Community Advisory Committee: June 2, 2021

METRO BLUE LINE EXTENSION
Bottineau LRT

Brooklyn Park | Crystal | Robbinsdale | Golden Valley | Minneapolis

METROPOLITAN COUNCIL

Hennepin

Federal Transit Administration

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

Next Steps: RFP Timeline

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

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

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

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

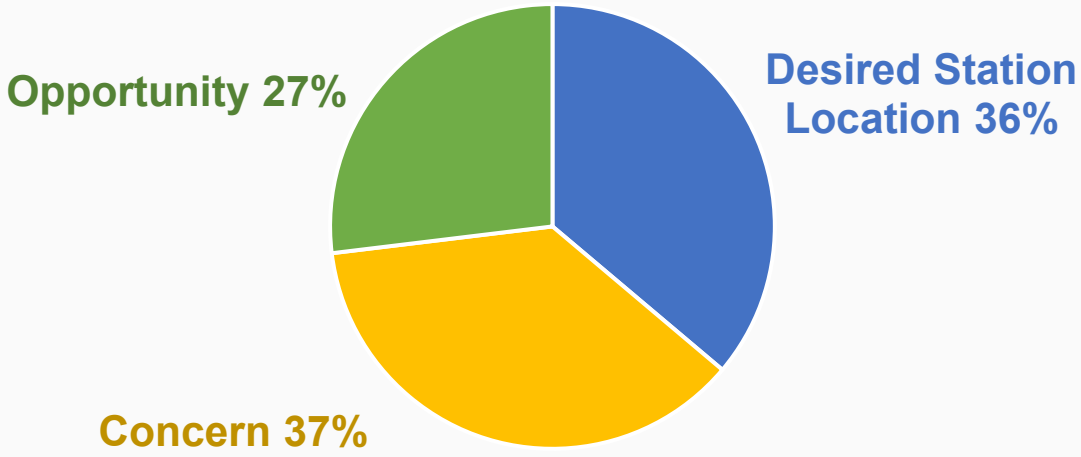
- 60+ community events, reaching 2,000+ people
- 1,600 responses to survey; paper surveys still being tabulated
- 500 comments on the interactive map
- 23 emailed/general comments; not including questions
- 100+ questions and phone calls

What We Asked

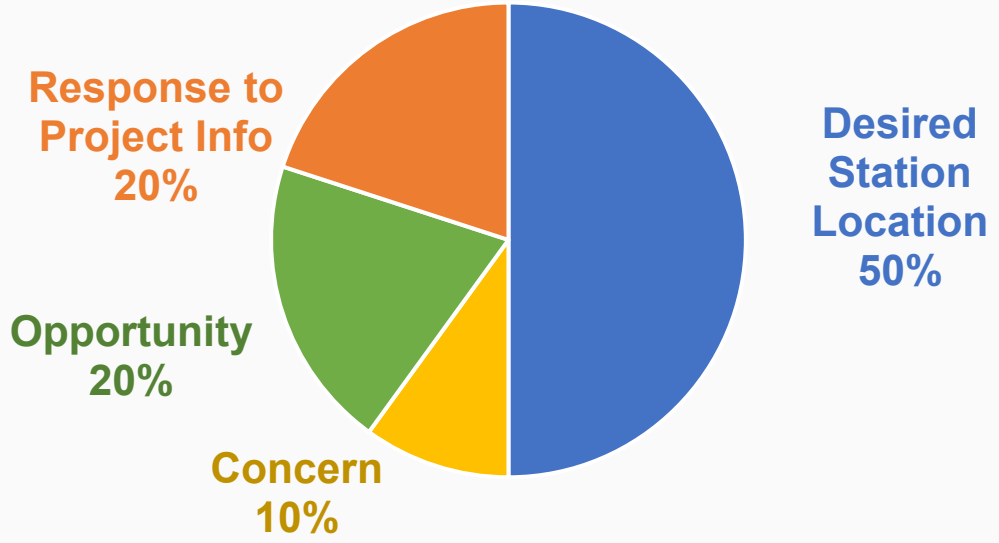
- Site specific issues & opportunities
- Route validation and potentially missing options
- Project goals for route evaluation
- Preliminary design preferences
- Potential station location

Map Comments by Area and Category

- **Overall Area Map: 130**
  - Desired Station Location: 47
  - Concern: 48
  - Opportunity: 35

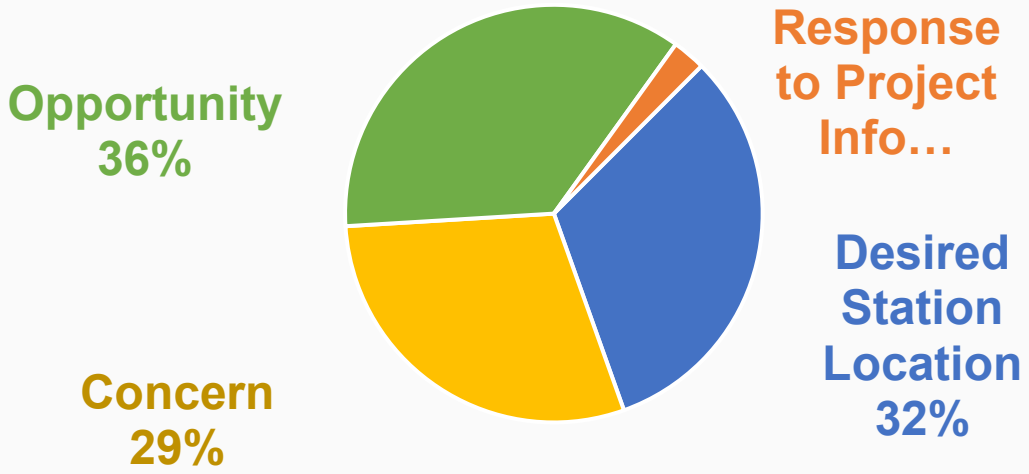


- **Area 1: 9**
  - Desired Station Location: 5
  - Concern: 1
  - Opportunity: 1
  - Response to Project Info: 2



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

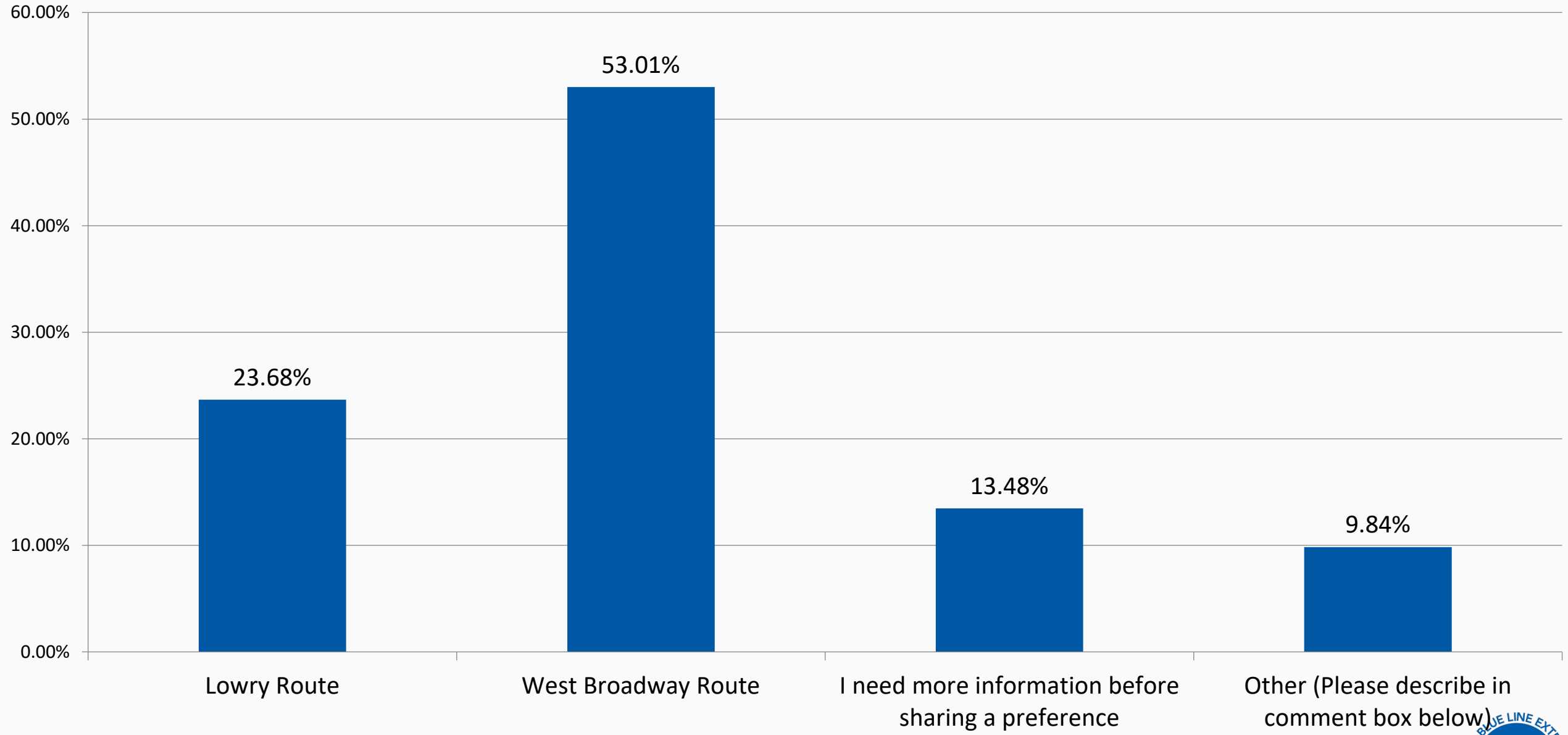
Bottineau Boulevard (County Road 81) Design Considerations

- 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?



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

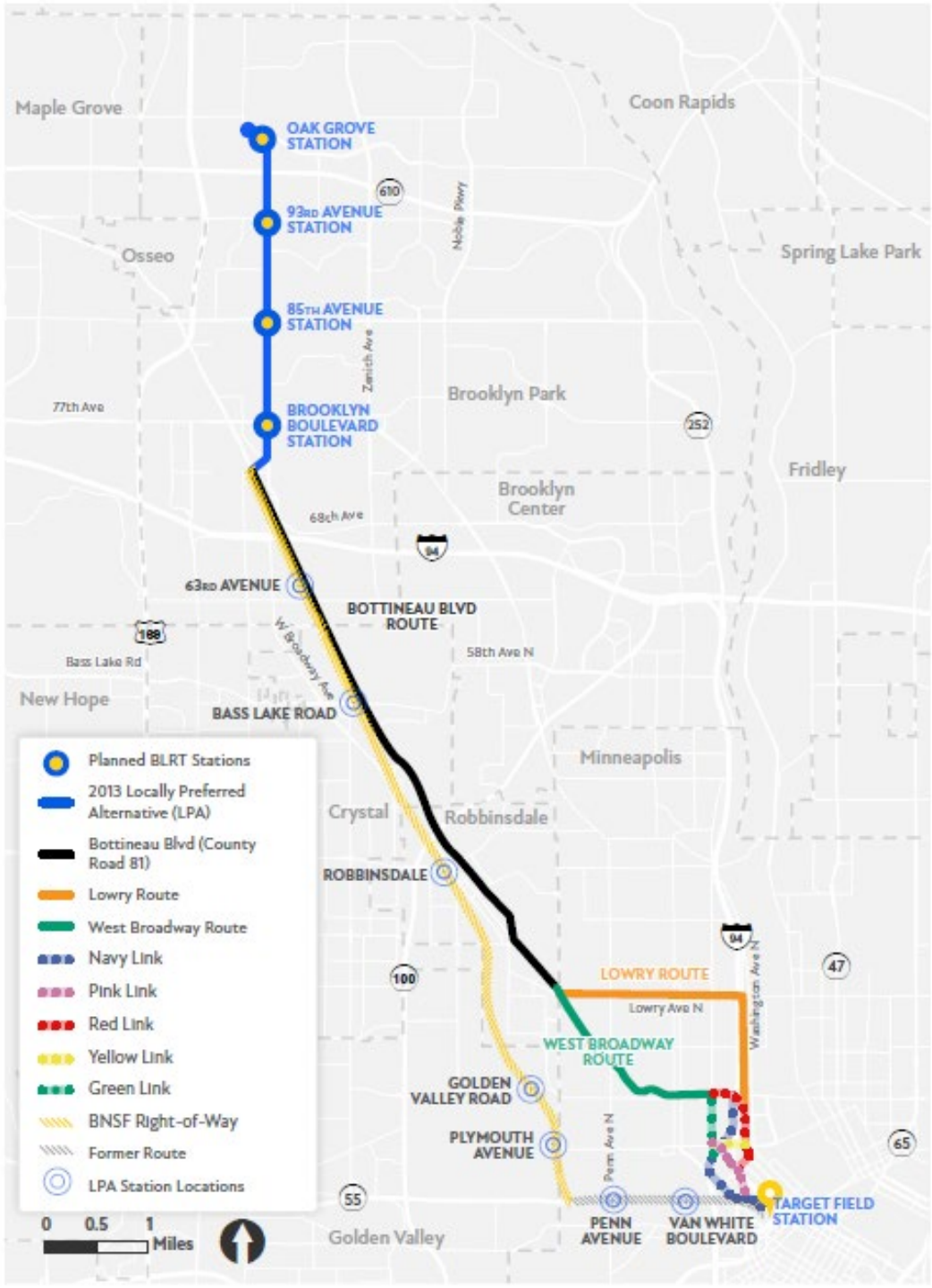
Project Goals: Example Comments and Suggestions

- 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

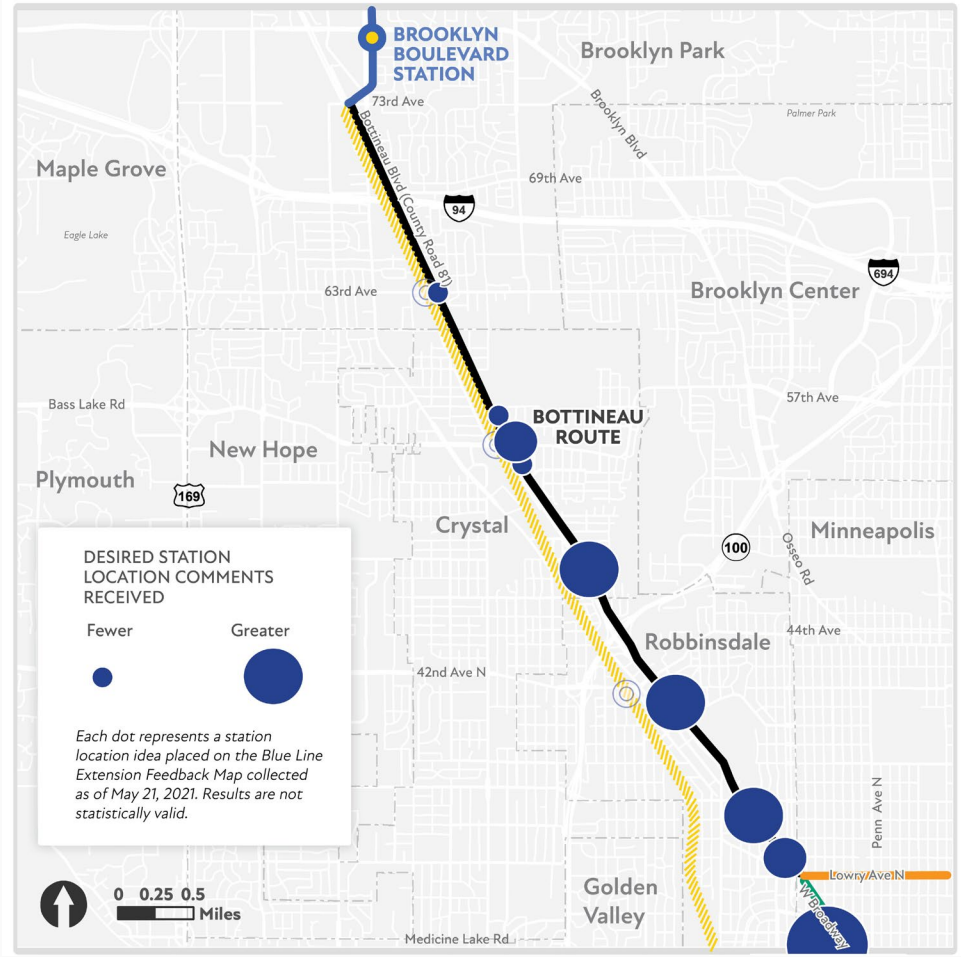
- Seven stations affected by route change
  - Van White Blvd
  - Penn Ave
  - Theodore Wirth Park/ Plymouth Ave
  - Golden Valley Road
  - 42nd Avenue
  - Bass Lake Road
  - 63rd Ave



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

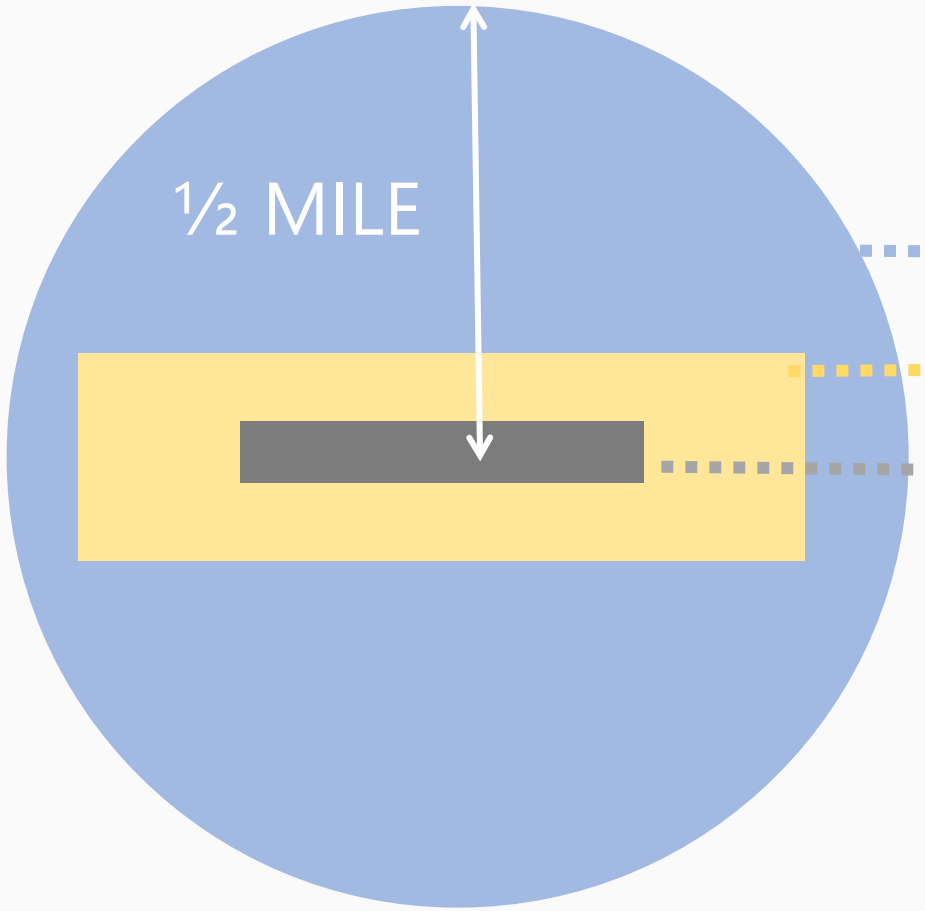
Stations Locations Based on Public Comment



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



3 COMPONENTS

AREA

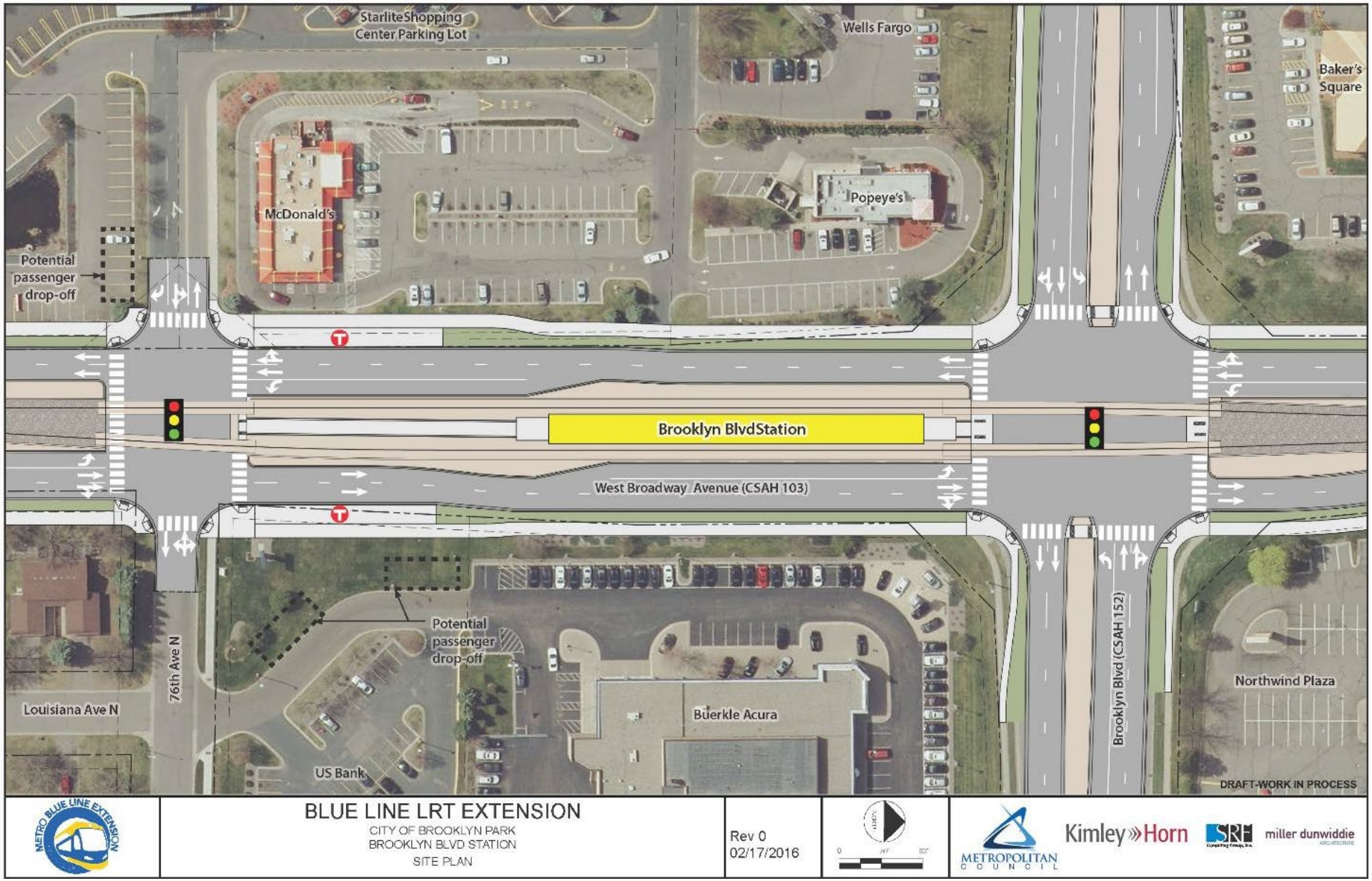
SITE

PLATFORM

Station Site Elements

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

Station Site Plan Example



Design Next Steps: July/August

- Concept section visualizations
- Preliminary general station locations

Next Meeting: Wednesday July 14 at 6:00 PM

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
  - Facebook: MetroBlueLineExtension

Sample Survey Comments

Area 1

Comment Pin Type	Feedback
Concern	▪ Area 1 is located near residences, businesses, schools, etc. Minimize noise and vibration impacts along this stretch.
Desired Station Location	▪ 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	▪ Consider safe bicycle connections and amenities (near Minnetonka Ave N and Rush Creek Regional Trail)
Project Info	▪ 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	▪ 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	▪ 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	▪ 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	▪ Mixed feedback about routing on N Washington Ave
	  ▪ 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
	  ▪ 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	▪ Mixed feedback about routes on Lyndale Ave
	  ▪ 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:
	  ▪ 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	▪ 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	▪ 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	▪ 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