

WELCOME

Welcome to the **METRO Blue Line Extension Community Meeting**



METRO BLUE LINE EXTENSION

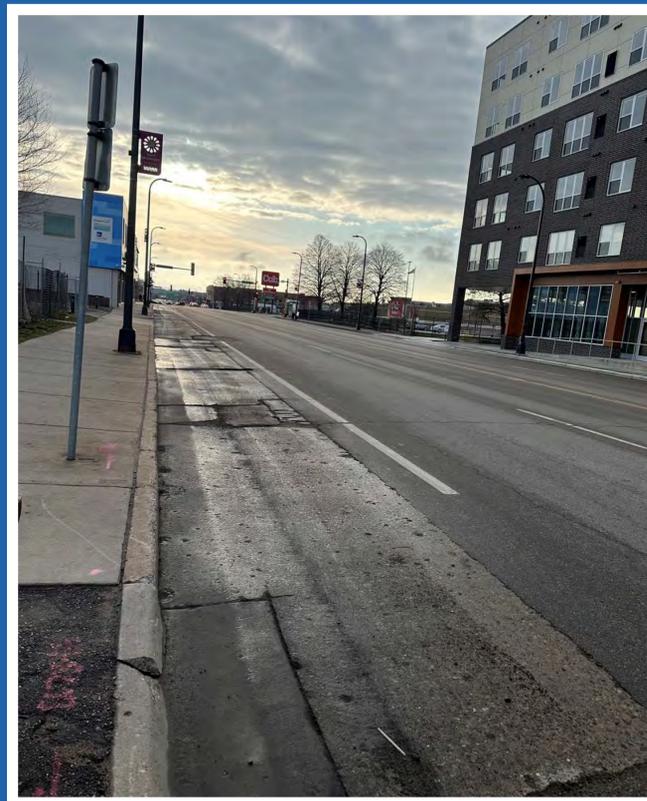


WEST BROADWAY EXISTING CONDITIONS

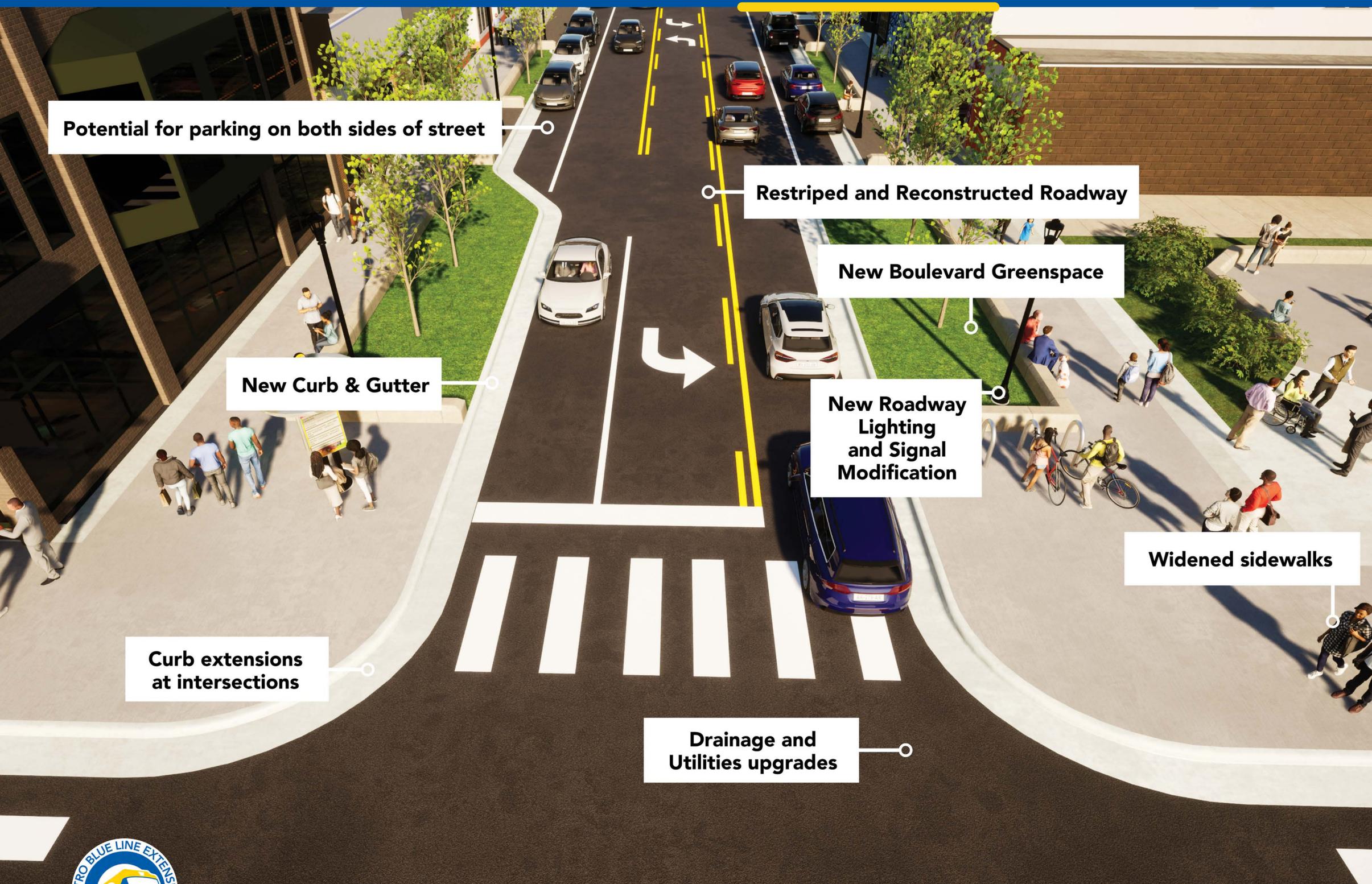
While the proposed LRT guideway is currently planned for 21st Avenue instead of West Broadway, the project plan includes the reconstruction of West Broadway west of Lyndale to:

- Transition from the existing four-lane section to the east to a two-lane section
- Support the business environment by expanding sidewalks and configuring on-street parking
- Upgrade pavement and landscaping on and near West Broadway
- Improve connectivity between transit stations and destinations on and adjacent to West Broadway
- Reconstruct existing utilities that would become inaccessible under the tracks on 21st Ave

The reconstruction will take place because a significant number of destinations served by transit are located on or near West Broadway. The community has also expressed a desire for improvements along West Broadway.



ROAD RECONSTRUCTION BENEFITS



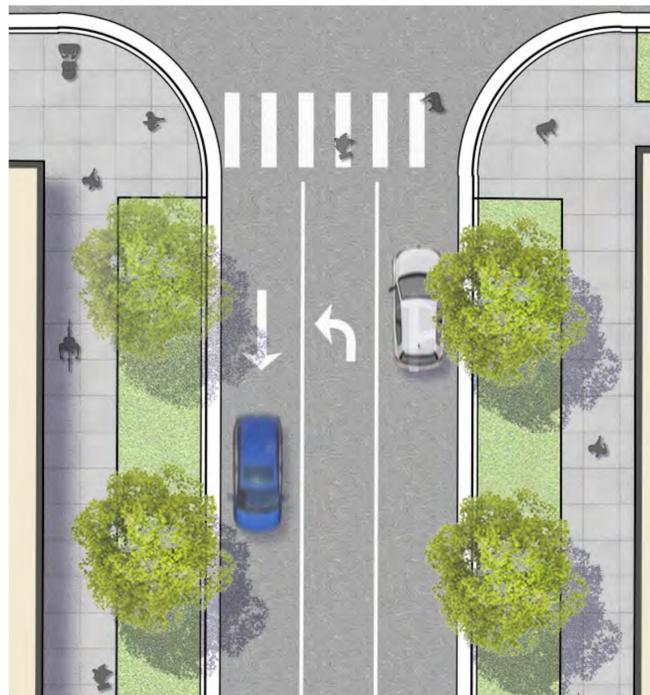
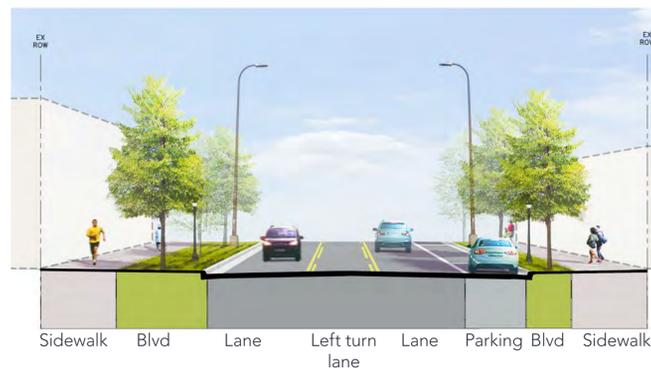
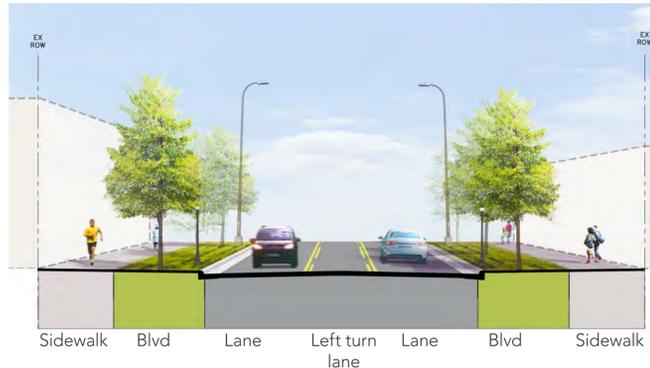
The Blue Line Extension project is planned to include roadway improvements on West Broadway between James and Lyndale avenues to improve vehicular and pedestrian access and safety that parallels the proposed transitway and bikeway on 21st Ave. The investment should last 30 years or more.

- ✓ Opportunity to improve underground utilities, if needed.
- ✓ Opportunity to maintain on-street parking where feasible.
- ✓ Refresh pavement, gutters, and drainage systems.
- ✓ Widened sidewalks provide space for street cafes, landscaping, directional signage, public art, and improved street lighting, which can greatly enhance the pedestrian experience and contribute to the overall livability of the area.
- ✓ Curb extensions improve pedestrian safety by reducing crossing distance and enhancing sight line for drivers.



WEST BROADWAY ROADWAY DESIGN

As part of the Blue Line Extension project, West Broadway from James to Lyndale avenues will be reconstructed to provide additional community benefits and is an opportunity to envision what West Broadway could look like. Below are several options that are being considered but there's many more configurations that are possible. Use the cross section activity next to this board to let us know how you'd like to see the West Broadway constructed to best serve all users of the corridor.



BOULEVARD SPACE WITH NO ON-STREET PARKING

ON-STREET PARKING ON ONE SIDE

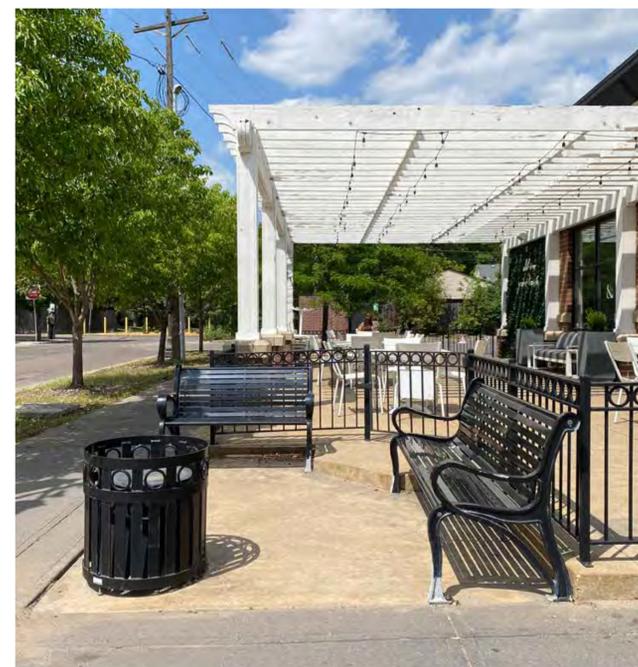
ON-STREET PARKING ON BOTH SIDES

ON-STREET PARKING ON ONE SIDE WITH LARGER SIDEWALKS



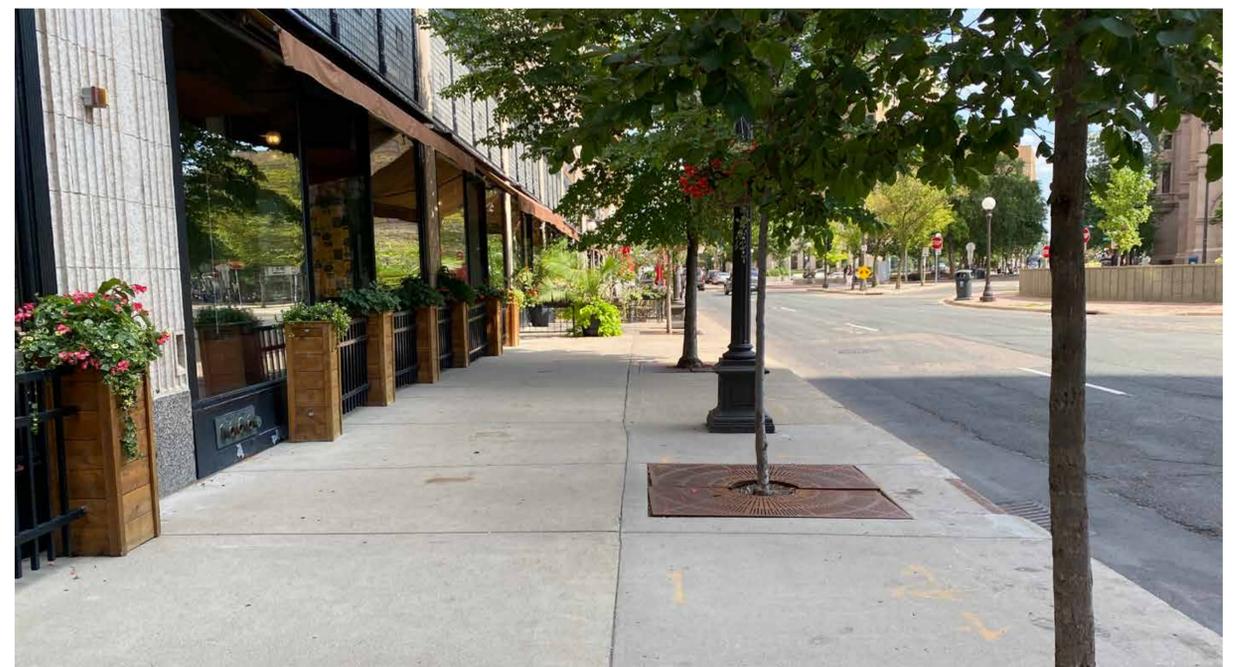
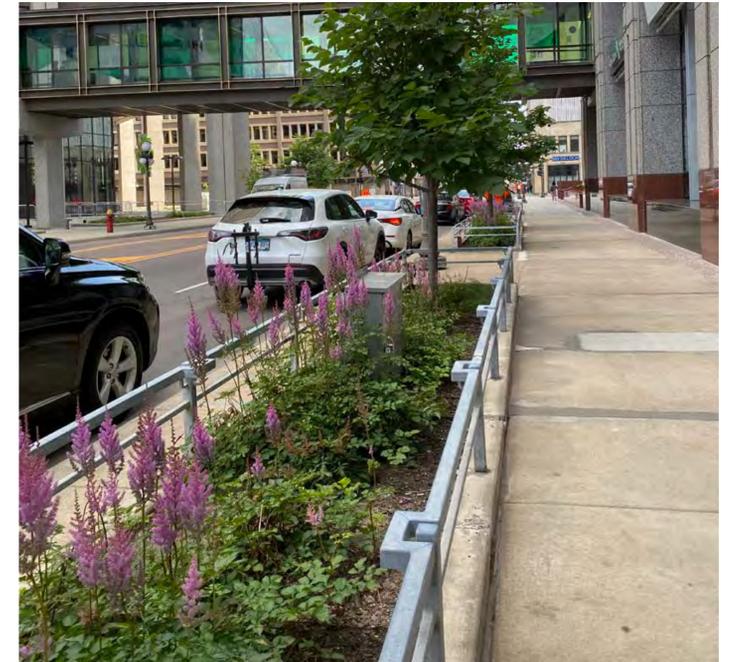
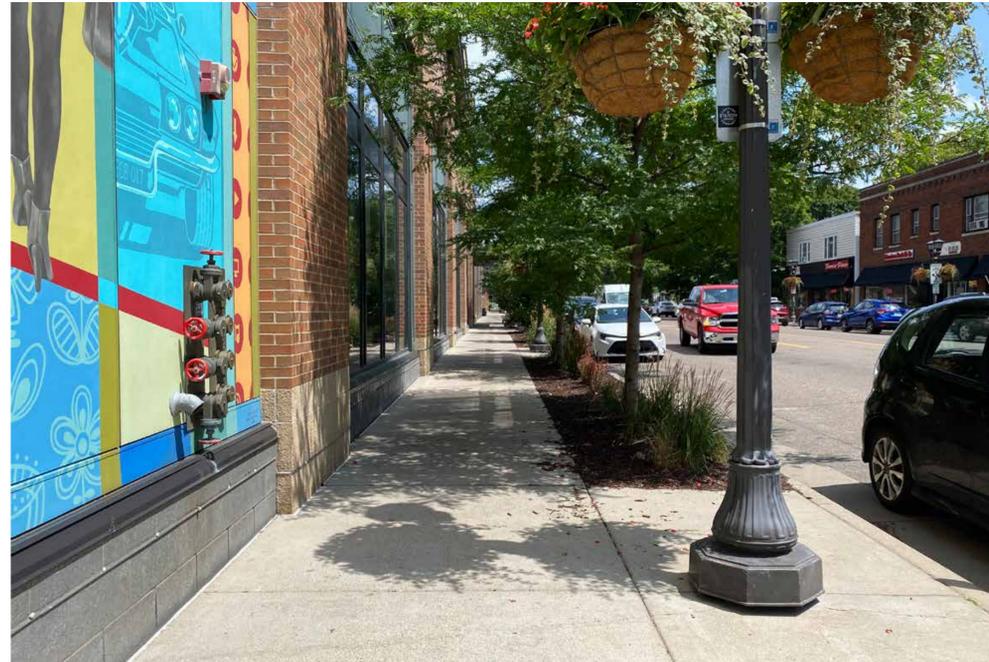
SEATING AND SIDEWALKS

When considering the streetscape improvements for West Broadway, please place a post-it note on the example you would like to see included as part of the reconstruction of West Broadway from James to Lyndale avenues. Please include why you chose the example.



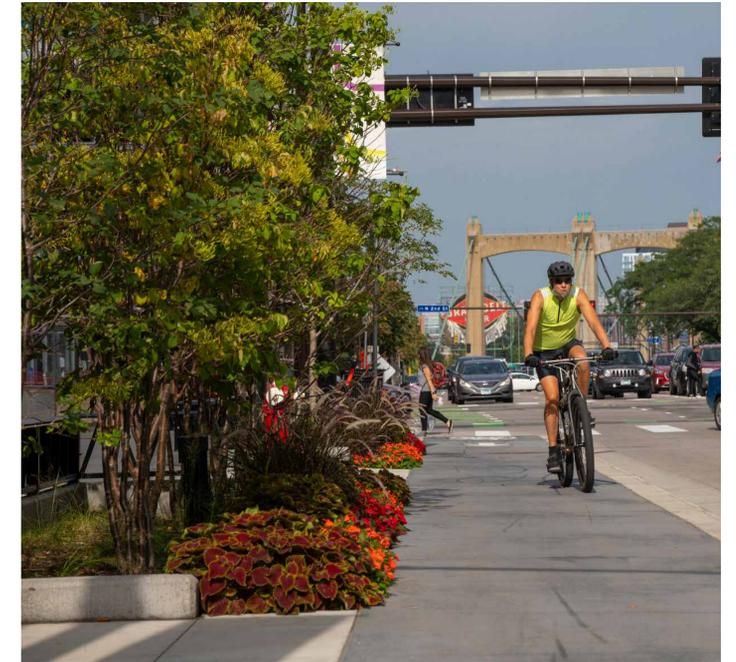
PLANTING AND SIDEWALKS

When considering the streetscape improvements for West Broadway, please place a post-it note on the example you would like to see included as part of the reconstruction of West Broadway from James to Lyndale avenues. Please include why you chose the example.



STORMWATER MANAGEMENT

When considering the streetscape improvements for West Broadway, please place a post-it note on the example you would like to see included as part of the reconstruction of West Broadway from James to Lyndale avenues. Please include why you chose the example.



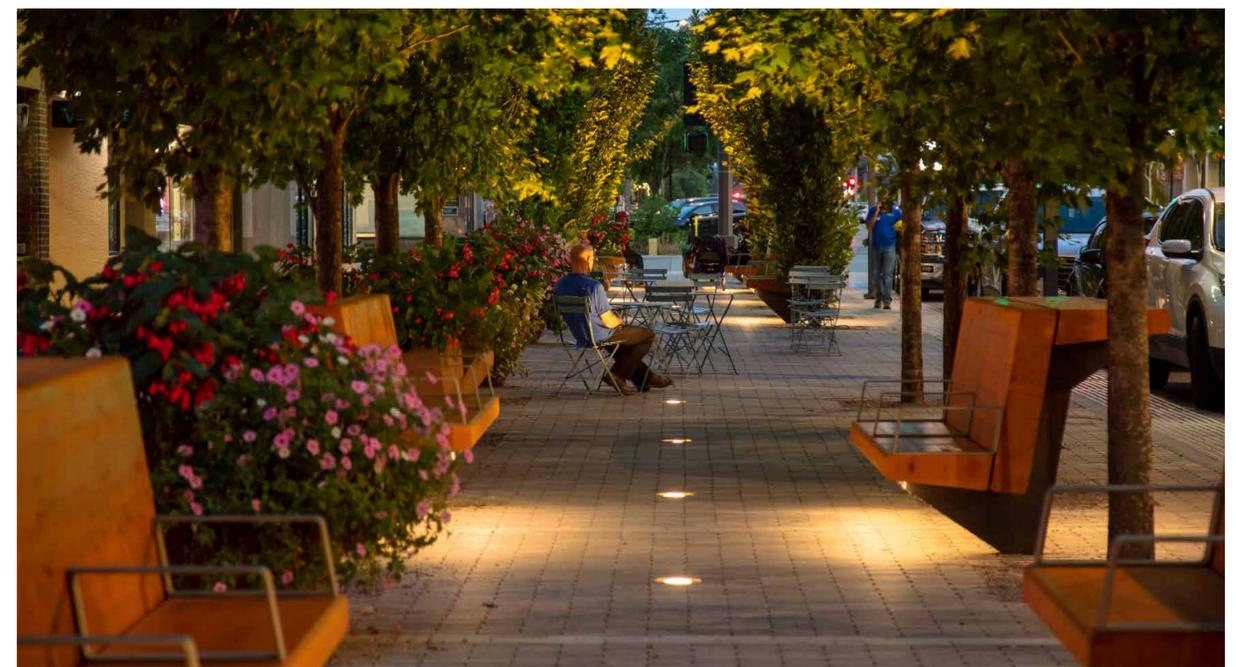
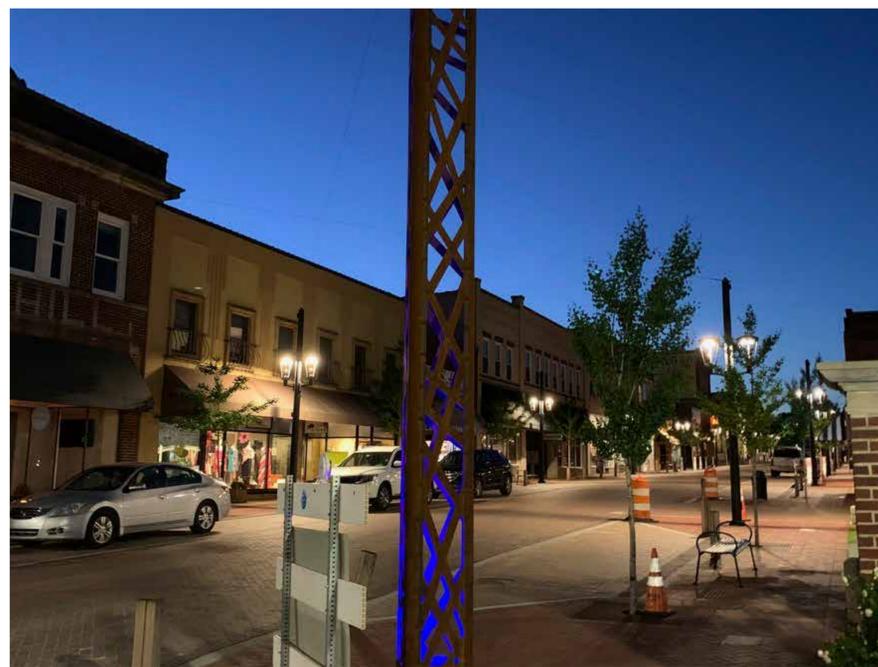
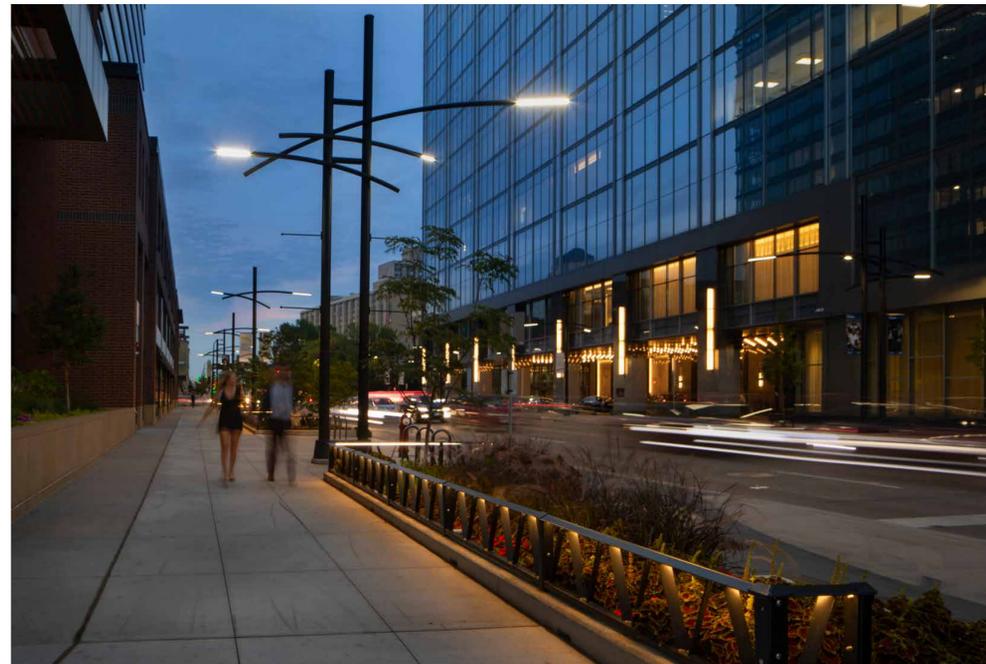
PARKING AND CROSSINGS

When considering the streetscape improvements for West Broadway, please place a post-it note on the example you would like to see included as part of the reconstruction of West Broadway from James to Lyndale avenues. Please include why you chose the example.



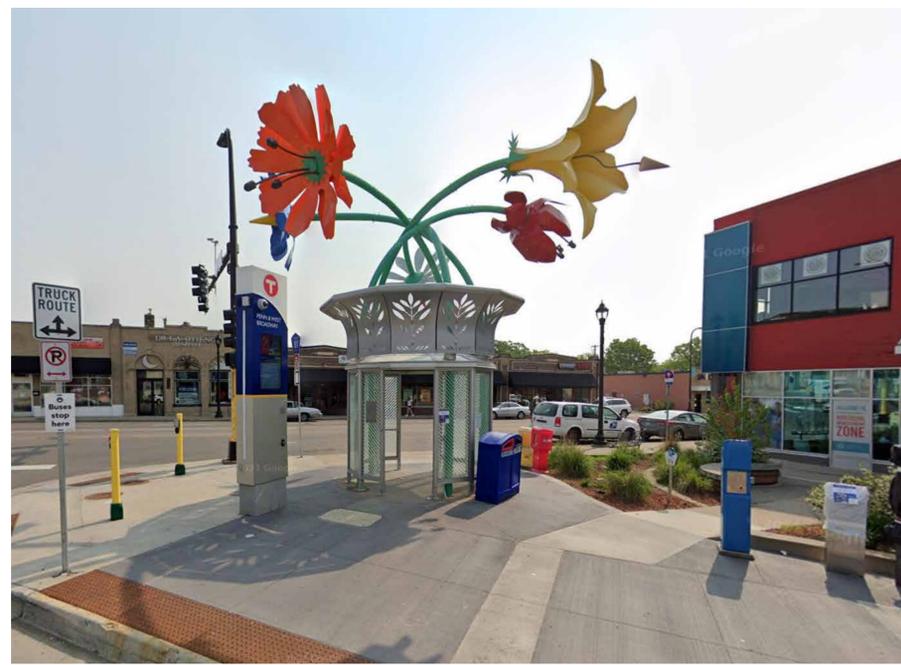
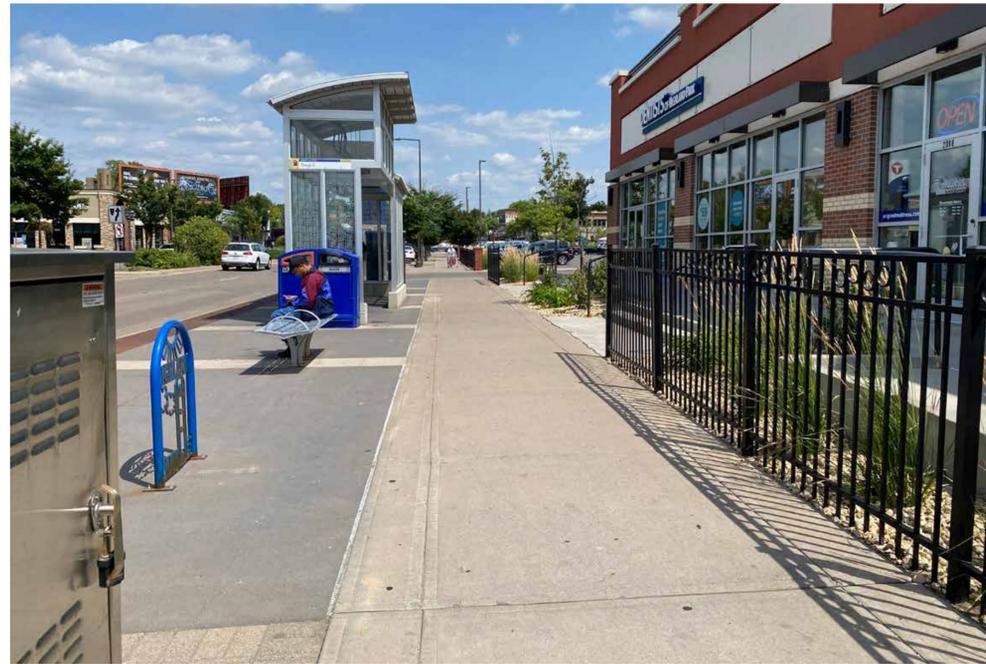
NIGHT TIME EXPERIENCE

When considering the streetscape improvements for West Broadway, please place a post-it note on the example you would like to see included as part of the reconstruction of West Broadway from James to Lyndale avenues. Please include why you chose the example.



ART AND ELEMENTS

When considering the streetscape improvements for West Broadway, please place a post-it note on the example you would like to see included as part of the reconstruction of West Broadway from James to Lyndale avenues. Please include why you chose the example.



WHAT WOULD YOU LIKE TO SEE?

Place a blue dot on the most important and a red dot on the least important.

Biking/walking/rolling connections to West Broadway	Wider Sidewalks
Biking/walking/rolling crossings along West Broadway	Dedicated taxi and rideshare pickup/drop off locations
Vehicle travel lanes	Center medians that separate traffic
On-street parking options	Green space (grassy boulevards, trees/shrubs, rain gardens, etc.)
Traffic calming/speed reduction strategies (narrower traffic lanes, curb bump outs, raised intersections, etc.)	Other (Please ask for a sticky-note to add your top/bottom roadway element)



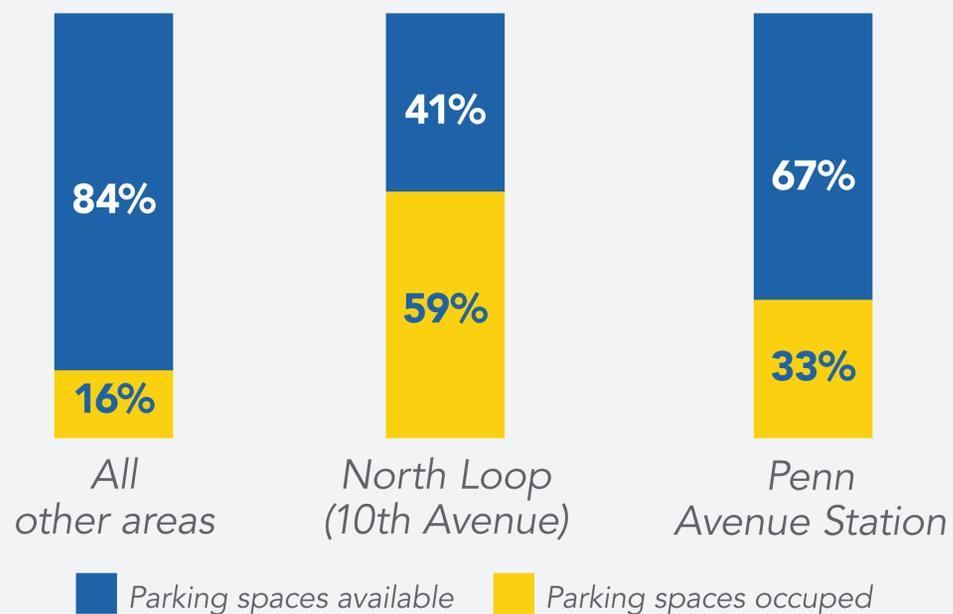
PARKING ALONG THE BLUE LINE EXTENSION IN MINNEAPOLIS

Due to space constraints, most of the on-street parking spaces along the route will need to be removed. The project team is working with the City of Minneapolis, Hennepin County, and local stakeholders to determine where parking can be preserved, where it will need to be removed, and how the loss of that parking may be mitigated (*preserved or replaced*) in certain areas.

Parking Study

As part of planning for the project, project staff conducted a parking utilization study to better understand existing on-street parking and activity patterns along the route in Minneapolis. The study examined the percentage of available on-street parking spaces occupied during specific times of day, including weekdays and weekends, and reviewed all streets within about one block of the planned route to understand the impact of removing on-street parking.

Average parking availability at peak times along the corridor



Study Findings

Parking regulations vary greatly along the route, including many areas of unrestricted parking, metered parking, and areas where parking is completely prohibited or prohibited at certain times of day. Parking availability and occupancy also varies greatly throughout the corridor.

- The 10th Avenue area in North Loop has the highest parking occupancy rate overall, with **approximately 60% of all on-street parking spaces filled during the evening.**
- Parking on West Broadway near the Penn Avenue station was **approximately 40% occupied** at peak times of day.
- In most other areas along the corridor, **fewer than 20% of on-street parking spaces are filled on average.** However, this varies highly by block, with spaces in some blocks being routinely full, and spaces in other blocks mostly empty.



PARKING ALONG THE BLUE LINE EXTENSION IN MINNEAPOLIS

The project team also examined available parking within a block of the proposed route, and determined that even after some parking is removed, the remaining on-street parking can accommodate existing demand.

What does this mean for me?

If you routinely parking along the proposed route, you may need to find an alternate location, usually within a block or two.

Over time, the light rail is also anticipated to reduce parking demand along the route by providing an alternate option to access destinations along the route. That means you may be able to leave your car at home.

Both Hennepin County and the City of Minneapolis have Complete Streets policies that prioritize pedestrians, cyclists and transit over vehicles, as shown in the graphic. That means when space is constrained along the route, the project team will focus on providing safe, comfortable facilities for people walking, biking or accessing the light rail stations over providing on-street parking.

Project staff are also dedicated to working with affected businesses to identify areas where on-street parking can be relocated or preserved in areas where that can be accommodated.

Hennepin County Complete and Green Streets Priorities



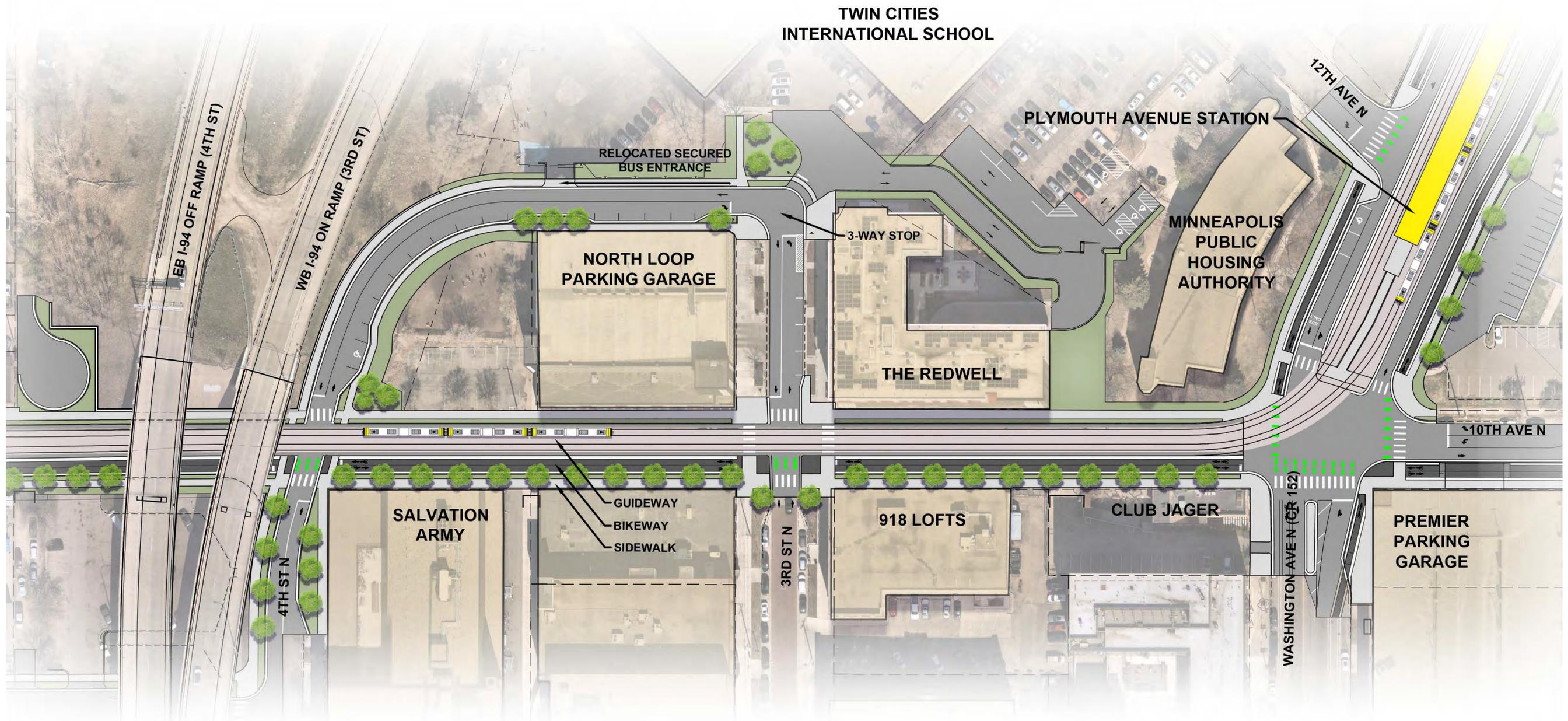
PARKING AROUND PENN AVENUE STATION

LEGEND

-  Parking Spots
Some spots will be designated as accessible parking spaces



POTENTIAL ROADWAY ALONG 4TH STREET IN NORTH LOOP



DRAFT-WORK IN PROCESS



METRO BLUE LINE EXTENSION



SAFETY AND SECURITY

Our region is making a significant investment in our transit network, and therefore expects a high-quality service that is clean, safe, and reliable. We are doing everything we can to meet that expectation and have made public safety on transit our highest priority.



**CRIME DOWN
25%**

From Q1 to Q4 2023



**OFFICER-INITIATED
CALLS UP 24%**

From Q1 to Q4 2023



**113 FULL-TIME
POLICE OFFICERS**

171 authorized



**14.7 MILLION
LRT RIDES**

+19% 2022 to 2023



**43 ACTION
ITEMS ADVANCING**

through Safety & Security Action Plan

More people in more places

- *Community Service Officer Pathway Program* to help non-traditional candidates earn college credits at no cost and become a Community Service Officer.
- *Transit Rider Investment Program (TRIP)* Agents inspecting fares, issuing administrative citations, upholding the *Code of Conduct*, and offering other customer services on LRT.
- 10 community-based organizations addressing issues like mental health challenges, substance abuse disorders, and homelessness through the *Transit Safety Intervention Projects (TSIP)*.
- Supplemental security officers at six locations, including the Lake/Midtown and Franklin Ave. LRT stations.
- Monthly efforts encourages all Metro Transit staff to spend time on transit meeting riders, frontline workers, and ridership requirements for senior leaders.

Improving Conditions

- Revised *Code of Conduct*, paid fare zone signage prominently posted at LRT stations.
- New signage & online portal to make reporting issues easier.
- Adopted cleaning and repair standards & hiring more maintenance staff to care for stations and vehicles, including cleaning trains & buses between trips.
- Using public art as bus shelters and other locations to deter vandalism.
- Expanded use of real-time, onboard monitors on buses to remind riders activity is recorded.
- Reviewing LRT station designs and preparing for a program of improvements that may or may not include fare gates.
- Improving LRT frequency as operator staffing allows (planned for summer 2024).

Putting People First

- Expanded de-escalation, *Red Kite* (resiliency) and mental health awareness training for frontline workers.
- Regularly updating employees and providing opportunities for feedback through town halls, safety committees.

**FOR MORE
INFORMATION, VISIT:**

<https://www.metrotransit.org/public-safety>



METRO BLUE LINE EXTENSION



NEIGHBORHOOD ASPIRATIONS

Questions

- What do you value about your neighborhood?
- What is something that is missing in your neighborhood that would make your life easier?
- How can your values be reflected in this light rail project?
- How could your culture be better represented in your neighborhood in the future?
- What history do you think needs to be made visible in your neighborhood?
- How could your neighborhood bring you joy?
- What do you want future neighborhood residents to thank you for in regard to your guiding of this project?
- What do you want this neighborhood to be like in 10-20 years?



NEIGHBORHOOD CONDITION AND MOBILITY

Questions

- Where do you feel safe, somewhat safe or unsafe in your neighborhood?
- What places in your neighborhood are respected?
- What places do you walk to and why?
- What places do you bike to and why?
- What places do you take transit to and why?
- What places do you drive to and why?
- Where do better connections need to be made in your neighborhood?



How To: TAKE THE TRAIN



LIGHT RAIL
HOW TO



FUTURE
LRT & BRT



TRANSLATED
TRANSIT INFO



TRANSIT
ASSISTANCE
PROGRAM

STEP 1: APPROACH THE PLATFORM



STEP 2: BUY TICKET / SWIPE CARD



STEP 3: SCHEDULES & REAL TIME INFO



TRACK
SAFETY



HOW TO
TRAIN



PAY FOR
FARES



USING
TICKET
MACHINE



MT APP



TRANSFERS



SCHEDULES
& MAPS



TRIP
PLANNER



STEP 4: WAIT ON PLATFORM



STEP 5: BOARD TRAIN



SECURITY



ACCESSIBILITY



BIKES



METRO BLUE LINE EXTENSION



BLUE LINE EXTENSION PROPOSED ROUTE

In Fall 2023, project partners developed a proposed route based on community feedback and analysis by engineering staff. This route is being advanced to a preliminary design and environmental analysis stage for city and federal review.



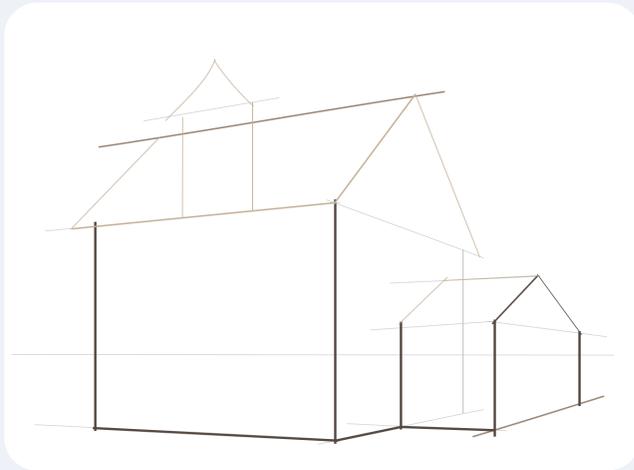
METRO BLUE LINE EXTENSION



30%-60%-90% DESIGN PROGRESSION

Below are the design milestones project staff have and will continue to engage the community on throughout the entire plan development process and construction.

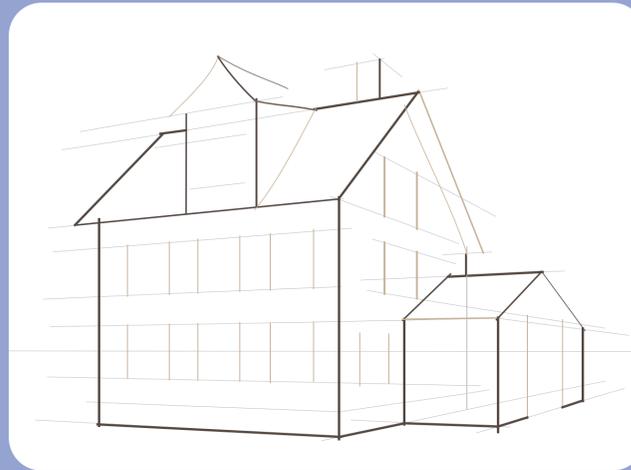
30% Design



- Alignment
- Station locations
- Typical sections (i.e., width of vehicle lanes, sidewalks, etc.)
- General access changes
- Prepare preliminary plans

SPRING-SUMMER 2024

60% Design



- Refinements to typical section (i.e., width of vehicle lanes, sidewalks, etc. and access)
- Site plans for park-and-rides
- Traffic plans
- Environmental mitigation measures
- Intersection design

WINTER 2024-2025

90% Design



- Station architectural design (i.e., platform, shelters)
- Lighting plans
- Landscaping plans
- Architectural treatment of retaining walls and noise walls, where applicable
- Construction planning

SUMMER 2025



PURPOSE AND NEED

Supplemental Draft Environmental Impact Statement (SDEIS)

PROJECT PURPOSE

To provide transit service, which will satisfy the long-term regional mobility and accessibility needs for businesses and the traveling public.

PROJECT NEED

To effectively address long-term regional transit mobility and local accessibility needs while providing efficient, travel time-competitive transit service that supports economic development goals and objectives of local, regional, and statewide plans.



ENVIRONMENTAL DOCUMENTATION PROCESS

The new route requires additional environmental documentation. New studies will be done to understand the potential social, economic, and environmental impacts that may occur because of the design, construction, and operation of the Blue Line Extension and will determine how to avoid or reduce those impacts. If impacts cannot be avoided, then mitigation will be considered.



Start the Environmental Documentation Process

- Metro Transit and Hennepin County will coordinate with the Federal Transit Administration and state and local agencies regarding the environmental review process.



Prepare Draft Environmental Documentation

- During the draft phase, the following will happen:
 - The environmental team will work closely with the engineering team to guide the design of the alignment.
 - Multiple design solutions and their relative impacts and benefits will be compared.



Public Hearing on Draft Environmental Documentation

- Public engagement will continue throughout the environmental process. A public hearing on the draft environmental document is a requirement of the process and will set the stage for moving into the final environmental document.
- All comments received on the draft will be reviewed, responses will be developed, and relevant details will be included in the final document.
 - **When can I comment?** You will have 45 days to comment in the Summer of 2024



Prepare Final Environmental Documentation

- Social, economic, and environmental impacts will be updated to reflect the updated project design.
- Mitigation commitments will be finalized.



Amend the Project Record of Decision

- The final environmental document will be published and made available for the public and agencies to review and comment on. After the comment period, mitigation commitments will be confirmed.
- A Record of Decision document formalizes the environmental commitments made for the project and this step completes the environmental review.



TOPICS STUDIED IN THE ENVIRONMENTAL PROCESS

Examples of social, economic, and environmental issues studied:

-  Changes to land use, and how the project fits with existing or planned land uses
-  Effects on the community or communities surrounding the project
-  What property needs to be purchased and what residences or businesses may need to be moved
-  Business impacts
-  Impacts to historic properties
-  Impacts to parks
-  Visual impacts
-  Safety
-  Transportation impacts – bicycle, pedestrian, transit, vehicles (including parking), freight rail, aviation
-  Water resource impacts – wetlands, floodplains, stormwater, groundwater, water quality
-  Impacts to soils and geologic resources
-  Impacts to plants and animals, including threatened and endangered species
-  Noise impacts, and for transit and rail projects, vibration impacts
-  Contaminated properties and hazardous
-  Environmental Justice
-  Air Quality and Emissions



NEXT STEPS AND DECISION POINTS



1: SELECT DESIGN OPTIONS TO MOVE INTO THE DRAFT ENVIRONMENTAL DOCUMENT (SEPTEMBER 2022)

☆ Public comment on the design options studied in the environmental document (October 2022)



2: IDENTIFY PREFERRED OPTION (SEPTEMBER 2023)

This process advanced design and community engagement to identify a preferred option

☆ A recommendation on the preferred option was made through the Blue Line committees (September 2023)



3: PREPARE DRAFT ENVIRONMENTAL DOCUMENT (OCTOBER 2022-JUNE 2024)

This process will evaluate social, economic, and environmental impacts and benefits of multiple design options and identify a preferred option

☆ Public comment on the environmental findings of the design options (June-July 2024)



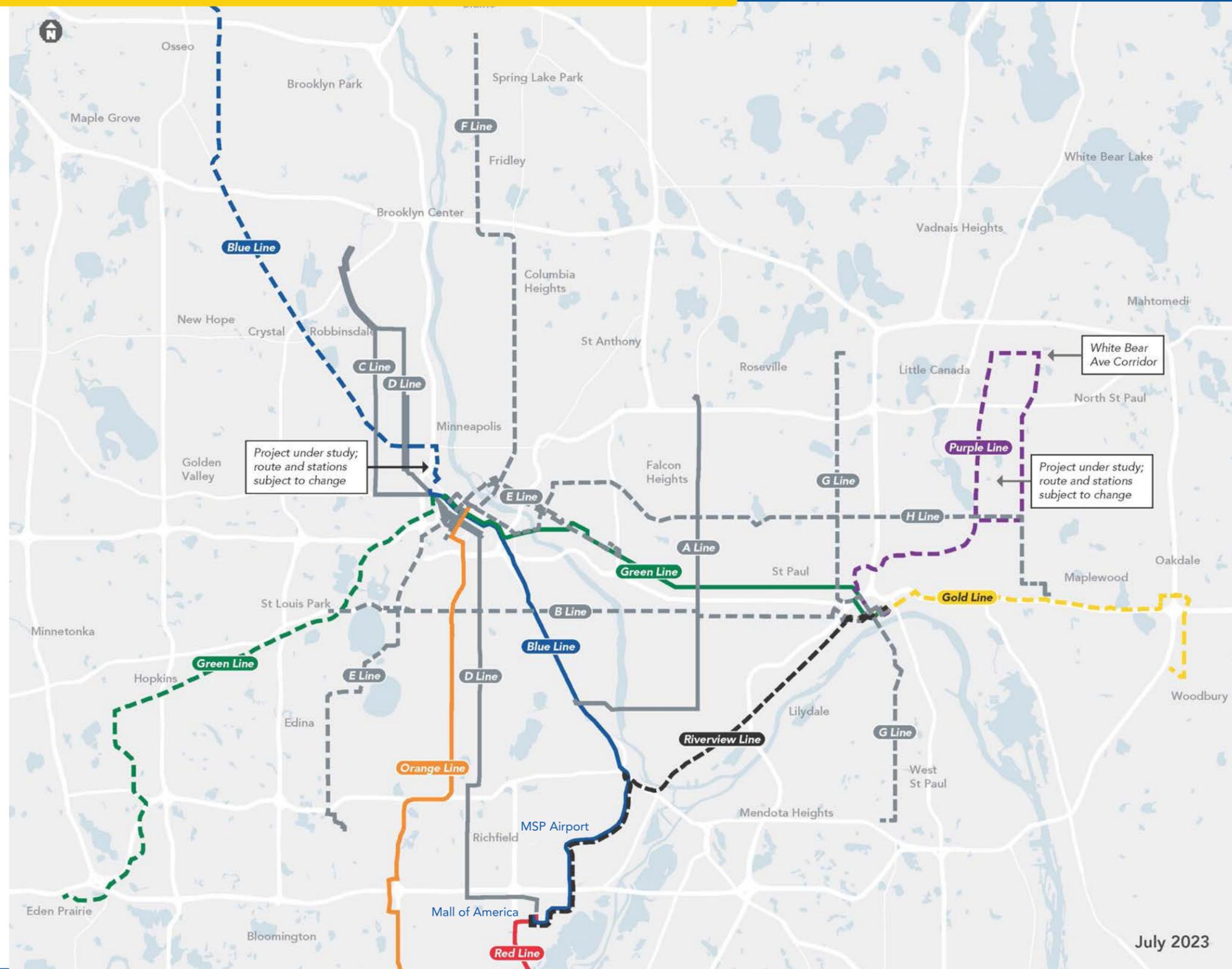
4: PREPARE FINAL ENVIRONMENTAL DOCUMENT AND MITIGATION COMMITMENTS (SUMMER 2024 - SPRING 2025)

This process will evaluate social, economic, and environmental impacts and benefits of the preferred route and station locations and identify and commit to mitigation measures for impacts

☆ Public comment on the mitigation commitments (Spring 2025)

FUTURE TRANSIT

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. This line will provide single seat trips to downtown Minneapolis, Minneapolis-St. Paul International Airport, and Mall of America.



Current METRO network

- A Line
- Green Line
- C Line
- Orange Line
- D Line
- Red Line
- Blue Line

Planned METRO network

- Planned BRT
- Green Line Extension
- Gold Line
- Blue Line Extension
Project under study; route and stations subject to change.
- Purple Line
Project under study; route and stations subject to change.
- Riverview Line



METRO BLUE LINE EXTENSION

July 2023



GENERATIONAL INVESTMENT CONNECTING DESTINATIONS AROUND THE METRO



1 Brooklyn Park

Brooklyn Park offers regional employment and education destinations that are complemented by a thriving immigrant-owned business community.



2 Brooklyn Park Library

The location that opened in 2016 with new art and meeting rooms offers a wide range of spaces and services in a beautiful building twice as large as the previous library.



3 North Hennepin Community College (NHCC)

NHCC is an affordable community college with programs that fit a variety of lifestyles and interests.



4 Bass Lake Road

Bass Lake Road and Becker Park in Crystal offer an enhanced streetscape experience for pedestrians and businesses and have become destinations for neighbors to come together.



5 Downtown Robbinsdale

West Broadway Avenue in Robbinsdale offers a small-town feel with shopping districts, local restaurants, parks and trails. The Blue Line Extension knits together multiple commercial intersections along the historic Main Street.



6 North Memorial Hospital

Having North Memorial Medical Center on the line offers a new connection for its 6,000 current and future employees and improved regional access to world-class health care.



7 West Broadway

West Broadway is a main artery of North Minneapolis, home to iconic Northside institutions and beloved Black-owned businesses.



8 Minneapolis North Loop

Built in the historic Warehouse District, residents and visitors come here for sports, nightlife, restaurants, and shopping.



9 Downtown Minneapolis

Downtown Minneapolis is anchored by pedestrian – centered Nicollet Mall, the tallest building in Minnesota, the IDS Tower, and eight miles of skyway. It is the city’s main business district and connects the Twin Cities metro area by transit.



10 Minneapolis – Saint Paul (MSP) Airport

MSP is one of the busiest and largest airports in the Midwest. It is located 10 miles south of Minneapolis and 10 miles south of Saint Paul, connecting residents of the Twin Cities to locations around the world.



11 Mall of America

Recognized as the largest shopping and entertainment complex in the United States and one of the most visited tourist attractions on the globe, the Mall of America has more than 500 stores, 60 restaurants, an amusement park, and more.



12 University of Minnesota

One of the nation’s top public research universities with over 4,000 faculty and 36,000 students and known for its management, education, and law programs.



13 Midway

The Midway neighborhood has a diverse mix of residential and commercial properties to explore, shop, and eat at including Allianz Field, Midway Marketplace, Concordia University.



14 Saint Paul

Saint Paul, the capital of Minnesota, is rich with culture between its great restaurants, museums, theaters, sports venues, and parks. You can get to Saint Paul by making a quick connection from the Blue Line to the Green Line in Downtown Minneapolis.



15 Lowertown Saint Paul

Located at the edge of downtown, former warehouse and railroad buildings have become home to artist galleries, restaurants, and the St Paul Saints at CHS Field.



METRO BLUE LINE EXTENSION





ANTI-DISPLACEMENT NEXT STEPS PROGRESS



1

Create a regional group to continue conversations about corridor-wide implementation of anti-displacement strategies

2

Create local government groups to receive recommendations and begin policy making processes

3

Create dedicated regional anti-displacement fund

in progress

4

Align anti-displacement research and recommendations with Blue Line Extension federal processes like supplemental environmental impact statement

5

Develop corridor-wide anti-displacement policy agenda for 2024 state legislative session



Illustrations by Cori Nakamura Lin

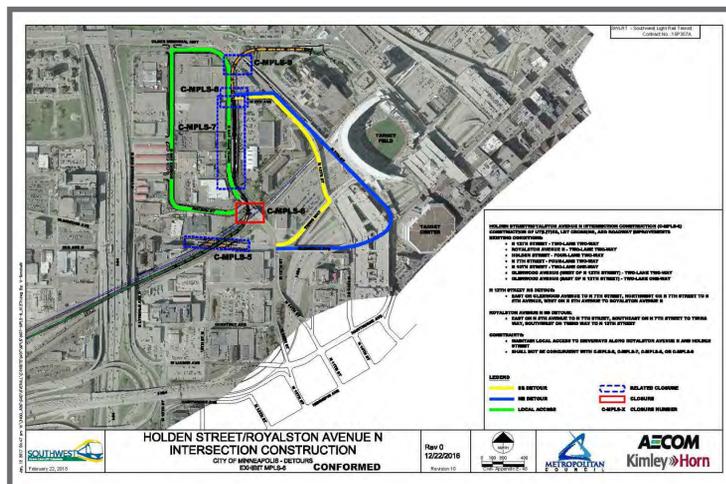


ACCESS TO PLACES



Maintenance of Access Planning:

- Engage with the Community
 - Understand business operation needs
 - Business and access point inventory
- Engineering & Design Planning Efforts
 - Develop maintenance of traffic/access plans
 - Ongoing consultation with municipal partners
 - Develop access specifications for construction bidding



Sample Maintenance of Traffic Exhibit

Maintenance of Access Implementation

- Construction access meetings with stakeholders
- Apply notification requirements per specifications
- Signage
- 24-hour construction hotline
- Maintenance of access inspections
- Weekly construction update notifications
- Emergency response

SWLRT - Southwest Light Rail Transit
Contract No. - 15P307A

E. The SPO Community Outreach Office is the preferred point of contact for the public concerning construction issues. However, it is anticipated that the CONTRACTOR will receive questions, complaints, and other inquiries directly from the public. Report all contacts with the public via email to the SPO Community Outreach Office, with a copy to the CAR. SPO Community Outreach Office staff will enter the information into Project Management System and follow up with the CONTRACTOR, if necessary, to document the resolution of the inquiry.

F. Refer all media inquiries to the SPO Community Outreach Office. Participate in media interviews as requested by COUNCIL, only at the direction of the COUNCIL. The CONTRACTOR shall require its staff and Subcontractor's staff, to refer all media inquiries concerning the Project to the CAR and SPO Community Outreach Office.

G. Provide all relevant information concerning the construction schedule, including monthly updates, as directed by the CAR.

3.03 COMMUNITY IMPACT MITIGATION

A. Participate with the CAR to maintain access (parking, deliveries, pedestrian, bus stops) and participate in meetings with affected property owners.

B. Develop Access Plans for businesses and residents whose driveway or access is impacted by construction and provide maps showing existing and planned patron, delivery, and resident access during any construction period. The Access Plans shall include times of business operation and deliveries. The SPO Community Outreach Office or CAR will make the initial contacts with the property owners, tenants, and customers, set up the initial meetings with the CONTRACTOR, and will participate in the meetings between property owners, tenants, customers, and the CONTRACTOR. The Access Plans shall be completed at least 14 Days prior to construction where a business or residence is impacted. If the CONTRACTOR proposes a change in an Access Plan, submit a revised Access Plan to the CAR at least 14 Days in advance of the impact.

C. Public notification requirements: Provide the following notification and requirements to CAR in writing via the Project Management System

Notice	Requirement
Construction Notification	Written notification of Construction beginning in an area shall be given to CAR 45 Days prior to work being done (or fencing going up) in order to give general public 30 Day notice. Construction notification to include general overview of construction activities.
Access Plans	Access Plans shall be submitted to CAR 14 Days prior to construction (or fence going up) in order to give impacted business or residence a 10 Day notice. Written notice and personal contact to private property at least 72-hours prior to actual roadway or driveway closure.
Public Utility Shut-off/Diversion	Utility work requiring shut-offs shall be submitted to CAR 21 Days prior to work or as defined in Section 01 14 00 Utility Coordination, whichever is greater, in order that written notice to impacted properties can be provided by the

01 31 20 - 4 PUBLIC INVOLVEMENT REVISION 2 JANUARY 29, 2018 CIVIL
CONFORMED

Sample Public Involvement Specifications

COMMUNITY OWNERSHIP



Intended outcomes

- Providing opportunities for existing residents and businesses to stay in place and feel supported.
- Supporting the development, preservation, and access of safe and affordable housing and housing choice.
- Creating opportunities for ownership and being able to measure levels of community ownership.
- Improving the climate for businesses postconstruction, and prioritizing the development of spaces for small businesses.
- Addressing reparations to the Harrison neighborhood from previous route alignment.
- Ensuring that there are sufficient resources to support policy implementation, organizing efforts, community development and ownership, and other anti-displacement strategies.
- Addressing indirect construction impacts.

Current interventions

- Commercial and Residential Land Trusts
- Inclusionary Zoning
- Naturally Occurring Affordable Housing Preservation

Supplementary interventions

- Tenant Opportunity to Purchase
- Land Disposition Policy



Highlighted Action

Adopt or strengthen inclusionary zoning policies to support development of affordable housing



Status

In progress



Lead

Cities



ENVIRONMENTAL JUSTICE



Intended outcomes

- Improving the climate for businesses postconstruction, and prioritizing the development of spaces for small businesses.
- Providing opportunities for existing residents and businesses to stay in place and feel supported.
- Supporting the development, preservation, and access of safe and affordable housing and housing choice.
- Creating opportunities for community ownership and being able to measure levels of community ownership.
- Empowering the community to have control over decision-making throughout the corridor.
- Creating and enforcing structures of accountability for government agencies along the alignment.
- Ensuring that there are sufficient resources to support policy implementation, organizing efforts, community development, and ownership, and other anti-displacement strategies.
- Ensuring that there is access to land, housing, and businesses in the corridor throughout all stages of construction.
- Ensuring that there is a continued role for ADWG members throughout all phases of the project.

Current interventions

- Relocation Assistance
- Streetscape Improvements

Supplementary interventions

- Community Land Trusts
- Forgivable Small Business Loans



Highlighted Action

Create virtual space or storefront that would assign a navigator to community members in need of anti-displacement resources and knowledge



Status

Under development



Lead

Blue Line Project Office



METRO BLUE LINE EXTENSION



CULTURAL PLACEMAKING/ARCHITECTURE



Intended outcomes

- Keeping the rich culture of the corridor in place and enhancing it so it thrives.
- Ensuring that youth feel safe on and around the light rail and feel excited and proud to remain in their communities.
- Providing opportunities for community to connect to BLE and development in a joyful way.
- Improving infrastructure around the project.

Current interventions

- Minneapolis Cultural Districts
- Great Streets/Business District Initiative
- Cultivate Arts

Supplementary interventions

- Joint Powers Agreement
- Commercial Memorandums of Understanding
- Community Benefit Agreements



Highlighted Action

Establish cultural placemaking and architecture working groups



Status

Under development



Lead

- Cities
- Metro Transit
- Project Office



WORKFORCE



Intended outcomes

- Improving the climate for businesses postconstruction, and prioritizing the development of spaces for small businesses.
- Ensuring that youth feel safe on and around the light rail and feel excited and proud to remain in their communities.
- Providing opportunities for community to connect to BLRT and development in a joyful way.
- Creating opportunities for community ownership and being able to measure levels of community ownership.
- Addressing reparations to the Harrison neighborhood from previous route alignment.

Current interventions

- Workforce programs managed by Hennepin County Office of Workforce Development
- Metropolitan Council's DBE Program, Minneapolis' Small and Underutilized Business Program

Supplementary interventions

- Expanding upon current workforce programs
- Universal Basic Income



Highlighted Action

Expand existing county workforce programs to address the needs of the BLE project



Status

In progress



Lead

Hennepin County



SMALL BUSINESS SUPPORT



Intended outcomes

- Keeping the rich culture of the corridor in place and enhancing it so it thrives.
- Improving the climate for businesses postconstruction, and prioritizing the development of spaces for small businesses.
- Providing opportunities for existing residents and businesses to stay in place and feel supported.
- Ensuring that there are sufficient resources to support policy implementation, organizing efforts, community development, and ownership, and other anti-displacement strategies.
- Addressing indirect construction impacts.
- Ensuring that there is access to land, housing, and businesses in corridor throughout all phases of construction.

Current interventions

- Elevate Hennepin
- Great Streets program

Supplementary interventions

- Marketing and business support services
- Operating subsidies –Expansion on Central Corridor Funders Collaborative



Highlighted Action

Provide eligible small businesses with forgivable loans to cover basic operating costs during construction



Status

Under development



Lead

Philanthropy/
non-profit partners



SCHEDULE



STAY CONNECTED!

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

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

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