Route Recommendation

The Blue Line Extension will run from downtown Minneapolis to Brooklyn Park, connecting some of our region’s most diverse communities to jobs, education, and opportunities. In Minneapolis, where two route options were evaluated, the West Broadway route is recommended.

The following full route, described from north to south, meets the project’s principles and stated goals and is recommended to move forward for further evaluation:

- West Broadway Avenue from Oak Grove Parkway to 73rd Avenue in Brooklyn Park. Includes stations at Oak Grove, 93rd Avenue, 85th Avenue, and Brooklyn Boulevard.
- Bottineau Boulevard (County Road 81) between 73rd Avenue in Brooklyn Park to the intersection of County Road 81 and West Broadway Avenue. Includes stations at 63rd Avenue and Bass Lake Road in Crystal, and stations in the downtown and at North Memorial Hospital in Robbinsdale.
- West Broadway Avenue from County Road 81 to Lyndale Avenue through North Minneapolis. This includes a design option along 21st Avenue North from Irving Avenue to Lyndale Avenue, one block to the north of West Broadway Avenue.
- Lyndale Avenue to 7th Street or Olson Memorial Highway, eventually terminating at the existing Target Field Station in Downtown Minneapolis.
This route will:

- Connect people to new opportunities and destinations.
- Link people more efficiently to educational and employment opportunities, reduce transit commute times, and increase access to goods and services in an area where building community wealth is a priority.
- Improve public health and reduce pollution by connecting people to quality health care and providing clean active transportation options.
- Make a generational and unprecedented transit investment in a corridor that has experienced a history of systemic racism and high percentage of zero-car households.

Schedule

<table>
<thead>
<tr>
<th>AUGUST 2020</th>
<th>MARCH 2021</th>
<th>JULY 2021</th>
<th>NOVEMBER 2021</th>
<th>DECEMBER 2021</th>
<th>SPRING 2022</th>
<th>SUMMER 2022</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hennepin County and the Metropolitan Council issued a joint statement on advancing the project without using 8 miles of railroad right-of-way</td>
<td>Release of the Initial Route Evaluation Report that identified potential route options</td>
<td>Release of potential station study areas and visualizations of light rail</td>
<td>Release of preliminary design options on how LRT could fit into each community</td>
<td>Release of Draft Route Modification Report</td>
<td>Release of Route Modification Report</td>
<td>Route recommendation approval by Hennepin County and Metropolitan Council; Environmental review phase &amp; advanced engineering begins</td>
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To find the best possible route for the communities around BLRT and the region as a whole, the project team needs your feedback. As you review the route recommendation, consider the following questions:

- **Do you agree with the route recommendation? Why or why not?**
- **What else do decision-makers need to know?**
- **How can the route continue to be improved through the next phase of the project?**
Evaluation Process

To determine a community-supported route, the project team considered Project Principles and goals, community and business feedback, and engineering requirements. Each route was evaluated against the project goals to see how it serves community needs.

**ROUTE PRINCIPLES**
- Meet Federal Transit Administration (FTA) New Starts criteria
- Maintain existing alignment (route) as much as possible
- Mitigate negative impacts

**ENGAGEMENT PRINCIPLES**
- Meaningful engagement of stakeholders
- Engage, inform, and consult diverse communities to co-create project solutions that reduce disparities

All the routes have received an overall assessment of “good” in their ability to serve the community. In some cases these routes achieve an excellent rating based on unique features and the potential to deliver exemplary positive benefits. None of the routes have been assessed as “poor,” which would mean they did not meet the project goals.

### ASSESSMENT OF ROUTE OPTIONS TO DEFINED GOALS

<table>
<thead>
<tr>
<th>PROJECT GOAL</th>
<th>BOTTINEAU BOULEVARD (COUNTY ROAD 81) IN BROOKLYN PARK AND CRYSTAL</th>
<th>BOTTINEAU BOULEVARD (COUNTY ROAD 81) IN ROBBINSDALE</th>
<th>LOWRY ROUTE</th>
<th>WEST BROADWAY ROUTE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Goal 1: Improve transit access and connections to jobs and regional destinations</td>
<td>EXCELLENT</td>
<td>EXCELLENT</td>
<td>EXCELLENT</td>
<td>EXCELLENT</td>
</tr>
<tr>
<td>Goal 2: Improve frequency and reliability of transit service to communities in the corridor</td>
<td>EXCELLENT</td>
<td>EXCELLENT</td>
<td>GOOD</td>
<td>GOOD</td>
</tr>
<tr>
<td>Goal 3: Provide transit improvements that maximize transit benefits, while being cost competitive and economically viable</td>
<td>GOOD</td>
<td>GOOD</td>
<td>GOOD</td>
<td>GOOD</td>
</tr>
<tr>
<td>Goal 4: Support communities’ development goals</td>
<td>GOOD</td>
<td>GOOD</td>
<td>GOOD</td>
<td>EXCELLENT</td>
</tr>
<tr>
<td>Goal 5: Promote healthy communities and sound environmental practices including efforts to address climate change</td>
<td>GOOD</td>
<td>GOOD</td>
<td>GOOD</td>
<td>GOOD</td>
</tr>
<tr>
<td>Goal 6: Advance local and regional equity and work towards reducing regional racial disparities</td>
<td>GOOD</td>
<td>GOOD</td>
<td>GOOD</td>
<td>EXCELLENT</td>
</tr>
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</table>
Next Steps

Further robust community engagement will continue through these and future phases. To submit your comments on the report and for a list of upcoming community meetings, visit BlueLineExt.org. The Route Modification Report is available for public review, and comments will be accepted through May 18, 2022. The Metropolitan Council and Hennepin County will carefully review the community input received to make any additional modifications before the recommended community-supported route moves forward for further evaluation in 2022.

Blue Line Extension Community-Supported Route:

- Best meets the Project Principles and goals
- Grounded in community feedback through collaboration with stakeholders
- Supported by project corridor communities and decision-makers

COMMUNITY ENGAGEMENT

<table>
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<tr>
<th>1 YEAR</th>
<th>1.5 – 2 YEARS</th>
<th>1.5 – 2 YEARS</th>
<th>3 – 4 YEARS</th>
</tr>
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</table>
| ● Identify community-supported route | ● Environmental review  
  Document benefits and impacts of the project | ● Develop construction ready design plans and preparing the community for construction | ● Construction and full funding grant agreement  
  Federal funding |
| ● Municipal consent  
  Seek city support of the LRT design | | ● Station area planning | |
| ● Begin engineering  
  Identify location of stations, LRT, pedestrian and bicycle access to stations | | | |
| | ● Station area planning | | ● GOAL: Line opens in 2028 |

LRT projects are complex and unforeseen challenges arise. Schedules and timelines are subject to change.

Stay Connected!

For project questions or to invite us to an event, contact:

**Brooklyn Park/Minneapolis:**  
Pa Nhue Vue – PaNhue.Vue@metrotransit.org

**Robbinsdale/Crystal:**  
Kjerstin Yager – Kjerstin.Yager@metrotransit.org

Share your Blue Line Extension story at: mybluelineext.org

Visit BlueLineExt.org for more information, to sign-up for the project newsletter, share your comments, questions and concerns on our interactive map.