



Engagement Strategies and Approach

July – December 2025

Since August 2020, the Blue Line Extension (BLE) project team, along with the community engagement cohort, Cultivate Arts artists, Anti-Displacement Work Group, and advisory committee members, have engaged with communities through a variety of activities, including in-person and virtual community meetings, door knocking, attending community events, online and paper surveys, and interactive maps. See below for the timing and project updates shared during each round of engagement.

- **Round 1** (August 2020 through January 2021): Input on project goals, concerns, opportunities, and thoughts on potential new routes
- **Round 2** (March to June 2021): Input on new route options released as part of the Initial Route Modification Report
- **Round 3** (July to August 2021): Input on the connections that light rail would make within communities and station locations within those areas
- **Round 4** (September to December 2021): Input on updated design concepts and potential opportunities and impacts of light rail options
- **Round 5** (April to May 2022): Input on the route recommendation as part of the Final Route Modification Report
- **Round 6** (September to December 2022):
 - **September** – Input on three route options between Target Field Station and West Broadway and four route options between Washington Avenue and Irving Avenue in Minneapolis.
 - **October – December** – Input on route options that will be studied in the environmental document, share updates on the anti-displacement working group's work, and discuss next steps for the project.
- **Round 7** (January to May 2023): Input on the two route options between Target Field Station and West Broadway (East of I-94 or Lyndale Avenue) and two route options between Washington Avenue and Irving Avenue in Minneapolis (21st Avenue or West Broadway). Updated designs and options were also presented in Brooklyn Park, Crystal, and Robbinsdale for feedback.
- **Round 8** (June to August 2023): Input on the east of I-94 route options between Target Field Station and West Broadway:
 - **Option 1:** east of I-94 connection would run alongside the highway to become at grade and center running on Washington Avenue
 - **Option 2:** 10th Avenue to Washington Avenue (either with 10th Avenue being a transit mall or one-way northbound traffic)
 - Both would require a crossing over I-94 to either 21st Avenue or West Broadway Avenue.
 - Public input was solicited again on placing tracks on 21st Avenue instead of West Broadway in north Minneapolis.
- **Round 9** (September to December 2023): Feedback from business owners along the corridor. Staff also received feedback on two proposed route options in the North Loop neighborhood of Minneapolis.
- **Round 10** (January to May 2024): Shared 30% design plans and solicited feedback on how BLE infrastructure can improve local neighborhoods through engineering design, anti-displacement initiatives, station design, and station area planning work.
- **Round 11** (May to October 2024): Shared environmental impacts through the Supplemental Draft Impact Statement (SDEIS) publication and preliminary design plans for municipal consent and solicited feedback through two comment periods on these topics. Staff also gathered input from North Minneapolis residents regarding their vision for the future of the BLE corridor during DREAMNorth events.

- **July 16 – August 5:** Comment Period for the SDEIS
- **July 26 – October 10:** Comment period on preliminary design plans for municipal consent.
- **Round 12** (November 2024 to February 2025): Input on proposed strategies to address the environmental and community impacts identified in the SDEIS, on design options for the Lowry Avenue station to ensure the station works for all users and integrates with the surrounding environment and community and community character needs for reconstruction of the 21st Avenue corridor.
- **Round 13** (March to June 2025): Input from community meetings on proposed routes, project information background, Lowry Avenue station design, and opportunities that would benefit the people in the community. DREAM BLE sessions and engagement activities.
- **Round 14** (July to December 2025): Amended Record of Decision publication, Brooklyn Park Privacy Fencing, North Loop and 7th Street Engagement, DREAM events, Cultural placekeeping Group design theme development, 60% design release, DREAM BLE Regional Summit.

This document summarizes the events that occurred during Round 14 of public engagement from July through December 2025. Project staff have engaged with the public about the project through the following events:

Public Meetings (4 in-person)

In-person meetings

- DREAM Youth Bus Tour
 - Sat, August 9, 2025, from North Community Branch YMCA (40 attendees)
- Quarterly Meeting
 - Tues, September 16, 2025, from 5-7 p.m. at Elim Lutheran Church (1 attendees)
- DREAM Regional Summit
 - Sat, October 4, 2025, from 9 a.m.-1:30 p.m. at UROC (260 attendees)
- Quarterly Meeting
 - Thurs, November 20, 2025, from 5-7 p.m. at Crystal Community Center (25 attendees)

Meeting types

- Quarterly Meeting – Community meetings featured a presentation followed by a Q&A, informational boards displaying the proposed route and background information on the project as well as large engineering layouts with a more detailed view of the route. Staff were present to answer questions and take notes from community members as they explored the information.



Figure 1: Project staff engaging with community members at the third quarterly meeting in September



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- DREAM Regional Summit – Standing for Develop Recommendations, Empower, Action, and Mobilize, DREAM, is a community-led process that explored opportunities for the design and development of the Blue Line Extension in a way that would benefit the people in the communities it will serve. The Summit took a broad view of the project, examining things like economic development opportunities, crime and safety, community prosperity, city plans, and other aspects of light rail beyond technical design plans.
- DREAM Youth Bus Tour – a bus tour of the BLE alignment with youth from the corridor and nearby communities.

Other meeting metrics:

- 11 pop-up events
- 13 events with stakeholders and business representatives
- 6 Advisory Committee meetings
- One-on-one stakeholder meetings, office hours, and phone calls

Engagement metrics from August 2020 – December 2025

- **958** events resulting in nearly **46,060** points of contact with the public
- **465,000+** reached on social media and **10 million+** reached through newsletters and paid ads on community and cultural media
- Approximately **7,153** survey responses
- **+7,460** comments collected from the interactive map, comment forms, and community meetings
- Corridor postcards mailed to **+250,000 properties**
- Over **7,050** emails and phone calls

Common Engagement Themes

Below are common themes that emerged from feedback during this round of engagement from meetings and on the Interactive Map.

- Noise & Vibration
 - Concerns about light rail causing noise pollution and vibrations
 - Impacts to historical buildings from vibrations
- Traffic
 - Concern of potential traffic issues from rerouting vehicles off of 10th Avenue
 - Concerns about road safety
- Community and Businesses Impact
 - Right-of-Way questions
 - Apprehension about displacement, property acquisition, inadequate outreach, and the effect on local businesses
 - Some emphasize preserving green spaces, parks, and community integrity
 - Anti-displacement fund allocation timing in relation to construction and eligibility
 - Excited for foot traffic for businesses and accessibility
 - Maintaining affordability for residents and investment in community
- Transit Efficiency and Alternatives
 - Alternative route suggestions



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- Suggestions for grade-separation
 - Idea for express options for faster transit
- Support for Transit Expansion
 - Positive feedback includes excitement for improved bike/pedestrian paths
 - Opportunities for enhanced community mobility and connectivity
- Accessibility
 - Need to make sure its handicap accessible
 - Public transportation provides freedom for people with disabilities
- Concerns About Project Management and Funding
 - Questions about the management capabilities of transit authorities
 - Concerns about the financial feasibility and potential lack of federal funding
 - Questions about budget
- Community Engagement and Equity
 - Impressed with community engagement and how the project listens to community with design
 - Questions about engagement with community organizations and faith-based communities
- Destinations
 - Suggestions for destinations along the blue line
 - Concerns of walkability of destinations
- Mode and Ridership
 - Questions about anticipated ridership and if project team is looking at where people go
 - Questions about decision to do LRT over BRT
 - Questions about future of current buses along corridor
- Safety and Security
 - Cleanliness and station should be priorities and
 - Need for maintenance during winter months in relation to ice and snow
 - Potential for train and car conflicts
 - Station security at Lowry Avenue Station
 - Drug/crime security delayed responses from Metro Transit
- Timeline
 - Questions about when service will begin
 - Questions about if project team is considering Green Line Extension lessons learned

Amended Record of Decision


In August 2025, Metropolitan Council and the Federal Transit Administration published the Amended Record of Decision (AROD). This document allowed the project to begin pursuing right-of-way acquisitions for the project. While project staff have been meeting regularly with impacted



property and business owners, official conversations and negotiations can begin as a result of the publication of the AROD. The AROD also formalizes important mitigation measures that will now be included in the project.

Brooklyn Park Privacy Fencing Engagement


Project staff went door-to-door canvassing to impacted property owners to alert them of the project's initiative to provide privacy fences along the backyards of residential homes in Brooklyn Park along the corridor. See below for the handout project staff used in their canvassing.

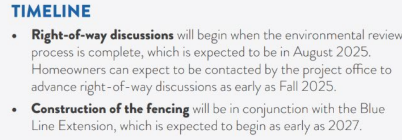


BROOKLYN PARK FENCING

The **METRO Blue Line Extension** route will be built along West Broadway Avenue. We recognize that some residential backyards along West Broadway Avenue in Brooklyn Park are adjacent to the corridor – including yours. The project, in coordination with the City of Brooklyn Park, is proposing a 6-foot composite fence along a two-mile residential section of the corridor to provide a uniform design and aesthetic appeal.

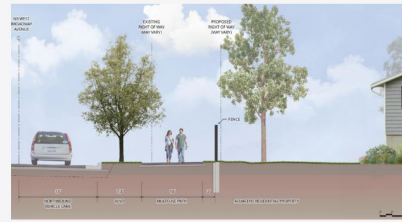
Scan the QR code to take our survey and provide feedback!






TIMELINE

- **Right-of-way discussions** will begin when the environmental review process is complete, which is expected to be in August 2025. Homeowners can expect to be contacted by the project office to advance right-of-way discussions as early as Fall 2025.
- **Construction of the fence** will be in conjunction with the Blue Line Extension, which is expected to begin as early as 2027.



FENCE OVERVIEW

The fence will be made of composite materials and stand 6 feet tall. See visualization and graphic representation below.




CONCEPT VISUALIZATION

SEE REVERSE SIDE FOR FREQUENTLY ASKED QUESTIONS

BROOKLYN PARK FENCING

FREQUENTLY ASKED QUESTIONS



"Will it be installed on my property line?"

The METRO Blue Line Extension aims to minimize property impacts, but some property will need to be purchased for the light rail infrastructure to accommodate road widening and construction of the boulevard and the pedestrian trail.

"What will happen to my existing fence? If removed or damaged during construction, will I be compensated?"

If part of your property is purchased for the project, impacts arising from the land purchased for the project, including fencing impacts, will be included into the final analysis for damages to the real estate by the Council appraisers.

"Who will maintain the fence?"


After the fence is built, the City of Brooklyn Park will own and maintain the fence.

"What if I don't want a fence?"

The fence will be built on the public right-of-way as part of the Blue Line Extension project. If you have any questions or concerns, please reach out to us at BLEOutreach@metrotransit.org

"What color will the fence be? Can we paint the fence after installation?"

The fence will be of a dark color. The City of Brooklyn Park will determine the final fence color and will be in charge of maintenance, including painting if it applies.



For more information please visit MetroCouncil.org/blueineext_bp fence or scan the QR code to the left.

For any additional questions, please email BLEOutreach@metrotransit.org
For project information visit, BlueLineExt.org




Figure 2. Brooklyn Park Privacy Fencing handout.

North Loop and 7th Street Engagement

Throughout the year, project staff have continually met with impacted property and business owners as well as community members in the North Loop to share general information on the project. This fall, the design and engineering team created new exhibits for 7th Street and 6th Avenue in the North Loop area. This design concept was updated per comments from the City of Minneapolis, Minnesota Department of Transportation, and Metro Transit. Outreach staff conducted outreach to property and business owners, stakeholders, and community members of the North Loop and 7th Street area to discuss the updated design and overall timeline of the project. The main goal of this outreach was to inform and update property and business owners on the 7th Street and 6th Avenue area on the new design concept and to address concerns they had about the project.

Common themes and priorities from meetings include:

- Access management
- General construction timeline
- Property impacts and acquisitions

DREAM Events

Standing for **D**evelop **R**ecommendations **E**mpower **A**ction and **M**obilize (DREAM), was a community-led process with six total sessions in May and June across the corridor communities: North Minneapolis, North Loop, Robbinsdale, Crystal, and Brooklyn Park. Participants were asked to imagine what opportunities a large transportation project like the BLE could bring to their community. In August, community consultants on the DREAM Team engaged youth through a corridor wide bus tour. In October, the DREAM Team hosted a regional summit summarizing the work conducted from May and June, sharing the findings and hosting conversations on transit-oriented development. Watch the full recording or individual segments on the [BLE YouTube page](#).



Figure 3: Speakers and community members at the DREAM Regional Summit



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More information on the DREAM process can be found in the [overall DREAM report](#), as well as individual city reports which can be found in the appendices.

Cultural Placekeeping

To help address cultural displacement, the project launched the cultural placekeeping program as guided by the Blue Line Extension environmental review process. The cultural placekeeping workgroup was comprised of Blue Line Extension corridor community members. The purpose of this group was to collaborate with community members to develop visual design elements for stations to be incorporated in final design plans.

Members split into two working groups – north group for the cities of Brooklyn Park and Crystal and south group for the cities of Robbinsdale and Minneapolis – to develop cultural placekeeping themes for their respective cities. The program officially concluded in November 2025, with final art themes developed by the end of the seven monthly meetings.

Meeting dates and activities

- Kickoff Meeting
 - In person: May 17, 2025
 - Virtual: June 12, 2025
 - Presented project status, anti-displacement context, and overview of cultural placekeeping process and goals
- Meeting #2
 - June 25, 2025
 - Collaborated on process, goals, available resources, opportunities, and desired outcomes
- Meeting #3
 - July 23, 2025
 - Artists joined conversation to facilitate theme development
 - Provided station plans and renderings for base understanding of each station design
 - Small groups to start developing themes
- Meeting #4
 - August 27, 2025
 - Artists presented draft theme ideas
 - Project staff presented on-platform opportunities
 - Small groups to discuss theme development
- Meeting #5
 - October 22, 2025
 - Presented anti-displacement context
 - Open gallery for feedback on draft theme boards
 - Revisited goals and presented draft ideas
- Meeting #7



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- November 19, 2025
- Presented final art vision board

60% Design and Interactive Map Feedback

Between May and October, the project team released 60% design plans for all corridor cities, including Lowry Avenue Station.

The interactive map was updated in September 2025 to reflect 60% design plans post municipal consent approval and is open to collect comments and feedback.

Map Feedback Themes

- Opportunities
 - Excitement for pedestrian and bike improvements
 - Excitement for West Broadway reconstruction
 - Preserve green space
 - Make sure investments benefit current community
- Concerns
 - Noise
 - Cost and funding source
 - Safety and security
 - Homelessness
 - Impact on businesses during construction
 - Displacement on West Broadway due to reconstruction
 - Traffic congestion
 - Move route to I-94

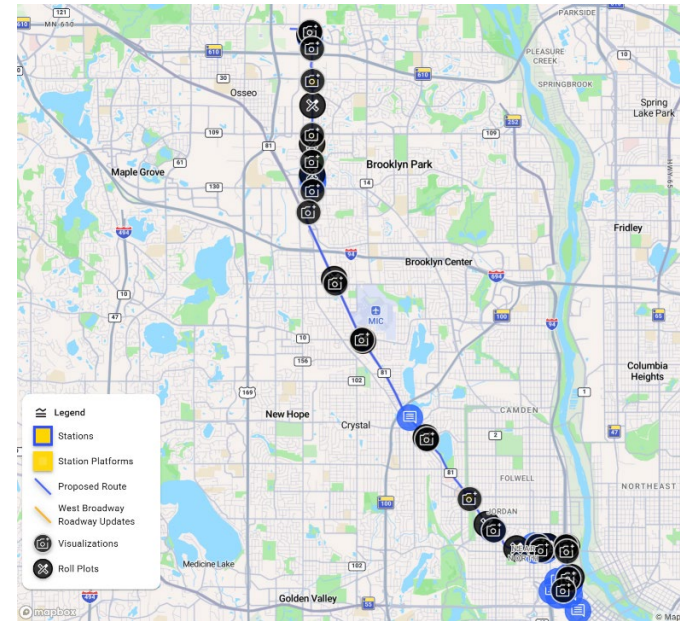


Figure 4: Interactive map created in September 2025.

City	Total Number of Comments
Brooklyn Park	14
Crystal	2
Robbinsdale	13
Minneapolis	88
Other	6

Table 1: Number of general feedback comments on interactive map