

# Corridor Management Committee

December 19, 2024



BROOKLYN PARK | CRYSTAL | ROBBINSDALE | MINNEAPOLIS



# Today's Topics

- Call to Order & Welcome
- Approval of October 10 Meeting Summary
- Community and Business Advisory Committee Reports
- Anti-Displacement Community Prosperity Board Update
- Environmental Update
- Design Update
  - Lowry Avenue Station Design Update
  - 21st Avenue Community Workshop Report
- Schedule Update



# Approval of October 10 Meeting Summary



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# Community and Business Advisory Committees Report



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# Anti-Displacement Community Prosperity Program Board Update



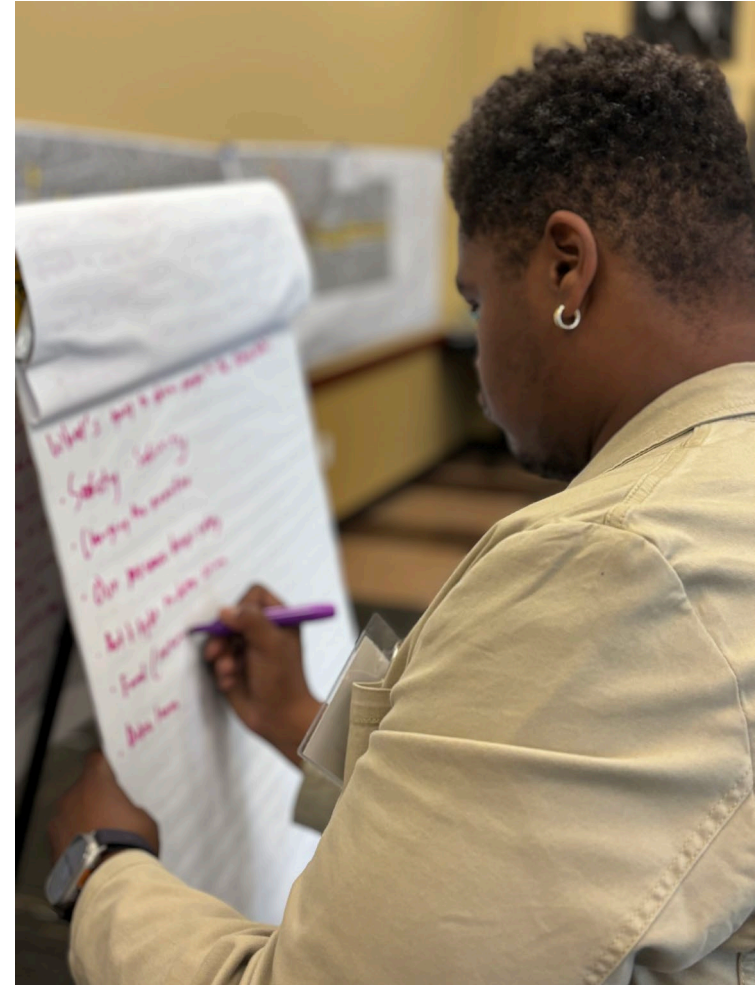
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# Environmental Update



# Supplemental Final EIS Next Steps

- Development of project commitments to address impacts
  - Additional technical analysis (noise, vibration, historic/cultural resources)
  - Additional outreach (agency and public)
  - Additional design development
- One way anti-displacement is carried out within the Project
- Outreach on strategies to address impacts Fall 2024 – Summer 2025
- Anticipated SFEIS publication mid-2025



DREAM North Event – August 2024



# Developing Strategies to Address Impacts – EJ

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- Strategies to address impacts funded by the Project
- Developing proposed strategies to address impacts to EJ communities (anti-displacement strategies), examples of impacts include:
  - Business impacts during construction
  - Loss of parking
  - Community character
  - Indirect displacement – residents and businesses
- All strategies are subject to FTA approval





# Developing Strategies to Address Impacts - EJ

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- Strategy options under development/consideration:
  - Funding for community programs – residential/commercial
  - Cultural placekeeping design groups
  - Storefront/virtual resource center
  - Workforce development/local hiring incentives for construction
  - Business support during construction
  - Parking solutions near Penn/W Broadway



# Cultural Placekeeping - Background

## Anti-Displacement Work Group Recommendation:

- Demonstrate the interconnectivity of cultural and physical infrastructure

### **Cultural Placekeeping/Placemaking**

#### **DESCRIPTION OF POLICY**

Cultural displacement, or the practice of making communities feel unwelcome and alienated in their own neighborhoods, often precedes and perpetuates physical displacement (Torres Rodriguez, 2020). When residents don't feel a sense of belonging and attachment, a city government is less likely to invest in that community and more likely to perpetuate exclusive public spaces (Torres Rodriguez, 2020).

#### **Cultural Corridors**

Cultural corridors aim to foster equitable community development through the celebration of local arts and culture in a particular geographic area. Through a combination of public and private dollars, cultural corridors are place-making projects that use cultural heritage as a lever for further economic investment. In a twist on traditional planning models, cultural corridors demonstrate the interconnected nature of cultural and physical infrastructure.

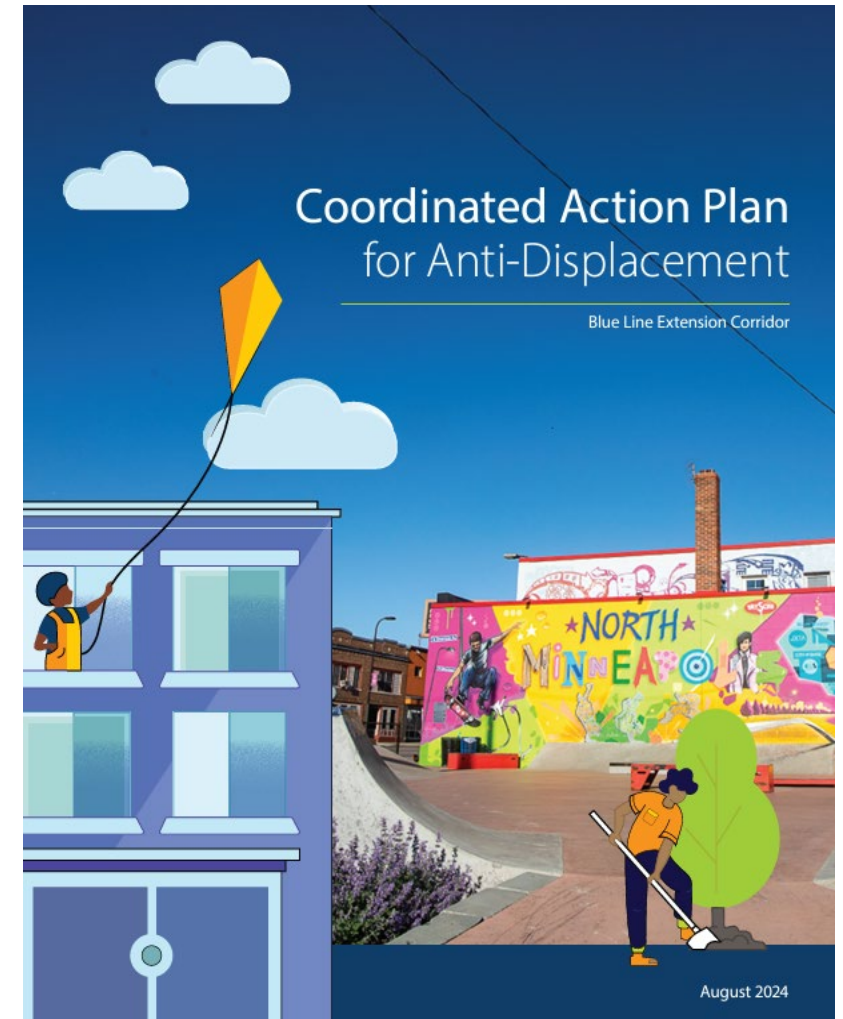
## **BLUE LINE EXTENSION ANTI-DISPLACEMENT RECOMMENDATIONS**

Prepared for Hennepin County  
April 2023



# Cultural Placekeeping - Background

- Coordinated Action Plan for Anti-Displacement
  - Keeping the rich culture of the corridor in place and enhancing it so it can thrive
- This recommendation requires all of us to consider how to keep and enhance culture through the design of the LRT project with the community as co-creators



# Cultural Placekeeping

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## Proposed Cultural Placekeeping Process

- Create Cultural Placekeeping Design Groups
  - Co-create cultural placekeeping design elements within the LRT project
- Work collaboratively to define cultures and histories present in each city
  - How can culture be reflected in the LRT design? Who should be represented?
  - How can the visual aspects of the project help honor and celebrate existing cultures and past histories in the corridor?



# Cultural Placekeeping

## Cultural Placekeeping Design Groups

- Groups of 6-10 individuals for each city
- Supported by BLE and City and MPRB staff
- Representing lived experiences in the corridor
- Interest in providing input and co-creating aesthetic/visual aspects
- Seeking interested individuals now – see website



# Cultural Placekeeping

## Opportunity Areas for cultural placekeeping design

### On the LRT Platform:

- Roofs, fences, panels, pavements
- Colors, patterns, shapes



Green Line Extension - City West Station

# Cultural Placekeeping

## Opportunity Areas for cultural placekeeping design

### In the station area:

- Public open spaces
- Streetscape elements
- Landscaping
- Fencing
- Banners
- Others



Scottsdale, AZ

# Cultural Placekeeping

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## Next Steps

- Identify individuals, businesses, and organizations to reach out to for design groups
- Invitations and application form to express interest in design groups
- Select design group members
- Cultural Placekeeping Design Groups to begin meeting in early 2025





# Environmental Engagement Update

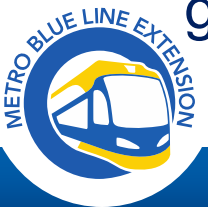
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- Engagement to date:

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



# Environmental CAC Workshop Feedback

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



# Environmental Cohort and BLC Workshop Feedback

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



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# Design Update



# Design Update

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- Lowry Avenue station design process update
- 21st Avenue corridor update
  - Design update
  - Workshop report



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# Lowry Avenue Station Design Options



# Design Process Update

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- Through Municipal Consent and SDEIS comments, requests were made to re-assess the Lowry Station design
- The main reasons for concern were:
  - Park, trail and parkway impacts
  - Hospital access
- A re-established team consisting of staff from Robbinsdale, Minneapolis, Minneapolis Parks and Rec, and North Memorial and convened 3 design workshops





# Design Process Update

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- The team reviewed nine Options
- A public workshop event was held on December 3rd for community and stakeholder comment and feedback
  - Comments and feedback collected include:
    - Support for a station at Lowry
    - Support for the existing design
    - Support for Option H



# Evaluation Matrix (see handout)



Better than option A



About same as option A

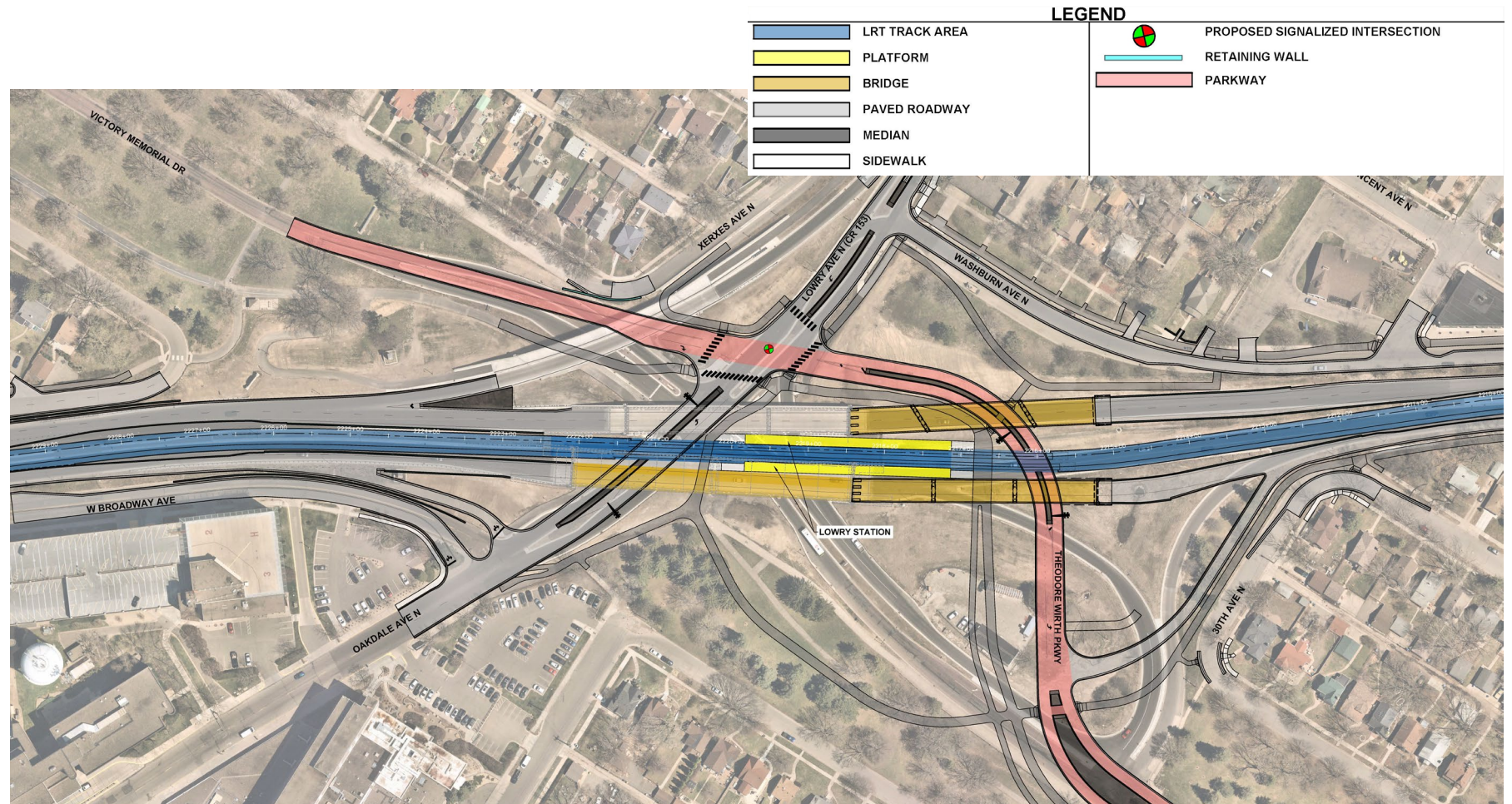


Worse than option A

|  | Option A – Municipal Consent Design   | Option B   | Option C   | Option D1   | Option D2   | Option E  | Option F   | Option G  | Option H  |
|--|---|--|--|---|---|---|--|---|---|
| <b>Station accessibility, safety, experience</b> | 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                       |
| <b>Park and trail impacts</b>                    | 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  |
| <b>Hospital traffic, access</b>                  | 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  |
| <b>Area traffic operations, connectivity</b>     | 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   |
| <b>Neighborhood connectivity</b>                 | 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  |
| <b>Impacts to new bridges</b>                    | 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                               |
| <b>Constructability, construction impacts</b>    | 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 |
| <b>Cost</b>                                      | Comparatively lower cost  | Very high cost   | Very high cost   | Comparatively lower cost  | Higher cost   | Higher cost   | Higher cost  | Higher cost   | Higher cost   |

# Option A – Municipal Consent Design

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



# Option A – Municipal Consent Design

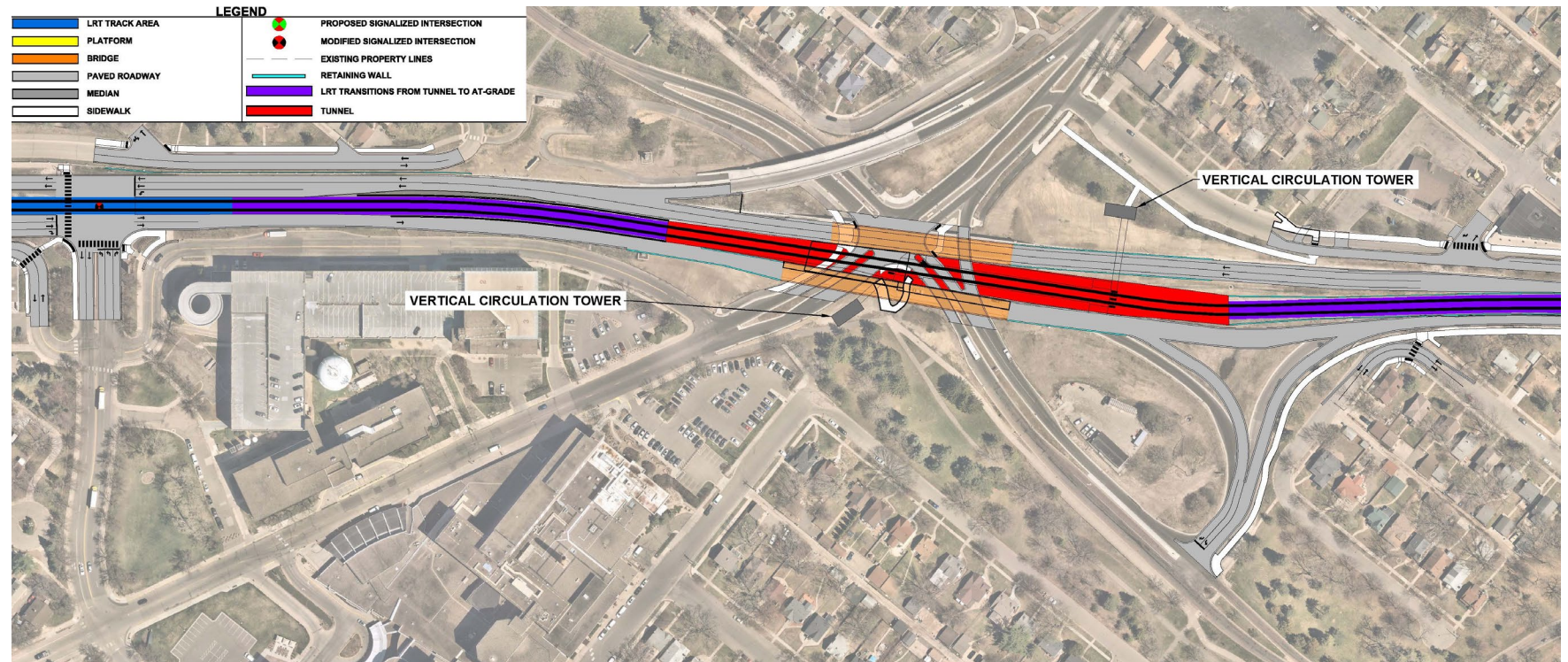
- At-grade station
- Designed to work with existing infrastructure investment
- Creates potential new park space
- Opportunity to modify EMS response route and timing
- Identified in SDEIS



DRAFT - WORK IN PROGRESS

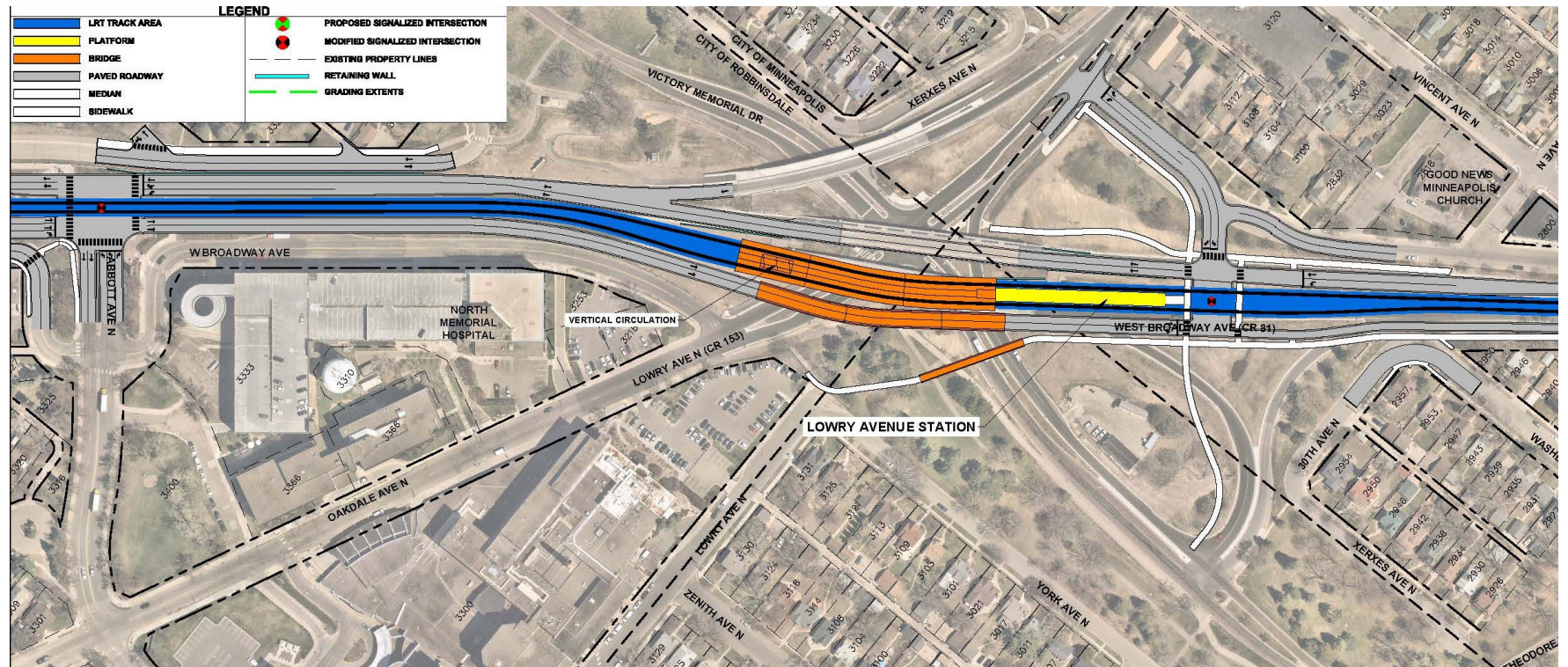
# Option B – Tunnel

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



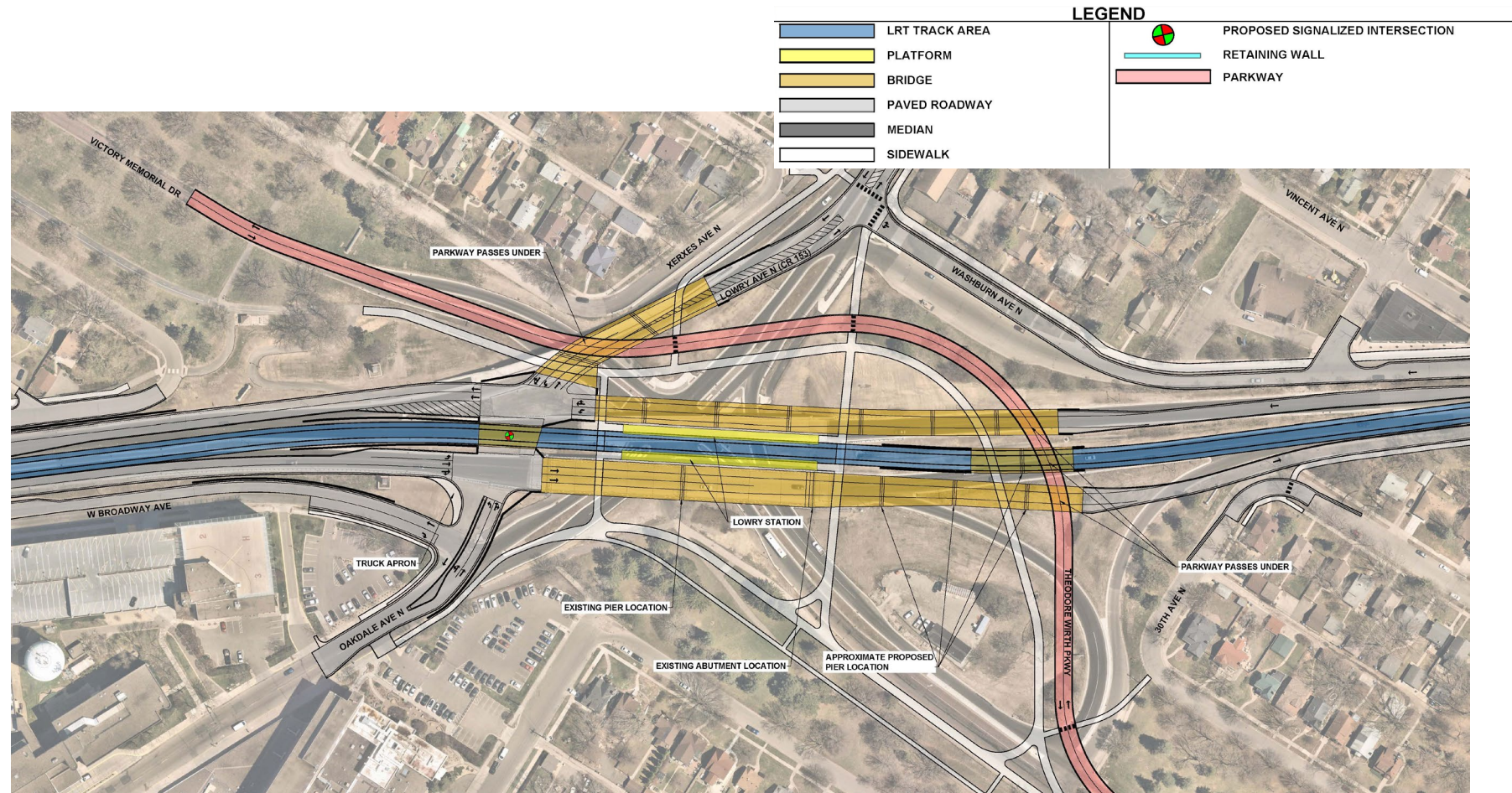
# Option D1 - LRT Center Running at the Same Elevation as West Broadway Ave (CR 81) Bridges

- 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.



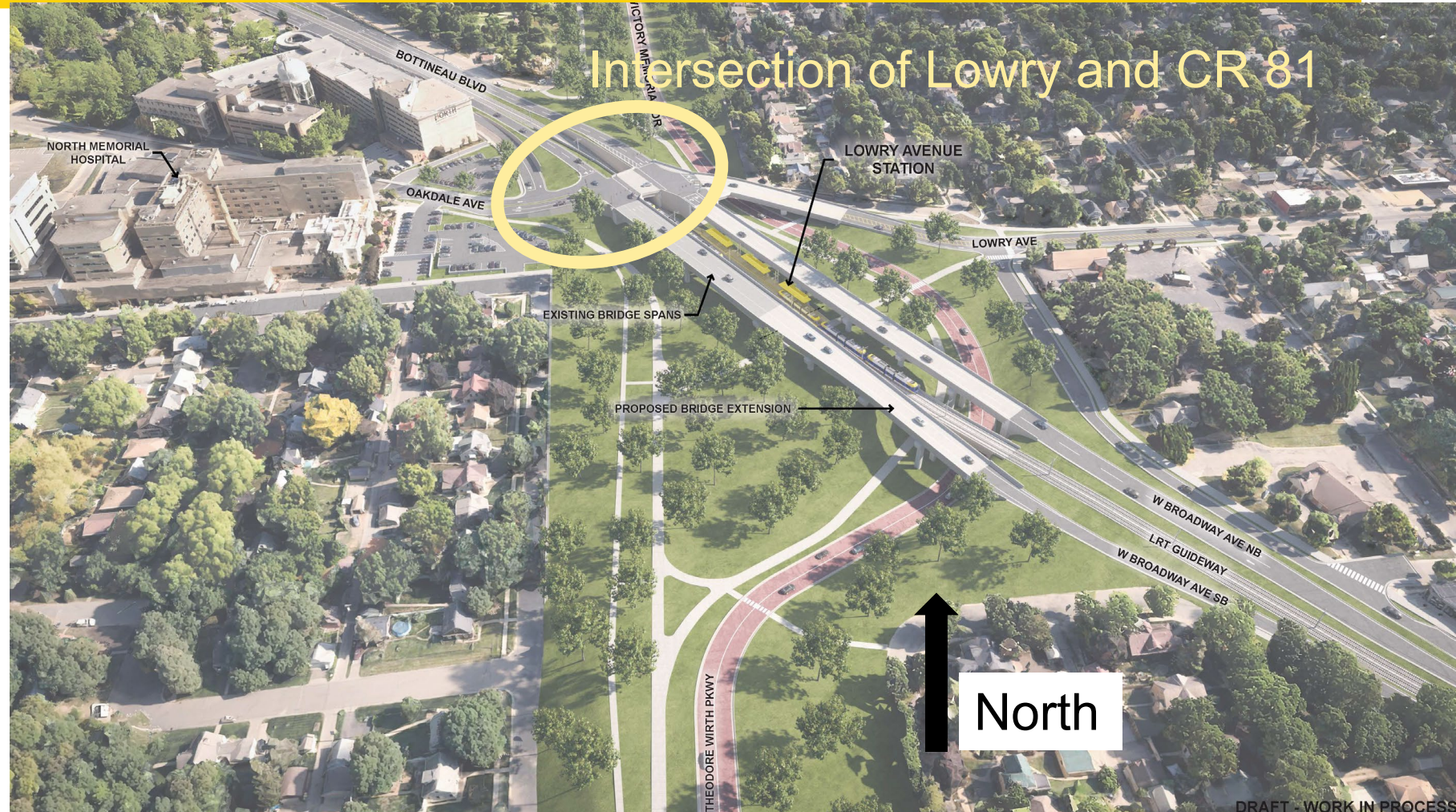
# Option H

- At-grade station
- No at-grade LRT crossings
- Saves 1 bridge, removes and reconstructs 2 of 3 bridges over Lowry and adds 3 new bridges



# Option H – Alternative Design

- At-grade station
- No gates for LRT crossings
- Parkway and trail bypass Lowry Ave, West Broadway Ave (CR 81), and LRT Tracks
- Lowry intersection with CR 81 on bridge over LRT
- Creates potential park space





# Next Steps

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- Continue with existing Municipal Consent design (Option A) while continuing to take input on options



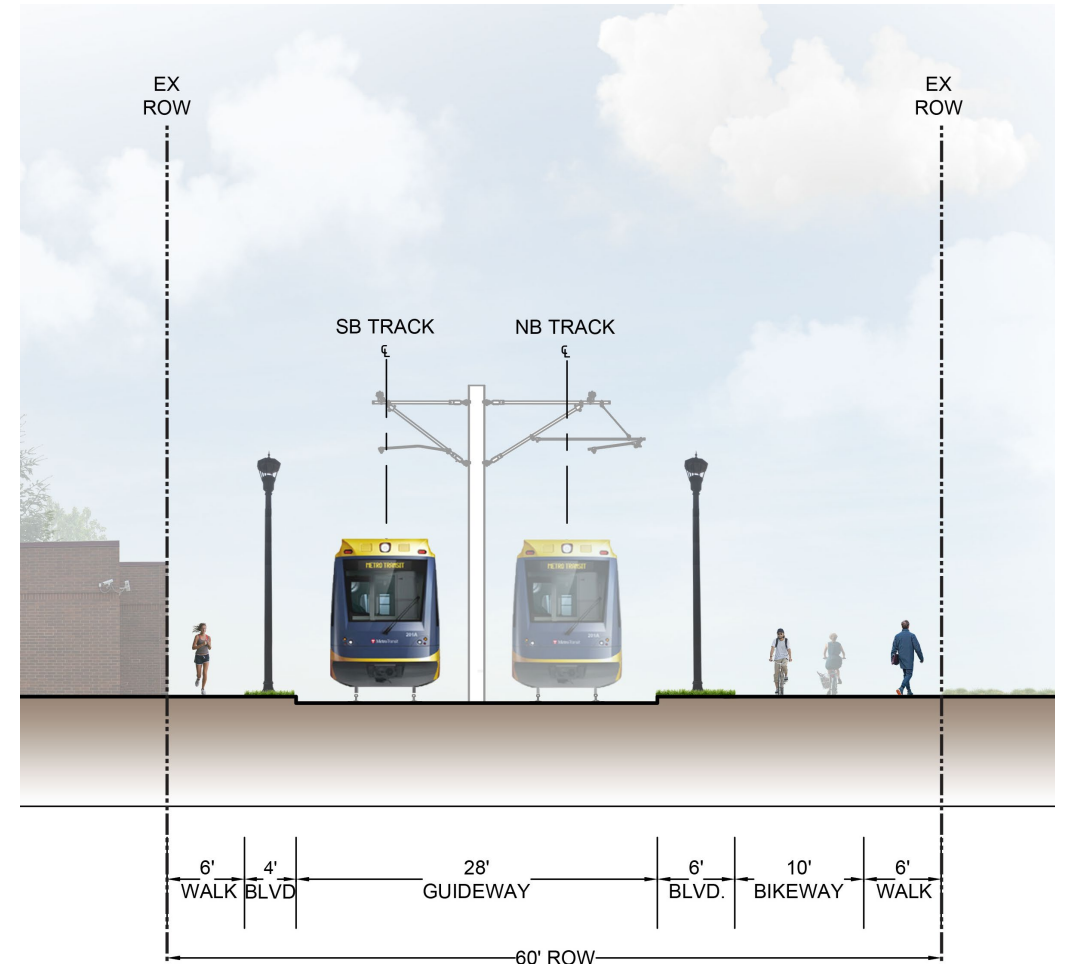
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# 21st Avenue Design Update

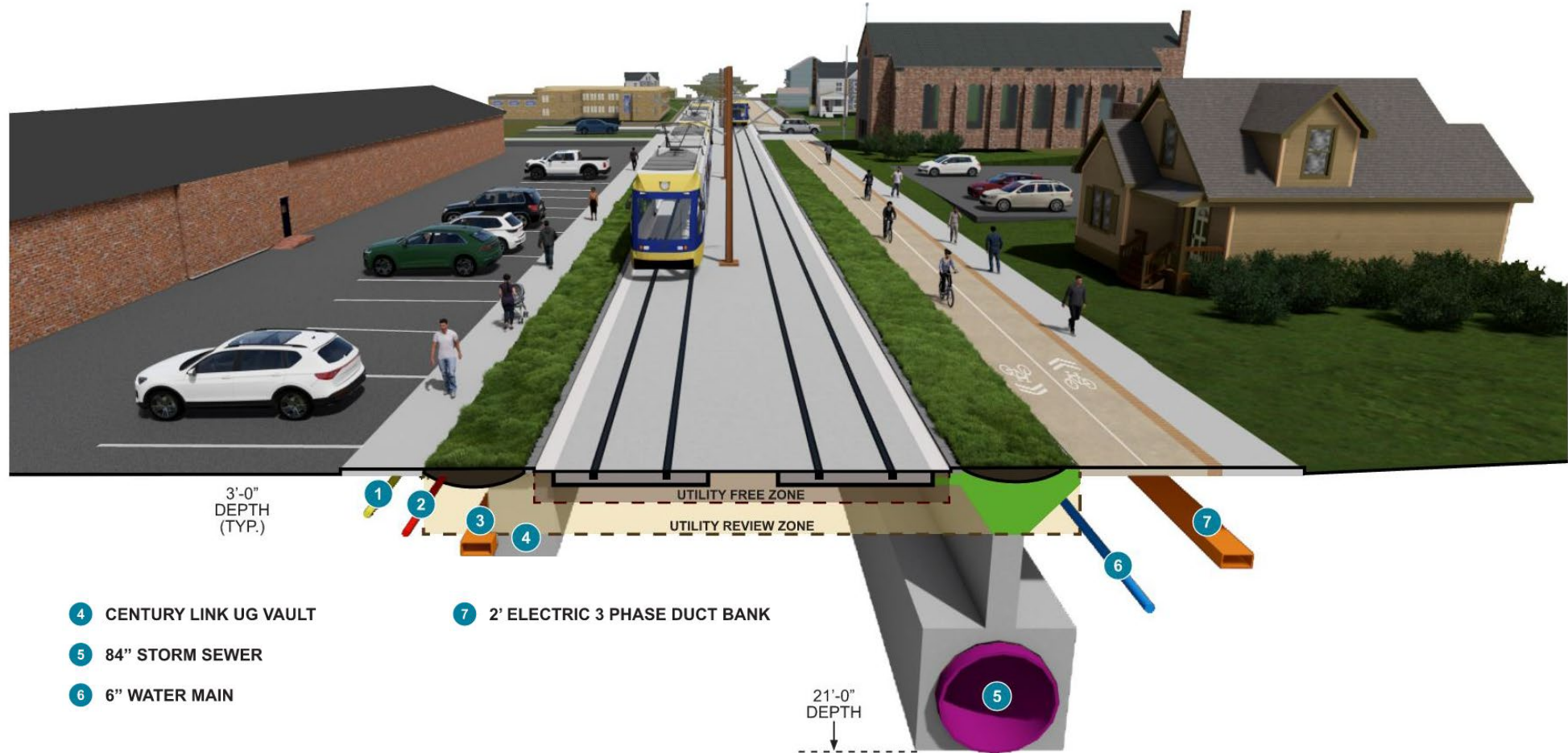


# Current Design

- Prioritizes minimizing property impacts
- Includes:
  - Sidewalks on both sides
  - Two-way bikeway
  - Pedestrian lighting
  - Some ground level green boulevard plantings – few trees



# Underground Work



- 1 2" GAS SERVICE
- 2 2" MCI COMM DUCT
- 3 4' CENTURY LINK DUCT

- 4 CENTURY LINK UG VAULT
- 5 84" STORM SEWER
- 6 6" WATER MAIN

- 7 2' ELECTRIC 3 PHASE DUCT BANK



# 21st Avenue Corridor



4th Street



Lyndale Avenue



Aldrich Avenue



# 21st Avenue Corridor

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Between Aldrich  
and Bryant Avenue



Bryant Avenue



Dupont Avenue



# 21st Avenue Corridor



Emerson Avenue



Girard Avenue



Hillside to James  
Avenue



# 21st Avenue Corridor Animation





# Property Impacts & Community Amenities

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- Current design minimizes property acquisitions
- Current width of proposed 21<sup>st</sup> Ave transitway at a minimum 60 feet
- Current design creates spatial constraints to adding amenities
- Community desire for amenities (e.g., more trees and greenery, pocket parks, cultural placekeeping and wayfinding elements, undergrounding utilities etc.)



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# 21st Avenue Design Community Workshop Report



# 21st Avenue Community Workshop

- Held on December 10th
- Shared information on current design to solicit feedback
  - Does the design align with community desires, or is there preference for more amenities – even if additional property acquisitions are needed?
  - Project staff had conversations with community members to discuss current designs and desires



*21st Avenue Community Workshop – December 10*

# 21st Avenue Community Feedback

- Concerns of displacement, community impact, and safety
- Desire for community amenities
  - Playgrounds, community gardens, gathering spaces, greenery, artwork, etc.
- Opportunities suggested to add a stop near retail locations, add retail, and lift up current businesses



*21st Avenue Community Workshop – December 10*

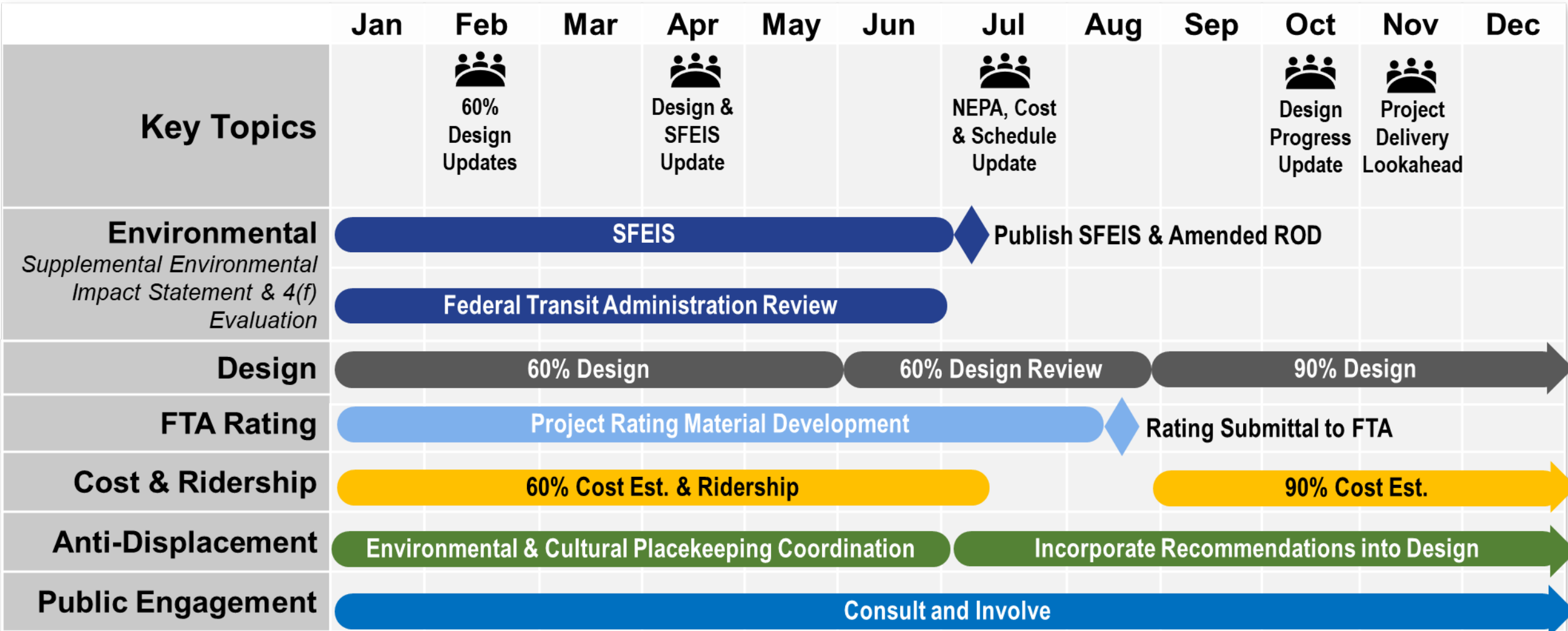
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# Schedule Update



# 2025 Schedule

 CMC Meeting



*All schedules are subject to change*



# Stay connected

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- **BlueLineExt.org**
  - For the latest project updates and to sign up for our newsletter
  - Connect with staff for your questions or schedule a presentation
- Follow us:
  - Twitter: @BlueLineExt
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