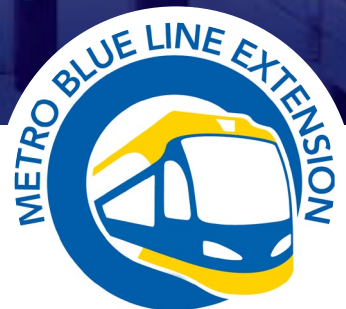


Business Advisory Committee

December 10, 2024



BROOKLYN PARK | CRYSTAL | ROBBINSDALE | MINNEAPOLIS



Today's Topics

- Environmental Update
 - Environmental Engagement Recap
- Design Update
 - Lowry Avenue Station Design Workshop Feedback
 - Review 21st Avenue Community Workshop



Environmental Update



Environmental Engagement Update

- Engagement to date:

- BAC/CAC Workshops – Nov 2024
- BLC/Cohort Workshop
- Presentations to Business Chambers – Nov/Dec
- 21st Ave Community Character Workshop – 12/10
- Soliciting cultural placekeeping group members

- Upcoming:

- Display boards at community locations with survey and handouts
- Continue to solicit feedback from community and key stakeholders on strategies to address impacts
- Additional community meetings and events



Environmental BAC Workshop Feedback

Strategy	Feedback
Online Portal and Storefronts	<ul style="list-style-type: none">• Technical assistance for businesses• Community-based communication• Robbinsdale & Crystal share storefront• Place to convene
Business Support During Construction	<ul style="list-style-type: none">• Wayfinding - pedestrian signage and parking• Marketing support and impact fund• Real time information and updates• Technical support to businesses
Workforce Development	<ul style="list-style-type: none">• Help businesses retain staff• Paid training and hiring guarantee for workforce programs



Environmental CAC Workshop Feedback

Strategy	Feedback
21 st Ave Community Character	<ul style="list-style-type: none"> • Provide examples of outcomes, • Justify focus on 21st Ave • Safety and access considerations to W Broadway
Community Investment	<ul style="list-style-type: none"> • CBOs adopt a station for upkeep
Cultural Placekeeping	<ul style="list-style-type: none"> • Local muralist to highlight elements of community • Clarify restrictions of design opportunities
Public Realm Improvements	<ul style="list-style-type: none"> • Benches, water hook-up, waste bins, good lighting • Cohesion throughout corridor
Online Portal and Storefronts	<ul style="list-style-type: none"> • Business marketing space • App and city location suggestions
Business Support During Construction	<ul style="list-style-type: none"> • Timely notice and hotline • Help retain customers with marketing services
Workforce Development	<ul style="list-style-type: none"> • Businesses in corridor get benefits • Help start businesses



Environmental Cohort and BLC Workshop Feedback

Strategy	Feedback
21 st Ave Community Character	<ul style="list-style-type: none">• Keep residential feeling with communal spaces
Community Investment	<ul style="list-style-type: none">• Stabilize and consider renters• Work with city to delay property tax increase• Consider expertise of organizations who can help
Cultural Placekeeping	<ul style="list-style-type: none">• Be intentional with this group being representative• Connect to workforce development
Public Realm Improvements	<ul style="list-style-type: none">• Directory and e-signs for local advertising
Online Portal and Storefronts	<ul style="list-style-type: none">• Provide multi-channel communication• Physical and digital map of construction area
Business Support During Construction	<ul style="list-style-type: none">• Provide resources, funding, and connection to customers
Workforce Development	<ul style="list-style-type: none">• Having hiring requirements for contractor• Pair with colleges, orgs, and agencies

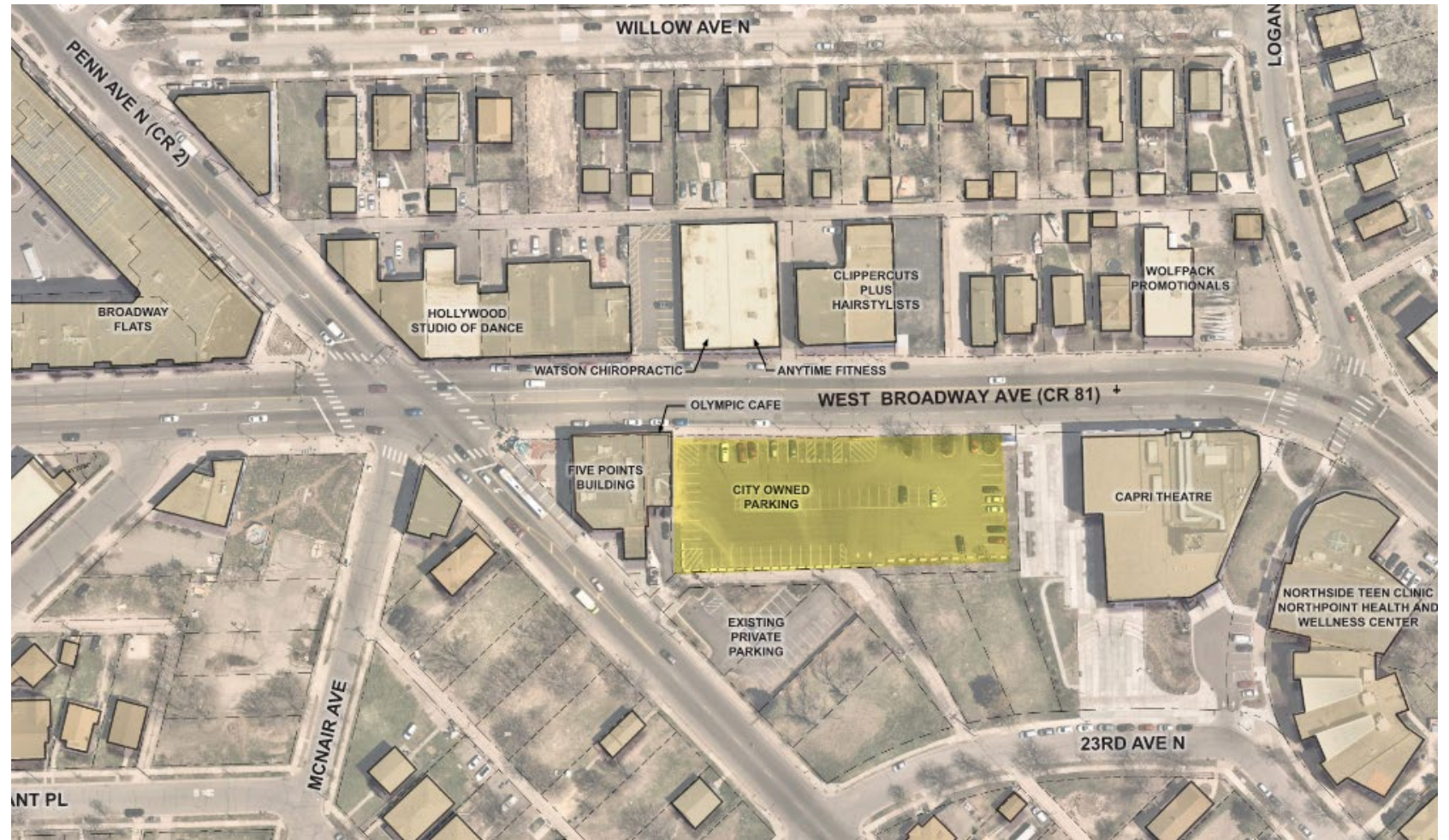


Penn Avenue/West Broadway Parking Review



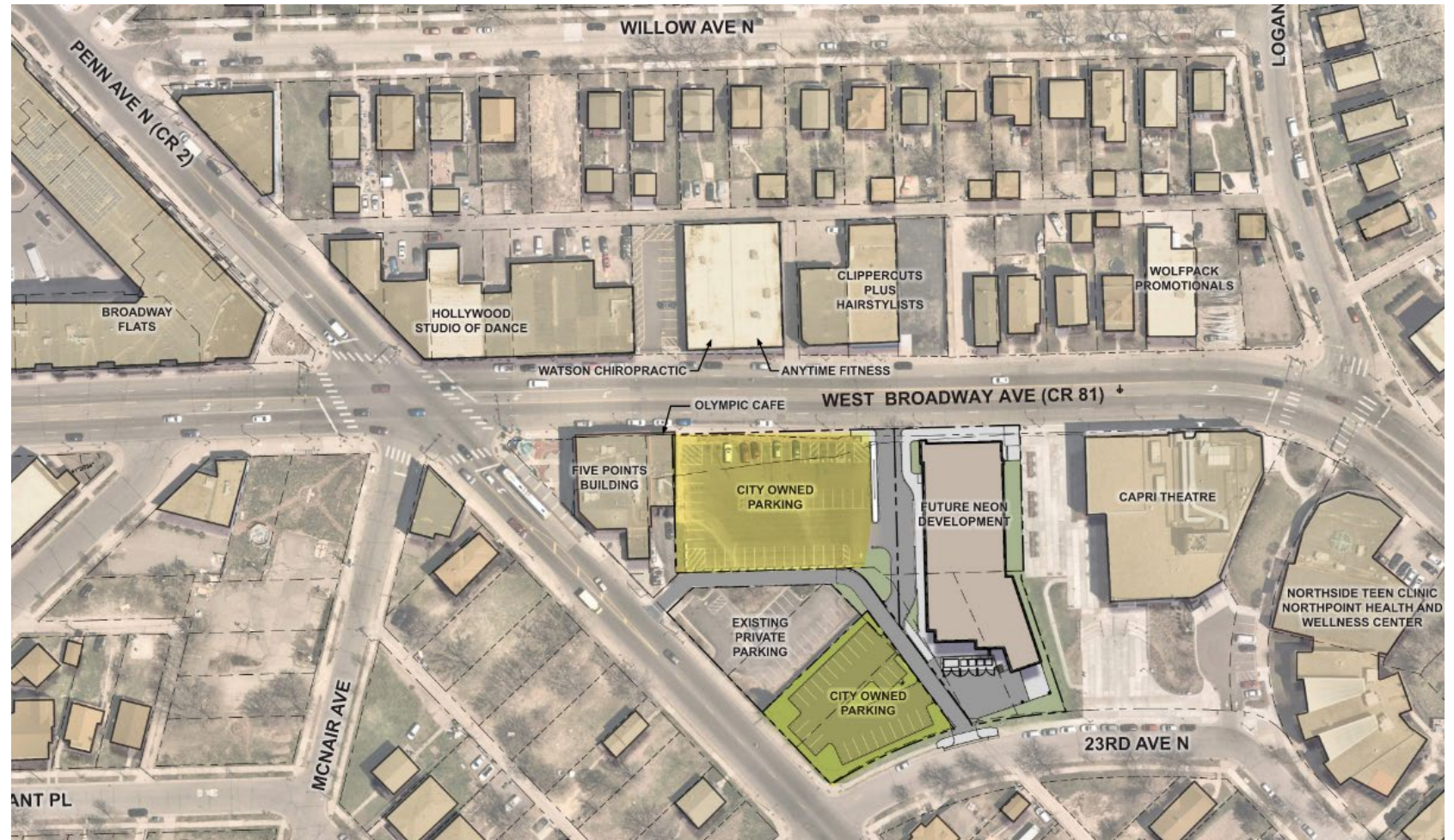
Existing Condition

- Before NEON development and LRT construction
- Off-Street Public Parking: 80 stalls



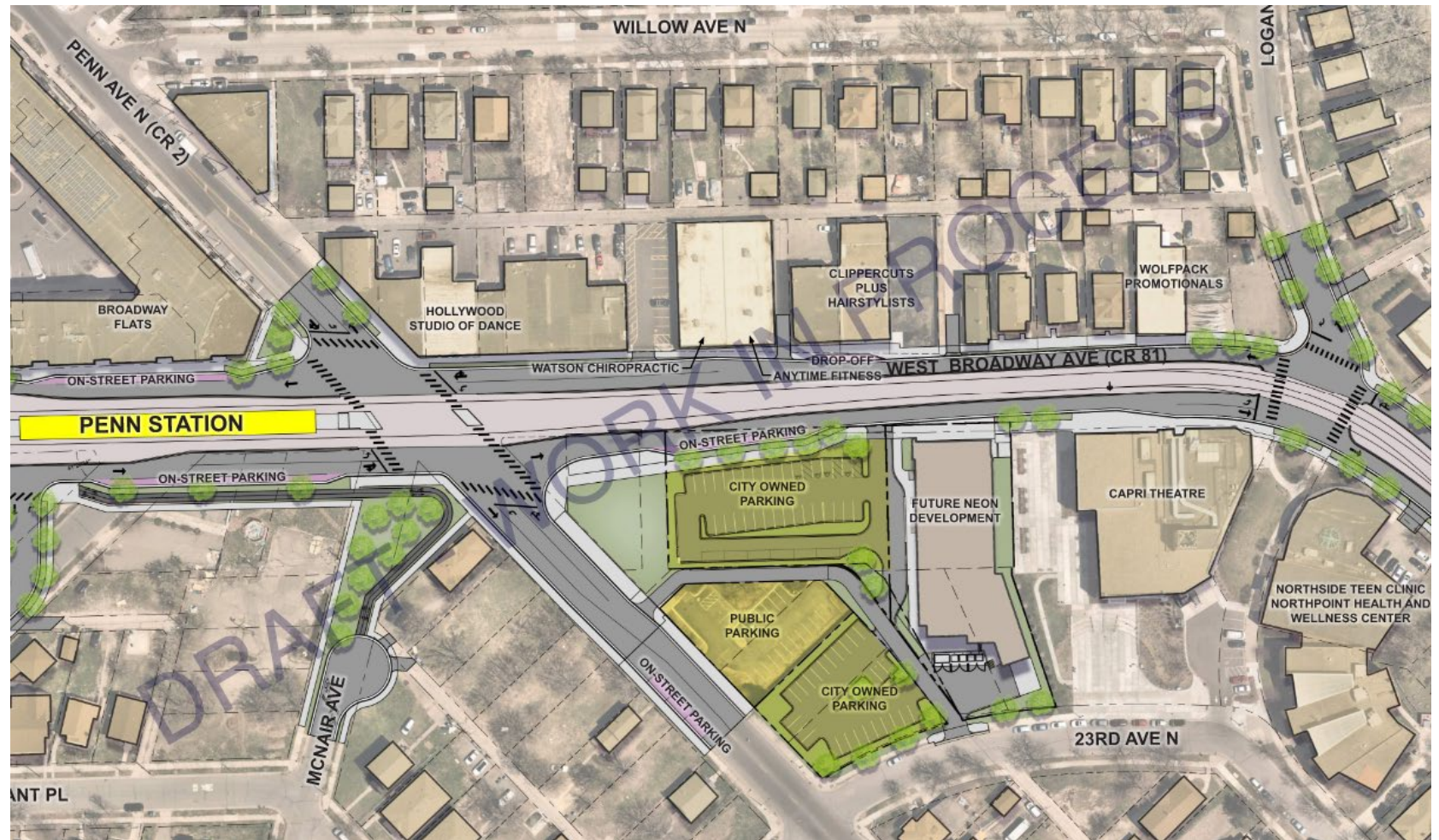
Near-Future Condition Before LRT

- With NEON development, but before LRT construction
- Off-Street Public Parking: 80 stalls



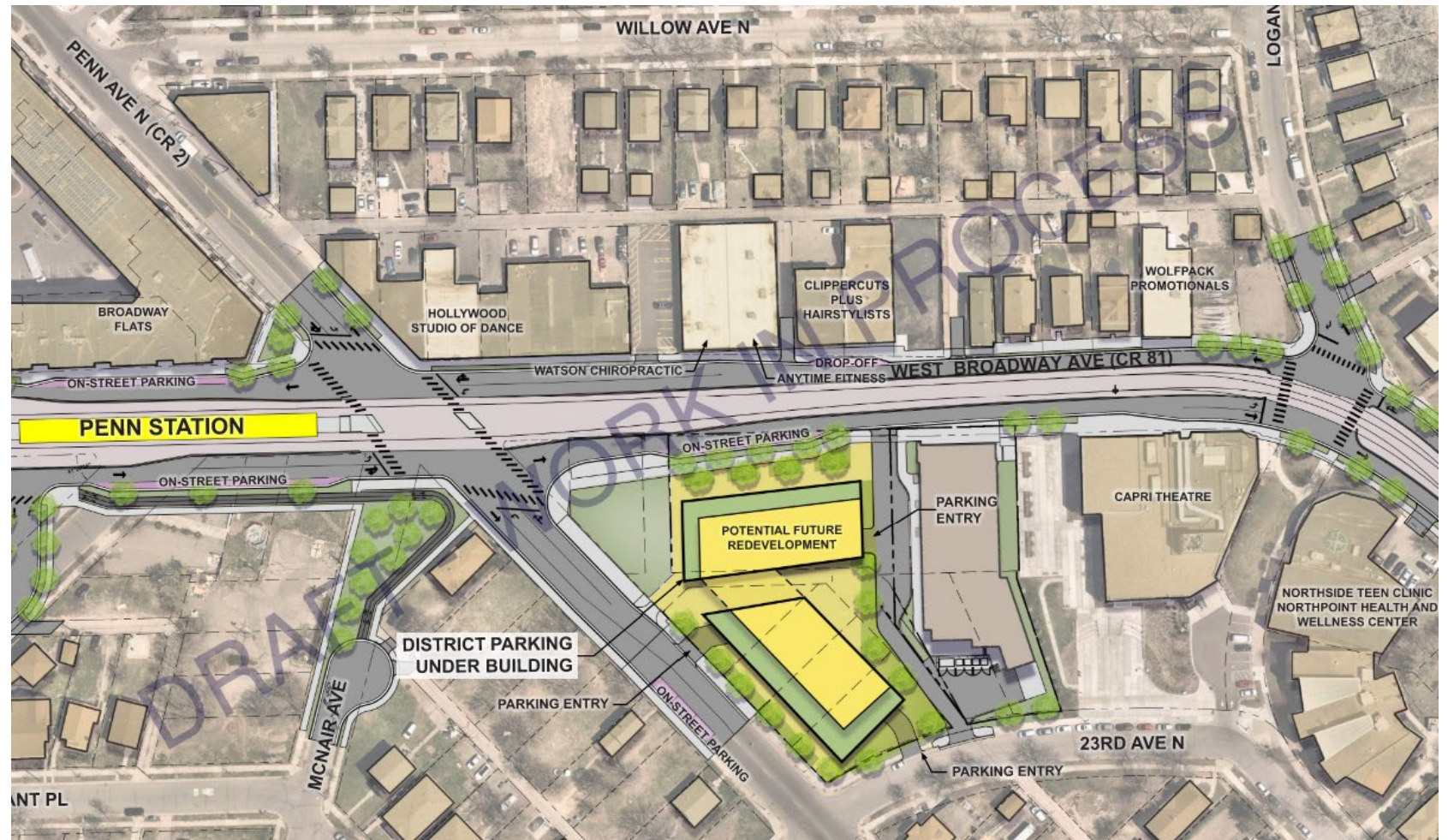
Future Condition With LRT

- With Blue Line LRT
- Off-Street Public Parking: 80 stalls



Potential Future Redevelopment Condition

- During or after Blue Line LRT construction, with potential future redevelopment
- Off-Street Public Parking: 80 stalls
 - District parking in potential future redevelopment building



Lowry Avenue Station Design Options



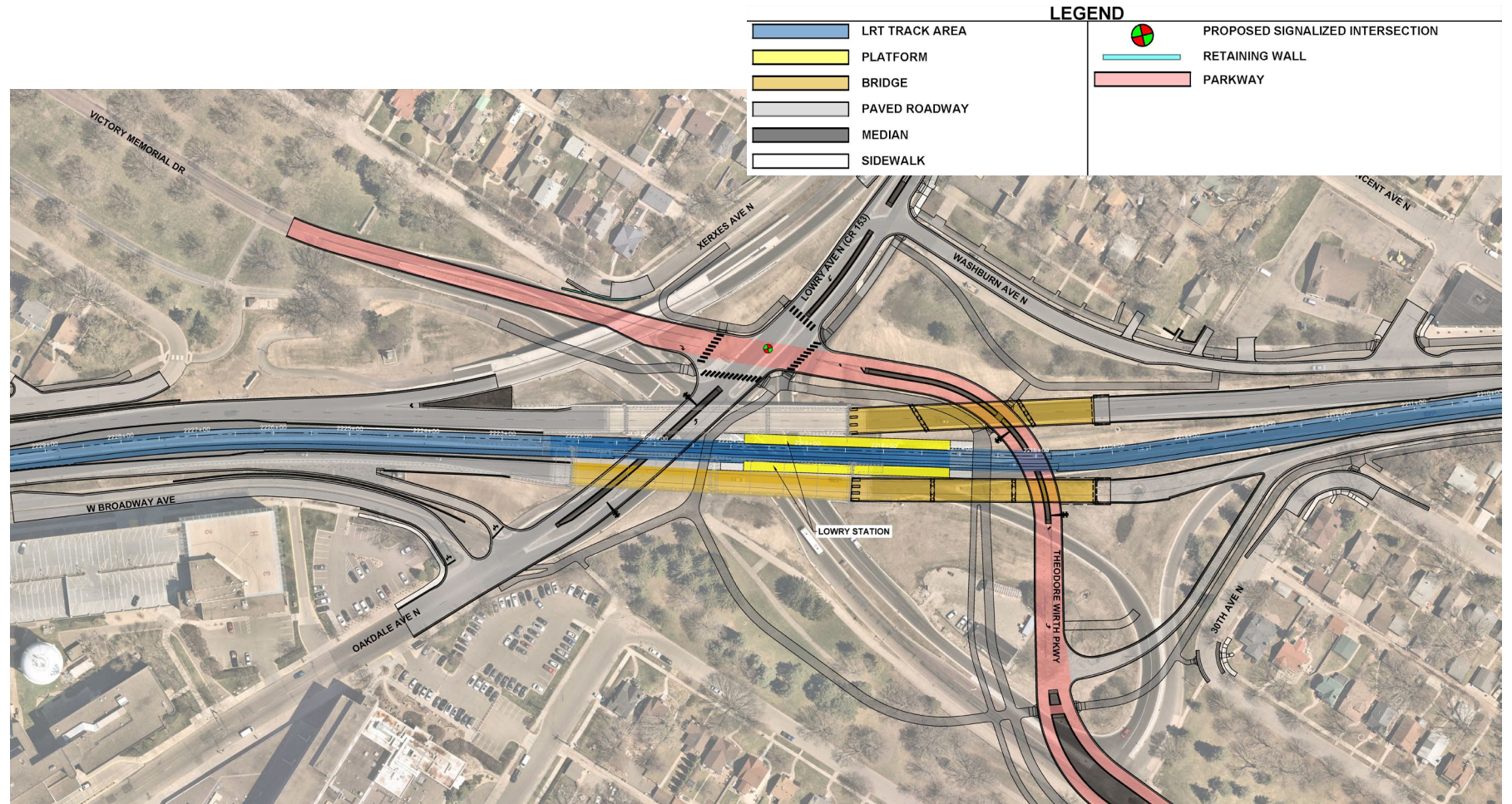
Design Process Update

- Design team produced 9 alternative options in 3 design workshops with project partners
- Project team hosted workshop event early December for community and stakeholders
- Collected comments and feedback
 - Range of feedback, with some written comments preferring option H
- Continue gathering input with the goal of identifying a recommended option



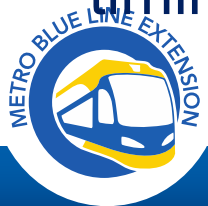
Option A – Current Design

- At-grade station and crossing
- Preserves and modifies new bridges over Lowry
- Visible and accessible to the community



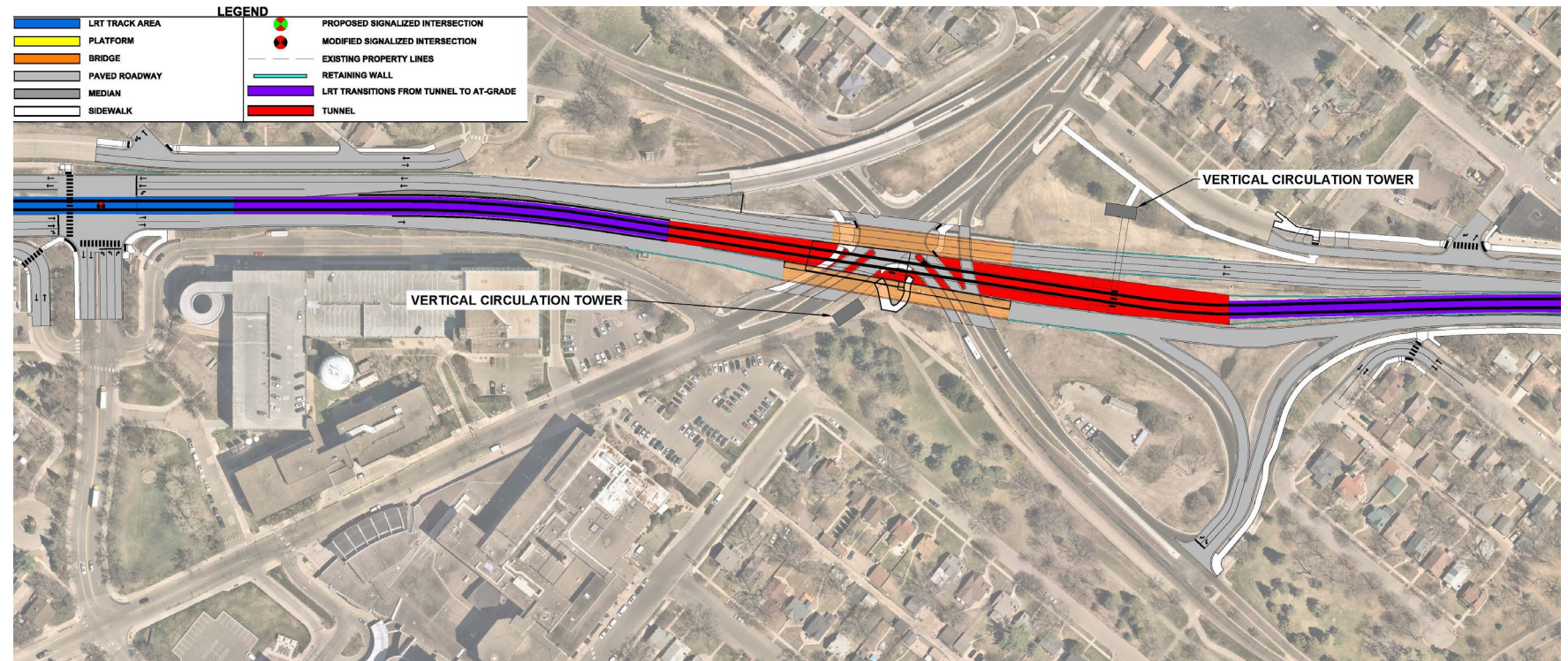
Option A – Municipal Consent Design

- Creates additional parkland
- Parkway and trail users may encounter a gate crossing, but experience is largely unchanged
- May modify EMS response route and timing



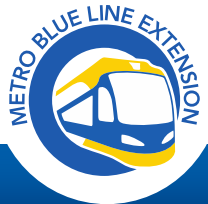
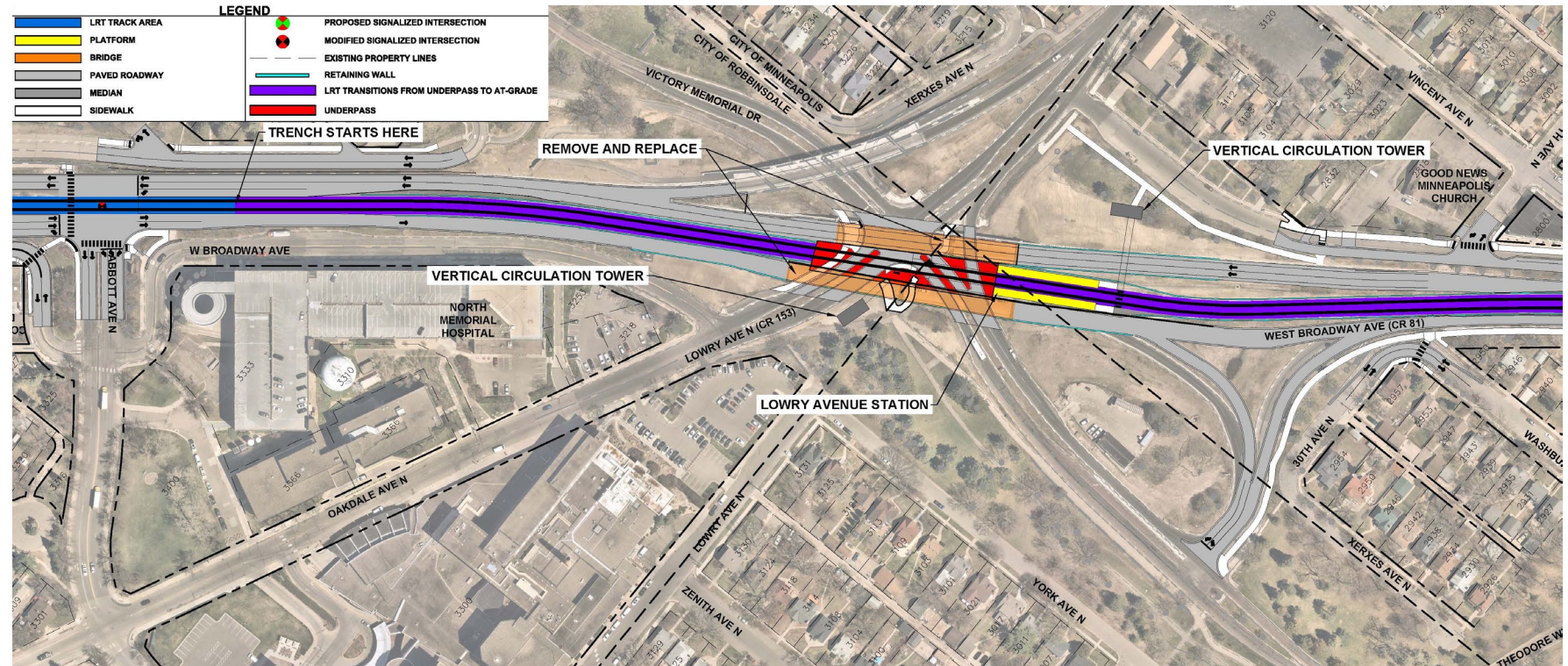
Option B – Tunnel

- Station underground below West Broadway Ave (CR81) bridges
- Grade separated from Parkway
- Roadway network stays unchanged from existing conditions



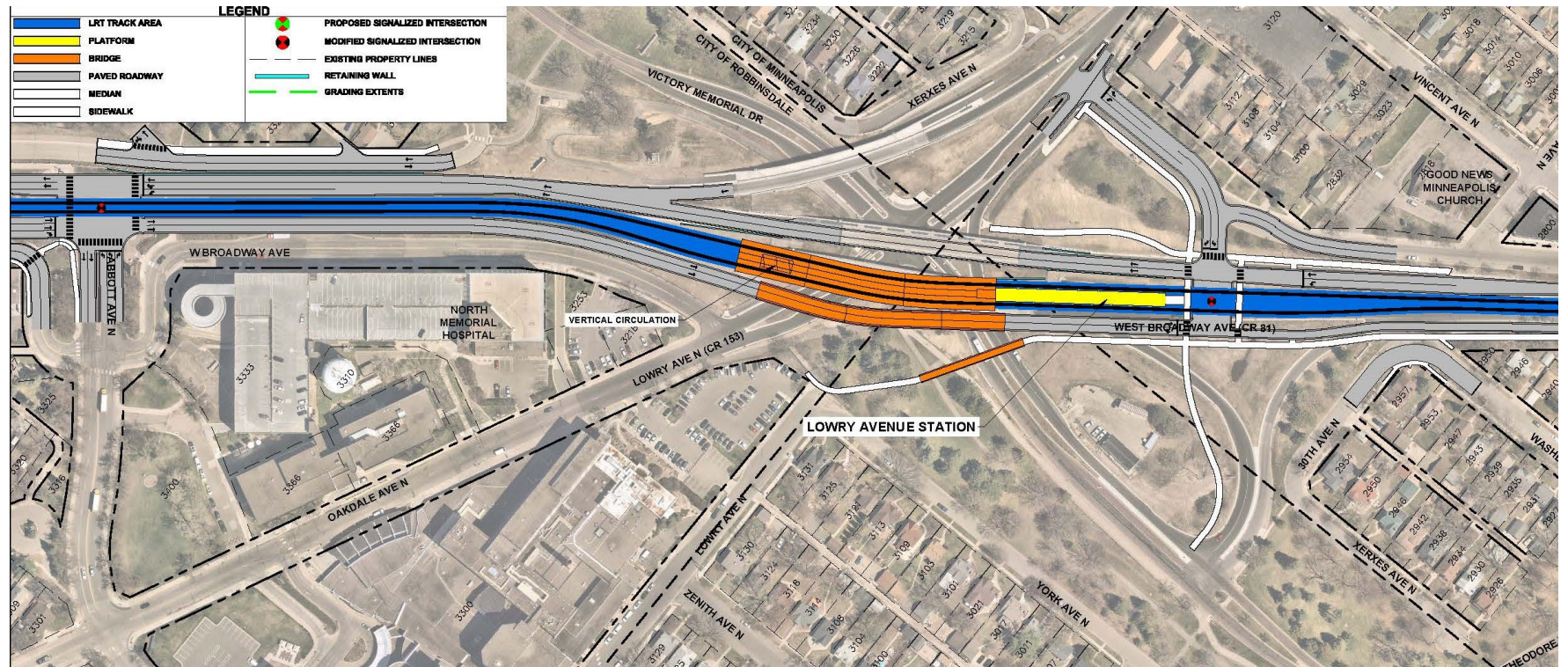
Option C - Trench

- Station underground below West Broadway Ave (CR81) bridges
- Grade separated from Parkway
- Roadway network stays unchanged from existing conditions



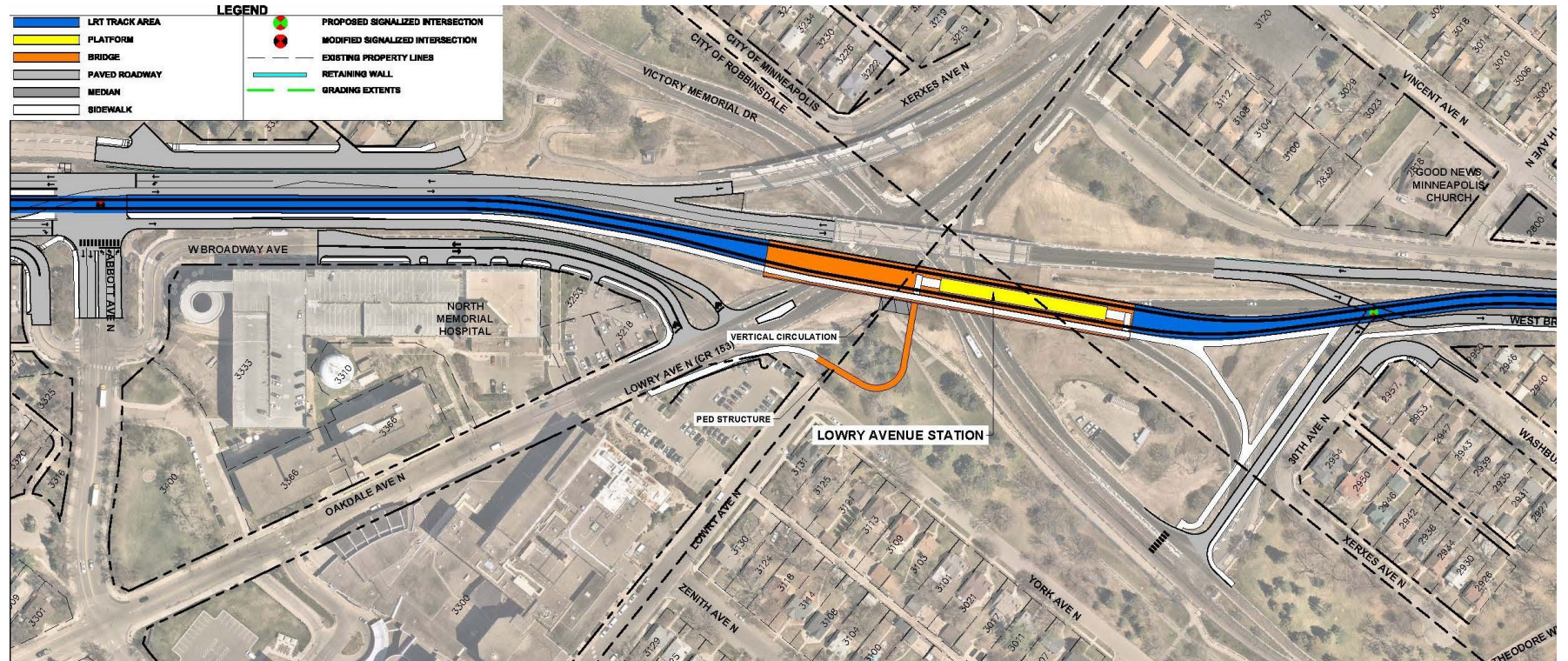
Option D1 - LRT Center Running at the Same Elevation as West Broadway Ave (CR 81) Bridges

- Station at the same elevation as West Broadway Ave bridges
- Grade separated from Parkway
- Adds one signalized intersection south of station that connects to Lowry Ave through Washburn Ave
- Slip ramp to Washburn Ave from northbound West Broadway Ave is removed.



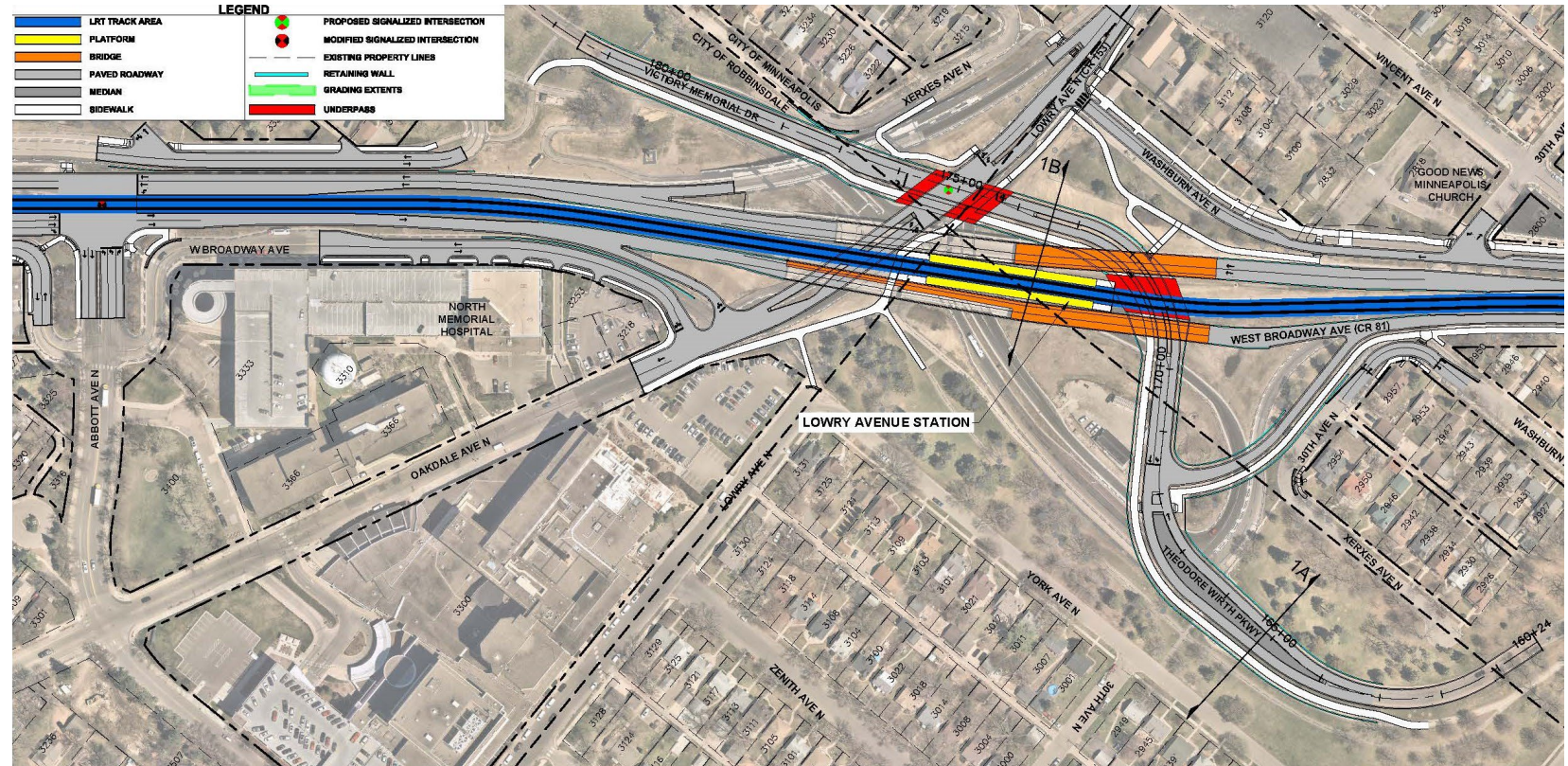
Option D2 - LRT Center Running at the Same Elevation as West Broadway Ave (CR 81) Bridges

- Station at the same elevation as West Broadway bridges between to the side of West Broadway Ave
- Grade separated from Parkway
- Adds two at-grade signalized track crossing of West Broadway



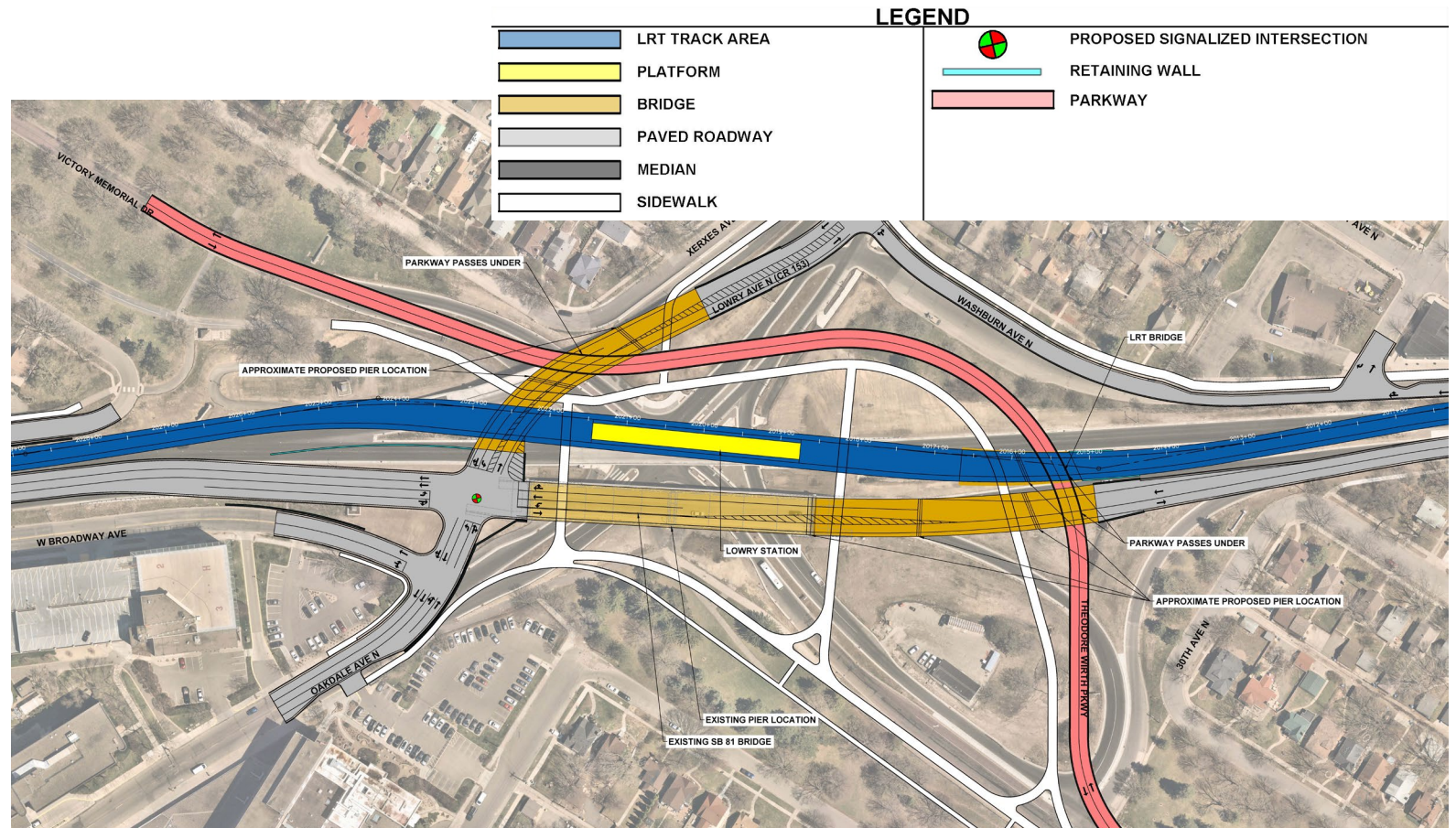
Option E – Parkway Under LRT

- Station stays at-grade
- Grade separated as Parkway goes under the LRT
- Parkway goes under Lowry Ave as well, so a connection is no longer available

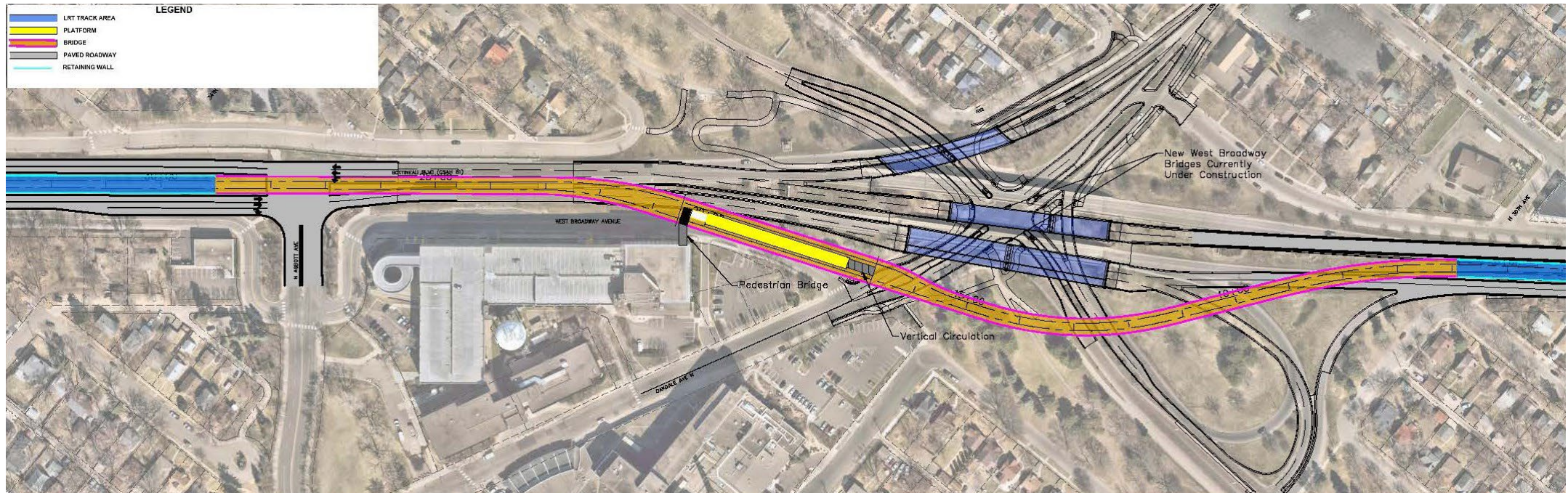


Option F – Parkway, Trail, and Lowry Under LRT

- Station at-grade with West Broadway Ave (CR 81)
- At-grade cross-overs with West Broadway Ave
- Grade separated as Parkway, trail, and Lowry Ave go under the LRT



Option G - Flyover

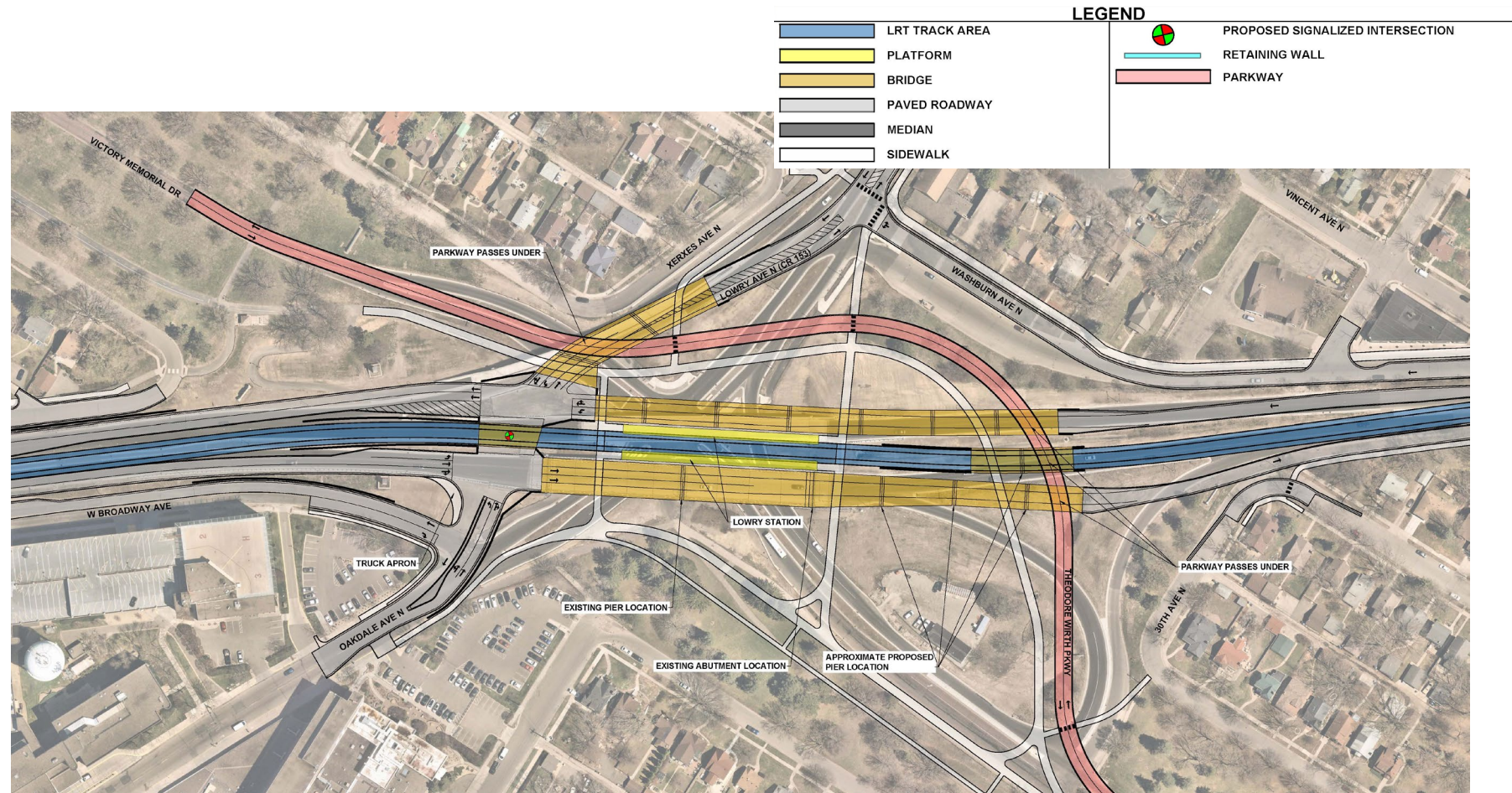


- Station elevated above and around roadway network
- Grade separation from roadways



Option H

- At-grade station
- No at-grade LRT crossings
- Removes and reconstructs 1 of 3 bridges over Lowry and adds 2 new bridges



Evaluation Matrix



Better than option A



About same as option A



Worse than option A

	Option A – Municipal Consent Design	Option B	Option C	Option D1	Option D2	Option E	Option F	Option G	Option H
Station accessibility, safety, experience	At-grade station maximizes accessibility, integrated station within park provides positive user experience, visible platform improves safety	Underground station not visible from surrounding area, poor transit rider experience, no eyes on platform creates safety concerns	Station in trench and less visible from surrounding area, poor transit rider experience, less eyes on platform creates safety concerns	Elevated station requires several new bridges to get transit riders to platform	Elevated station requires several bridges to get transit riders to platform	At-grade station maximizes accessibility, integrated station provides positive park user experience, visible platform improves safety	At-grade station maximizes accessibility, integrated station provides positive park user experience, visible platform improves safety	Elevated station requires several bridges to get transit rider to platform	At-grade station maximizes accessibility, integrated station provides positive park user experience, visible platform improves safety
Park and trail impacts	Requires rerouting of parkway and trail, at-grade gated crossings of trail and parkway next to station. Creates additional park space.	Parkway and trails do not cross LRT	Parkway and trails do not cross LRT	Parkway and trails do not cross LRT	Parkway and trails do not cross LRT	Parkway and trails go under LRT in trench	Parkway and trails do not cross LRT or Lowry	Additional bridge detracts from park experience	Parkway and trails do not cross LRT or Lowry
Hospital traffic, access	Gated crossing at Oakdale/ Lowry may create average of 25 second delay on 10% of trips, could be mitigated by alternate wayfinding/routing for hospital	No gated crossings, no interruption to hospital access	No gated crossings, no interruption to hospital access	No gated crossings, no interruption to hospital access	No gated crossing of LRT, no interruption to hospital access	No gated crossing of LRT, no interruption to hospital access	No gated crossing of LRT, no interruption to hospital access	No gated crossing of LRT, no interruption to hospital access	No gated crossings, no interruption to hospital access
Area traffic operations, connectivity	Maintains existing road network	Roadway connections same as existing	Roadway connections same as existing	Adds a traffic signal south of the station at Washburn	Adds two LRT crossings on West Broadway, crossing at angle creates driver safety concerns	No parkway connection at Lowry/County Road 81, good connection otherwise	No parkway connection to Lowry/County Road 81, two LRT crossings on W Broadway	Maintains existing roadway network	No parkway connection at Lowry/County Road 81, good connections otherwise
Neighborhood connectivity	Station provides convenient access for neighborhoods	Underground station disconnected visually from surrounding neighborhood	Station in trench and disconnected visually from surrounding neighborhood	Elevated station disconnected from neighborhood	Elevated station disconnected from neighborhood	Station provides convenient access for neighborhoods	Station provides convenient access for neighborhood, less roadway crossings to access station	Elevated station disconnected from neighborhood, farther distance for Minneapolis neighborhood	Station provides convenient access for neighborhoods, less roadway crossings to access station
Impacts to new bridges	Keeps existing three bridges but modifies southbound County Road 81 bridge to reduce overall width	Southbound and northbound County Road 81 bridges are removed and replaced	Southbound and northbound County Road 81 bridges are removed and replaced	Southbound County Road 81 bridge is removed and replaced	Southbound County Road 81 bridge is removed and replaced	Maintains existing three bridges; southbound County Road 81 bridge is modified to reduce overall width	Northbound County Road 81 and Lowry on-ramp bridges are removed and replaced, existing County Road 81 southbound bridge is re-used	Keeps existing bridges	Northbound County Road 81 and Lowry on-ramp bridges are removed and replaced; keeps existing County Road 81 southbound bridge
Constructability, construction impacts	Less complex foundation construction	Constructability challenges with existing piling and complexity of design, multiple additional years construction duration and disturbance	Constructability challenges with existing piling and complexity of design, multiple additional years construction duration and disturbance	Constructability challenges with existing piling, moderately complex design	Constructability challenges with existing piling, moderately complex design	Significant construction disruptions/extended duration needed for retaining walls due to extensive construction	Constructability challenges with existing piling and complexity of design, multiple additional years construction duration and disturbance	Constructability challenges with existing piling and complexity of design due to height and length of bridge, multiple additional years construction duration and disturbance	Extensive bridge constructability challenges with existing piling and complexity of design, multiple additional years construction duration and disturbance
Cost	Comparatively lower cost	Very high cost	Very high cost	Comparatively lower cost	Higher cost	Higher cost	Higher cost	Higher cost	Higher cost

Option H – Alternative Design

Station and LRT tracks are at-grade, with the Wirth/Victory Memorial Parkway and Grand Rounds Trail below grade. Lowry/Oakdale Avenue will meet with West Broadway Avenue (CR 81) and the LRT tracks at a signalized intersection.

- At-grade station and signalized intersection are good for safety, security, and accessibility
- No rail crossing gates necessary
 - Parkway and trail bypass Lowry Ave, West Broadway Ave (CR 81), and LRT Tracks
- Parkway and trail users in “trench”, underneath the station and tracks
- Right turn from northbound West Broadway Ave to eastbound Lowry Ave would continue to utilize N Washburn Ave



Decision making process

- Project team makes final recommend based on
 - Engagement with stakeholders
 - Analysis



21st Ave Workshop Overview



21st Avenue Community Workshop

- Upcoming workshop December 10th at Sanctuary Covenant Church 5 - 7 p.m.
- Purpose:
 - Show community what the current design is
 - Provide an opportunity for community to give input on satisfaction level and tradeoffs for amenities
 - Community can brainstorm other amenities



Balancing Property Impacts

- Current design minimizes property acquisitions
- Current width of proposed 21st Ave transitway is 60 feet
- Current design creates spatial constraints to adding amenities
- Community desire for more amenities (e.g., more trees and greenery, pocket parks, public art, undergrounding utilities etc.)



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