

City of Minneapolis

Request for Committee Action

To: Transportation & Public Works
Date: 5/3/2016
Referral: N/A
From: Public Works Department
Lead Staff: Jenifer Hager, Director Transportation Planning & Programming
Presented by: Jim Grube, Hennepin County
File Type: Resolution
Subcategory: Street Project

Subject:

Municipal Consent for the series of projects along I-35W between the I-94 Commons and approximately 42nd Street South, commonly referred to as the I-35W and Lake Street Transit Access Project, Chapter 152 Bridges Project and I-35W Rehabilitation Project.

Description:

Passage of Resolution approving of the final layout for the series of projects along I-35W between the I-94 Commons and approximately 42nd Street South commonly referred to as the I-35W and Lake Street Transit Access Project, Chapter 152 Bridges Project and I-35W Rehabilitation Project.

Previous Actions:

April 29, 2016 – Council Resolution calling for jurisdictional partners of the Transit Access Project to continue to work together to secure funding for the implementation of public art as part of the Transit Access Project.

June 5, 2015 – Council action – Authorized application submittal for TIGER 2015 grant to be used to implement the 35W Transit Access Project. The application will be a joint application between the City of Minneapolis and Hennepin County. If secured, the grant funding will be equally applied to the costs for local project elements.

November 14, 2014 – Council action – Authorized application submittal for federal transportation funds through the Metropolitan Council’s Regional Solicitation Program for High Quality Connection between Orange Line Transit Station at Lake Street and the Midtown Greenway Bicycle & Pedestrian Facilities.

September 25, 2012 – Council Resolution 2012R-495 – Supporting the project elements of the 35W Transit Access Project in cooperation with Hennepin County, the Minnesota Department of Transportation, and the Metropolitan Council.

January 29, 2010 - Council action – Authorized to execute a Cooperative Agreement with Hennepin County for cost participation in the 30% design of a transit station and improved access at Lake Street and I-35W.

December 7, 2007 - Council action – Authorized to negotiate, execute and cost participate in developing a new proposal focused on developing a fiscally responsible plan and providing a high quality inside lane multi-modal BRT station at Lake Street, a high quality connection to the Midtown Greenway and access at Lake Street.

December 7, 2007 - Council Resolution 2007R-640 – Supporting the development of a fiscally responsible plan and providing a high quality inside lane multi-modal BRT station at Lake Street, a high quality connection to the Midtown Greenway and access at Lake Street as part of the I-35W access improvements and Lake Street Reconstruction.

Ward/Address:

Wards 6, 8, 9, 10

Background/Analysis:

Access between I-35W and Lake Street has long been a goal of Lake Street businesses and surrounding neighborhoods. As such, prior to 2007, work to develop the Lake Street Access Project had progressed to concept approval. Unfortunately, the cost for this project was estimated to exceed \$500 million. It provided access, however, it did nothing to advance transit.

On December 7, 2007 the City Council passed a resolution directing staff to develop a menu of options for a fiscally responsible plan which was to include a high quality inside lane multi-modal bus rapid transit (BRT) station at Lake Street, a high quality connection to the Midtown Greenway and access to Lake Street with the highest priority given to regional efforts to promote the use of transit. Since then, the City of Minneapolis, in coordination with its partner agencies of Hennepin County, the Minnesota Department of Transportation and Metro Transit have been working together to develop the I-35W and Lake Street Transit Access Project which implements this direction. This included regular meetings, over the course of several years, of a Project Advisory Committee, comprised of community representatives from the adjacent neighborhoods and business leaders. The Project Advisory Committee (PAC) helped to shape the many components of the series of projects and they have formalized their support for the project in a letter dated March 25, 2015. This letter also makes clear the PAC's expectations for continued involvement through implementation of these projects.

It is now 2016 and the I-35W and Lake Street Transit Access Project is being presented for municipal consent. It provides for the high quality inside lane multi-modal transit station. This will be a regionally significant and iconic feature. It also provides for the high quality connection to the Midtown Greenway, a new southbound exit ramp to Lake Street and a new northbound exit ramp to 28th St East. The Transit Access Project is estimated to cost \$150 million; the full series of projects to be considered are estimated to cost \$345 million.

The full package under consideration for municipal consent:

- includes the full reconstruction of I-35W between the I-94 Commons and approximately 42nd Street South; and
- includes an in-line transit station at Lake Street, and
- includes a high quality connection between the transit station and the Midtown Greenway, and
- includes two new exit ramps, one to Lake Street from southbound I-35W and one to 28th Street from northbound I-35W, and
- includes the replacement of all bridges north of 32nd Street South, including the TH65 bridges in the I-94 Commons area and rehabilitation of the Portland Ave bridge over I-94; and
- includes the replacement of all noise walls in the I-94 Commons area and along I-35W south to approximately 35th Street South and the installation of an additional noise wall along the east side of I-35W between approximately Lake Street and the Midtown Greenway in the Phillips West Neighborhood; and
- will provide for a full managed lane/HOV lane for “transit advantage” in both the northbound and southbound directions between Downtown and the existing managed lanes at approximately 42nd Street South, and
- will include no expansion of general purpose lanes for the interstate, and

- includes local street improvements along Lake Street, 2nd Ave South, Stevens Ave South, 3rd Ave South, 4th Ave South and other short segments adjacent to the interstate.

The City has also been coordinating the full replacement of the 40th Street pedestrian bridge and the re-decking of the 38th Street South bridge with MnDOT. Neither bridge are part of the municipal consent package however both bridges are being developed in coordination with the series of projects.

The 38th Street South bridge re-deck project was initiated by MnDOT due to the condition of the existing bridge deck. The City is requesting geometric improvements with this project that will result in wider sidewalks, improved pedestrian accessibility, pedestrian scale lighting and an enhanced railing design.

The 40th Street pedestrian bridge replacement was initiated by the City. The City has been trying, unsuccessfully, to pull together a funding package for this bridge for a number of years. The City asked MnDOT to partner on the full replacement and they agreed. Additionally, the City is allocating some public art funding to further enhance the railing of the new bridge.

Approval of the series of projects will allow for detailed design to continue in anticipation of a June 2017 bid letting. As part of the statutory municipal consent process, the City has the ability to approve or disapprove the submitted layout.

Financial Review:

No financial impact.