Community Advisory Committee: May 5, 2021
Today’s Topics

• Approval of April Meeting Summary
• What to Expect: Schedule Update
• LRT System Overview
• Anti-displacement Working Group
Approval of April 7, 2021 Meeting Summary
What to Expect: Schedule Update
Next Steps: Continue to Seek Solutions

**Project Goals, Objectives and Criteria**

- Conceptual Engineering and Design:
  - Engineering Analysis to Understand LRT & Roadway Configurations
  - Potential Station Locations
  - Right of Way Impacts

**Community Benefits**

- Further efforts to address anti-displacement, equitable development and community wealth building

**Previous Project Commitments**

- Address investments related to the previous alignment
Approach & Timeline

December 2020 – March 2021
- BLRT Project Principles
- Develop Initial Route Modifications

Late Spring – Summer 2021
- Evaluation Based on Initial Screening Criteria and Community Feedback
- Refine Route Modifications

Winter 2021
- Evaluate Based on Project Goals, Objectives, and Evaluation Criteria
- Route Modifications Recommended for Evaluation in EIS

TIER 1: Qualitative Evaluation Grounded in Project Purpose and Need
TIER 2: Quantitative Evaluation
Approach & Timeline

• Survey & interactive map open until May 28 provides for more community input
  ▪ Engagement Cohort expressed the need for more time on initial route engagement
  ▪ Mindful of community events over the past month

• Provides for a more collaborative process of developing the main report elements
Upcoming Advisory Committees Discussion Topics

• June:
  - Generalized visualizations showing how LRT could look and fit along the routes
  - Discussion of project evaluation criteria
  - Share community feedback

• July:
  - Route walkthrough, will begin to provide area specific details about LRT, traffic lanes, sidewalks, and potential Right of Way impacts
  - Potential station locations
Upcoming Advisory Committees Discussion Topics (cont.)

• August:
  - Further discussion on specific engineering details
  - Draft route evaluation information

• September: Release Draft Route Report
Community Input Shaping Technical Advancement

• Reviewing suggested missing routes options
• Analyzing suggested station locations
• Analyzing community identified issues and opportunities
• Reviewing input on project Goals
April Outreach Highlights: Activities Lead by Cohort & Advisory Committee Members

• Attendance at Earth Day events, vaccination sites, and cultural festivals with project information

• April 15: Northside Business Luncheon

• April 15: Seeds to Harvest Group Discussion

• April 28: Robbinsdale Listening Session
May Engagement Highlights

• May 12: Minneapolis Downtown Council
• May 20: Jordan Area Community Council
• May 25: Robbinsdale Chamber of Commerce
• May 26: Facebook Live with Commissioner Lunde
Upcoming Engagement Activities

• Summer overview
  - Community event attendance & pop-ups
  - Ongoing community specific meetings

• June:
  - Broader engagement focused on anti-displacement

• July:
  - Target conversation in July/August with corridor adjacent neighbors
  - Corridor wide events to highlight technical detail
# Community Engagement Cohort

March 2021 – January 2022

<table>
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<tr>
<th>Contact</th>
<th>Organization</th>
<th>Areas</th>
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<tr>
<td>Ange Hwang</td>
<td>Asian Media Access Inc</td>
<td>Area 1, 2, 3</td>
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<tr>
<td>Ekta Prakash</td>
<td>CAPI USA</td>
<td>Area 1, 3</td>
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<td>Tezzaree El-Amin Champion</td>
<td>Encouraging Leaders</td>
<td>Area 3</td>
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<td>Nichole Buehler</td>
<td>Harrison Neighborhood Association</td>
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<td>Kristin Murray</td>
<td>Juxtaposition Arts</td>
<td>Area 3</td>
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<td>Sunny Chanthanouvang</td>
<td>Lao Assistance Center of MN</td>
<td>Area 1, 3</td>
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<td>Jackson George</td>
<td>Liberian Business Association</td>
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<td>Warren McLean</td>
<td>Northside Economic Opportunity Network</td>
<td>Area 2, 3</td>
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<td>Martine Smaller</td>
<td>Northside Residents Redevelopment Council</td>
<td>Area 3</td>
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<td>Felicia Perry</td>
<td>West Broadway Business Coalition</td>
<td>Area 3</td>
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<td>Cathy Spann</td>
<td>Jordan Area Community Council</td>
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<td>Danecha Goins</td>
<td>Cleveland Neighborhood Association</td>
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<td>Diana Hawkins</td>
<td>Hawthorne Neighborhood Council</td>
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<tr>
<td>Markella Smith</td>
<td>McKinley Community Neighborhood Association</td>
<td>Area 3</td>
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Cohort Specific Feedback

• Timing is a concern; our communities need space for healing and grace
• Prioritize translation of project materials
• Clarity on the big picture of how all the different advisory committee meetings fit together
• Need to recognize the community input in previous work and pull forward the relevant feedback
• Incorporate a historical perspective into project communications
• Recognize the different levels of community awareness and expertise
• Anti-displacement work is a priority
LRT System Overview
METRO System

- Includes METRO LRT Blue and Green Line, Bus Rapid Transit Red, A and C Lines
- Fast, frequent, all-day service
  - 10 – 15 minute headways
- Stations with enhanced amenities
Rail Modes

Commuter Rail

- **Station Spacing:** 2 to 5 miles
- **Runningway Type:** Railroad
- **Example:** Northstar

Light Rail

- **Station Spacing:** ½ to 1 mile
- **Runningway Type:** Mostly dedicated, minimal shared with traffic
- **Example:** Green & Blue Lines

Streetcar

- **Station Spacing:** 1/4 to 1/2 mile
- **Runningway Type:** Mostly mixed with traffic
- **Example:** Riverview Line (planned)

Heavy Rail

- **Station Spacing:** Urban ~ ½ mile; Suburban ~ 1 to 5 miles
- **Runningway Type:** Exclusively dedicated
- **Example Systems:** Chicago “l”, New York subway
LRT Operating Assumptions

• Connects Brooklyn Park, Crystal, Robbinsdale, Minneapolis and Bloomington to local and regional employment, education, attractions

• Hours of operation/frequency:
  - Rush hours (weekdays 6:00-9:00 AM and 3:00-6:30 PM) and midday: 10 minutes
  - Evening/Weekends/Holidays: 10-30 minutes

• Fares:
  - Adults: Ages 13 – 64:
    - Non-rush hour: $2; rush-hour $2.50 (good for 2 ½ hours)
  - Reduced Fare: Youth/Seniors/Medicare Card Holders
    - Non-rush hour: $1; rush-hour $2.50 (good for 2 ½ hours)
Environmental Benefits

• Reduces vehicle miles traveled by removing vehicles from the road
  ▪ Each rail car can carry up to 270 passengers, compared to the average car holding 1.7 passengers
• Reduces pollution by using electricity
• Encourages sustainable land use patterns

Pounds of CO2 Per Passenger Mile

Source: APTA, 2010
How It Operates

- Embedded Track
- Non-embedded Track

Overhead electric line
Center-running
University Avenue, Saint Paul
Side-running
Hiawatha Ave, Minneapolis
Above and Below Ground Stations
There are only two stations out of thirty-six stations in our system not at grade
Station Area Features: W. Broadway 85th Ave Station

- Safe crossings
- Multimodal connections
Center Platform Station: 29th Ave SE
Anti-displacement Working Group
Continue to Seek Solutions

**Community Benefits**
Further efforts to address anti-displacement, equitable development and community wealth building

**Previous Project Commitments**
Address investments related to the previous alignment
Moving Forward: April Advisory Committee Feedback

• Confirmed support of a third-party facilitator to lead this work
• Confirmed support for convening the group work as soon as possible
  ▪ Anti-displacement should be worked on throughout the route planning, environmental review and advance design
• Request for national examples and possible shared definitions for discussion
• Feedback:
  ▪ Anti-displacement is complicated, there are no easy solutions
  ▪ There are many organizations who work in this area
  ▪ This requires a commitment from the project
Advisory Committees: Suggested Names & Organizations

• TPAC: CREATE Toolkit (https://create.umn.edu/toolkit/) - Bonnie Keiler, CURA, Trust for Public Land, Center for Economic Inclusion

• BAC: The Alliance, Equity Council at the Met Council, Move Minneapolis and the Minneapolis Chamber of Commerce, CURA, the Blue Line Coalition, DEED

• CAC: Markeda Zulu-Gillespie (UROC), Anika Roberts, Phillips Foundation, Sanctuary Church, Robbinsdale Human Rights Commission, Hennepin County Disparity Reduction Team, Neighbors for More Neighbors, OurStreets, Minneapolis Urban League

• CMC: U of MN
Anti-displacement Working Group Imbedded in Project Work

- Working group will seek feedback from advisory committees and partners
Table Setting

• Balancing access to the table with a functional working group size
  ▪ Facilitator could help confirm membership?

• What are essential components of the facilitator role?
  ▪ Brings subject matter expertise and facilitation experience
Working Group

• Confirm table representatives

• Bring together experts from community, Met Council, Hennepin County, corridor cities BLRT Advisory Committees and others
Moving Forward

• Gathering list of organizations and key stakeholders based on conversations

• Considering the composition and facilitation of a group

• Gathering definitions, case studies and identified local and national experiences in this work

• Drafting an RFP to find a convener who will lead this work

• Exploring how project goals and evaluation criteria can address anti-displacement
Next Steps

• Review Draft Request for Proposal with Advisory Committees in June
• Release Request for Proposals
• Continue broader community engagement on anti-displacement in June to support work of anti-displacement facilitator
LRT Development Trends

• Permitted: ~$14 billion in development has been permitted near high frequency transit in the last 17 years
  ▪ 35% of regional development has occurred along high frequency transit corridors
  ▪ $9.2 billion is located within one-half mile of a LRT station
  ▪ 20,500 multi-family units permitted near LRT stations (out of 34.2K units)

• Planned: $8.9 billion in development is planned near high-frequency transit
  ▪ 68% of the development planned in the region is along high frequency transit corridors
  ▪ $5.6 billion near LRT stations
  ▪ 19,000 multifamily units near LRT stations (out of 35K units)
Green Line (Central Corridor): About Community, Not a Commute

- Regional success in terms of ridership, overall development and job growth
  - Ridership exceeded projections
    - 2030 projected: 41,000 average weekday rides
    - 2018 actual: 42,572
  - Corridor has become more diverse
  - Project exceeded its goals for employing:
    - Women: goal 6%, actual 7%
    - Minorities: goal 18%, actual 19%
    - Contracting with disadvantage businesses: goal 15%, actual 18% ($118M paid to MN DBEs)
Green Line (Central Corridor): About Community, Not a Commute

- 450 businesses made preparations and improvements prior to and during construction:
  - $3.1M in loans, $260K in façade grants, training and technical assistance

- 212 businesses were aided by $3.9M in “Ready for Rail” forgivable loans

- 128 street-level businesses opened fronting the Green Line during the four-year construction period, 13 more than closed or relocated
Next Steps

• Bring in local stakeholders to share their perspective, answer questions
  ▪ Business owners
  ▪ Residents
  ▪ Organizers
  ▪ Policy Makers

Cultural Corridor Meeting, 2013
Credit: Central Corridor Funders Collaborative
Next Meetings:

• Wednesday, June 2 at 6:00 PM

• Proposed, Wednesday July 14 at 6:00 PM (second week due to July 4 holiday)
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