Community Advisory Committee: June 2, 2021
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

- **May 28**: RFP Materials sent to stakeholders for review
- **June 1 - BAC**: Present & provide review timeline
- **June 2 - CAC**: Present & provide review timeline
- **June 10**: CMC – Present Overview
- **June 24**: All RFP Comments Due/Collected
- **July 27**: Proposals due
- **July 12**: Pre-bid meeting
- **July 29-30**: Evals/Decision
- **Aug 3**: BAR Communication
- **Aug 10**: PW Committee
- **August 17**: Board Approval
- **Aug 3-17**: Prelim Negotiations
- **Aug 3-17**: Internal Contracting Process
- **Early Sept**: Vendor onboarding and initial meeting calendared
- **Aug 26**: Final contract execution complete
- **Aug 17**: Contract sent to vendor for execution
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 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?

- Lowry Route: 23.68%
- West Broadway Route: 53.01%
- I need more information before sharing a preference: 13.48%
- Other (Please describe in comment box below): 9.84%
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
- \( \frac{1}{2} \) to 1 mile spacing based on demand
Station Planning

½ MILE

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

<table>
<thead>
<tr>
<th>Comment Pin Type</th>
<th>Feedback</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Concern</strong></td>
<td>■ Need for ADA-compliant pedestrian bridge at Co. Rd. 81 and Bass Lake Rd.</td>
</tr>
<tr>
<td></td>
<td>■ Concerns about the amount of noise the light rail will produce for those living in neighborhoods around Co. Rd. 81</td>
</tr>
<tr>
<td></td>
<td>■ Consider routing on W Broadway to serve Crystal business district</td>
</tr>
<tr>
<td></td>
<td>■ Need for parking near rail stations</td>
</tr>
<tr>
<td><strong>Desired Station Location</strong></td>
<td>■ Should provide access to the Crystal business district (W Broadway after downtown Robbinsdale) and Crystal minor business district (at 42nd and Douglas)</td>
</tr>
<tr>
<td></td>
<td>■ 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)</td>
</tr>
<tr>
<td><strong>Opportunity</strong></td>
<td>■ Maintain a station at 63rd Ave Park-and-ride</td>
</tr>
<tr>
<td></td>
<td>■ Consider a station at 51st Ave</td>
</tr>
<tr>
<td></td>
<td>■ Need a station at North Memorial Hospital</td>
</tr>
</tbody>
</table>
## Area 3

<table>
<thead>
<tr>
<th>Comment Pin Type</th>
<th>Feedback</th>
</tr>
</thead>
</table>
| **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

<table>
<thead>
<tr>
<th>Comment Pin Type</th>
<th>Feedback</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Concern</strong></td>
<td>Mixed feedback about routes on Lyndale Ave</td>
</tr>
<tr>
<td></td>
<td>- Dislike these routes because it cuts through a residential neighborhood, would be disruptive to the people that live there</td>
</tr>
<tr>
<td></td>
<td>- Like these routes because it increases transit access for all, particularly low-income and BIPOC renters, and boosts property values for homeowners</td>
</tr>
<tr>
<td></td>
<td>Mixed feedback about the Navy Link:</td>
</tr>
<tr>
<td></td>
<td>- Concerns that the train will get held up at long traffic signals (e.g., at I-94); should be given signal priority</td>
</tr>
<tr>
<td></td>
<td>- This link would serve many transit users and lower-income folks that need access in Heritage Park and surrounding neighborhoods</td>
</tr>
<tr>
<td><strong>Desired Station Location</strong></td>
<td>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</td>
</tr>
<tr>
<td></td>
<td>At N Penn Ave and Lowry Ave; allows for connections to C Line</td>
</tr>
</tbody>
</table>
## Area 3

<table>
<thead>
<tr>
<th>Comment Pin Type</th>
<th>Feedback</th>
</tr>
</thead>
</table>
| **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 |