

CITY OF MINNEAPOLIS

# Orange Line – 12<sup>th</sup> Street Transit Ramp Municipal Consent Update

Transportation & Public Works  
Committee

Presented by: Steven Hay, Public Works TPP

# Municipal Consent Update

## Objective

Update to the previously approved Municipal Consent for a series of projects along I-35W between I-94 and 42<sup>nd</sup> Street South

(Council Resolution 16-00595 – 5/13/16)

# Series of Projects: I-35W

- Lake Street Transit Access Project
  - *Interchange, Transit Station, Lake Street Reconstruction*
- Chapter 152 Bridges Project
  - *Replacement of several bridges over I-35W*
- I-35W Rehabilitation Project
  - *Pavement rehabilitation, managed lane addition*

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- 12<sup>th</sup> Street Transit Ramp
  - *Transit connection between I-35W and Transit Lanes on Marquette & 2<sup>nd</sup> Avenues*

# Background

- *Access Minneapolis Downtown Action Plan* recommends creation of North-South transit spine on Marquette and 2<sup>nd</sup> Avenues (2007)
- US DOT Urban Partnership Agreement – Construction of MARQ2
- I-35W Series of Projects
- Orange Line BRT Project Development
  - Need safe, convenient, and reliable connection between I-35W and MARQ2 transit lanes

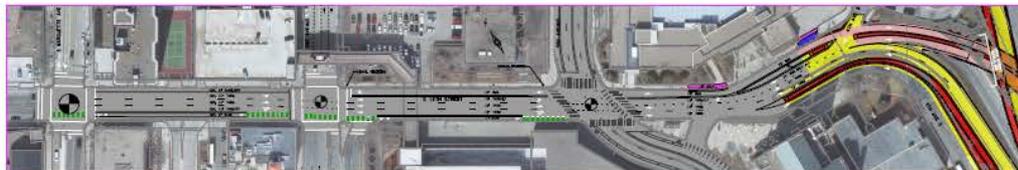
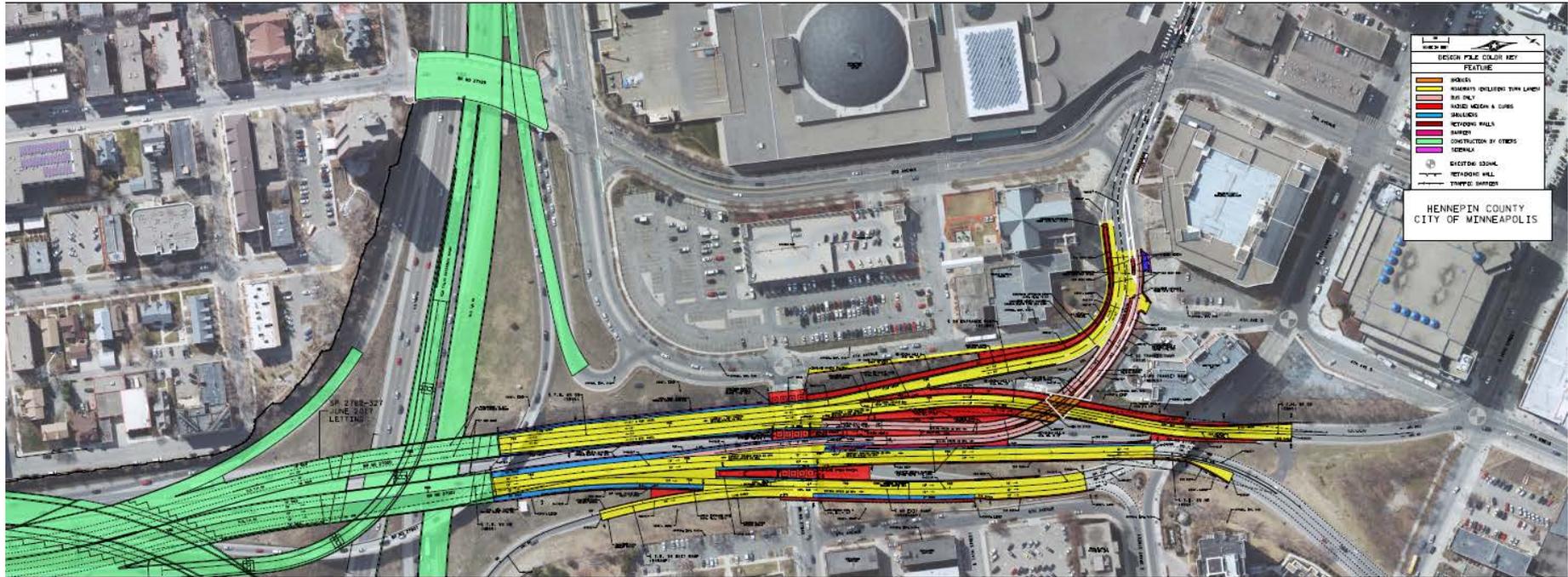
# Orange Line Downtown Access Study

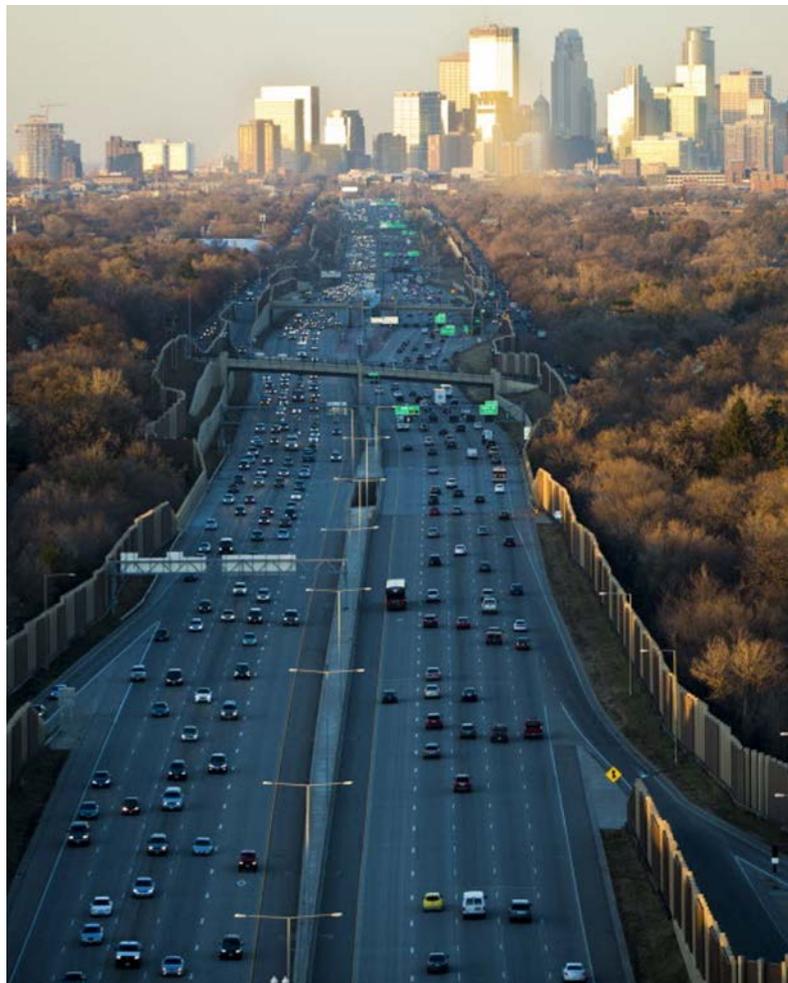
- Work Team – City, Metro Transit, MnDOT, FHWA

## Alternatives Considered

- 9<sup>th</sup> Street
  - 10<sup>th</sup> Street
  - 12<sup>th</sup> Street
- 
- Study Recommendation – 12<sup>th</sup> Street Transit Ramp

# 12<sup>th</sup> Street Transit Ramp Layout

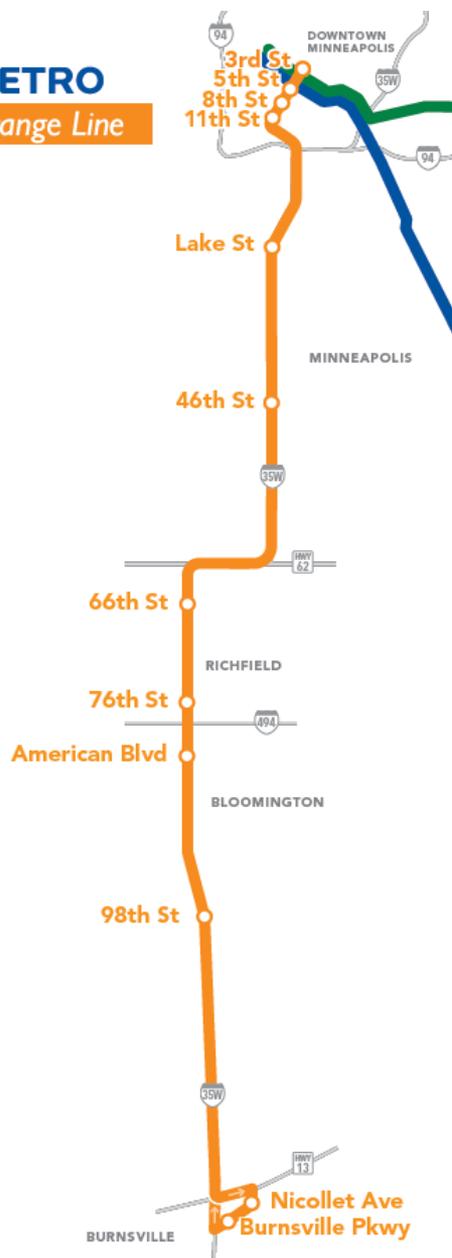




## METRO Orange Line: 12<sup>th</sup> Street Transit Ramp

Minneapolis Transportation & Public Works Committee  
October 25, 2016

Christina Morrison, Project Manager



## Regional Significance of 35W

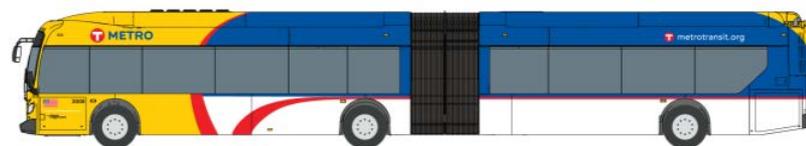
- Most heavily-traveled express bus corridor
  - 13,000 existing bus riders each weekday on 26 routes
  - Ridership projected to double by 2040 with BRT
  - 210,000 cars a day near Lake Street
- Who are Orange Line riders?
  - Riders who live in urban core car-free or car-light
  - Provides access to 30,000 suburban jobs and
  - Better serves all-day, evening, weekend markets
  - Better serves non-downtown trips, especially to the 494 corridor

# Orange Line Service

- 17 miles, 12 Stations
- 10-minute service during peak
- 15-minute service midday and night
- Service 20 hours a day, 7 days a week
- 12 low-floor, 3-door METRO buses
- Complete Project Development & engineering in early 2017
- Construction starts mid 2017
- Open for service in late 2019



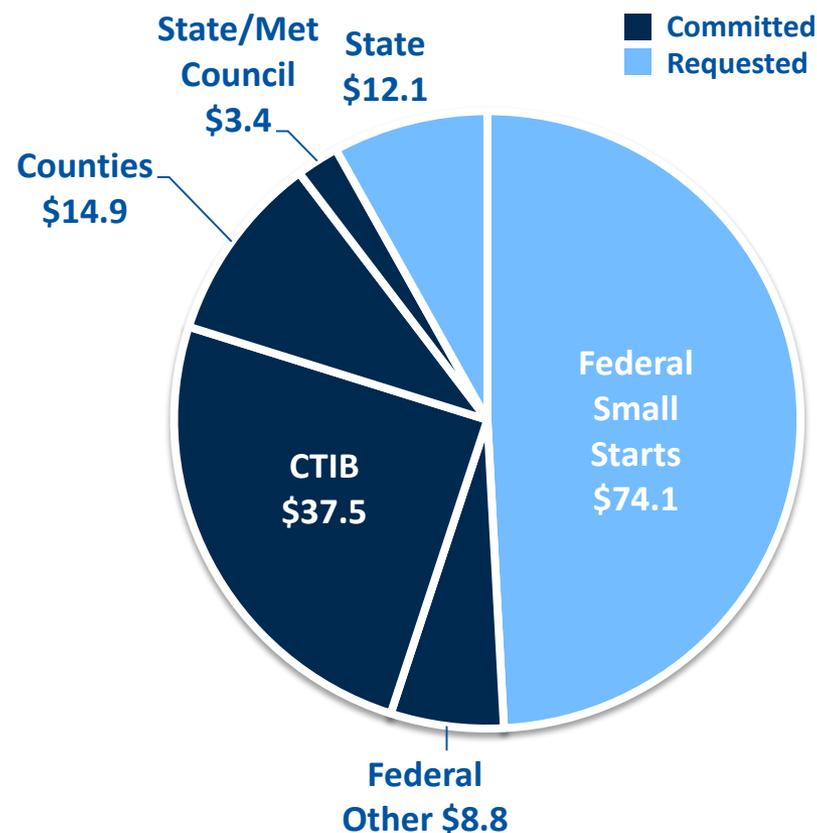
*Lake Street Station rendering*



# Orange Line Funding Plan

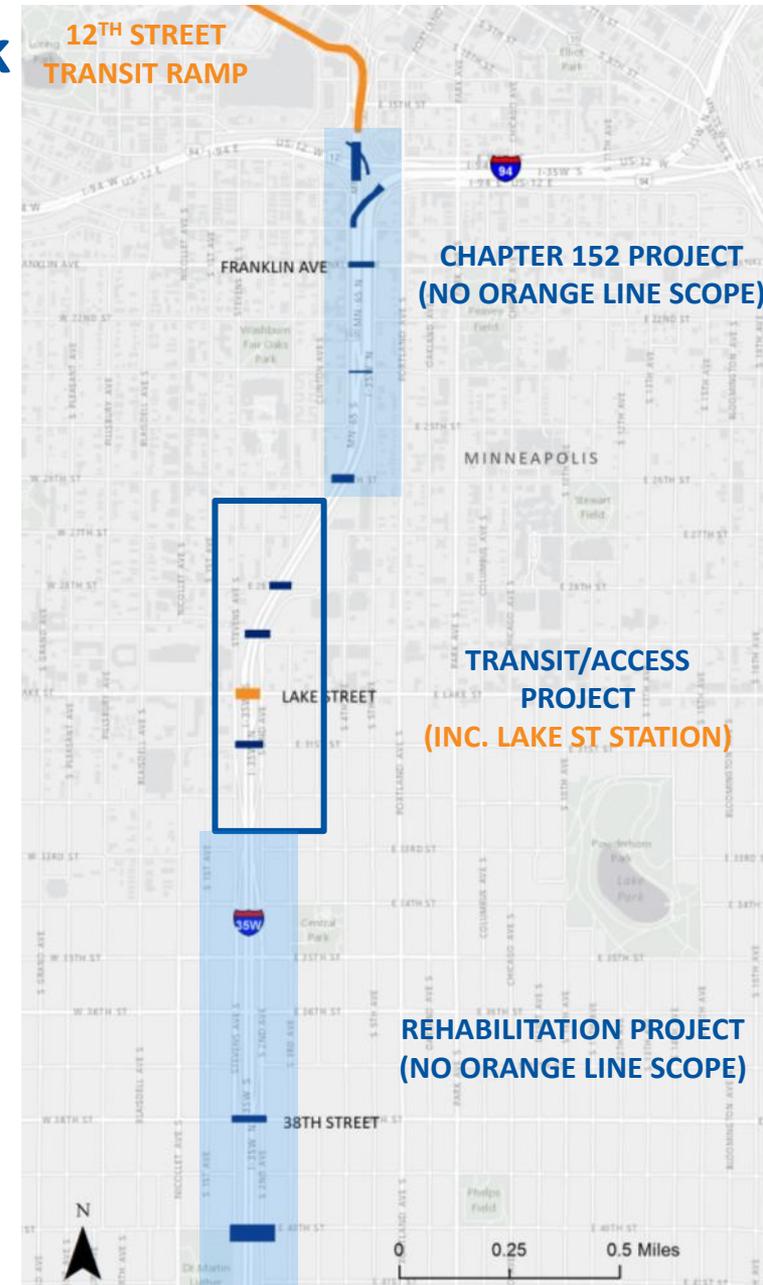
- \$150.7M capital cost
  - Includes about \$15M for 12<sup>th</sup> Street ramp, about \$50M for Lake Street Station
- Small Starts Submittal
  - 84.2% of non-Small Starts match committed (\$64.52M)
  - Seeking simplified financial review that would provide an automatic high financial rating
- Remaining funding needs include:
  - \$12.1M state share
  - \$74.1M Federal Small Starts Funding

Anticipated Capital Sources, in Millions



# \$360M of Upcoming 35W MnDOT Work

- Coordinated construction with MnDOT Projects, partnership with Hennepin County and Minneapolis
- Estimated \$64M Orange Line scope in coordinated MnDOT construction
  - Includes 12<sup>th</sup> St Ramp and Lake St Station and transit bridge, related work
  - Constructing the projects together reduces complexity, construction impacts and duration, and costs

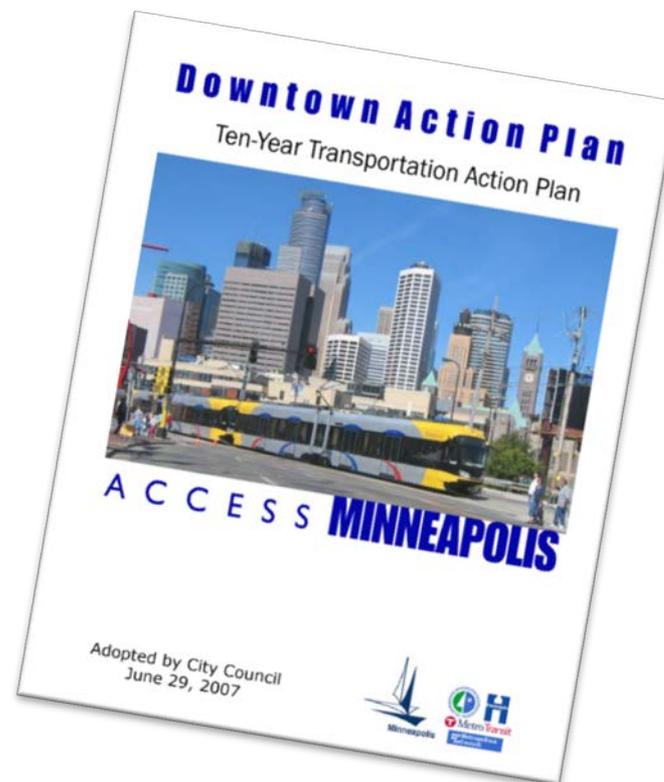


# Access Minneapolis: Downtown Transportation Access Plan (2007)

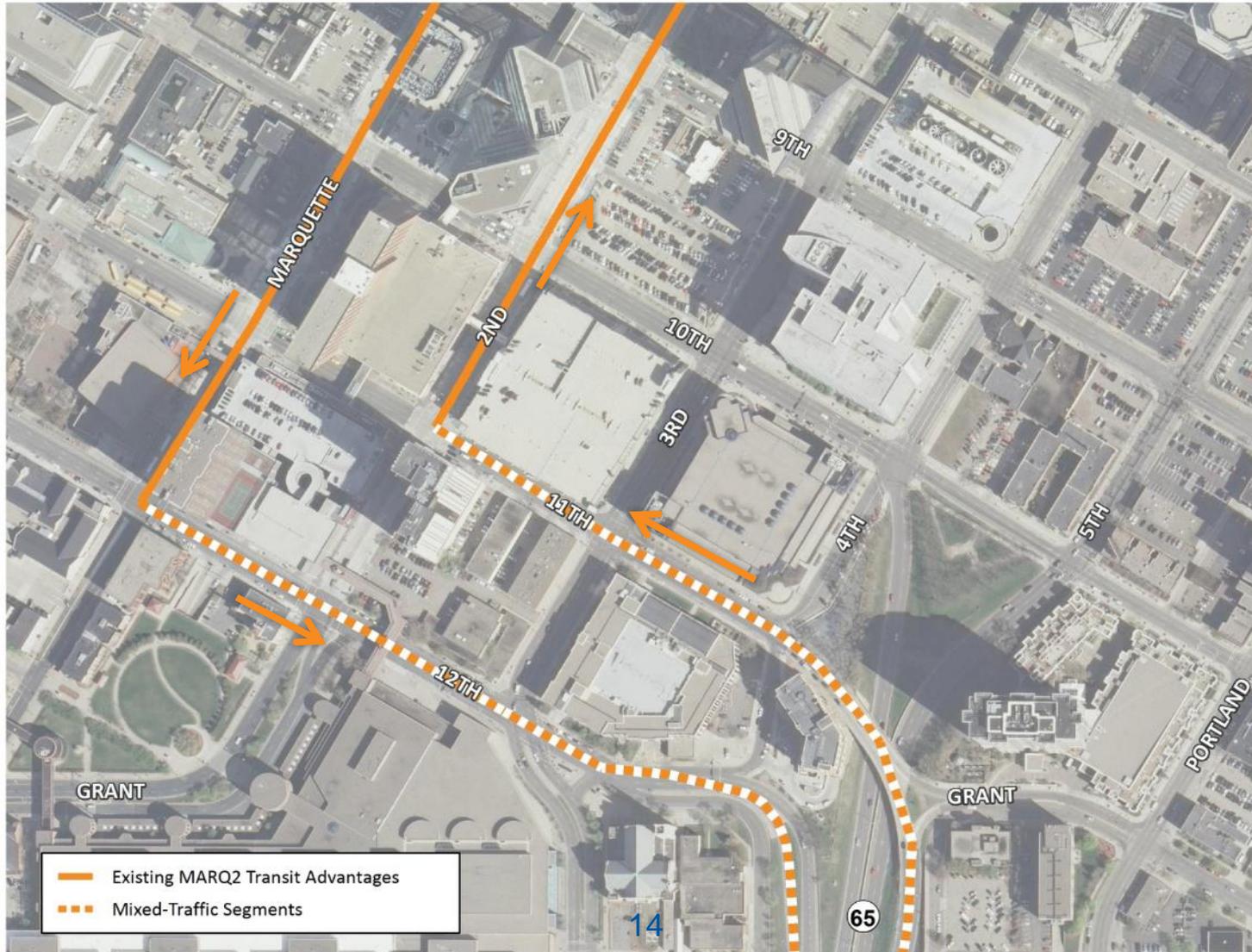
## Transit Action 6:

“BRT lanes will need to connect to the downtown north-south transit spine [MARQ2] as directly as possible.”

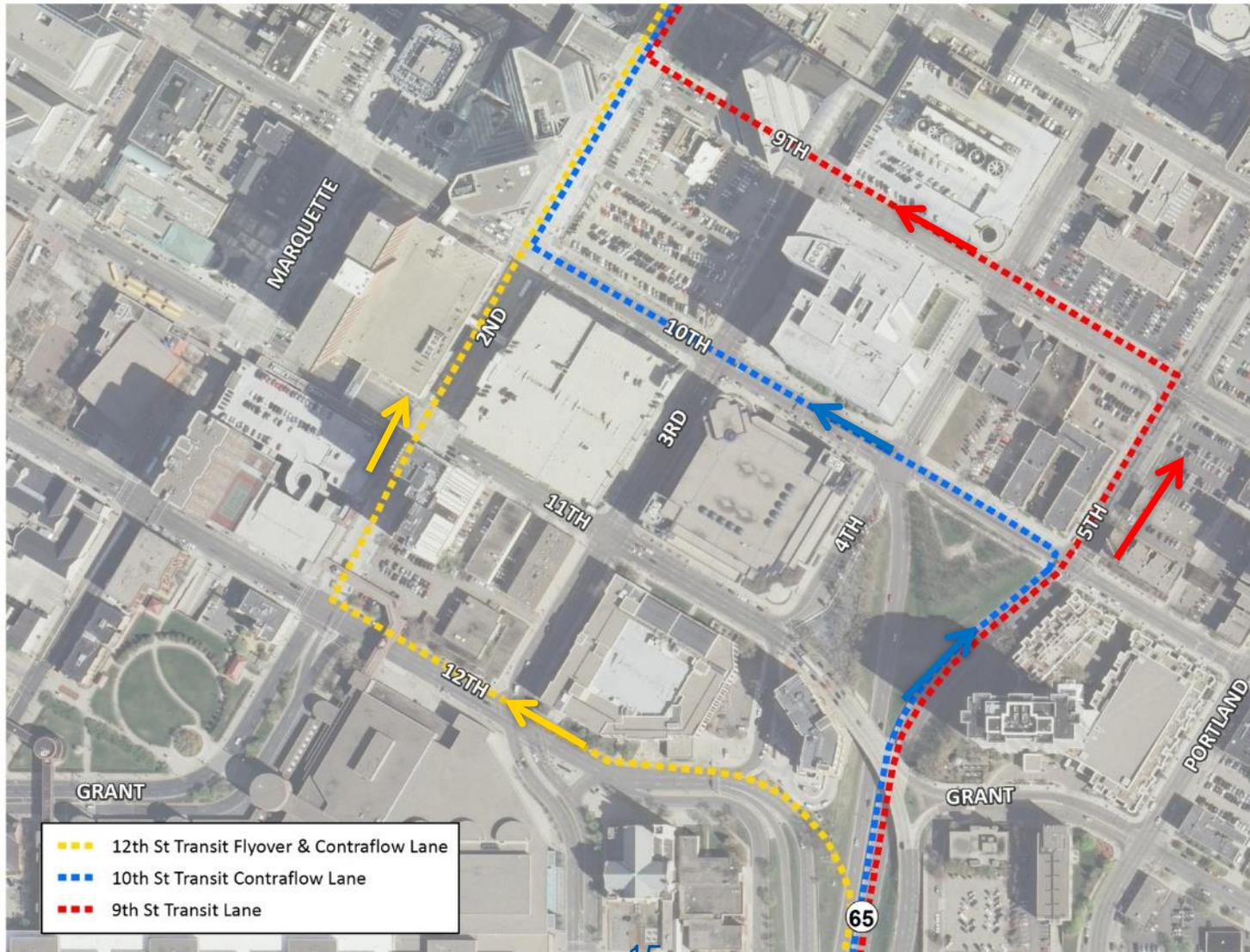
“This may, at some point in the future, require reserved bus lanes between 2nd/Marquette and I-35W along 11th and 12th Streets.”



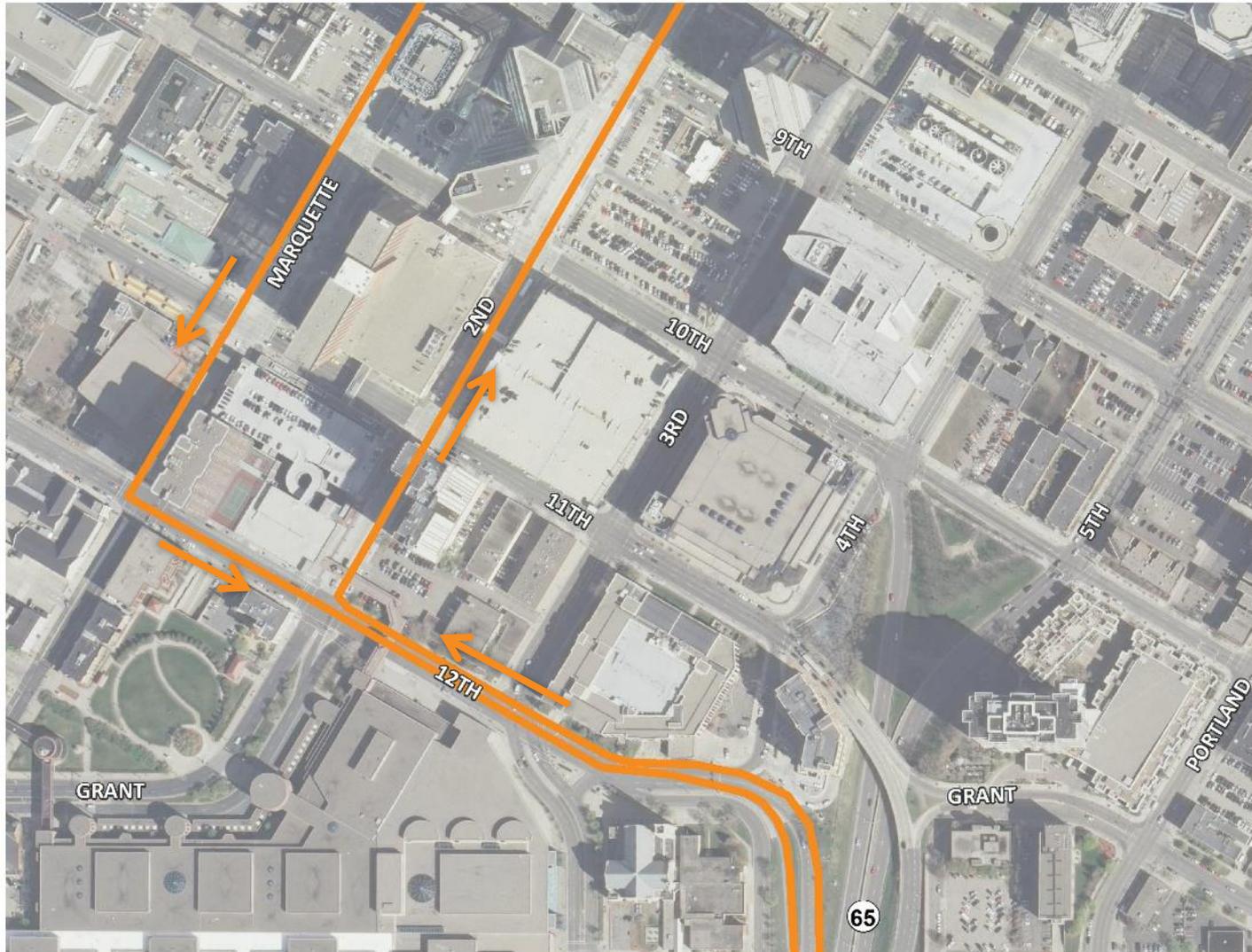
# Existing MARQ2/Orange Line Routing



# Downtown Routing Concepts Studied (2014 - 2015)



# Preferred: 12<sup>th</sup> Street Routing in both directions



# 12<sup>th</sup> Street Transit Ramp

- New bidirectional ramp and contraflow lane
- Serves Orange Line and all 35W express bus routes
  - 100 buses per peak hour in the peak direction
  - 700 bus trips per day
- Seamless connection into and out of MARQ2 transit lanes
- Alleviates one of the worst congestion pinch points in the regional transit network

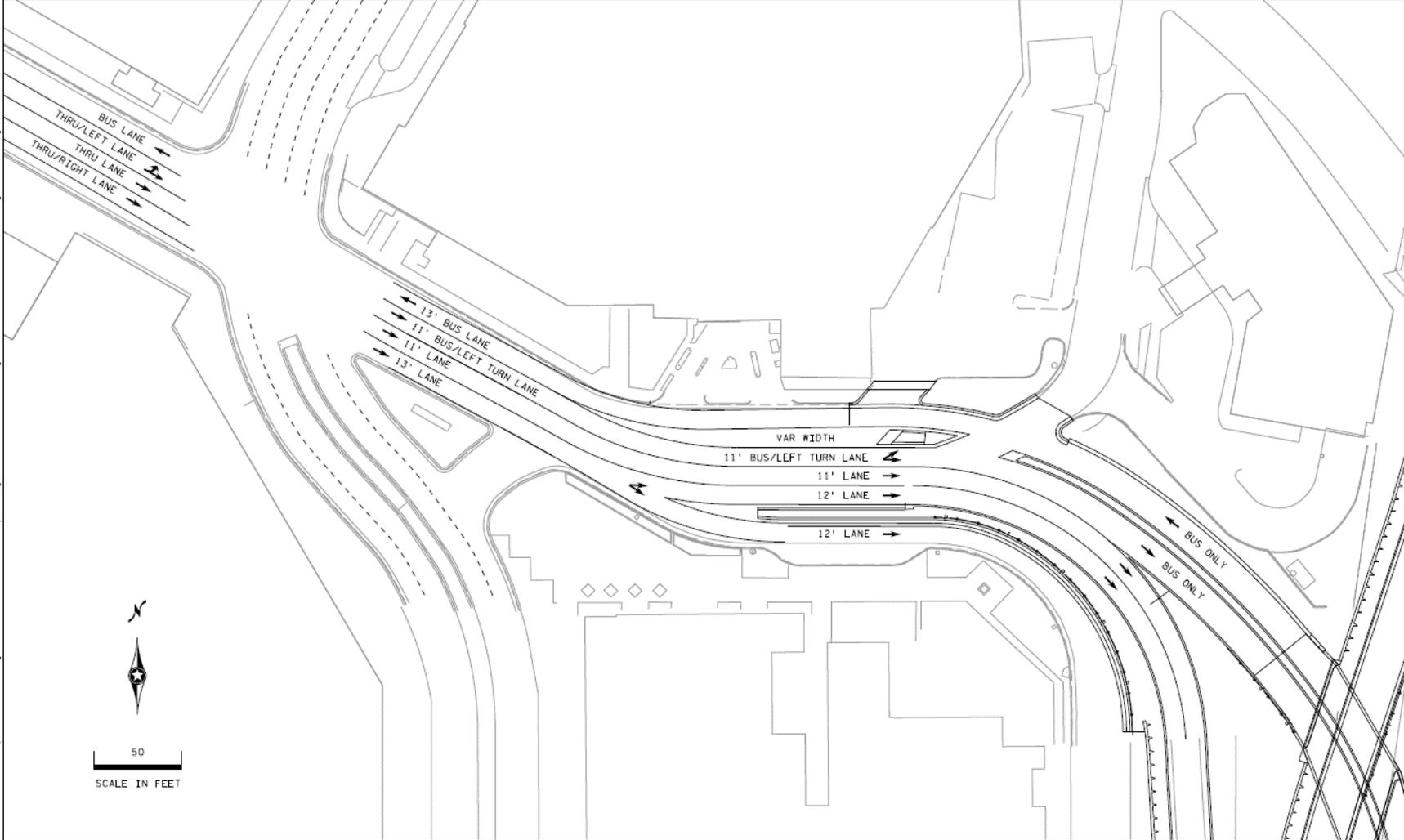


*Existing Conditions on 12<sup>th</sup> Street Ramp*





# 12<sup>th</sup> Street Layout





**T METRO**  
Orange Line



Get more information or sign-up for our e-newsletter at  
[www.metrotransit.org/orangeline](http://www.metrotransit.org/orangeline)

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