

City of Minneapolis

Request for Committee Action

To: Transportation & Public Works
Date: 10/25/2016
Referral: N/A
From: Public Works Department
Lead Staff: Steven Hay, Transportation Planner, Transportation Planning and Programming
Presented by: Steven Hay, Transportation Planner, Transportation Planning and Programming
Christina Morrison, Metro Transit
File Type: Resolution
Subcategory: Street Project

Subject:

Municipal Consent and layout approval for the Orange Line 12th Street Transit Ramp.

Description:

Passage of Resolution approving the final layout for the 12th Street Transit Ramp as an update to the previously granted Municipal Consent for the I-35W Transit Access Project. The 12th Street Transit Ramp, the I-35W/Lake Street Transit Access project and the I-35W Rehabilitation project are all critical components of the planned Orange Line Bus Rapid Transit (BRT) system.

Previous Actions:

[16-00595](#) - [May 13, 2016](#) – Council Resolution approving municipal consent of the final layout for a series of projects along I-35W between the I-94 Commons and approximately 42nd Street S.

[16-00510](#) - [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.

[15-00628](#) - [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.

[July 18, 2014](#) – Council Resolution supporting the development and implementation of the Orange Line Bus Rapid Transit (BRT) service on I-35W from downtown Minneapolis to Burnsville.

[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:

Ward 7

Background/Analysis:

The Metro Transit Orange Line is a 17-mile planned highway BRT line between Minneapolis and Burnsville along I-35W. The I-35W corridor is one of the most heavily used transit corridors in the region, with approximately 26 weekday routes and 14,000 daily transit riders. The Orange Line BRT's all-day, frequent, bi-directional service will complement existing local and express bus routes in the corridor, provide competitive running times for station-to-station trips, and offer a new option for reverse-commute and weekend travelers. The project is expected to benefit existing users and attract new riders by improving transit facilities, access, service, and reliability on the I-35W corridor.

As part of the Orange Line BRT project, a reliable transit connection is required into and out of downtown Minneapolis to serve the bus lanes on Marquette and 2nd Avenues (MARQ2). This connection would benefit and be used by all transit buses including Orange Line and Express bus services, which is approximately 700 buses per day.

The proposed plan is a bi-directional flyover transit ramp for buses between 12th Street and I-35W/TH 65 with a westbound bus-only contraflow lane on 12th Street S from 4th Avenue S to 2nd Avenue S.

The bi-directional flyover transit ramp allows bus-only access to the inner travel lanes on I-35W. This adds reliability to the bus routing and avoids buses weaving from a right entrance to an inside managed lane downstream. The 12th Street Transit Ramp portion of the Orange Line project would tie directly into the MnDOT Transit Access project near the I-35W/TH 65 bridges over I-94.

The 12th Street Transit Ramp will:

- Provide direct access for buses to downtown and the MARQ2 Transit stops.
- Improve travel times for northbound and southbound buses.
- Relieve congestion at the 12th Street on-ramp and 11th Street off-ramp.
- Reduce weaving and dangerous maneuvers on I-35W/TH 65 when buses are entering or exiting.
- Not obstruct views of downtown Minneapolis from the south.

The 12th Street Transit Ramp is an integral component of the Orange Line BRT and will be included in the overall funding package for the project. Funding is expected to come from several sources including Federal, State, and Regional. No City funds are required for this project. The design plans for the 12th Street Transit Ramp will be included with MnDOT's design plans for the I-35W Rehabilitation/Transit Access project and will be bid out as a component of a single project.

Approval of the proposed layout for the 12th Street Transit Ramp 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.

Attachments:

1. Map and layout.