

WELCOME

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

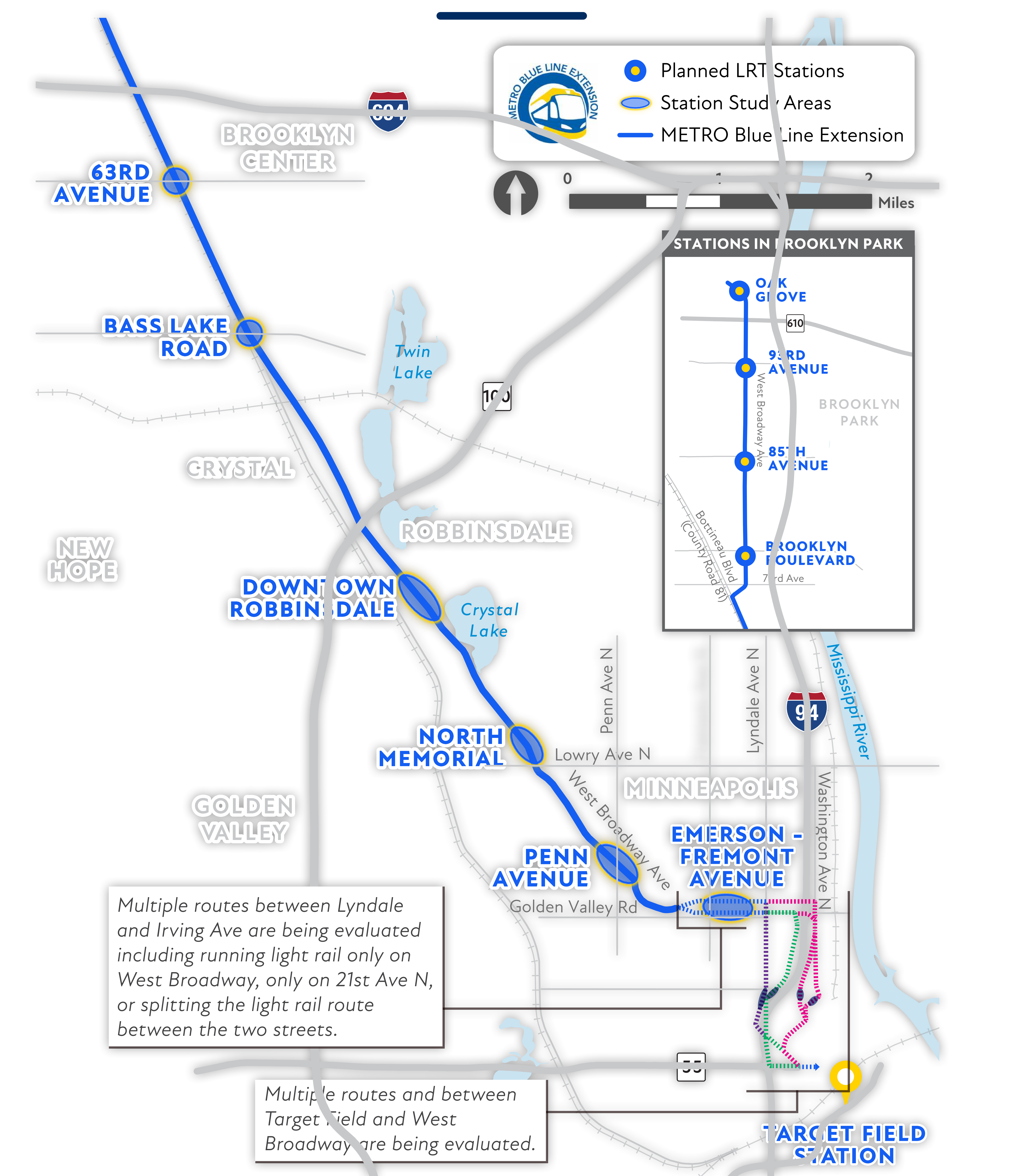


METRO BLUE LINE EXTENSION



ROUTES FOR CONSIDERATION

Since July 2022, the project team has been exploring multiple options for the route between Target Field Station and West Broadway and between Lyndale Avenue and Irving Avenue in Minneapolis. The routes evaluated represent the best options to extend the METRO Blue Line Extension based on community input, technical considerations and past project work.



ANTI-DISPLACEMENT

What we've heard

From our engagement efforts, the greatest concern we heard is displacement impacts associated with the project.



Our Commitments to the Community

Metropolitan Council, Hennepin County, and cities along the corridor are committed to:

- Implementing a comprehensive and innovative set of strategies to prevent multiple forms of displacement
- Maximizing community benefits
- Centering community voices
- Building on, supporting, and protecting existing community assets
- Providing more opportunities for equitable housing, employment, business development, cultural experiences, and other activities of daily life



Our Actions

- In March 2022, the Center for Urban and Regional Affairs (CURA) brought together a diverse Anti-Displacement Workgroup with seats for agency and community partners to begin developing Anti-Displacement initiatives.
- The Anti-Displacement Workgroup is centering its work around four day-long workshops between May 2022 and February 2023 on the following topics: lessons from the existing Blue and Green lines (including Blue Line Extension planning), housing and cultural displacement, business displacement, and finalizing recommendations.
- CURA will provide recommendations that address potential displacement of residents and commercial businesses that may occur during planning, construction and after the line is completed, as well as provide a report and new research on the topic.

Anti-Displacement Work Group

Work group consist of approximately 21 members:

- 6 government representatives
- 6 community members affiliated with organizations businesses
- 6 non-affiliated community members
- 3 philanthropic organization representatives

For more information about this work, including meetings and other resources, visit: mybluelineext.org/anti-displacement.



METRO BLUE LINE EXTENSION



SCHEDULE



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

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



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:

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



@BlueLineExt



@Blue_Line_Extension



@METROBlueLineExtension



METRO BLUE LINE EXTENSION



WEST BROADWAY AVE BETWEEN LYNDALE AND IRVING AVE

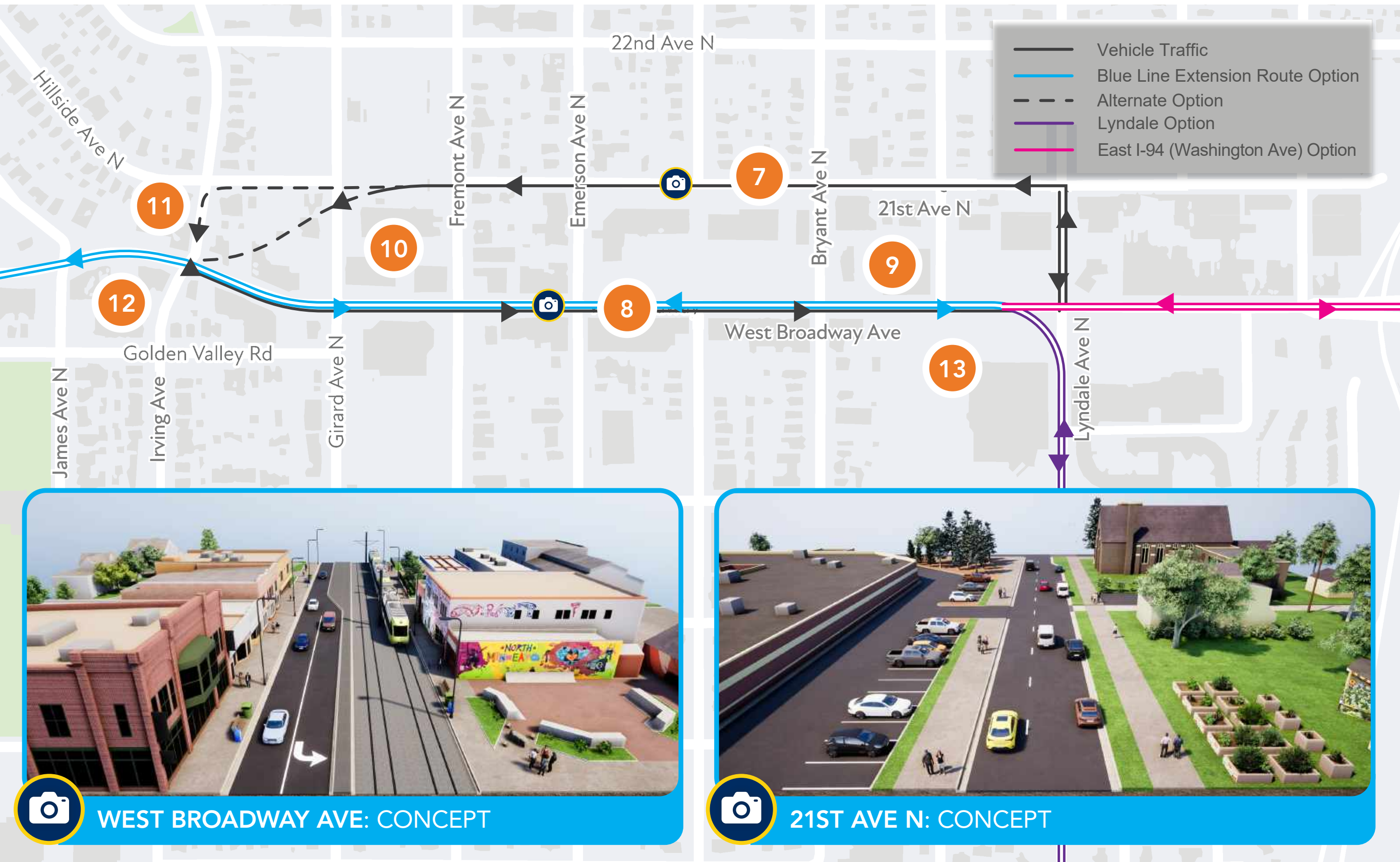
OPTION A: This option shows light rail and two lanes of traffic on West Broadway. The addition of required stations and turn lanes create significant property impacts with this option.



- 1 Property impacts required on the north side of West Broadway and on both sides west of Girard Avenue. A few full acquisitions required
- 2 No permanent impacts to traffic operations on 21st Avenue
- 3 Station centrally located promotes access to existing and future businesses
- 4 Roadway space rebalanced for pedestrian and transit
- 5 Property impacts due to wide overall cross-section
- 6 Two-way vehicular access remains on West Broadway

Place your comments here

OPTION B: This option shows side-running light rail on West Broadway. Traffic is split with one lane on West Broadway and two lanes on 21st Avenue N.



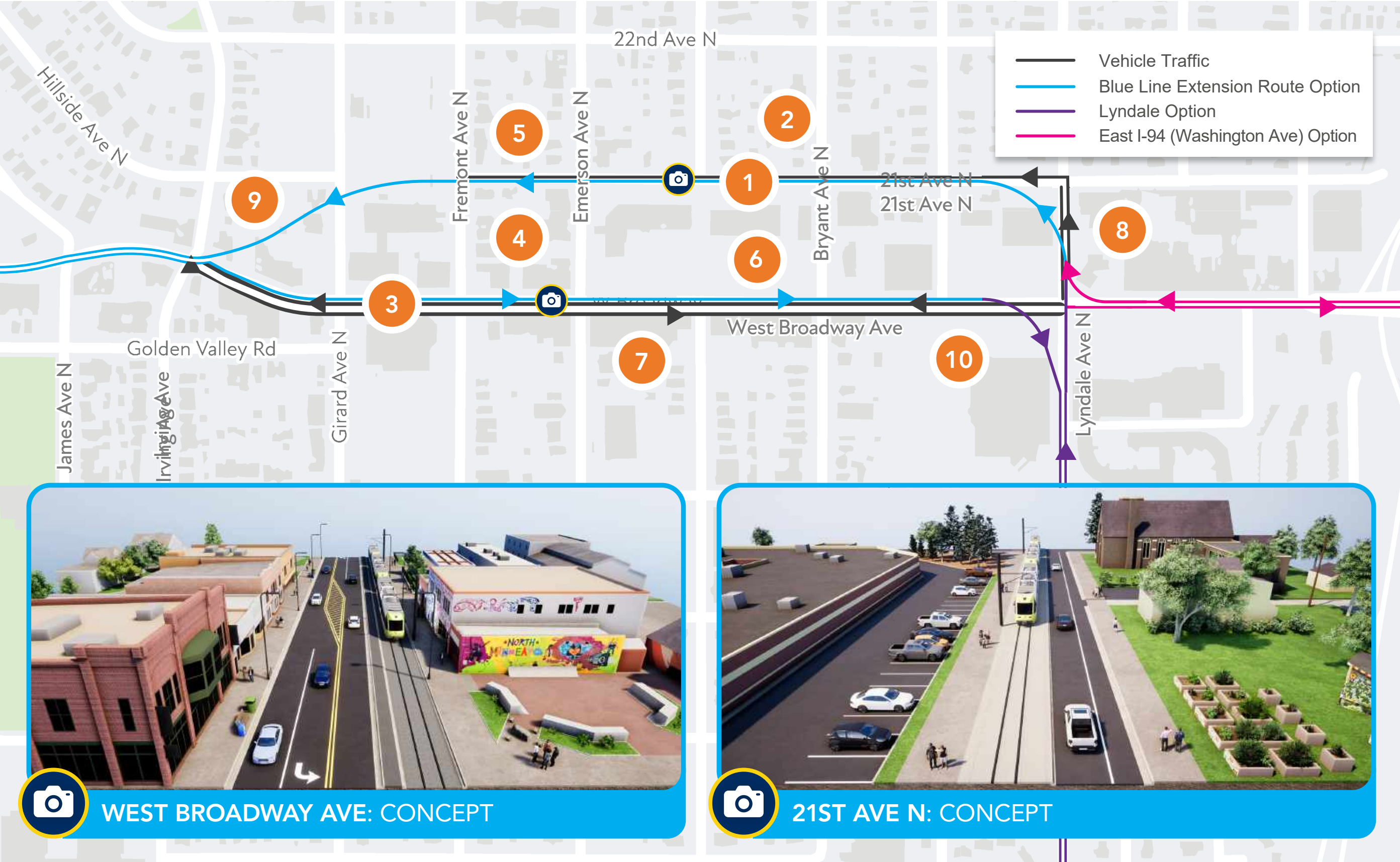
- 7 Change to one-way traffic on West Broadway and 21st Avenue
- 8 Westbound vehicular access removed from West Broadway
- 9 Access to businesses and cross streets impacted on both 21st and West Broadway
- 10 Separates the Minneapolis Public Schools Office building from parking lot (pedestrian access will be maintained)
- 11 New roadway connection required on the west side near Irving Avenue
- 12 Property Impacts due to wide overall cross section at tie in and connection of westbound vehicular traffic to West Broadway
- 13 Roadway space rebalanced for pedestrian and transit

Place your comments here



WEST BROADWAY AVE BETWEEN LYNDALE AND IRVING AVE

OPTION C: This option shows side-running light rail and traffic split between West Broadway and 21st Avenue N.



- 1 Westbound light rail alignment and station on 21st Avenue
- 2 Traffic on 21st Avenue changed to one-way operations
- 3 Two-way vehicular access remains on West Broadway
- 4 Station split creates concerns for transit effectiveness and overall walkability
- 5 Separates the Minneapolis Public Schools Office building from parking lot
- 6 Creates barriers to business access on the north side of West Broadway
- 7 Creates space for pedestrians and green infrastructure
- 8 Impacts building and parking lot to accommodate light rail curve
- 9 Property impacts where light rail travels back to West Broadway
- 10 Roadway space rebalanced for pedestrian and transit

Place your comments here

OPTION D: This option shows light rail only on 21st Avenue N and four lanes of traffic on West Broadway (as it exists today).



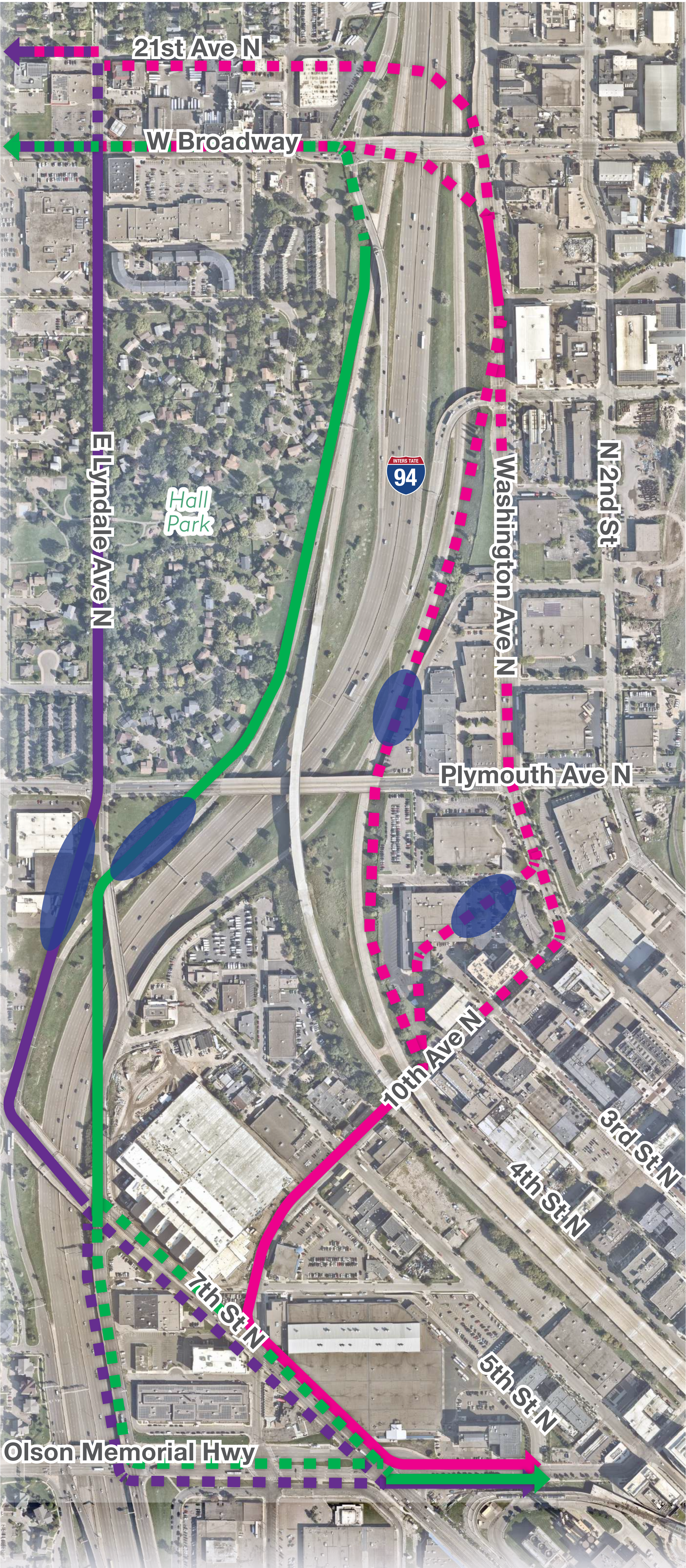
- 11 Light rail only on 21st Avenue with no vehicular access
- 12 Station is close to central location and serves project goals
- 13 Impacts building and parking lot to accommodate light rail curve
- 14 Access to businesses and cross streets impacted on both 21st Avenue and West Broadway
- 15 General concern that station is not highly visible from West Broadway
- 16 Property impacts where light rail travels back to West Broadway
- 17 Creates space for pedestrians and green infrastructure.
- 18 Less impacts to West Broadway
- 19 Separates the Minneapolis Public Schools Office building from parking lot

Place your comments here



EXPLORATION OF OPTIONS

TARGET FIELD STATION TO WEST BROADWAY



Which route option do you want to see advance from Target Field Station to West Broadway in Minneapolis?

☐ Lyndale Avenue
(recommended route from the Route Modification Study)

Place your sticker here

☐ East I-94 (Washington Avenue)

Place your sticker here

☐ West I-94
(not recommended to move forward)

Place your sticker here

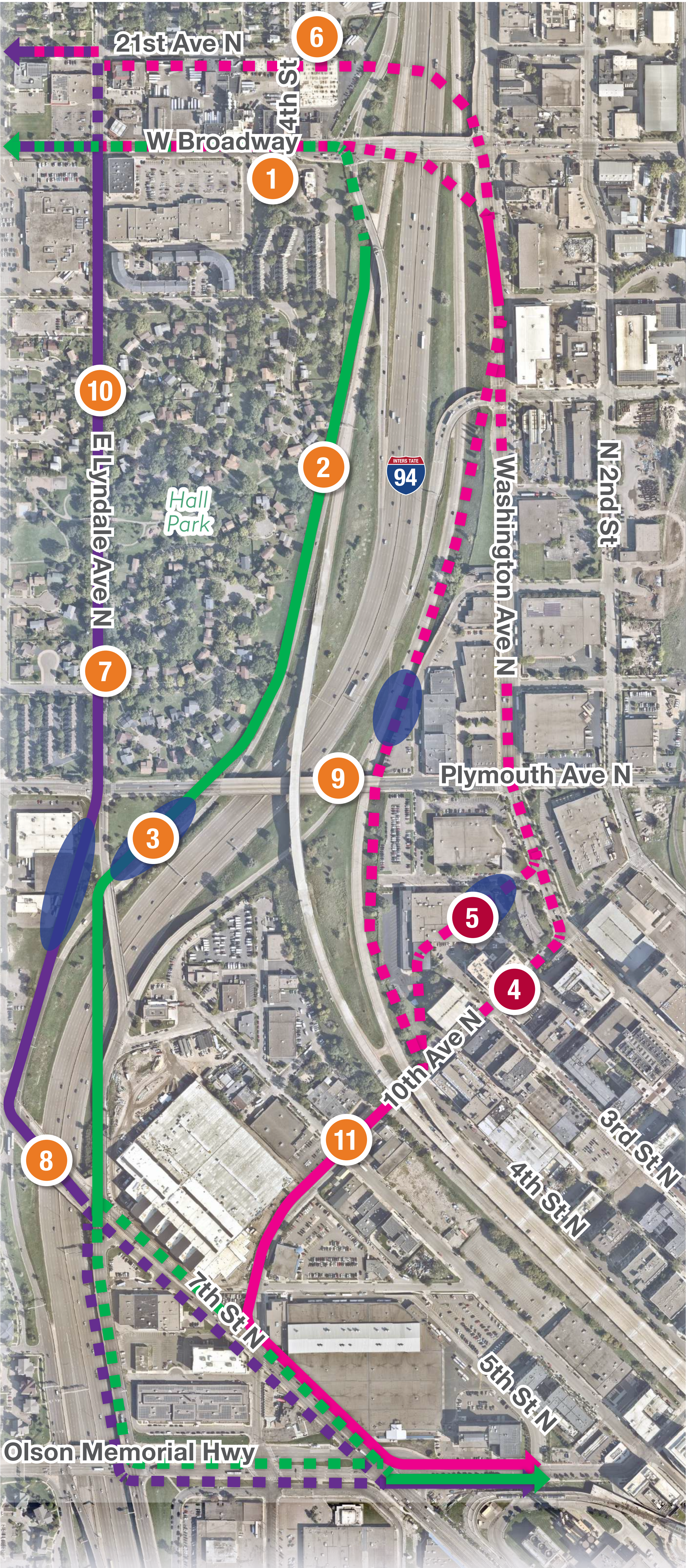
- ☒ Lyndale Option
(Recommended route from the Route Modification Study)
- ☒ East I-94 (Washington Ave) Option
- ☒ West I-94 Option
(Not recommended to move forward)
- ☒ Station Study Area

NOTE: Dashed lines represent variations of route options, solid lines represent shared route locations



EXPLORATION OF OPTIONS

TARGET FIELD STATION TO WEST BROADWAY



The results from studying these route options are summarized below.

- 1 Significant impacts to existing commercial businesses south of West Broadway in this location.
- 2 Has limited public right of way and may impact adjacent homes.
- 3 Station requires two at-grade crossings with bells.
- 4 The right of way on 10th Street cannot accommodate light rail and maintain critical mobility connections without substantial building impacts.
- 5 Requires full acquisition of the Twin Cities International School.
- 6 4th Street needs to be maintained for Kemp's business access.
- 7 14th Street access is critical for buses and the neighborhood.
- 8 7th Street bridge requires modification to accommodate light rail. Reconstructing bridge over an interstate is more difficult.
- 9 The 3rd Street on-ramp and retaining walls need to be shifted to accommodate light rail.
- 10 Requires acquiring portions of existing environmental screening easements along Lyndale Avenue.
- 11 Building impacts due to narrow right of way.

- Lyndale Option
(Recommended route from the Route Modification Study)
- East I-94 (Washington Ave) Option
- West I-94 Option
(Not recommended to move forward)
- Station Study Area
- Challenging Route
- Infeasible Route















NOTE: Dashed lines represent variations of route options, solid lines represent shared route locations



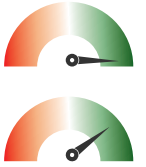
ROUTE OPTIONS EVALUATION CONSIDERATIONS

TARGET FIELD STATION TO WEST BROADWAY

ROUTE OPTIONS

	Scoring Criteria	Lyndale Option	West I-94 Option <i>Not recommended to move forward</i>	East I-94 (Washington Ave) Option
Right of Way Need and Impacts	<ul style="list-style-type: none">Overall width with respect to available right of wayLevel of acquisition needs (full vs. partial vs. strip)Reduced impacts to community assetsReduced impacts to business operations	<ul style="list-style-type: none">Right of way constraints on Lyndale Avenue require strips of public easement from adjacent properties. 	<ul style="list-style-type: none">MnDOT right of way acquisition required for new light rail connection. Potential grading impacts to residential properties. Significant impacts to existing commercial businesses. 	<ul style="list-style-type: none">MnDOT right of way acquisition required for new light rail connection. Potential grading impacts to residential properties. Significant impacts to existing commercial businesses. 
Transit Effectiveness	<ul style="list-style-type: none">Proximity to businesses, residents and community assetsStation accessibility (pedestrian, bike, and other transit routes)	<ul style="list-style-type: none">The station serves Near North and Lyn-Park neighborhoods as well as nearby businesses. The station is accessible from the west, north and south sides with few barriers. Station is walkable from the North Loop neighborhood via Plymouth Avenue bridge across I-94. 	<ul style="list-style-type: none">Station serves Near North and Lyn-Park neighborhoods and nearby businesses. Station is accessible from the west and north sides. Station is walkable from the North Loop neighborhood via Plymouth Avenue bridge. 	<ul style="list-style-type: none">Station serves the North Loop neighborhood. Station is accessible from Near North and Lyn-Park neighborhoods via Plymouth Avenue bridge across I-94. Crossing I-94 is considered a barrier to access the station. 
Land Use and Economic Development	<ul style="list-style-type: none">Compatibility with project anti-displacement objectivesRedevelopment potential of vacant and/or impacted parcelsIncreased/improved non-vehicular access to businesses	<ul style="list-style-type: none">The station location could create potential for nearby commercial redevelopment. Few full acquisitions creates less opportunities for parcel redevelopment. 	<ul style="list-style-type: none">Station location limits potential for nearby commercial redevelopment. Required full acquisitions are not adjacent to the station. 	<ul style="list-style-type: none">Station location could create potential for some redevelopment. 
Operational Considerations	<ul style="list-style-type: none">Light rail operational considerationsTraffic operational considerations	<ul style="list-style-type: none">Maintains two way traffic and all access off Lyndale Avenue with sidewalks on both sides. Impacts to signal operations and traffic on 7th Street to allow for light rail movement. 	<ul style="list-style-type: none">Gated crossings likely required for East Lyndale and Plymouth Avenues and are more difficult for pedestrians to navigate and cross. Gated crossings require bells for safety purposes. 	<ul style="list-style-type: none">Impacts to traffic operations on 10th Avenue. Impacts to signal operations on Washington Avenue and West Broadway. No major light rail or pedestrian concerns. 
Compliance with Street Objectives	<ul style="list-style-type: none">Compliance with City of Minneapolis plans/guidelines	<ul style="list-style-type: none">Lyndale Avenue cross section rebalances space to transit and pedestrians. Constrained right of way on Lyndale Avenue creates challenges for bikes and green infrastructure. 	<ul style="list-style-type: none">The bulk of the corridor would be transit-only (not intended to accommodate pedestrians or bikes). <div>Not applicable</div>	<ul style="list-style-type: none">Rebalances space on 10th Street and Washington Avenue to transit and pedestrians. Creates new transit corridors with potential for increased bike and pedestrian infrastructure. 
RECOMMENDATIONS		<ul style="list-style-type: none">Evaluate further	<ul style="list-style-type: none">Not recommended to move forward: this option has a large number of residential and commercial impacts and the station requires two arterial at-grade crossings with bells near residential properties	<ul style="list-style-type: none">Evaluate further

SCORING



Achieves the best performance in this category



Performs well in this category, but could be better



Neutral in this category



Does not necessarily perform well in this category



Results considered unacceptable based on project principles



METRO BLUE LINE EXTENSION



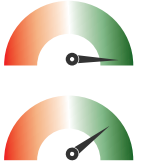
ROUTE OPTIONS EVALUATION CONSIDERATIONS

WEST BROADWAY AVENUE/21ST AVENUE

ROUTE OPTIONS

	Scoring Criteria	Option A: Center running light rail along West Broadway Avenue.	Option B: West Broadway Avenue/21st Avenue Pair: Side-running light rail on West Broadway. Traffic is split with one lane on West Broadway and two lanes on 21st Ave N.	Option C: West Broadway Avenue/21st Avenue Pair: Side-running light rail and traffic is split between West Broadway and 21st Ave N.	Option D: Light rail only on 21st Avenue and four lanes of traffic on West Broadway (as it exists today).
Right of Way Need and Impacts	<ul style="list-style-type: none">Overall width with respect to available right of wayLevel of acquisition needs (full vs. partial vs. strip)Reduced impacts to community assetsReduced impacts to business operations	<ul style="list-style-type: none">Wide overall cross section. Property impacts on the north side of West Broadway Avenue and a few full property acquisitions required. 	<ul style="list-style-type: none">New roadway connection required on the west side near Irving Avenue. A few full property acquisitions required. Property impacts on both sides of the road. 	<ul style="list-style-type: none">New roadway and light rail connection required on the west side near Irving Avenue. Some property impacts. 	<ul style="list-style-type: none">New light rail connection required on the west side near Irving Avenue. A few full property acquisitions required. 
Transit Effectiveness	<ul style="list-style-type: none">Proximity to businesses, residents and community assetsStation accessibility (pedestrian, bike, and other transit routes)	<ul style="list-style-type: none">Station centrally located on West Broadway and serves projects. 	<ul style="list-style-type: none">Station centrally located on West Broadway and serves project goals. 	<ul style="list-style-type: none">Station split creates concerns for transit effectiveness and overall walkability. 	<ul style="list-style-type: none">Station a block away from West Broadway (a central location) and serves project goals. 
Land Use and Economic Development	<ul style="list-style-type: none">Compatibility with project anti-displacement objectivesRedevelopment potential of vacant and/or impacted parcelsIncreased/improved non-vehicular access to businesses	<ul style="list-style-type: none">Station centrally located and promotes access to existing and future businesses. Creates opportunity to enhance the heart of North Minneapolis. 	<ul style="list-style-type: none">Creates barriers to business access on the north side of West Broadway. One-way pair could negatively impact businesses and their relationship to vehicular traffic. 	<ul style="list-style-type: none">Creates barriers to business access on the north side of West Broadway. Additional track crossings and unconventional parcel shapes also raise concern for revitalization and business access. 	<ul style="list-style-type: none">Not directly serving businesses on West Broadway but also does not impact existing businesses. Concern for safety/visibility of station location. 
Operational Considerations	<ul style="list-style-type: none">Light rail operational considerationsTraffic operational considerations	<ul style="list-style-type: none">No major concerns with pedestrian, light rail or vehicular movements. 	<ul style="list-style-type: none">Impacts to traffic network create concerns for traffic operations. 	<ul style="list-style-type: none">Light rail operations undesirable due to separated track and stations. Impacts to pedestrian and traffic network. 	<ul style="list-style-type: none">No major concerns with pedestrian or light rail movements. Requires taking traffic off a segment of 21st Avenue. 
Compliance with Street Objectives	<ul style="list-style-type: none">Compliance with City of Minneapolis plans/guidelines	<ul style="list-style-type: none">Rebalances travel lanes to transit and pedestrians. Constricted right of way creates challenges for green infrastructure. 	<ul style="list-style-type: none">One-way travel lane environment. Creates added space for pedestrians and green infrastructure. 	<ul style="list-style-type: none">Light rail is split between two roads. Creates space for pedestrians and green infrastructure. 	<ul style="list-style-type: none">Creates space for pedestrians and green infrastructure. Less impacts to West Broadway but takes traffic off a segment of 21st Avenue. 

SCORING



Achieves the best performance in this category



Performs well in this category, but could be better



Neutral in this category



Does not necessarily perform well in this category



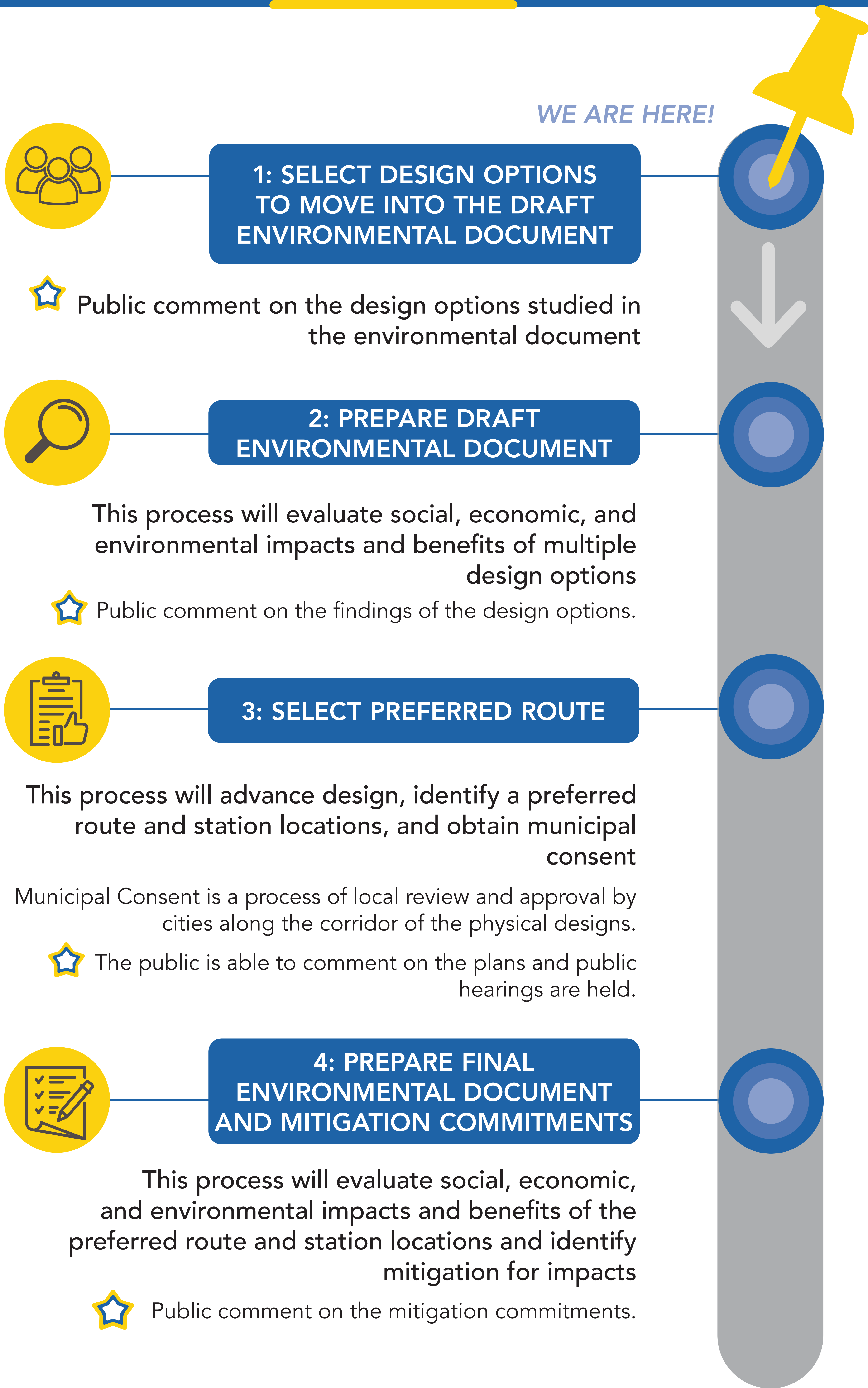
Results considered unacceptable based on project principles



METRO BLUE LINE EXTENSION



NEXT STEPS AND DECISION POINTS



EXISTING CONDITIONS

WEST BROADWAY BETWEEN LYNDALE AND IRVING AVE

This shows the existing conditions on West Broadway and 21st Ave N.



OPTION A

WEST BROADWAY BETWEEN LYNDALE AND IRVING AVE

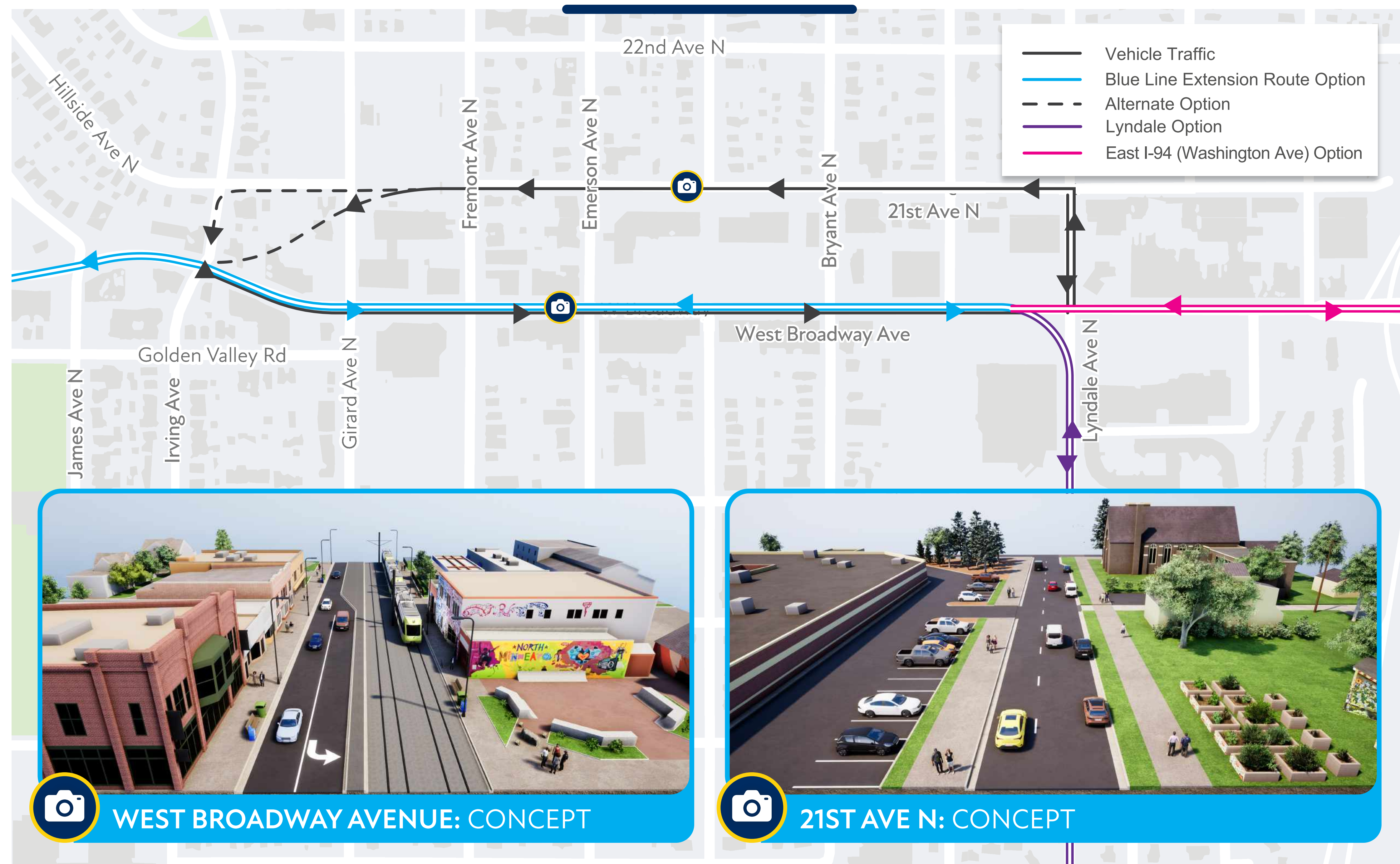
This option shows center-running light rail and two lanes of traffic on West Broadway. The addition of required stations and turn lanes create significant property impacts with this option.



OPTION B

WEST BROADWAY BETWEEN LYNDALE AND IRVING AVE

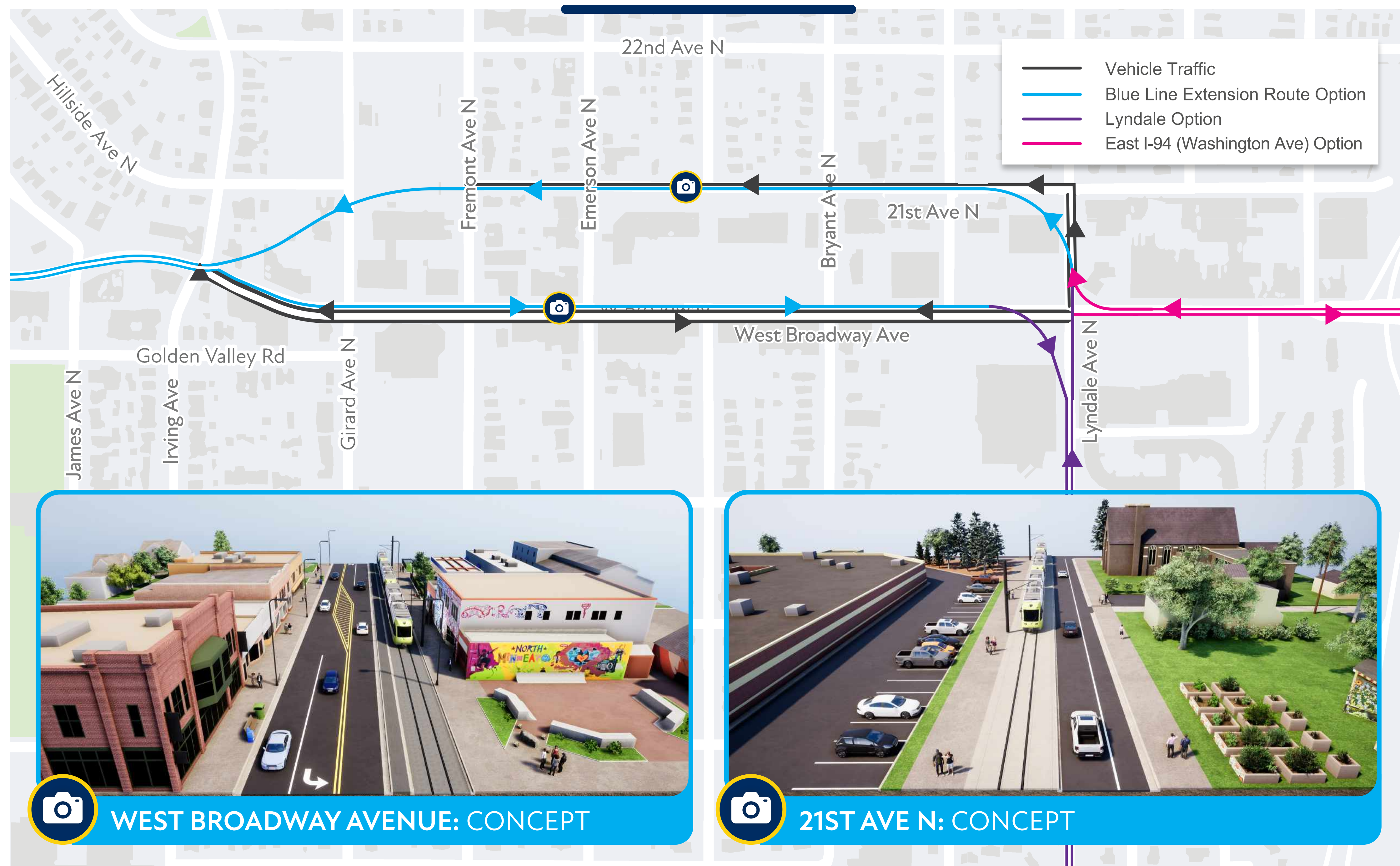
This option shows side-running light rail on West Broadway. Traffic is split with one lane on West Broadway and two lanes on 21st Ave N.



OPTION C

WEST BROADWAY BETWEEN LYNDALE AND IRVING AVE

This option shows side-running light rail and traffic split between West Broadway and 21st Ave N.



OPTION D

WEST BROADWAY BETWEEN LYNDALE AND IRVING AVE

This option shows light rail only on 21st Ave N and four lanes of traffic on West Broadway (as it exists today).



7TH STREET AND LYNDALE AVENUE

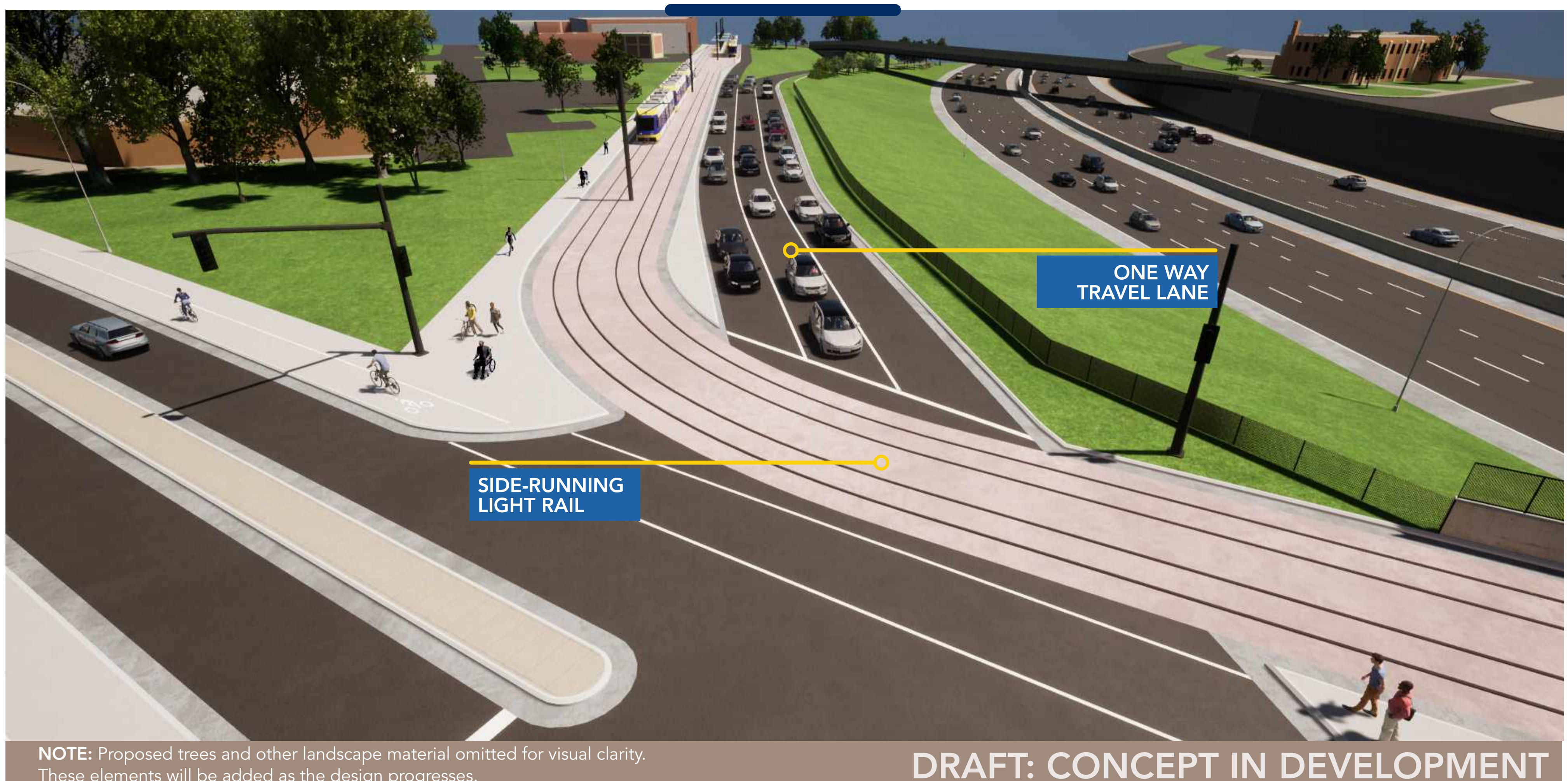
EXISTING

This is a visualization of the intersection of 7th Street and Lyndale Avenue as it exists today.



CONCEPT

This visualization represents how light rail could fit in North Minneapolis along at the intersection of 7th Street and Lyndale Avenue. The picture uses the typical width of the streets.



NOTE: Proposed trees and other landscape material omitted for visual clarity. These elements will be added as the design progresses.

7TH STREET

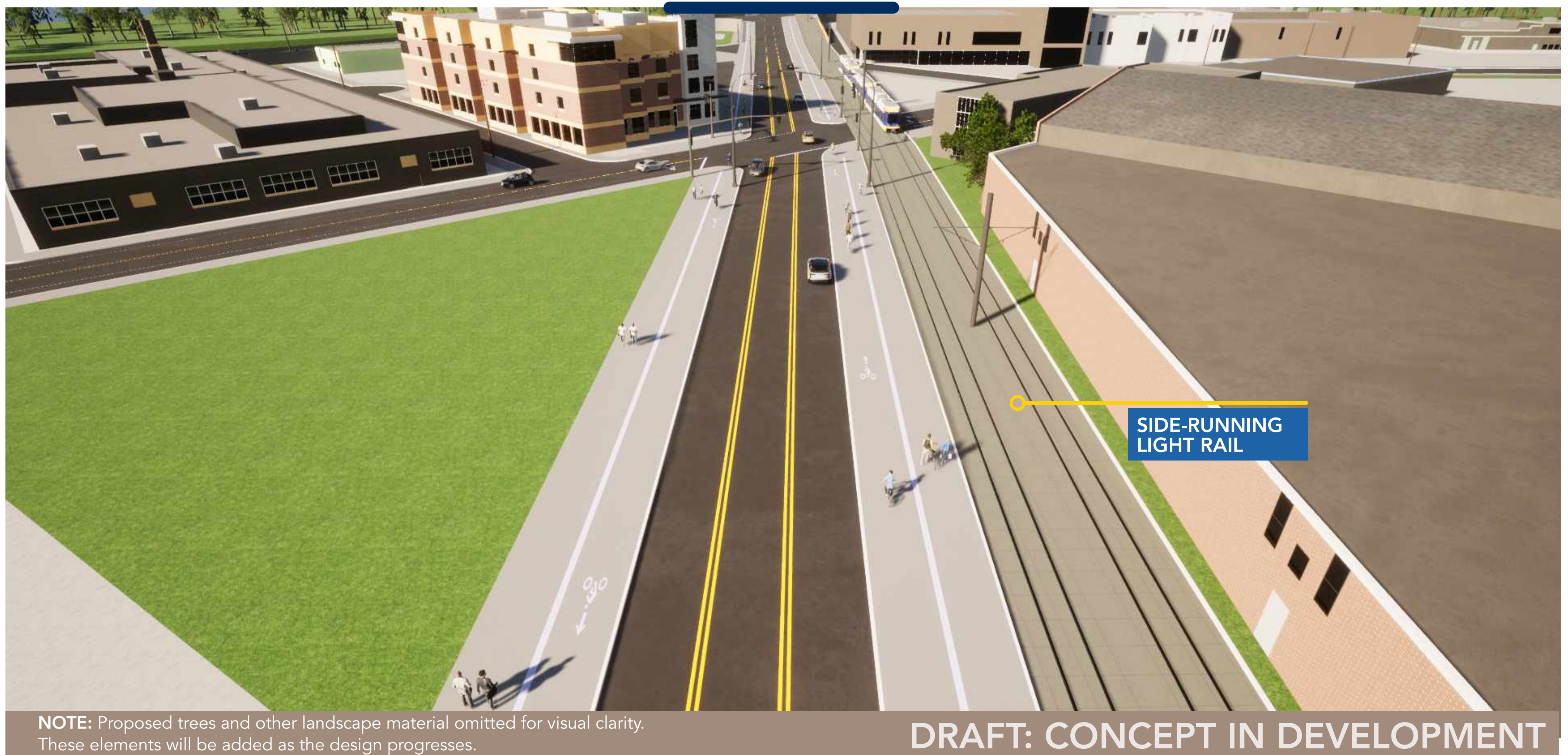
EXISTING

This is a visualization of a section of 7th Street in Minneapolis as it exists today.



CONCEPT

This visualization represents how light rail could fit in Minneapolis along 7th Street. This picture uses the typical width of the roadway at this location.



10TH STREET

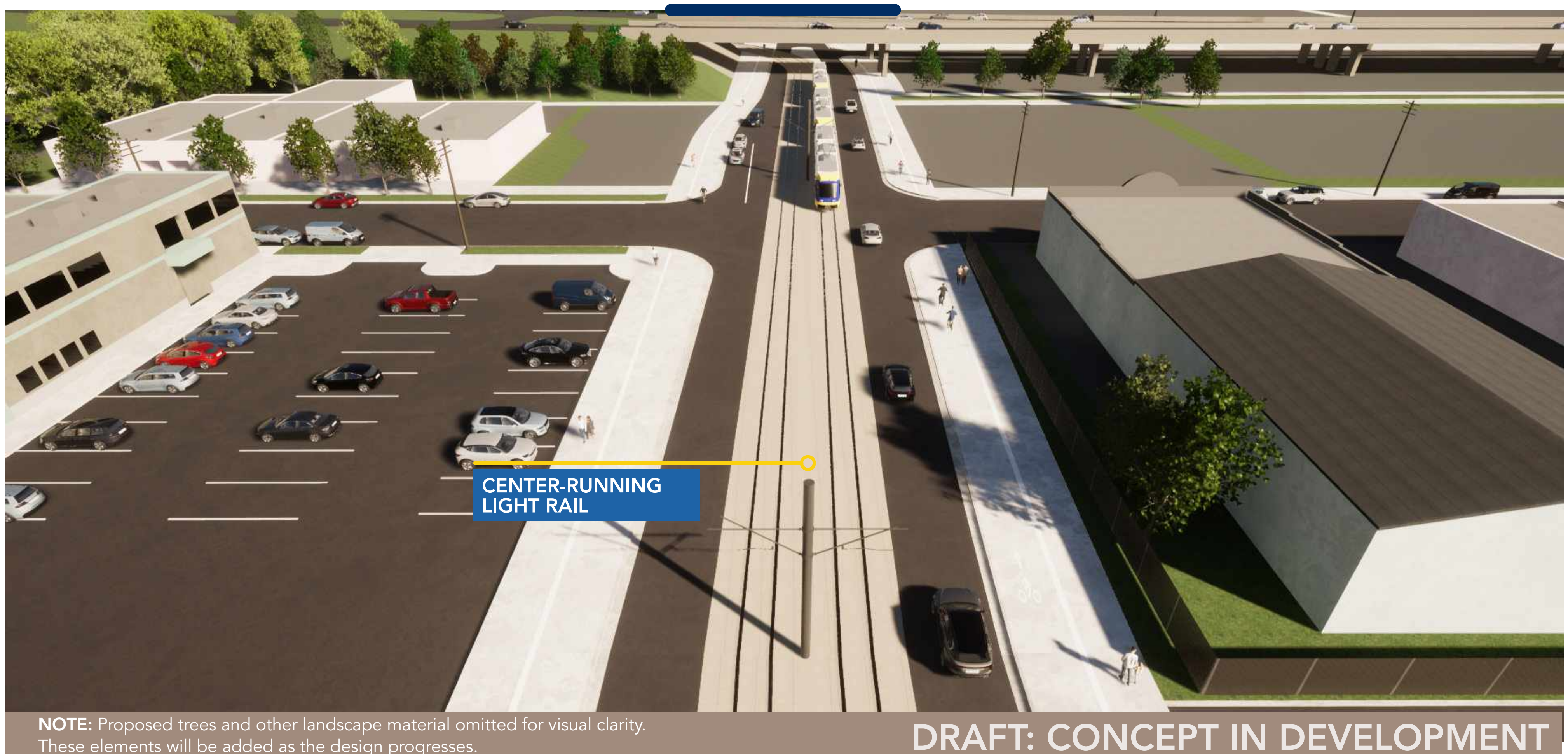
EXISTING

This is a visualization of a section of 10th Street in Minneapolis as it exists today.



CONCEPT

This visualization represents how light rail could fit in Minneapolis along 10th Street. This picture uses the typical width of the roadway at this location.



NOTE: Proposed trees and other landscape material omitted for visual clarity. These elements will be added as the design progresses.

HALL PARK

EXISTING

This is a visualization of a section of Lyndale Avenue near Hall Park in Minneapolis as it exists today.



CONCEPT

This visualization represents how light rail could fit in in Minneapolis along Lyndale Avenue near Hall Park. This picture uses the typical width of the roadway at this location.

