Information Session: March 15, 2022
Today’s Topics

• Project Overview

• Draft Route Modification Report Overview

• Preview of Route Modification Report

• Anti-Displacement Work Group Update

• Next Steps and Q&A
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
**Route Options**

- **Brooklyn Park** – former route and stations along West Broadway remain the same

- **Brooklyn Park, Crystal and Robbinsdale** – proposed route along Bottineau Blvd (County Road 81) closes parallels the original route for most of this area

- **Minneapolis** – two route options are being evaluated: one along Lowry/Washington (purple) and one along West Broadway Avenue (green)
2020-2022 Milestones

- **AUGUST 2020**: Hennepin County and the Metropolitan Council issued a joint statement on advancing the project without using 8 miles of railroad right-of-way.
- **MARCH 2021**: Release of the Initial Route Evaluation Report that identified potential route options.
- **JULY 2021**: Release of potential station study areas and visualizations of light rail.
- **NOVEMBER 2021**: Release of preliminary design options on how LRT could fit into each community.
- **SPRING 2022**: Release of Final Route Modification Report.
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
## Summary Matrix

### Assessment of Route Options to Defined Goals

<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>
</tr>
<tr>
<td>Improve frequency and reliability of transit service to communities in the corridor</td>
<td>EXCELLENT</td>
<td>GOOD</td>
<td>GOOD</td>
</tr>
<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>
</tr>
<tr>
<td>Support communities’ development goals</td>
<td>EXCELLENT</td>
<td>GOOD</td>
<td>EXCELLENT</td>
</tr>
<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>
</tr>
<tr>
<td>Advance local and regional equity and work towards reducing regional racial disparities</td>
<td>GOOD</td>
<td>GOOD</td>
<td>EXCELLENT</td>
</tr>
</tbody>
</table>
Comments of the Draft Report

- Comment Form: 132 responses
- Emailed Comments: 13
- Agency Comment Letters: 5 (Minneapolis, Robbinsdale, Crystal, Brooklyn Park, and Maple Grove)
- Interactive Map Comments: 296 (during the comment period)
- Open House Comments: 55 comments

- Efficient, well-connected transit: 11%
- Serves community destinations and zero-car households: 29%
- Minimize impacts (to traffic, pedestrian movements, businesses, homeowners, environment): 17%
- General support or opposition: 22%
- Other investments needed instead of/in addition to this project: 14%
- More info needed: 7%
Preview of Route Modification Report
Updates since the Draft Report

- Area 2 has been divided into two parts to reflect differences in roadway characteristics:
  - 2A: Bottineau Boulevard (County Road 81) within the cities of Brooklyn Park and Crystal, from approximately 73rd Avenue to Highway 100
  - 2B: Bottineau Boulevard (County Road 81) within the City of Robbinsdale, from approximately Highway 100 to the proposed North Memorial Station
Pedestrian Access Closures

• West Broadway:
  ▪ Fewer closures and less tightly packed

• Lowry/Washington:
  ▪ Access closures at almost every intersection
Walksheds and Barriers to Stations

• Lowry/Washington Route:
  ▪ Walkshed areas west of I-94 are cut off and difficult to access station areas
Walksheds and Barriers to Stations

- West Broadway Route:
  - Walksheds largely accessible, except for small portion of Lyndale at Plymouth walkshed
Undeveloped Parcels

• The average size of undeveloped parcels is similar along the two routes

• There are more undeveloped properties along the West Broadway route, and higher acreage of vacant land
Regional Destinations

- West Broadway is a vibrant cultural/economic corridor with regional destinations and services (i.e., Capri Theater, Masjid An-Nur)
Anti-Displacement Work Group Update
Community Wealth Building Through Investment

• Launching the Anti-Displacement Work 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

C Terrance Anderson, Project Manager
CURA's Director of Community Based Research, C Terrence oversees CURA’s community-based programs
Anti-Displacement Work Group Timeline

• First Anti-Displacement Work Group meeting was held on March 10, 2022

• Future meeting topics include:
  • May 2022 (lessons from existing light rail projects)
  • September 2022 (housing and cultural displacement)
  • October 2022 (business displacement)
  • February 2023 (finalizing recommendations)

• Qualitative and quantitative research has begun

• Planning overall outreach and engagement on the project
Next Steps
Next Steps & Schedule

• **Spring 2022**: the 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
Frequently Asked Questions

• How is a final decision made on the route selection?

• How will businesses and community assets be protected/preserved before/during/after construction?

• Can the LRT be elevated or buried underground?

• Can other traffic/pedestrian/bicycle/landscape/etc. improvements be made along with the project?
Engineering Options in Minneapolis

- Most sections have several options for how light rail could fit in Minneapolis and were developed to minimize or eliminate impacts to community assets.
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

• Share your Blue Line Extension story at: MyBlueLineExt.org

• Follow us:
  ▪ Twitter: @BlueLineExt
  ▪ Facebook: MetroBlueLineExtension