



Engagement Strategies and Approach

The METRO Blue Line Project is looking for a route that does not use eight miles of freight railroad right of way as previously planned. Because of the shift away from freight railroad property, some of the project can remain the same, while other areas need to change. In the first round of public engagement on the revised route options, the Metropolitan Council and Hennepin County asked the public and stakeholders for feedback on the new options and station locations for the planned METRO Blue Line Extension, which will connect communities from Downtown Minneapolis northwest to Brooklyn Park.

This document summarizes the feedback received during the first round of engagement from March to June 2021, including a summary of responses and questions received from public meetings, advisory committee meetings, online form comments, phone and email comments, the online survey, and the interactive feedback map.

To-date, project staff have engaged with the public about the project through the following:

- 12 Advisory Committee meetings
- 14 Community Engagement Cohort contracts
- 80 community meeting including three public townhall meetings: ~ 2,000 participants
- Interactive map: ~500 comments
- Survey: 2,020 responses
- General comments via online form/email: 20+ comments
- Many more questions and phone calls

Common Themes

Below are the common themes that emerged from feedback received during this round of engagement:

- Avoid negative impacts/disruptions to existing communities and the environment (e.g., construction, pollution, traffic operations, safety, business/resident displacement, gentrification)



- Improve access to/serve communities of color, lower-income communities, and those with limited mobility or limited access to a vehicle/other transportation options
- Support local business and economic development in communities along the line
- Improve transit experience
 - Ensure safety on transit and in communities served, faster travel times, increased ridership, serve local destinations/connect well to local transit routes, consider elevated and below-ground routing
- Ensure stations are easy to access (e.g., in walkable, visible, high-density areas)
- Concerns about the cost-effectiveness of the project
 - Shift to working from home, no longer need to go to/from downtown
 - Consider bus rapid transit (BRT) instead of light rail

Community Cohort (March – June 2021)

Project staff are working with fourteen community and cultural organizations to support a robust engagement process (see the list of cohort organizations and areas of focus in the table below). These organizations are seeking feedback and hosting events targeted at specific community groups and areas of the corridor. All efforts are collaborative and coordinated across the corridor areas.

Organization	Areas
Asian Media Access Inc	Area 1, 2, 3
CAPI USA	Area 1, 3
Encouraging Leaders	Area 3



Organization	Areas
Harrison Neighborhood Association	Area 3
Juxtaposition Arts	Area 3
Lao Assistance Center of MN	Area 1, 3
Liberian Business Association	Area 1, 2
Northside Economic Opportunity Network	Area 2, 3
Northside Residents Redevelopment Council	Area 3
West Broadway Business Coalition	Area 3
Jordan Area Community Council	Area 3
Cleveland Neighborhood Association	Area 3
Hawthorne Neighborhood Council	Area 3
McKinley Community Neighborhood Association	Area 1

Common issues and feedback received through cohort community events are summarized below.



- Preventing displacement and gentrification is a priority:
 - Concerns about development impacts
 - Rising property values
 - Need to develop neighborhood-based housing policies to counter displacement
 - Impacts on previous alignment to Harrison neighborhood need to be addressed
 - Previous promises for improvements to Harrison neighborhood need to be addressed
 - Concerns about negative impacts to businesses and losing businesses on West Broadway
 - Need for data about black owned businesses on the Green Line
 - Need for national data documenting anti-displacement trends in Twin Cities and nationally.
 - How does the community inform the anti-displacement work?
- Documenting community assets:
 - Specific data re: businesses on Lowry and West Broadway
 - Mapping corridor-wide community businesses and cultural assets
 - Documenting development opportunities in the corridor
- Current affairs impacting community engagement:
 - COVID-19 Pandemic
 - Recovery from 2020 George Floyd protests
 - Derek Chauvin trial for the murder of George Floyd - April
 - Killing of Daunte Wright in Brooklyn Center - April
 - Rising violence in North Minneapolis



- Communications:
 - Don't refer to North Minneapolis as a pass through
 - Miscommunications, confusion, and tensions in the community regarding the project
 - Need to include historical community engagement input into the current work
 - Disconnect between decision-making bodies and the community
 - What is the role of Bottineau Community Works?
 - Community is uncertain about the benefits
 - What are the criteria for a community-supported route?
- Translations:
 - Need translated materials in the following languages: Spanish, Hmong, Somali, Lao, Oromo, Vietnamese
 - Need timely translated materials
 - Families are asking for translated surveys
- Funding community organizations to support community engagement is essential:
 - Contracting with government is complicated and difficult for small groups to navigate
 - Need for hands-on technical assistance with submitting proposals and contracting
 - Funding amounts need to adequately address the activities
- Concerns about impacts:
 - Parking
 - Businesses
 - New development

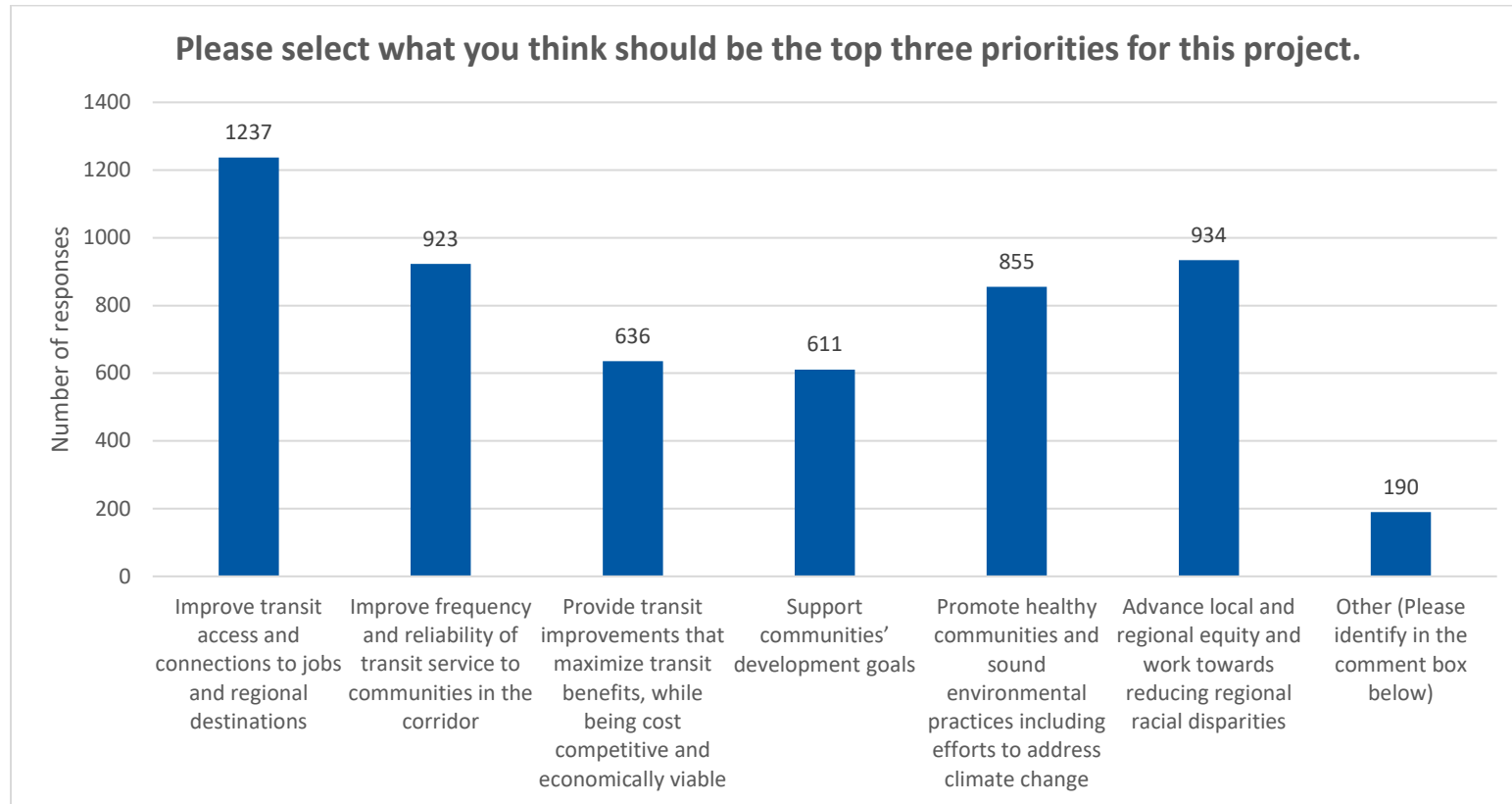


○ How will impacts be mitigated?

- Process for selecting route is too short
- More youth involvement

Survey (March – June 2021)

As of June 22, 2021, **2,020** people responded to our survey. Results of the survey are displayed below. A list of common themes and responses received were summarized for open ended questions.





Other (Please identify in the comment box below)

- Avoid negative effects on the existing communities and the environment (e.g., construction, pollution, safety, business/resident displacement, gentrification)
- Minimize disruption and maintain viability of businesses; improve access to businesses
- Concerns that this project is not/won't be cost-effective
- Improve access to/serve Black, Indigenous, and people of color (BIPOC) communities, lower-income communities, and those with limited mobility or limited access to a vehicle/other transportation options
- Focus on bus rapid transit instead of light rail
- Minimize disruptions to existing traffic operations
- Ensure safety on transit and in communities served – transit brings crime, need increased enforcement of crime on transit
- Connect communities to employment centers
- Maintain/increase existing business/resident property values adjacent to the line
- Improve transit experience – faster travel times, realistic alternative to driving
- Serve North Minneapolis
- Don't want this project to happen; waste of money
- Project is not needed with shift to work from home and businesses moving out of Minneapolis
- Find an alternative to routing on Co. Rd. 81

Any other comments or suggestions about the project goals?

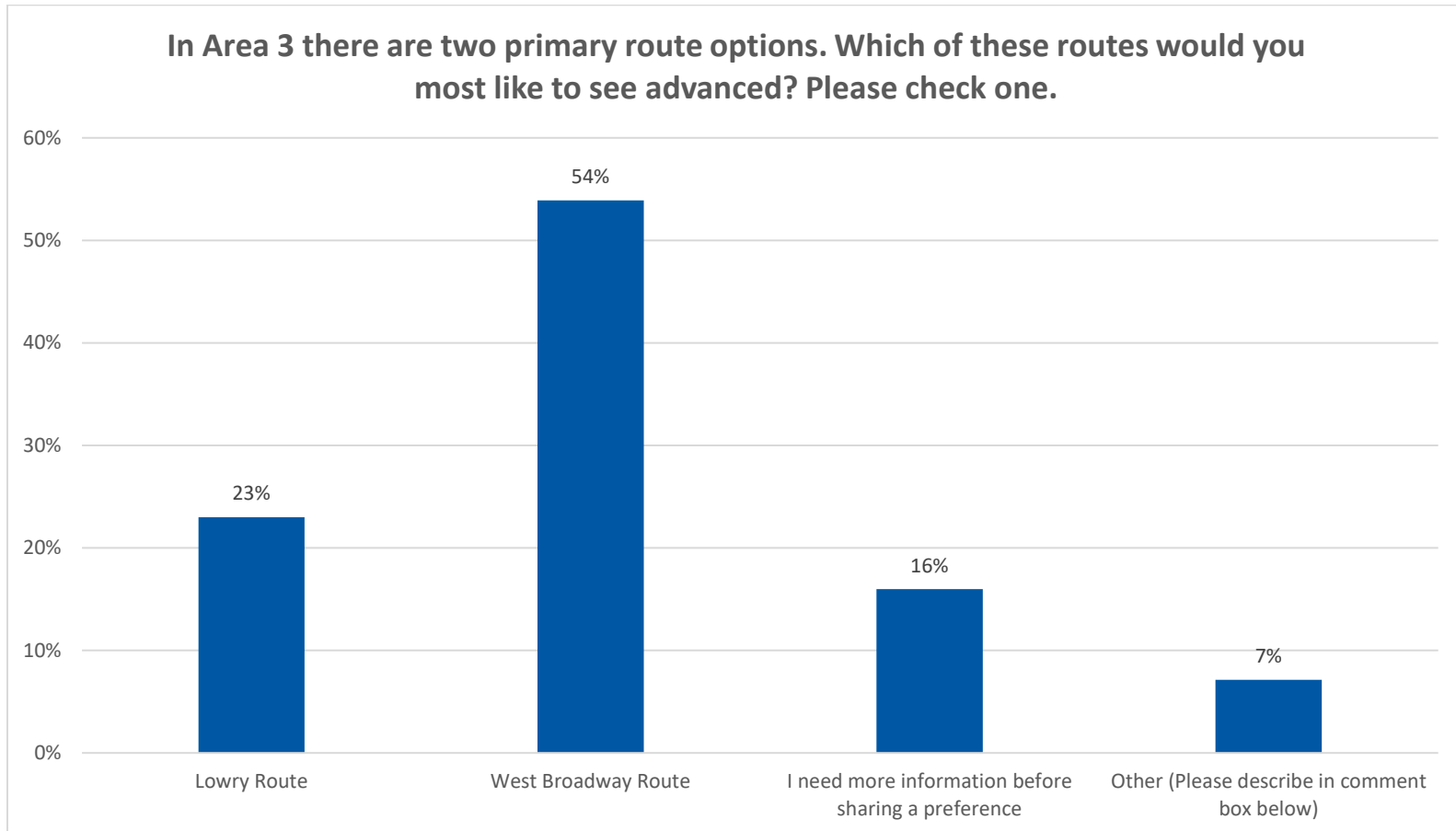
- Take an equitable approach
 - These communities have seen a severe lack of investment; this should be a restorative project
 - Listen to/center local communities and voices
 - Focus on anti-displacement early and avoid negative impacts to existing residents/businesses; invest in affordable housing
 - Serve neighborhoods that rely on transit and create wealth/opportunities for people in existing communities
- Route through high-density, walkable, accessible, and highly visible areas where people will see and use transit
- Focus on improving existing transit experience before expanding transit
 - Need increased safety and cleanliness on transit; concerns that transit will bring crime
- Focus on BRT instead of light rail – buses are more flexible, less costly
- Route along W Broadway
- Go back to BNSF right-of-way



Public Engagement Report

METRO Blue Line LRT Extension (BLRT) 2021 Update

- Excited for/supportive of this project
- Minimize disruption existing traffic operations and neighboring communities
- Reduce traffic congestion/car commuters
- Not everyone needs to go downtown, should serve local destinations and connect well to local transit routes too
- Incorporate green spaces, avoid disruption to local ecology
- Support local business and economic development in communities along the line (e.g., Broadway Ave)
- Elevate this route or use cut and cover tunnel
- Don't route on County Road 81
 - Co. Rd. 81 was recently reconstructed, routing here would negate these improvements
 - Co. Rd. 81 is unsafe for pedestrians, cars run red lights
- Would like this to be done quickly/stop the delays and build it
- Mixed feedback about routing through Robbinsdale
- Don't want this project – waste of taxpayer money, not needed with many people working from home now
- Connect people to jobs and grocery stores
- Frustration that the line is no longer routing near Theodore Wirth area

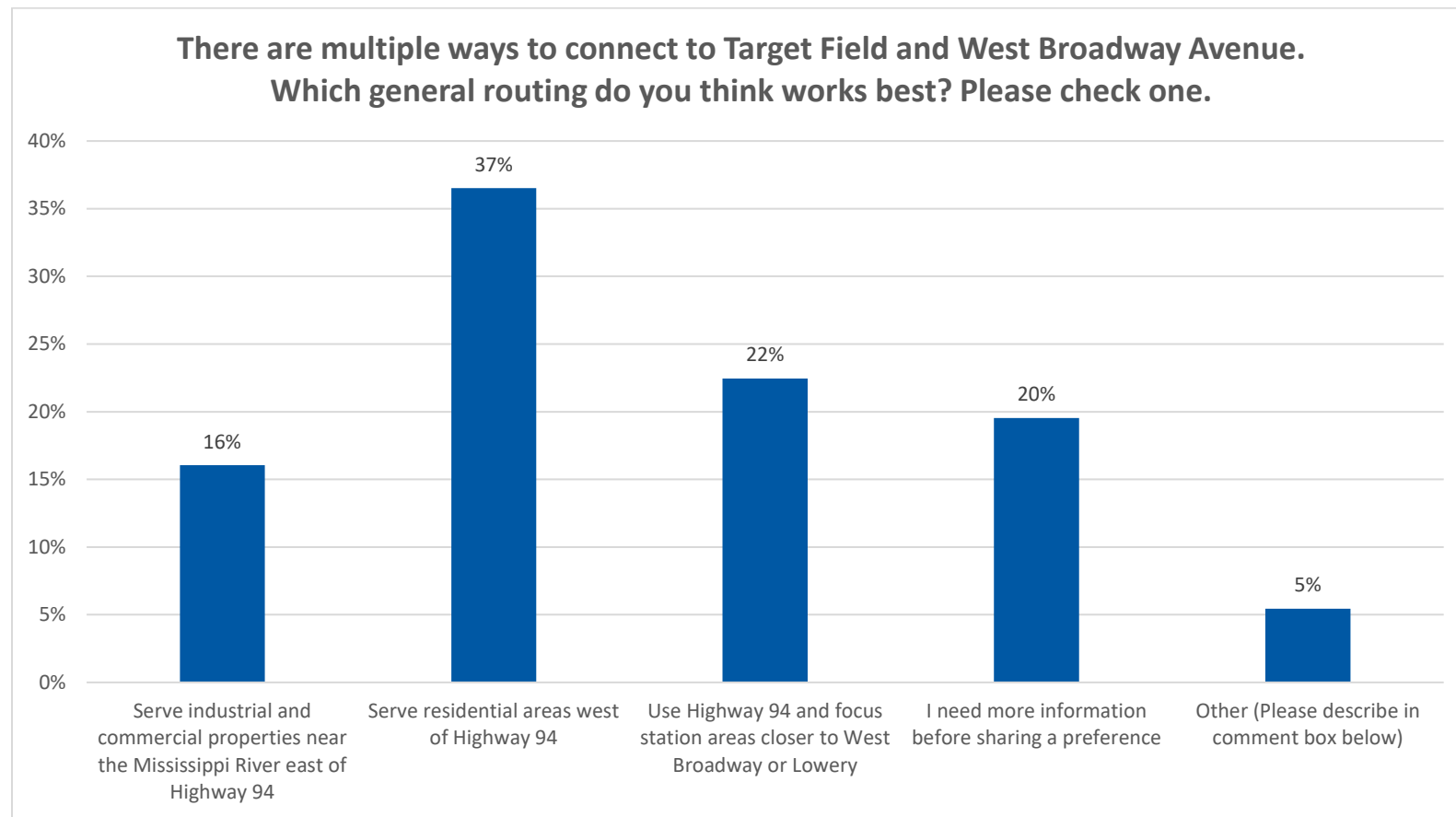


Other (Please describe in the comment box below)

- Both areas are too high crime/dangerous
- Use buses instead of light rail
- Go back to the BNSF route
- Prefer W Broadway route
- Elevate or move the route underground
- Consider Penn Ave



- Prefer Lowry Ave route
- North Minneapolis residents should decide
- Prefer the Red Link
- If tunneling is an option, it should route on W Broadway; if at-grade is the only option, then it should route on Lowry
- Would like it to go further west to Golden Valley
- Whichever route has the least crime/ensures rider safety
- None of the routes; project is not needed





Other (Please describe in the comment box below)

- None of the above, no need for this project
- Prefer to drive to Target Field
- Concerns about noise impacts
- Use buses
- Consider how project interacts/connects with existing transit routes
- Need to address crime/safety concerns
- Follow the I-94 corridor north out of Target field

Why did you pick your top preferences?

- Best serves residents and businesses that would benefit from reliable transit every day, not just for one-time events
- Provides opportunity for development/redevelopment
- Prefer the W. Broadway route
 - Alleviates congestion
 - It's more equitable – historically underserved communities, will serve more existing riders and communities that would benefit the most from transit access
 - Will spur development/economic benefits west of I-94 and support the business community on W. Broadway
- W. Broadway is too narrow, would not be able to develop without displacing businesses
- Prioritize transit access for North Minneapolis residents and businesses
- Convenience/access
 - Is where I live/goes to the places I need to go
 - Located on main thoroughfares
- Prefer the Lowry route
 - Wider road, less impact on transportation infrastructure/buildings and would be faster/more efficient
 - East of I-94 has more potential for jobs and development
 - Traffic congestion on W. Broadway is bad
 - Better serves northside neighborhoods
 - Connects to Upper Harbor Terminal
 - Less crime in this area
- Concerns about safety/crime in North Minneapolis
- Concerns that the routing will hurt small businesses
- Minimizes disruption – to residents, current traffic operations, etc.



- Would help with traffic congestion overall
- Maximizes ridership/serves more people, minimizes travel time
- Connects people to jobs; more practical route for workers
- Consider grade-separated routing (e.g., tunnel, elevated track)
- Need more information/data about projected ridership, jobs along each route, impacts, etc.

Bottineau Boulevard (County Road 81) is the proposed route for Area 2. What would you like us to consider as we develop designs?

- Ensure safe and easy access to/from stations for pedestrians, bicyclists, and those with disabilities
- Mixed feedback about amount of stations
- Consider impacts/minimize disruption to nearby communities (e.g., access, noise, pollution, gentrification, crime, etc.)
- Improve safety and cleanliness on trains/platforms
- Minimize disruption to the environment, incorporate greenspace and trees into design
- Include stations near:
 - North Memorial Hospital
 - Hyvee
 - Downtown Robbinsdale
- Have fewer traffic signals
- Consider traffic signal timing
 - For fast LRT travel times
 - For vehicle traffic crossing east-west
- Ensure stations are inviting/safe; include amenities such as heating, lighting, protection from weather
- Concerns about routing through Robbinsdale
 - Maintain small-town feel of Robbinsdale
 - Impacts to traffic, pedestrian safety, and businesses in Robbinsdale
- Consider efficiency and connections to local transit routes and multimodal systems
- Mixed feedback about traffic capacity on Co. Rd. 81
 - Dedicate less space to cars on Co. Rd. 81; allocated to pedestrians and bicyclists
 - Minimize impacts to existing traffic operations (e.g., don't reduce Co. Rd. 81 from three lanes to two lanes)
- Co. Rd. 81 needs improved pedestrian and bicycle crossing (e.g., elevated walkways, pedestrian bridges)
- Serve the most people



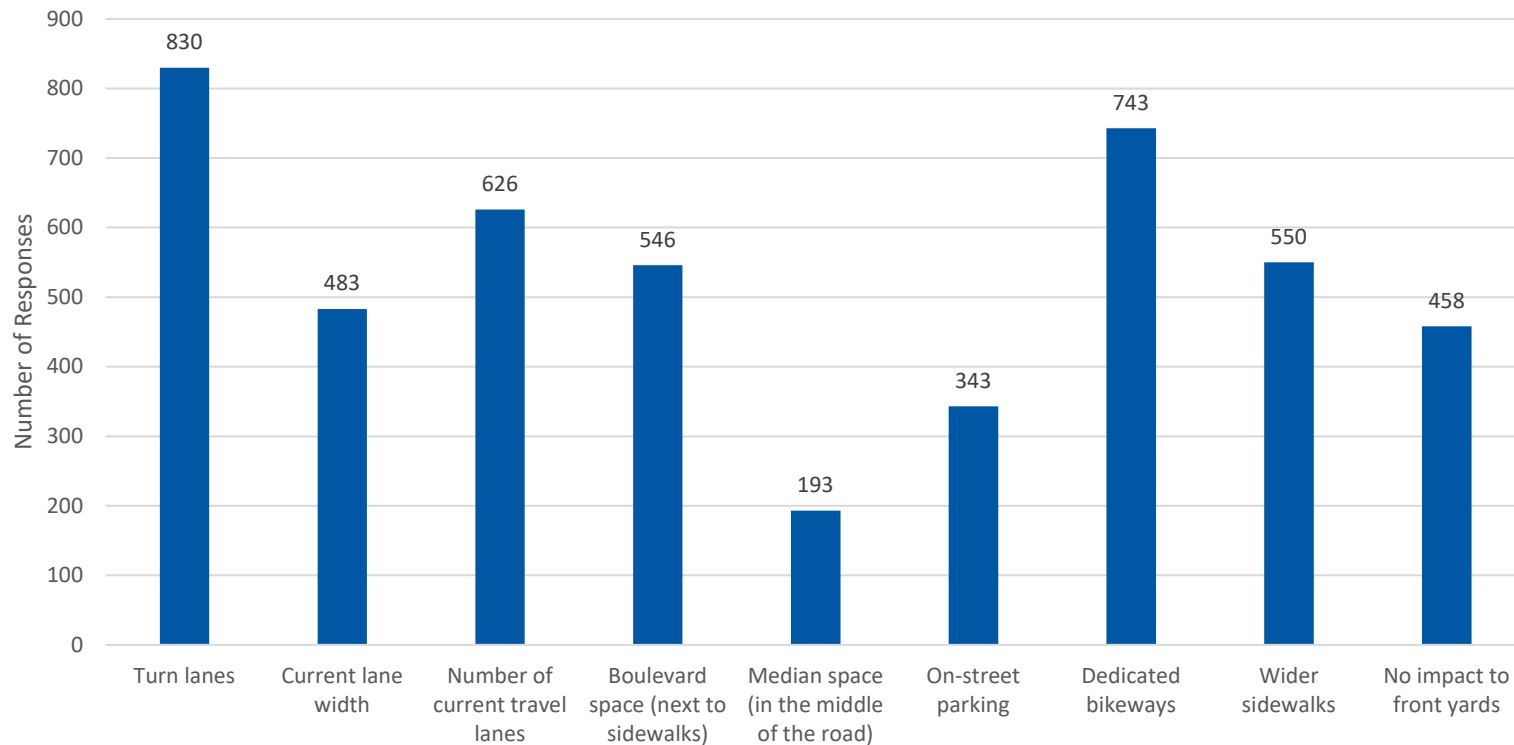
Public Engagement Report

METRO Blue Line LRT Extension (BLRT) 2021 Update

- Fast LRT travel times
- Increase frequency of trains
- Ensure preservation of/access to local businesses
- Minimize construction time
- Make it a BRT route instead
- Include parking at stations
- Not sure/don't want this project



One of the Project Principles is to avoid impacts to residential and commercial property. However, in order to make space for the tracks, current road design could be impacted. Please identify up to three elements of the road you most want to keep:



Anything else you would like us to know? (open text box)

- Provide the community with more information; better access to plans and progress
- Prioritize accessibility for those with limited mobility
- Minimize disruption to residents and local businesses
- Ensure stations are easy and safe for people to access



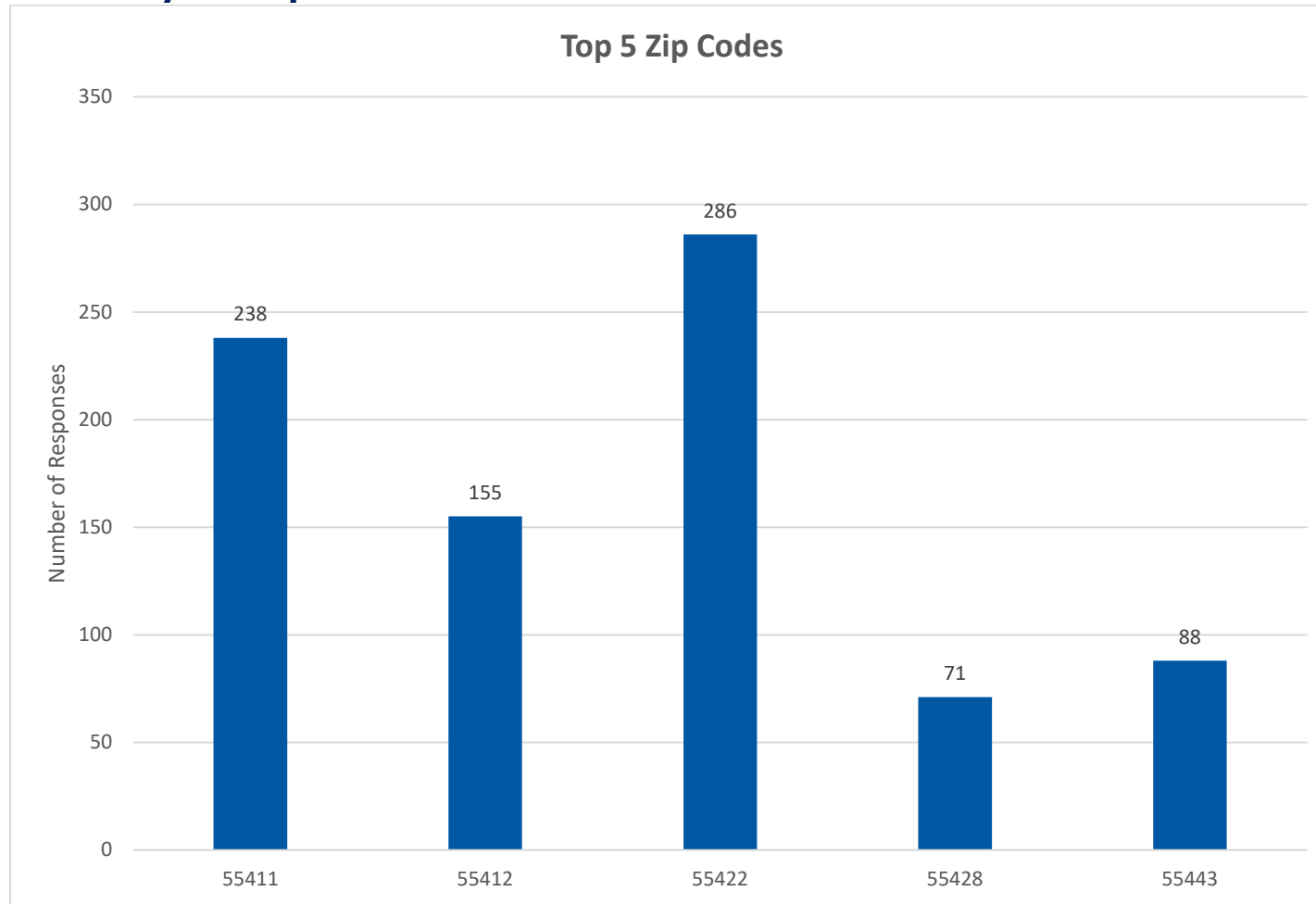
Public Engagement Report

METRO Blue Line LRT Extension (BLRT) 2021 Update

- Grade-separation (e.g., cut and cover tunnel, elevate the line)
- Calm traffic/reduce travel lanes on Bottineau Blvd; take space away from cars before pedestrians and bicyclists
- Make it safer for pedestrians and bicyclists
- Deprioritize/take space away from cars (e.g., parking, travel lanes); wide sidewalks and robust bike networks enable more people to take transit, park-and-rides and extra travel lanes aren't sustainable
- Prioritize fast travel times
- Provide places for resting (e.g., benches)
- Maintain/include greenspace; beautify/ensure spaces are welcoming
- Don't see a need for this project; not worth the money
- Concerns the project will lower property values and increase crime
- Don't want route on Co. Rd. 81; concerns about losing traffic lanes/impacts to traffic flow; will make the city less enjoyable; was recently reconstructed



What is your zip code?



Top 5 Zip Codes

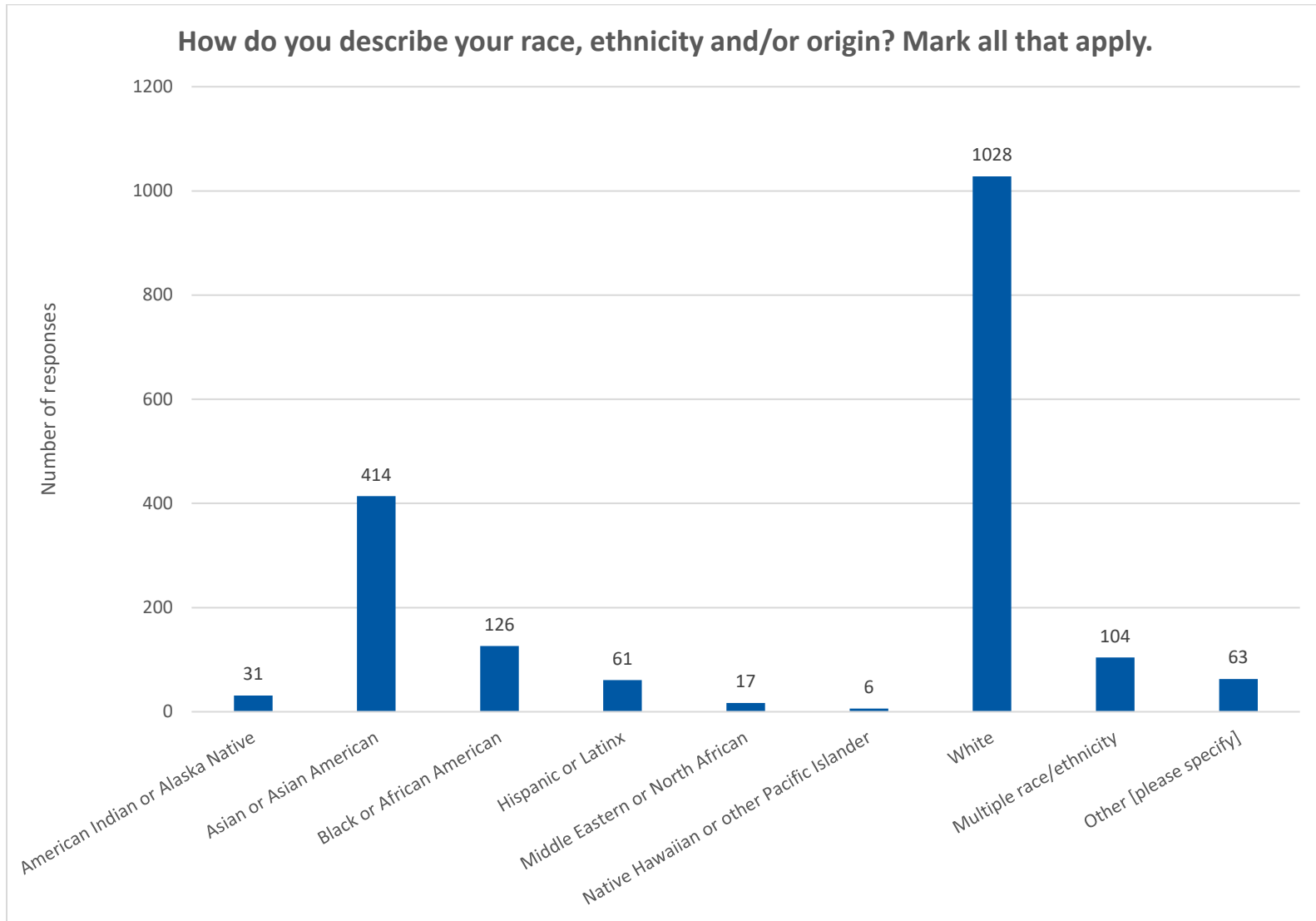
55422 – Robbinsdale, Golden Valley, Crystal

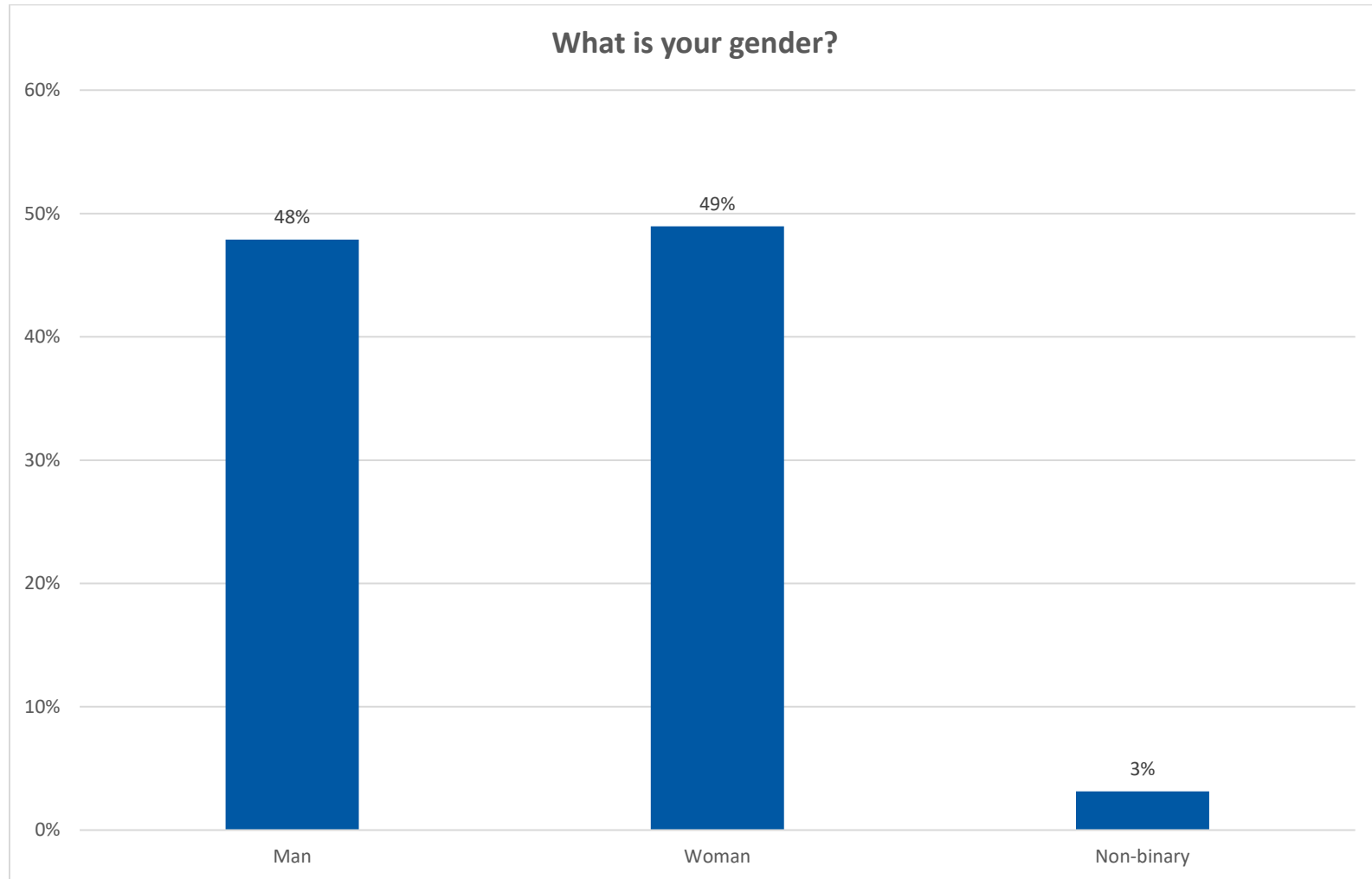
55411 – Minneapolis, Golden Valley

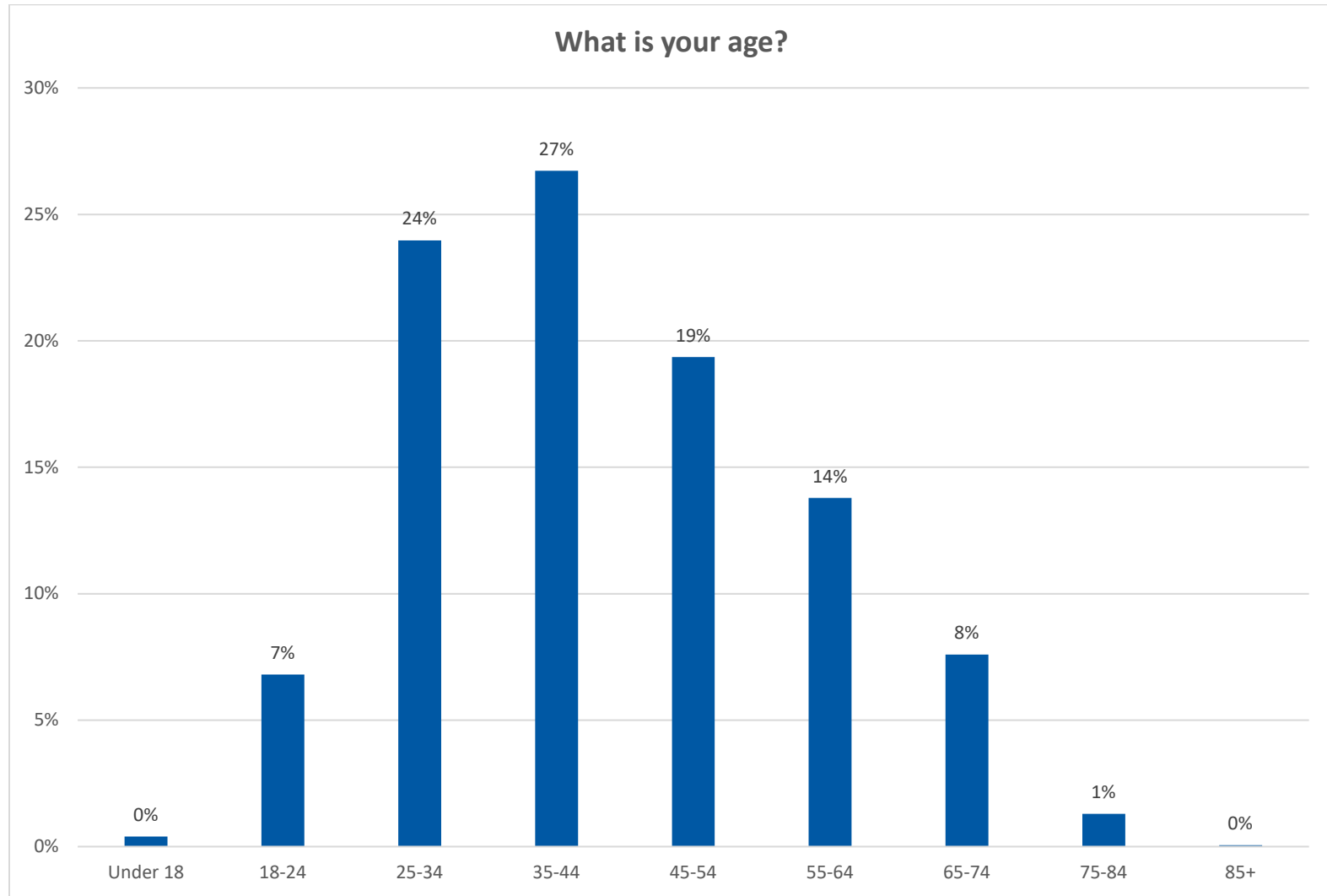
55412 – Minneapolis, Robbinsdale

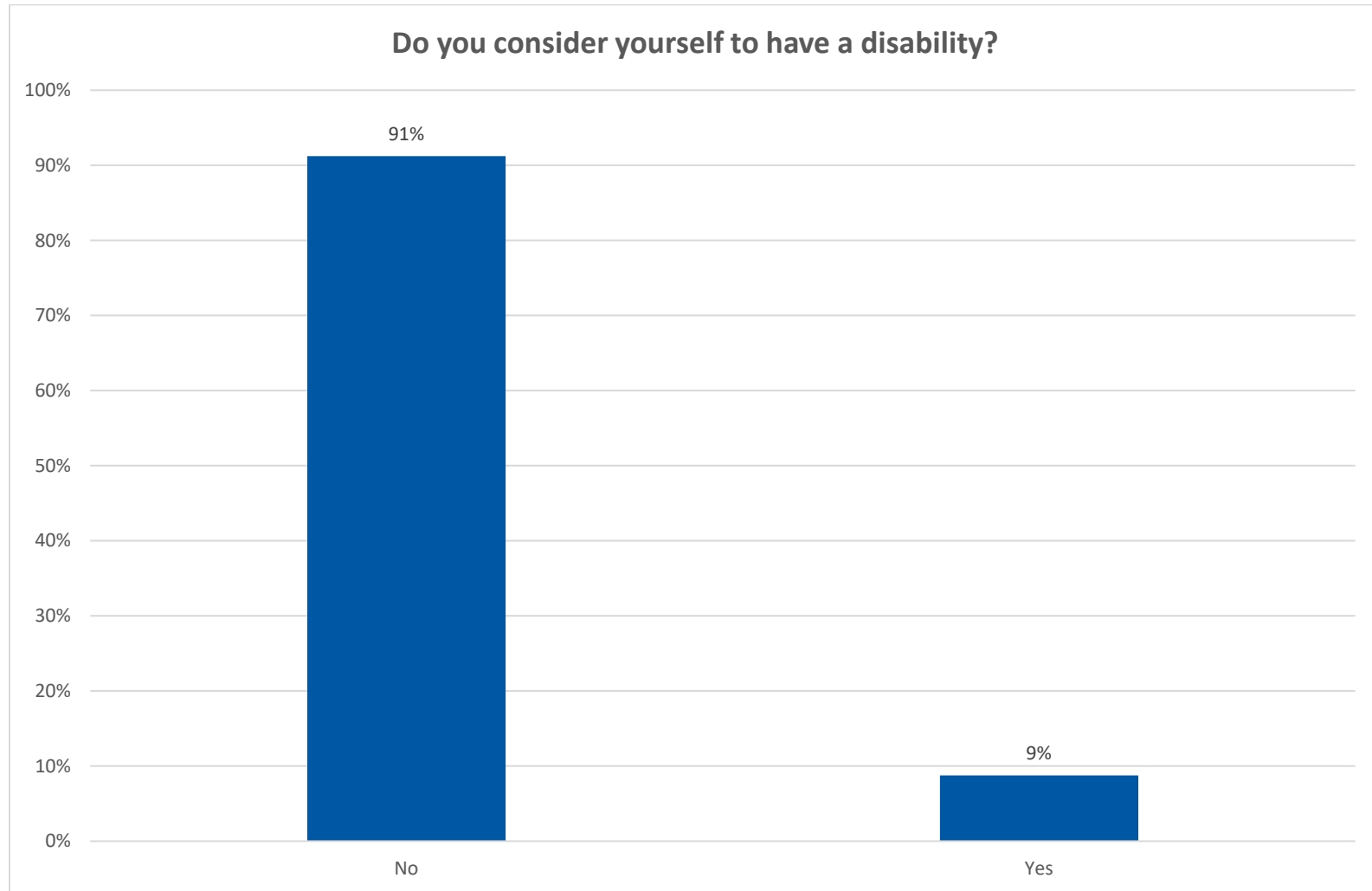
55428 – Brooklyn Park, New Hope, Crystal

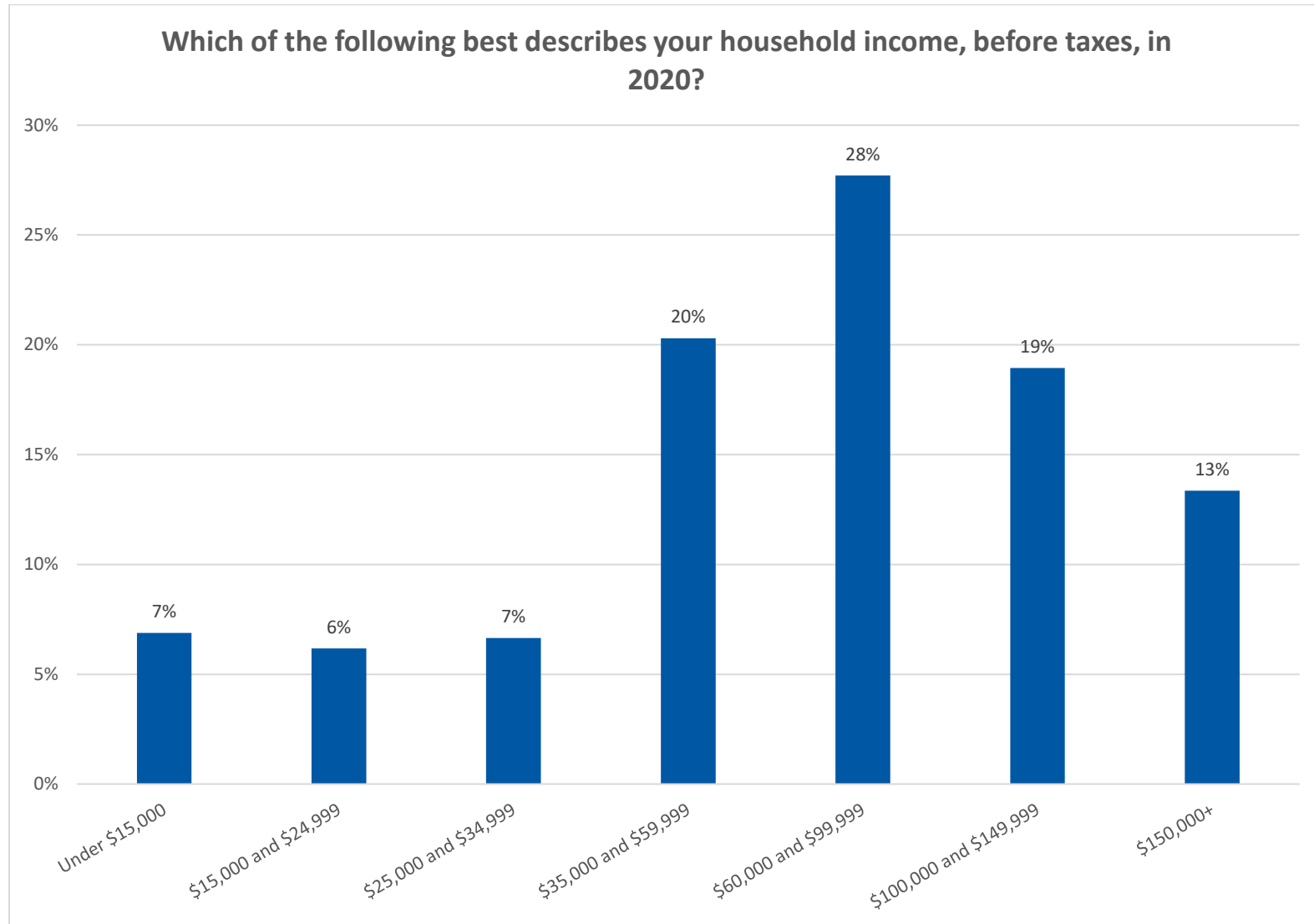
55443 – Brooklyn Park, Coon Rapids





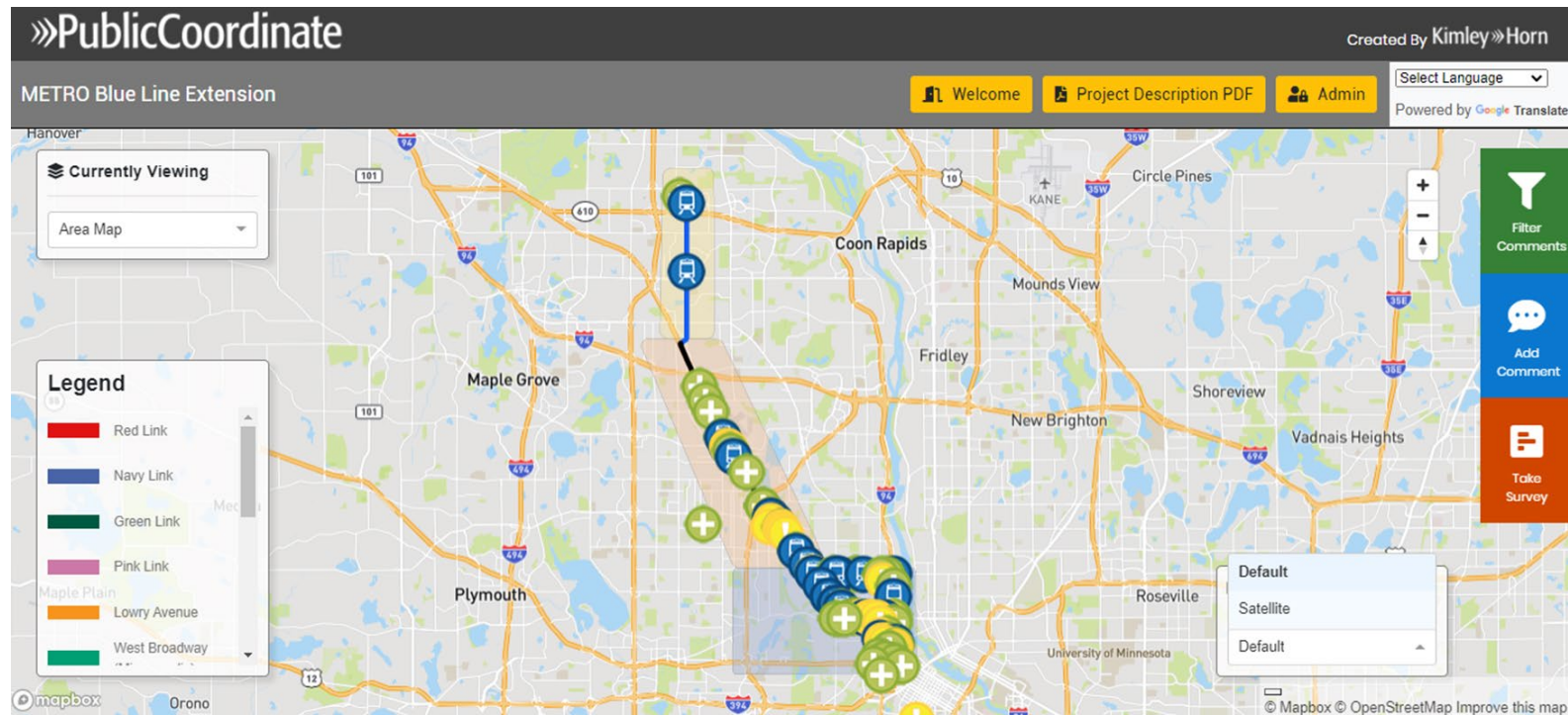








Interactive Map Comments (March – June 2021)



The interactive map asked for feedback on potential station locations and opportunities and challenges of the route options in the three project areas. As of June 1, 2021, the interactive feedback map had 482 comments. The map featured five map layers, which include:

- Area Map - All Potential Routes
- Area 1 - West Broadway in Brooklyn Park
- Area 2 - Bottineau Blvd/County Road 81
- Area 3 - Lowry Avenue & West Broadway Route Options
- Former Blue Line Extension Route



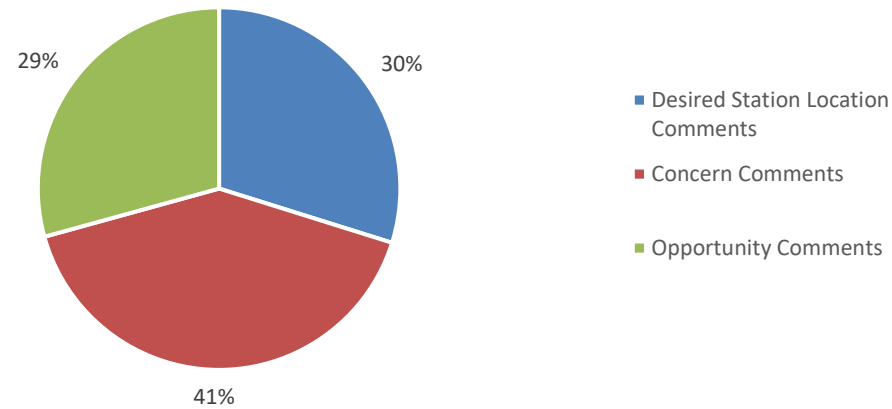
Users could select a pin and drop it on any of the five map layers in locations where they wanted to provide feedback. Pin categories included: *concern*, *opportunity*, and *desired station location*. Users could also reply to *project info* pins that featured information posted by the project team. The most commonly received feedback are summarized by map layer and pin category.

Comments by Map Layer and Pin Category

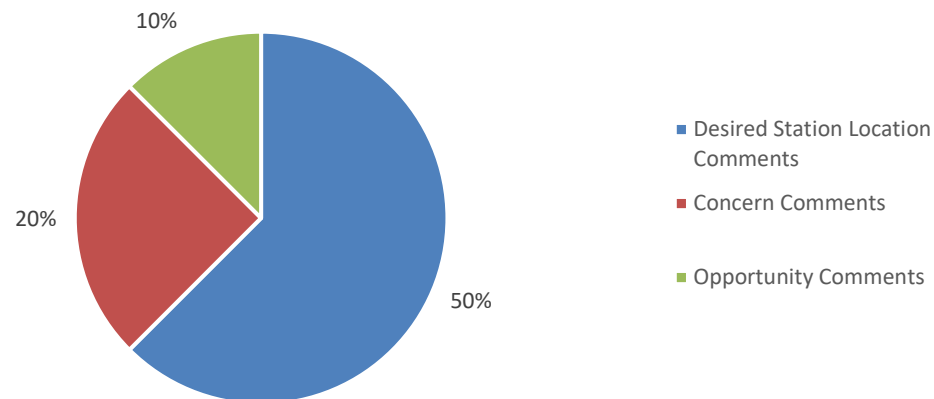
Map Layer	Total Number of Comments	Desired Station Location Comments	Concern Comments	Opportunity Comments	Responses to Project Info
Area Map	181	54	74	53	-
Area 1	10	5	2	1	2
Area 2	62	19	20	21	2
Area 3	228	57	71	100	-
Former Blue Line Extension Route	1	-	1	-	-

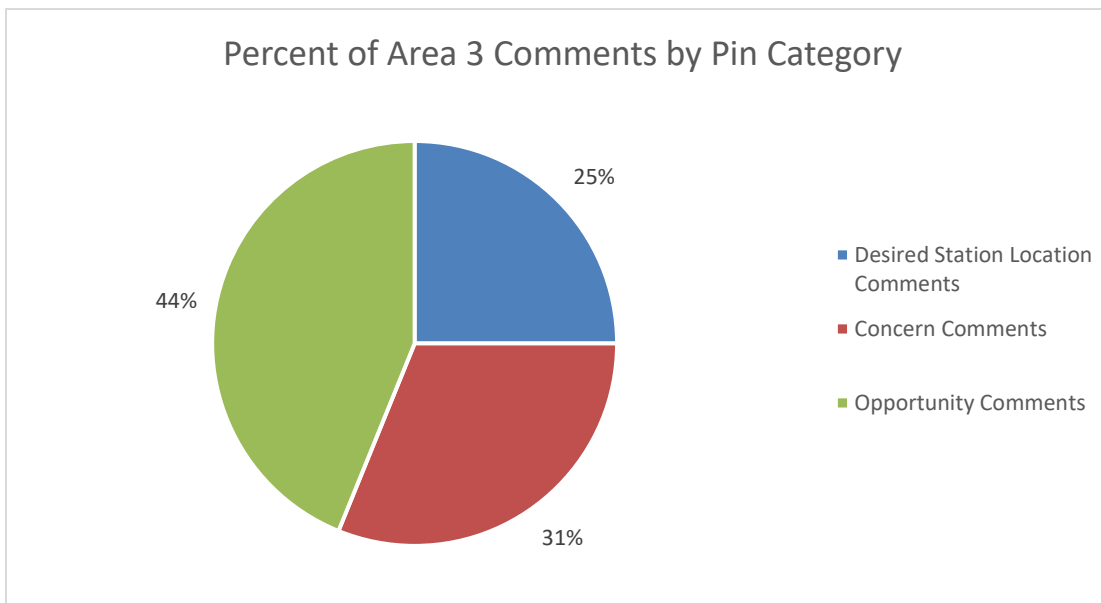
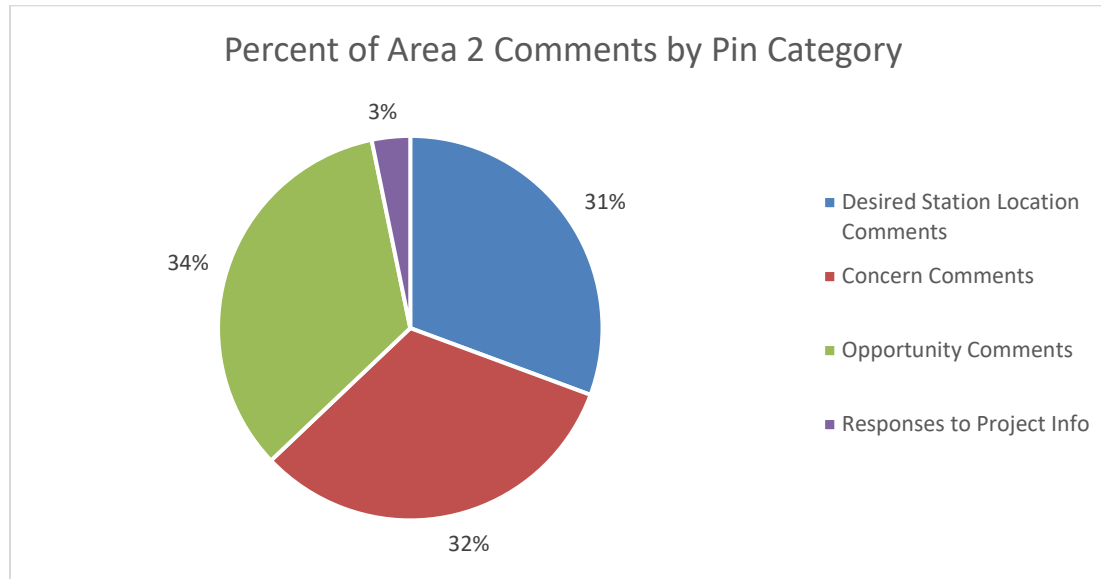


Percent of Area Map Comments by Pin Category



Percent of Area 1 Comments by Pin Category







Area Map

Comment Pin Type	Feedback
<p>Concern</p>	<ul style="list-style-type: none"> ■ Mixed feedback about losing two traffic lanes on Co. Rd. 81 between Hwy 100 and Bass Lake Rd. <ul style="list-style-type: none"> ○ Concern that reducing lanes will cause more dangerous back ups; road was recently reconstructed/expanded to 3 lanes in each direction; would be a waste of resources ○ Increasing lanes, increases demand and congestion; need to allocate space to other transportation modes besides cars ■ Need for pedestrian bridges at Bass Lake Rd. and 40th Ave N ■ Concerns about traffic back ups on Co. Rd. 81 and Lake Dr, already a very busy intersection ■ Concerns that routing on Lyndale Ave would be disruptive to residents, bringing noise, loitering, crime, etc. ■ Community-supported development on W. Broadway Ave at Aldrich, Dupont, Fremont, and Girard; ensure these developments are protected ■ Businesses on W. Broadway rely on foot traffic; ensure business access is maintained ■ W Broadway and N Logan Ave is very narrow – create transportation access without displacing businesses that are there
<p>Desired Station Location</p>	<ul style="list-style-type: none"> ■ On Co. Rd. 81 at Bass Lake Rd – close to a major shopping area and Becker Park ■ On Co. Rd. 81 at Wilshire Blvd – if bypassing Crystal, locate station here due to limited cross traffic ■ On Co. Rd. 81 at 41st Ave N – offers access to city services, downtown Robbinsdale, lessens traffic impacts on Lake Dr. ■ On Co. Rd. 81 at 36th Ave N – would serve HyVee, Lake View Terrace Park, and new apartments ■ On Co. Rd. 81 at Abbott Ave N – would serve North Memorial and HyVee Pharmacy, consider pedestrian/bike bridge over Co. Rd. 81 to connect to Crystal Lake Regional Trail ■ On Co. Rd. 81 at Oakdale Ave N – offers access to North Memorial and easy connection to the bike trail system ■ At N Penn Ave and Lowry Ave; C Line transfer opportunities, proximity to shopping, connects to Brooklyn Center



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METRO Blue Line LRT Extension (BLRT) 2021 Update

Comment Pin Type	Feedback
	<ul style="list-style-type: none"> ■ On Lowry Ave at Fremont; would serve North Regional Library, Fredrika Bremer School, So Low Grocery Outlet ■ On Lowry Ave at Washington Ave – closest proximity to Upper Harbor Terminal project ■ On Washington Ave at 26th Ave – would serve Hawthorne neighborhood, businesses east of 2nd St, connects to the 26th St bike lane ■ On Washington near N 12th Ave – provides access to the north end of existing North Loop businesses ■ On W Broadway between Emerson and Fremont - connections with the D Line, support for Breaking Bread, Sammy’s, Cookie Cart, School Admin Building ■ On W Broadway Ave at Logan Ave - serves the nearby apartment buildings, Capri Theater, high school, health/wellness businesses, and other businesses ■ On W Broadway at Penn - connects with C Line ■ On W Broadway at 26th Ave N – access from the Great Northern Greenway, serves nearby clinics ■ On W Broadway at 29th Ave N - access from homes in the "pocket" east of Sochacki Park and west of Broadway
<p>Opportunity</p>	<ul style="list-style-type: none"> ■ Have a station at the 63rd Ave Park-and-ride ■ Have a station on Co. Rd. 81 and 62nd Ave – near three parks ■ Locate near existing 63rd Ave Park and Ride; Connection of North Loop to downtown Robbinsdale ■ Have a station on Co. Rd. 81 and Crystal Airport Rd to serve Crystal Medical Center/Urgent Care and the Crystal Airport ■ Consider a pedestrian/bike overpass at Co. Rd. 81 ■ Like the routing that goes through the North Loop because it goes through densely populated area currently underserved by transit, would spur development ■ Like the Navy Link because this section of the city is currently underutilized and could spur development



Area 1

Comment Pin Type	Feedback
Concern	<ul style="list-style-type: none"> ■ Area 1 is located near residences, businesses, schools, etc. Minimize noise and vibration impacts along this stretch.
Desired Station Location	<ul style="list-style-type: none"> ■ (near Dragon Star Supermarket Grocery Store) Need a stop here to serve the Asian community ■ 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	<ul style="list-style-type: none"> ■ (near Minnetonka Ave N and Rush Creek Regional Trail) Consider safe bicycle connections and amenities
Project Info	<ul style="list-style-type: none"> ■ 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

Comment Pin Type	Feedback
Concern	<ul style="list-style-type: none"> ■ 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 <ul style="list-style-type: none"> ○ Routing on Co. Rd. 81 misses much of the business district in Crystal; should continue on W Broadway after downtown Robbinsdale. ○ Co. Rd. 81 is designed for high-speed auto travel, causing concerns for access, user experience, and transit oriented development ■ Need for parking near rail stations
Desired Station Location	<ul style="list-style-type: none"> ■ Maintain a station at 63rd Ave Park-and-ride ■ Consider a station at 51st Ave to allow access to those living between the freight rail to the north and the highway to the south



Public Engagement Report

METRO Blue Line LRT Extension (BLRT) 2021 Update

Comment Pin Type	Feedback
	<ul style="list-style-type: none"> ■ Should locate station of the west side of Co. Rd. 81 to be located as close to central downtown Robbinsdale as possible (near Lake Dr and Co. Rd. 81) ■ Need a station at North Memorial Hospital
Opportunity	<ul style="list-style-type: none"> ■ Should provide access to the Crystal business district by routing on W Broadway after downtown Robbinsdale ■ Add a stop at the Crystal minor district (at 42nd and Douglas) features services like a library, city hall, grocery store, and local businesses ■ (near Ace Hardware on W Broadway) Create a pedestrian alley/welcome walkway to "Main St" Robbinsdale a.k.a W. Broadway Ave from Co. Rd. 81 ■ 36th Ave and Co. Rd. 81 is a good location for a station with the access to everyday places people need to go such as the grocery store, North Memorial offices, and new residential units
Project Info	<ul style="list-style-type: none"> ■ Access to Crystal Business district

Area 3

Comment Pin Type	Feedback
Concern	<ul style="list-style-type: none"> ■ Mixed feedback about routing on N Washington Ave <ul style="list-style-type: none"> ○ Don't like routing on Washington Ave because it's mostly industrial and highway, wouldn't serve lower income and BIPOC communities on west side of the freeway, freeway adjacent routing is bad for ridership and lengthens the route/travel time ○ Like routing on Washington Ave 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 <ul style="list-style-type: none"> ○ Don't like the Red Link 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 for leisure/employment



Public Engagement Report

METRO Blue Line LRT Extension (BLRT) 2021 Update

Comment Pin Type	Feedback
	<ul style="list-style-type: none"> ○ Other Red Link considerations: 10th St is narrow and primary fire truck route ■ Ensure community assets are maintained (e.g., Cub Food and Walgreens on Lyndale/Broadway) ■ Mixed feedback about routes on Lyndale Ave <ul style="list-style-type: none"> ○ Dislike these routes because it cuts through a residential neighborhood, would be disruptive to the people that live there ○ Like these routes because it increases transit access for all, particularly low-income and BIPOC renters, and boosts property values for homeowners ■ Concerns about pedestrians having to cross the street in places with no crosswalk ■ Mixed feedback about routing on W Broadway <ul style="list-style-type: none"> ○ Property acquisition/widening is limited on Broadway, would likely need to eliminate parking and reconfigure the street ○ Consider a tunnel under W Broadway ■ Mixed feedback about Navy Link: <ul style="list-style-type: none"> ○ Concerns that the train will get held up at long traffic signals (e.g., at I-94); should be given signal priority ○ The area is hostile to pedestrians (e.g., wide road and freeway access) ○ This link would serve many transit users and lower-income folks that need access in Heritage Park and surrounding neighborhoods ■ Need to address the Olson Memorial Hwy and I-94 intersection; very dangerous
Desired Station Location	<ul style="list-style-type: none"> ■ Near North Memorial Medical Center; need a station that is immediately accessible to the hospital ■ Near the grocery store and apartments at 36th Ave N and Co. Rd. 81 ■ At N Penn Ave and Lowry Ave; C Line transfer opportunities connecting north through Camden to Brooklyn Center ■ On Lowry Ave between Emerson and Fremont; would connect to D Line, local businesses, and the library ■ On Washington Ave north of W Broadway ■ On Washington Ave at N 15th Ave; station here would accelerate development ■ On Washington Ave between 10th and Plymouth – generate high ridership/cost-effectiveness; allows for transfers from buses on Washington and Plymouth;



Public Engagement Report

METRO Blue Line LRT Extension (BLRT) 2021 Update

Comment Pin Type	Feedback
	<p>connection to the Plymouth bikeway; good station spacing, serves offices, industrial jobs, and residences</p> <ul style="list-style-type: none"> ■ At N 7th St and Lyndale; provides transit access to lower-income and public housing residents of Heritage Park; would connect citywide magnet schools to public transit; would serve same area that the Van White station would've served ■ At Plymouth and Lyndale; with route 7 running on Plymouth, a station here would serve the Minneapolis School Nutrition Center and would provide much needed connections ■ Near Cub Foods on W Broadway ■ On W Broadway between Emerson and Fremont to allow for connections with the D Line ■ On W Broadway at Knox Ave to serve the park and water park ■ On W Broadway Ave at Logan Ave to serve the nearby apartment buildings ■ On W Broadway at Penn Ave to provide connection to the C Line
<p>Opportunity</p>	<ul style="list-style-type: none"> ■ Tunnel under heart of W Broadway (Cub Foods to Humboldt, preferably Penn) <ul style="list-style-type: none"> ○ Ensures the street remains walkable and businesses aren't negatively impacted ○ Transit will be fast and reliable ○ Consider using the parking lots near Broadway/Lyndale as an opportunity to drop the line underground with stations in an "open cut" tunnel ■ Consider routing up Lyndale to Lowry, resulting in all three major east-west corridors being served: Plymouth, Broadway, and Lowry. ■ Consider closing N 26th Ave to private automobiles; a viable way to connect across the North Side. It would provide transit, bike, and pedestrian connection as the Great Northern Greenway and connections to the C and D Lines and transit on W. Broadway. It would be less redundant with the proposed West Broadway aBRT line and could compliment that route: allowing the aBRT to serve the businesses district with more frequent stop spacing than an LRT and less negative potential impact on the street design of W. Broadway. ■ Potential to use the rail corridor near N 2nd St and 26th Ave ■ The Lyndale Ave route has more value to the Northside than running along the highway or in the North Loop area



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METRO Blue Line LRT Extension (BLRT) 2021 Update

Comment Pin Type	Feedback
	<ul style="list-style-type: none"> ■ 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 ■ Mixed feedback about the Red Link <ul style="list-style-type: none"> ○ Like the Red Link because it would begin as an elevated track and would not be held at stop lights (as compared to the surface level route on 7th); connects to the North loop ○ Dislike the Red Link because it doesn't serve the existing BIPOC and low-income residents west of the freeway; area east of the freeway will develop naturally; need equitable access to transit ■ Station (near Washington Ave and 10th Ave) gives south Minneapolis residents along Hiawatha a fast one-seat ride to the northern North Loop, and vice-versa, connects the northern North Loop and Plymouth corridor to south Minneapolis and the airport ■ Opportunity to remove and/or repurpose the I-94 on/off ramp viaduct

Former LRT Route

Comment Pin Type	Feedback
Concern	<ul style="list-style-type: none"> ■ Location of this line should go back to the original rail right-of-way; concern that new routes will divide and destroy the streetscape

General Comments

As of May 10, 2021, we've received 22 general comments.



Online Comment Form Comments

- Concerns about cost-effectiveness of LRT, consider cheaper alternatives like BRT instead
- Worried that routing down W. Broadway will hurt businesses that are already struggling due to COVID-19 pandemic, looting, etc.
- Concerns that LRT is unsafe – brings crime, has killed pedestrians
- Consider a tunnel between Target Field and W. Broadway
- Don't prioritize cars
- Build the route through North Minneapolis, improving transit access/transportation options for lower-income and marginalized groups
- Push for rent-control and other anti-displacement strategies
- Consider Washington/Lowry route over the Broadway route – may incentive the City to re-zone the riverfront to be commercial/residential rather than industrial
- Need more detail/information on the Area 3 options
- Return to the original route on BNSF right-of-way

Email/Phone Comments

- Think the BNSF rail route is the best option
 - Midpoint (east/west) through Robbinsdale
 - Would have provided little disruption to Robbinsdale neighborhoods, cost efficient/timely transport, and improvements to downtown Robbinsdale businesses
 - If BNSF rail route isn't an option, the line needs to go underground in Robbinsdale
- Don't support routing on Co. Rd. 81
 - Feelings that the project team is rushing to find a new route without the same vetting as before and that the Co. Rd. 81 route would have a long-lasting negative impact on Robbinsdale
 - Co. Rd. 81 already divides Robbinsdale; adding LRT would make it even more divided/unsafe for pedestrians and vehicles to cross and would reduce number of travel lanes (undoing the recent work the County did to this road)
 - Would like to see cost analysis, ridership data, etc. justifying Co. Rd. 81 route
 - The pandemic has shifted travel patterns and lowered transit ridership, should explore BRT until travel patterns can be reliably evaluated
 - Instead consider alternative routing that would generate higher ridership (e.g., on Penn Ave and then to Osseo Rd/Brooklyn Blvd.; Hwy 55 to Hwy 100 to Shingle Creek.; Hwy 55 to Penn Ave to Lowry to Hwy 100 to Shingle Creek)
- Include stations by North Memorial Hospital and Robbinsdale



- Favor route on Washington to Lowery to Robbinsdale
 - Washington Ave is wide, less disruption to residents/businesses
 - Would increase ridership, connect people to jobs, spur development
 - Lowry is in the middle of Minneapolis, quicker access to downtown
 - Access to Upper Harbor Terminal
 - Concerns about safety on W. Broadway route
- Consider a park-and-ride that enables residents living north of Minneapolis (going north of I-94/Hwy 252) to park and connect to BLRT to go downtown
- Favor route on W. Broadway
 - Serves more transit-reliant communities
 - Consider stops at Plymouth and Lyndale
- Balance the need to provide LRT access to the northside and protect existing residents/businesses from disruption and gentrification
 - While Broadway would be great for access, concern that, with limited right-of-way, it would be horrible for disruption, displacement, and gentrification
 - Lowry has much more consistently wide right-of-way, but would not serve existing residents on west side of I-94 well
 - Consider routing orange link (Lowry Ave route) on the flat space on the east side of 3rd Street (along the west side of I-94)
 - Neighborhood disruption and environmental impacts would be minimal; would serve future redevelopment between I-94 and the river
 - A station at 26th Ave would offer great pedestrian/bike access to neighborhoods on the north side
- Favor the Navy Link – North Loop resident have a 10 minute walk to Target Field Station
- Consider tunnel through North Minneapolis
 - A tunnel is the most realistic/beneficial option; have built tunnels previously for Blue Line at the airport and now for SWLRT
 - Lowry and W. Broadway aren't very wide, sacrifices (e.g., reducing travel lanes, street parking, sidewalk widths) would need to occur to make at-grade alignment work
 - Reduces pedestrian and car conflict
 - Increases speed and reliability of transit
- Favor combination of Navy and Green Links
 - Builds ridership through visibility (not enough visibility through area east of Washington Ave or along 3rd and 4th St ramps)
 - Not many boardings, would increase travel time
 - Transit investment has favored other parts of the city, put it on “our main street”
 - Use existing wide streets like 7th St and Lyndale, avoiding the need for expensive new bridges and elevated tracks



- Consider a “Sumner-Lyndale” link that routes from Target Field Station on Olson Memorial Hwy to I-94 and up Lyndale Ave then continues onto W. Broadway route
 - Include pedestrian bridge over I-94 between 7th St and Olson Memorial Hwy; existing bridges are dangerous for pedestrians
- Consider making the transitway environmentally conscious (e.g., adding vegetation, bushes, natural barriers around the track instead of concrete)

Public Meeting Questions and Comments

Common Questions/Responses

- How will homes be impacted? Will eminent domain be used?
 - Green Link along Lyndale – access would be maintained
 - W. Broadway in Brooklyn Park – plan is to reconstruct all of W. Broadway. Plans for that area are complete and right-of-way acquisition has already occurred
 - Co. Rd. 81 – the design is still in progress, eminent domain may be used as a tool to support transit development
- How do you choose/narrow down the choices of routes/where structures go?
 - There are many considerations for access including transit plans on 94 and other parts of the corridor. There are a lot of people who will need to provide input, including other government agencies and the community.
- Considering elevated track or tunnels on West Broadway?
 - At-grade routing is the first design that has been reviewed. If one of these routes rises to the top, then some of these other questions about elevation and tunneling would be examined further.
- How does funding work? What is the project cost/how do we keep project costs low?
 - The previous project was a 1.53-billion-dollar project. It was funded over 50% by local sources. If the project had moved forward, it would have had a federal match for the rest. The project costs will need to be recalculated. Those sources will need to be replenished. The local funding comes first, then the federal funding. The federal dollars come sometimes, after construction starts, like with Southwest. The local funding sources include sales and use tax dollars. There are only a few projects that can be used for that. The federal new starts are the program that has funded past projects. We have had success in that program in the past. This project meets the criteria from the new administration. It is not all secured but on its way.
 - We'll work in the current best practices and laws in the U.S. will allow us to pick a delivery method and construction methodology. That'll allow us to keep costs as low as possible.
- What are the logistics of BLRT operations? And how will BLRT connect with existing service?
 - As project develops, connections from BLRT to local bus routes will be reviewed
 - The route would operate much like Blue Line does today. Will be able to provide more specifics closer to opening day.
- Who will benefit from this light rail project? Is there data to show the benefits of light rail?
 - This route is not a commuter line, but is also about serving local and regional connections



- University of Minnesota has data/research around light rail increasing property values.
- Are you considering BRT instead?
 - The reason we previously chose LRT for the Blue Line Extension and did not consider BRT – 1 the ridership levels were high enough to justify the additional cost of building a LRT system because Blue and Green Lines were in place. 2 – because of the headways associated with LRT (how often it would run), the number of buses to run into downtown would be high and would mess up other bus operations in downtown. It is what the community has wanted.

Advisory Committee Meeting Comments

The BLRT advisory committees, the Business Advisory Committee (BAC), Community Advisor Committee (CAC), Corridor Management Committee (CMC), and Technical Project Advisory Committee (TPAC) have provided key input throughout the new route selection process. In monthly meetings since the route release, the committees have weighed in with technical questions regarding light rail design and development, process considerations for how routes will be evaluated, and broader community concerns regarding positive and negative impacts.

Key questions and takeaways:

Design and Development

- The design team should consider all viable options for light rail development including exploring options for elevated and below-ground rail, exploring a variety of platform styles and placement options (side-running versus center-running rail).
- The public as a whole needs more information on how design decisions are made for example, how do you determine a bridge or other structure is needed? Is cost the primary factor?

Process Considerations

- The committees shared a commitment with the project team to gain as much public input as possible. They shared important community groups and key stakeholders that need to be approached for input. They helped host community meetings to help amplify community voices and share information. They engaged with the public in social media to gather more questions and share information about the process.
- The committees helped revise the project evaluation framework, sharing input on the goals and priorities of the project.
- They shared important questions around process including the need for clarity around how the routes will be evaluated and what considerations make the project a successful candidate for federal funding.



Community Benefits and Impacts

- The committees shared a clear commitment to Anti-Displacement efforts as part of the project. They elevated concerns from community about light rail causing development pressures that could increase a lack of affordability for existing residents and businesses. They shared concerns for direct impacts in terms of businesses and homes being taken for light rail development and construction impacts that may create difficult conditions for corridor businesses.
- As a result of input, the project developed a plan for an Anti-Displacement working group, and the advisory committees shared essential information about who should lead that effort, the timing of that process and outcomes desired.
- The committees asked for more information about the benefits of light rail for community including economic benefits, station area improvements and placemaking opportunities.
- They shared a need for more information about past light rail development and positive and negative impacts for those corridor residents and businesses.