Today’s Topics

• Project Overview

• Draft Route Modification Report Overview

• Anti-Displacement Working Group Update
Project Overview
Blue Line Extension

• Connecting communities to fast, frequent, reliable transportation

• Will provide single seat trips to downtown Minneapolis, Minneapolis – St. Paul International Airport, and Mall of America
# 2020-2022 Milestones

## Ongoing Public Engagement

<table>
<thead>
<tr>
<th>August 2020</th>
<th>March 2021</th>
<th>July 2021</th>
<th>November 2021</th>
<th>December 2021</th>
<th>Spring 2022</th>
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<tr>
<td>Hennepin County and the Metropolitan Council issued a joint statement on advancing the project without using 8 miles of railroad right-of-way</td>
<td>Release of the Initial Route Evaluation Report that identified potential route options</td>
<td>Release of potential station study areas and visualizations of light rail</td>
<td>Release of preliminary design options on how LRT could fit into each community</td>
<td>Release of Draft Route Modification Report</td>
<td>Release of Final Route Modification Report</td>
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We’re here
Overall Project Schedule

1 YEAR
- Identify community-supported route
  - Document benefits and impacts of the project
- Municipal Consent
  - Seek city support of the LRT design

1.5 – 2 YEARS
- Environmental review
  - Document benefits and impacts of the project
- Engineering
  - Develop construction ready design plans
  - Station area planning

1.5 – 2 YEARS
- Construction and Full Funding Grant Agreement
  - Federal funding

3 – 4 YEARS
- Goal — Line opens in 2028
Initial Project Areas

• Project route options
  ▪ Confirmation of route options for Areas 1 and 2
  ▪ Preliminary options for Area 3

• Options based on:
  ▪ Adopted Project Principles
  ▪ Conceptual review of LRT right of way and operation needs
  ▪ Applicable previous work
  ▪ Community feedback on key destinations and connections
Revised Route Options

• Brooklyn Park
  ▪ Former route and stations along West Broadway in Brooklyn Park remain the same

• Brooklyn Park, Crystal and Robbinsdale
  ▪ Proposed route along Bottineau Boulevard (County Road 81) closely parallels the original route for most of this area

• Minneapolis
  ▪ Two route options are being evaluated—one along Lowry and Washington Avenues (shown in purple) and one along West Broadway Avenue (shown in green)
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
Example 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
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 deliver exemplary positive benefits
<table>
<thead>
<tr>
<th>PROJECT GOAL</th>
<th>BOTTINEAU BOULEVARD (COUNTY ROAD 81) IN BROOKLYN PARK, CRYSTAL, AND ROBBINSDALE</th>
<th>LOWRY ROUTE</th>
<th>WEST BROADWAY ROUTE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Improve transit access and connections to jobs and regional destinations</td>
<td>EXCELLENT</td>
<td>EXCELLENT</td>
<td>EXCELLENT</td>
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<tr>
<td>Improve frequency and reliability of transit service to communities in the corridor</td>
<td>EXCELLENT</td>
<td>GOOD</td>
<td>GOOD</td>
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<tr>
<td>Provide transit improvements that maximize transit benefits, while being cost competitive and economically viable</td>
<td>GOOD</td>
<td>GOOD</td>
<td>GOOD</td>
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<tr>
<td>Support communities’ development goals</td>
<td>EXCELLENT</td>
<td>GOOD</td>
<td>EXCELLENT</td>
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<tr>
<td>Promote healthy communities and sound environmental practices including efforts to address climate change</td>
<td>GOOD</td>
<td>GOOD</td>
<td>GOOD</td>
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<tr>
<td>Advance local and regional equity and work towards reducing regional racial disparities</td>
<td>GOOD</td>
<td>GOOD</td>
<td>EXCELLENT</td>
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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 provide 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 points for the community.

  - I-94 and the Mississippi River make access limited in the Washington Avenue section.
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
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
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
Anti-Displacement Workgroup
Community Wealth Building Through Investment

• Forming an Anti-Displacement Working Group
  ▪ To develop and implement a comprehensive, innovative set of strategies:
    o To ensure this investment builds on, supports, and protects existing community assets
    o Benefit existing corridor residents
    o Provide more opportunities for equitable housing, employment, business development, cultural experiences, and other activities of daily life
  ▪ Center for Urban and Regional Affairs (CURA) at the University of Minnesota will facilitate the Anti-displacement workgroup and conduct research over the next 18 months
Anti-Displacement Working Group

• Project Manager: C Terrance Anderson
  ▪ CURA’s Director of Community Based Research, C Terrence oversees CURA's community-based programs

• Work group will have approximately 21 members: 6 government representatives, 6 community members affiliated with organizations businesses, 6 non-affiliated community members and 3 philanthropic organization representatives

• Application Process/First Meeting
  ▪ Application accepted from Dec. 20 – Jan. 14
General Principles of the Anti-Displacement Work Group:

• Develop recommendations that can be practically implemented

• Work through existing tensions between various interests

• Support community to take a deep dive into displacement, while also respecting the busyness of their lives to be accommodated

• Develop structures around the group that allow the group to develop clarity on ideas while also bringing along implementers for the discussion
Discussion
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

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