

Lowry Avenue Station Design Update

December 3, 2024



BROOKLYN PARK | CRYSTAL | ROBBINSDALE | MINNEAPOLIS



Today's Topics

- Project Overview
- Lowry Avenue Station Design Review
- Next Steps



Project Overview





Blue Line

EXTENSION

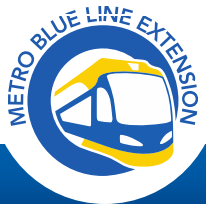
- 13.4 miles & 13 new stations
- Connecting Minneapolis, Robbinsdale, Crystal, Brooklyn Park and surrounding communities to fast, frequent, all-day service across the METRO system
- Single seat ride to existing Blue Line stops downtown, MSP Airport, and Mall of America
- Focus on building community prosperity through anti-displacement strategies before, during, and after construction



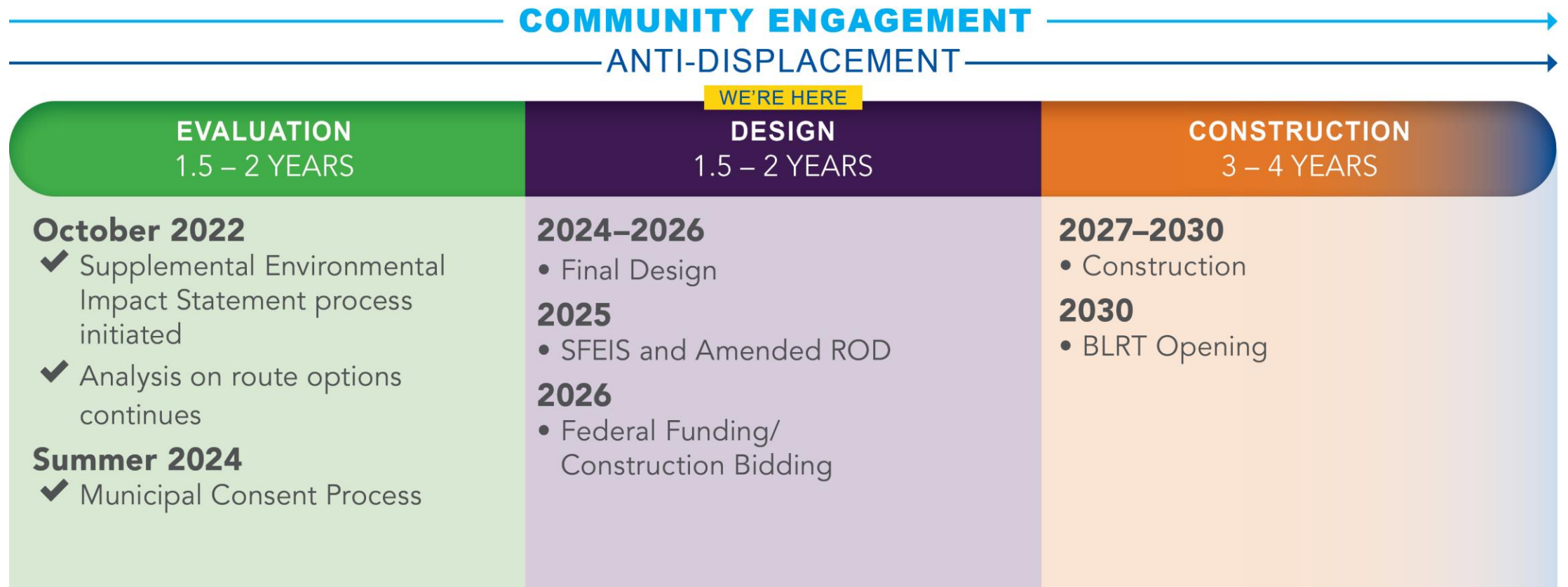
Next steps

- ✓ Supplemental Draft Environmental Impact Statement: Spring 2024
- ✓ Municipal Consent : Summer 2024
- Supplemental Final EIS and Amended Record of Decision: Summer 2025
- Final Design: 2024-2025
- Anticipated construction start: 2026-2027
- Anticipated opening: 2030

All schedules are subject to change



Project Timeline



All schedule is subject to change



Lowry Avenue Station Design Review



Lowry Ave Station Overview

- Objective of Lowry Ave Station
- History of Station Design
- Reason for Design Review
- Design Review Process
- Additional Analysis of Option A - Municipal Consent design



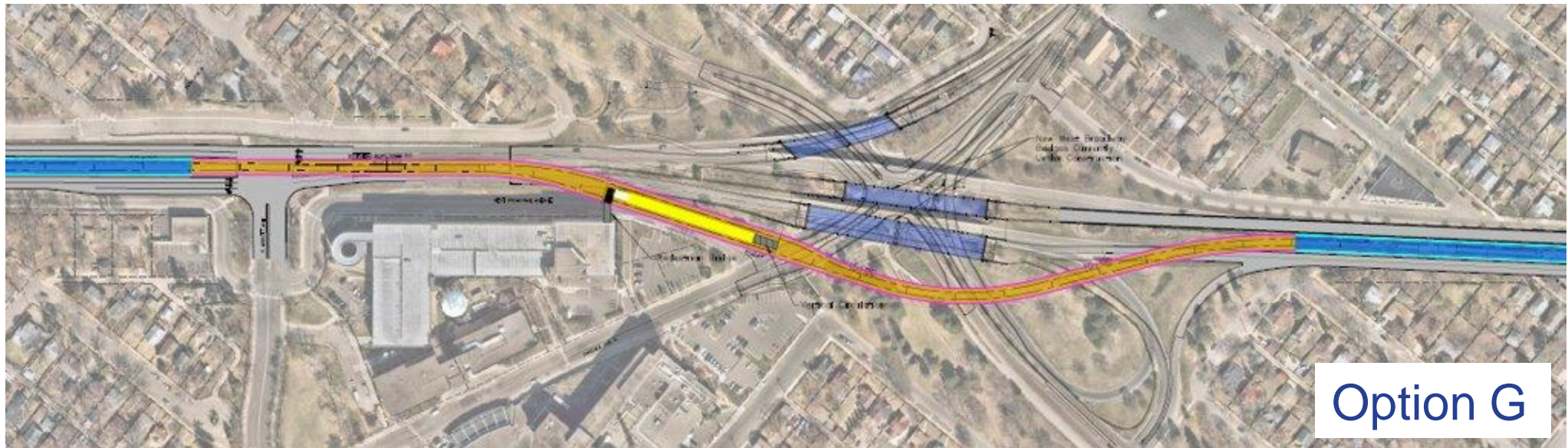
Objectives of Lowry Ave Station

- To serve park users
- Improve transit access to hospital
- Increase mobility of community members in an accessible and reliable way throughout the area
- Easy to use station that integrates with surrounding environment and community



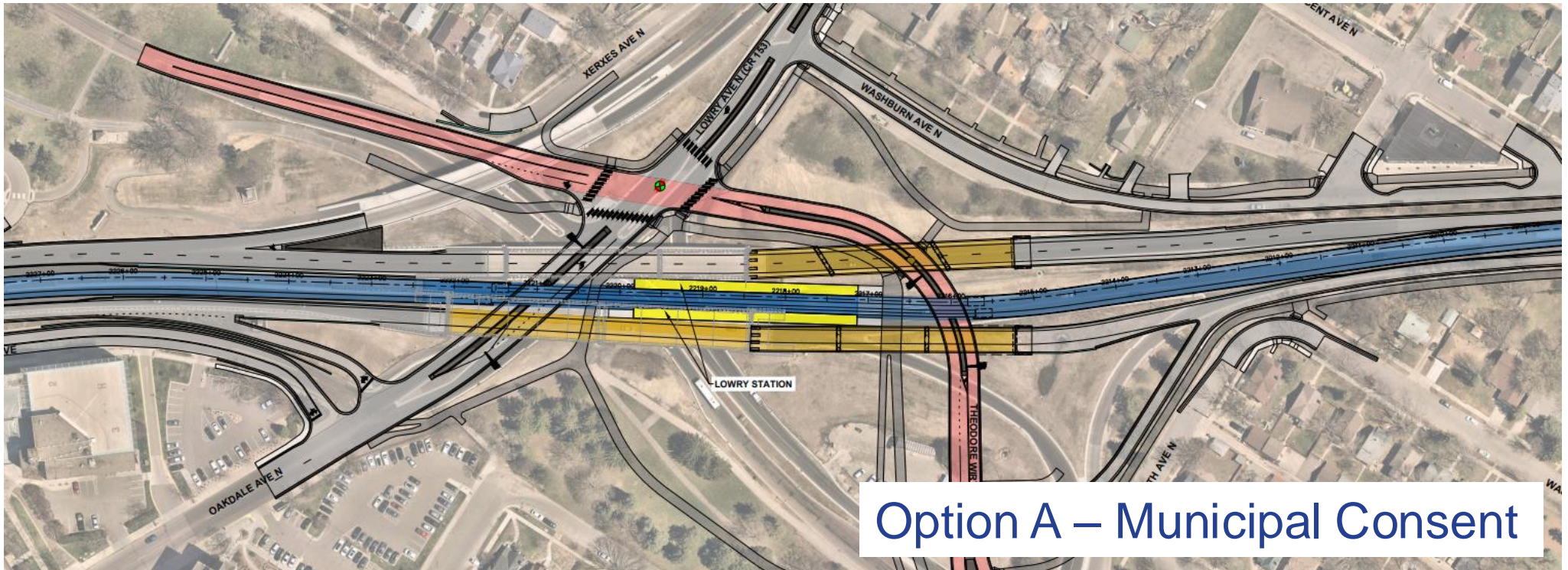
History of Station Design

- The 2021 design was elevated on a high bridge to avoid the existing roadway bridges and connect to the hospital parking ramp
- The 2021 station design was changed in 2023 due to community concerns of an elevated station and an LRT bridge



History of Station Design

- The 2023 station design placed the station platform at-grade with the LRT crossing Lowry/Oakdale Ave and Theodore Wirth Parkway



History of Station Design

- Feedback from the 2023 at-grade station design – Option A Municipal Consent:
 - Minneapolis Park + Recreation Board and Cities of Robbinsdale and Minneapolis indicate new design is an improvement
 - Provides direct connections between LRT, the park system, and the hospital
 - Requires modification of a portion of one roadway bridge
 - Increases park space - opens up park views
 - Decreases roadway and path pavement



Reason for Design Review

- In Summer 2024, the project received comments on the Preliminary Design plans from stakeholders
 - 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
- In response, project staff are continuing to evaluate the Municipal Consent design and alternative design options



Design Review Process

- Multi-stakeholder workgroup has been meeting to evaluate the Municipal Consent and alternate design options
 - 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



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

Additional Analysis of Option A - Current Design

Ped/Bike volumes along parkway

- Daily peds + bikes (both directions) = 360
- Ave hourly peds + bikes (both directions) = 25
- **Potential for delay at a gate:**
- If a driver encounters a gate, their average delay is forecasted to be 25 seconds
- About 90% of the time the gates are up (varies day vs. night)

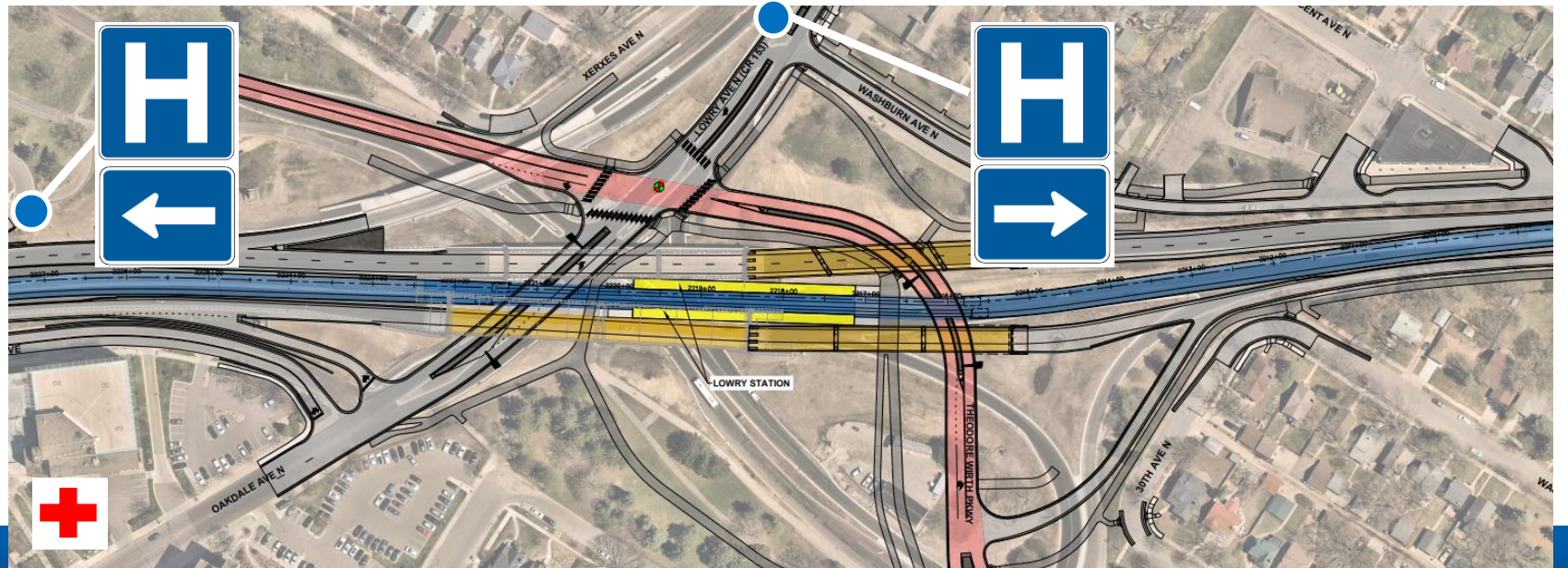
Emergency trips on Lowry/Oakdale Ave: about 1.3 vehicles every hour



Additional Analysis of Option A – Municipal Consent Design

Wayfinding to Hospital

- Emergency and personal vehicles would be routed to Abbott Ave N to avoid the gated LRT crossing at Lowry/Oakdale Ave
- Hospital wayfinding signage will be installed along the route to guide vehicles



Next Steps

- Project team will review public feedback to inform final recommendation
- Continued coordination with Minneapolis Park + Recreation Board, North Memorial Hospital, and the Cities of Robbinsdale and Minneapolis
- Continue with 4(F) evaluation



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