

Corridor Management Committee

February 13, 2025



BROOKLYN PARK | CRYSTAL | ROBBINSDALE | MINNEAPOLIS



Today's Topics

- Call to Order & Welcome
- Approval of December 19 Meeting Summary
- Community and Business Advisory Committee Reports
- Anti-Displacement Community Prosperity Program Board Update
- Environmental Update
- Design Update
- Schedule Update



Approval of December 19 Meeting Summary



The public can submit written comments to BLE Outreach (nkongo.cigolo@metrotransit.org)

Community and Business Advisory Committees Report



Anti-Displacement Community Prosperity Program Board Update



Environmental Update



Environmental Update

- Continuing development of Supplemental Final EIS
- Monitoring Federal policy updates and seeking direction from FTA
- Coordinating with project partners to ensure project success for community
- Section 4(f) steps to proceed in Spring 2025



Design Update

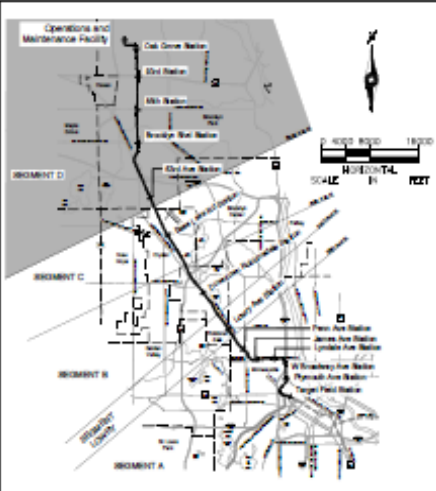


60% Design Plans



- Building on Municipal Consent and 30% plan reviews and Comments
- Package for each City and Lowry Station Area
- 12 Volumes of plans per segment:
 - Typical Sections
 - Drainage
 - Roadway
 - Urban Design
 - Track
 - Traffic
 - Bridge
 - Lighting
 - Walls
 - Stations
 - Utilities
 - Cross Sections



CIVIL PACKAGE SEGMENT D



**VOLUME 2
ROADWAY**

Kimley»Horn

80% SUBMITTAL
DATE: APRIL 30, 2025

CIVIL PACKAGE/INDEX DESCRIPTION	
VOLUME 1 - TYPICAL SECTIONS/EXISTING CONDITIONS/REMOVALS	
VOLUME 2 - ROADWAY	
VOLUME 3 - TRACK	
VOLUME 4 - BRIDGE (ABBREVIATED)	
VOLUME 5 - WALL	
VOLUME 6 - UTILITIES	
VOLUME 7 - DRAINAGE	
VOLUME 8 - URBAN DESIGN	
VOLUME 9 - TRAFFIC	
VOLUME 10 - LIGHTING	
VOLUME 11 - STATIONS	
VOLUME 12 - CROSS SECTIONS	
VOLUME 13 - QUANTITY TABS (NOT INCLUDED AT 60%)	

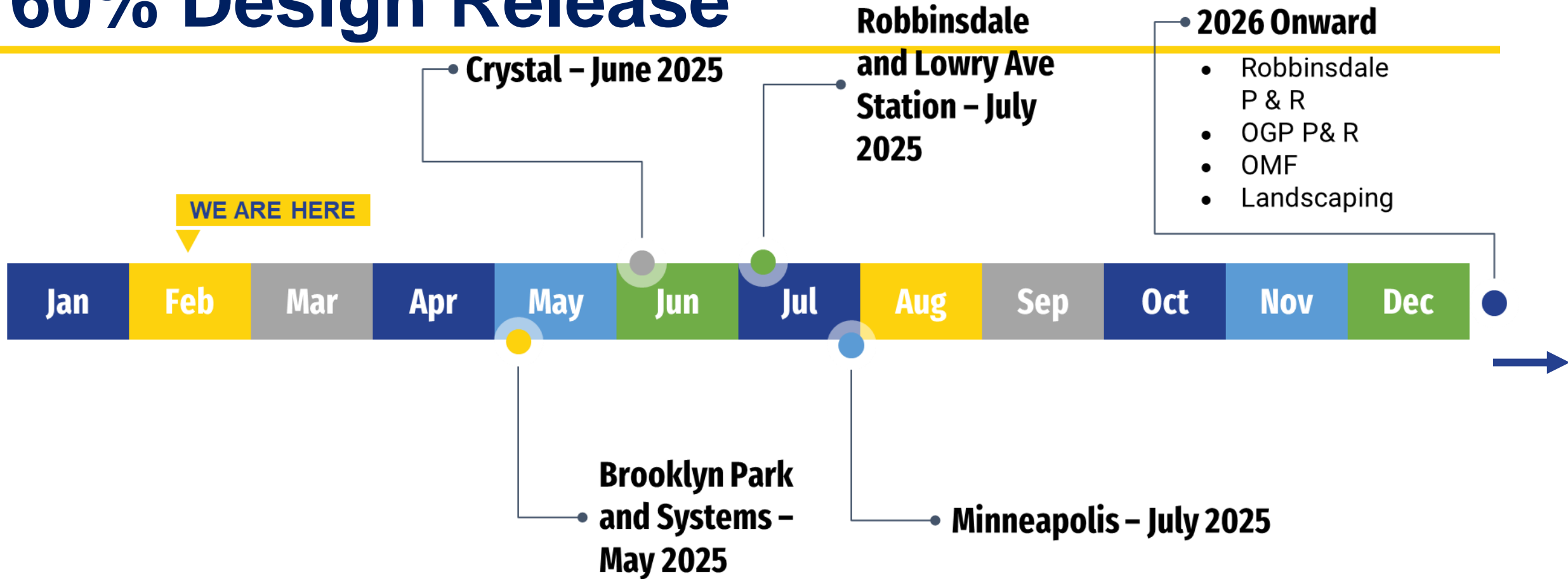
VOLUME 2 SHEET INDEX

SHEET NO.	DESCRIPTION
● 1	TITLE SHEET
● 2	ROADWAY NOTES, ABBREVIATIONS & SYMBOLS
● 3-7	RDWY, GRD & SELE/PVG PLAN SHEET LAYOUT
● 8	STANDARD PLATES
● 9	STANDARD PLAN SHEETS
○ TBD	APPROACH PANEL LAYOUT
● 10	CIVIL DETAILS
○ TBD	MOMENT SLAB DETAILS
○ TBD	DRIVEWAY TABULATION
● 11-15	ALIGNMENT PLAN SHEET LAYOUT
● 16-82	ALIGNMENT PLAN & TABULATIONS
● 83-153	CURB RADIUS ALIGNMENT PLAN & TABULATIONS
● 154-242	ROADWAY PLAN
● 243-309	ROADWAY PROFILES
○ TBD	CURB PROFILES
● 310-318	SITE AND GRADING PLAN
○ TBD	CIVIL PRELOAD PLANS
● 319-398	SUPERELEVATION AND PAVING PLAN
○ TBD	CONCRETE JOINTING PLAN
● 399-404	INT AND PED RAMP DETAILS SHEET LAYOUT
● 405-458	ROADWAY INTERSECTION DETAILS
● 459-552	ROADWAY PEDESTRIAN RAMP DETAILS

KEY
 ● SHEETS INCLUDED AT 60%
 ○ SHEETS TO BE INCLUDED AT 80%

DRAFT-NOT FOR CONSTRUCTION

60% Design Release



Approximate dates for 60% completion and sent to cities. Comments will be incorporated in the 90% design plans.



60% Design Review and Next Steps

- Plans delivered to project partners on a staggered schedule
- Reviewing partners will have 45 days to review and comment
- Continue to regularly meet with partner Design Resolution Teams (DRT)
- Prepare Scope and Budget based on 60% plans
- Advance plans to 90% scheduled to be complete early 2026



Lowry Avenue Station Design



Continued Design Coordination

- From Municipal Consent and SDEIS processes, the project received comments on the Preliminary Design plans
 - Minneapolis Park + Recreation Board expressed concerns about the at-grade crossing of the parkway and impacts to park property
 - North Memorial Hospital expressed concerns about vehicle access to the hospital due to the gate at Lowry/Oakdale Avenue
 - City of Minneapolis echoed concerns shared by Minneapolis Park + Recreation Board and North Memorial and asked for a review the station design
 - City of Robbinsdale echoed concerns shared by North Memorial Hospital
 - Community expressed concerns with the gated crossings, hospital access, and impacts to parkway continuity



Continued Design Coordination

- A stakeholder workgroup was formed to continue evaluation of the Municipal Consent design and alternative design options
- Stakeholder workgroup includes
 - Minneapolis Park + Recreation Board, North Memorial Hospital, City of Minneapolis, City of Robbinsdale, Hennepin County, Metro Transit
- Through the design review, 9 options were evaluated



Continued Design Coordination

- In the last 6 months
 - 4 stakeholder workgroup design workshops
 - 9 station design options evaluated
 - 2 public open houses with 90+ attendees
 - Online survey



Public Engagement Summary

Most discussed options:

- **Option A** – at grade station/LRT crossing parkway/Lowry
- **Option H** – at grade station/No crossing parkway/Lowry

Option H: mixed opinions on parkway not connecting to Lowry Ave

Overall Concerns:

- Gates at parkway and Lowry
- Construction disturbance, duration, noise and vibration
- Maintaining parkland
- Safety and security
- Traffic impacts on CR 81



Lowry Avenue Station Design Options

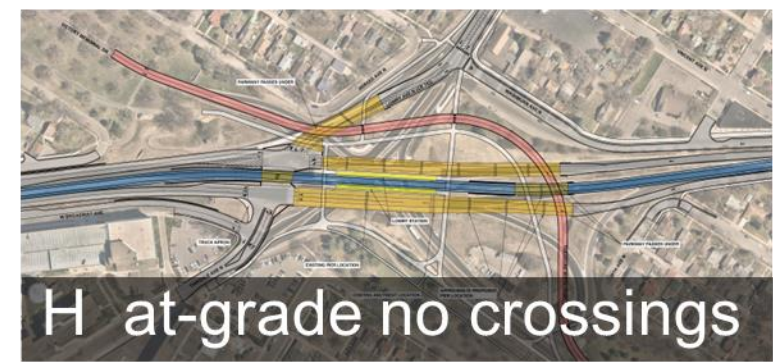
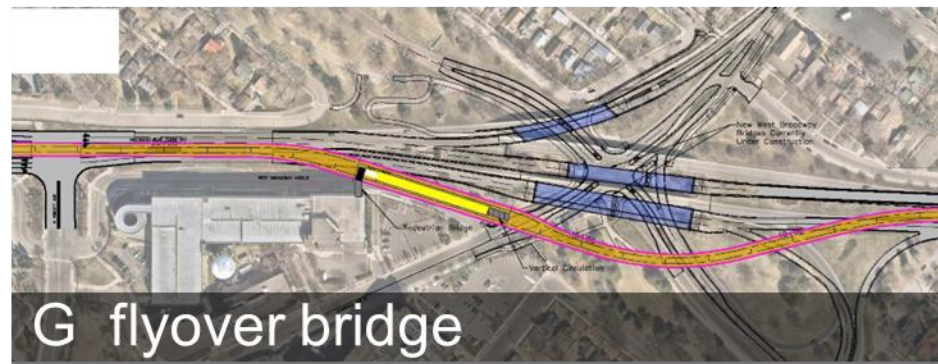
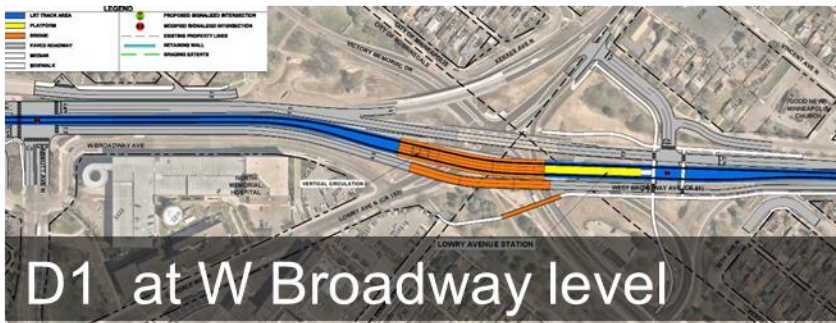
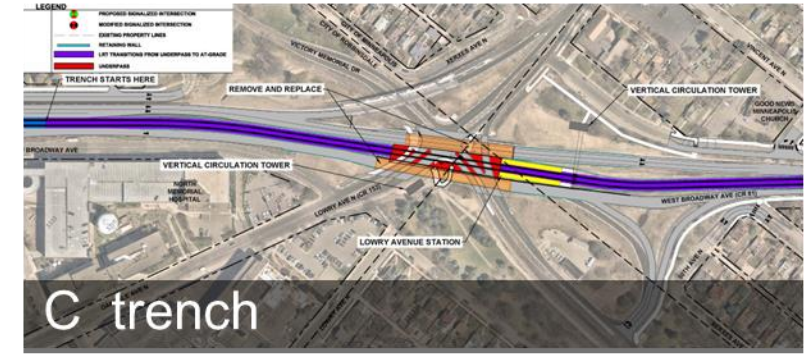
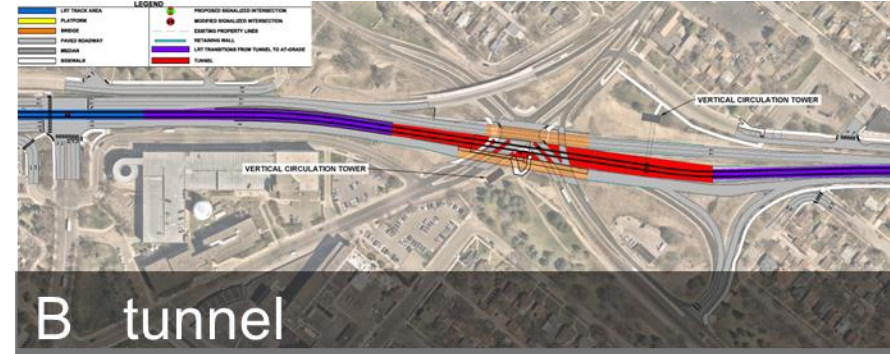


Objectives Identified by Workgroup

- Provide transit service to park patrons
- Improve transit access to hospital
- Increase transit service to the adjacent neighborhoods
- Provide station that integrates into the surrounding park environment



9 Lowry Ave Station Options



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, 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

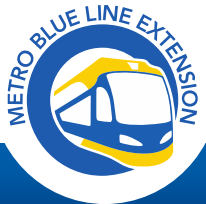
Option A – Municipal Consent Design

- At-grade station and crossings
- Gates at both roadway crossings
- Moderate impacts to new bridges over Lowry
- Visible and accessible to the community



Option A – Municipal Consent Design

- Designed to work with existing infrastructure
- Creates new and more usable park space
- Opportunity to modify EMS response route and timing
- Currently Identified in SDEIS

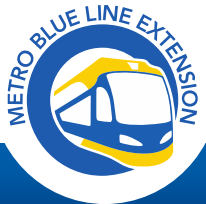


Option A – looking north up parkway



Option H – At-grade station-no crossings

- At-grade station
- No at-grade or gated crossings of parkway + trail or Lowry Ave
- Removes and reconstructs 2 bridges, adds 2 new bridges, modifies 1 existing bridge
- Creates new and more usable park space



Option H – At-grade station-no crossings

- Parkway and trail travel under Lowry Ave, West Broadway Ave, and LRT Tracks
- Lowry/W Broadway intersection on bridge over LRT
- Adds at least one year to construction for Lowry Ave Station
- Increases cost by \$50 M



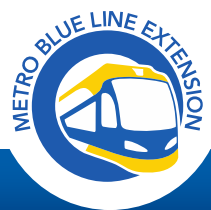
Option H – looking north toward LRT



Option H – looking west from shifted parkway



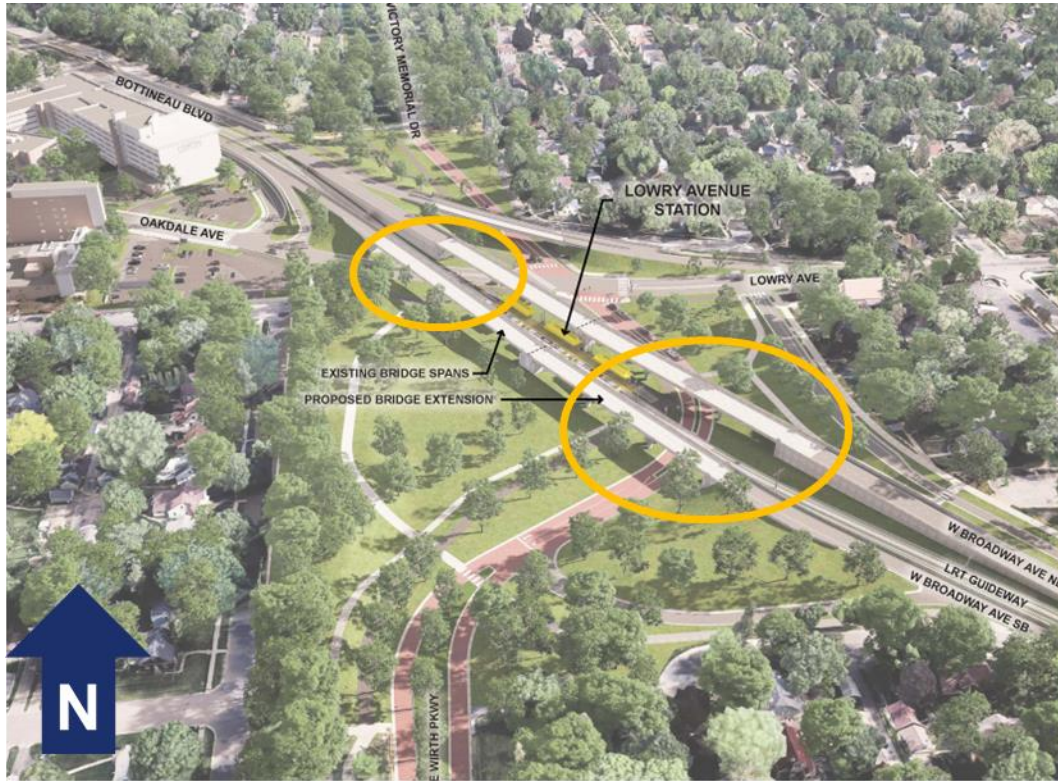
Option H – looking west from station



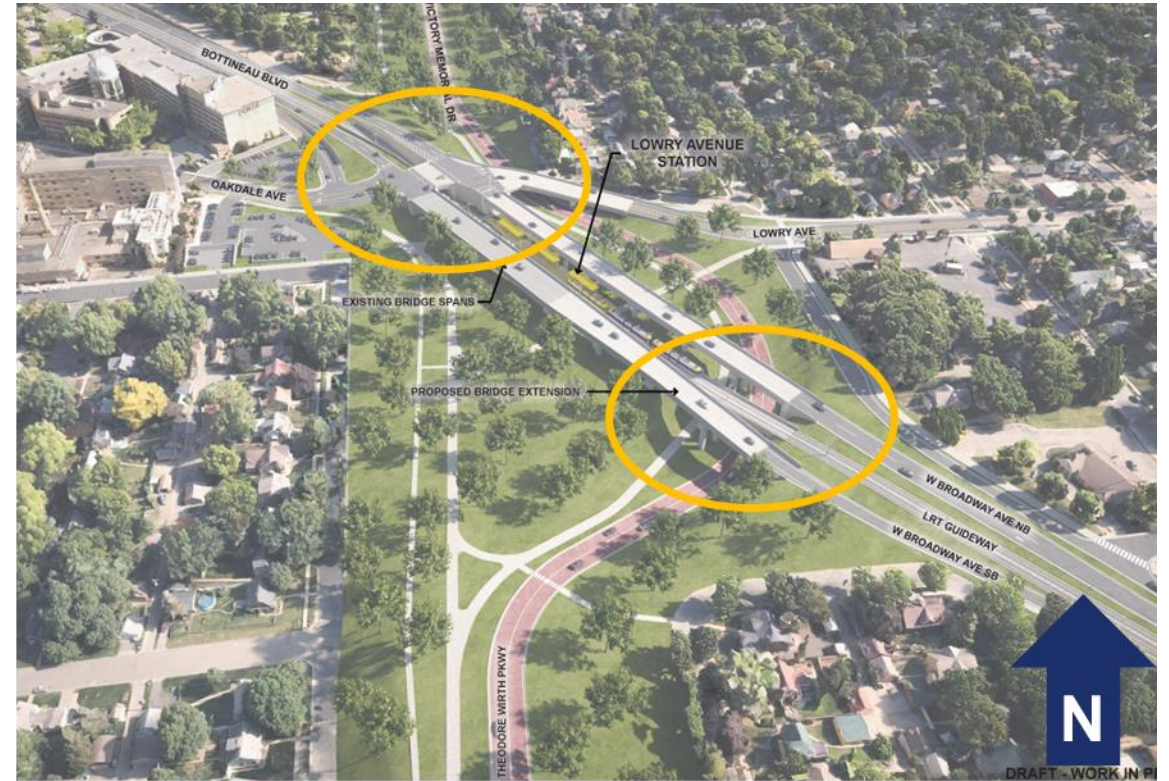
Option H – looking northeast at station



Option A



Option H



Next Steps



Next Steps

- Station design direction
 - Project Decision Board (Met Council + Hennepin County policy makers) on Feb 19 - gives design direction
 - Future engagement with stakeholders and public
- Continue Section 4(f) concurrence and Section 106 consultation
- Explore potential mitigations



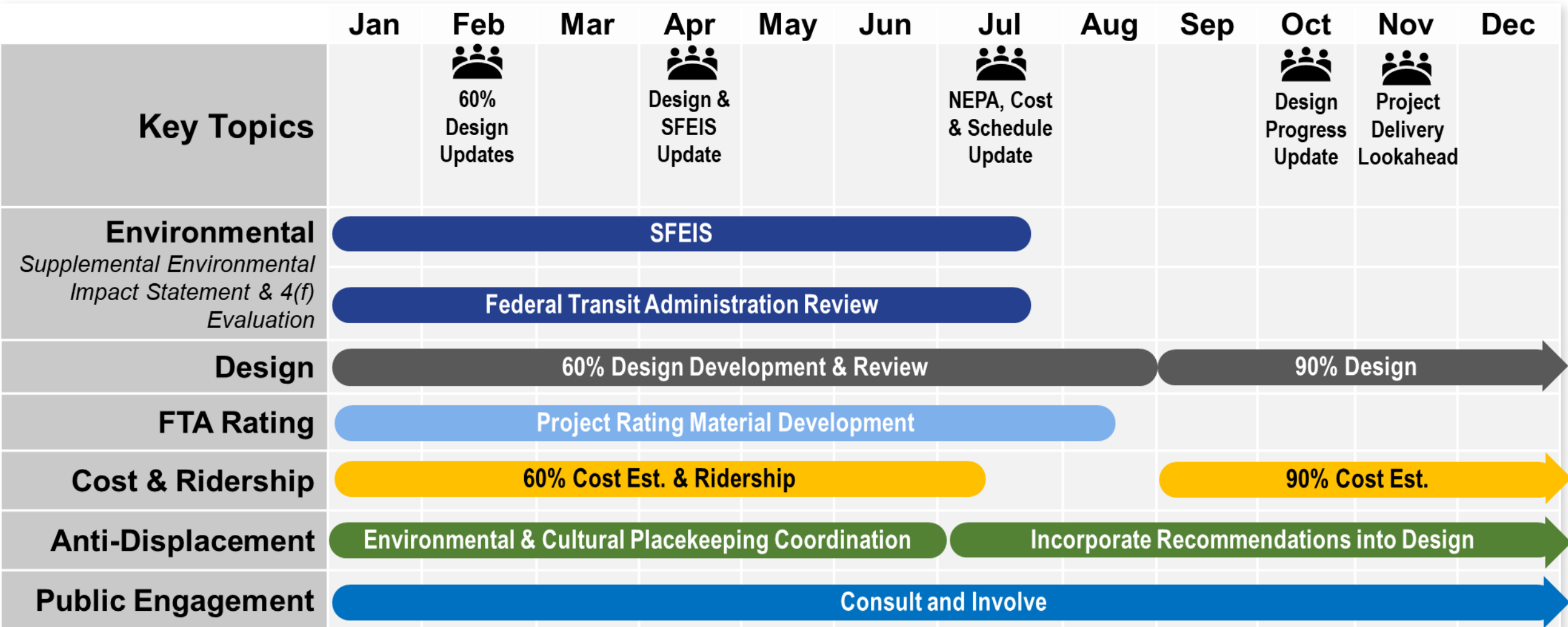
Schedule Update



2025 Schedule

WE ARE HERE

 CMC Meeting



All schedules are subject to change



Stay connected

- Engagement email:
 - BLEoutreach@metrotransit.org
- **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:
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