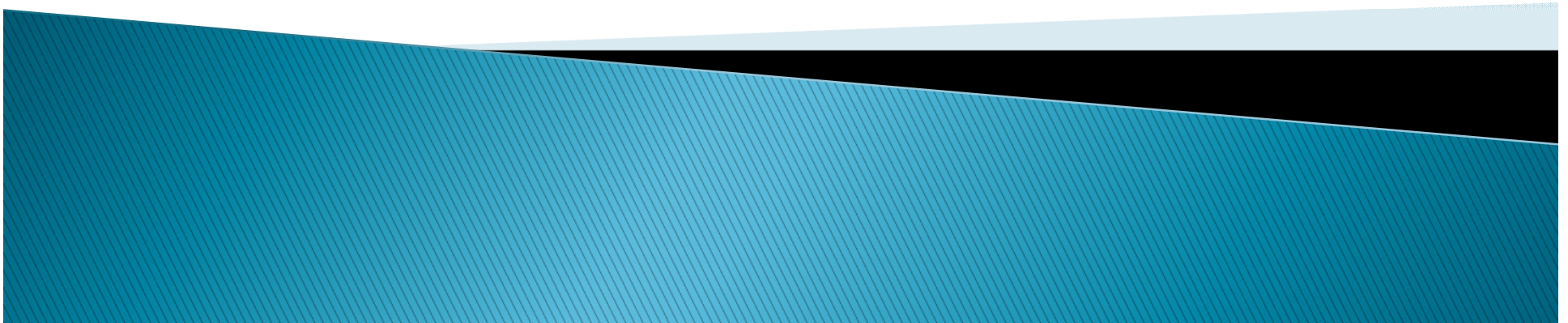


35W / Lake Street Transit Access Project

December 13, 2012

Presentation to 35W Solutions Alliance





2004 Design Details

	2004
Roadway	Freeway Expansion
Bridges	Franklin 26 th St 28th St Midtown Greenway Lake St 31 st St 35 th St 36 th St 38 th St
Design Options	Full Layout
Cost	\$500 million
Transit Functions	Only Preserved Space – No Station

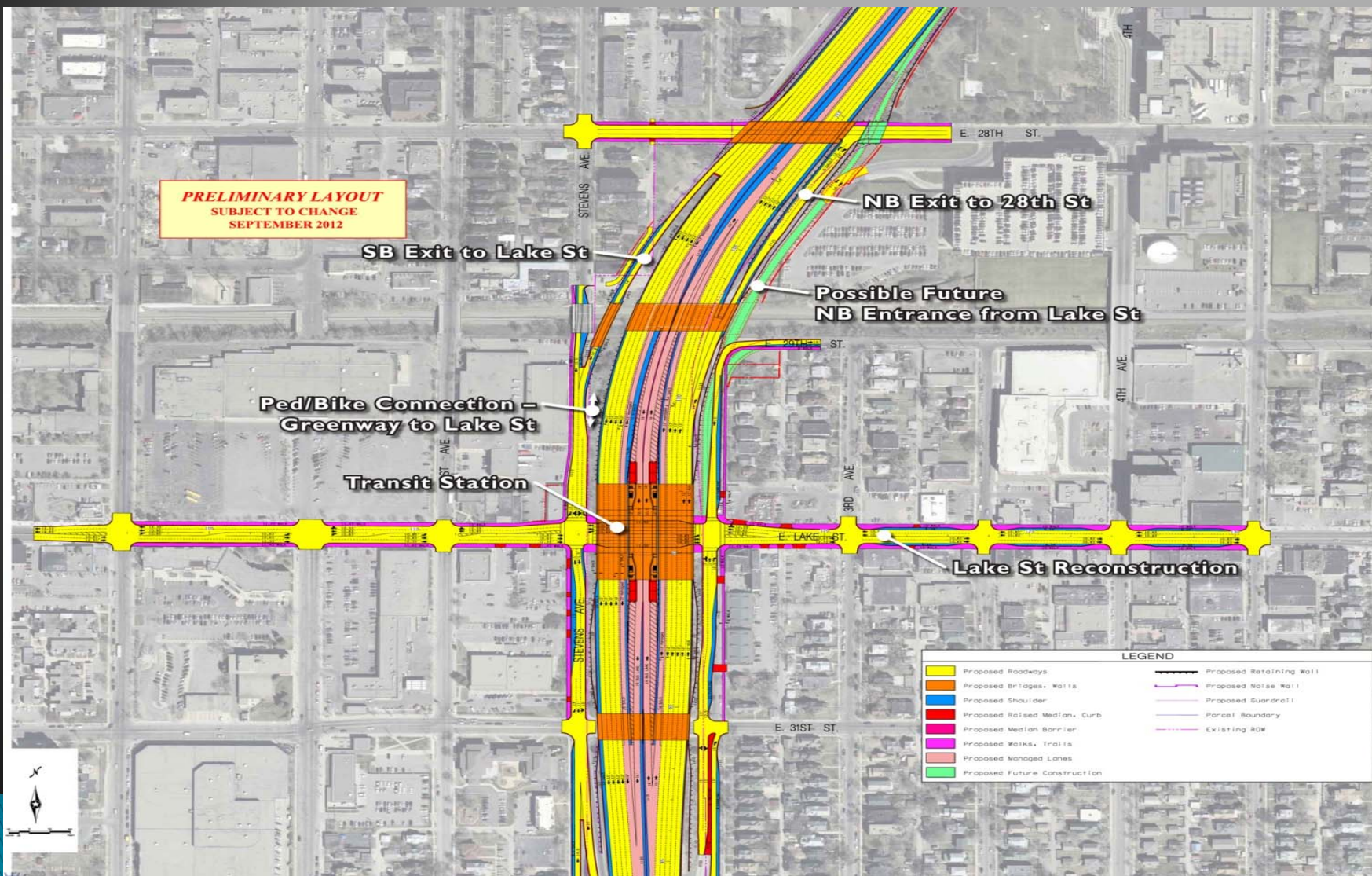
2012 Design



Comparison of Design Details

	2004	2012
Roadway	Freeway Expansion	Limited Freeway Expansion Drainage Mitigation
Bridges	Franklin 26 th St 28 th St Midtown Greenway Lake St 31 st St 35 th St 36 th St 38 th St	26 th St 28 th St Midtown Greenway Lake St 31 st St
Design Options	Full Layout	Menu of Options
Cost	\$500 million	\$125 million
Transit Functions	Only Preserved Space – No Station	High Quality Transit Station

Preliminary Layout



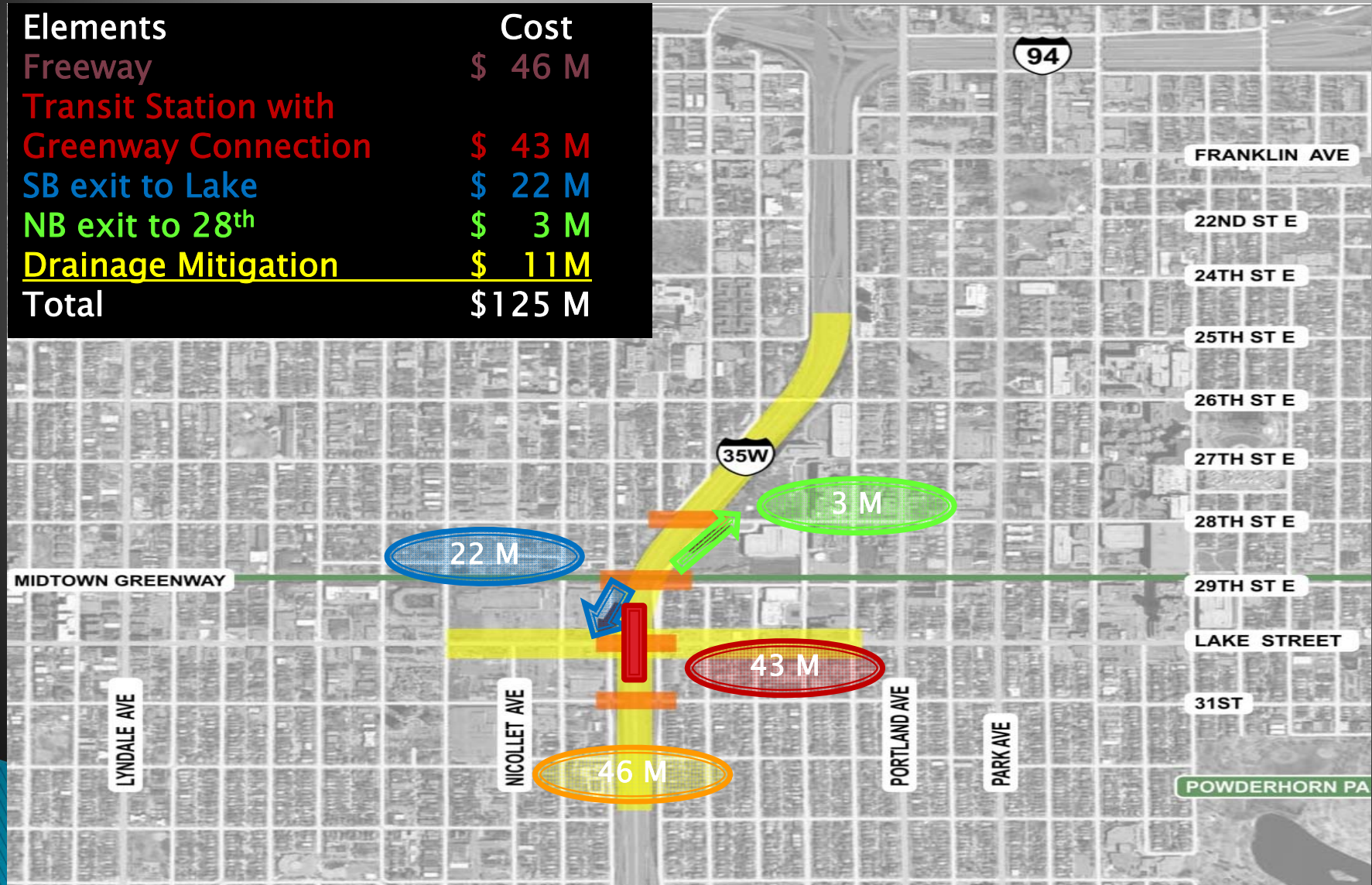
Transit Access Project Proposed Improvements

Project Partners:
Hennepin County
City of Minneapolis
MnDOT
Metro Council/Metro Transit

SEH
EE&K, a Perkins Eastman Company
CH2M Hill
Zan Assoc.

Cost by Element

Elements	Cost
Freeway	\$ 46 M
Transit Station with Greenway Connection	\$ 43 M
SB exit to Lake	\$ 22 M
NB exit to 28 th	\$ 3 M
<u>Drainage Mitigation</u>	<u>\$ 11 M</u>
Total	\$125 M



Transit Station Concept



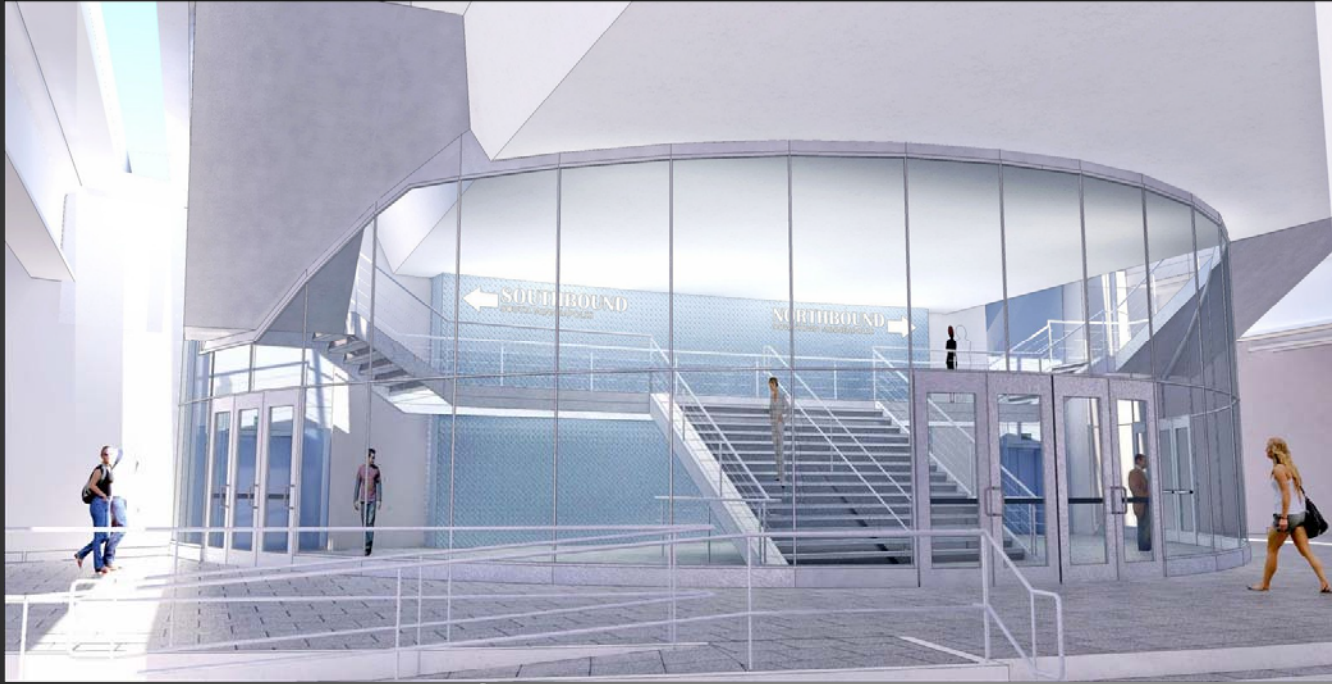
Cont'd



Transit Station Design Principles:

- ☐ Connects to all travel modes
- ☐ Safe and secure
- ☐ Comfortable for waiting passengers
- ☐ Attractive
- ☐ Reflects and connects the community
- ☐ Pedestrian-scale
- ☐ Positive impacts on existing neighborhoods
- ☐ Provides for future ridership growth
- ☐ Cost-effective and timely

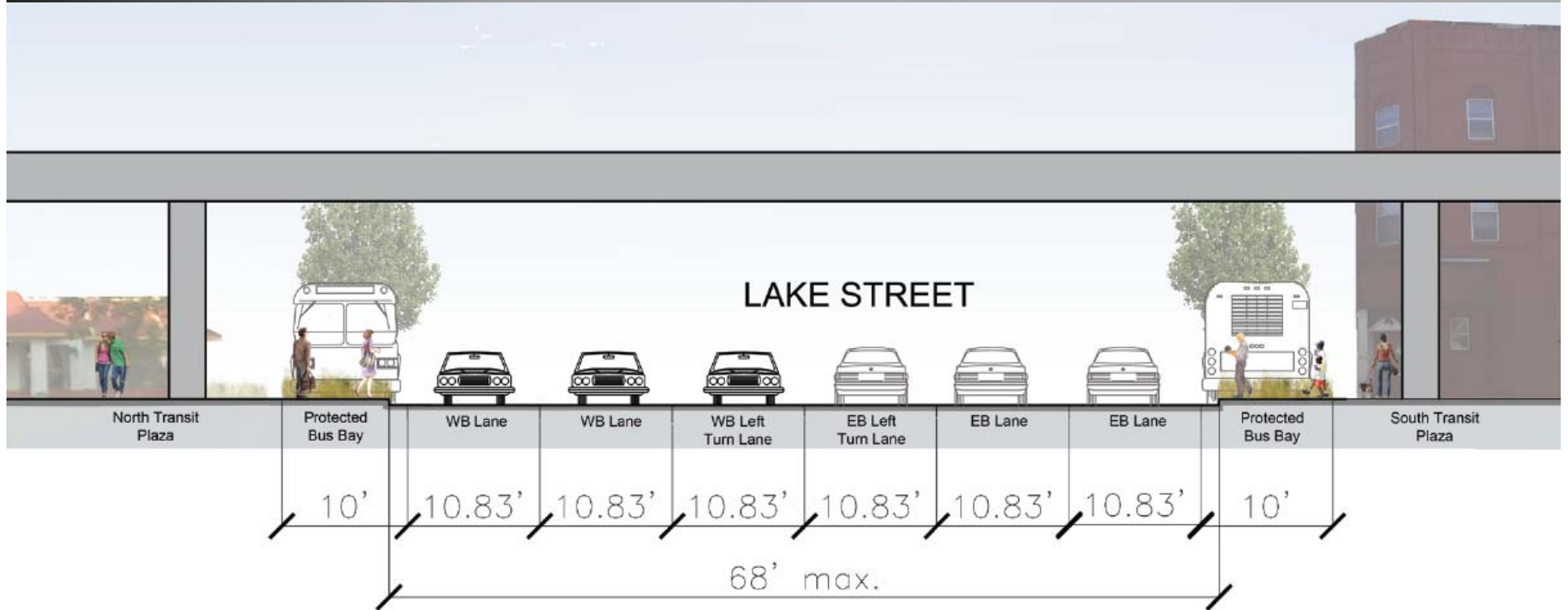
Lake Street Improvements



Recommendations for improvements to Lake Street under a new I-35W bridge include:

- ❑ Wider sidewalks and shorter crossings at the intersections
- ❑ Curb extensions (bump-outs) on Lake Street at the 2nd Avenue and Stevens Avenue intersections
- ❑ Large pedestrian plaza areas under the bridge with pedestrian-scale lighting, public art and other amenities
- ❑ Bus pull-out bays under the bridge
- ❑ Two traffic lanes and one left-turn lane in each direction on Lake Street

Cont'd



View of Lake Street looking east under I-35W bridge from Stevens Avenue

Green Crescent

An improved connection for pedestrians and bicyclists between the new Lake Street transit station and the Midtown Greenway will be provided via a high quality “Green Crescent” path. The Green Crescent will be located just west of the transit station, at the Lake Street level, adjacent to Stevens Avenue. The Green Crescent will have separate paths for bicyclists and pedestrians, a connection from the Greenway to Stevens Avenue and to Lake Street, landscaping, pedestrian-scale lighting, public art, bicycle parking near the transit station, and other amenities.

View of the “Green Crescent” looking toward Lake Street



Map depicting the Lake Street plaza level of the transit station, including the “Green Crescent” connection to/from the Greenway



Next Steps

- Consensus with project partners on scope of the project
- Discussions with Federal Highway Administration (FHWA)
 - Project Elements
 - Drainage
- Complete 30% Design – Move forward with 60% Design
- Complete environmental documentation
- Pursue funding opportunities
- Municipal Consent

Thank you