WHAT WE’VE HEARD...
By the NUMBERS
During summer and fall 2021, JXTA's Tactical Team talked with about 200 people overall about the BLRT Extension during these five events on the Northside:

JXTA’s BLRT Engagement EVENTS
• Pop-up at FLOW Northside Art Crawl at Emerson & Broadway: Sat, July 31
• Pop-up at Lowry & Penn: Fri, Aug 13
• Pop-up at Broadway & Aldrich: Thur, Aug 27
• Bus and Bike Tour & Listening Session, starting and ending at JXTA’s Skate Plaza. Co-hosted with Cycle Sisters, Hawthorne Neighborhood, JACC, NRCC, WBC and the Metro Blue Line Extension: Sat, Oct 9
• Workshop and Listening Session with students at PYC school: Tue, Dec 7

Here are some of the key issues and opportunities people shared, as well as what people thought about the train going down Lowry vs Broadway.

The KEY ISSUES that we heard
• Displacement of businesses and residents. From our research, we understand that in the St. Paul Green Line LRT project, there were financial supports available for businesses who were displaced, but that there weren’t technical assistance resources available. People would like transparency on what an anti-displacement plan would look like and, as part of that, what supports would be included for residents who may be forced to move.
  • Gentrification, rent increases and impacts on people being able to stay in the neighborhood.
  • Fear of Broadway changing in a way where it doesn’t feel like Northside. People want Broadway to develop in a way that builds on the culture and assets of the Northside community and not turn into something that feels like a different neighborhood/part of town.
  • Potential increases in crime by more outsiders coming in.

The KEY OPPORTUNITIES that we heard
• Growing Northside in a way that is conducive to the community: increasing businesses and building up the economy in North, and increased local job opportunities.
• Increased transit access, especially for students who are commuting. Increased access for Northsiders to other parts of the city as well as increasing access to North Minneapolis, including bringing more customers to Northside businesses.
• Art and design opportunities to beautify the neighborhood (for example, at stations) and modern transit structures on the Northside.

LOWRY or BROADWAY? what we heard
It really felt like a 50-50 split. We heard unanimous support for whatever route will cause the least displacement.

Many people felt that would be Lowry, since Lowry is a wider street (at least on the east end). On the other hand, people noted that Broadway has more of a consistent width (it doesn’t get narrow like Lowry), and still has space and opportunity for development.

Important note: most of our engagement events happened before the route pre-designs were released in late 2021, so we couldn’t share that info. In addition, pre-designs didn’t include quantifiable displacement impact info, so they couldn’t be used to evaluate the routes’ potential displacement effect.
GET AND STAY INVOLVED:

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