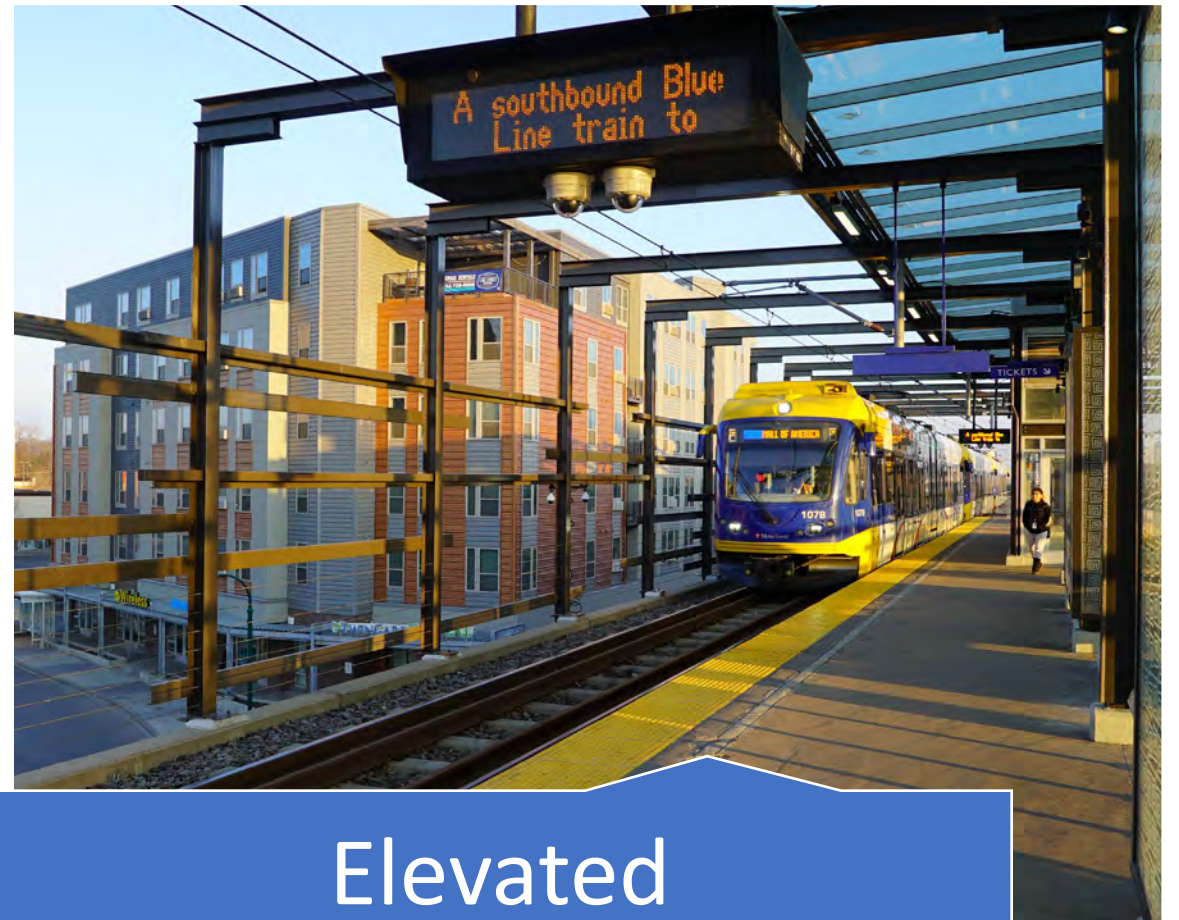


# Above and Below Ground Stations

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



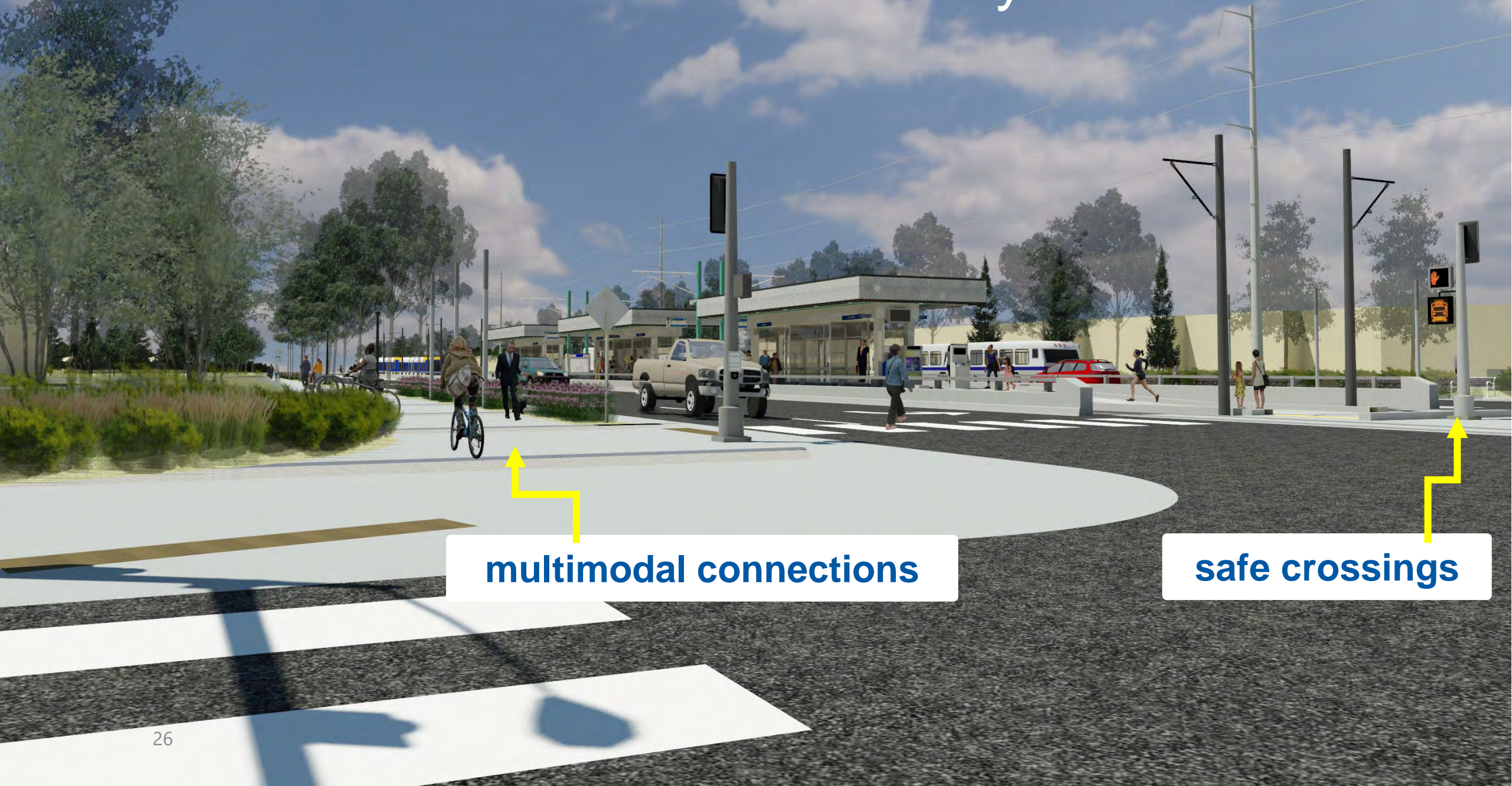
Minneapolis St. Paul  
Airport



Elevated  
Lake Street Station



# Station Area Features: W. Broadway 85<sup>th</sup> Ave Station



**multimodal connections**

**safe crossings**

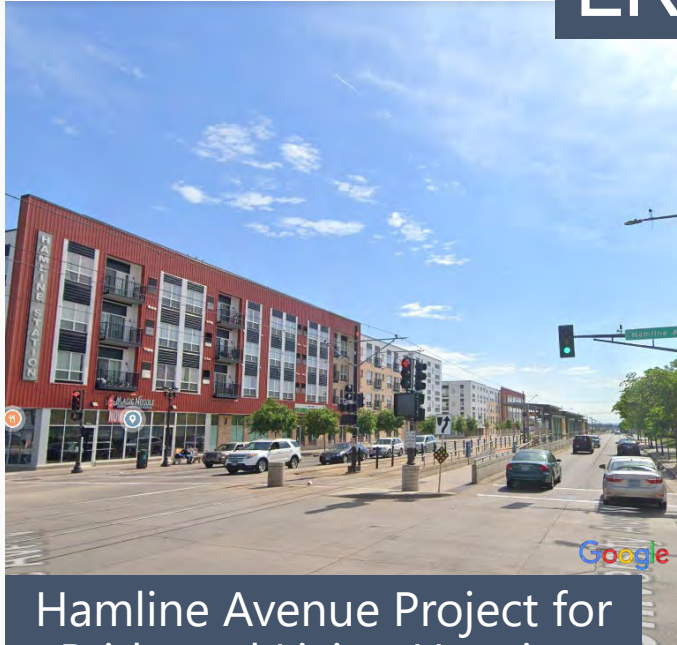


# Center Platform Station: 29<sup>th</sup> Ave SE

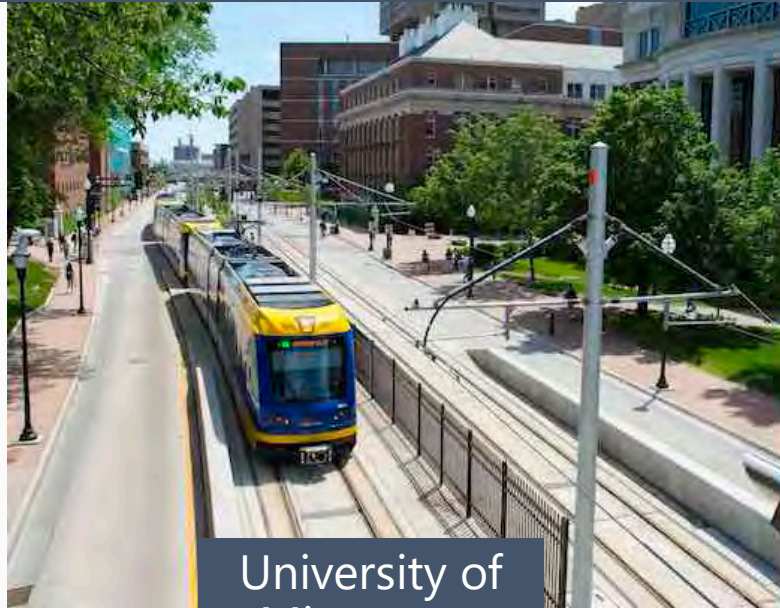




# LRT: Neighborhood Context



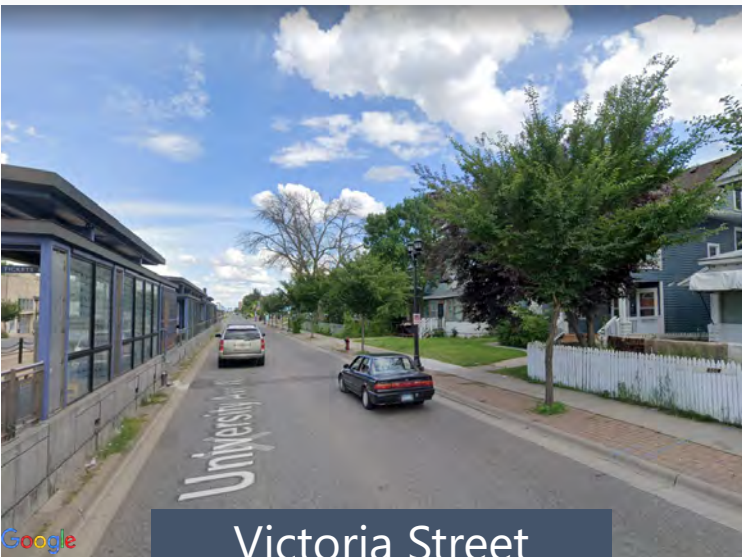
Hamline Avenue Project for Pride and Living Housing



University of Minnesota



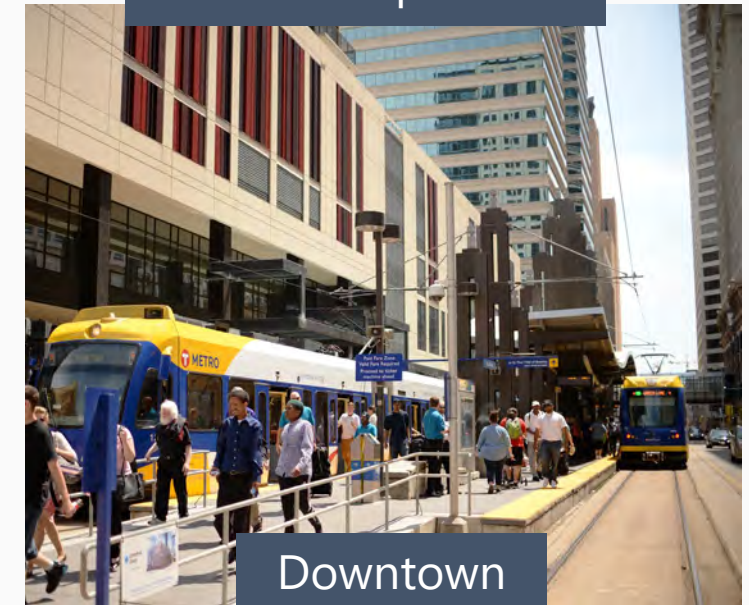
Minnehaha Avenue  
Minneapolis



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

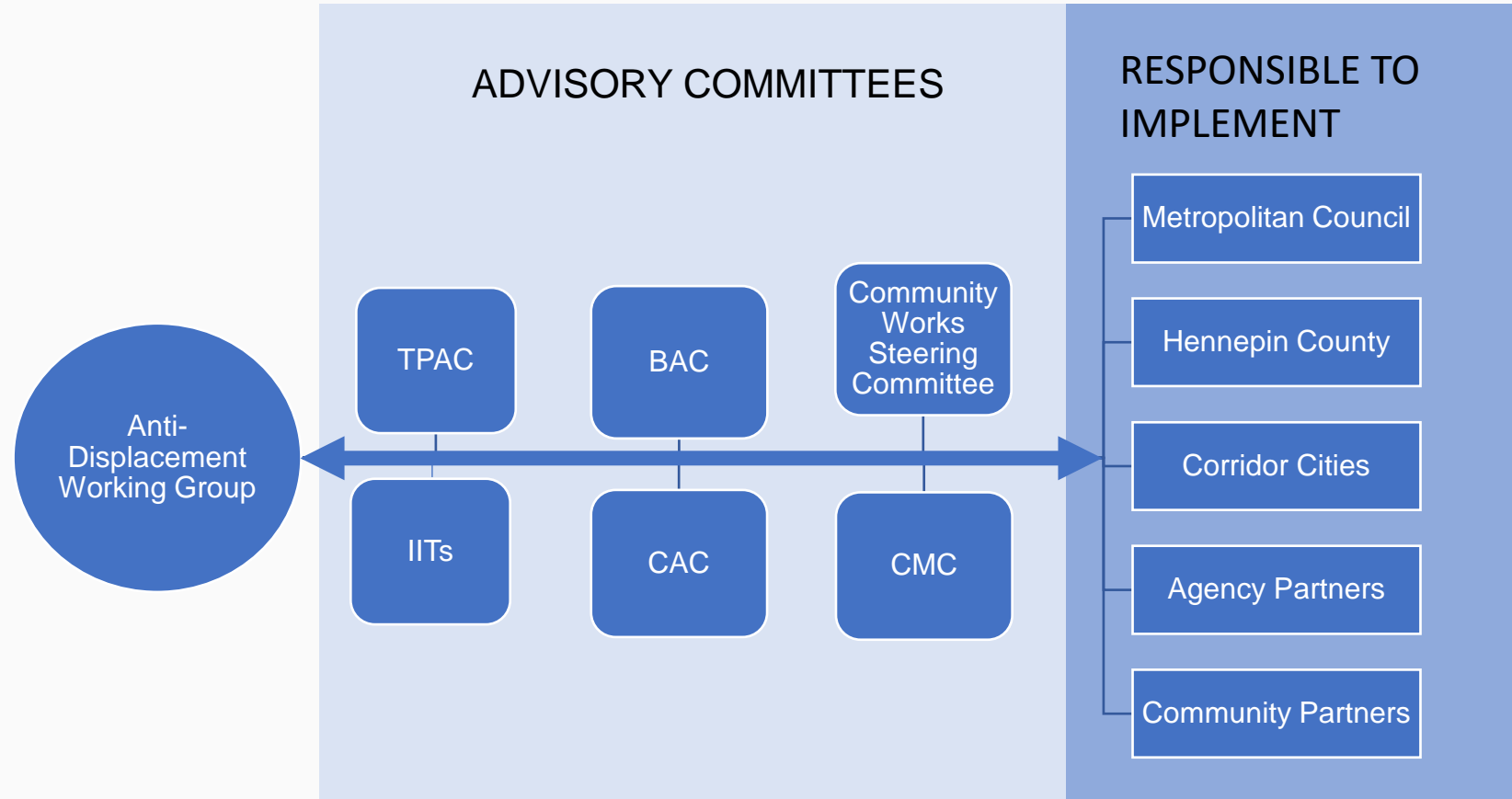
- Confirmed support of a third-party facilitator to lead this work
- Confirmed support for convening the group work as soon as possible
  - Anti-displacement should be worked on throughout the route planning, environmental review and advance design
- Request for national examples and possible shared 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

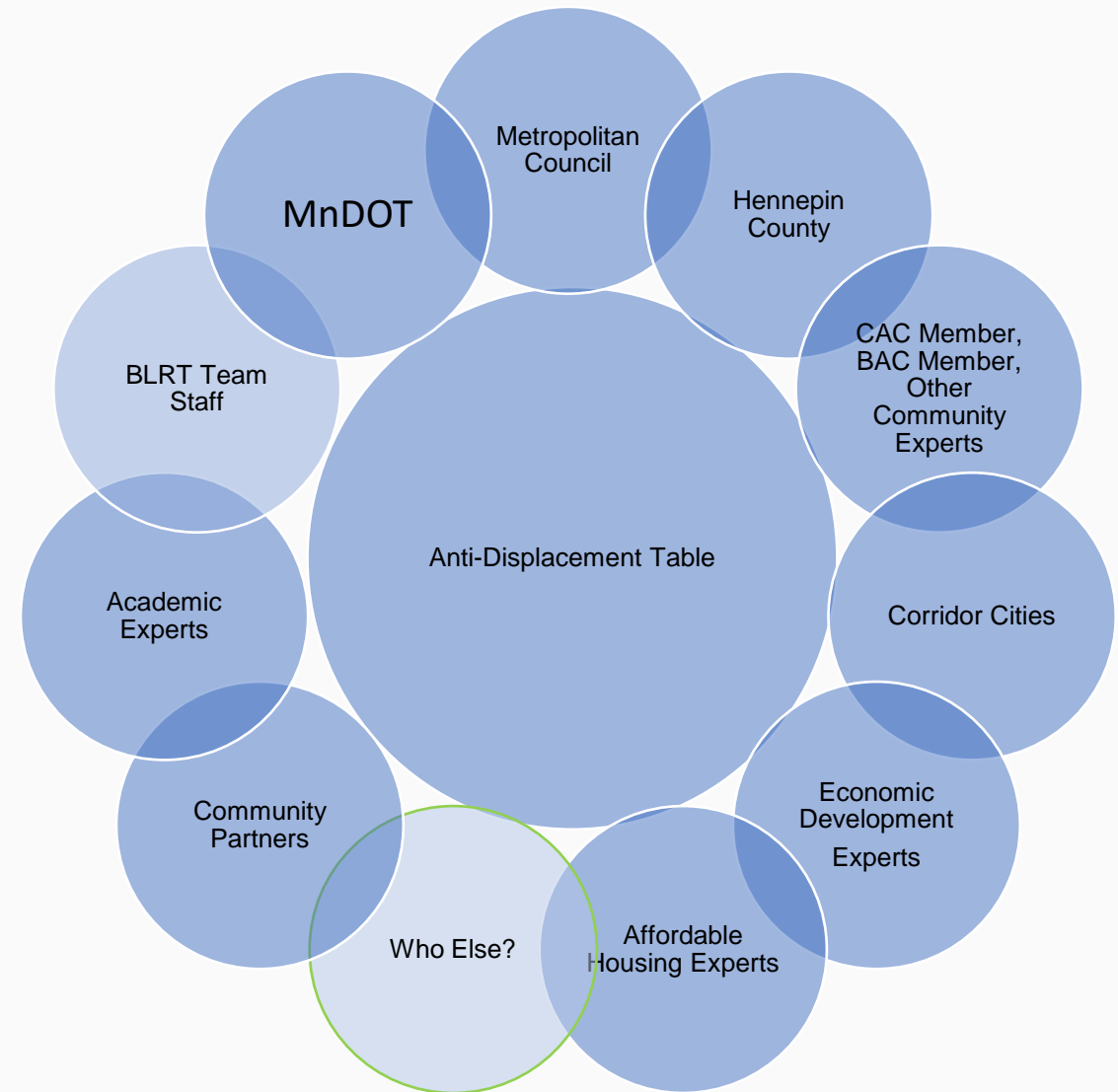


# Table Setting

- 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:

- Wednesday, June 2 at 6:00 PM
- Proposed, Wednesday July 14 at 6:00 PM (second week due to July 4 holiday)

# Stay Connected!

- Project website: [bluelineext.org](http://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
  - Facebook: MetroBlueLineExtension

