DID YOU KNOW?
WHAT'S IN THIS ZINE:

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A NOTE ABOUT THE STREET-VIEW IMAGES IN THIS ZINE (LIKE THE ONE BELOW):

THESE IMAGES WERE MADE BY JXTA ARTISTS & DESIGNERS TO SHOW WHAT IT MIGHT LOOK AND FEEL LIKE ON ALONG THE POTENTIAL ROUTES WITH A LIGHT RAIL TRAIN. WE USED ACTUAL DIMENSIONS FROM OTHER LINES IN MPLS-ST PAUL TO GET THE DIMENSIONS RIGHT.

THE METRO BLUE LINE EXTENSION PROJECT IS LED BY THE MET COUNCIL AND HENNEPIN COUNTY. THEY ARE LOOKING AT EXTENDING THE BLUE LINE FROM TARGET FIELD TO BROOKLYN PARK.
IN NORTH MINNEAPOLIS, THE TRAIN WOULD CONNECT TARGET FIELD TO NORTH MEMORIAL HOSPITAL...

EITHER ALONG WEST BROADWAY OR LOWRY.

...OR THE LOWRY ROUTE

AND THE LINKS (TO GET FROM TARGET FIELD TO BROADWAY OR LOWRY)

THEN THE TRAIN WOULD CONTINUE THROUGH ROBBINSDALE AND UP TO BROOKLYN PARK.
THIS PROCESS STARTED A WHILE AGO...

**JUNE 2012:** The Hennepin County Regional Railroad Authority (HCRRA) recommended construction of a light rail along West Broadway Avenue, in Brooklyn Park, in the BNSF Railroad (BNSF) corridor, & Olson Memorial Highway/Trunk Highway 55.

**MAY 2013:** The Metropolitan Council adopted the route and mode recommended by HCRRA, as the Locally Preferred Alternative in the regional 2030 Transportation Policy Plan.

**SPRING 2014:** Station area planning work, led by Hennepin County, began in the spring of 2014. Station area plans were adopted by their respective cities in 2015 through 2016.

**AUGUST 2014:** The Federal Transit Administration (FTA) approved the Blue Line Extension to enter the Project Development phase. The Met Council became the project lead.

**JANUARY 2017:** FTA approved the Blue Line Extension project to enter the Engineering phase of the New Starts process. The project's engineering phase includes completing third-party agreements, and finalizing design. This also includes coming to an agreement with BNSF, regarding co-location of freight and light rail for approximately 8 miles in the corridor.

**AUGUST 2020:** Hennepin County and the Met Council issued a joint statement on advancing the project, without using 8 miles of freight railroad right-of-way (after learning that BNSF would NOT allow the use of their railroad area).

(info above from [https://metrocouncil.org/Transportation/Projects/Light-Rail-Projects/METRO-Blue-Line-Extension/Project-Facts.aspx](https://metrocouncil.org/Transportation/Projects/Light-Rail-Projects/METRO-Blue-Line-Extension/Project-Facts.aspx))

**WE ARE HERE --> 2021:** ENGAGEMENT FOR ROUTE & STATION PLANNING HAPPENING

**LATE 2021/EARLY 2022:** HENNEPIN COUNTY’S GOAL IS TO HAVE A ROUTE IDENTIFIED BY THIS TIME.
These are some of the questions that we are asking and some of the questions, concerns and ideas that we are hearing in the community so far.

Looking at past locations where a light rail was placed, (University Ave in St. Paul for example)...

...In past projects, what efforts were made to minimize negative impacts on residents and businesses? During & after construction? Were these efforts effective?

What support was given to businesses and residents?

What could have been done better?

How would it work for the train to be elevated on parts of the route?
WHAT HAVE OTHER CITIES DONE TO PREVENT GENTRIFICATION WITH THESE BIG INFRASTRUCTURE PROJECTS?

MUCH OF THE LAND ON WEST BROADWAY IS NOT OWNED BY NORTHSIDERS. AND MANY ARE JUST SITTING ON THAT PROPERTY. WHO THEN GETS ACCESS TO THE INVESTMENT THAT COMES WITH A TRAIN?

PROPERTY VALUE, RENT, AND TAXES INCREASE AFTER A LINE GOES IN. INVESTMENTS WILL COME IN, OWNERSHIP WILL CHANGE. WE WANT TO KNOW WHAT HAS BEEN LEARNED FROM OTHER LINES?

HOW DO WE PRIORITIZE EXISTING BLACK AND POC PRIORITIES?
GET AND STAY INVOLVED:

FILL OUT ONE OF OUR SURVEYS AND SAY WHAT YOU THINK.

LEAVE YOUR CONTACT INFO TO COME TO A LISTENING SESSION JXTA IS HOSTING THIS SUMMER AND FALL.

CONTACT MET COUNCIL (VIA METRO TRANSIT):
SOPHIA GINIS, PUBLIC INVOLVEMENT MANAGER
Sophia.Ginis@metrotransit.org

MORE INFO ON MET COUNCIL’S WEBSITE:
https://metrocouncil.org/Transportation/Projects/Light-Rail-Projects/METRO-Blue-Line-Extension.aspx

juxtaposition.org
2007 Emerson Ave N // Emerson & Broadway