In June 2022, project sponsors (Metropolitan Council and Hennepin County) identified the final recommended route to advance into design and environmental review: West Broadway Avenue (County Road 103) in Brooklyn Park to Bottineau Boulevard (County Road 81) in Crystal and Robbinsdale to West Broadway Avenue in North Minneapolis, connecting to Target Field Station in downtown Minneapolis.

Two route options between Washington and Irving Ave are being evaluated including running light rail on West Broadway or on 21st Ave N.

Two route options between Target Field and West Broadway are being evaluated.
THE ROUTES:
The Lyndale Avenue alternative follows either 7th Street or East Lyndale Avenue from downtown Minneapolis and travels on the western side of Lyndale Avenue to West Broadway or 21st Avenue.

The East of I-94 alternative follows 6th Avenue and 7th Street downtown, turning onto 10th Avenue before going into public right of way near the 3rd Street ramp and following public right of way to the east of I-94 to West Broadway or 21st Avenue.

About the Lyndale Ave Alternative
- 1.2 miles long
- 7 minutes of travel time (between Target Field Station and Emerson-Fremont Area)
- 500 feet of bridge
- 2,900 residents served within 10-minute walkshed
- 3,300 jobs served within 10-minute walkshed

About the East of I-94 Alternative
- 1.5 miles long
- 7.5 minutes of travel time (between Target Field Station and Emerson-Fremont Area)
- 7,300 feet of bridge
- 2,500 residents served within 10-minute walkshed
- 4,300 jobs served within 10-minute walkshed

What is missing here? What advantages do you see?
Place sticky notes with your comments on the board.
THE ROUTES:
The Lyndale Avenue alternative follows either 7th street or East Lyndale Avenue from downtown Minneapolis and travels on the western side of Lyndale Avenue to West Broadway.

The East of I-94 alternative follows sixth avenue and 7th street downtown, turning onto 10th Avenue before going into public right of way near the 3rd street ramp and following public right of way to the east of I-94 to West Broadway or 21st Avenue.

VISUALIZATIONS NOTES
Visualizations are draft concepts in development.
All visualizations are north facing.
Proposed trees and other landscape material omitted for visual clarity.
These elements will be added as the design progresses.

For more visualizations visit BluelineExt.org

TARGET FIELD STATION

Metro Blue Line Extension

EAST OF I-94 OR LYNDALE AVENUE
AVAILABLE VISUALIZATIONS
Conceptual Temporary Construction Easement (TCE): Property that the project will temporarily purchase the right to use for the accommodation of construction activities. This property will be restored to its original condition following construction.

Conceptual: An early stage of design layout intended to represent one or more ways that could achieve the project intent. A design concept is developed with limited detail and could change as the project process evolves.
Conceptual Temporary Construction Easement (TCE): Property that the project will temporarily purchase the right to use for the accommodation of construction activities. This property will be restored to its original condition following construction.

Conceptual: An early stage of design layout intended to represent one or more ways that could achieve the project intent. A design concept is developed with limited detail and could change as the project process evolves.
Conceptual Temporary Construction Easement (TCE): Property that the project will temporarily purchase for the right to use for the accommodation of construction activities. This property will be restored to its original condition following construction. The project intent. A design concept is developed with limited detail and could change as the project process evolves.
EAST OF I-94 SUB OPTION - CITY OF MINNEAPOLIS

PAGE 2 OF 2

LEGEND

- RETAINING WALL
- EXISTING SIGNALIZED INTERSECTION
- PROPOSED SIGNALIZED INTERSECTION
- MODIFIED SIGNALIZED INTERSECTION
- PROPOSED NON-SIGNALIZED INTERSECTION
- EXISTING PROPERTY LINES
- CONCEPTUAL RIGHT-OF-WAY LINE
- CONCEPTUAL TEMPORARY CONSTRUCTION EASEMENT
- CONCEPTUAL RIGHT-OF-WAY ACQUISITION
- CONCEPTUAL BUILDING REMOVAL BEYOND CONCEPTUAL RIGHT-OF-WAY
- DO NOT ENTER
- DO NOT ENTER HERE

DRAFT WORK IN PROCESS

JULY 2023
LYNDALE OPTION

TARGET FIELD STATION TO N 6TH AVE

MINNEAPOLIS-LED 7TH ST IMPROVEMENTS WILL BE COORDINATED WITH LRT PROJECT STREET CONFIGURATION TBD
LYNDALE OPTION
N 12TH AVE TO N 17TH AVE

HALL PARK BRIDGE RECONSTRUCTION OVER LRT
25 FOOT ENVIRONMENTAL SCREENING EASEMENT

SEE SHEET 4
SEE SHEET 2
SEE SHEET 1

RETAINING WALL
EXISTING SIGNALIZED INTERSECTION
PROPOSED SIGNALIZED INTERSECTION
MODIFIED SIGNALIZED INTERSECTION
EXISTING PROPERTY LINES
CONCEPTUAL RIGHT-OF-WAY LINE
CONCEPTUAL TEMPORARY CONSTRUCTION EASEMENT
CONCEPTUAL RIGHT-OF-WAY ACQUISITION
CONCEPTUAL BUILDING REMOVAL BEYOND CONCEPTUAL RIGHT-OF-WAY

WALMAN
PLYMOUTH AVE STATION
N 12TH AVE

V3 CENTER
PLYMOUTH AVE N
N 14TH AVE
N ALDRICH AVE
N BRYANT AVE
N LYNDALE AVE
E LYNDALE AVE N

PLYMOUTH AVE N
N 14TH AVE
N ALDRICH AVE
N BRYANT AVE
N LYNDALE AVE
E LYNDALE AVE N

LY N 17TH AVE TO N 17TH AVE

SEE SHEET 4
SEE SHEET 2
SEE SHEET 1

RETAINING WALL
EXISTING SIGNALIZED INTERSECTION
PROPOSED SIGNALIZED INTERSECTION
MODIFIED SIGNALIZED INTERSECTION
EXISTING PROPERTY LINES
CONCEPTUAL RIGHT-OF-WAY LINE
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WALMAN
PLYMOUTH AVE STATION
N 12TH AVE

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N BRYANT AVE
N LYNDALE AVE
E LYNDALE AVE N

LY N 17TH AVE TO N 17TH AVE

SEE SHEET 4
SEE SHEET 2
SEE SHEET 1

METRO BLUE LINE EXTENSION
METRO BLUE LINE EXTENSION
METRO BLUE LINE EXTENSION
METRO BLUE LINE EXTENSION