

# Project Decision Board

December 18, 2024



BROOKLYN PARK | CRYSTAL | ROBBINSDALE | MINNEAPOLIS



# Today's Topics

- Call to Order
- Approval of November 20 Meeting Minutes
- Approval of 2025 PDB Schedule
- Project Updates – Lowry Design



The public can submit written comments to Nkongo Cigolo ([Nkongo.Cigolo@metrotransit.org](mailto:Nkongo.Cigolo@metrotransit.org))

# Approval of November 20, 2024 Meeting Minutes



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# Approval of 2025 PDB Meeting Location and Schedule



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# Project Updates – Lowry Design



# 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



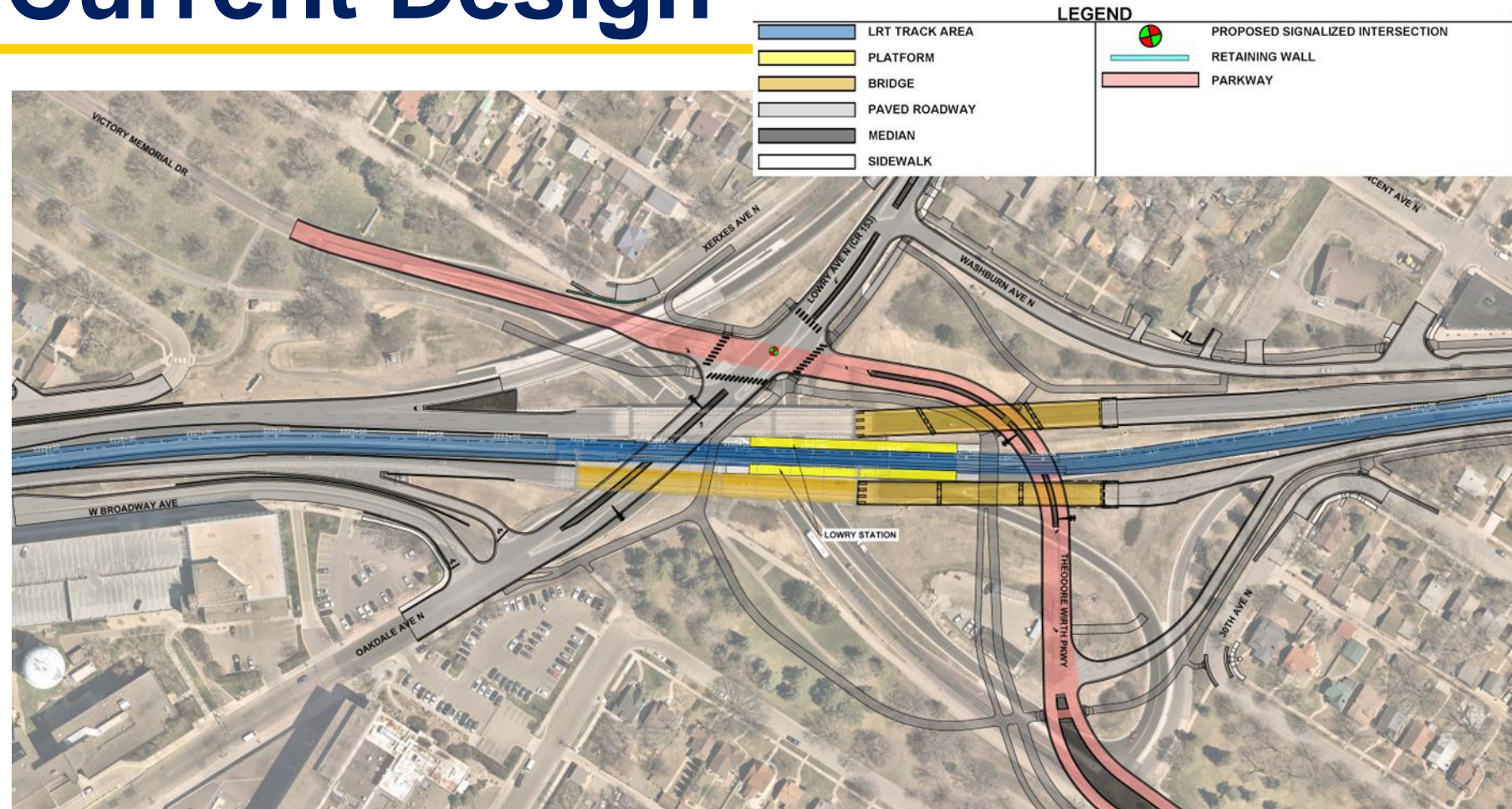
Worse than option A

	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 – Current Design

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



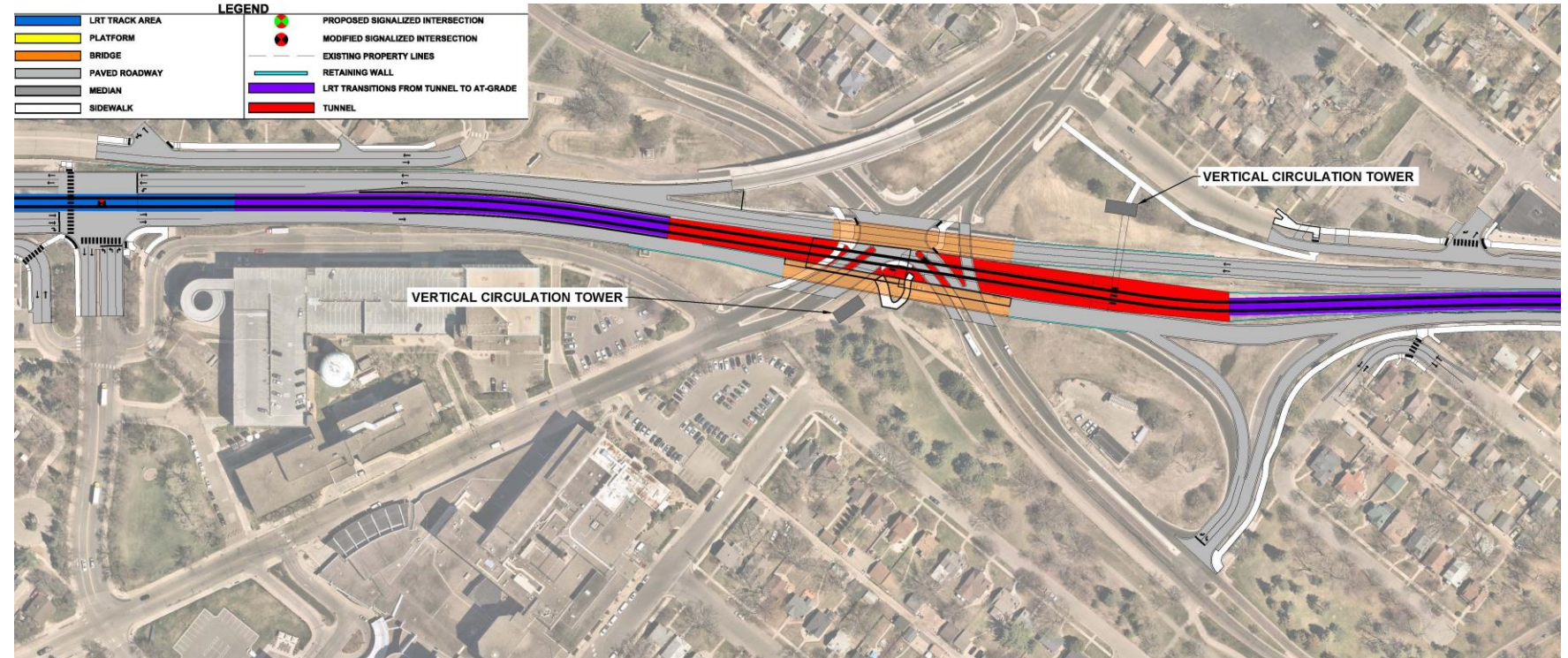
# Option A – Municipal Consent Design

- 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



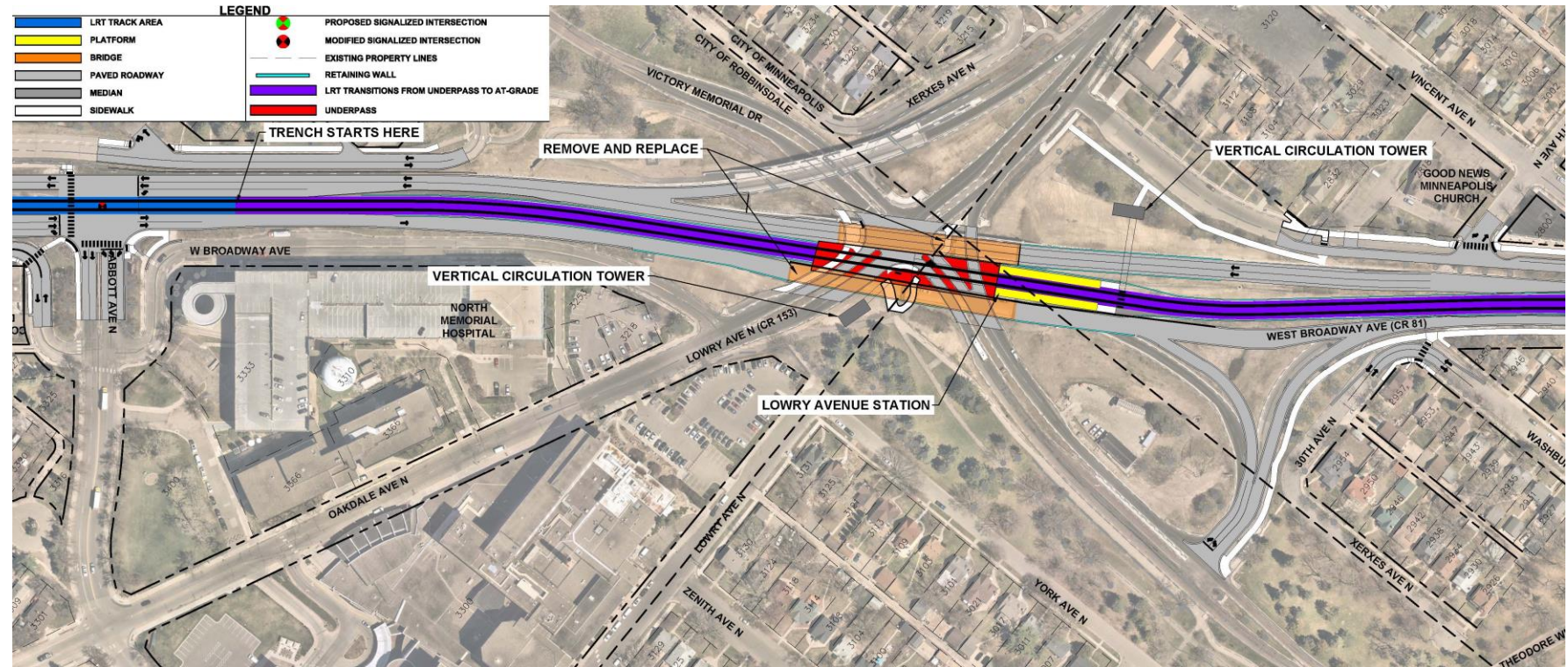
# Option B – Tunnel

- Station underground
- Grade separated from Parkway and Lowry
- Requires reconstruction of the whole area



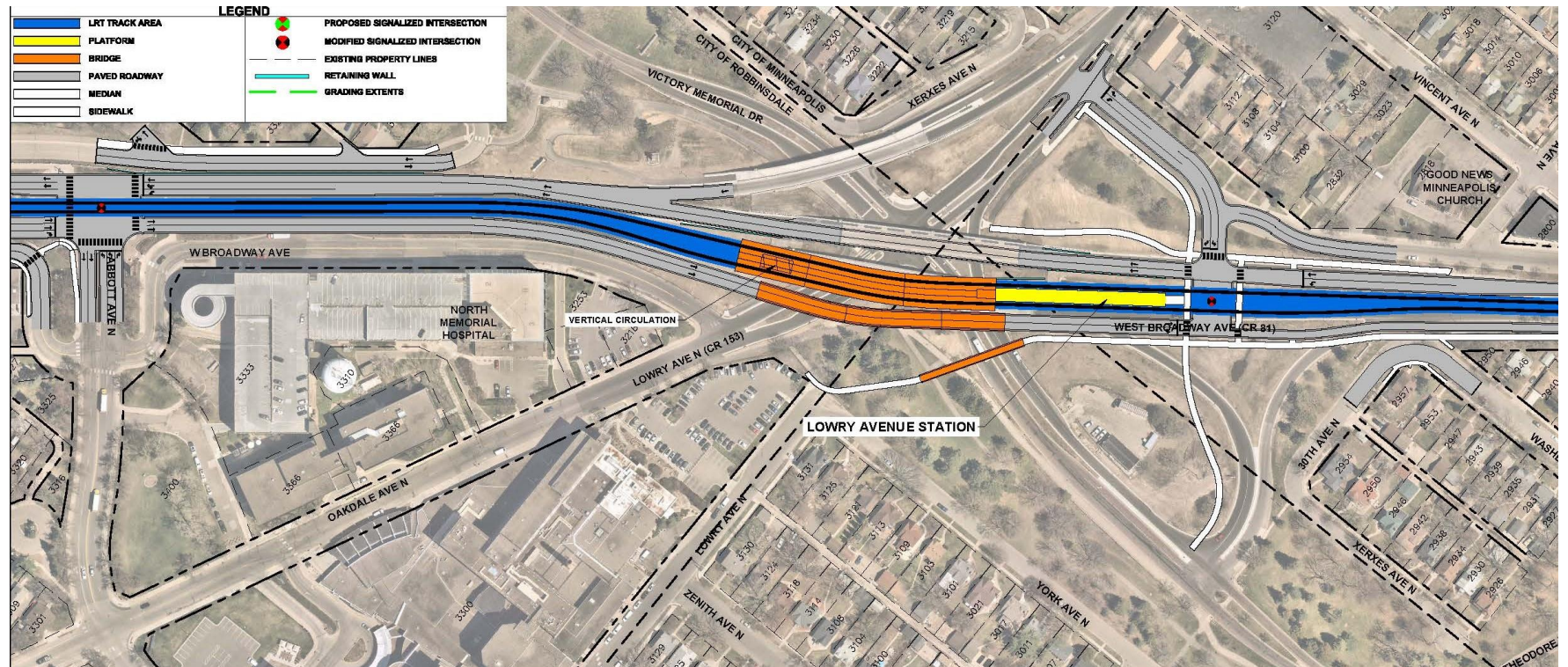
# Option C - Trench

- Station in a trench
- Grade separated from Parkway and Lowry
- Requires reconstruction of the whole area



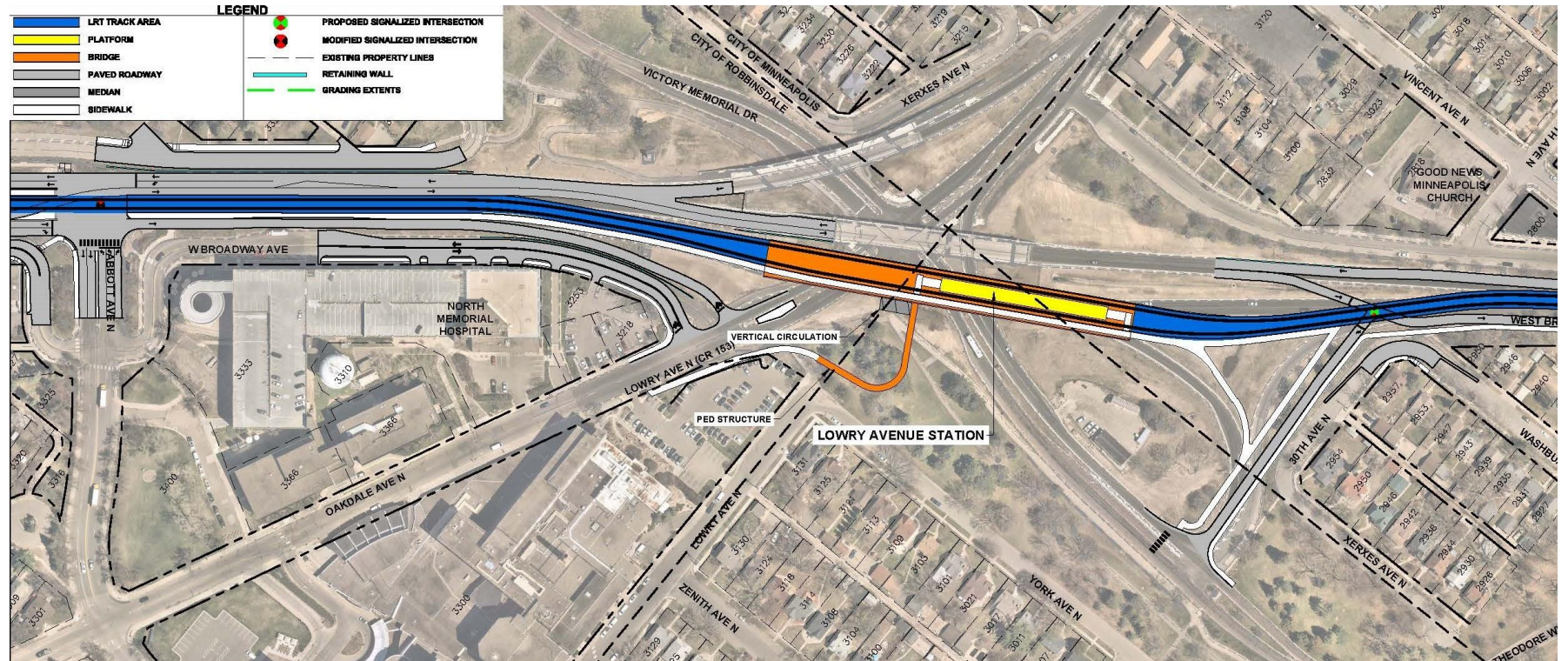
# Option D1 - LRT Center Running at the Same Elevation as West Broadway Ave (CR 81) Bridges

- 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.



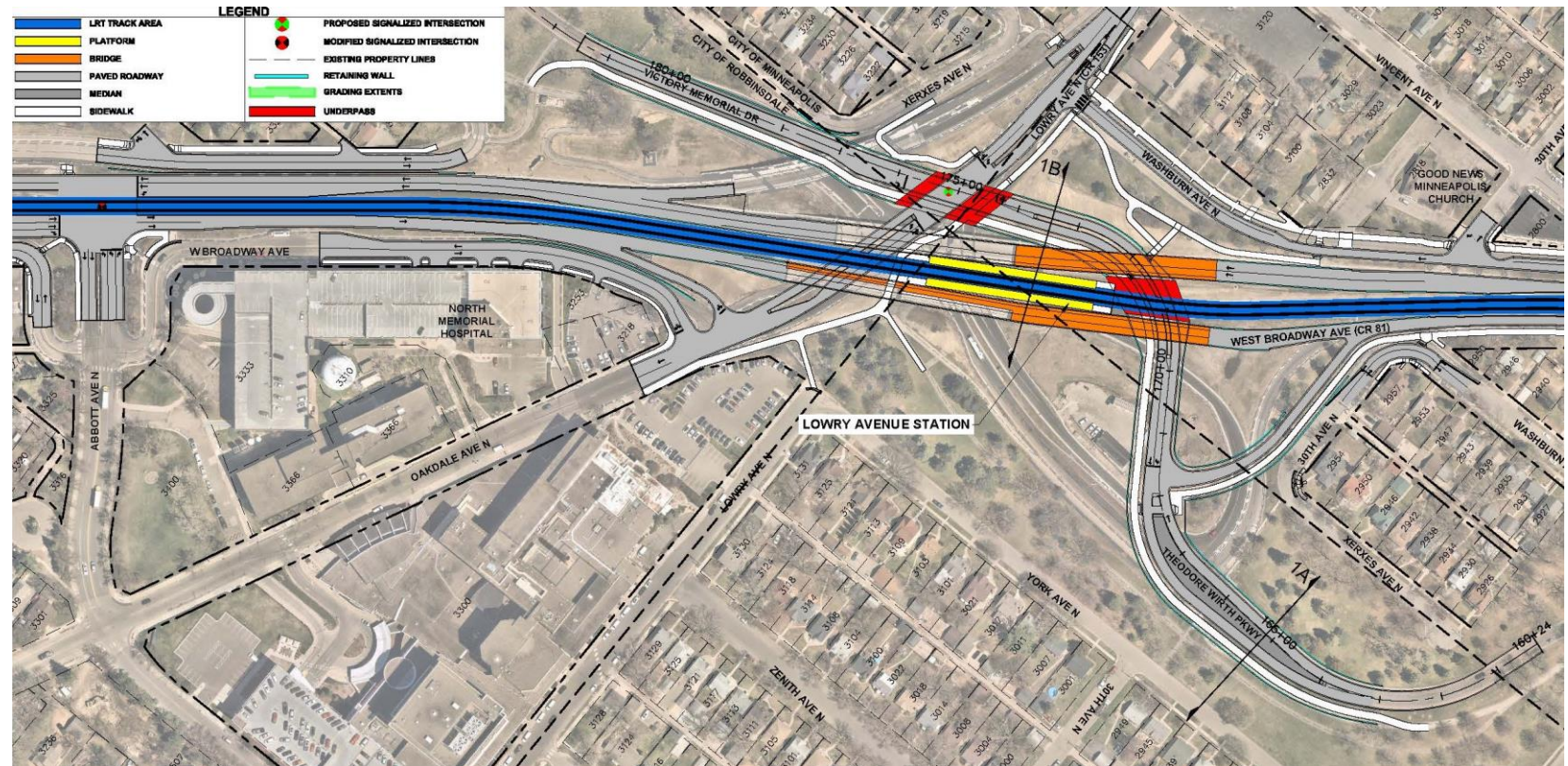
# Option D2 - LRT Center Running at the Same Elevation as West Broadway Ave (CR 81) Bridges

- 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



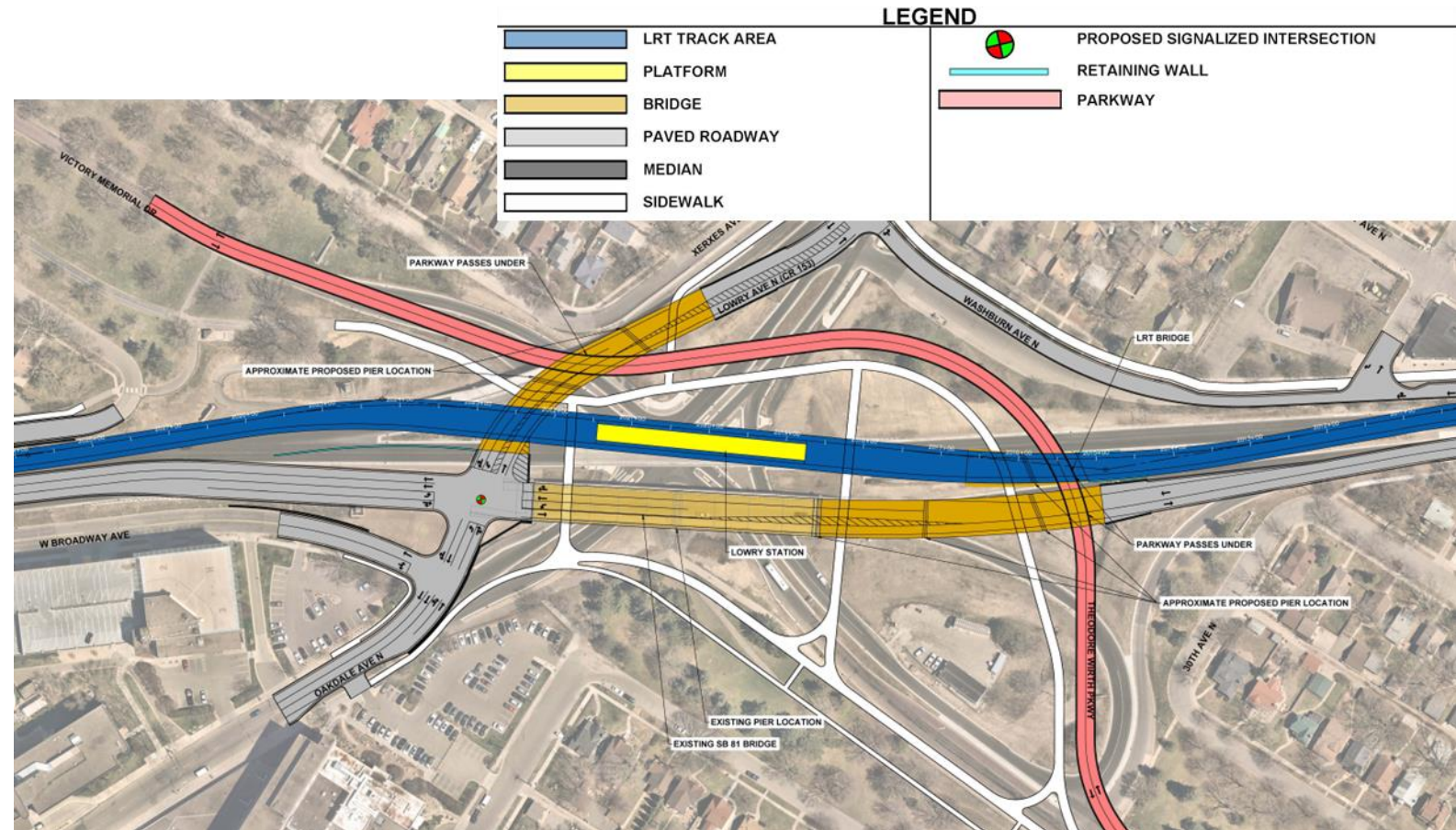
# Option E – Parkway Under LRT

- Station stays at-grade
- Parkway goes under the LRT
- Parkway goes under Lowry Ave so a connection is no longer available



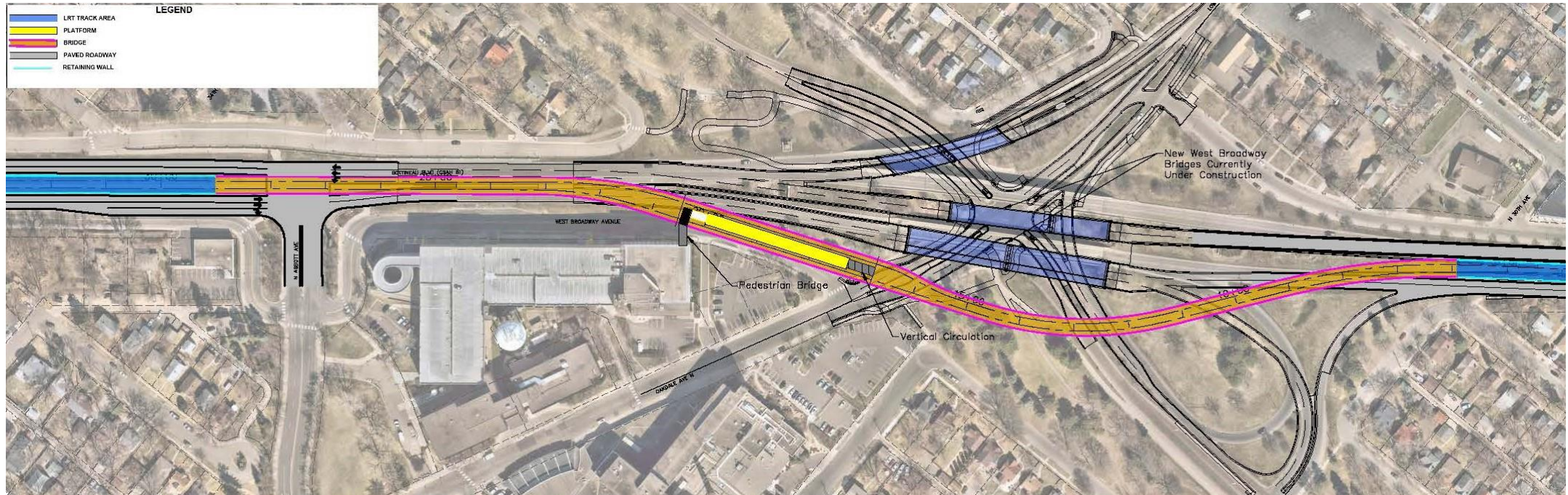
# Option F – Parkway, Trail, and Lowry Under LRT

- At-grade Station
- Parkway, trail, and Lowry Ave go under the LRT
- At-grade intersection cross-overs with West Broadway Ave





# Option G - Flyover

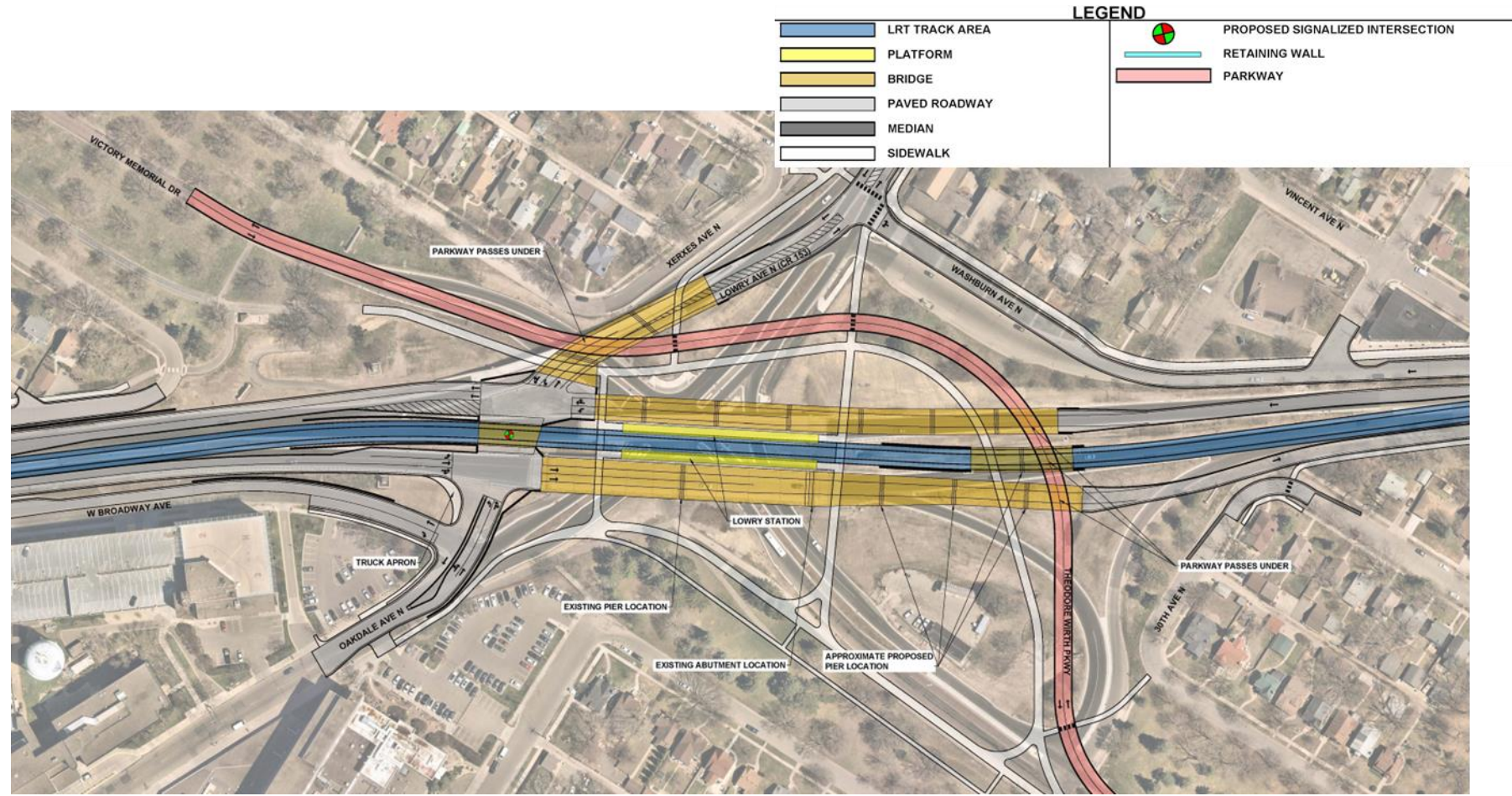


- Station elevated above and around roadway network
- Grade separation from roadways



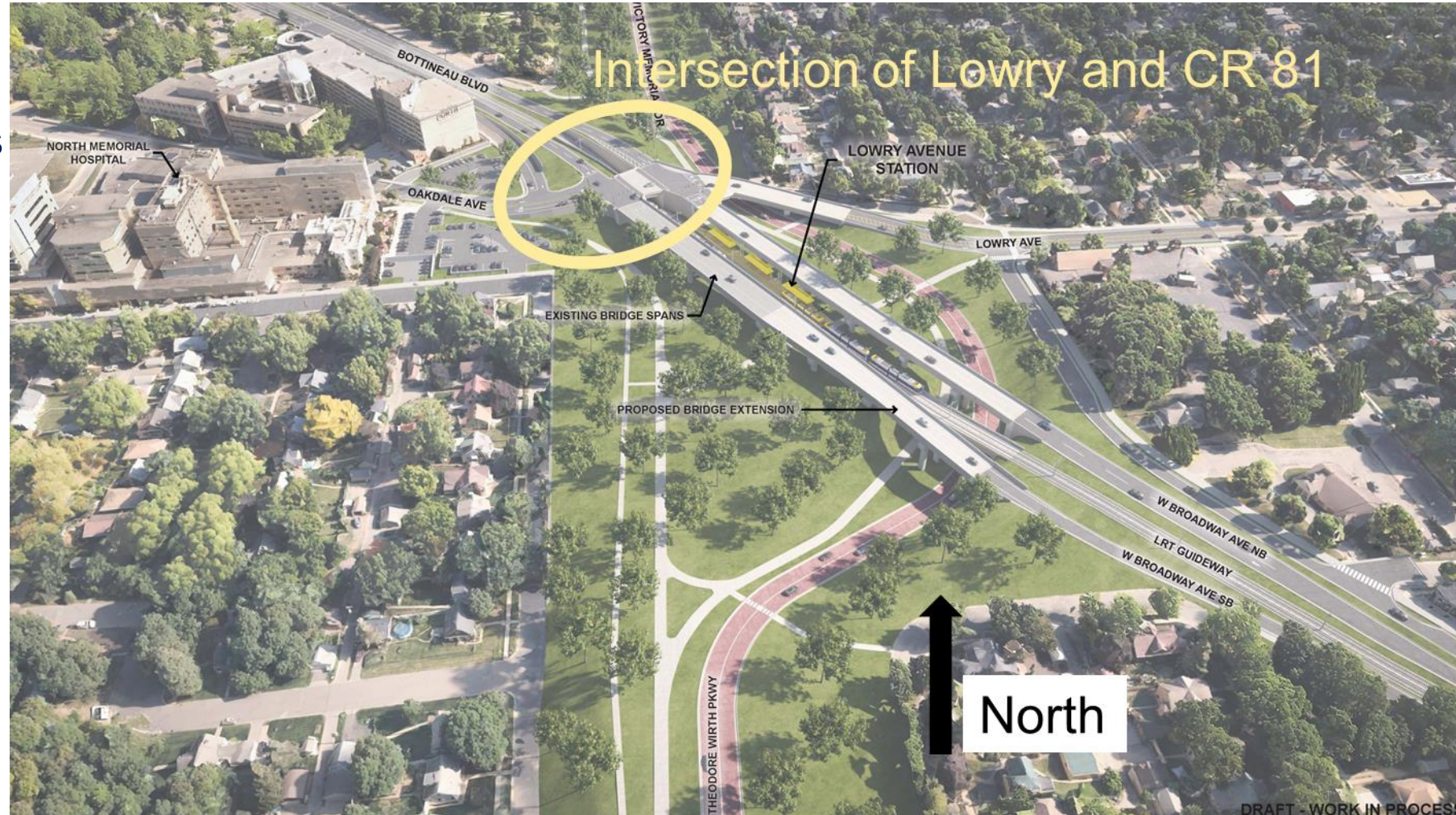
# Option H

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



# Option H – Alternative Design

- At-grade station between bridges
- 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



# Next Meeting

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- Next Meeting: January 15, 2025

