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
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
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
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
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 2 - CE Cohort
Present & provide review timeline

June 10
CMC - Present Overview

July 27
Proposals due

July 12
Pre-bid meeting

June 28
RFP goes out to solicit proposals

June 24
All RFP Comments Due/Collected

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
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%
- Other (Please describe in comment box below): 9.84%
- I need more information before sharing a preference: 13.48%
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

3 COMPONENTS

½ MILE

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: Tuesday, July 13 at 8:30 AM
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

<table>
<thead>
<tr>
<th>Comment Pin Type</th>
<th>Feedback</th>
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<tbody>
<tr>
<td><strong>Concern</strong></td>
<td>- Area 1 is located near residences, businesses, schools, etc. Minimize noise and vibration impacts along this stretch.</td>
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<tr>
<td><strong>Desired Station Location</strong></td>
<td>- Need a stop here to serve the Asian community (near Dragon Star Supermarket Grocery Store)</td>
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<td>- Ensure the Asian community and students attending Hennepin County Community College are involved in the engagement process; many would utilize this line</td>
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<td>- 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</td>
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<tr>
<td><strong>Opportunity</strong></td>
<td>- Consider safe bicycle connections and amenities (near Minnetonka Ave N and Rush Creek Regional Trail)</td>
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<tr>
<td><strong>Project Info</strong></td>
<td>- Poll Target North Campus employees on where they live and how many would use the Blue Line Extension to get to work</td>
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<td>- If Target’s North Campus is considered a key destination, the platform should be a walkable distance to the campus</td>
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## Area 2

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

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<td>Concern</td>
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<tr>
<td></td>
<td>Mixed feedback about routing on N Washington Ave</td>
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<td>- Dislike because it’s mostly industrial and highway, wouldn’t serve lower income and BIPOC communities on west side of the freeway</td>
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<td>- 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</td>
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<td>Mixed feedback around Red Link</td>
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<td>- 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)</td>
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<td></td>
<td>- 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</td>
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<td>Comment Pin Type</td>
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<tr>
<td>Concern</td>
<td>Mixed feedback about routes on Lyndale Ave</td>
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<td>- Dislike these routes because it cuts through a residential neighborhood, would be disruptive to the people that live there</td>
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<td>- Like these routes because it increases transit access for all, particularly low-income and BIPOC renters, and boosts property values for homeowners</td>
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<td>Mixed feedback about the Navy Link:</td>
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<td>- Concerns that the train will get held up at long traffic signals (e.g., at I-94); should be given signal priority</td>
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<td>- This link would serve many transit users and lower-income folks that need access in Heritage Park and surrounding neighborhoods</td>
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<th>Desired Station Location</th>
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<tr>
<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>
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<tr>
<td>At N Penn Ave and Lowry Ave; allows for connections to C Line</td>
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| 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 |