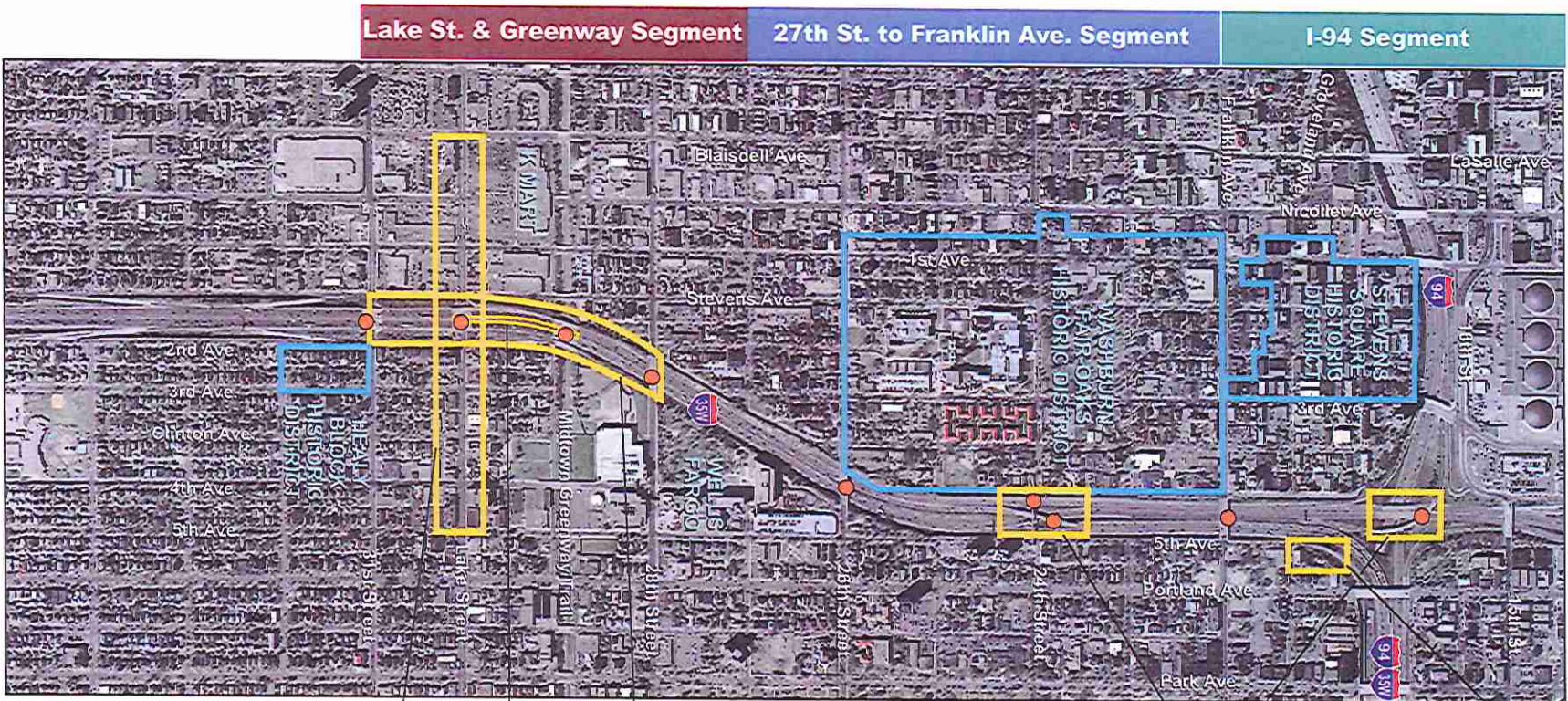


## Project Area Segments



✓ **New Ramp Bridge – The 5th Avenue entrance to NB I-35W requires a new ramp bridge over the new system connection to EB I-94.**

**Replacement of 2 Freeway System Bridges** – The bridges indicated below are nearly 45 years old and are both structurally and functionally deficient. Both bridges also carry significant traffic and are priorities for replacement and reconfiguration.

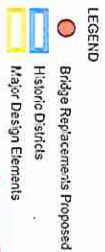
- **I-94 WB Flyover from I-35W NB** – This flyover is commonly congested and is the site of frequent crashes.
- **I-35W SB Braid Bridge and 24th Street Pedestrian Bridge** – Replacement of the Braid Bridge is expected to interact with possible replacement of the 24th Street pedestrian bridge, which is above the Braid Bridge.

(Bridge replacements are proposed at locations denoted with "●".)

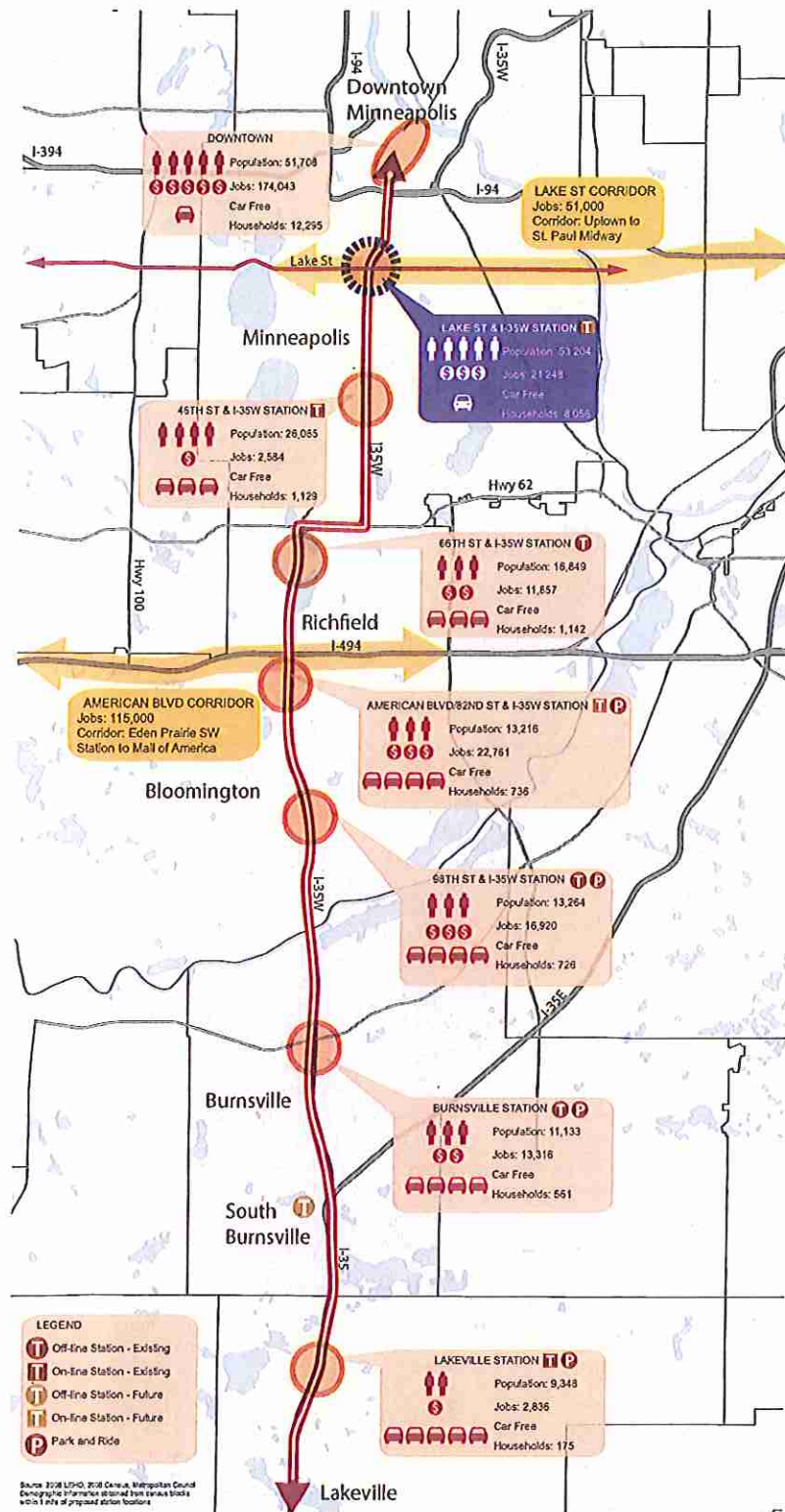
- To NB I-35W from Lake Street
- To Lake Street from SB I-35W
- To 28th Street from NB I-35W

- Area under consideration for new transit station location – Transit station implementation must provide pedestrians with connections to both Lake Street and the Midtown Greenway.
- Lake Street Improvements from Blaisdell Avenue to 5th Avenue – Design will include street, sidewalk, and landscape improvements.

- Lake Street Improvements from Blaisdell Avenue to 5th Avenue - Design will include street, sidewalk, and landscape improvements.







Source: 2010 LPHO, 2010 Census, Metropolitan Council  
Demographic information obtained from census tracts  
within 1 mile of proposed station locations

## Station Area Demographics I-35W Transitway

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

SBH  
E&F, a Perini Eastman Company  
CH2M Hill  
Econ Assoc.



I-35W / Lake Street Transit Access Project  
35W Solutions Alliance Presentation  
March 8, 2012




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### Station design principles

- A station that (is):
  - connected to all modes
  - safe and secure
  - **comfortable for waiting passengers**
  - **attractive**
  - **pedestrian-scale**
  - has positive impacts
  - provides for future growth
  - **cost-effective and timely**
  - provides for smooth traffic flow (all modes)




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### Bridge Contextual Aspects

- Additional Design Aspects that **address the context for this bridge:**
  - Support BRT station functions and design elements (vertical circulation, canopy)
  - Create a unique space in the middle, below deck - define the BRT station entrance; provide for penetration of daylight
  - Exhibit genuine bridge/structural elements
  - Create unique spaces below, differentiate the middle (BRT station entrances); bring daylight in
- A successful bridge design must cost effectively meet both functional requirements and contextual aspects




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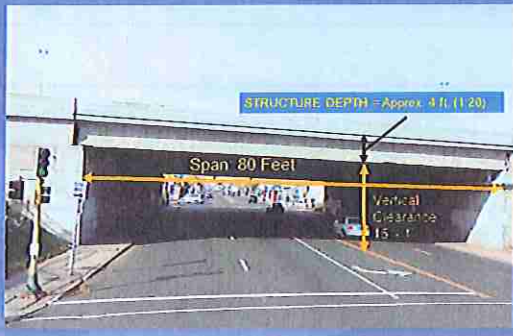
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## Review – existing bridge




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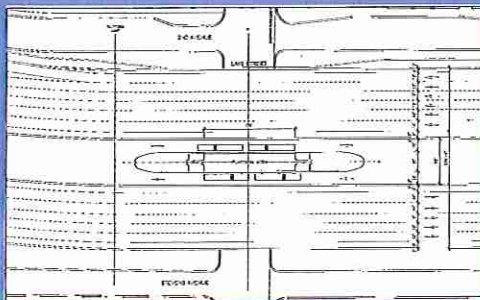
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## BRT Platform Configuration




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## BRT Platform Configuration

### Decision making factor – traffic safety

- FHWA & MnDOT serious safety concern of errant vehicle re-entering the freeway in the wrong direction
- Cross-over/center platform design (a.k.a 46<sup>th</sup> Street Station) is acceptable only if a split platform is not feasible




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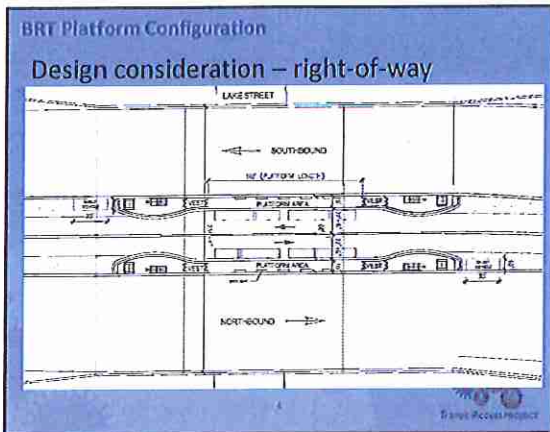
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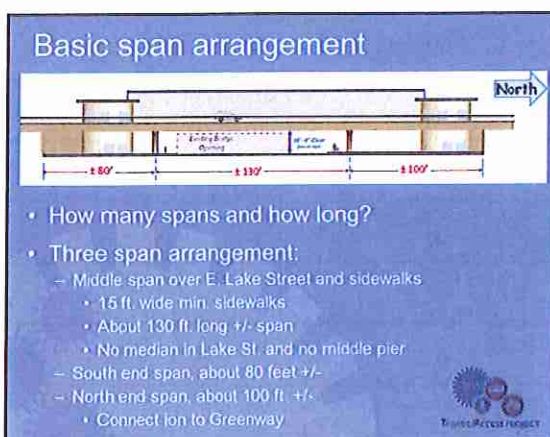
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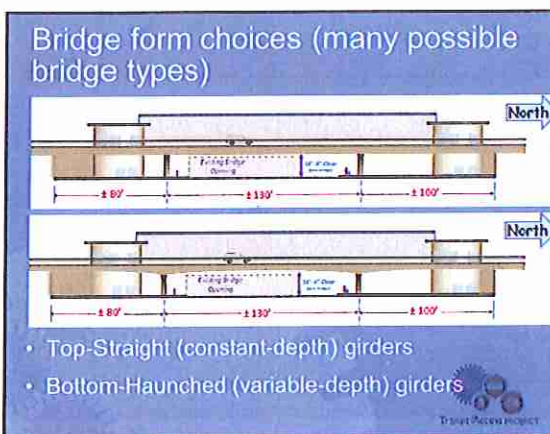
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### BRT Platform Configuration

#### Design consideration – user comfort & legibility

- Side platform orientation aligns with direction of travel
- Greater opportunity for separation from live traffic
- Sense of security with passengers' backs to a façade
- Open, visible – both on platforms and at Lake Street



Transit Access Project

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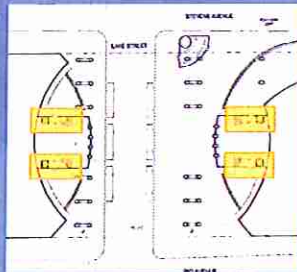
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### BRT Platform Configuration

#### Design consideration – user access

- Multiple points of entry and exit
- Redundant, ADA compliant access with high capacity
- Clear directional signs



Transit Access Project

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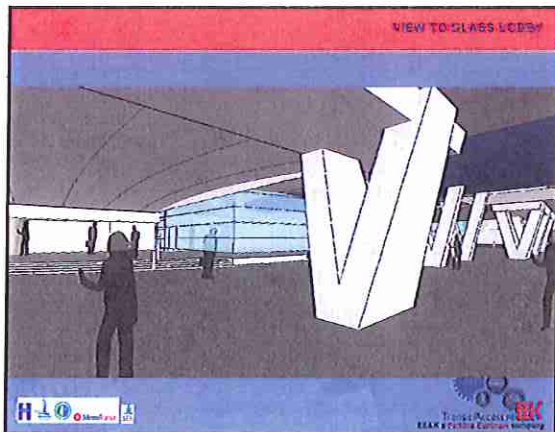
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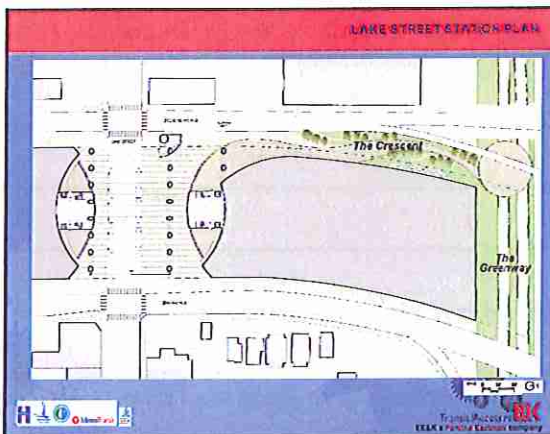
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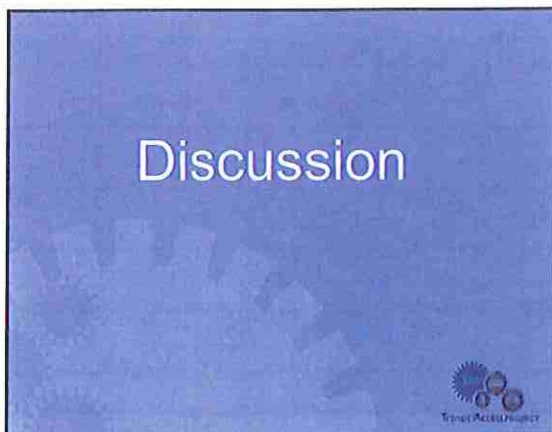
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