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 METRO Blue Line Extension is exploring opportunities associated with a new route sub-option. This new sub-option will provide Blue Line Riders improved access and connectivity to the North Loop. The images below show what the light rail could look like along 10th Avenue and options for how existing and future corridor users could be accommodated.

Note: These are initial concepts; advancing design requires public input and further collaboration with the Minneapolis Fire Department, city partners and other stakeholders.

SHARE YOUR THOUGHTS!
What opportunities and advantages do you see? What concerns or questions do you have?

**ONE WAY NORTH BOUND**

- One-way north bound traffic only

**TRANSIT MALL**

- Option 1: Two-way bike lanes added, no vehicular traffic, buses and emergency vehicles use the LRT guideway
- Option 2: Two-way bike lanes added, no vehicular traffic, buses and emergency vehicles use the LRT guideway
The new sub-option for the 10th Avenue would include closures of roads and changes to bike and vehicular access for the area. Below are two maps that show potential options for connectivity for bikes and vehicles with ideas for new routes.
The METRO Blue Line Extension is exploring opportunities associated with a new route sub-option. This new sub-option will provide Blue Line Riders improved access and connectivity to the North Loop.

*At a glance, this station area:*

- Provides access to over 3,900 RESIDENTS. Of these residents:
  - less than 50% drive to work (lower than the rest of Minneapolis)
  - over 25% bike or walk to work
  - over 10% use public transit to get to work
  - 30% are people of color
  - 10% live in low income households

- Provides access to over 5,400 JOBS
  - 5,384 workers commute in
  - 2,288 workers commute out

- Provides access to 405 AFFORDABLE HOUSING units (31% extremely affordable)

- Provides access to the Mississippi River, PARKS AND TRAILS

- Provides access to NEW DEVELOPMENTS (V3 Center, new restaurants in the North Loop neighborhood, and North Loop Park)

*within the 10 minute station walkshed, this walkshed refers to the areas that are reachable on foot within 10 minutes from the station.*

1. American Community Survey 2016-2021
2. Low income is defined as two times the federal poverty level.
3. LEHD On the Map Data by the U.S. Census
4. Affordable housing information provided through Streams by HousingLink: a database of publicly-funded affordable rental property (2021)
5. The Development Tracker website found at thedevelopmenttracker.com/mpls
The METRO Blue Line Extension is exploring options for crossing I-94 to connect an alignment east of I-94 to 21st or West Broadway Avenue. The concepts below show examples of possible crossings to connect to 21st Avenue.

Note: These are initial concepts; advancing design requires public input and further collaboration with the Minneapolis Fire Department, city partners and other stakeholders.
The METRO Blue Line Extension is exploring options for crossing I-94 to connect an alignment east of I-94 to 21st or West Broadway Avenue. The concepts below show examples of possible crossings to connect to 21st Avenue.

Note: These are initial concepts; advancing design requires public input and further collaboration with the Minneapolis Fire Department, city partners and other stakeholders.

**SHARE YOUR THOUGHTS!**

What opportunities and advantages do you see?

What concerns or questions do you have?
The METRO Blue Line Extension is exploring options for crossing I-94 to connect an alignment east of I-94 to 21st or West Broadway Avenue. The concepts below show examples of possible crossings to connect to 21st Avenue.

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21ST ROUTE OPTION
I-94 CROSSING LOCATION

LOWERED FREEWAY RAMP

SHARE YOUR THOUGHTS!
What opportunities and advantages do you see? What concerns or questions do you have?

Incorporating bike and pedestrian connections is under study.
CROSSINGS OF I-94 TO WEST BROADWAY

The METRO Blue Line Extension is exploring options for crossing I-94 to connect an alignment east of I-94 to 21st or West Broadway Avenue. The concepts below show examples of possible crossings to connect to 21st Avenue.

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SHARE YOUR THOUGHTS!

What opportunities and advantages do you see?
What concerns or questions do you have?
The WEST BROADWAY and 21ST AVENUE ROUTE OPTION:

1. PROPERTY IMPACTS
   The 21st Avenue alignment has significantly fewer commercial property impacts and less impact to parking on West Broadway.

2. STATIONS
   There are two stations now proposed to serve this portion of the corridor, versus the one originally proposed which is a benefit to transit users and the area.

3. JAMES AVENUE STATION
   The 21st Avenue station near James Avenue has fewer impacts to existing buildings than the same station location along West Broadway.

4. BUSINESS CONNECTIVITY
   Business connectivity will be improved through multi-modal access with either alignment.

5. WEST BROADWAY IMPROVEMENTS
   If the 21st option is chosen, there would also be an opportunity to reconstruct West Broadway to provide infrastructure and other improvements as part of the project.
The configuration of West Broadway Avenue may change if light rail is constructed on 21st Avenue. Considerations for a future design include improved traffic safety, lane configuration, parking availability, greening elements, and upgraded infrastructure compatible with Minneapolis and Hennepin County’s current plans and policies.
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EAST OF I-94 SUB OPTION - CITY OF MINNEAPOLIS
PAGE 1 OF 2

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.

PREVIOUSLY SERVICES

AMBASSADOR

AMBASSADOR

CABINET DEPOT

CONVENIENCE STORE

HOLIDAY CONVENIENCE STORE

CABINET DEPOT

HOLIDAY

CONVENIENCE STORE

AMBASSADOR

CABINET DEPOT

CONVENIENCE STORE

HOLIDAY CONVENIENCE STORE

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