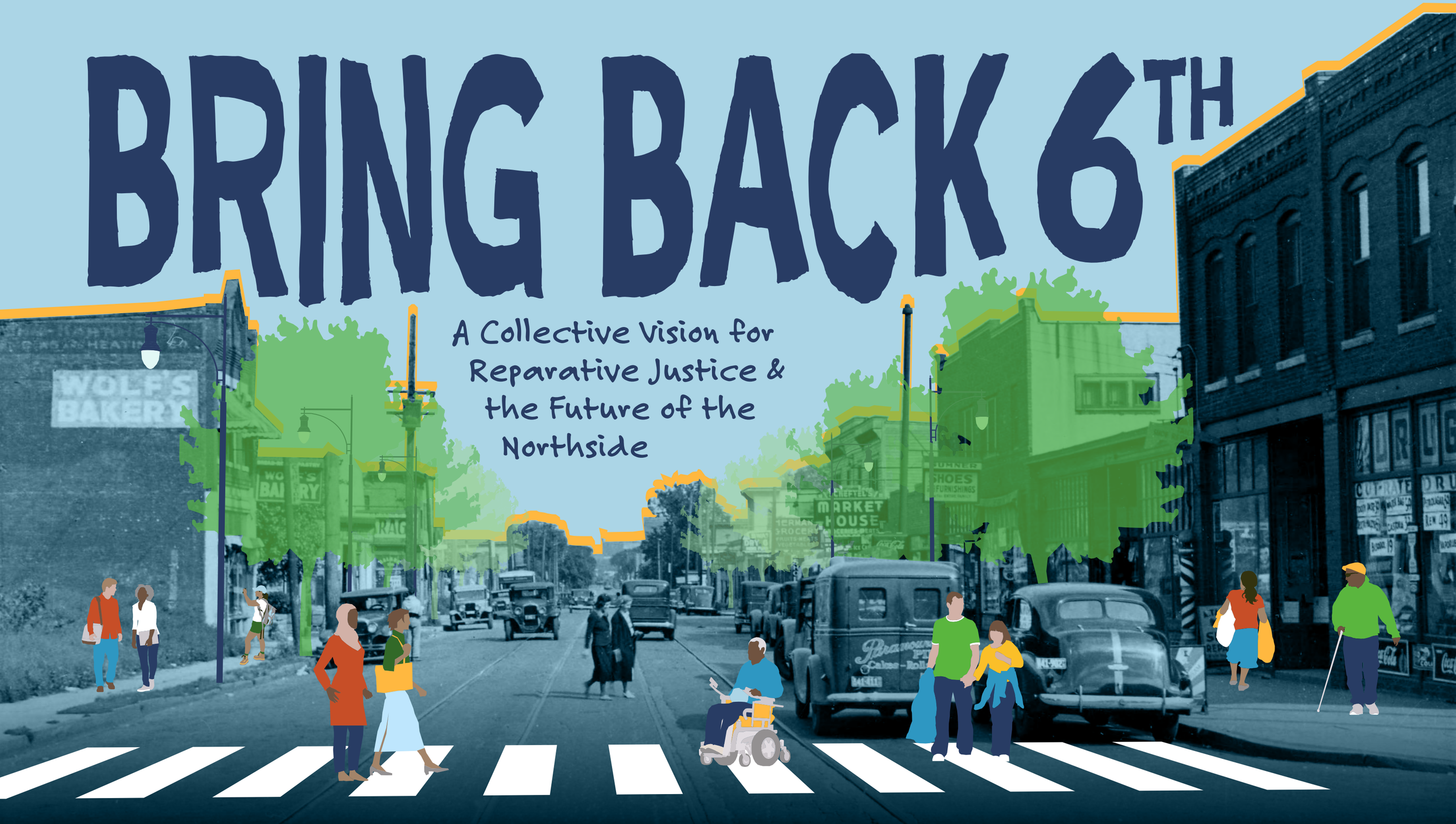
BRING BACK 6TH

A Collective Vision for Reparative Justice & the Future of the Northside



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Our Team

Our Streets

Our Streets works to put people first by transforming transportation and infrastructure in the Twin Cities and at the state level. We do this by making our streets places where people can easily and comfortably walk, bike, roll, and use public transit.

Toole Design Group

Toole Design is committed to designing and building spaces where people can move freely and intuitively, enjoying the experience and becoming a part of the community instead of just moving through it. Our success is built on collaborative partnerships with our clients, and thinking that goes beyond conventional solutions.

NEOO Partners Inc.

NEOO Partners is a creative commercial real estate development and planning firm that delivers local and national solutions for public and private sector clientele.

Smart Mobility

Smart Mobility, Inc. is a transportation planning and modeling firm founded in 2001. Smart Mobility has completed transportation projects in over 30 states for a wide range of clients including state Departments of Transportation, MPOs, Cities, transit agencies, and public interest groups.

New Urban Mobility Alliance

NUMO is a global alliance that channels disruptions in urban transport to create joyful cities where sustainable and just mobility is the new normal. NUMO is hosted by WRI Ross Center for Sustainable Cities.

Heritage Park Neighborhood Association

Heritage Park Neighborhood Association empowers and educates the diverse community of Sumner-Glenwood through various programs and partnerships.

Harrison Neighborhood Association

Harrison Neighborhood Association is the official, city of Minneapolis-recognized neighborhood association representing the residents, businesses, and institutions in the Harrison Neighborhood.

Urban Strategies, Inc.

USI is a national nonprofit providing a comprehensive portfolio of technical assistance, data-driven tools and resources across multiple sectors to families and communities across the U.S.

Phyllis Wheatley Community Center

Phyllis Wheatley Community Center has been a cornerstone of the North Minneapolis community for 100 years, providing programs and services that empower individuals and families.

Summit Academy OIC

Summit Academy OIC is an accredited, nonprofit Career and Technical Education (CTE) Institute located in North Minneapolis.

Lao Center of Minnesota

The mission of the Lao Assistance Center of Minnesota (LACM) is to increase the capacity of the Lao-American population in Minnesota by responding to community identified needs with programs and services that promote the well-being of families and children.

Green Garden Bakery

Green Garden Bakery is an award winning youth-run business that sells vegetable based desserts to the greater Twin Cities community.

Executive Summary

This report explores the history and current conditions along Olson Memorial Highway in Near North Minneapolis and documents a community-based planning process to reimagine the highway as a safe, vibrant, and equitable multimodal corridor.

The process is led by Our Streets and the Bring Back 6th Coalition. This report is intended to be a resource for the community and project partners to understand the corridor's history, assess its current potential, and advocate for a better future for the surrounding neighborhoods.

WHY NOW?

This project is brought about by the intersection of two initiatives and years of advocacy. The Olson Memorial Highway corridor was proposed as a potential route for Blue Line Light Rail Transit (LRT) extension, which provided an opportunity for the community to raise their concerns about how the highway negatively impacts community safety, mobility, and health. MnDOT listened to the community and initiated the ***Highway 55/Olson Memorial Highway Study*** in 2022 to evaluate its safety, mobility, and community impacts and propose alternatives. Concurrently, Harrison Neighborhood Association and Our Streets initiated the Bring Back 6th campaign, a grassroots movement seeking to remove the highway and design solutions to restore 6th Avenue.

This report and its associated planning effort, funded by the USDOT Reconnecting Communities and Neighborhoods program, is a continuation of the Bring Back 6th campaign. It also builds on MnDOT's ***Highway 55/Olson Memorial Highway Study*** to ensure that future planning efforts along the highway are informed by community input from those most impacted by it.

HISTORIC HARMS

Like many urban highways in Minnesota and across the country, Olson Memorial Highway carries a legacy of racial injustice and inequality. Olson Memorial was once 6th Avenue North—a vibrant business corridor, music and cultural center, and a home to much of Minneapolis' Black and Jewish community. Over a thousand primarily Black and Jewish residents of the 1920s and 1930s were displaced by demolition for Olson Memorial Highway that began in 1936.

Displacement continued for the next 30 years as more homes and businesses were demolished for highway construction and urban renewal projects.

ONGOING HARMS

The consequences of this displacement and disinvestment are still felt deeply today. Generations of residents have experienced disproportionate health burdens, economic exclusion, increased risk of traffic violence, and barriers to mobility.

Health & Environmental Inequities

Residents along and near the corridor face heightened exposure to pollution. North Minneapolis has among the highest age-adjusted rates of asthma and lowest life expectancy rates in Minneapolis.

Economic Exclusion

The highway's construction was guided by a car-centric vision that has excluded many residents from its benefits. For nearly a century, transportation and land use investments along the corridor have prioritized drivers—despite the fact that residents in surrounding communities are less likely to own or afford a car. As a result, they bear the burdens of auto dependency without equitable access to the mobility and economic opportunities the system was designed to deliver.

Increased Safety Risk & Mobility Barriers

The corridor's current design undermines safety for those walking, biking, and using transit. Recent safety studies by MnDOT and New Urban Mobility (NUMO) confirm that people walking and bicycling are at an increased risk of being seriously injured or killed on the corridor, and the unclear and unprotected turning movements at intersections result in collisions. Mobile phone data shows that 50% of trips on Olson Memorial Highway are two miles or less—yet the current layout does not serve local needs or reflect local travel patterns.

A COMMUNITY-LED DESIGN PROCESS

Today, the Harrison and Heritage Park neighborhoods are diverse communities, including but not limited to people of Black/African-American, Somali, Oromo (Ethiopian), Laotian, Vietnamese, Hispanic, and American Indian descent. Diverse perspectives offer unique insight into what residents experience, what issues they face, and what solutions could be impactful. Developing design possibilities that reflect the culture and meet the needs of the existing community is vital to avoid further displacement and gentrification.

The centerpiece of this design process was Design Week, a multi-day design workshop where planners, designers, and engineers consulted with Northside neighborhood residents, business owners, and local organizations near Olson Memorial Highway to inform the design possibilities for the future of the corridor.

This process generated three initial design concepts that reflect different visions and trade-offs:

- Tree-Lined Transitway
- Neighborhood Blocks
- Linear Park

These design concepts are not intended to be "final" designs but rather provide an opportunity for the community to visualize what different choices and priorities would look like on the corridor. Going forward, the community can decide what they like about each option and what they would change, all of which can feed into the refinement of a community-centered plan.

NEXT STEPS

Alternatives developed through Design Week and through engagement since the campaign launched in 2021 will help inform MnDOT's evaluation of future design options, with proposed criteria centered on equity, safety, and community needs.

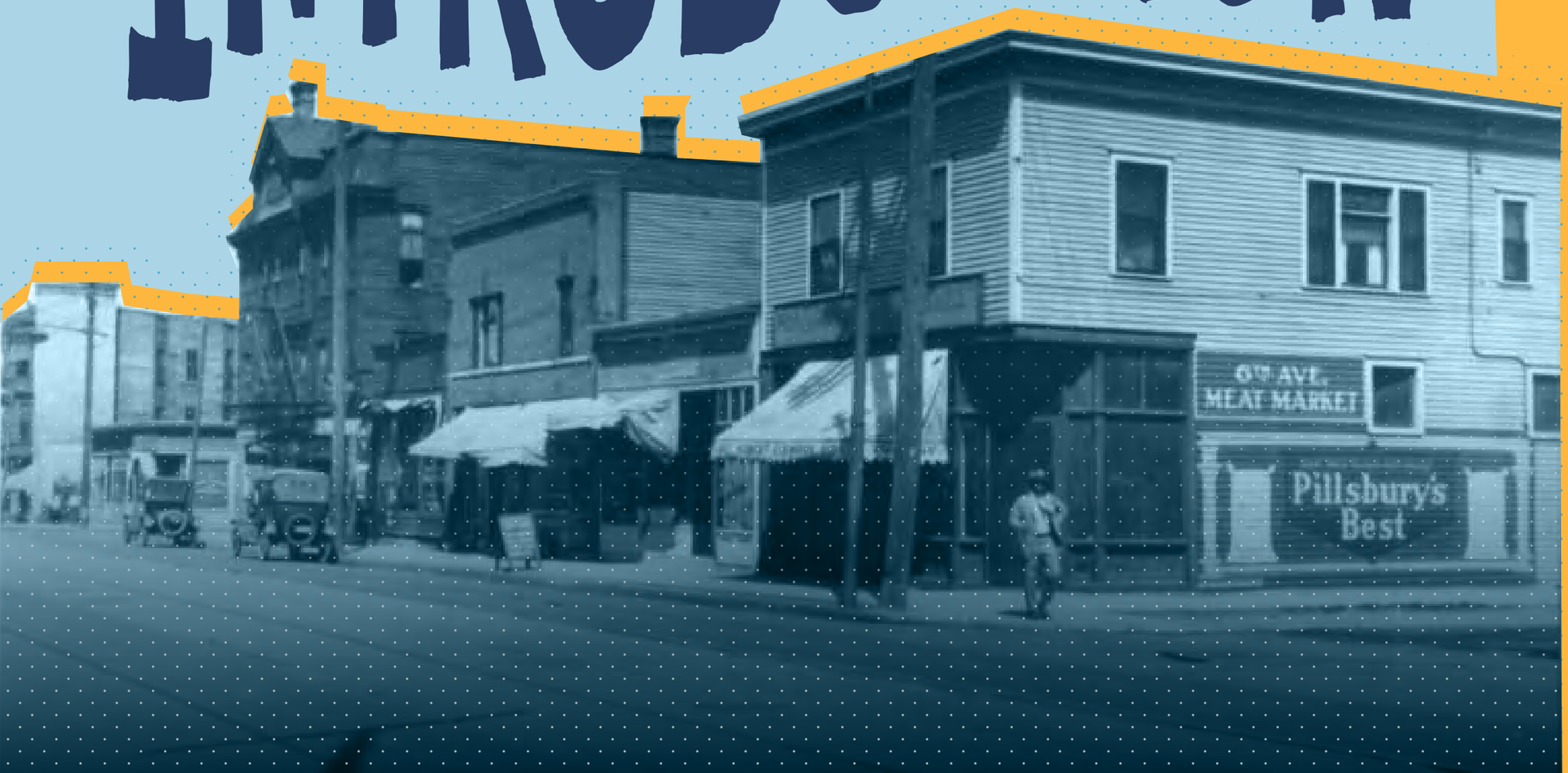
At the same time, any future planning efforts along Olson Memorial Highway must address neighborhood concerns about displacement and rising housing costs. As changes come to the corridor that may increase its appeal and connectivity, it is imperative that policies and programs to preserve neighborhood cohesion and affordability are adopted. Recommendations to that end are included in this report.

Implementation of any future changes must reflect the community-led vision for a people-centered corridor. This transformation will be a generational shift—one that must repair past harms rather than unintentionally repeat them.

Continued and inclusive engagement will be essential. Ongoing collaboration with MnDOT and other partners must ensure that the people most affected by this highway have a meaningful voice in shaping what comes next.

With over 23,000 people living within a half-mile of the corridor, residents should have a voice in determining the future of their neighborhood.

INTRODUCTION



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This report is part of the Bring Back 6th initiative that advocates to replace Olson Memorial Highway, which has a history of harms that continue to impact residents to this day, with a community-centered, reparative solution to reconnect the community.

Figure 1. 6th Avenue North and Lyndale Avenue North, 1922. Source: Jewish Historical Society of the Upper Midwest.

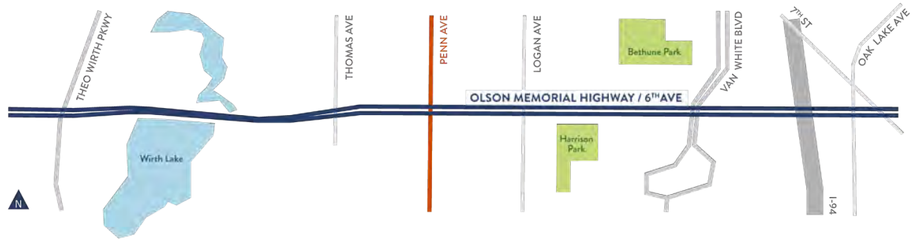
The Bring Back 6th Initiative

The Bring Back 6th initiative is a collaborative effort, born out of the community's decades-long fight for a safe and healthy corridor, led by a coalition of community advocates and organizations and informed by community input from those most impacted by the highway.

Olson Memorial Highway, also known as Highway 55, runs northwest-southeast over 200 miles from the state's western border to Hastings, near the eastern edge. The coalition has focused its efforts on transforming the portion of Olson Memorial Highway that cuts through the City of Minneapolis and its border with neighboring City of Golden Valley.

With the support of federal funding from the Reconnecting Communities Program, this report is a step towards achieving the community's vision to convert today's Olson Memorial Highway, once a vibrant 6th Avenue North, back to a thriving corridor that will serve the community into the future by translating the community vision into potential solutions for the future of the corridor.

Olson Memorial Highway Project Area



Northside Neighborhoods Adjacent to Olson Memorial Highway Through Project Area

Report Overview

Through input from community members and a wide range of stakeholders, analysis of existing conditions, and knowledge from previous efforts and studies, the project team put together three design concepts for the future of the corridor. These concepts reflect three distinctly different ideas, but embody design components that can be interchanged in the way that works best for the community.

All design concepts provide dedicated space for bus and bike travel, wide sidewalks, extensive tree plantings, reduced vehicular travel lanes, and safer crossings, while also creating significant space for new homes, public space, and businesses. The concepts are accompanied by a series of policies and programs aimed at preventing displacement and building community resilience.

This report explains the issues that the current highway presents, the process for and results of community and partner engagement, and the strengths and benefits of each of the concepts and their components.

Redeveloping Olson Memorial Highway will be a long process and presents a unique opportunity for collaboration, reparative justice, and community-led solutions.

COLLABORATION

The work presented in this report builds on the engagement and efforts of the Harrison Neighborhood Association, Heritage Park Neighborhood Association, Urban Strategies, Green Garden Bakery, and the Lao Assistance Center during the Blue Line Extension project, which was originally to be routed down Olson Memorial Highway and, more recently, through the Bring Back 6th Campaign's outreach. It is informed by the Campaign's anti-displacement study and additional community and stakeholder engagement conducted through Design Week, a multi-day design workshop where planners, designers, and engineers consulted with neighborhood residents, business owners, and local organizations near Olson Memorial Highway to inform the design possibilities for the future of the corridor.

This project is uniquely collaborative, involving numerous neighborhoods and partners. In addition to residents and neighborhood organizations, other project partners include the City of Minneapolis, City of Golden Valley, Hennepin County, Metro Transit, Metropolitan Council, Minnesota Department of Transportation (MnDOT), and other agencies.

The planned projects and related efforts being completed by these partner agencies also informed the work of this report, including MnDOT's 2023 ***Olson Memorial Highway Multimodal Study***.

MnDOT is working on a concurrent and parallel effort[1] to identify a preferred design alternative for Olson Highway within the City of Minneapolis. The MnDOT effort will continue after this report is written and additional engagement we be conducted to understand community priorities. The timeframe for the MnDOT and Bring Back 6th projects makes it possible for the two efforts to inform each other, providing the opportunity for a truly collaborative final design.

1 https://www.dot.state.mn.us/metro/projects/olsonmemorialhwystudy/index.html

REPARATIVE JUSTICE

The future of the corridor has the potential to significantly improve the health, safety, enjoyment, and quality of life of many people for generations to come, especially considering the historic and present-day impacts the highway has on the surrounding community.

Like with many highways in Minnesota and across the country, Olson Memorial Highway is a story of racial injustice through displacement, disinvestment, traffic safety issues, pollution, and socioeconomic barriers.

The potential for reparative justice through the transformation of Olson Memorial Highway could include making the roads safer for all users, reducing pollution, expanding green space, addressing barriers to surrounding areas and resources, and providing safe and reliable transportation, affordable housing, business and job opportunities, and many other benefits along and across the corridor.

COMMUNITY-LED

For decades, the community has spearheaded the efforts to make Olson Memorial Highway a safer and more comfortable roadway. Neighborhood groups and organizations, working in collaboration with community members, advocate for positive change to the corridor. In recent years, Our Streets has joined in these efforts, launching the Bring Back 6th Campaign in 2021 with the Harrison and Heritage Park Neighborhood Associations and other community partners. Together, they have helped to advance these demands into actions and recommendations. Through various engagement efforts and strategies, community voices have been centered on the vision of a restored 6th Avenue.

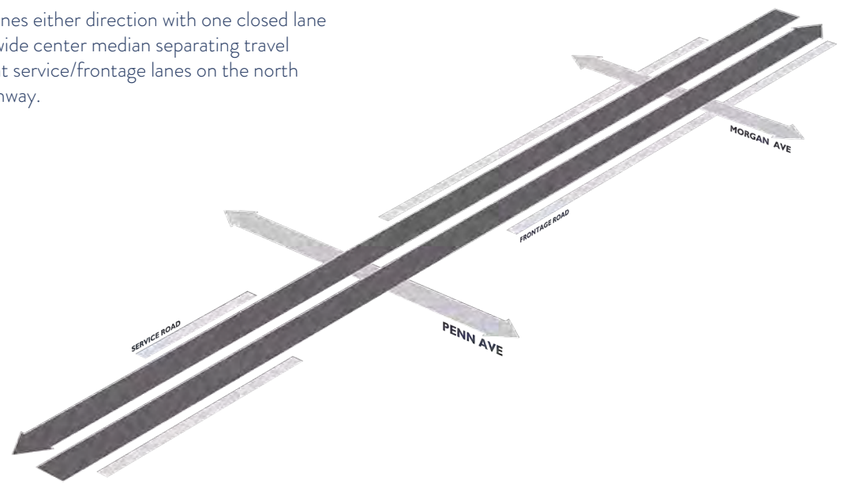
Residents must be an integral part of the design and planning process to create community ownership of the results. A community-led process increases the momentum behind the effort and the probability of successful implementation.

This report is intended to be a tool not just for partner agencies to use as they assess the potential of the corridor, but also for the community to use to advocate for the future corridor that they want to see for their neighborhood.

Design Concepts Overview

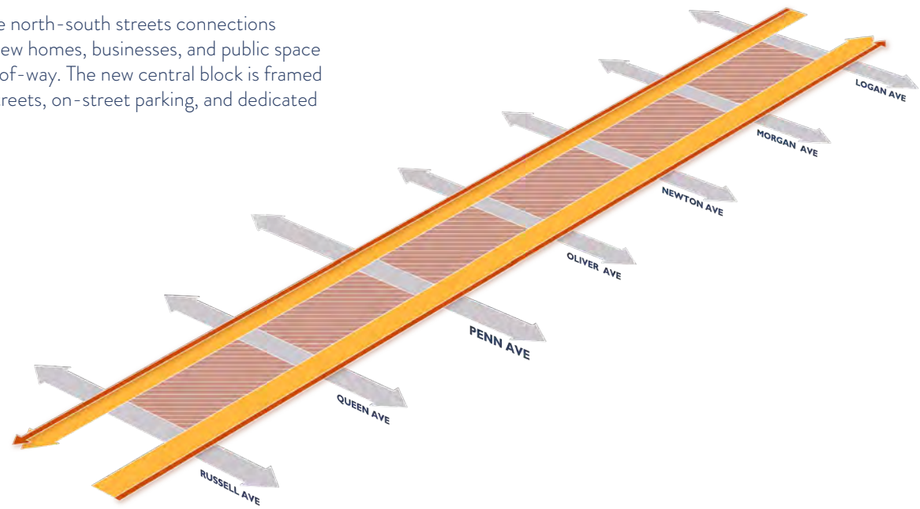
EXISTING CONDITIONS

A six-lane highway (two lanes either direction with one closed lane in either direction) and a wide center median separating travel direction, with intermittent service/frontage lanes on the north and south sides of the highway.



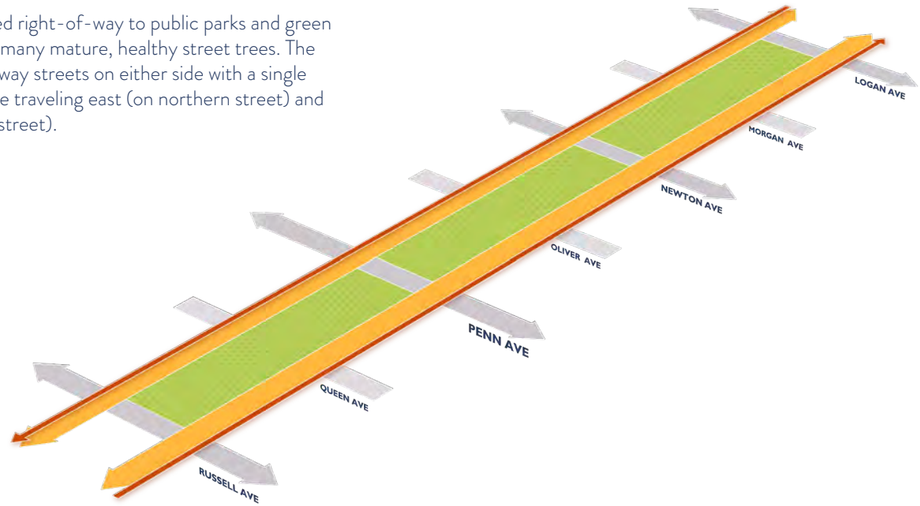
NEIGHBORHOOD BLOCKS

Prioritizes restoring the north-south streets connections maximizing space for new homes, businesses, and public space in the reclaimed right-of-way. The new central block is framed by a one-way pair of streets, on-street parking, and dedicated bus-only lanes.



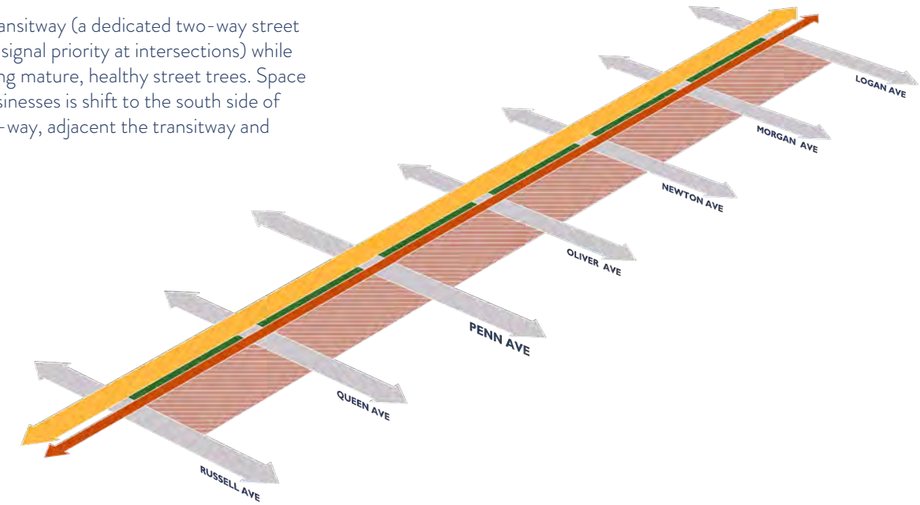
LINEAR PARK

Dedicates the reclaimed right-of-way to public parks and green space while preserving many mature, healthy street trees. The park is framed by two-way streets on either side with a single dedicated bus-only lane traveling east (on northern street) and west (on the southern street).



TREE-LINED TRANSITWAY

Creates a separated transitway (a dedicated two-way street for bus-only lanes and signal priority at intersections) while preserving many existing mature, healthy street trees. Space for new homes and businesses is shift to the south side of the reclaimed right-of-way, adjacent the transitway and dedicated bikeway.



THE COMMUNITY'S VOICE

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For this project to respond to community needs, it is imperative that members of the public, particularly those of historically excluded groups, have the opportunity and feel empowered to make their voice heard in the decision-making process, and that those involved establish a process to center their input.

Figure 2. Imagine 6th Avenue North Event, 2024.

The Importance of Community-Driven Solutions

Embracing community voices and allowing the residents to guide solutions leads to a safer and more inclusive public realm that reflects the existing community and reduces the risk of barriers, displacement, and disparities.

Over 23,000 people live within a half mile of Olson Memorial Highway through the northside of Minneapolis. **All of these residents should have a voice in determining the future of their neighborhood.**

Community-driven solutions are needed that bring in the voices of those who have been, and still are, impacted by the highway's construction. The potential to address historic harms, provide health, safety and mobility benefits to the community, and prevent unwanted future impacts can only be realized if the people affected are centrally involved in the planning and design of future projects on Olson Memorial Highway.

HISTORIC HARMS

This corridor has a history of injustice and inequality. Over a thousand primarily Black and Jewish residents of the 1920s and 1930s were displaced by demolition for Olson Memorial Highway that began in 1936. Displacement continued for the next 30 years as more homes and businesses were demolished for highway expansion and urban renewal projects.

Residents were further victimized as racist lending policies continued to disenfranchise residents of color, disinvestment further deteriorated the neighborhood, and the construction of I-94 created a barrier to Downtown Minneapolis. In later decades, urban renewal projects and additional highway construction displaced over one thousand more residents and created more barriers between North Minneapolis and the rest of the city. **Through these projects, residents were rarely consulted but greatly impacted.**

The construction of highways has long-term effects on economic inequalities, generational wealth, safety, public health, environmental degradation and pollution, and community resilience.

PRESENT DAY IMPACTS

These harms have impacted generations over the past century, creating disproportionate health and safety disparities that persist to this day. North Minneapolis has among the highest age-adjusted rates of asthma and lowest life expectancy rates in Minneapolis, which can be caused by exposure to pollution and environmental degradation.

In addition to pollution and environmental impacts, economic stability and access to daily needs and opportunities can also have a direct and indirect impact on a person's physical and mental well-being. The neighborhoods along the corridor have mid- to high-poverty rates and experience some of the lowest median home values compared to the rest of Minneapolis.

Further, many residents do not own cars, possibly due to disability, high cost of car ownership, and inability to access a driver's license. This creates accessibility barriers and means that the current highway, which only accommodates vehicular modes of travel, is not serving many people who live in the area.

Figure 3. Statue of former Minnesota Governor Floyd B. Olson at Penn Avenue and Olson Memorial Highway. Source: Wikipedia.

Overcoming Displacement

Today, the Near North Minneapolis neighborhoods of Harrison and Heritage Park are diverse communities, including but not limited to people of Black/African-American, Somali, Oromo (Ethiopian), Laotian, Vietnamese, Hispanic, and American Indian descent. Diverse perspectives offer unique insight into what residents experience, what issues they face, and what solutions could be impactful. Creating a public realm that reflects the culture and meets the needs of the existing community is vital to avoid further displacement and gentrification.

The legacy of displacement along Olson Memorial Highway continued in recent years when the Metro Transit Blue Line light rail extension project was planned along a BNSF rail corridor, with a segment running along Olson Memorial Highway through North Minneapolis. The Blue Line planning, paired with city-wide housing shortages, is speculated to have led to further displacement of residents near the corridor, even though construction never began and this segment of the planned transit was relocated to a different corridor that has been difficult to access.

Displacement can occur in various forms where development is planned and implemented without public input and community-centered programs and policies. Identifying the conditions that past harms and inequities have led to underscores the importance of centering the specific needs and desires of the community in the creation of design concepts and programs and policies.

Near North continues to be a starting place for low-income and immigrant communities in Minneapolis. Despite the proximity to Downtown Minneapolis and several parks and greenways to the south and west, residents lack access to many amenities, forcing most to travel by car or depend on the unsafe walking infrastructure and multimodal transit.

In recent years, due to its proximity to Downtown Minneapolis and relatively affordable property values, the neighborhoods have seen increasing interest from middle and upper-income families looking to buy a starter home.

To attract these generally whiter and wealthier new residents, real estate agents and developers have attempted to remove the "stigma" of living in North Minneapolis through false advertising and rebranding campaigns, including efforts to subsume the Harrison neighborhood into the whiter and wealthier Bryn Mawr neighborhood to the south (Harrison property listings claiming to be in Bryn Mawr), "NuLoop" (effort to tie Harrison into the upscale, trendy North Loop neighborhood to the northwest), and "West Market Business District" (effort to expand Downtown into Harrison).

These campaigns echo tactics of the past to elicit a turn over of residents, attempting to push long-time residents out in favor of incoming residents that represent historically advantaged demographics. This report outlines strategies to combat these and other intentional and unintentional efforts of displacement and gentrification.

Figure 4. Girls at Phyllis Wheatley, 1925. Source: Minnesota Historical Society.

Forms of Displacement

Forms of displacement[1] that have occurred in the Twin Cities include:

✳ Direct Displacement

Direct displacement occurs when residents can no longer afford to remain in their homes due to rising housing costs or are forced out by lease non-renewals, evictions, eminent domain, or physical conditions that render homes uninhabitable as investors await redevelopment opportunities.

✳ Indirect Exclusionary Displacement

Indirect or exclusionary displacement occurs when low-income residents move out, but other low-income residents cannot afford to move in because rents and sales prices have increased, discriminatory policies such as banning tenants with housing vouchers, or changes in land use or zoning that change the character of residential development (such as eliminating units for households without children).

✳ Commercial Displacement

Commercial displacement occurs when commercial rents increase, leading to the closure of small, locally owned businesses and the emergence of national chains.

✳ Cultural Displacement

Cultural displacement occurs as the scale of residential change advances and the neighborhood character transforms, such that shops and services shift to focus on new residents. Remaining residents may feel a sense of dislocation despite remaining in the neighborhood.

✳ Gentrification

Gentrification is a process of neighborhood change that results in the transformation of a working-class or vacant area into middle-class residential or commercial use, and both the residential and cultural profile of the neighborhood change accordingly.

Note that gentrification can be distinct from displacement: gentrification can happen without displacement if low-income residents willingly move and are replaced by higher-income newcomers. Displacement can happen without gentrification if residents who move out are replaced by newcomers from the same demographic.[2]

1 Zuk, Miriam, Ariel Bierbaum, Karolina Gorska, Anastasia Loukaitou-Sideris, Paul Ong, Trevor Thomas, and Karen Chapple. 2015. "Gentrification, Displacement and the Role of Public Investment: A Literature Review." https://doi.org/10.13140/RG.2.2.12408.60168.

2 Pennington, Kate. 2021. "Does Building New Housing Cause Displacement?: The Supply and Demand Effects of Construction in San Francisco." SSRN Electronic Journal. https://doi.org/10.2139/ssrn.3867764.

✳

1937

6th Avenue North before the construction of Olson Memorial Highway.

Figure 5. Aerial image of Olson Memorial Highway, 1937. Source: University of Minnesota Libraries.

1945

Olson Memorial Highway construction showing significant destruction of 6th Avenue North homes and businesses.

Figure 6. Aerial image of Olson Memorial Highway, 1945. Source: University of Minnesota Libraries.

TODAY

Olson Memorial Highway in its current alignment, with no remaining 6th Avenue main street businesses.

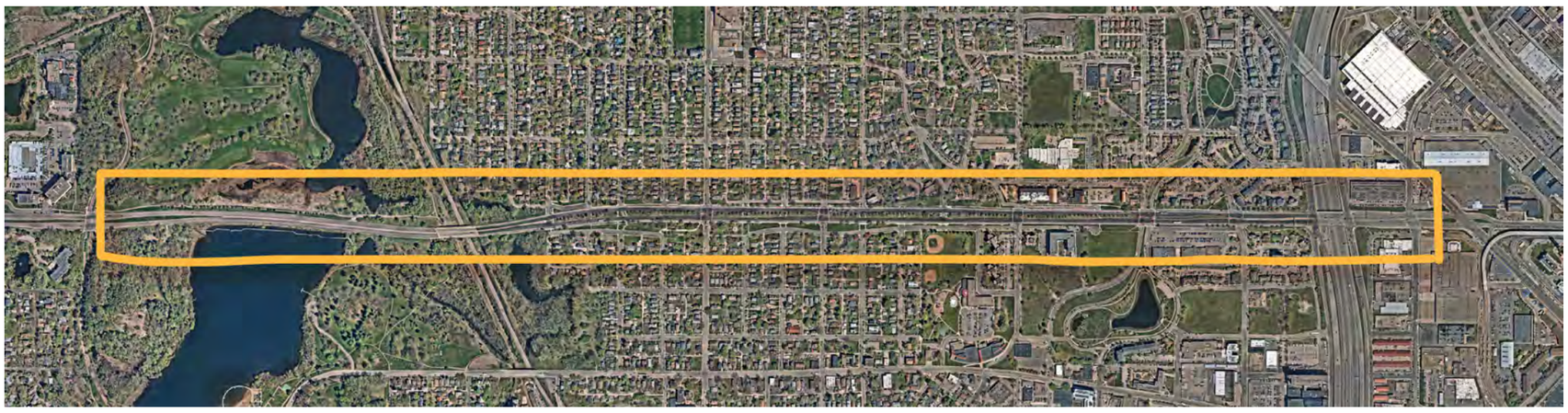


Figure 7. Aerial image of Olson Memorial Highway today. Source: University of Minnesota Libraries.

THE COMMUNITY'S VISION

Existing residents and community members envision a safe, clean, affordable, walkable, connected, and commercially vibrant neighborhood.

Figure 8. Imagine 6th Avenue North Event, 2024.

Creating the Vision

Community members who live near the Olson Memorial Highway corridor today envision:

1. **Streets that are safer, more comfortable, sustainable, and that create opportunity for enjoyment and socialization.**

2. **Long-term affordable housing, local jobs, and wealth-building opportunities.**

   This includes retail corridors to support new and existing local businesses on 6th Avenue, Glenwood Avenue, and Plymouth Avenue.

3. **New amenities, green spaces, and community spaces for youth, adults, and elders alike.**

   Ideas for community amenities range from groceries and markets, restaurants, bakeries, and cafes to a hospital, hardware store, and gift shops to sports fields, outdoor pavilion/ amphitheater, and a pool.

4. **Inclusive and culturally diverse public spaces for all community members, particularly youth and older adults.**

5. **Diverse shops and services, accessible by walking, bicycling, and transit.**

Types of Engagement

Residents and community leaders formed the Bring Back 6th Coalition to bring this vision to life. For this Bring Back 6th report, the project team also collected resident and community perspectives between August 2024 and June 2025 through:

- Community surveys
- Door knocking and tabling at community events
- One-on-one conversations
- "Home is Here" community conversations with the respective Harrison and Heritage Park neighborhoods
- Imagine 6th public events
- Design Week with various stakeholder meetings and public open houses

Figure 9. (Left) Imagine 6th Avenue North Event, 2024.

Figure 10. (Right) Gallery Talk at Sumner Library, with attendees viewing the mobile museum afterward.

Figure 11. (Left) Heritage Park Neighborhood "Home Is Here" Community Conversation, April 2025.

Figure 12. (Right) Bring Back 6th Design Week, May 2025.

Figure 13. (Below) Volunteer canvassing group photo in 2021.

Community and Stakeholder Input

Resident and stakeholder input was collected through various activities and discussion formats during community events. Design Week was an important avenue to gather input and included open houses, one-on-one interviews, and focus groups with agencies, public representatives, neighborhood groups and associations, community members, and other stakeholders. From all of these conversations, six consistent themes emerged to inform this project, shown to the right.

The input will be used to support residents in achieving the community vision that prevents displacement, aligns with partner and agency goals, and realizes community health, wealth, accessibility, safety, and resilience. **Engagement will continue at every stage of the process, including after this report is finalized, to ensure residents directly shape the project and outcomes as it moves forward.**

Implementing anti-displacement and community-oriented policies and decision-making processes at the beginning of the project design, and carrying them out through and beyond the final project construction, will enable existing residents to meaningfully decide on a safe and inclusive plan for the future of the corridor. Having a clear understanding of the community priorities will be critical when working with various agencies to identify a preferred design alternative and appropriate policies that serve the community.

The following are the needs that were expressed as top priority for residents.

Top Community Priorities

Safety & Connectivity

- Safer crossings and longer crossing times, particularly for seniors/children.
- Safe places to walk and bike and updated pedestrian and bicycle infrastructure (e.g., sidewalks, trails, and bridges).
- Better lighting, wayfinding, and emergency call boxes.
- More shelters, shade, and places to rest.

Community Identity & Uses

- Incorporate neighborhood art, particularly from local artists.
- Provide more spaces for culture and community, such as diverse food markets, and provide better connections to existing community spaces, such as parks and the farmer's market.
- Provide more places for youth and older adults to gather and enjoy.

Development & Economic Stability

- Mixed views on density: Some support mixed-use development; others fear loss of neighborhood character or displacement.
- Strong demand for local retail (e.g., groceries, pharmacies, restaurants) and other small businesses to address food deserts.
- Emphasis on affordable housing and ensuring current residents benefit from new development.
- Provide dining spaces and plazas for public gatherings.

Equity & Accessibility

- Implement development and programs that reflect cultural diversity, prevent gentrification/displacement, and prioritize existing residents.
- Ensure inclusive engagement (non-English speakers, underserved groups).
- Design the corridor to serve local, transit-dependent residents, not just suburban commuters.
- Make transit more reliable, safe, and consistent, as many residents are transit-reliant, particularly youth.

Environment & Green Space

- Connect residents to Theodore Wirth Regional Park's green spaces, wetlands, and wildlife.
- Protect existing trees and green space.
- Mitigate sound and light pollution from traffic.
- Expand parks, vegetation, gardens, and green stormwater infrastructure and improve programming in existing park spaces that are currently underutilized.

Health & Wellness

- Improve access to healthy food via grocery (co-op or municipally-owned), markets, gardens, and retail food.
- Enhance the mental and physical health of residents through access to education, recreation, jobs, and healthy food.
- Provide options for health-related services within the neighborhood, such as clinics.

Future Engagement

In addition to these community priorities, residents have also expressed common frustrations with past engagement and concerns about future engagement.

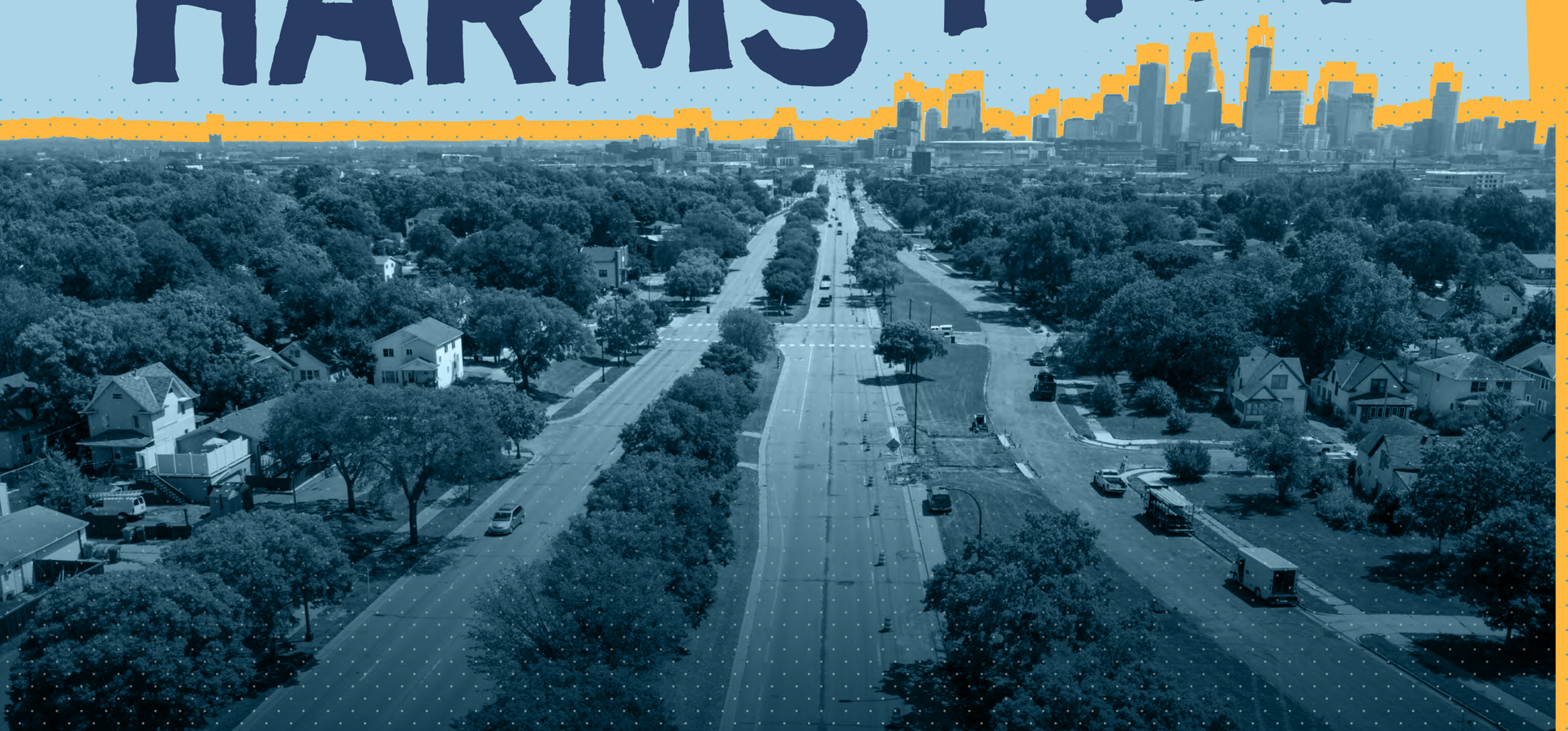
To ensure equitable engagement processes that prioritize community voices, agencies should engage residents early and throughout the process. Agencies should address resident opposition and also be diligent about transparency with community members by establishing clear project timelines, sending mailed notices (not just digital), and providing accessible meetings (with childcare, translation services, transportation, and more).

This report will be used during the next series of engagement for the Bring Back 6th initiative. Community feedback will continue to be collected through public events, door knocking, surveys, and other engagement methods to understand what design solutions best resonate with residents.

Residents and community members can expect to be canvassed about how to continue advocating for a community preferred alternative. Volunteers, staff members, and partners will work to meet residents where they are to elicit feedback and survey on the design concepts, how to get involved, and contact decision-makers for this project. There will be two *Imagine* series events through the summer of 2025, as well as other public engagement opportunities.

Community members will be able to learn more about the proposed design concepts and use this report and the understanding of the proposed concepts to advocate for the solutions that they would most like to see. This will help residents and partner agencies to provide further input through the next phases of design and make informed decisions for the future of the corridor.

COMMUNITY HARMS



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The construction of Olson Memorial Highway displaced thousands of homes, businesses, and community centers in a predominantly Black, Jewish, and immigrant area, dividing neighborhoods in the corridor and disrupting other Northside neighborhoods.

Figure 15. Olson Memorial Highway from above.

Historic & Ongoing Injustices

Today, this history of physical, economic, and social segregation, pollution, and other ongoing impacts continues to disproportionately affect communities of color that neighbor Olson Memorial Highway in Minneapolis. These harms take the form of intersectional environmental justice impacts that shape everything from community health and economic mobility to access to daily needs and opportunities.

While this damage can never be fully undone, Bring Back 6th is an opportunity for State, County, and City partners to take significant steps toward reparations for this historic and ongoing injustice and help to facilitate a more equitable and resilient future for the community.

BEALE STREET OF MINNEAPOLIS

The community's history is captured in pictures of a bustling street full of pedestrians, streetcars, jazz clubs, grocery stores, and gathering places. It is also rooted in the legacy of prejudiced policies which led to the demolition and displacement involved in large highway construction projects.

Near-North Minneapolis has been a diverse and welcoming neighborhood to immigrants and migrants since the early 1900s. This area was Dakota homeland—likely wetland and oak savanna—then fur trading grounds up to the 1851 Treaty of Traverse des Sioux, after which Minneapolis' population and development exploded and newly acquired land was platted and developed.

This rapid growth planned by wealthy industrialists and speculators included Near-North's Oak Park Addition, a "tangletown" of leafy residential streets and Victorian houses built in 1872.

Waves of immigration and suburbanization from expanding industries changed the neighborhood rapidly. The lack of racially restrictive housing covenants allowed Jewish immigrants to move to the neighborhood, who were joined by German, Bohemian, Finnish, and Scandinavian immigrants. Black workers and families moving up from the south after the Civil War moved into these neighborhoods as well—many historically Jewish neighborhoods in the Twin Cities were the places most welcoming to people of color, leading to a vibrant mix of Jewish and Black businesses and gathering places along 6th Avenue North.

The neighborhood developed numerous churches and synagogues, pool halls, night clubs, restaurants, and delicatessens, as well as settlement houses offering a variety of social services such as Phyllis Wheatley, which supported sports, summer camps, dances, adult education, and housed early University of Minnesota students, and Emmanual Cohen (now Pillsbury United Communities). It became a hub that attracted African-American entrepreneurs, who opened grocery stores, dry cleaners, and restaurants after World War I.

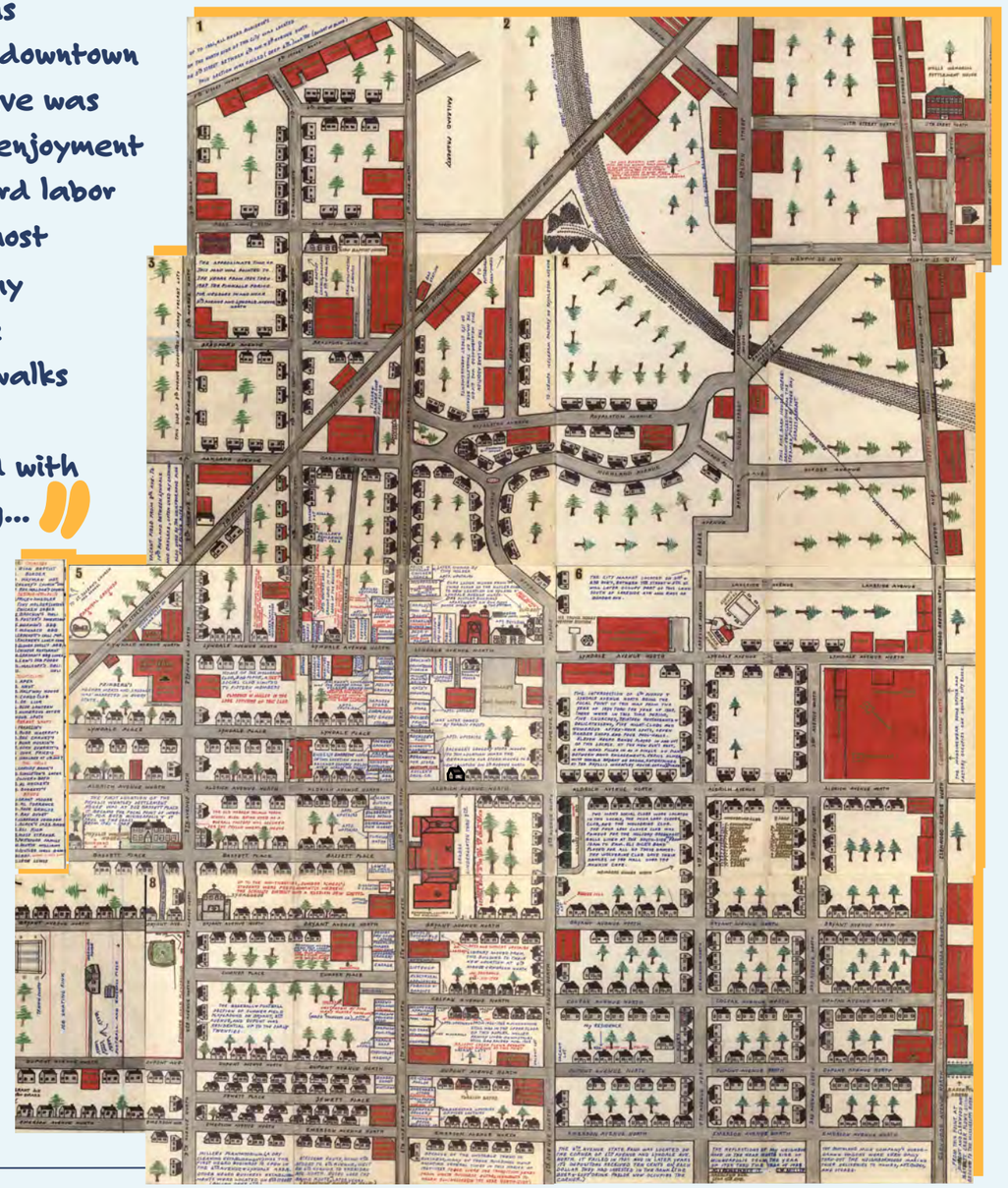
The district became the center of the region's growing jazz scene in the 1920s and served as an incubator for racial justice during the first half of the 1930s.

Figure 16. Clarence Miller's "Lament for Lost Intersection" Map, 1929. Source: Hennepin County Library

"...Since the Negro was restricted from the downtown entertainment, the Ave was their only outlet for enjoyment after six days of hard labor in those years... On most of those warm Sunday evenings...there were times when the sidewalks on both sides of the street were crowded with people coming or going..."

- Clarence Miller (creator of "Lament for a Lost Intersection" map depicting 1929 6th Ave.

For Black residents along 6th Avenue North, venturing out of this safe haven carried grave risks. Minneapolis had ten active chapters of the KKK who were highly visible in local politics, the police department, and the school system. The Klan made its presence known to the residents of North Minneapolis, sending warnings that there were consequences for the "dangerous intermingling of white and colored people".



SYSTEMIC RACISM AND DISPLACEMENT

By the 1920s, exclusionary policies, intimidation, and harassment made the area around the 6th Avenue North one of the only places where Black and Jewish people could live. During the height of prohibition bootlegging and other illegal activities offered employment to Jewish and black men.

In 1934, the city was consumed by street battles between labor organizers and armed deputies hired by the employers, which put Minneapolis on the map and prompted journalists from around the world to predict that this was the place where "the revolution may come."

In the aftermath of this local civil war, community and business leaders were desperate to rebuild the City's reputation as a model metropolis. At the same time, Jim Crow became law across the nation and lynchings became common. With this backdrop, scientific racism infused the new planning ideologies that would reshape American cities, leading to an idea to take prevalence that neighborhoods where people of different races lived were inherently unhealthy, unstable, and prone to violence.

This was the context that gave urgency to plans to demolish 6th Avenue North.

In the 1930s, the Home Owners Loan Corporation drew the Minneapolis map and described the area around 6th Avenue and Lyndale Avenue as, in their words, "of the poorer class of Jew and colored people." This observation, in their opinion, made it "a most undesirable location for residential purposes," and earned it a "hazardous" rating, unfit for investment.

Olson Memorial Highway was built as Minnesota's first state highway along the route of 6th Avenue North in the late 1930s, and expanded in the 1950s to the shape we know today. In the late 1960s, I-94 replaced Lyndale Avenue and completely reshaped the historic Near-North neighborhood. Seven years after the construction was completed, Olson Memorial Highway was "one of the least used express thoroughfares in the city," according to a City of Minneapolis traffic engineer.

Starting in the summer of 1936, people were forcibly removed from their homes along the corridor and in the neighborhood, which was cleared for the Sumner Field Homes Federal Housing Project. In 1938, newspapers reported that tenants in 23 houses and stores on 6th Avenue North refused to vacate their properties, which had been condemned for the construction of Olson Memorial Highway. Resident William Trent explained that he had no choice but to ignore the notice.

Residents were once again displaced when the 1995 Hollman Decree—a class action lawsuit led by the NAACP and residents of the public housing projects—required the demolition of 770 public housing units in the name of "deconcentrating poverty." Although residents were promised the "right to return" after construction of the new Heritage Park mixed-use development was completed, less than 5% of residents returned.[1]

1 Deconcentrating Poverty in Minneapolis, Hollman v. Cisneros. https://www.housinglink.org/files/hollman-compilation.pdf

Figure 17. (Top) Area demolished for Sumner Homes, 1936. Source: Courtesy Hennepin County Libraries

Figure 18. (Bottom left) Kids in home to be demolished for municipal city market, Highland Avenue, 1936. Source: Courtesy Hennepin County Libraries

Figure 19. (Bottom right) Kids playing in Sumner Field, 1936. Source: Courtesy Hennepin County Libraries

ECONOMIC IMPACT

It is challenging to fully comprehend the economic impact of constructing the Olson Memorial Highway. What we do know is that dozens of commercial and residential buildings were displaced during the highway's two phases of construction in the late 1930s and 1950s. As a result, the community that once shared 6th Avenue North as a place to live, work, play, and shop could no longer enjoy these amenities. Many likely experienced a downturn in their quality of life due to their low-income status and the economic impacts of the Great Depression during the same period.

One assumption we can make is that the potential economic benefits to those who owned homes, businesses, or property could not be realized by themselves or their descendants, given the displacement that occurred.

To understand the potential value that could have been realized for homeowners, we examined the historic median home values for Minneapolis in 1930. In 1930, the median value of homes in Minneapolis was $5,697. In today's value, that is an estimated $110,000, excluding the value of the land. Although there is no specific data on the number of owner-occupied homes that were displaced, this is a significant increase in value that should be acknowledged.

Several examples from across the county have shown positive trends in land value and tax revenue from repurposing highways, further underscoring an opportunity to regain the value displaced during the removal of 6th Avenue North.

Olson Memorial Highway Today

Today, Olson Memorial Highway functions as a wide surface highway that is essentially a hybrid of a street and a road, characterized by wide lanes, high speeds, and minimal infrastructure for non-motorists. According to crash data, a crash resulting in injury occurs approximately every nine days along this corridor.[2]

Additionally, asthma hospitalization rates in zip codes with the largest concentration of BIPOC residents, such as Near North Minneapolis, are five times higher than the state average due to air pollution from vehicle emissions.[3] Given this historical context and current challenges, repurposing the highway offers an opportunity to reverse disinvestment and unlock economic value.

SAFETY

This section outlines how Bring Back 6th intersects with City and State transportation safety goals and summarizes the findings from City, State, and advocacy-led safety analyses.

The key takeaways from the review of these documents include:

- The City of Minneapolis and MnDOT are both committed to reaching zero roadway deaths.
- The corridor is high-risk for all modes of travel due to high posted and driving speeds, confusing and complicated intersections, unsafe and unmarked crossings, and poorly designed and maintained infrastructure.
- This corridor sees some of the highest instances of severe and fatal traffic crashes and contains the third (West Lyndale Avenue) and fourteenth (East Lyndale Avenue) highest-risk intersections in the City of Minneapolis.
- Vulnerable roadway users (i.e., people walking and bicycling), who already have the least protection while traveling, are overrepresented in crashes, primarily occurring at signalized intersections.
- The highway is used for local trips and should serve the local community. This, paired with the knowledge that many residents do not have vehicle access, makes safe multimodal travel imperative.
- Conditions for people walking, bicycling, and accessing transit that are not only unsafe, but also uncomfortable, inconvenient, and inefficient.

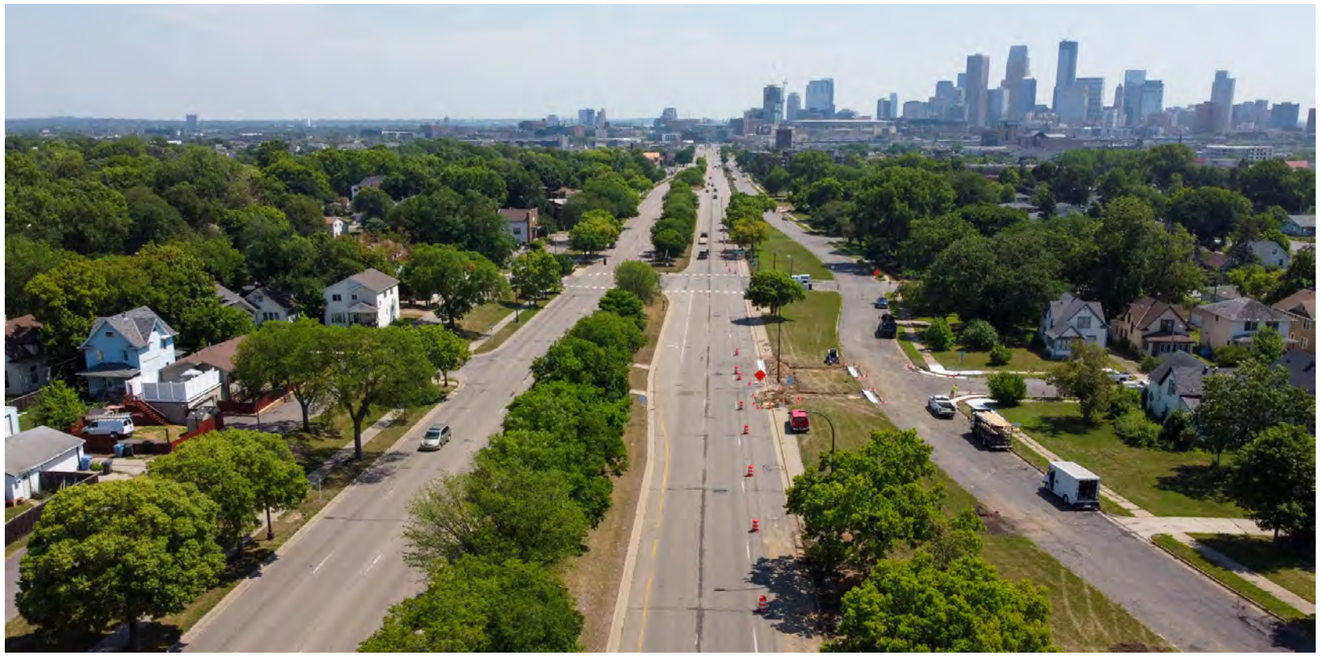


Figure 20. (Top) Olson Memorial Highway from above.

Figure 21. (Bottom left) Crosswalk at Bryant Avenue with recently installed temporary curb extensions.

Figure 22. (Bottom right) View across Olson Memorial Highway showing quick build safety measures recently implemented by MnDOT.

2 City of Minneapolis. 2022 Vision Zero Crash Study. Minneapolis Public Works, 2022
3 Minnesota Pollution Control Agency, Minnesota Environment and Energy Report Card 2024, EQB

CITY OF MINNEAPOLIS VISION ZERO

The City of Minneapolis and the State of Minnesota have both declared that deaths and serious injuries on our roadways are unacceptable. The Minneapolis City Council adopted a resolution committing to the goal of zero traffic deaths and severe injuries on City streets by 2027. The resolution begins with the sincere assertion that "one death on our streets is one too many."[4]

At the state level, since 2003, Minnesota's interdisciplinary safety program, Toward Zero Deaths, has worked to "create a culture for which traffic fatalities and serious injuries are no longer acceptable."[5] MnDOT has embraced and sought to actualize this goal in its updates to the Strategic Highway Safety Plan every five years.[6]

In 2023, the City of Minneapolis published its latest Vision Zero Action Plan to create progress toward the Vision Zero goal. The Plan includes Olson Memorial Highway on the High Injury Network for both overall injuries and pedestrian injuries.

In other words, Olson Memorial Highway is among the top 9% of streets in the city where 66% of severe and fatal traffic crashes happened (2017 to 2021). In addition, the intersection of Olson Memorial Highway with Lyndale Avenue is among the 26 highest-risk intersections across the city.[7]

According to MnDOT statewide crash analysis, the West Lyndale Avenue intersection with Olson Memorial Highway had the third highest number of crashes in the state, and the East Lyndale Avenue intersection the fourteenth.[8]

ROAD SAFETY INSPECTION

The status quo on Olson Memorial Highway is a lack of safety for all modes of travel, including walking, bicycling, taking transit, and driving. Between 2014 and 2023, four (4) people lost their lives in traffic crashes on the study corridor, and 26 others were severely injured.

To better understand the specific roadway safety needs along Olson Memorial Highway, a Road Safety Inspection was carried out by New Urban Mobility Alliance (NUMO) in July 2024, through the Community Connectors program, at the request of Our Streets. This program was funded by Robert Wood Johnson Foundation and led by Smart Growth America and partner organizations.

Informed by crash data, transportation professionals and local stakeholders traversed the project area by car, foot, and bus. The Road Safety Inspection's goal was to both observe and experience safety issues on the corridor. Rather than consider how people should act, the inspection observed how people do act; it identified the distractions and mistakes made by roadway users, instead of focusing on the rules of the road.

The inspection aimed to identify all safety issues and provide recommendations that would improve multimodal safety despite mistakes that are made.

The complete ***Road Safety Inspection Report and Recommendations*** can be viewed at ourstreetsmn.org/2024/08/07/numo-wri-highlight-severe-safety-issues-on-olson-memorial-highway/.

4 https://www.minneapolismn.gov/media/-www-content-assets/documents/VZ---Resolution.pdf
5 https://www.minnesotatzd.org/about
6 https://www.dot.state.mn.us/trafficeng/safety/shsp/
7 https://lims.minneapolismn.gov/Download/RCAV2/31027/18-Vision-Zero-Action-Plan-2023-2025.pdf)/
8 MnDOT Olson Memorial Highway Multimodal Study,Existing Conditions Report, March, 2023

Top Road Safety Inspection Findings

1 High vehicle speeds increase risk across the corridor.

Both on the primary corridor and on the service roads, people drive fast, in part because the speed limit is at odds with the land use context of schools, libraries, parks, and homes.

The posted speed limit is between 30 and 40 mph. The inspection recommends speeds of 20 to 25 mph, safer and more fitting to the land use context.

2 Unmarked mid-block crossings put pedestrians at risk.

There are long stretches of the corridor without any signalized intersections that can provide opportunities for safe pedestrian crossing.

Between the existing signals, midblock crossings include curb ramps and paths through the median but no crosswalk markings, protection, or lighting. People attempt to cross here at significant safety risk and many more people likely choose not to cross the corridor at all.

3 Left turns are likely a cause of severe collisions.

In most cases, there are no protected left turns on the corridor. With this lack of protection, compounded by speeds, the center median, and the width of the corridor, left turns create visibility issues and lead drivers to take risks to make their turns.

Without protected left turns, these movements occur at the same time as pedestrian crossings, further increasing crossing risk, limiting mobility and access to opportunity for corridor residents.

4 Large intersection sizes increase risk and create confusion.

The wide corridor creates wide intersections that drivers rush across or get stuck in and block visibility for other drivers and people walking.

With multiple lanes and channels, including the highway on both sides of the median plus the service lanes, the intersections are complex and difficult to understand.

5 Poorly maintained pedestrian and bicycle infrastructure prevents safe travel on the corridor.

The inspection observed multiple issues of pavement quality, missing or faded road markings, inoperative pedestrian signal buttons, poor drainage, and broken or poorly located curb ramps.

These issues create direct safety risks by forcing people to walk in the roadway, cross at locations without proper infrastructure to alert drivers, or otherwise confront barriers to accessibility.

MnDOT Existing Conditions Analysis

As part of the 2023 ***Olson Memorial Highway Multimodal Study***, MnDOT evaluated the existing conditions on the corridor and summarized these findings in a report. The MnDOT report covered a range of topics, including how the corridor is used today for local and regional transportation, freight and transit patterns, safety, and environmental resources.[9]

SAFETY ANALYSIS

MnDOT's safety analysis, conducted within the Multimodal Study, points to specific safety issues that occur due to the existing configuration of Olson Memorial Highway. There were, on average, 82 crashes per year based on the most recent 5 years of crash data (2017–2021). Nearly half of those crashes resulted in an injury or death, with 3% resulting in a severe injury or death. The I-94 interchange is the least safe section of the corridor where half of all crashes occurred at the two intersections (East and West Lyndale Avenue) with the I-94 ramps alone.

Taking a longer view to assess walking and bicycling trends in more detail, an analysis of the most recent 10 years (2012–2021) offers insights into crashes by mode and crash type. People walking and bicycling—in other words, travelling without the protection of a vehicle—are overrepresented in the worst crashes (i.e., fatal and severe injury crashes). Severe injury crashes are those where the injured person cannot leave the crash scene without assistance. One-third of all crashes with someone walking or bicycling resulted in a severe injury (7) or death (5).

Crashes that involve someone walking primarily occurred at or near signalized intersections. About 20% of these crashes involved a vehicle making a right turn on red, and about half involved pedestrians "crossing illegally," based on police narrative. The focus on "crossing illegally" puts the blame on people walking, ignoring that this is a symptom of a poor design where following the rules feels unclear or inconvenient to many people who are already taking the risk of walking on this notably unsafe corridor.

Looking at motor vehicle-only crashes, the most common crash types were rear-end and angle crashes. The majority of rear-end crashes occurred at signalized intersections with shared turn lanes.

This analysis corroborates the findings of the Our Streets and NUMO Road Safety Inspection[10]—people walking and bicycling are at an increased risk of being hurt or killed on the corridor, and the unclear and unprotected turning movements at intersections result in collisions.

ROADWAY USAGE AND OPERATIONS

MnDOT's analysis of multimodal infrastructure quality reinforces the findings of the safety analysis and describes conditions for people walking and bicycling that are not only unsafe, but also uncomfortable, inconvenient, and inefficient. Using a Qualitative Multimodal Assessment methodology, every segment on the study corridor was scored as a 2 out of 5, with 1 being "poor," for both pedestrian and bicycle quality.

Focusing on signalized intersections, MnDOT used a Multimodal Level of Service (MMLOS) methodology, with results that are also poor. All intersections in the study area scored a LOS E or LOS F, with F being the worst score for both bicycle and pedestrian, primarily due to curb ramp conditions, the number of lanes required to cross, and right turn conflicts with vehicles.

The MnDOT Existing Conditions analysis also includes an analysis of trip origins and destinations using Streetlight Data that aggregates cell phone travel patterns from smartphone apps and connected vehicle data. This analysis illuminates that the corridor serves local vehicular trips, rather than regional travel. The data, averaged across weekdays in 2021 and anonymized, showed that most trips using the corridor start within about 2 miles of the Olson Memorial Highway, from Rockford to downtown Minneapolis.

Furthermore, 50% of the trips that use the corridor were 2 miles or less, compared to about 4% of the trips being greater than 10 miles. These findings underscore that the corridor must serve the community, as it primarily provides local connections for the surrounding neighborhood.

9 No longer available online.

10 https://www.ourstreetsmn.org/wp-content/uploads/2024/08/Olson-Hwy-road-safety-inspection-report_final-2.pdf

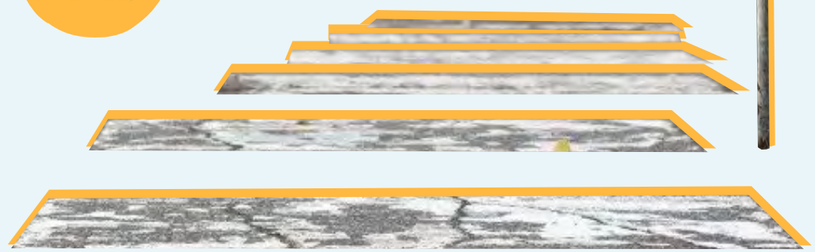
MnDOT Safety Analysis Findings

82 — **Crashes per year, on average**
2017–2021

Nearly 1/2 — **of crashes results in death or injury**

1/3 — **Crashes involving people walking or bicyling results in death or serious injury**
2012–2021

1/2 — **of all crashes occurred at I-94 ramps**



A Community Disrupted

Today, over 23,000 people live within a half mile of Olson Memorial Highway, which continues to harm Near-North communities, compromising the environment, health, opportunities, and environmental justice.

These harms have spanned many generations of Near North residents over the past century and continue to this day.

ENVIRONMENT AND HEALTH HARMS

As was true when it was first built, Olson Memorial Highway and other urban highways divide and disrupt many communities where BIPOC residents live. The North Minneapolis community on the whole is exposed to countless environmental, economic, and health effects as a result of this infrastructure. Traffic pollution from highway corridors contributes to degraded air quality and severe impacts to human health in nearby communities.

The environmental justice harms of highways are very well documented. The 2022 report from the Urban Institute titled ***The Polluted Life Near the Highway***[11] documents how living, working, or attending school within 300 meters of highways significantly increases exposure to hazardous air and noise pollution, leading to higher risks of lung disease, stroke, premature birth, and other health outcomes.

A 2023 ABC News report[12] had similar findings: constant commuter traffic from the nation's interstate highways is contributing to toxic air pollution in nearby neighborhoods. Age-Adjusted Asthma Hospitalization data per 10,000 residents from the Minnesota Department of Health shows high rates when compared to the rest of the city, the metro region, and the state.

Traffic pollution is associated with higher rates of health impacts, such as asthma, cancer, heart disease, birth defects, dementia, and premature death. Children who attend schools near freeways have lower test scores due to fine particulate pollution (PM 2.5) from car tires. Noise pollution is also linked with health impacts like stress, anxiety, and hearing loss.[13]

Combined, decreased air quality and environmental degradation contribute to lower life expectancy for members of the community. In communities along the highway, life expectancy is 74, nearly 7 years younger than the state average. This translates into lost opportunity from lives cut short by poor health.

HIGHWAY HARMS AND POVERTY

Beyond environmental and human health impacts, economic, housing, and transportation access issues are also a legacy of racist policies that led to the destruction of 6th Avenue North and the construction of Olson Memorial Highway. Poverty thresholds are determined by the Census Bureau, based on income and other measures for metropolitan areas.

The Olson Memorial Highway corridor has some of the highest poverty rates in the region. In addition to poverty status, the neighborhood today has experienced lower values for housing units.

Personal vehicle ownership is an access issue in a transportation system that heavily prioritizes land use and development geared toward cars. Many residents living in marginalized communities along highway corridors have lower rates of personal car ownership. These residents include immigrants without access to a driver's license, people who are unable to drive due to disability, and the many people who can't afford the increasingly high cost of car ownership.

Today, Olson Memorial Highway is redundant, due to I-394 running parallel to the south, and sees less traffic than Broadway Avenue. Some of the intersections along the highway are of the most dangerous in Minneapolis, topping the Vision Zero high-injury crash network list. It became a place to funnel traffic, a place to experiment on solutions to exploitative housing systems. And yet, the rich legacy of culture, business success, and racial integration shines a light on the necessity to bring back 6th Avenue and maintains a baseline for recreating a vibrant corridor.

As we plan transportation infrastructure for the future, we have the power to meaningfully engage neighborhoods and help envision repaired and restored community districts.

WHAT THE HIGHWAY LEFT BEHIND

While community input on needs and experiences provides us with cues about the gaps and opportunities within the Olson Memorial Highway corridor, taking a close look at economic data can provide additional insights on how money flows—or doesn't flow—through the neighborhood and the potential for value to be created.

Through this analysis, we have learned that there is tremendous room for local retail growth that serves the neighborhood, current spending patterns take money out of the neighborhood, and the corridor can provide a place for families to grow.

Under-built Corridor With Room to Grow

The construction, and then subsequent expansion, of the Olson Memorial Highway left a community that is fragmented, with the adjoining land devalued from the noise, pollution, and barrier imposed on the community. The cumulative result is a local economy that is not reaching its potential, nor serving the local community.

The half-mile project area contains barely 0.7 million square feet of retail and 1.5 million square feet of office space, compared with 137 million and 212 million square feet county-wide, confirming how much developable capacity the right-of-way (ROW) could unlock. Multifamily supply is similarly thin (3.6 million sq ft), underscoring why each street-redesign concept should prioritize mixed-income housing on newly freed parcels.

These deficits represent lost opportunities for local prosperity, and are acutely noted by the community. Table 1 shows that, while the project area has 2% of the multi-family building area in Hennepin County, it has only a half percent of the county's retail. There is enormous potential for reclamation of this corridor to correct this imbalance.

Losing Local Dollars

Despite modest household incomes, corridor residents still generate $77.6 million in annual retail demand; yet their Retail Goods Index of 69 sits far below that of Minneapolis (98) and Golden Valley (133). The gap signals considerable spending leakage that new neighborhood-scale storefronts can recapture, especially near the Penn Avenue intersection.

Keeping local dollars in the community will pay enormous dividends in terms of generating income and wealth, and avoiding the need to travel to access goods and services.

Table 1: Total Building Area in 2023[14]

Place	Retail	Office	Single Family	Multi-Family
Hennepin County Total	137,197,416	212,272,205	695,425,395	170,829,609
Project Area Total	690,264	1,463,267	2,160,274	3,611,163
Percent of County Total (Project Area)	0.50%	0.69%	0.31%	2.11%

11 https://www.urban.org/research/publication/polluted-life-near-highway

12 https://abcnews.go.com/US/highway-traffic-pollution-puts-communities-color-greater-health/story?id=103340992

13 University of Southern California Environmental Health Center

14 UrbanFootprint Parcel Base Canvas

Table 2: Consumer Spending Index[15]

Location	2024 Retail Goods Index	2024 Apparel/ Services Index	2024 Arts/ Entertainment/ Recreation Index	2024 Personal Care Products and Services Index	2024 Median Disposable Income Index	2024 Retail Expenditures
Project Area	69	80	107	75	77	$77,656,408
Golden Valley	133	135	119	139	139	$341,198,375
Minneapolis	98	135	123	107	97	$4.91B

15 ESRI, Consumer Expenditure Surveys, U.S. Bureau of Labor Statistics. Consumer Spending Index is a widely used measure of the spending of goods and services by consumers

Table 3: Average Household Size 2013–2023[19]

Location	Year 2013	Year 2020	Year 2023	% Change 2013–2023
Minnesota	2.47	2.48	2.44	-1%
Hennepin County	2.38	2.4	2.32	-3%
Project Area	2.65	2.79	2.73	+3%

19 Source: American Community Survey 2023 5-year

Homeownership Often Out of Reach

Between 2013 and 2023, owner-occupied households in the project area increased by 28%, while renter growth remained at 3%.[16] On the surface, this might suggest greater stability through increased homeownership. However, these shifts need to be understood in the context the broader Northside housing market.

For example, for decades, Harrison's rental stock was disproportionately made up of single-family homes—many owned by landlords or corporate entities outside the neighborhood. With renters comprising roughly 70% of residents, this meant a large share of families lived in single-family homes they did not own, often with limited protections against rent hikes or eviction.

16 Source: American Community Survey 2023 5-year

Research by the Center for Urban and Regional Affairs (CURA) shows that speculative investment and absentee ownership contribute to high rental turnover and reduced pathways to ownership.[17]

More recently, the construction of new apartment complexes in the Bassett Creek Valley has added multi-family rental options, but these do not erase the history of instability tied to single-family rental conversions. Nor do they fully counteract the economic pressures that force households into renting—such as limited access to mortgage credit, rising home values, or income constraints.In Harrison, as in nearby neighborhoods, families are often renters by necessity rather than choice.[18]

17 Minneapolis Rent Stabilization Study. https://www.cura.umn.edu/sites/cura.umn.edu/files/2021-08/Minneapolis-Rent-Stabilization-Study-web.pdf

18 "A Response to New Investment and Development: Strategies for Producing Equitable Outcomes in the Harrison Neighborhood," May 2018.

Taken together, these dynamics complicate the narrative of "ownership growth." While there has indeed been an increase in owner-occupied units in the project area, the shift does not mean displacement risks are absent. Instead, it highlights how changing forms of rental housing and ownership patterns interact with broader affordability pressures.

This underscores the need for housing strategies that go beyond producing more units: policies that protect renters, expand community ownership models, and create genuine pathways to stable ownership are essential to ensuring that residents of Northside neighborhoods are not left behind as the community evolves.

6th Avenue Can Have Housing and Jobs

Roughly 7,150 jobs are located inside the corridor versus 5,880 employed residents, resulting in a small net inflow of about 1,270 workers. With Hennepin County importing more than 200,000 daily commuters, the corridor can support additional employment, particularly in office, healthcare, and light-industrial spaces, without overwhelming local infrastructure.

This additional employment could benefit the neighborhood residents both from the jobs themselves, and from the spin-off from having people come to the corridor for work.

The balance between housing and job creation will need to be carefully considered, given the strong evidence from data for the need for both. By strategically planning for a mix of housing types that cater to different income levels, both housing needs and job creation can be effectively addressed.

The eastern portion of the project area is well suited to mixed-use development that supports retail and office uses, near existing compatible land uses and job-creating institutions.

While a range of mixed-income housing options further west (within Minneapolis) could address housing needs, local retail needs can be focused at specific intersections, such as Penn Avenue and Olson Memorial Highway.

The project areas' lower average household incomes and the need for affordable housing options underscore the need to provide a sufficient supply of housing to support local retail businesses.

Table 4: Total Number of Jobs by Workplace & Residence

Location	Jobs Located in Area ("Workplace")	Employed Residents ("Residence")	Workplace/ Residence Ratio
Minnesota	2,715,205	2,989,357	0.91
Hennepin County	905,642	699,314	1.30
Project Area (1/2 mile corridor)	7,150	5,880	1.22

THE COMMUNITY'S PLAN

The project team has assembled design concepts and a series of policies and programs that advance the community's vision, which should be considered for the future of the corridor and surrounding neighborhoods.

Figure 23. Harrison Park Nieghborhood sign.

Community-Informed Design

These concepts were directly informed by the community members, organizations, and partners through a variety of engagement strategies. This included Design Week, where the public and stakeholders were invited to provide their input through focus groups, one-on-one conversations, and public meetings.

This section also recommends methods for evaluating the design and planning solutions. This evaluation framework is intended to assist the community in determining which alternative, or elements of each, best reflect the needs and desires of the community.

These recommendations can be used as a tool for the community and organizations to advocate for what the they would like to see prioritized as MnDOT and the City of Minneapolis move forward with developing the preferred alternative for Olson Memorial Highway and other related plans and projects.

Community-Based Evaluation Criteria

Safety & Connectivity

Connections to new and existing services and destinations, reconnection of the neighborhood grid network, and safety impacts for all modes of travel along the corridor.

Community Identity & Uses

Creation of opportunities for the community to maintain and restore cultural connections through programmed spaces, public art, and placemaking.

Development & Economic Stability

Development of diverse and affordable housing stock, potential revenue from businesses, and increased household income from job opportunities and financial programs.

Equity & Reparative Justice

Service of the corridor to the needs of the surrounding neighborhood, eliminate disproportionate harms to residents, and create generational benefits and opportunities without displacing the current residents of the community.

Environment & Green space

Expanding of natural habitat and biodiversity through quality green space and stormwater management features, climate resilience measures, and enhanced connections to natural resources for residents.

Health & Community Wellness

Improvement of physical and mental health of residents through reduced greenhouse gas emissions and pollutants, soil and air quality, and expanded opportunities for active transportation and connections to the outdoors.

Community-Driven Solutions

DESIGN CONCEPTS

This section explores three potential design concepts for a reimagined 6th Avenue and the repurposed Olson Memorial Highway land. Each concept is illustrated through maps, diagrams, and visual renderings developed in response to community engagement, stakeholder input, and the project team's understanding of existing conditions and the historic harms caused by the highway.

The concepts represent varying degrees of development and open space, ranging from minimal intervention to transformative redevelopment. These include design strategies that reknit neighborhoods, prioritize multimodal access, and create inclusive public spaces rooted in community values.

Each of these concepts is intended to represent varying degrees of development and open space. These include design components that can be interchanged to eventually reach the one design alternative that best responds to the needs of adjacent neighborhoods.

This section explains these components and their benefits so that the community will have the opportunity to review and make a collaborative decision on what a preferred design for the future of the corridor should look like.

The reconstruction of this segment of Olson Memorial Highway will directly impact Heritage Park, Harrison, Willard-Hay, Near North, and Sumner-Glenwood neighborhoods of the Northside, as well as Bryn Mawr, east Golden Valley, and North Loop of downtown Minneapolis.

LAND RECLAMATION

Reclaiming Olson Memorial Highway's right-of-way provides a spectrum of outcomes depending on how much of that land is returned for urban redevelopment uses versus set aside as open space. The project analysis assumes that the land made available by the reconfiguration of Olson Memorial Highway will yield approximately 12 acres of land that can be developed or dedicated to public space.

Varying assumptions on the intensity or density of development within the right-of-way, described as "floor-area ratio" or FAR, are matched and described with each concept on the following pages.

Through a combination of listening to community priorities and reviewing economic data to provide additional insights, we can identify design solutions to community needs and take advantage of the economic opportunities that lie within the project area.

Economic Opportunities from Land Reclamation

PRIORITY	DATA SIGNAL	DESIGN RESPONSE
Capture Retail Leakage	Low Retail Index, high unmet demand	Ground-floor retail pads in every concept, strongest along Penn Avenue & Van White Memorial Boulevard
Expand Housing Choice	Rising household size, limited multifamily inventory	Mid-rise apartment blocks and stacked townhomes
Build Community Wealth	Owner-occupied surge	Community Land Trust parcels and inclusionary ownership units embedded in site plans
Grow Quality Jobs	Net worker inflow, under-supply of modern space	Office/medical flex; opportunities for maker-space incubators, technology industries and professional services

Project Zones

There are four distinct zones along the corridor, each of which represents a different character. As such, the design components within each zone vary slightly in all concepts.

Zone A
Theodore Wirth Parkway to Thomas Avenue

Zone B
Thomas Avenue to Logan Avenue

Zone C
Logan Avenue to I-94

Zone D
I-94 to Oak Lake Avenue

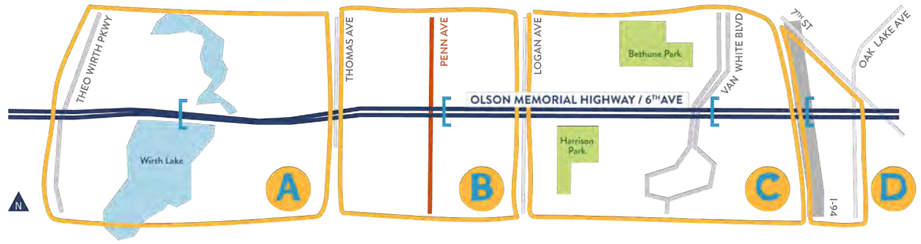
Transition Points

There are four primary transition points between these zones along the corridor that are addressed in different ways by each of the concepts:

- **Theodore Wirth Parkway:** transition from Golden Valley to regional park
- **Thomas Avenue:** transition from regional park to urban residential area
- **Logan Avenue:** transition from urban residential to civic and mixed-use district
- **Oak Lake Avenue:** transition from North Minneapolis to Downtown

Some of these transition points where the roadway configuration changes are shown as roundabouts, which were expressed as a preferred safety improvement strategy by community members through a public survey. Roundabouts are intersection treatments with a circular configuration that reduce speeds and conflicts for all modes by requiring traffic to slow and yield. They also simplify transitions between roadway configurations.

Olson Memorial Highway Project Zones



Northside Neighborhoods Adjacent to Olson Memorial Highway Through Project Area

Proposed Concepts

EXISTING CORRIDOR CONDITIONS

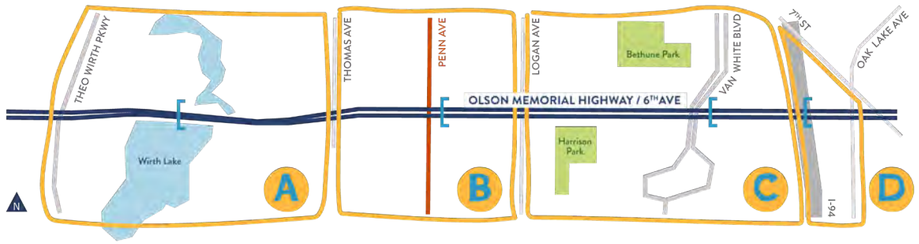
Road Configuration

The corridor includes a six-lane highway (two lanes either direction with one closed lane in either direction) and a wide center median separating travel directions.

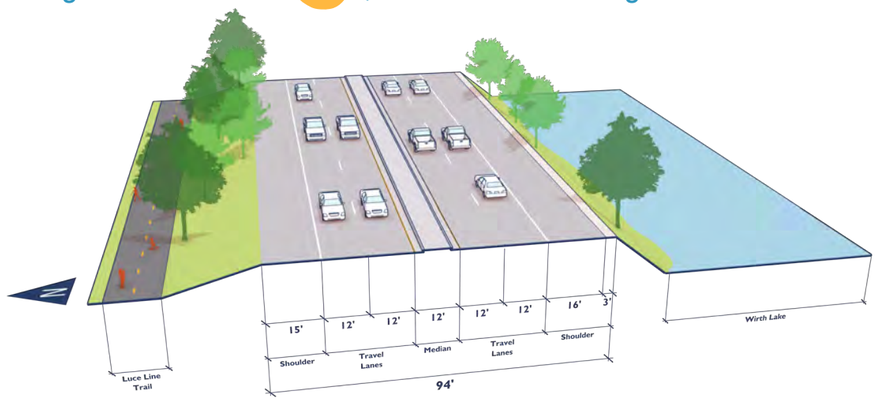
The right-of-way is 94 feet at the minimum and 300+ feet at the maximum, including service roads for segments on the north and south of the highway, sidewalks, and 15-19 foot shoulder on the bridge over Theodore Wirth Regional Park.

The current configuration does not include a dedicated bike facility, street parking, or dedicated transit lanes.

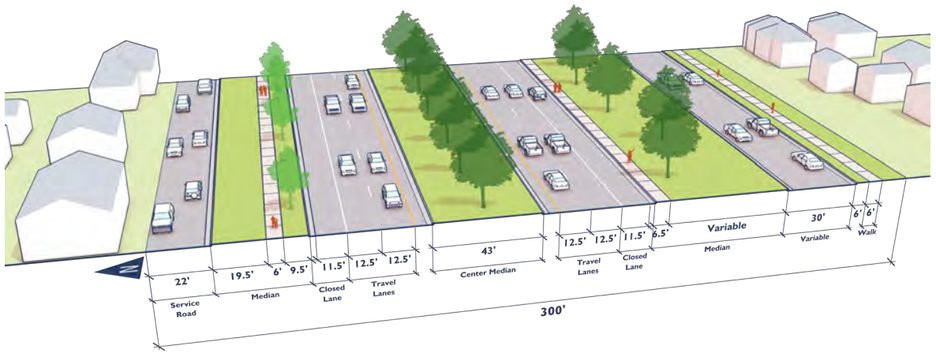
Olson Memorial Highway Project Zones



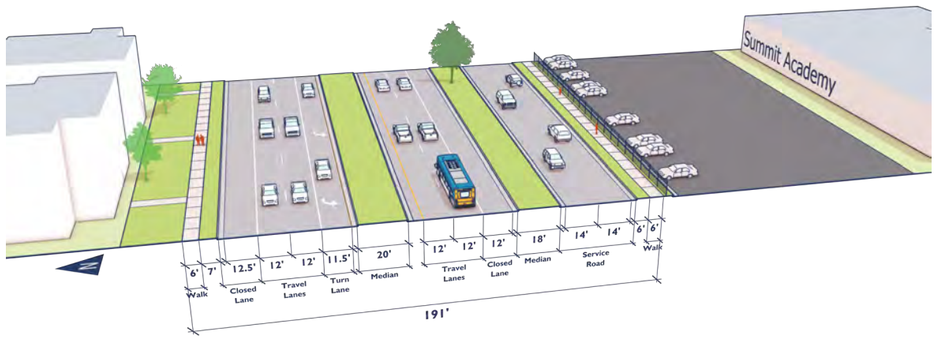
Existing Conditions: Zone A @ Theodore Wirth Regional Park



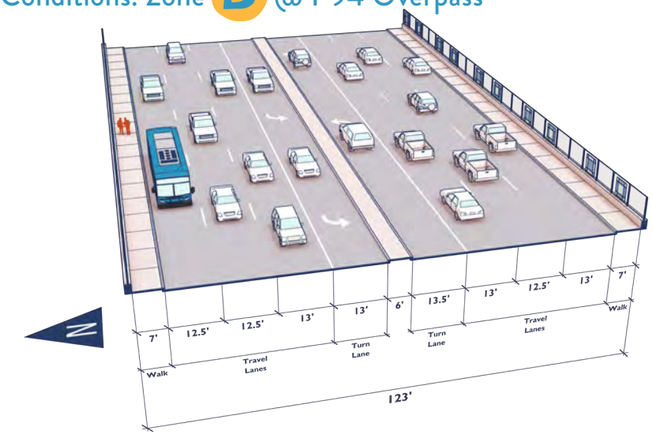
Existing Conditions: Zone B @ Penn Ave



Existing Conditions: Zone C @ Van White Memorial Boulevard



Existing Conditions: Zone D @ I-94 Overpass



Multimodal Network

The street grid is disrupted by the highway, land use redevelopment, and curvilinear streets on the east side of Humboldt Avenue. Only Penn Avenue, Morgan Avenue, Humboldt Avenue/Elwood Avenue, Van White Memorial Boulevard, and Bryant Avenue are connected across the corridor. Other north/south streets have movements restricted to left only and left/right turns onto Olson Memorial Highway or are cut off (e.g., dead end) at the highway.

The City of Minneapolis designates the existing highway as a Mixed-Use Regional Connector[1], which is intended to balance regional and local access. Glenwood Avenue and Penn Avenue are designated as Mixed-Use Commercial Connectors to serve medium-distance connections and commercial destinations, while Plymouth Avenue, Van White Memorial Boulevard, and 7th Street are designated as Mixed-Use Community Connectors intended to serve the local community and accommodate various land uses.

The bike network within the study area primarily consists of north/south connections via a bike boulevard on Queen Ave, a trail along/adjacent to Van White Memorial Boulevard, and a proposed bike facility along Irving Avenue (i.e., Northside Greenway project). These routes connect to neighborhood green space and North Minneapolis.

The existing protected bike facilities along Plymouth Avenue and standard bike facilities along Glenwood Avenue provide connections to Theodore Wirth Regional Park and Downtown through North Minneapolis. Theodore Wirth Regional Park includes a network of park trails, connected to the region via the trails along Theodore Wirth Parkway and Olson Memorial Highway from the parkway through the City of Golden Valley.

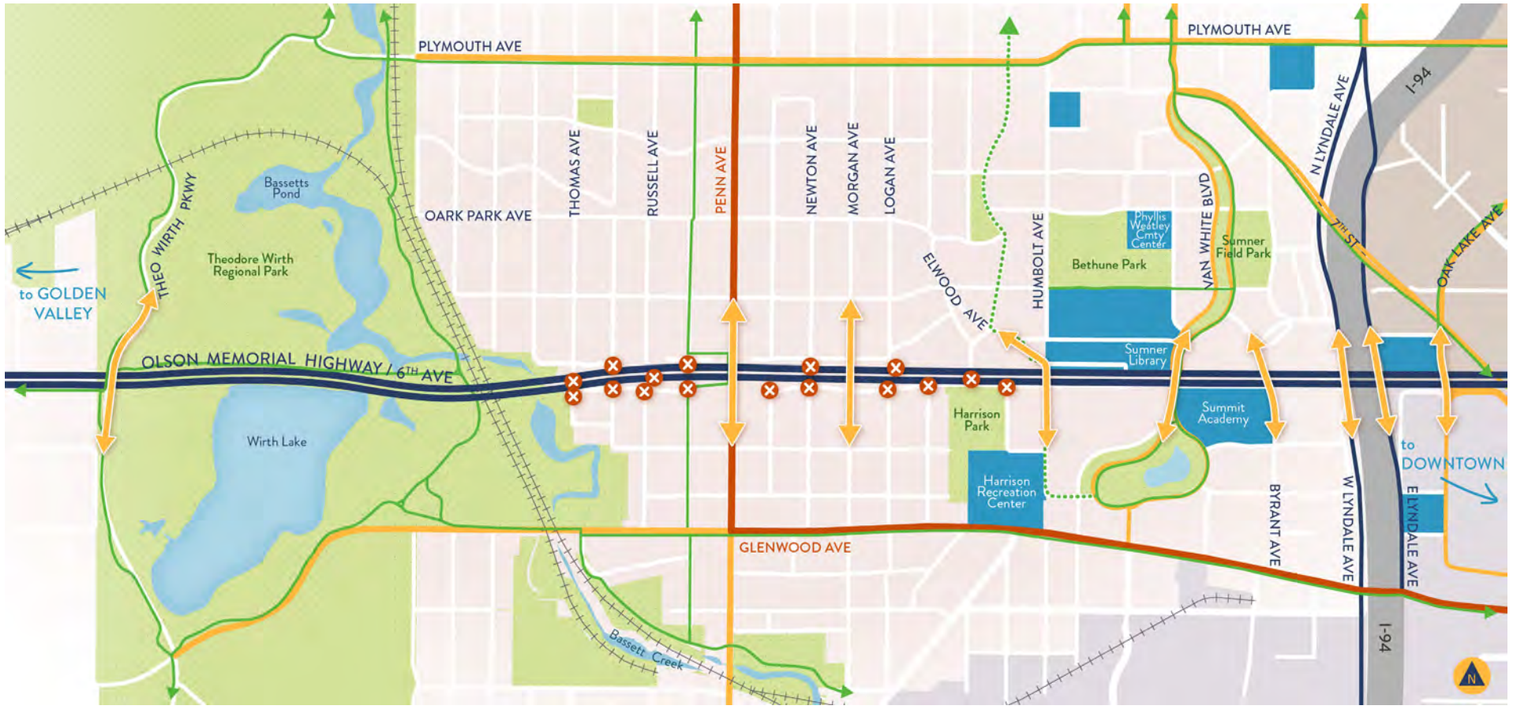
Olson Memorial Highway currently serves the Metro Transit C-Line Bus Rapid Transit (BRT) that runs from downtown Minneapolis to Brooklyn Center via Olson Memorial Highway to Penn Avenue, with stations at Penn Avenue, Humboldt Avenue, Bryant Avenue, and 7th Street. BRT currently shares lanes with regular traffic along the route within the study area.

Land Use

The west end of the corridor is primarily within Theodore Wirth Regional Park, bordering Golden Valley. Theodore Wirth Regional Park is located along the border of Golden Valley and Minneapolis, but access from North Minneapolis and Olson Memorial Highway is limited due to the railroad, steep terrain, and water.

From the regional park to Knox Avenue land use is generally single-family residential. The land use from Knox Avenue to Interstate 94 (I-94) includes mixed uses with a series of civic spaces and buildings, including the historic Sumner Library and Phylis Wheatley Community Center, schools, and parks/green spaces. Interstate 94 and industrial zoning act as a barrier from North Minneapolis to Downtown and other community spaces, such as the Minneapolis Farmers Market and Metro Schools.

Existing Transportation Network



LEGEND

- Street: Mixed-Used Regional Connector
- Street: Mixed-Used Community Connector
- Street: Mixed-Used Commericial Connector
- Existing Bikeway/Bike Trail
- Planned Bikeway/Bike Trail
- Rail Tracks
- Existing Street Connection
- Interrupted Street Connection
- Water Body
- Civic / Community Space
- Downtown Minneapolis
- Industrial Zone
- Existing Green Space

1 https://sdg.minneapolismn.gov/street-types/street-type-map

Concept 1

LINEAR PARK

Road Configuration

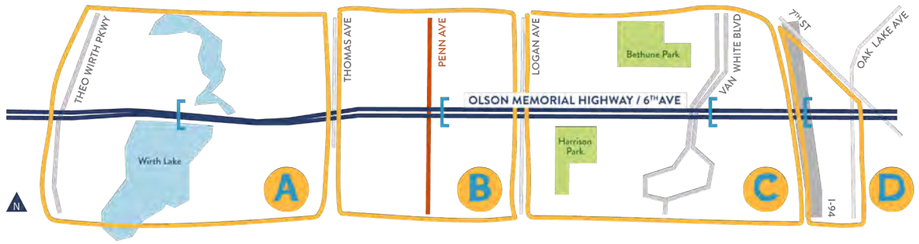
The linear park concept dedicates the majority of the reclaimed right-of-way to public park and green space, expanding access to natural resources and maintaining the healthy, mature trees in the existing boulevard within the proposed park.

In Zone A through Theodore Wirth Regional Park, the street is a two-lane, tree-lined parkway, with dedicated bus lanes on either side. The reclaimed right-of-way space allows space for a shared-use path on the south side of the street, adjacent Wirth Lake and Bassett Creek, with additional buffer space for new plantings.

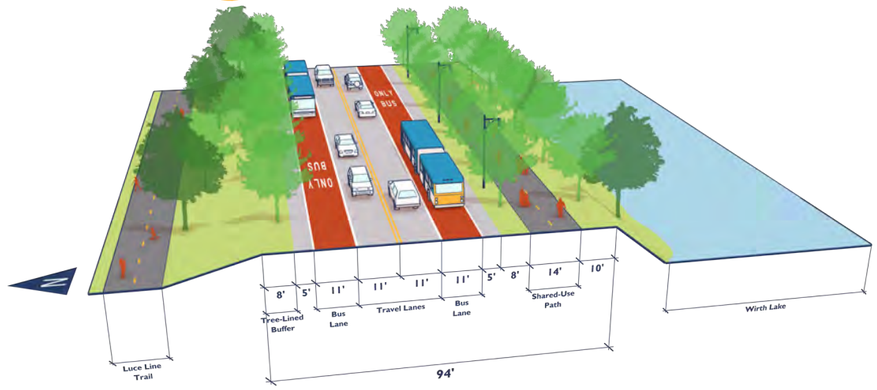
In Zone B, where the reclaimed right-of-way is at its widest, the linear park is placed in the center of the corridor, bordered by a paired one-way bike facility, sidewalk, parking bays/street trees, a two-way street on both sides of the park, one-way dedicated bus lane, a vegetated buffer, and sidewalks.

Zone C presents a similar roadway configuration, but with one travel lane on either side of the park and reduced park space to fit within a smaller right-of-way.

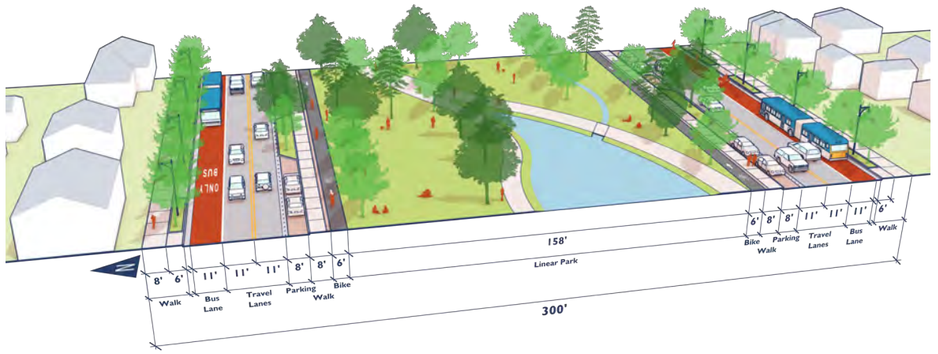
In Zone D where there is limited space over the bridges, the street is reduced to a one-way travel and dedicated bus lane in either direction, with a shared-use path over Theodore Wirth Regional Park and a pair of separated one-way bike facilities and sidewalks over I-94.



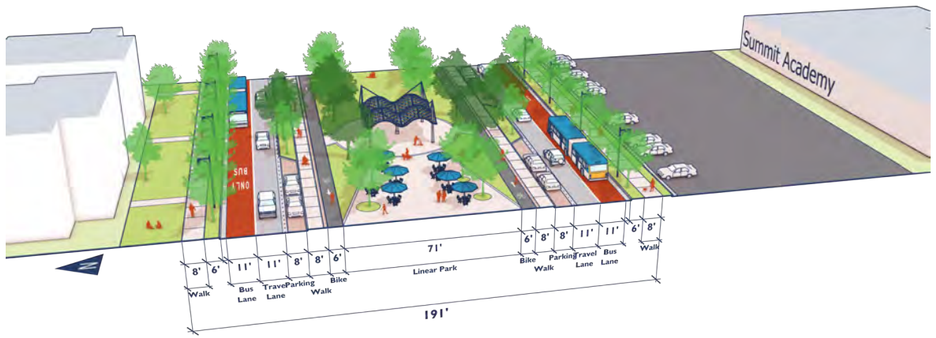
Linear Park: Zone A @ Theodore Wirth Regional Park



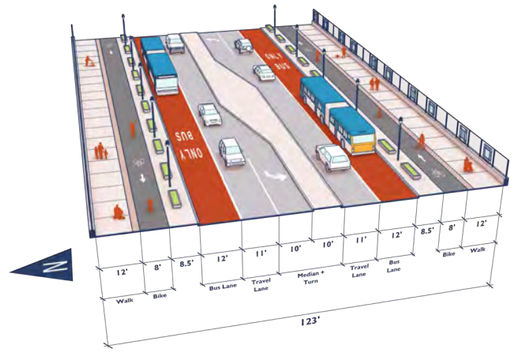
Linear Park: Zone B @ Penn Avenue



Linear Park: Zone C @ Van White Memorial Boulevard



Linear Park: Zone D @ I-94 Overpass



Concept 1

Multimodal Network

This concept does not prioritize restoring the street grid, but does still facilitate four additional multimodal connections across the corridor at Thomas Avenue, Russell Avenue, Newton Avenue, and Logan Avenue. It also proposed a fifth connection adjacent to Sumner Library and the recently built Olson Park Apartments.

Though new connections are limited, this concept still improves access to the street network to the north and south from the corridor because of the two-way travel conversion on both sides of the park, compared to the one-way travel on either side of the median today, which limits access.

All concepts propose that the corridor designation be converted from Mixed-Use Regional Connector to Mixed-Use Community Connector to better serve the local community and accommodate a range of uses and services.

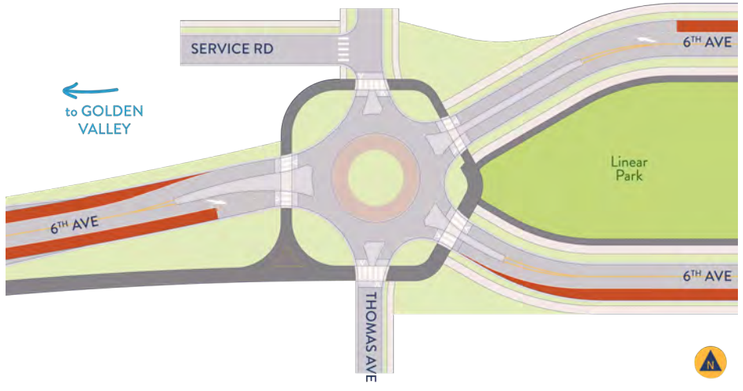
The linear park concept treats these transition points with roundabouts to accommodate the changes in vehicular traffic flow, reflect the parkway character, and provide opportunity for gateways into different character zones along the corridor.

The dedicated bike lanes that buffer the park provide a direct connection from the Grand Rounds and Luce Line trails near Theodore Wirth Regional Park, existing and planned trails in the study area, and Downtown Minneapolis. The park incorporates meandering paths through the green space for recreational use and leisurely travel.

This concept provides a dedicated bus lane for Bus Rapid Transit (BRT) adjacent to vehicular travel.

Linear Park Concept Transportation Network

Linear Park Roundabout Concept @ Thomas Avenue



LEGEND

- Street: Mixed-Used Regional Connector
- Street: Mixed-Used Community Connector
- Street: Mixed-Used Commericial Connector
- Existing Bikeway/Bike Trail
- Planned Bikeway/Bike Trail
- Rail Tracks
- Existing Street Connection
- Interrupted Street Connection
- Water Body
- Civic / Community Space
- Downtown Minneapolis
- Industrial Zone
- New Street Connection
- Potential Roundabout Location
- Existing Green Space
- New Green Space
- Reclaimed Space
- Proposed Commercial Node

Concept 1

Land Use

Development for this concept is limited to existing undeveloped, vacant parcels along the corridor. In all concepts, a commercial node is proposed at the Penn Avenue and 6th Avenue intersection. Commercial development in this node would be limited and small-scale in this concept.

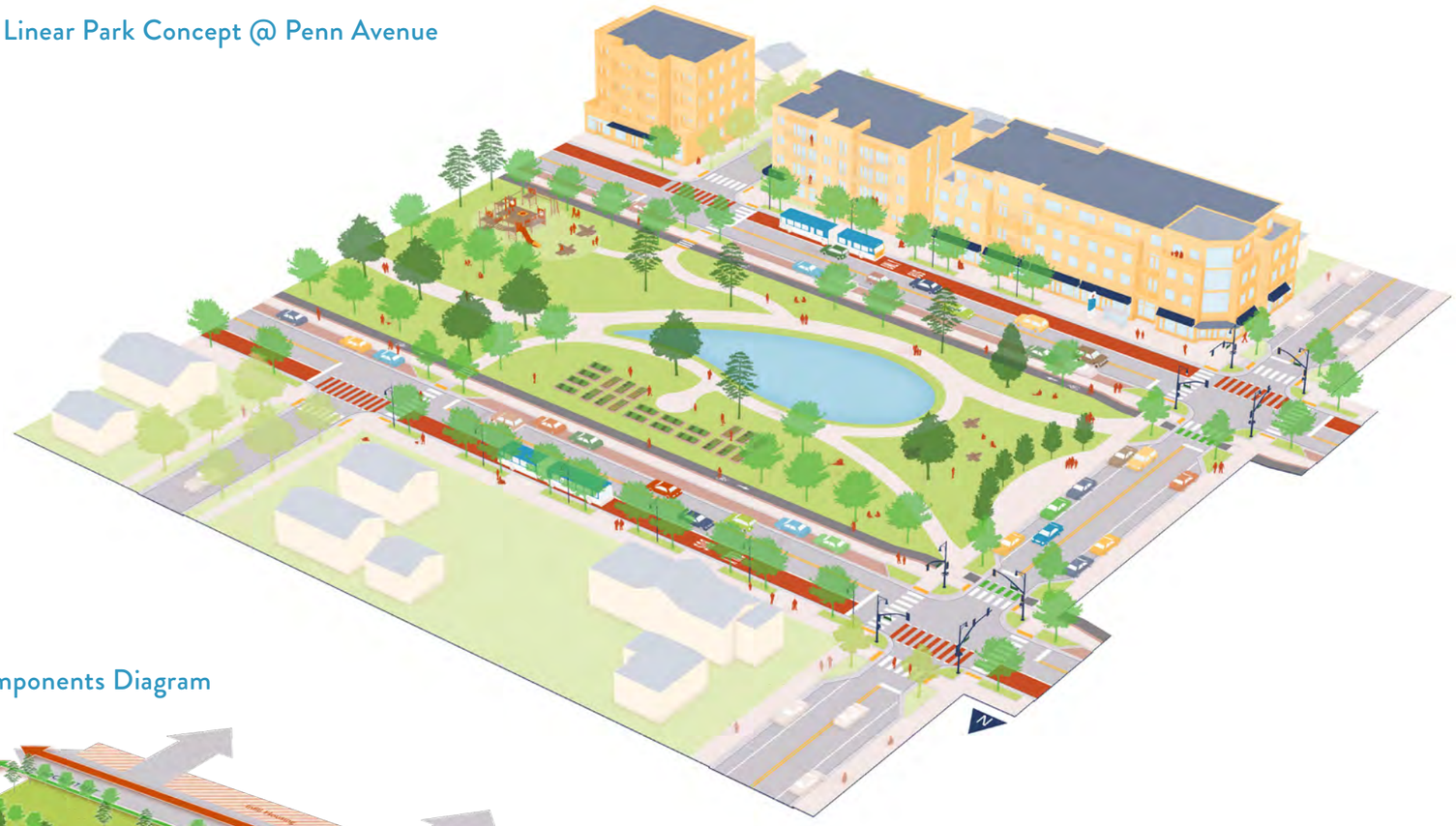
A sequence of green spaces is proposed for the right-of-way reclaimed for land use. In Zone A, where there is not adequate space for a park, the concept includes a wide vegetated buffer space between the road and trail, and increased buffer space and vegetation between the trail and Wirth Lake.

Zone B (through the residential area) allocates the most space to the park, incorporating a water feature and natural park character to complement Theodore Wirth Regional Park. This space could also accommodate needs expressed by the community, such as community gardens and inclusive, outdoor youth spaces.

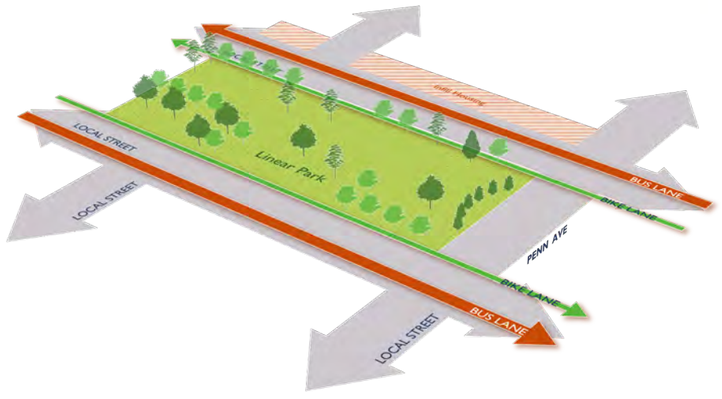
The park in Zone C transitions from natural park to a public plaza character to accommodate the activity of families and youth traveling to and through the space from schools, community buildings, and multifamily residential housing.

The concept proposes vegetated planters to separate vehicles from pedestrians and bicyclists in Zone D where the bridge over I-94 does not allow for green space.

Linear Park Concept @ Penn Avenue



Linear Park Components Diagram

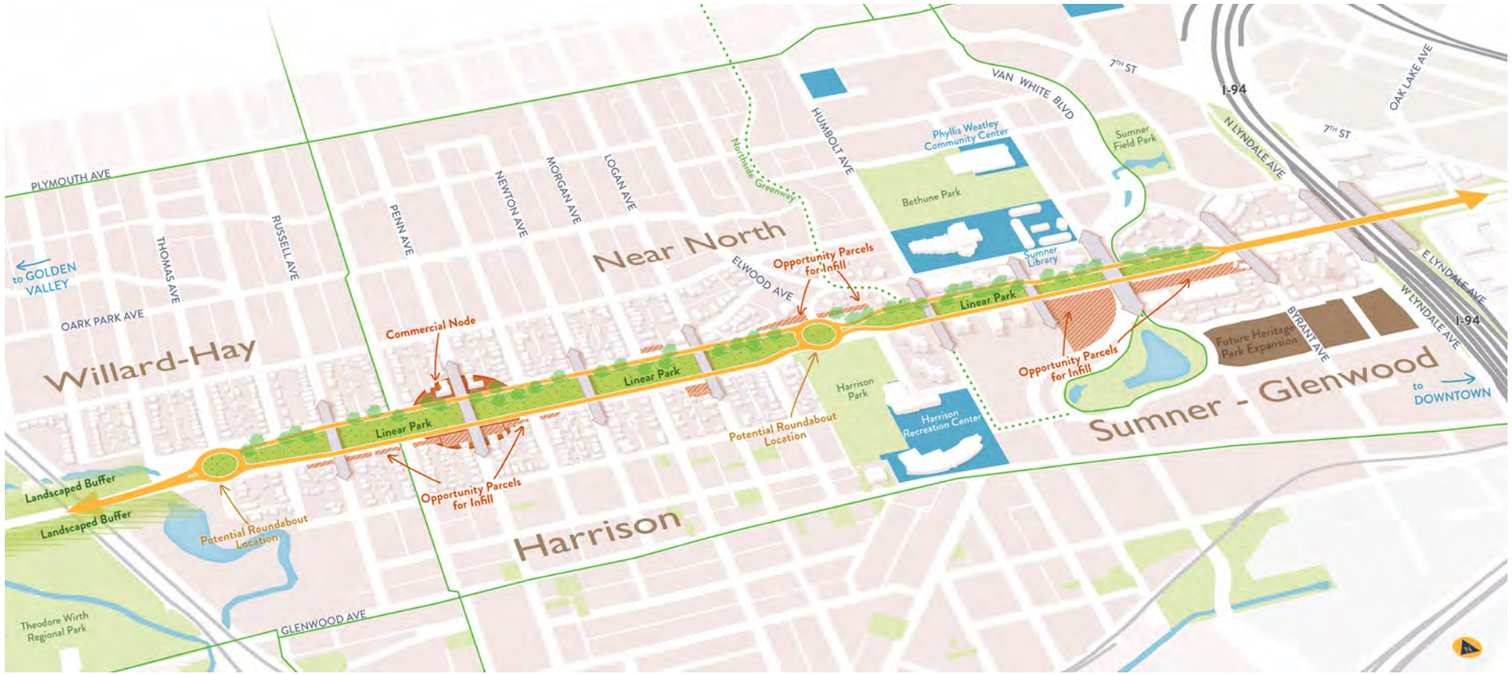


Concept 1

Development

In the linear park scenario, 100% of the right-of-way is dedicated to a linear greenway with diverse park spaces and programming, leaving no development opportunities within the right-of-way. This scenario could be coupled with higher-intensity development on the opportunity parcels that lie outside the right-of-way, which have a mix of public and private owners and may attract investment once the public realm improves.

Linear Park Concept Opportunities Diagram



Precedents for Linear Park Concept

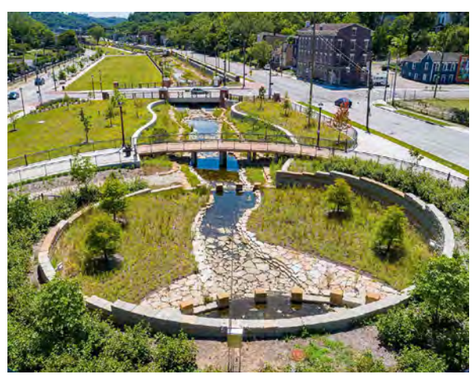


Figure 24. (Left) Lick Run Greenway in Cincinnati, Ohio. Source: Metro Sewer District.

Figure 25. (Middle left) Lick Run Greenway with center-running creek. Source: Strand Associates.

Figure 26. (Middle right) Public event at Wynkoop Plaza, Denver, CO. Source: Downtown Denver Partnership.

Figure 27. (Right) Towerside District in Minneapolis, stormwater and community garden, 2018. Source: Mississippi Watershed Management Organization.

Existing

Illustrative Concept

Concept 2

NEIGHBORHOOD BLOCKS

Road Configuration

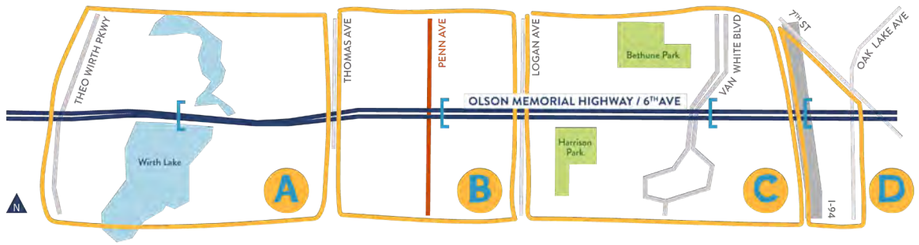
In contrast to the Linear Park, the Neighborhood Blocks concept dedicates the majority of reclaimed right-of-way to infill and mixed-use development.

In this concept, Zone A is similar to the Linear Park concept, but begins to differ in Zone B, which accommodates additional buffer space and vegetation on the bridge as the bike facility is consolidated to a shared-use path on the south side.

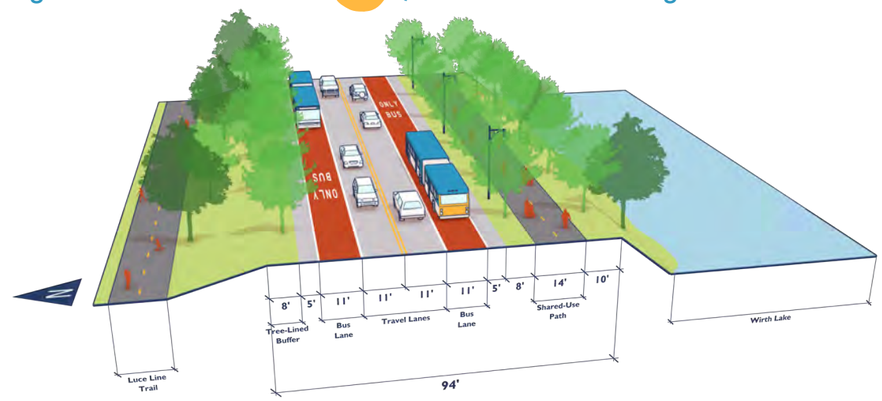
Development is similarly placed in the center of the corridor, bordered by a wide sidewalk, buffer with street trees regularly placed, parking bays/vegetation, a one-way vehicle travel lane, one-way dedicated bus lane, a vegetated buffer, and sidewalk, which is mirrored on the south side of the street. A shared-use path runs only on the south side in Zone B.

Zone C consolidates the one-way pair of complete streets into one roadway to the south side and development to the north, with a slow, traffic-calmed street proposed as the alleyway to encourage activation between the new and existing development, in comparison to the approach in Zone B. Street parking is removed and the vegetated buffer between vehicles and bicyclists is replaced with curb separation in this section of the corridor, but the tree canopy and vegetation in the sidewalk buffer is expanded.

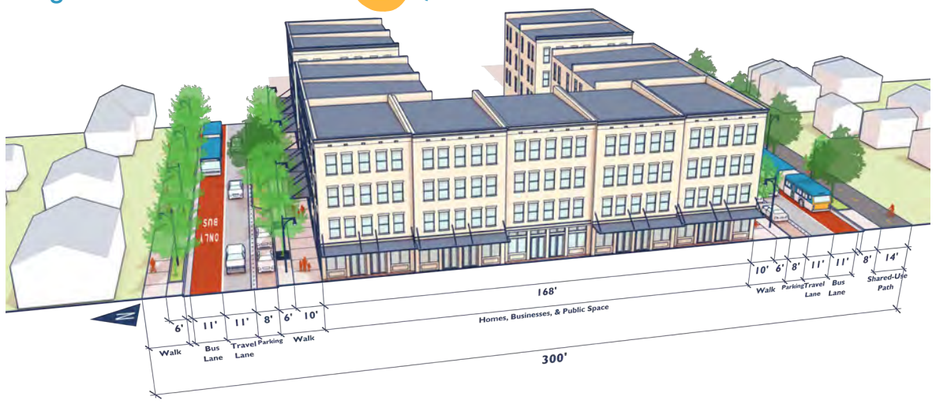
Zone D continues the section from Zone C as well as incorporates planters onto the bridge for additional greening and screening of I-94 traffic below.



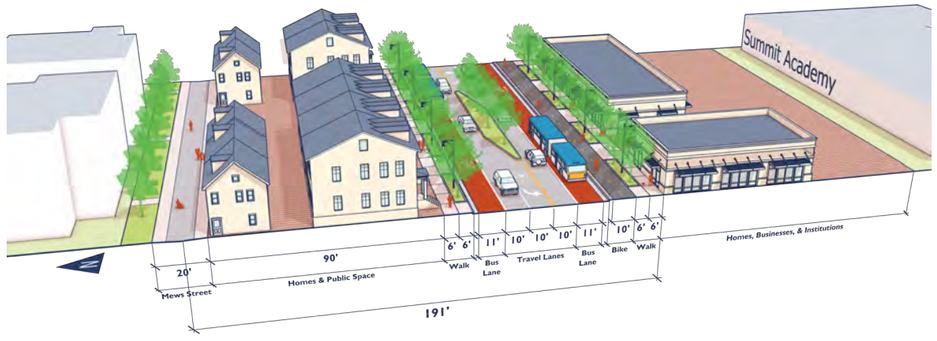
Neighborhood Blocks: Zone A @ Theodore Wirth Regional Park



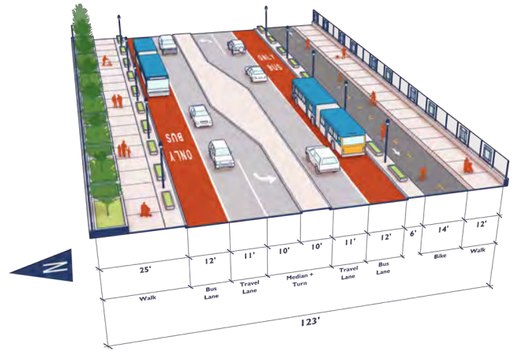
Neighborhood Blocks: Zone B @ Penn Avenue



Neighborhood Blocks: Zone C @ Van White Memorial Boulevard



Neighborhood Blocks: Zone D @ I-94 Overpass



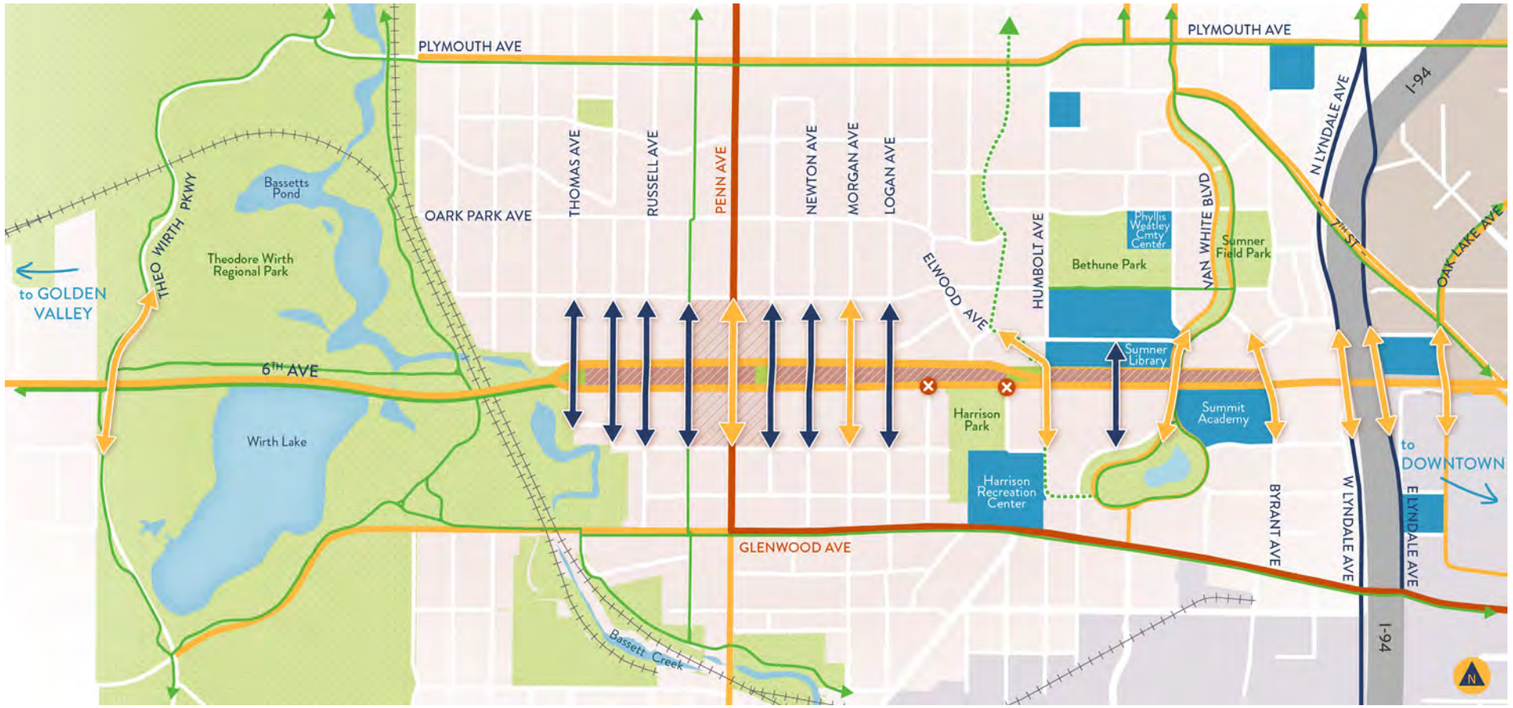
Concept 2

Multimodal Network

Though this concept shows paired one-way streets separated by a block of development, the street network is still well-connected because the street grid is restored across the corridor. Neighborhood Blocks proposes traffic control, such as two-way stops, four-way stops, or signalized intersections along the corridor at new connections.

Similar to the Linear Park concept, this shared-use path provides a direct connection for pedestrians and bicyclists to existing trails from Theodore Wirth Regional Park to Downtown and designates a bus-only lane adjacent to vehicular travel.

Neighborhood Blocks Concept Transportation Network



LEGEND

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- Existing Street Connection
- Interrupted Street Connection
- Water Body
- Civic / Community Space
- Downtown Minneapolis
- Industrial Zone
- New Street Connection
- Potential Roundabout Location
- Existing Green Space
- New Green Space
- Reclaimed Space
- Proposed Commercial Node

Concept 2

Land Use

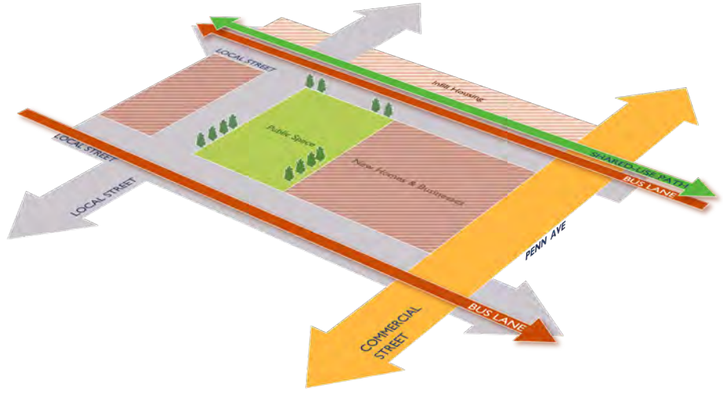
The development proposed in this concept is primarily multi-family residential, intended to increase the density from the existing single-family residential housing throughout the neighborhood. Development in Zone B reflects mid-density, mixed-use housing with businesses and services on the first floor and loft and family apartments above, with common outdoor spaces for residents.

The commercial node at the intersection of Penn Avenue should incorporate the highest density development, with the biggest concentration of businesses and opportunity for a public plaza and community building for neighborhood gathering.

Development in Zone C reflects lower density, multi-family housing, such as row houses, duplexes, and accessory dwelling units (ADUs). There is potential for surface parking adjacent to the corridor to be redeveloped for homes, businesses, and/or institutional use.

Neighborhood Blocks Concept @ Penn Avenue

Neighborhood Blocks Components Diagram



Concept 2

Development

In this scenario, a human-scale street network is reestablished within the right-of-way. Utilizing a medium floor-area ratio (FAR) for development opportunities within the right-of-way, this scenario favors mixed-income families and small businesses, aiming to provide a moderate amount of housing and jobs.

Redevelopment within the right-of-way offers approximately 1.4 million square feet of building square footage, 957 residential units, and 115 retail opportunities, which could create an estimated 231 jobs. Mid-rise massing using an FAR of 200% of the buildable land area keeps building heights at a neighborhood scale.

Development by the Numbers

230,566
Commercial Sq Footage

2,393
Additional Population

1,148,538
Residential Sq Footage

231
Additional Jobs

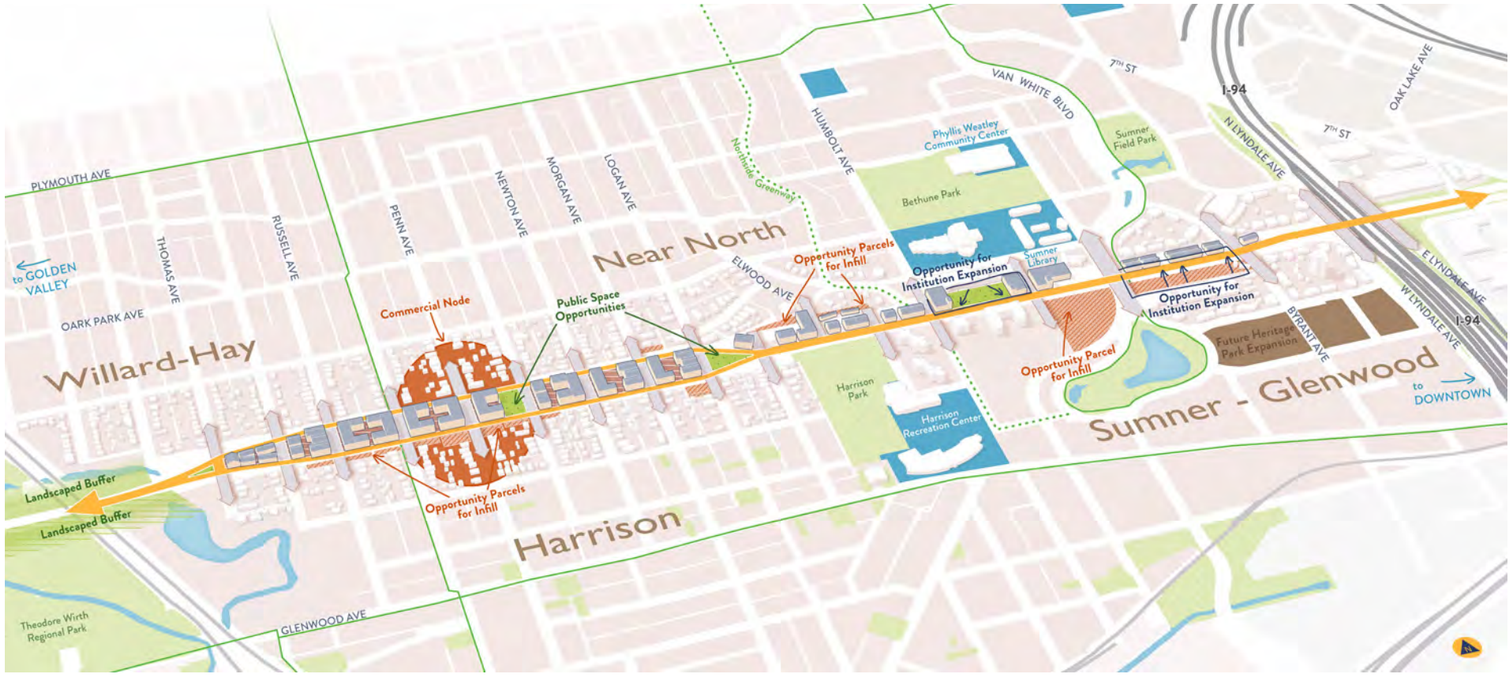
115
Number of Stores

$661,965,000
Tax Base

957
Number of Residential Units

$10,058,000
Annual Tax

Neighborhood Blocks Concept Opportunities Diagram



Precedents for Neighborhood Blocks Concept

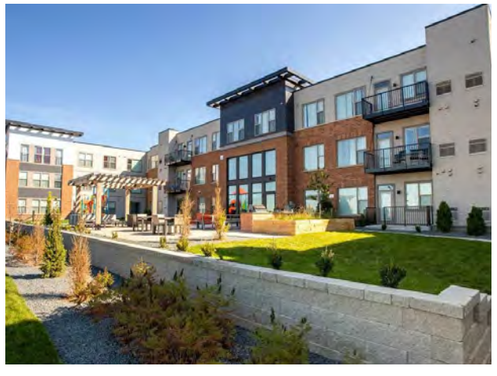


Figure 28. (Left) Three-story townhomes with frontage onto sidewalk, Raleigh, NC. Source: Zillow.

Figure 29. (Middle) The Get Down Coffee Co. in Minneapolis, an example of first floor retail. Source: The Get Down Coffee Co.

Figure 30. (Right) Three and four story apartment buildings with amenities, Columbia Heights, MN. Source: Grand Central Flats.

Existing

Illustrative Concept

Concept 3

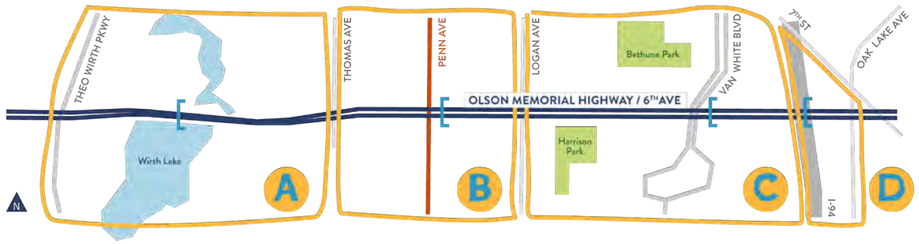
TREE-LINED TRANSITWAY

Road Configuration

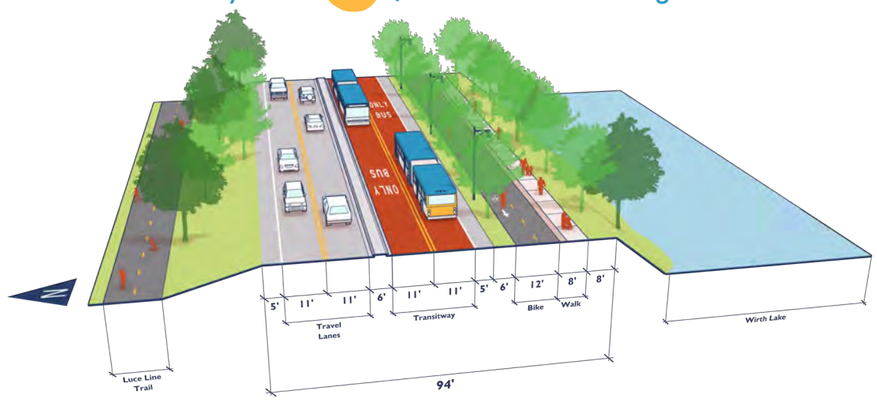
The Tree-Lined Transitway retains the most right-of-way for roadway and the least for land use change and development. This concept provides vegetated, tree-lined separation for all modes of travel where the existing trees in the center median are maintained for the length of the corridor, as feasible.

The configuration consists of a two-way road with center median/turn lane adjacent to a transit guideway, as well as transit stops/sidewalk, two-way separated bike facility, wide buffer maintaining the existing healthy boulevard trees, and wide sidewalks.

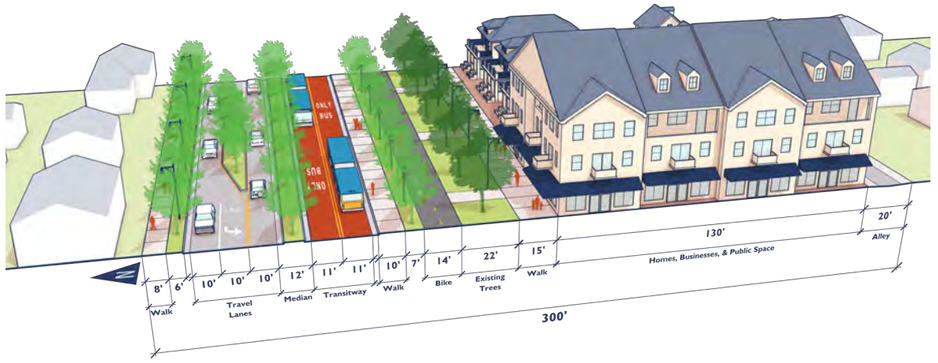
The roadway is consolidated within the northern portion of the right-of-way, and development is to the south. This configuration is consistent throughout in all four zones, with variations to the widths of buffers, sidewalks, and bikeways.



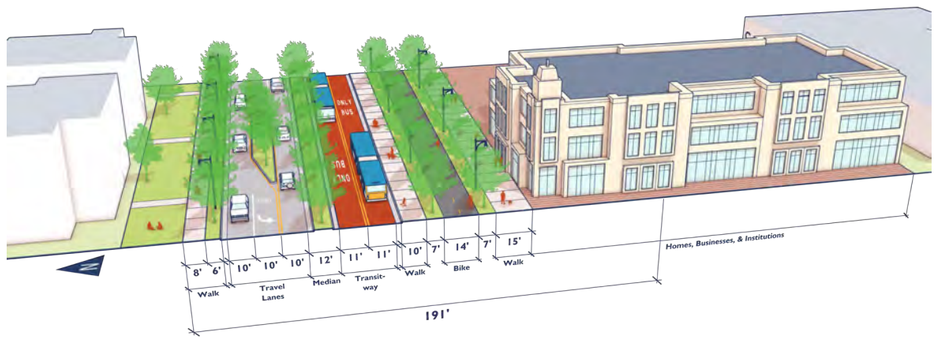
Tree-Lined Transitway: Zone A @ Theodore Wirth Regional Park



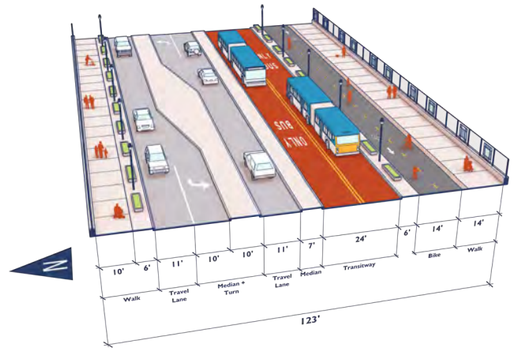
Tree-Lined Transitway: Zone B @ Penn Avenue



Tree-Lined Transitway: Zone C @ Van White Memorial Boulevard



Tree-Lined Transitway: Zone D @ I-94 Overpass



Concept 3

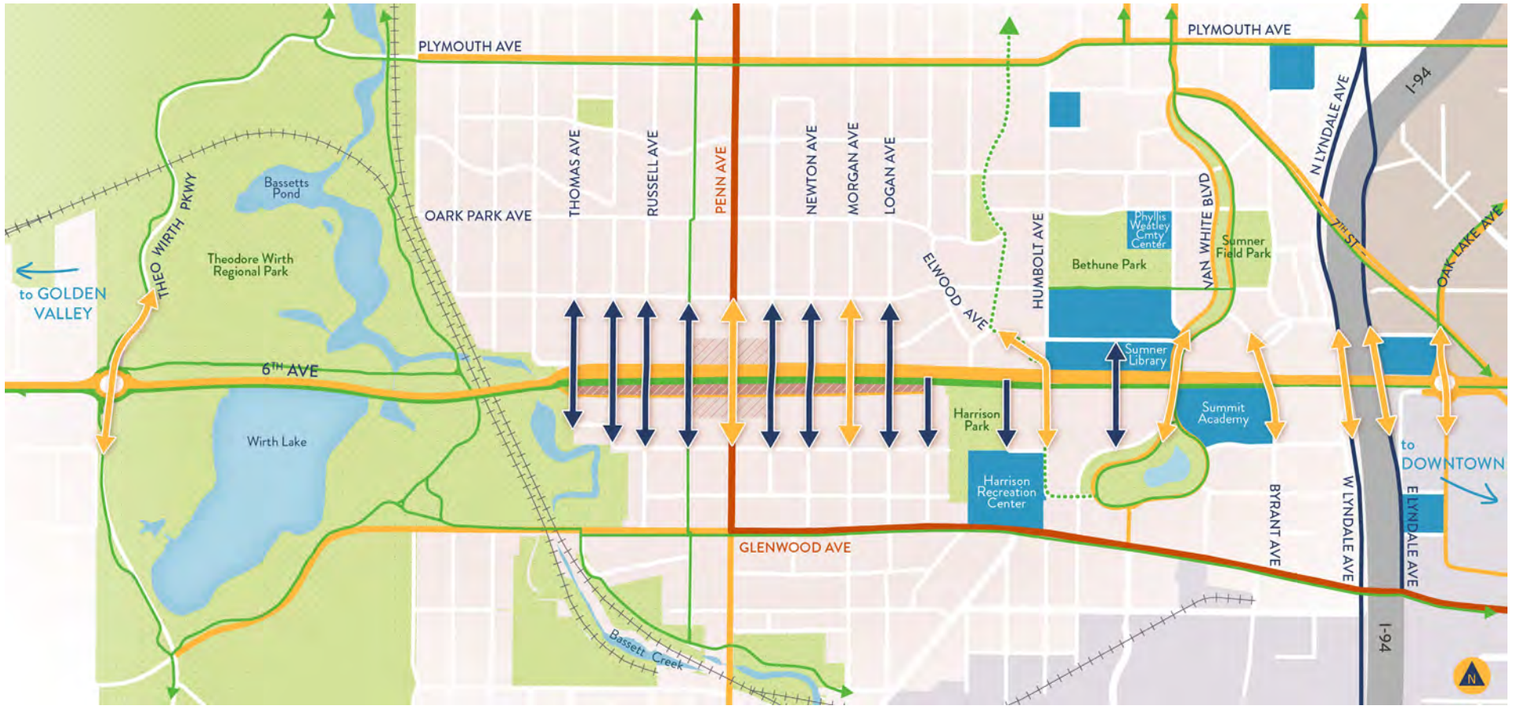
Multimodal Network

The Tree-Lined Transitway street network is a blend of the Linear Park and Neighborhood Blocks. Similar to the Neighborhood Blocks concept, the street grid is mostly reconnected across a new 6th Avenue. This concept proposes standard signalized intersections with transit signal priority along the corridor. This concept includes roundabouts at the Theodore Wirth Parkway and Oak Lake Avenue that act as transitions into the study area and corridor road configuration.

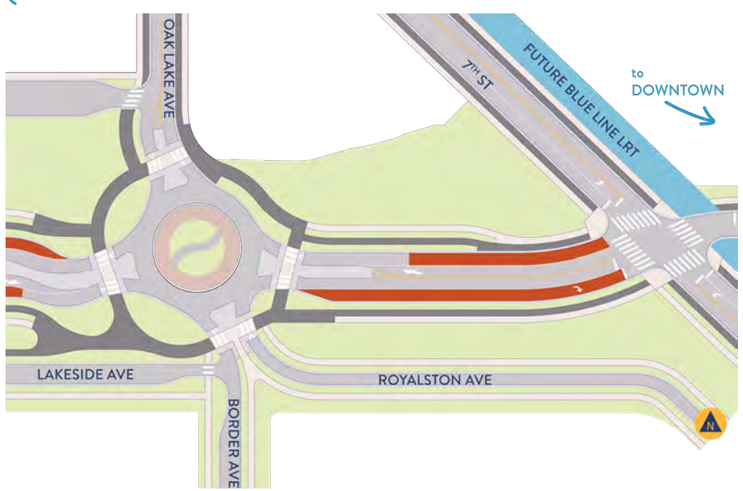
Like the other concepts, the two-way bike trail will provide a direct connection for bicyclists to existing trails from Theodore Wirth Regional Park to Downtown.

While the Linear Park and Neighborhood Blocks concepts facilitate dedicated bus travel lanes, the Tree-Lined Transitway concept creates a dedicated guideway for Bus Rapid Transit (BRT) to maximize efficiency and safety of travelers.

Tree-Lined Transitway Concept Transportation Network



Tree-Lined Transitway Roundabout Concept @ Oak Lake Avenue/Border Avenue



LEGEND

- Street: Mixed-Used Regional Connector
- Street: Mixed-Used Community Connector
- Street: Mixed-Used Commericial Connector
- Existing Bikeway/Bike Trail
- Planned Bikeway/Bike Trail
- Rail Tracks
- Existing Street Connection
- Interrupted Street Connection
- Water Body
- Civic / Community Space
- Downtown Minneapolis
- Industrial Zone
- New Street Connection
- Potential Roundabout Location
- Existing Green Space
- New Green Space
- Reclaimed Space
- Proposed Commercial Node

Concept 3

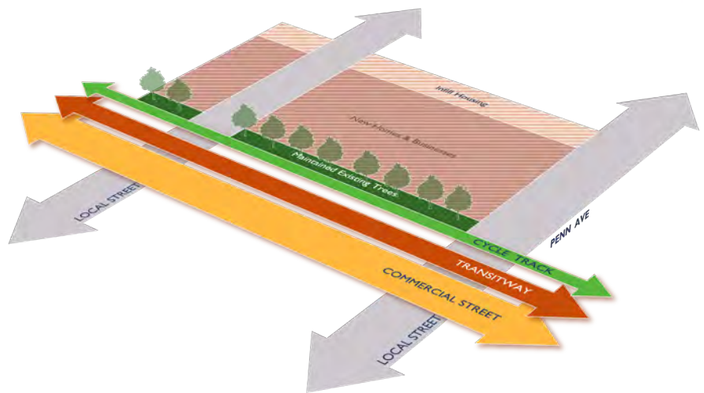
Land Use

Though the Tree-Lined Transitway has more space dedicated to transportation facilities and less to reclaimed land uses than the Neighborhood Blocks concept, the proposed land use and building types between the concepts are similar. This includes primarily multi-family residential, with mixed-use buildings and higher density in the commercial node near the Penn Avenue intersection.

Development in Zone C would be limited to redevelopment of surface parking for homes, businesses, and/or institutional use.

Tree-Lined Transitway Concept @ Penn Avenue

Tree-Lined Transitway Components Diagram



Concept 3

Development

In the Tree-Lined transitway concept, a transit-ready boulevard with frontage development opportunities utilizes a high floor-area ratio (FAR) in the right-of-way. Seeking to provide strong job access, this scenario favors employers, retailers, and transit riders. Job access has the most substantial potential in this scenario.

There are roughly 9.5 acres of developable land within the right-of-way in the tree-lined transitway design concept. With a high FAR, it provides the highest intensity of development within the right-of-way, encompassing almost four million square feet of building square footage. Providing approximately 202 retail business opportunities with 404 potential jobs, it offers the highest potential tax base and annual tax revenue within the right-of-way, at roughly $970 million and $15 million, respectively.

Development by the Numbers

404,058
Commercial Sq Footage

3,367
Additional Population

1,616,229
Residential Sq Footage

404
Additional Jobs

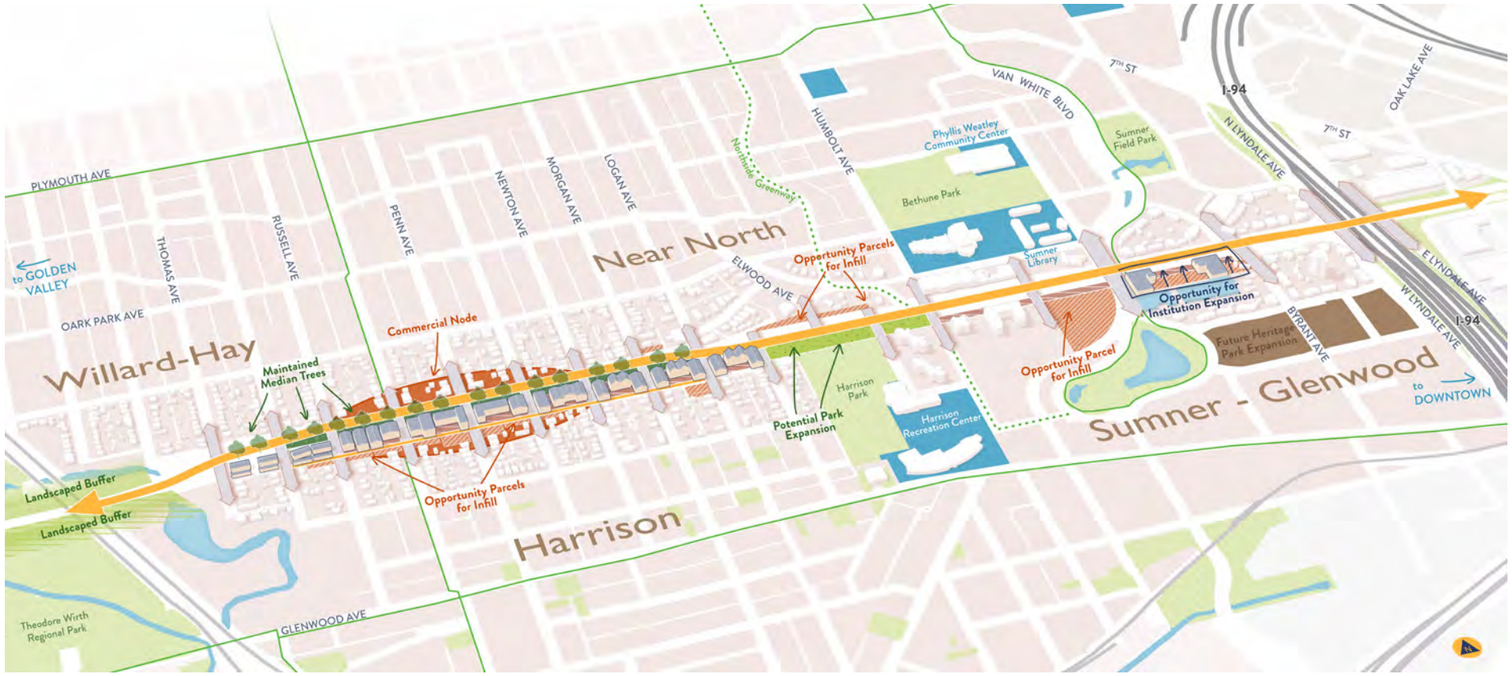
202
Number of Stores

$969,737,000
Tax Base

1,347
Number of Residential Units

$14,957,000
Annual Tax

Tree-Lined Transitway Concept Opportunities Diagram



Precedents for Tree-Lined Transitway Concept

Figure 31. (Left) Dedicated Transitway with vegetated roadway, Eugene, OR. Source: Oregon DOT.

Figure 32. (Right) Center-running green "busway" in Nantes , France. Source: TrasnDev.ca.

Existing

Illustrative Concept

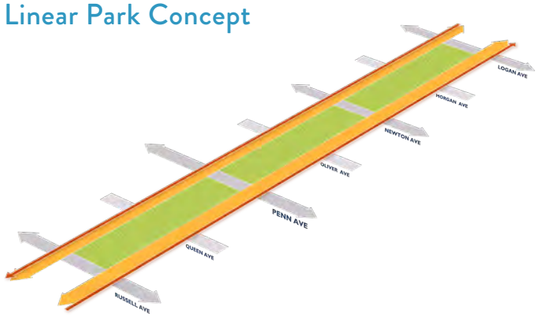
Comparing the Concepts

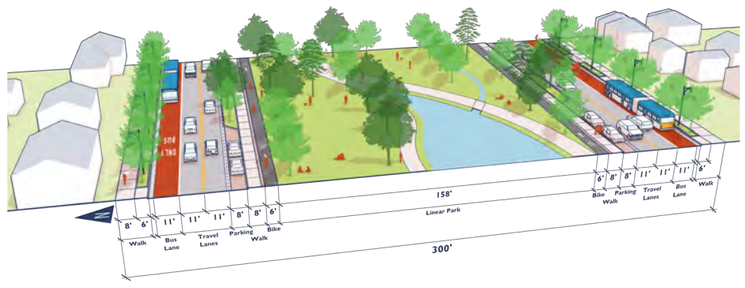
Reclaiming Olson Memorial Highway's right-of-way provides a spectrum of outcomes depending on how much of that land is returned for urban development uses versus set aside as open space.

The development analysis within this report assumes that the land made available by the reconfiguration of Olson Memorial Highway will yield approximately 12 acres of land that can be developed or dedicated to park space. Varying assumptions on the intensity or density of development within the right-of-way, described as "floor-area ratio" or FAR, are matched with each scenario as described below.

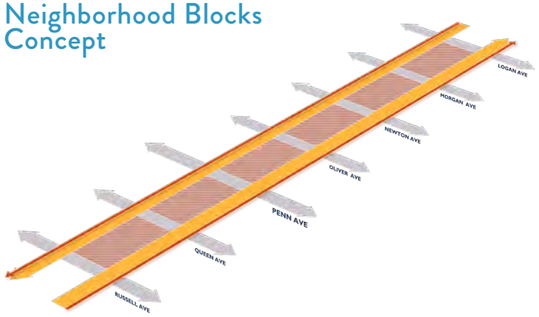
The graphics to the right provide an illustrative example of how different different land uses and intensity might look between the three concepts.

Linear Park Concept

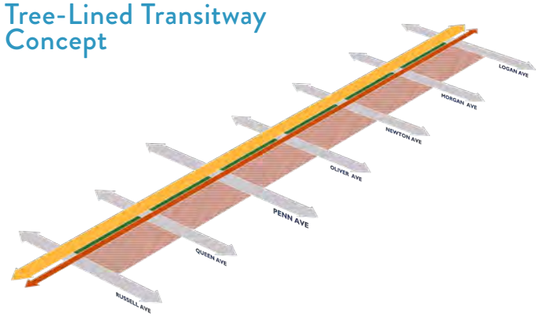


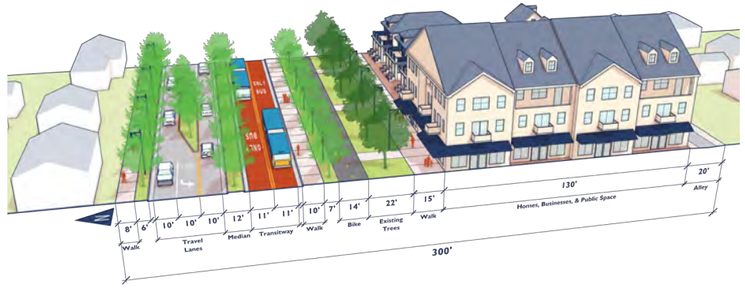


Neighborhood Blocks Concept



Tree-Lined Transitway Concept





Design Trade-offs By Concept

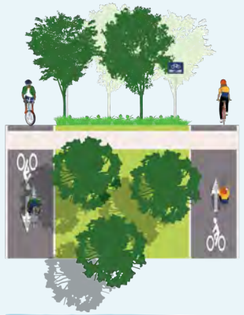
COMMUNITY PRIORITIES	LINEAR PARK	NEIGHBORHOOD BLOCKS	TREE-LINED TRANSITWAY	All Concepts
Safety & Connectivity	Provides two-way travel on both sides of development to improve access, creating long blocks of park space.	Reconnects the street grid, establishing smaller blocks of development.	Consolidates the roadway to the north side of the street, with long blocks of development.	Provide dedicated space for all modes of travel, increased buffer space, vegetation, and tree canopy, and improved circulation. In addition, reduced lanes and lane widths for vehicular travel, while providing dedicated routes for transit and bicycle travel.
Development & Economic Stability	Preserving the right-of-way as park maximizes housing on fewer acres. Produces the largest assessed value thanks to high FAR on a small footprint.	Spreads benefits across the most parcels by spreading low- and medium-density buildings over more land. Creates medium housing capacity.	Creates more job and retail intensity, reflecting transit-oriented FAR and more storefronts. Balances land use trade-offs by pairing mobility upgrades with balanced growth. Creates medium housing capacity.	
Community Identity & Uses	Expands network of open spaces and creates opportunities for diverse park programming, including community gardens and playgrounds, emphasizing outdoor gathering.	Provides opportunities for a public square and/or market, common public spaces for housing residents, lively streets with cafe seating and activated pedestrian zones.	Provides opportunities for a public square and/or market, common public spaces for housing residents, lively streets with cafe seating and activated pedestrian zones.	
Environment & Green Space	Emphasizes environmental wellness by providing space to expand natural habitats and connections to new and existing green spaces, expanding on the water and natural landscapes of Theodore Wirth Regional Park.	Accommodates tree planting and vegetation, as well as common open space for residents.	Facilitates the highest mature tree preservation along the corridor, while greatly expanding street tree plantings.	
Health & Community Wellness	Provides the greatest opportunity to maximize air and water quality by enhancing ecosystems and vegetation.	Provides opportunity for trees and green stormwater infrastructure along the street.	Addresses a higher level of impervious pavement with greatly expanded street trees plantings, vegetation, and stormwater management to address heat islands and heavy rainfall.	**All Concepts** Decreases air, light, and noise pollution by slowing and reducing traffic. Provides additional spaces for culture, art, and community gathering and enhance connections to surrounding neighborhoods, green spaces, and trails.
Equity & Reparative Justice	Maximizes public space and green space, providing opportunity for outdoor spaces that serve all members of the community.	Maximizes housing, shops, and jobs, creating easy access to services within the community.	Emphasizes safe and reliable transit, while creating vibrant street life and a mix of land uses.	

Benefits & Challenges of Street Design Components

The three design concepts presented in this report incorporate several street design componenents in order to create a safer, more equitable alternative to Olson Memorial Highway.

What follows is a list of the benefits and challenges of incorporating each of these street design components.

	ROUNDABOUT	SIGNALIZED INTERSECTION	ONE-WAY STREETS	TWO-WAY STREETS
Benefits	Lower speeds and reduced conflicts at roundabouts lead to significantly fewer injuries and fatal crashes[1]; improve traffic flow; create opportunities for gateway and greening. 1 https://highways.dot.gov/safety/proven-safety-countermeasures/roundabouts	Familiar treatment for drivers with proven safety countermeasures that can be safe for all travelers.	Can reduce conflict points, traffic signal timing, and traffic congestion.[1] 1 https://toolkit.irap.org/safer-road-treatments/one-way-network/#:~:text=By%20removing%20one%20direction%20of%20traffic%20from,easier%20with%20more%20orderly%20gaps%20in%20traffic.	Reduce travel speeds, enhance crossing safety for pedestrians, and improve accessibility and visibility of adjacent businesses.[1] 1 http://www.pedbikesafe.org/pedsafe/countermeasures_detail.cfm?CM_NUM=23#:~:text=Studies%20have%20shown%20that%20converting,converting%20streets%20to%20one%2Dway.
Challenges	Not a common treatment in the neighborhood or city, which would require a practice adjustment for drivers in the immediate neighborhood.	Often chosen for operational reasons with a trade–off between safety and mobility.[1] 1 https://highways.dot.gov/safety/intersection-safety/intersection-types/signalized-intersections	Can be confusing, lead to higher traffic speeds, and increase travel time due to network traffic circulation.	Can require wider intersections and can lead to higher congestion.



	ONE-WAY BIKEWAY	TWO-WAY BIKEWAY	SHARED-USE PATH	BUS ONLY LANE	TRANSITWAY
Benefits	Facilitates predictable movements for drivers and aligns with traffic flow[1]; reduces bike conflict points. 1 https://sdg.minneapolismn.gov/design-guidance/bikeways/protected-bike-lanes-introduction	Improves bike circulation and connectivity.	Accommodates a range of users and is space-efficient.	Space and cost efficient while still providing separation of bus from vehicular traffic.	Facilitates the most consistent and reliable bus service; improves safety for riders and people accessing bus stations.
Challenges	Can require more space than a two-way or shared facility and can increase travel time; may encourage contraflow bike travel.	Limits bike access to one side of the street, can be confusing to drivers, and can be complicated at intersections.	Can create conflict points between various users.	Potential congestion and conflict points with people traveling in adjacent lanes or crossing the street.	Expensive and requires additional road width.

Community Benefits Policies and Programs

Bring Back 6th is an opportunity to redesign the Olson Memorial Highway corridor in a way that improves community health, wealth, accessibility, and safety for existing residents. Many redevelopment projects face tensions between the desire for improvement and concern about the displacement that gentrification can bring. The construction of Olson Memorial Highway caused displacement, and there is a risk that future changes to the corridor could also cause displacement, even and especially if the changes are positive. The displacement that recently occurred on the corridor during the Blue Line Light Rail planning phase underscores the need to proactively mitigate this risk.

However, as seen in the highway removal project in Rochester, New York (Inner Loop East), community repair is achievable through good policy that invests in long-term neighborhood stabilization, housing security, economic opportunity, and community-serving institutions and amenities.

This section outlines an anti-displacement policy framework that asserts that displacement does not have to be an inevitable outcome of change, and enumerates the thoughtful and concerted policy, program, and organizing efforts required to avoid displacement. Collectively, the policy strategies address multiple forms of potential displacement: direct displacement, indirect or exclusionary displacement, cultural displacement, commercial displacement, and gentrification (See "Forms Of Displacement" on page 10).

The full ***Bring Back 6th Anti-Displacement Policy Framework*** can be viewed at ourstreetsmn.org/2025/08/18/numo-anti-displacement-policy-framework/.

ANTI-DISPLACEMENT POLICY FRAMEWORK

This anti-displacement policy framework aims to support residents in the study area and community members to fulfill their community vision. The policy framework builds on existing community-driven anti-displacement campaigns, input from over 200 community members, and a literature review of research and case studies, and is designed to address the particular displacement risks and community assets in the neighborhoods that reconstructing the corridor will reconnect. The community engagement, detailed in the Creating the Vision section, included collecting resident and community perspectives on their specific displacement concerns.

For the future of the corridor, residents and community members envision a safe, clean, affordable, walkable, connected, and commercially vibrant neighborhood. Today, several community organizations such as the Harrison Neighborhood Association, Heritage Park Neighborhood Association, Lao Assistance Center of Minnesota, Green Garden Bakery, Urban Strategies, and The Phyllis Wheatley Center actively lead community advocacy, provide services, and organize events that bring the community together. Residents express that they would love even more frequent community-building events in the future.

Community members have expressed the most excitement about the economic opportunities and amenities that Bring Back 6th can bring, followed by improved road and pedestrian safety, and reconnecting neighborhoods divided by Olson Memorial Highway.

Policy Toolkit Themes

Based on the community survey, interviews, and community conversations, the policy framework is organized around the following four themes to respond to the challenges and opportunities in the neighborhoods:

Policy Toolkit Recommendations Overview

These policy recommendations are designed to address both immediate and long-term displacement concerns, working to stabilize neighborhoods and support residents through every stage of community change. Many policies recommend strengthening targeted outreach and education programs to ensure resident access and reach—although the City, County, and State have established several relevant policies and programs, additional awareness and programming would further activate the reach and efficacy of those policies for residents who need them.

The policy framework emphasizes the importance of early action and building collaborative relationships among key public, private, and nonprofit entities ahead of corridor redevelopment and potential displacement. The framework also emphasizes investing in local community-based organizations to enhance policy effectiveness and ensure lasting impact beyond the Bring Back 6th initiative.

The policy toolkit is organized around the four themes and includes, for each policy objective, features, timeline, roles, and metrics for evaluating progress. For each recommended policy, the toolkit also includes the following information to inform future efforts by key policy-enabling and implementing entities: description, policy strengths, implementation challenges and considerations, and case studies for every recommended policy from Minneapolis, across the country, and the world.

HOUSING STABILITY

Both renters and homeowners face increasing strains on affordability and habitability, which are already displacing existing residents. Renters, who make up the majority of neighborhood residents, need more affordable housing options for tenants at the lowest incomes. Some newer developments include affordable units but primarily at 80% of the area median income (AMI). Residents also want more opportunities for homeownership.

Meanwhile, existing homeowners are also facing rising costs from increasing utility expenses, property values that raise the area's property taxes, and unexpected home repair and maintenance costs that low-income homeowners struggle to afford.

As this initiative could potentially bring new investment into the area, there's an opportunity to protect existing and low-income residents from experiencing additional displacement and the opportunity to remain in place and benefit from the reinvestment in their neighborhood. The following are housing stability policies.

Neighborhood Stabilization Strategy

Tenant Policies

- Rent Stabilization
- Just Cause Eviction
- Tenants' Rights Education Programs
- Rental Assistance Program

Homeowner Assistance Policies

- Homeowner Assistance Programs
- Property Tax Relief

Preservation of Naturally Occurring Affordable Housing (NOAH) Strategy

- NOAH Preservation Funding - Targeted Outreach and Education Programs
- Maintenance of Existing Public Housing Units - Funding & Enforcement
- Tenant Opportunity to Purchase Agreement or Right of First Refusal Policies

Production of Affordable Housing Strategy

- Build Public Housing
- Gap Financing & Tax Abatements for Affordable Housing Production
- Inclusionary Zoning
- Project-Based Housing Choice Vouchers
- Accessory Dwelling Unit Programs

ECONOMIC OPPORTUNITIES

The 2023 median household income in the Harrison and Heritage Park neighborhoods was $67,898 and $52,901, respectively, with over 66% of adults in the labor force. Despite barriers to vehicle ownership, the majority of residents commute to work by car, with a small portion carpooling or taking public transit; however, the latter option is often inaccessible.

Many residents are eager to develop more retail space in the neighborhood to improve their access to basic needs and quality of life while boosting local jobs and economic activity. However, local small business owners often struggle to find available and affordable retail spaces. Many also lack awareness of administrative requirements, such as necessary income or tax documentation, to access support and funding programs.

The following policies are intended to address these barriers to help revitalize the historic commercial corridors of Glenwood Avenue and Plymouth Avenue and identify new potential retail space along the redesigned 6th Avenue, particularly near Penn Avenue.

Local Commercial and Economic Activity Strategy

- Small Business Support Programs
- Commercial Corridor Organizations or Small Business Associations
- Business or Community Improvement Districts
- Public Land Disposition Policies
- Community Land Trusts or Public Land Banks
- Commercial Property Acquisition Funds
- Community Investment Trusts

Workforce Development Training and Job Placements Strategy

- Local and Targeted Hiring Policies
- High-Quality Workforce Training Programs
- Community Workforce Agreement or Community Benefits Agreement

CULTURAL, ARTS, AND COMMUNITY BUILDING

Several organizations currently serve the neighborhoods as hubs for human services, policy organizing, youth empowerment, and community and cultural events. These organizations provide critical resources and referrals for support, such as free legal aid, homeowner or rental improvement grants, and navigating social services.

However, many of the residents they serve are currently already experiencing displacement. Without supporting key cultural and civic institutions, community ties could further weaken and reduce the capacity to provide future community services, policy organizing, and cultural events.

Despite the housing quality and community safety challenges, residents want to stay in their neighborhood and continue to strengthen the community with their neighbors. These policies respond to residents' desire to retain local character and strengthen existing cultural and community institutions amid future development.

Cultural and Community Institutions Strategy

- Cultural District
- Cultural and Civic Organizations - Funding and Support Programs
- Community Development Corporation or Organization

COMMUNITY DECISION-MAKING

The community has been organizing around housing stability, economic opportunity, community safety, and combating cultural gentrification for many years. Their efforts include campaigns for affordable housing, negotiating community benefits with developers, improving health and safety conditions of housing, and other policy initiatives.

Today, many express the desire to strengthen their policy advocacy skills, and community members and leaders cited the need to improve awareness and messaging on policy efforts so residents can plug into and help mobilize policy campaigns.

These policies offer opportunities for community members and partners to develop and implement a shared vision that formally integrates residents and community representatives into the decision-making process.

Planning and Development Process Strategy

- Inclusive Public Engagement
- Community Steering Committee for Bring Back 6th

Community Impacts Strategy

- Community Benefits Agreement
- Construction Mitigation Plan

THE COMMUNITY'S PATH FORWARD

The three concepts can be compared and evaluated to understand how well each advances the community's goals and vision. Using appropriate measures, the concepts can be consolidated and refined to create an optimal project design.

Figure 33. Harrison Neighborhood "Home Is Here" Community Conversation, April 2025.

Plan Evaluation & Assessment

The community vision articulates a purpose and need for this project centered around building a safe, clean, affordable, walkable, connected, and commercially vibrant neighborhood. This section proposes evaluation criteria and metrics.

The first level of screening should flow from this community vision. This means focusing on safety and multimodal mobility, while elevating the justice and equity criteria, alongside the additional land use and economic criteria. As design concepts are progressed into a preferred alternative, MnDOT and partner agencies associated with the recommendations outlined in this report should use the criteria listed below to create a final design that meets the needs and desires of the community.

Highway removal and right-sizing the future transportation infrastructure would free up 9–12 acres of land that are currently occupied by the highway ROW for new uses. Through incorporating the community-centered benchmarks and policies to ensure anti-displacement and community benefits, we can ensure the removal of Olson Memorial Highway leaves a thriving and connected community in its place.

Measuring community benchmarks will require engagement with community members, field reviews, and data analyses, necessitating continued collaboration between the public, advocacy and community groups, and various agencies. These metrics will ensure equity and prosperity by measuring urban growth, access to public services and resources, economic development, ecological quality, and overall well-being of the community.

Safety & Connectivity

CRITERIA

The first level of screening should emphasize the primary imperative to address safety for all modes of transportation and mobility issues for people walking and bicycling. Below are additions and refinements that aim to better align the transportation criteria with the community vision.

Crossing Walksheds

Calculate the square feet within a quarter-mile walkshed around each controlled crosswalk that allows safe pedestrian access across the corridor, thus illuminating how easy it is to access a safe crossing. This additional criterion would measure the degree to which the proposed project reconnects the street grid. It will also help assess the degree to which the project successfully mitigates the corridor as a barrier.

Intersection Density or Block Size

Calculate the intersections per square mile across the study area. Similar to the crossing walksheds criterion described above, measuring intersection density is a proxy for barriers to connectivity; it will assess how much the street grid is reconnected through project implementation. Another potential similar metric could be average block size, which could be compared to the block size in other neighborhoods of the city. This metric could replace the access points measure in the vehicle mobility criterion.

Measure Improved Walking and Bicycling Safety Quantitatively

Many Proven Safety Countermeasures are related to safety for people walking and bicycling. As with the vehicle countermeasures, FHWA provides estimated quantitative pedestrian and bicycle crash reductions. These quantitative methods should be applied similarly for active modes of transportation as they are for vehicle transportation. This method should replace the typical conflict points analysis.

Reframe Vehicle Travel Time

A design that will reinforce a speed of 25 mph through design interventions should be rated as "good" and options that support higher speeds, or those that would result in lower speeds due to traffic congestion, should be rated as "poor", because slowing traffic will be required to meet the primary walkability and bikeability safety and mobility needs and be consistent with the City of Minneapolis' Design Speed policy.

Reframe Level of Service (LOS)

To match the updated travel time framing described above, with traffic calming preferred over faster speeds, the LOS criterion should also be reframed. LOS A and B should be viewed as "poor" scores, because they use space inefficiently and leave excess capacity open to allow speeding. Then, E and F should be considered "fair" and D "good" as the optimal balance of efficiency and safety.

Smart Mobility developed an enhanced travel demand model that addresses these shortcomings and recommends that this enhanced model be used to evaluate the Bring Back 6th concepts. Vehicle mobility is typically a key metric in roadway alternatives analyses, though the reframing of these measures as described in the previous section is intended to elevate concepts that provide the optimal mobility measures for walkable, safe, and vibrant streets and is consistent with the City of Minneapolis policies.

This enhanced model focuses on better matching existing speeds and traffic volumes. Although it will be incapable of making precise predictions for 2050, the enhanced model will be useful for the general comparison of alternatives. The model can also be used to test whether the general ranking of alternatives is sensitive to key assumptions about the future.

BENCHMARKS

Connectedness

Conduct engagement and outreach to find out if residents feel connected locally and regionally.

Do they have improved access to Theodore Wirth Regional Park, local parks and open spaces, daily needs and destinations, and downtown and other neighborhoods?

High Injury Network

Analyze crash data to understand how trends have changed along the corridor, particularly at high-risk intersections, such as Olson Memorial Highway and I-94.

Have total crashes along the corridor been reduced? Have injury and fatal crashes been reduced?

Vehicular Speeds

Use radar analysis to observe changes in speed trends.

Are average speeds reduced along the roadway and where are speeds still an issue?

Community Identity & Uses

CRITERIA

When Olson Memorial Highway was constructed, transportation infrastructure displaced homes and businesses; in other words, people and their livelihoods. While the corridor should facilitate safe and efficient travel, streets are more than just vehicles for getting from A to B. They are also places for socialization, enjoyment, leisure, and recreation. The experience on Olson Memorial Highway today does not reflect the comprehensive purpose of streets, but the original 6th Avenue North did accomplish this, not only acting as a thoroughfare for multimodal travel, but also as a place to go for everything from services to shopping to music.

To give the corridor the sense of place that it once had, that reflects the culture of the community today, the following criteria should be incorporated.

Access to Open Space

Calculate the number of residential homes within a half-mile walkshed from the edge of each park or plaza within the study area in comparison to the total number of residential homes within the study area, thus identifying the increase in accessibility to green space.

Access to Public Use

Calculate the number of residential homes within a half-mile walkshed from educational facilities and public use buildings, such as community centers, within the study area in comparison to the total number of residential homes within the study area, thus identifying the increase in accessibility to public uses.

Adequate Sidewalk Zone

A design that provides preferred widths for frontage, pedestrian, and furnishing/boulevard zones will facilitate a more positive experience for pedestrians traveling to their destinations. This criterion indicates the potential quality of the public realm. Designs with sidewalks (including buffer zones) adjacent to development that are a minimum of 15 feet per the minimums City of Minneapolis preferred sidewalk zone widths[1] should be considered "good", and those that do not should be considered "poor".

1 https://sdg.minneapolismn.gov/design-guidance/sidewalks/sidewalk-zone-design-guidance

BENCHMARKS

Quality of Public Spaces

Create an inventory of public spaces to understand if there are various uses to serve residents, such as community gardens, playgrounds, athletic fields, natural areas, etc. Conduct surveys and engagement to collect input from residents about the quality of the public spaces and audit parks to observe utilization.

Sense of Place

Rely on engagement feedback to discover if residents feel that the corridor enhances the sense of place within the neighborhood.

What elements, such as public art, gateway features, streetscape features, etc., contribute to or would improve this?

Representation

Collect input from residents to understand how well they feel that they are represented in their neighborhood and if they feel that the character of the neighborhood is welcoming to their culture.

Community Gathering

Analyze input to find out if residents feel that there are adequate spaces for various gatherings, and if public gathering spaces are accessible. Conduct audits to discover if they are utilized by the local community members.

Development & Economic Stability

CRITERIA

Reallocating Olson Memorial Highway right-of-way for diverse land uses provides opportunity for significant commercial and mixed-use development. This would greatly increase the capacity to meet not only the current retail demand of the neighborhood, but also the added demand created by additional housing. Recapturing jobs and retail generated through these redevelopment opportunities strengthens the economic resilience of the neighborhood, allowing residents to invest in and contribute to the well-being of their community.

Commercial Development

Calculate the areas of land that will be allocated to commercial land use. For this criterion, the design alternative with higher percentage of commercial land use should be scored higher than those with lower commercial land use allocation.

Retail Space

Calculate the linear feet of retail storefront within the corridor right-of-way. The concepts with higher calculations of storefront should score higher than those with lower calculations of storefront.

Jobs

Using the projections stated in this report, score the design concepts that create the highest number of jobs as "good" and lowest as "poor."

BENCHMARKS

Support Local Economy

Conduct engagement and surveys to understand if the local development is serving the needs of residents.

Are community members able to access their daily needs within the neighborhood?

What services are missing that residents need to travel distances for?

Publicly Owned Commercial Real Estate

What percentage of development is publicly and locally owned?

Are there programs and policies put in place that can increase this percentage?

Equity & Justice

CRITERIA

The construction of Olson Memorial Highway intentionally displaced homes, businesses, and community centers in a predominantly Black, Jewish, and immigrant community, dividing the Heritage Park and Harrison communities and disrupting other communities in North Minneapolis.

To understand the equity implications of Olson Memorial Highway, we must center on the people and the land itself. Some of the criteria in the previous categories will have an equity impact as well, but the following criteria should also be considered.

Housing

Residential Land Use: Calculate the areas of land that will be allocated to housing. For this criterion, the design alternative with a higher percentage of residential land use should be scored higher than those with lower residential land use allocation.

Number of Housing Units: Using the projections stated in this report, score the design concepts that create the highest projected number of housing units as "good" and lowest as "poor."

Area of Mixed-Use Development

To ensure that residents have access to a variety of services, calculate the areas of land that will be allocated to mixed-use development. For this criterion, the design alternative with higher percentage of residential land use should be scored higher than those with lower residential land use allocation.

Multimodal Transportation Options

This area has high poverty and low vehicle ownership rates in comparison to other areas of the city. To ensure equitable mobility for communities, calculate the total area dedicated to modes of travel other than occupant vehicle (sidewalks, trails, and transit lanes) over the total area dedicated to occupant vehicle travel.

Design concepts with higher percentages of area for alternative modes of travel should score higher than those with lower percentages.

BENCHMARKS

Engagement

Track demographics of engagement participants throughout all phases of the Olson Memorial Highway project and ensure that the demographics reflect those of the community. If not, project teams should adapt their engagement policies to reach applicable demographic groups.

Affordable Housing

Analyze data to understand what percentage of residents are cost-burdened (paying over 30% of their income towards housing costs).

What percentage of housing is designated as affordable?

What programs are in place to ensure affordability of homes, home ownership opportunities, and rent control, including land trusts and Tenant Opportunity to Purchase Agreements?

Anti-Displacement

Collect data and survey input to understand if long-term residents are remaining in the neighborhood.

Accessible Spaces

Audit public spaces and conduct engagement with residents to find out how accessible public spaces are for people of all ages and abilities.

Are there spaces along the corridor that specifically serve youth, and are there spaces along the corridor that specifically serve older adults?

Demographic Discrepancies

When collecting information for benchmarks to analyze how well the corridor is serving the community, observe discrepancies in the data related to demographics.

Are there demographic groups that are being served at higher rates than others, and how can this be mitigated?

Environment & Green Space

CRITERIA

Reconstructing Olson Memorial Highway can provide benefits to the community and partially address environmental justice through returning the land itself to community-centered uses. As climate change and extreme heat continue to worsen, air pollution is expected to grow more potent and dangerous.

Heritage Park, Harrison, and the rest of Near North's highway infrastructure and land use are worsening extreme heat risks in the community. These areas also have lower tree canopy, per the Extreme Heat Tool from the Metropolitan Council.[2] Expanding tree canopy and vegetation is vital to increasing community resilience to these growing environmental hazards.

To address this, the following criteria related to environmental and ecological equality and connection should be considered for evaluation.

Green Space Area

Calculate the area of parks and green space over the total population in the study area to understand the allocation. Design concepts with higher percentages of green space and parks should score higher for this criterion.

Mature Trees and Vegetation

Identify and quantify all areas of green space in buffer zones that are at least six feet in length and width. This threshold ensures the space is wide enough to support healthy shade tree growth, accommodate green stormwater management features, or provide meaningful pedestrian buffer zones.

Design concepts should be reviewed for total square footage of these qualifying green spaces. Concepts should also be evaluated for the continuity and placement of these areas, favoring those that offer uninterrupted stretches of green space along the corridor, especially where they improve pedestrian comfort, support tree planting, or contribute to environmental goals such as stormwater infiltration or urban heat island mitigation.

Waterbody Buffers

The total area for vegetation between paved surfaces and waterways/waterbodies within the study area will facilitate green stormwater management and good water quality. More vegetated buffer space should score as "good" and less as "poor" for the criteria.

BENCHMARKS

Greenhouse Gas Emissions

VMT Reduction: Compare ADT calculations along corridors to understand how vehicle miles traveled have been reduced along the corridor.

Mode Shift: Conduct engagement and surveys to discover if there are changes in trends related to how residents get to their destinations.

Have residents shifted to walking, rolling, transit, bicycling, or other micromobility modes over driving? Are there additional changes to the environment that would encourage this shift?

Urban Forest

Review the Minneapolis Urban Tree Canopy[3] data to analyze how the tree canopy coverage has been expanded in the neighborhood and if there are gaps that can be addressed.

Green Stormwater Management Capacity

Conduct modeling to analyze the effectiveness of green stormwater facilities through runoff volumes and pollutant loads, and understand where facilities can be implemented or improved.

2 https://metrotransitmn.shinyapps.io/growing-shade/

3 https://www.arcgis.com/apps/OnePane/basicviewer/index.html?appid=c41894bb3e03432bbceea3ef5a19760e

Health & Community Wellness

CRITERIA

As is the case nationally, Olson Memorial Highway health impacts disproportionately affect BIPOC. The zip codes near Olson Memorial Highway, including 55405 and 55422, have a higher age-adjusted asthma rate than the state average, and the zip code closest to the highway, 55411, had a 2017–2021 age-adjusted asthma rate[4] of 157.6 cases per 10,000 residents, nearly five times higher than the state and metro average.

Ironically, as identified in the Urban Institute Report, residents living along Olson Memorial Highway have less access to a personal car compared to other Minneapolis residents. This means they are disproportionately impacted by traffic while driving far less than average and face added barriers to accessing work, school, healthcare, and daily needs.

According to the 2023 American Community Survey, 23%[5] of households in Near North do not have access to a car, compared to 14.8%[6] in the rest of Minneapolis and just 6.5%[7] statewide.

4 https://data.web.health.state.mn.us/asthma-charts

5 https://www.mncompass.org/profiles/city/minneapolis/near-north

6 https://www.mncompass.org/profiles/city/minneapolis

7 https://www.mncompass.org/profiles/state/minnesota

Active Transportation

Providing dedicated space and a well-connected network for walking and biking will increase the likelihood of residents using these modes to get around. Active transportation improves both physical and mental health[8] and reduces pollution, which further improves the health of the community. The total area of dedicated walking and bicycling space (sidewalks and trails) should be calculated, with higher calculations indicating "good" scores and lower indicating "poor" for this criterion.

Improving Air and Water Quality:

Number of Trees: Each individual tree contributes to the overall tree canopy coverage in the area. Design alternatives with more trees should score higher than those with fewer for this criterion.

Impervious Surfaces: Paved surfaces impact the health of residents by degrading air and water quality through the release of chemical compounds, and can cause heat-related illnesses by contributing to heat islands. For this criterion, alternatives with a higher ratio of impervious surface should be considered "poor" and alternatives with a higher ratio of pervious surfaces should be considered "good."

8 https://www.sciencedirect.com/science/article/abs/pii/S2214140522000184#:~:text=It%20is%20well%20established%20that,et%20al.%2C%202015)

BENCHMARKS

Air Quality

Analyze the MPCA Air Quality Scoring to survey changes in air pollution rates and identify where along the corridor improvements can and should be made.

Asthma Rates

Observe changes in Age-Adjusted Asthma Hospitalization rates for the area to determine if air quality has improved.

Noise Pollution

Conduct traffic noise audits to confirm that roadway noise is below 53 dB(Lden)[9] where adjacent to development.

Urban Heat Island

Review Hennepin County Urban Heat Data[10] for changes in trends of afternoon temperature estimates.

What areas are still experiencing high average temperatures, and where can additional tree canopy be expanded to mitigate?

9 https://cdn.who.int/media/docs/default-source/who-compendium-on-health-and-environment/who_compendium_noise_01042022.pdf

10 https://hennepin.maps.arcgis.com/apps/instant/media/index.html?appid=d491ea0ee89b4034b3799c6a28cbc50d

Planning for Future Affordability

The cost of developing new single-family and multifamily housing continues to rise due to increasing construction and financing costs. As of 2024, an average of 57% of households in census tracts along the project corridor are rent-burdened. This is 10% higher than the national average of 47%.[1]

Assuming a conservative cost estimate of $480 per square foot for the overall cost of development (land, construction, financing, and soft costs), homeownership will be out of reach for the average Minneapolis family. A modest 1,200 square foot infill home would cost $576,000 before soft costs and, including developer fees, will push the total sale price to approximately $725,000.

The estimated mortgage payment at 95% loan to value would be roughly $5,000 — only affordable to households earning $205,000 per year, or 300% of the metro area median income. An affordable purchase price for a family of four making 80% of the metro area median income is $306,500, creating a $418,500 affordability gap.

Similarly, renters will continue to be burdened due to increased rents. Today, a family of four earning 80% of the area median income would be able to afford to pay $2,753 per month for a three-bedroom unit. The estimated rental income needed to make a new multifamily unit feasible would be $4,800 per month for a 1,200 square foot unit. This leaves a monthly gap of $2,000 or more to make that unit affordable.

BIG PICTURE TAKEAWAYS

Fiscal Goals vs. Social Goals

There is a high unmet need for both retail and housing in the Olson Highway area. If job access or mixed-use vibrancy is priority, the Neighborhood Blocks and Tree-Lined Transitway scenarios perform better. The Linear Park scenario does not provide any redevelopment within the right-of-way, but as a regionally significant amenity, may still encourage development on nearby opportunity parcels.

FAR Assumptions Impact Overall Performance

The differences between the Neighborhood Blocks and Transitway scenarios are primarily due to varying assumptions on the floor-area ratio (FAR). Moving from a medium to high FAR inside the right-of-way nearly doubles commercial square footage and adds additional jobs even with fewer residential units.

Hybrid Approaches Offer Creativity

These scenarios are offered as bookends, describing different approaches to take advantage of the opportunities created within the right-of-way. Going forward, a process to refine and combine the best features of each scenario should happen with community input directing the effort.

Adjusting the FAR or reserving selected right-of-way blocks for housing in the Transitway concept, for example, could capture more units without sacrificing transit functionality or commercial depth.

Some of the blocks could be dedicated to green park space, bringing in advantages of the linear park, but still allowing an overall ambitious development program for the right-of-way.

1 Esri, ACS Housing Costs Variables by Census Tracts, 2023, ArcGIS Online last updated April 9, 2025, Accessed June 2025

Traffic Model & Analysis of Alternatives

Traffic modeling is a key step in the process of redesigning urban streets and highways. MnDOT's Olson Memorial Highway/Highway 55 process will include traffic modeling to test how changes to the highway will affect traffic circulation and volumes. As a part of the Bring Back 6th initiative, our team also examined the traffic modeling done by MnDOT to date. We will also develop an enhanced model to evaluate the concepts in this report.

Vehicle mobility is a key metric in roadway alternatives analyses and is reported in terms of traffic congestion and travel times. Given the relative lack of congestion in this corridor, the MnDOT's 2023 *Olson Memorial Highway Multimodal Study Purpose and Need Statement* appropriately lists vehicle mobility only as a secondary need. Even though vehicle mobility is given as a secondary need, it is possible that it will still have a large weight in evaluation because vehicle mobility metrics are ubiquitous in alternatives analyses and can appear to be more objective compared to some of the other metrics that are harder to quantify.

The vehicle mobility metrics of traffic congestion and travel time are taken from computer models. For these metrics to be credible, it is necessary that the baseline model match metrics for existing traffic conditions. As documented in the *Bring Back 6th Alternatives Analysis: Model Review* report by Smart Mobility, the current Metropolitan Council (Met Council) model does not. Problems in Olson Memorial Highway modeling include:

- large errors in traffic volumes,
- large errors in traffic speeds, and
- modeled speeds being overly sensitive to roadway capacity.

In its current state, the regional model cannot produce reliable metrics and is not useful for evaluating Olson Memorial Highway alternatives.

These types of model issues are present throughout the United States and not unique to the Twin Cities region. Increased computer power has led to improved modeling in some domains, but it has not significantly improved the accuracy of transportation forecasting. The focus over the past 20 years has been on activity-based models (ABMs), including the Met Council model. It was assumed that simulating the travel patterns of individuals within individual households, including simulating future virtual individuals and households, would improve model accuracy. However, ABMs have not addressed the fundamental issues in matching speeds and traffic volumes.

Moreoever, the Met Council model is built on household activity survey data from 2010, a full decade before the start of the COVID-19 pandemic that has had lasting impacts on travel behavior. Our enhanced model will keep the ABM structure but be based on updated land use and post COVID-19 travel behaviors so that predictions of future speeds and congestion will be more reliable.

Even with an improved model, it is best to think of the model as one seat at the table in dialogue with other types of data and community input. The highlights of the primary findings from the traffic model review are shown to the right.

The complete *Bring Back 6th Alternatives Analysis: Model Review* report by Smart Mobility can be viewed at ourstreetsmn.org/2025/06/10/smart-mobility-olson-memorial-highway-alternatives-analysis/.

Traffic Model Evaluation Findings

Finding 1

The modeled traffic volume errors in the Olson Memorial Highway corridor are so large in the baseline model that the model needs significant reworking to make it useful in doing alternatives analyses in this corridor.

Finding 2

The regional traffic volume errors are so large that the model needs significant reworking to make it useful in doing alternatives analyses in the region.

Finding 3

The model matches traffic volumes poorly in each of the 11 time periods.

Finding 4

The model overestimates Olson Memorial Highway traffic speeds because it fails to account for stops at traffic signals.

Finding 5

Modeled traffic speeds on Olson Memorial Highway are overly sensitive to changes in traffic volumes even though they are well below capacity.

Finding 6

The model appears to smooth out the level of freeway congestion, showing more peak period congestion than is present at uncongested locations and less congestion than is present at severely congested locations.

Finding 7

The model outputs show impossibly high traffic volumes during congested time periods.

Finding 8

Traffic throughput on congested freeways in reality is much lower than assumed in the regional model.

Finding 9

The model fails to account for the affects of bottlenecks on upstream and downstream freeway segments.

Finding 10

The model underestimates the effect of freeway capacity on induced travel.

Implementation

FEASIBILITY

This project provides a unique opportunity for innovative project delivery, design build, and advanced land use planning to create a comprehensive and collaborative redevelopment. It involves multiple jurisdictions and agencies (City of Minneapolis, Minneapolis Park and Recreation Board, City of Golden Valley, Three Rivers Park District, MnDOT, Hennepin County, Metropolitan Council, Metro Transit, and others).

As such, implementation will require participation from each government agency to have a truly restorative and reparative project, including:

- Street type reclassification
- Land use and zoning changes for repurposed ROW
- Evaluation and prioritization of community-based alternatives through the MnDOT's Olson Memorial Highway/Highway 55 project
- Continuous and comprehensive community engagement and outreach

This will require the involvement and collaboration of key public, private, and nonprofit entities and early action to start advocating for and implementing policies that can stabilize residents before the redevelopment of the corridor occurs.

Thus, building collaborative working relationships to plan and implement this framework should happen well in advance of the redevelopment of the corridor and potential displacement impacts from real estate speculation.

In addition to collaboration and timeliness, investing in the long-term capacity of community-based organizations will strengthen policy efficacy and the likelihood of long-term success.

Success will also require a combination of policy strategies to address both immediate and long-term displacement concerns, as well as investment in targeted outreach, education, and programming that ensures policies and programs are made accessible to and usable by residents.

And most importantly, it will require critical investments in local community organizations and leadership development; it is local residents who lead policy advocacy, sustain momentum over time, and spark continued community development long after specific projects conclude.

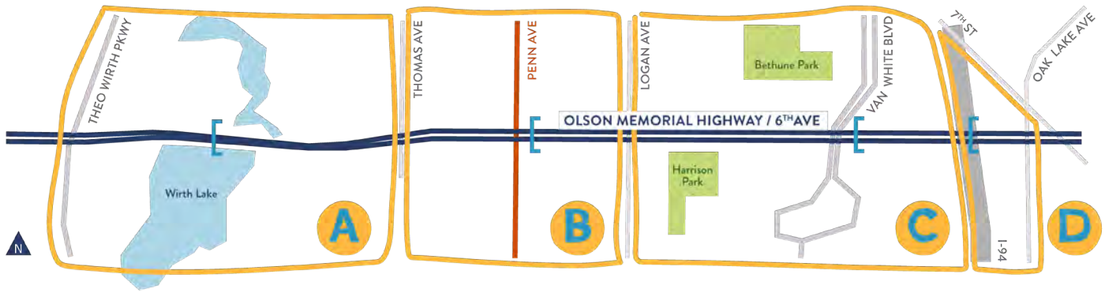
Construction Staging and Phasing

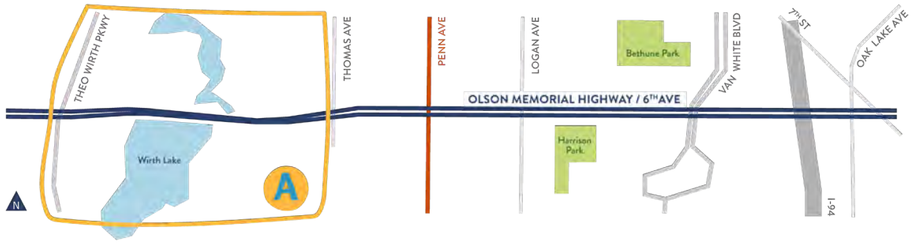
The transformation of Olson Memorial Highway to any of the alternatives described in this report will need to be carefully staged to provide safe and reasonable access for all users and modes during construction, and mitigate disruption and impacts to residents, businesses, schools and community organizations.

The current configuration of Olson Memorial Highway, which has multiple lanes in each direction, will allow for the complete closure of one direction so that it can be rebuilt per the community plan, then the other side can be closed fully or partially to complete the project.

With the potential of community building and redevelopment, we assume that significant utility work on city infrastructure will take place during construction. While it is premature to propose a detailed construction phasing plan, the following sections outline a possible approach, with considerations for each zone.

Olson Memorial Highway Project Zones





Zone A

MEADOW LANE TO THOMAS AVENUE

Construction Phasing

Zone A likely could be constructed under staged partial closures or a full closure, depending on final typical section (alternate routes for local traffic via Glenwood Avenue and Plymouth Avenue, alternate route for regional traffic via I-394 and MN 100).

Intersection improvements at TH 55/ Theodore Wirth Parkway and TH 55/ Thomas Avenue would likely require a full closure of the intersection, particularly to reduce construction costs and construction time.

Zone A should be constructed at a different time than Zone B to avoid impacts to local detour routes (specifically Penn Avenue).

Utilities

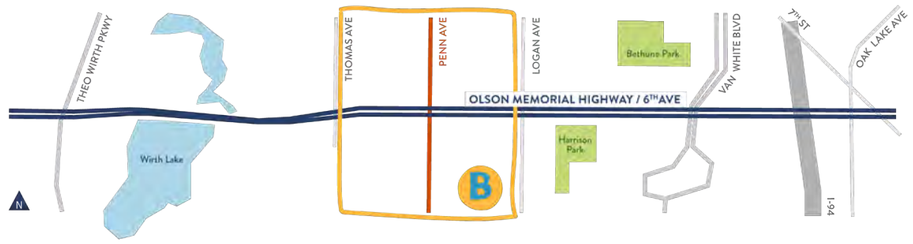
Relocation of sanitary sewer trunk main is likely needed between lift station and Thomas Avenue—opportunity to relocate outside of the roadway through this section or to relocate directly under the new roadway.

If there is water main under the existing Olson Memorial Highway roadway or within the Olson Memorial Highway right-of-way, it should be replaced as part of the project to avoid needing to reconstruct the water main before the roadway needs to be reconstructed again.

The existing roadway is a more rural section with stormwater runoff going directly into Wirth Lake or Bassett Creek. The new roadway should divert stormwater runoff to sedimentation and infiltration treatment to improve water quality in Wirth Lake and Bassett Creek.

Access

This zone has no properties or streets directly accessing it apart from the intersections at Meadow Lane, Theodore Wirth Parkway, and Thomas Avenue. Access during construction should not be a significant issue for this zone.



Zone B

THOMAS AVENUE TO LOGAN AVENUE

Construction Phasing

Due to the very large right-of-way through this zone, this zone likely would easily be constructed in halves. Most likely, Phase 1 would involve constructing the south roadway while maintaining two-way traffic on the north half of the existing 55 corridor. Phase 2 would switch traffic to the newly constructed roadway(s) and construct the other roadway.

Intersections would need to be constructed with thoughtful phasing so that local detours are not so significant as to substantially affect the business communities along Glenwood Avenue or Plymouth Avenue. For example, the Penn Avenue leg should not be closed at the same time that the Morgan Avenue leg is closed.

Utilities

The sanitary sewer trunk main will need to be relocated with the project so that the main is not underneath the new park or new development areas. The main should be relocated to underneath one of the new roadways, likely the south roadway area. Exact relocation alignment should be studied further as the project progresses into preliminary and final design.

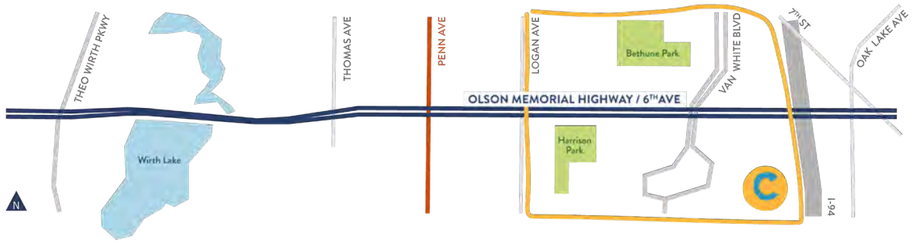
Water mains will likely need to be replaced due to location and age/condition. Water mains should be placed within the new roadway corridors to avoid impacts to parkland or development.

Storm sewer will need to be fully relocated to accommodate the new roadway geometry. Stormwater management should strive to meet City of Minneapolis Chapter 54 requirements using green stormwater infrastructure best management practices (BMPs), whether on the ground surface or underground.

Access

Access is currently provided at intersections only, and there are no commercial land uses along this zone.

Access to the local roadway network, including crossings of the TH 55 corridor and including sidewalks, should be maintained to the greatest extent possible during construction.



Zone C

LOGAN AVENUE TO I-94

Construction Phasing

Due to the moderately large right-of-way through this zone, this zone could likely be constructed in halves, depending on the utility replacement trench locations and depths. Full closure of this zone could also be evaluated to expedite construction completion and lower construction costs.

Access across I-94 should be maintained during construction, especially for those walking or biking, to ensure connectivity from the residential neighborhoods on the west side of I-94 to employment on the east side of I-94.

Intersections would need to be constructed with thoughtful phasing so that local detours are not so significant as to substantially affect the business communities along Glenwood Avenue or Plymouth Avenue.

Utilities

The sanitary sewer trunk main will need to be replaced with the project so that the main is not underneath the new park or new development areas. The main should be relocated to underneath one of the new roadways, likely the south roadway area. Exact relocation alignment should be studied further as the project progresses into preliminary and final design.

Water mains will likely need to be replaced due to location and age/condition. Water mains should be placed within the new roadway corridors to avoid impacts to parkland or development.

Storm sewer will need to be fully replaced to accommodate the new roadway geometry. Stormwater management should strive to meet City of Minneapolis Chapter 54 requirements using green stormwater infrastructure BMPs, whether on the ground surface or underground.

Access

Access to I-94 eastbound ramps (via southbound Lyndale Avenue) will likely need to remain throughout construction.

Zone D

I-94 TO 7TH STREET

Construction Phasing

The roadway will likely need to be fully closed from the east Lyndale Avenue intersection to 7th Street to make the identified improvements.

Detours would likely utilize Lyndale Avenue and 7th Street.

Redevelopment and LRT projects may impact construction phasing needs in this area.

Utilities

The sanitary sewer trunk main will need to be relocated with the project so that the main is not underneath the new park or new development areas. The main should be relocated to underneath one of the new roadways, likely the south roadway area. Exact relocation alignment should be studied further as the project progresses into preliminary and final design.

Water mains will likely need to be replaced due to location and age/condition. Water mains should be placed within the new roadway corridors to avoid impacts to parkland or development.

Storm sewer will need to be fully relocated to accommodate the new roadway geometry. Stormwater management should strive to meet City of Minneapolis Chapter 54 requirements using green stormwater infrastructure BMPs, whether on the ground surface or underground.

Access

Enhanced business wayfinding will be needed for businesses along Border Avenue during closures, including the Minneapolis Farmers Market property. Access would likely be provided via 7th Street to 5th Avenue to Royalston Avenue.

Access to properties along Oak Lake Avenue would likely be provided via 7th Street.

NEXT STEPS

*

The Bring Back 6th Coalition will continue to refine these alternatives based on community feedback. The coalition will work with MnDOT, Hennepin County, and the City of Minneapolis and surrounding municipalities to transform this corridor into this community-led vision.

Figure 34. Olson Memorial Highway sign over I-94 bridge, facing west.

Next Steps for the Community

EVALUATE

The Bring Back 6th Coalition will continue diverse engagement strategies through Summer and Fall of 2025. This engagement will involve informing the public about the three design alternatives developed and documented in this report and collecting input from community members on what their design priorities and preferences are. This phase of engagement will inform the community's preferred alternative for the future of the corridor.

ENGAGE

Residents should continue to engage with upcoming community partners as associated projects progress. This includes the MnDOT Olson Memorial Highway project and City of Minneapolis projects in the neighborhood. These are opportunities for community members to engage with design concepts and components they would like to see progressed into the final design.

ADVOCATE

Community members, partners, organizations, and groups should continue to advocate for the changes they would like to see. This includes the policies and programs identified in this report that are intended to ensure that the corridor serves the people most impacted by the corridor and the residents of the study area.

IMPLEMENT

The preferred design concept should be identified through updated analysis processes and throughout engagement with the community.

The final design should reflect the community needs and desires and address the challenges and issues the area is facing today. Agencies and project partners should work in collaboration to implement

Community Partner Roles

	Community Members	Community Organizations	Public Agencies
EVALUATE	Learn about the project and completed work, evaluate the proposed concepts and policies, and understand the ongoing project processes.	Inform the community about the project and concepts and collect feedback about preferred concepts, design elements, and policies.	Inform the community about the project process, assess evaluation metrics, and review the proposed concepts. Additionally, incorporate the evaluation criteria outlined in this report.
ENGAGE	Continue to attend events and provide feedback at community events and throughout the next phases of the project.	Provide opportunities for community members to provide their input and help the public stay informed on engagement opportunities with agencies throughout the project.	Provide various and frequent opportunities for the community members to provide input. Conduct thorough and equitable outreach and assess engagement methods to ensure many community members are being reached.
ADVOCATE	Follow project updates and stay informed to vocalize to decision-makers where the project is aligned and unaligned with the community throughout the project phases.	Monitor project developments and communicate to community partners when progress is not aligned with community needs and desires.	Develop policies and a preferred design alternative that centers community input. Provide resources and programs to the community when applicable and possible.
IMPLEMENT	Follow project updates throughout implementation, continue to provide input when there are engagement opportunities, and participate in the analysis of the success of implementation and community benchmarks.	Provide input and support to agencies throughout implementation. Support the community in analyzing the success of implementation and benchmarks.	Implement the design and policies as agreed upon by community members and partners. Be clear about the project process and phasing. Support the community in analyzing the success of implementation and benchmarks.

our streets

TOOLE DESIGN

NEOO PARTNERS INC.

New Urban Mobility alliance

smart mobility

USI | URBAN STRATEGIES, INC.
Families at the Center of Results

Heritage Park Neighborhood Association

Harrison Neighborhood Association

Phyllis Wheatley Community Center

SUMMIT ACADEMY OIC

LAO CENTER OF MINNESOTA
Building commUNITY

Green Garden BAKERY