



Engagement Strategies and Approach

July - August 2021

The METRO Blue Line Extension is looking for a route that does not use eight miles of railroad right of way as previously planned. Because of the shift away from railroad property, some of the project can remain the same, while other areas need to change.

The first round of public engagement sought feedback from the public and stakeholders on the new route options released in March 2021 as part of the Route Modification Report. The key questions of this phase were to ask the community if anything had been missed and if these options seemed right. We also asked about major destinations, issues or opportunities, and potential design options to help inform the next phase.

The second round of public engagement was focused on the connections that light rail would make within communities. Station study areas were identified, and staff asked the community about where they would like stations within those areas, if the right number of station study areas had been identified and if they were overall in the correct location. Visualizations also began the conversation about how light rail might fit into the community.

This document summarizes the feedback received during the third round of engagement from July through August 2021, including a summary of responses and questions received from public meetings, driveway chats, advisory committee meetings, community cohort engagement, and the interactive feedback map.

From July to August 2021, project staff have engaged with the public about the project through the following:

- 9 public open houses
 - In-person meetings (170 attendees total):
 - Robbinsdale: Mon, July 19, 2021 from 8:30 – 10 a.m.



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- Robbinsdale: Mon, July 19, 2021 from 4:30 – 7 p.m.
- Minneapolis: Tue, July 20, 2021 from 5 – 7:30 p.m.
- Brooklyn Park: Wed, July 21 from 5 – 7:30 p.m.
- Crystal: Mon, July 26, 2021 from 6 – 8 p.m.
- Virtual meetings (53 attendees total):
 - Brooklyn Park: Thu, July 22, 2021 from noon to 1 p.m.
 - Corridor-wide: Fri, July 23, 2021 from noon to 1 p.m.
 - Minneapolis: Wed, July 28, 2021 from 6 – 7 p.m.
 - Co. Rd. 81: Thu, July 29, 2021 from 6 – 7 p.m.
- 50+ driveway talks, community cohort meetings, pop-up events
- 6 Advisory Committee meetings
- Interactive map: 260 comments
- Many more questions and phone calls

Common Themes

Below are the common themes that emerged from feedback received during this round of engagement:

- Mixed feedback on West Broadway vs. Lowry routes:



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- Prefer the Lowry Ave route – provides opportunity to develop vacant lots along Lowry Ave, West Broadway is very narrow/would require parking removal to fit light rail, feel that it's safer.
- Prefer the West Broadway route – serves more transit dependent populations and Northside residents and businesses, better meets project goals, causes less disruption to homes.
- Avoid negative impacts/disruptions to existing communities and the environment (e.g., construction, pollution, traffic operations, safety, business/resident displacement, gentrification).
- Concern about how light rail will impact adjacent property values.
- Improve access to/serve communities of color, lower-income communities, and those with limited mobility or limited access to a vehicle/other transportation options.
- Support local business and economic development in communities along the line.
- Improve transit experience:
 - Ensure safety on transit and in communities served, faster travel times, increased ridership, serve local destinations/connect well to local transit routes, consider elevated and below-ground routing.
- Ensure transit is accessible (e.g., stations are in walkable, visible, high-density areas; transit information is translated; ADA-accessible).
- Concerns about the cost-effectiveness of the project
 - Shift to working from home, no longer need to go to/from downtown.



Feedback from Open Houses

Robbinsdale

- Concern about impacts of light rail, including noise, wildlife, air quality, vibration, traffic, parking, property value, lighting, and businesses:
 - How will this project affect traffic on other roads? How will additional traffic be managed?
 - Minimize construction noise
 - Maintain small-town character of Robbinsdale
 - Maintain access to Crystal Lake in all options
- Need for more parking (e.g., parking ramp):
 - Concern that people will park on York and cut through yards to access LIGHT RAIL
- Need to co-determine station spacing/location with access to parking and bus connections
- Factor in snow removal
- Station recommendations:
 - Prefer having station right at North Memorial Hospital
 - Prefer having a station at 41st (Robbinsdale Center); provides better access to businesses, people, food; already has a parking lot
 - Prefer having station near Hy-Vee; would serve apartment building on 36th and West Broadway and serve North Memorial Hospital
- Need to ensure safety getting to/from stations and while using transit:
 - Make crossings for pedestrians/cyclists across Co. Rd. 81 safer, more comfortable



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- Provide pedestrian connectivity between 36th and 40th, to Hy-Vee, to Crystal Lake
- Include turnstiles at stations
- Prefer the Lowry Ave route through North Minneapolis:
 - For safety reasons
 - With connection to Washington Ave
- Are there plans to connect the Hubbard bus station with the light rail?
- Mixed feedback about noise walls
- Concern about right-of-way for Crystal Lake residents
- Concern that if access to Lakeland frontage road is removed, residents' ability to move is severely impacted (already a dangerous area)
- Supportive of the Blue Line Extension:
 - Like these design concepts, consider going farther north
 - Will increase transit accessibility for young, old, disabled, etc.
 - Fight fears with facts about light rail and benefits it will bring to the community
 - Will alleviate traffic congestion
- Opposed to the Blue Line Extension:
 - If it runs down Bottineau Blvd/Co. Rd. 81
 - Prefer BRT
- Prefer street-level stations vs elevated stations
- Incorporate more “green landscaping” to help with urban forest, environment, beautification
- Redevelop US Bank lot (e.g., for multi-family housing, public parking)
- For future visualizations, recommend:



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- Labeling landmarks (e.g., McDonalds, Town Center, U.S. Bank)
- Showing full extend of vegetation so people understand impacts
- Feel that having left turn from Co. Rd. 81 to Twin Oak Dr is critical
- Split stations seem less efficient
- Replace any impacted trees down the center of Co. Rd. 81
- Need transparency in how future land use will be leveraged when giving feedback about station locations and routes

Minneapolis

- Prefer the West Broadway option
 - Lowry Ave option doesn't serve northside residents; while West Broadway is more congested, light rail should go here because that where the people are
 - West Broadway better meets project goals, serves businesses, and causes less disruption to homes
- Prefer the West Broadway to Lyndale options
 - Provides better access to Cub Foods
 - Like that this route provides access/potential for a station at Hall Park
- Feel that number and location of stations shown is correct
- Consider an alignment along 21st Ave to maintain West Broadway's character
- Need for 3 -4 stations between Lyndale Avenue and North Memorial along West Broadway
- Like the stops near housing and in places that people can easily walk to
- Like stations at:
 - West Broadway and Lyndale (in front of Y3 center)
 - West Broadway and Fremont/Emerson



- Lyndale and Plymouth
- Need for parking; consider intermittent parking
- Prefer center-running light rail
- How long would the elevated platform be?
- Is it possible to have an elevated structure on both sides of the street versus just the center to preserve some parking?
- Ensure emergency services aren't impacted
- Minimize sound impacts

Brooklyn Park

- Need for a dedicated right turn lane going northbound on West Broadway
- Feel that crosswalks should be raised/tailed for pedestrian safety
- Like the design concepts and am supportive of the project
- Will the designs include bike lanes?
- Are there future plans to extend light rail north towards Maple Grove?
- Feel that light rail is not worth it if it means removal of parking on West Broadway
 - Would be too much of a hardship for businesses
 - Prefer transit without tracks (e.g., bus and BRT)
 - West Broadway will be served well by C and D BRT lines
- How will Metro Transit and the destination cities curtail crime and provide safety to riders and the various communities?
- In Crystal and Robbinsdale, how will Metro Transit control traffic so that ambulances are not waiting to cross the tracks to get to North Memorial Hospital? Will the line be elevated at that point?
- Will Crystal have a park-and-ride?



- Will West Broadway be widened so that center running light rail will fit?
- How will impacts affect homes/homeowners along West Broadway?
- What impact will light rail have on existing park-and-rides (e.g., Noble & 610)?
- Will prevalence of violence/crime be factored into whether light rail will run on West Broadway vs. Lowry? When will the routing decision be made?

Crystal

- Feel that one access to the Crystal station should not intersect with vehicle traffic
- Recommend creating a video simulation of pedestrian crossings
- Feel that project team needs to communicate project updates more effectively and broadly
- For route through North Minneapolis, consider taking Bottineau Blvd to Queen Ave; create a one-way going south on Queen Ave and a one-way going north on Oliver Ave
- Consider locating station north of North Memorial Hospital

Feedback from Driveway Chats

Robbinsdale

- Prefer that the track be at-grade and center-running:
 - Concern about elevation of the line around North Memorial, keep at-grade around North Memorial and past Terrace Park to the next stop
- Concern about noise and vibration mitigation, especially in front of Lakeland Ave.



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- Would like bike paths
- Concern about cleanliness on light rail
- Suggest running regular buses on the route in 2022 while planning on the project is on-going; need transit now
- Prefer station closer to 41st (as close to business district as possible) rather than 42nd
- Ensure a large amount of affordable housing is available around the light rail corridor
- Increase accessibility to the train, particularly access for pedestrians and disabled
 - Address public concern about pedestrian crossings on Co. Rd. 81
 - Consider pedestrian bridges (e.g., at 42nd Avenue)
- Concern about the impacts of closing sidewalks during construction
- Need for enclosed shelters (not 3-sided) so riders don't have to be exposed to inclement weather
- Prefer stations are located in the same place (just opposite sides) instead of split stations
- Would like visualizations of:
 - How the light rail line and stations will be integrated into Robbinsdale; don't want it to disrupt city
 - How the route would connect both sides of Co. Rd. 81
 - How the light rail would improve walkability on Co. Rd. 81
 - What a sound barrier would look like between Co. Rd. 81 and residents' homes
- Is it possible to have park-and-ride in Robbinsdale?
- Would like traffic study to be conducted
 - Concerns about traffic congestion with removal of turn lanes on Co. Rd. 81
 - Study how travel patterns have changed with shift to work-from-home
- Supportive of light rail, but not the proposed routing
- Why isn't BRT an option?



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- Request that northbound Bottineau Blvd. to Hwy 100 South be more accessible for vehicles. Will we still be able to make a U-turn to get onto the highway as is the regular route now? Or, can that access be improved by not requiring a U-turn across railroad tracks?
- Suggest money be allocated to beautifying Bottineau Blvd to offset the train
- Why isn't Hwy 100 a route option?
- Concerns about how light rail will impact home values
 - Will home value increase even if its very close (less than 1/4 mile) from LRT?
- Connect with major employers along the route (e.g., North Memorial, Target) and ask them how they'll get their employees to frequent businesses in downtown Robbinsdale (e.g., incentives)
- Mixed feedback about West Broadway vs Lowry routes

Community Engagement Cohort Activities

Beginning in March 2021, Project staff contracted directly with 12 community and cultural organizations to support a robust engagement process during the route selection and station study area process. This relationship is a continuation of an approach that began in 2014 with the Health Impact Assessment, health equity engagement during station area planning and in 2020 when the Project pivoted to explore the new direction for route options and station study areas.

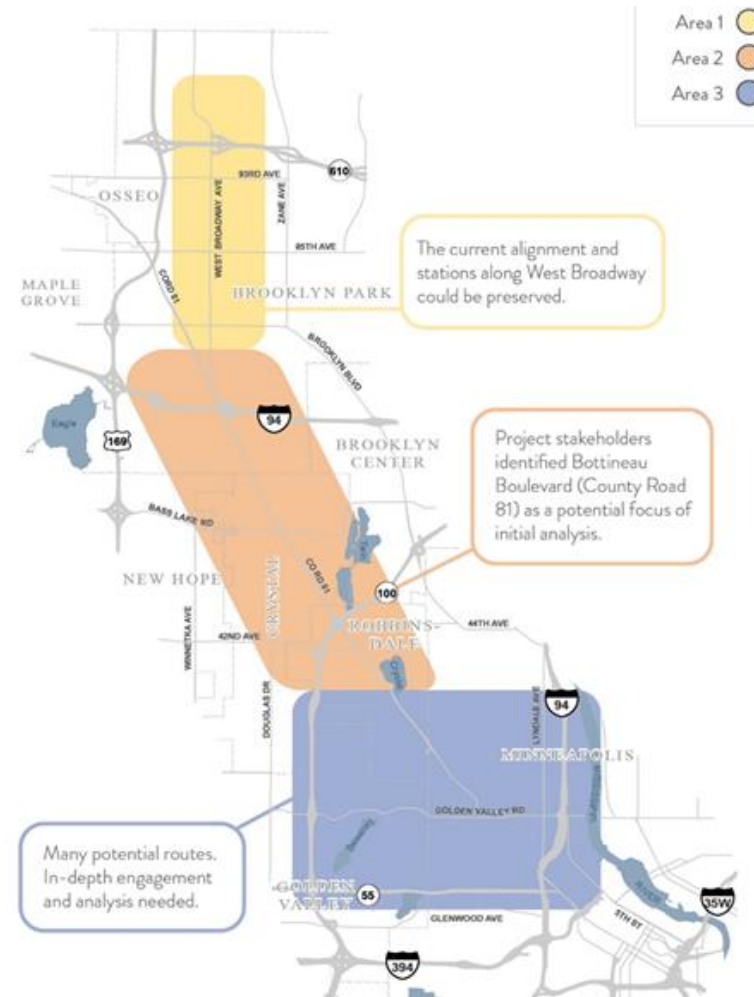
The current community consultant organizations were selected to reflect constituencies identified in project stakeholder analysis along with their geographic focus within designated project areas. Selected consultants work as a team with complimentary services and Areas served. The Cohort meets as a team with Communications and Engagement Project staff to coordinate their efforts with the direction of the BLRT Project Management Team.



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Community Engagement Cohort	Areas Served
Asian Media Access Inc	Area 1, 2, 3
CAPI USA	Area 1, 3
Encouraging Leaders	Area 3
Harrison Neighborhood Association	Area 3
Juxtaposition Arts	Area 3
Lao Assistance Center of MN	Area 1, 3
Liberian Business Association	Area 1, 2
Northside Economic Opportunity Network	Area 2, 3
Northside Residents Redevelopment Council	Area 3
West Broadway Business Coalition	Area 3
Jordan Area Community Council	Area 3
Hawthorne Neighborhood Council	Area 3





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Over 1800 community members were engaged by the Cohort between June and August 2021. During this time, the Cohort hosted over 25 engagement activities.

Activities included door knocking, in-person and virtual focus group meetings, listening sessions and Facebook live events along with pop-up information tables at community events. The Cohort amplified project messaging to their networks and collected community feedback from all activities. Often the cohort collaborated on events such as the October 9th Bike, Walk, Bus Tour hosted by JXTA, Jordan Area Community Council, Hawthorne Neighborhood Council, and West Broadway Area & Business Coalition.

Community Engagement Cohort Community Feedback Summary:

Displacement and gentrification:

- Displacement and gentrification occurring along the alignment is the highest concern; need up front commitment from the project team on these issues before selecting a route
- What policy action is occurring at the state and local level to address displacement and gentrification?
- Many of the people that live in the light rail corridor are immigrants and refugees who are low- to middle-income; they can't afford to be displaced
- Need to support young people on the Northside by generating jobs and apprenticeship opportunities
- Need for resources on displacement and relocation options
- How are we incorporating lessons-learned from past transportation projects that negatively impacted BIPOC communities to inform our approach – such as Green Line and Blue Line?
- Previous promises for improvements to Harrison neighborhood need to be addressed such as safety improvements on Olson Memorial Highway: pedestrian crossings, sidewalks, bus stops.
- Need for affordable housing
 - Concern about not being able to afford increased property taxes but also not qualifying for affordable housing
 - Is Metro Transit investing in affordable housing along the corridor?



October 9th Bike, Walk, Bus tour of Minneapolis route options and station study areas.



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- Need for mixed-use, multi-unit housing with variety of unit sizes
- Need to address the Harrison neighborhood history of displacement and rising cost of housing
- Need to preserve affordable commercial space for small businesses
- Lao communities have lived near Van White Blvd and Olson Memorial Highway for many years
 - Suggest having a stop near Asian businesses/services (e.g., Asian grocery stores) to build wealth and keep people in the area

Route options:

- Experiencing tension amongst community about routing on West Broadway vs. Lowry; need the light rail to benefit all areas of North Minneapolis
 - Preference for routing on Lowry due to its proximity to residential areas and the limited space on West Broadway; Lowry already has parking restrictions
 - Preference for routing on West Broadway due to density of businesses, housing, schools, libraries, etc. but concerned about how tight the right-of-way is
- When and who ultimately makes the decision/votes on the final alignment?
- How will light rail fit on the narrow streets in Minneapolis without impacting homes and businesses?
- Concern about at-grade design
 - Need for better traffic enforcement such as people running traffic lights and causing collisions with the trains.
 - Feel that light rail should be built above/below ground like in other major cities
- Many transit-dependent people live along Zane Ave in Brooklyn Park and need reliable bus connections to light rail
- Concern that Washington Avenue/Lowry route development would not provide many jobs to community members

Riding transit:

- Need to educate the community on how to ride transit/train
- Will cost of riding transit increase? Will funding be provided to residents/businesses for bus rides and parking costs?



Talk Out Lao'd Facebook live event hosted by Lao Assistance Center on May 26, 2021



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Construction:

- Concern with noise and environmental impacts with construction
- Concern about small business impacts during construction
- What will the employment opportunities look like for BIPOC communities? Will they have jobs within the project such as construction jobs and contracts for construction.

Adjacent properties:

- Need for resources and data on how light rail affects property values
- Lowry Ave has a lot of vacant land that could be developed
- Opportunity to eliminate parking minimums and parking lots

Small businesses:

- Concern about reduction of on-street parking, particularly for West Broadway businesses
- Suggest a parking ramp like at transit hubs or other creative parking solutions
- What resources/funding will be available for businesses impacted by construction? How can they continue to have strong business during construction? How can we make existing businesses stronger post-construction/increase desirability?
- Many small businesses rent rather than own their space. Concern that landlords are holding onto their buildings without making improvements, waiting for an increase in property values to modernize them and increase the rents. Concern that landlords would kick out existing tenants and rent to outside businesses that can afford the higher rents.
- Interest in starting small businesses in the corridor
- Do you plan to track impacts to businesses (e.g., how many close due to construction or by choice, whether light rail helps/hurts business)? What were the impacts on businesses when the Green Line in St. Paul was built?
- Need for a job/workforce center near 85th Ave N in Brooklyn Park
- Are there plans for business incubation centers elsewhere (other than Brooklyn Park)?

Station location and design:

- Stations should be well lit and heated
- Stations should reflect local communities, culture, history; should enhance neighborhood aesthetically not just for their function



BLRT Presentation to Liberian Business Association on May 27, 2021



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- Easy/safe pedestrian access to stations is key; improve sidewalk connections
- Concern that lack of parking at stations will cause riders to park in neighborhoods
- Locate stations at major intersections
- Include wayfinding to local businesses, places to get food, etc.
- Incorporate street beautification and public art
- Asian community wants to ensure there are community gathering/entertainment spaces next to the light rail; preserve the cohesion of Asian communities along the corridor

Accessibility:

- Language/cultural barriers, preventing elders in Lao and Hmong community from riding light rail
 - Elders rely on younger generations to drive them places. Without transportation options, elders are stuck at home. Important they have access to light rail.
- Need for better translations of project materials
- Suggest having multi-lingual transit staff at stations to help with translation/accessibility
- Ensure equal accessibility for disabled in station design and transit operation

Safety:

- Concerned about safety on/at transit (e.g., sexual harassment, anti-Asian hate crime); how will Metro Transit ensure safety and prevent crime/violence, especially during evening hours?
- Ensure pedestrian and bicyclist safety when crossing streets and traveling to/from high activity areas such as parks and schools
 - Crossing 42nd/Lake Drive and Bottineau/81 is dangerous
- Need for security measures (e.g., cameras) at transit stations and on vehicles

Engagement process/Communication:

- Homeless populations feel excluded from the engagement on this project
- Communities appreciate engagement early on in the process and ask that outreach is conducted where people naturally gather
- Ensure open lines of communication to avoid misinformation
- Concern about COVID's impact on people's ability to participate and focus on the project. Keep this in mind when making deadlines for submitting feedback.
- Suggest mapping level of car ownership of households along light rail alignment and using this data to strategically place stations in areas with low car ownership



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- Use marketing to change mindsets about transit – humanize North Minneapolis riders, showcasing diverse riders to break stereotypes
- Promote community assets (e.g., Theodore Wirth Park; cultural destinations to enjoy food, dance performances, celebrations; Farmers Market)

Interactive Map Comments

PublicCoordinate
Created By Kimley»Horn

METRO Blue Line Extension

Welcome Project Description PDF Admin

Select Language

Powered by Google Translate

Currently Viewing
Area Map

Legend

- Red Link
- Navy Link
- Green Link
- Pink Link
- Maple Plain
- Lowry Avenue
- West Broadway

Mapbox Orono

© Mapbox © OpenStreetMap Improve this map



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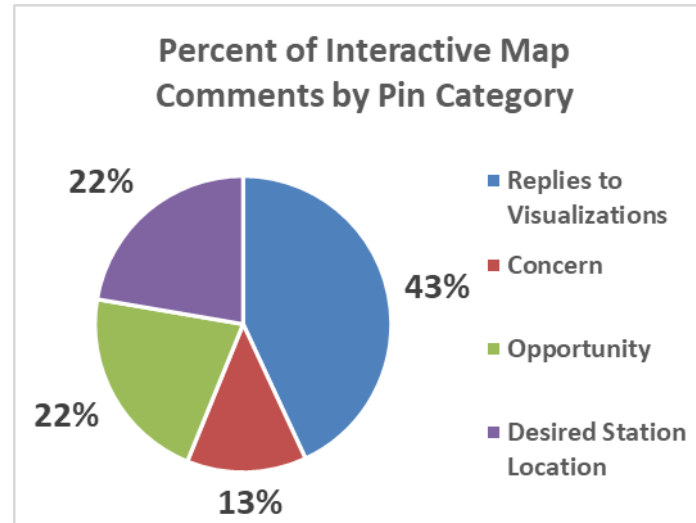
The interactive map featured and sought feedback on potential station locations and visualizations of how light rail could fit at locations along the considered routes. As of August 31, 2021, the interactive feedback map had 260 comments. The map featured two map layers:

- Stations and visualizations
- Former light rail route

Users could select a pin and drop it on either of the map layers in locations where they wanted to provide feedback. Pin categories included: *concern*, *opportunity*, and *desired station location*. Users could also reply to images posted by the project team that showed visualization concepts of how light rail could fit in locations along the routes. The most commonly received feedback are summarized by pin category. No comments were posted on the Former Light Rail Route map layer.

Interactive Map Comments by Pin Category

May Layer	Total Number of Comments	Desired Station Location Comments	Concern Comments	Opportunity Comments	Responses to Visualizations
Stations and Visualizations	260	58	34	56	112



Stations and Visualizations Comments

Comment Pin Type	Feedback
Replies to Visualizations	<ul style="list-style-type: none"> • Oak Grove Pkwy <ul style="list-style-type: none"> ▪ Mixed support for the Blue Line Extension project <ul style="list-style-type: none"> ○ Support because it will reduce traffic/pollution, reduces long-term transportation costs for taxpayers ○ Concerned about the project due to unsustainable financial perspective and safety of riders • 93rd Avenue <ul style="list-style-type: none"> ▪ Like the station design



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- 85th Avenue
 - Need for pedestrian and bicycle improvements/amenities (e.g., Nice Ride station, painted crossings for pedestrians/bicyclists, concern about crossing Broadway)
- Brooklyn Boulevard
 - Great spot for a station – connections to shopping, dense housing, and jobs; many bus riders already in the area
- Bottineau Blvd near the Crystal Airport
 - Maintain all three lanes in each direction
 - Feel that having BLRT over 3 lanes of traffic is better in the long run, not everyone has access to a car, potentially moves more people through the area
- Bottineau Blvd South of Bass Lake Road and at 48th Ave
 - Mixed feedback about having 3 lanes in each direction
 - Prefer mass transit over car lanes – benefits of light rail outweigh cars, light rail will reduce traffic (higher throughput) and vehicle miles traveled, creates safer environment for pedestrians and bicyclists
 - Keep the 3 lanes – they were recently added to relieve congestion
- Bottineau Blvd at 40th Avenue
 - Prefer at-grade rail (e.g., it's less expensive/more likely to be built, easier for disabled and ambulatory riders, feel there's not enough space for elevated track)



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- Mixed feedback about routing on Bottineau Blvd
- Bottineau Blvd near North Memorial
 - Supportive of routing light rail here and having a stop close to North Memorial Hospital
- West Broadway at Queen
 - Mixed feedback about reducing vehicle lanes here
- West Broadway at Newton Ave
 - Mixed feedback about whether there's enough room to run light rail down West Broadway
- West Broadway at Emerson Ave
 - Mixed feedback about elevated option
 - Support elevated option because its faster, allows for on-street parking, fewer collisions
 - Unsupportive of the elevated option because it makes stations less accessible/noticeable, is more expensive, creates unsafe spaces
 - Consider tunnel option
- West Broadway at Lyndale Ave
 - Concerns that light rail takes up too much of the roadway here; consider elevation here
- Lowry Ave at Newton Ave
 - Mixed feedback about this option
 - Concerns that it's too narrow and dangerous for pedestrians and bicyclists



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	<ul style="list-style-type: none"> • Lowry Ave at Lyndale Ave <ul style="list-style-type: none"> ▪ Support for this concept <ul style="list-style-type: none"> ▪ Feel that there is more space than West Broadway ▪ Opportunities for development • Washington Ave at 29th Ave <ul style="list-style-type: none"> ▪ Support for this route/location – near the River, connects residents in Northeast to transit • Washington Ave at 18th Ave <ul style="list-style-type: none"> ▪ Support for side-running light rail by I-94 • Washington Ave at 14th Ave <ul style="list-style-type: none"> ▪ Like the street design
<p>Concern</p>	<ul style="list-style-type: none"> • Why is there such a long stretch without a station (between Brooklyn Blvd and 63rd Ave on Co. Rd. 81)? • Lowry Ave is narrow <ul style="list-style-type: none"> ▪ Consider impacts on bike access when staging construction/operational configurations ▪ Concern that there isn't enough room for a dedicated bike lane and light rail • Mixed feedback about routing on Lowry <ul style="list-style-type: none"> ▪ This route seems to serve the nearby industrial zone and prospective developers rather than north side communities; lack of pedestrian bridges/high traffic volumes for communities west of 94



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	<ul style="list-style-type: none"> ▪ This route would provide access to jobs • Lyndale Ave N isn't used much, would be a good place for light rail • Do not prefer the Navy Link <ul style="list-style-type: none"> ▪ Long delays at stop lights ▪ Intersection of 7th St and 6th Ave N is dangerous for pedestrians and bikes • Mixed feedback on routes that center on Downtown/North Loop <ul style="list-style-type: none"> ▪ These routes further exclude BIPOC and low income communities ▪ Feel that station locations/routing should be driven by which stations/routes will drive the highest ridership; a station could serve both the edge of North Loop and heart of north Minneapolis
<p>Desired Station Location</p>	<ul style="list-style-type: none"> • On Oak Grove Pkwy directly in front of Target North Campus – put station directly in front of Target's campus or consider ending the line at 85th Ave and tabling northerly extension for the future • On Co. Rd. 81 at 63rd – has park-and-ride facility located nearby; need to increase park-and-ride facility capacity as it's already used by commuters using Bottineau Blvd. • On Co. Rd. 81 at Bass Lake Rd – close to a major shopping area and Becker Park • On Co. Rd. 81 at Wilshire Blvd – if bypassing Crystal, locate station here due to limited cross traffic • On Co. Rd. 81 at 36th Ave N – would serve HyVee and short walk to North Memorial • On Co. Rd. 81 north of 29th Ave – serves residents and access to Theodore Wirth Park • On W Broadway at Penn - connects with C Line and businesses, consider subway station • Prefer the W Broadway route – equitable access to transit, would help alleviate and calm traffic



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	<ul style="list-style-type: none"> • On W Broadway between Emerson and Fremont (or between Emerson and Lyndale) - connections with the D Line (and buses on Lyndale), needs to be a subway station • 21st Ave/Broadway – consider having split one-way pairs; car free transit mall on 21st Ave; station on W Broadway that serves as a keystone for Black Cultural and Business District • On W Broadway at Lyndale Ave – station needed here to serve mini mall, Cub, transit connections • On Lyndale at Plymouth Ave • On Lyndale between Plymouth Ave and W 7th St – station would increase equity and mobility for BIPOC; Route 3 and H Line should connect • At N Penn Ave and Lowry Ave – C Line transfer opportunities • On Lowry Ave at Emerson/Fremont • On Washington at Plymouth Ave – locate station here to serve connections to Routes 3, 7, and 14 • On Washington Ave at 10th Ave – station here due to high concentration of residents and businesses
<p>Opportunity</p>	<ul style="list-style-type: none"> • In downtown Robbinsdale station area, suggest moving track (elevated or at-grade) to south side to maintain small-town feel of Robbinsdale • Feel that West Broadway currently is more centric/accessible to residents than Lowry and Penn, which already have decent bus service; adding LRT here would calm traffic • Would like visualization of 26th Ave N as a bike/ped/transit mall • Consider split one-way operations on 21st Ave and Broadway or a transit mall on 21st Ave; would lessen impact to Broadway • Consider turning Bryant/12th/Aldrich into a pedestrian zone similar to Nicollet Mall • Feel that running LRT near Lyndale Ave N and 7th St would be encourage development that would make the area more pedestrian friendly, currently this area is dangerous for pedestrians



- Feel that alignments/stations in vicinity of Plymouth Ave provide good connections to regional trail infrastructure and Northeast Minneapolis
- Feel that West Broadway serves most transit dependent riders compared to North Loop
- Mixed feedback about routing through North Loop vs north side

Advisory Committee Meeting Comments

The BLRT advisory committees, the Business Advisory Committee (BAC), Community Advisor Committee (CAC), Corridor Management Committee (CMC), and Technical Project Advisory Committee (TPAC) have provided key input throughout the new route selection process. In monthly meetings since the route release, the committees have weighed in with technical questions regarding light rail design and development, process considerations for how routes will be evaluated, and broader community concerns regarding positive and negative impacts.

Key questions and takeaways:

- Anti-displacement is a priority and should be addressed immediately:
 - the project should find policy solutions for every stage of the light rail development, including planning, construction and after operations begin
 - the project should hire local experts to develop recommendations regarding preventing displacement
 - this group should incorporate feedback from people who may be impacted by displacement in the corridor as well as community and business groups and advisory committee members



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- the group should be selected by a committee that involves advisory committee members and should continue to have contact with the advisory committees throughout the process
 - they should use relevant case studies, preferably local examples
 - this work should include all cities of the corridor, although there is an understanding it will affect the Minneapolis area (Area 3) of the corridor most
- What are the costs and benefits for each route in the route selection process?
 - What are the impacts for both options? How will it affect traffic, parking, business access, and properties in the area?
 - How will a light rail benefit the neighborhoods it connects? What does an investment of this scale look like in terms of new infrastructure?
 - How will bicyclist and pedestrians be connected to the stations? How are modes of transportation prioritized in this process?
 - How will the community benefit from the economic investment? For example, will the jobs be filled locally? Will there be trainings for workers who are at a disadvantage?
 - How will the “community-selected route” be determined by the community and evaluated by the project?