

I-35W Past, Present, and Future: METRO Orange Line

2018 State Public Transportation Partnerships Conference

Charles Carlson

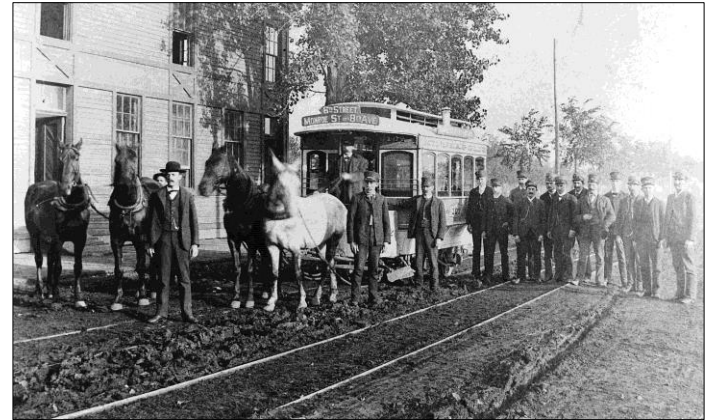
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Metro Transit: A Twin Cities tradition for nearly 150 years

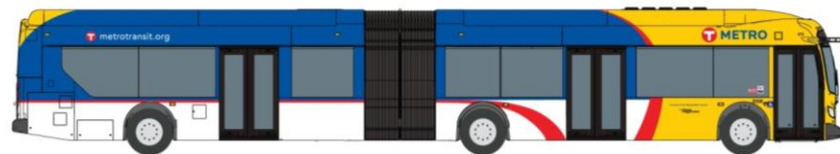
- 1872: first horse-drawn streetcars
- 1920: 238 million rides
- 1931: 523 miles of streetcars
- 1954: buses fully replace streetcars
- 2004: Introduction of light rail
- 2016: First bus rapid transit line
- 146-year history marked by continuous evolution... and periodic reinvention



METRO Orange Line



- FTA Small Starts BRT Project
- Construction underway, applying for full funding grant Q3 2018
- Service begins 2020
- 12 stations, 17 miles
- All-day, frequent station-to-station express service
- 14,000 avg. weekday rides on I-35W
- Serves 30,000 jobs outside of downtown Minneapolis



Today's Presentation

- How we got there: The 50 Years before I-35W
- How we got here: The Past 50 Years of I-35W
- Where we're headed: The Next 50 Years
 - I-35W partnership in Minneapolis
 - Integrating frequent transit in the suburbs: The Orange Line

The First 50 Years: Streetcars Enable Development



- Electric Streetcars introduced by 1890
- Rapid expansion fueled by real estate
- The original TOD

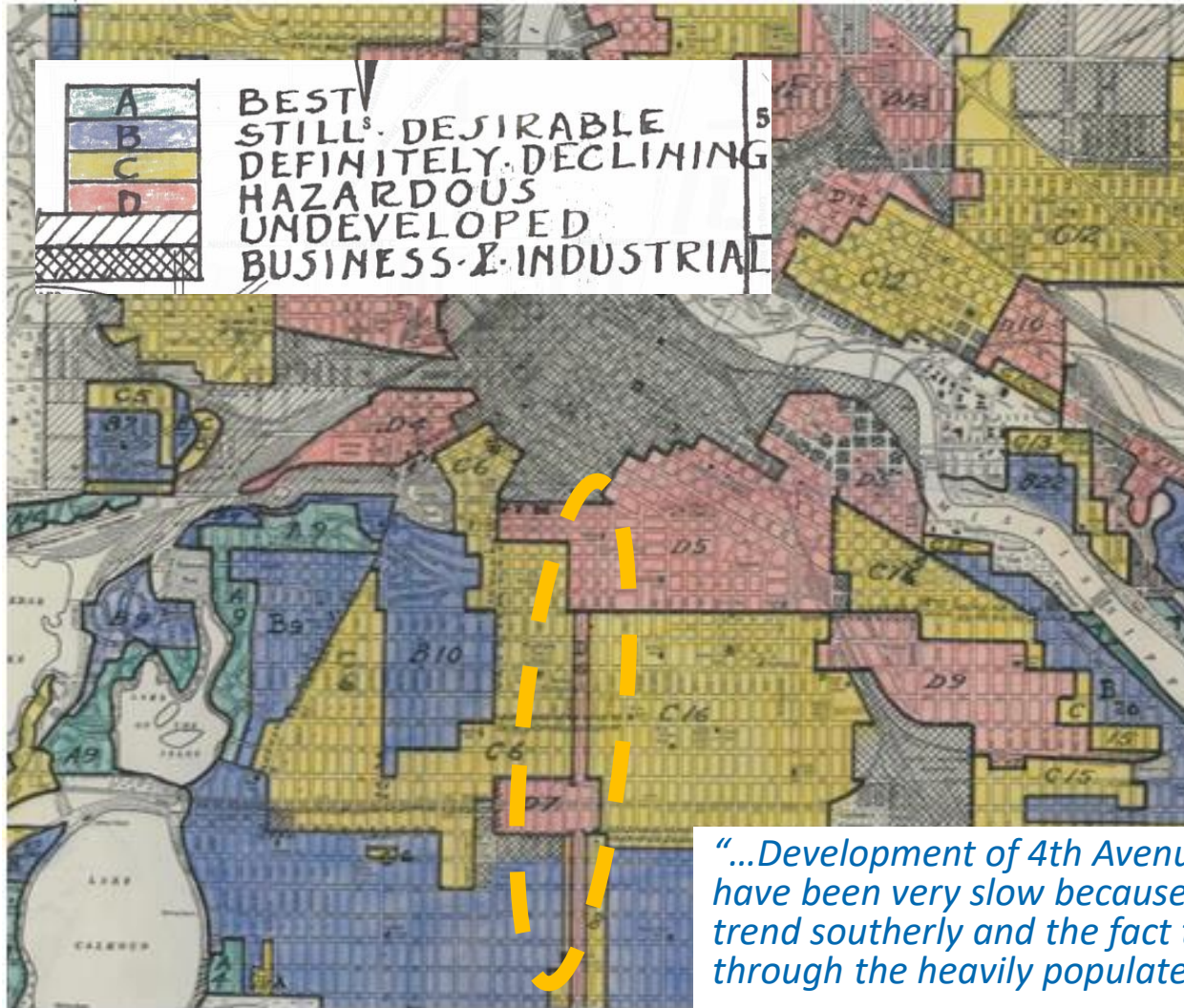
1953?. "Streetcar loading at the Honeywell Plant, Minneapolis, Minnesota."

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Minnesota Streetcar Museum, Accessed August 8, 2018.

<https://reflections.mndigital.org/catalog/msn:105>

The First 50 Years: Discrimination and Opportunity



1934 Home Owners Loan Corporation Map

- Redlining practices pre-determined opportunity to create and generate personal wealth
- 1950s highway land acquisition principles of economy, path of least resistance

"...Development of 4th Avenue, south of 38th street, have been very slow because of the continued colored trend southerly and the fact that the street car runs ... through the heavily populated colored section."

-HOLC Description of area later demolished for I-35W

The Past 50 Years: Building today's highway



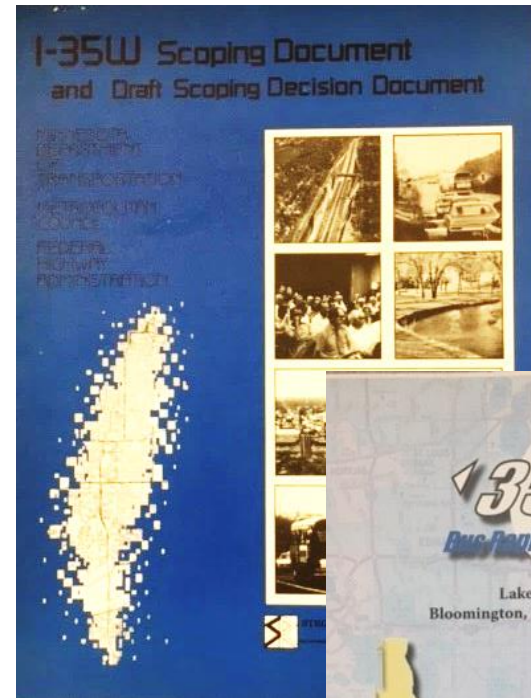
35W Construction ~1960. Hennepin History Museum via Old Minneapolis

- Highway planning 1930s-50s
- Construction began 1959
- Open to downtown 1967
- Only partial access to/from I-35W
 - Cut off neighborhoods and businesses along Lake St
 - Cut off access to opportunity
- Gridlock occurred by 1969
- Start of 50 years of debate and discussion over expansion (and the alternatives)

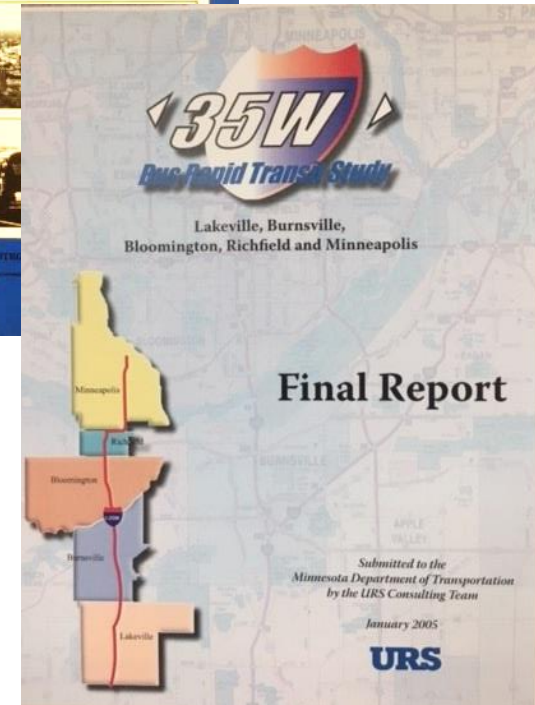


The Past 50 Years: Transit Development

- 1971- First express bus service
- 1980s-1990s Study of corridor for LRT, freeway expansion and reconstruction. Later cancelled due to lack of funding
- 1990s- Repackaging of projects, incremental transit expansion
- 2005- Legislature funds study of 35W for BRT Improvements
- 2010- Urban Partnership Agreement sets stage for BRT



1988



2005

BRT built incrementally...over four decades



46th Street Station



HOT Lanes



Downtown bus lanes & stations

The Past 50 Years: Lake Street Bus Stop Access



Inaccessible station on I-35W at Lake Street

Preparing for the Next 50 Years

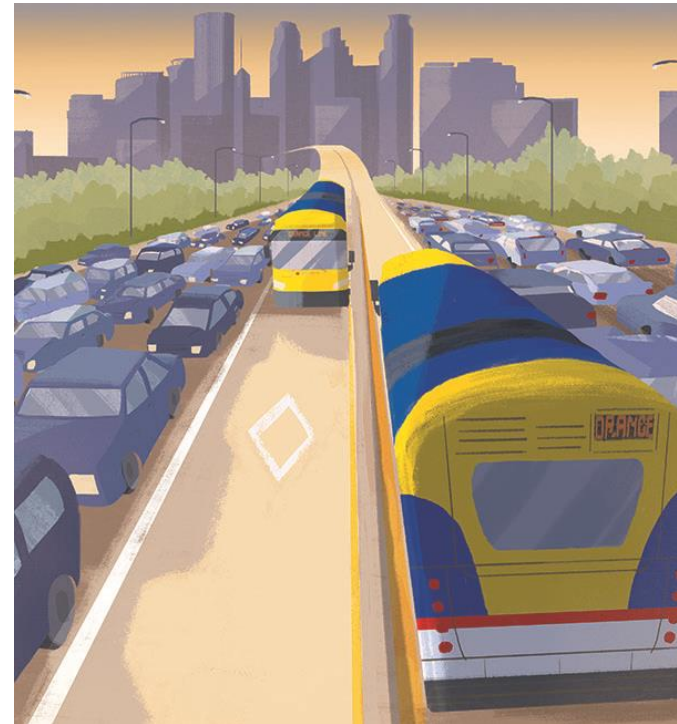


- Project Details
- Partnership
- Environmental Coordination
- Project Budget
- Construction Progress

July 2018: Lake Street Station site earthwork underway

35W@94 Partnership: Project Benefits

- Improved roadway- new pavement replaces 50-year old highway
- Additional access to Minneapolis
- New congestion-free travel option in/out of downtown Minneapolis with MnPASS Express lane, transit
- Online station for Orange Line BRT at Lake Street
- Direct transit ramp into downtown Minneapolis at 12th Street



Partnership: Orange Line and MnDOT's 35W@94 Project

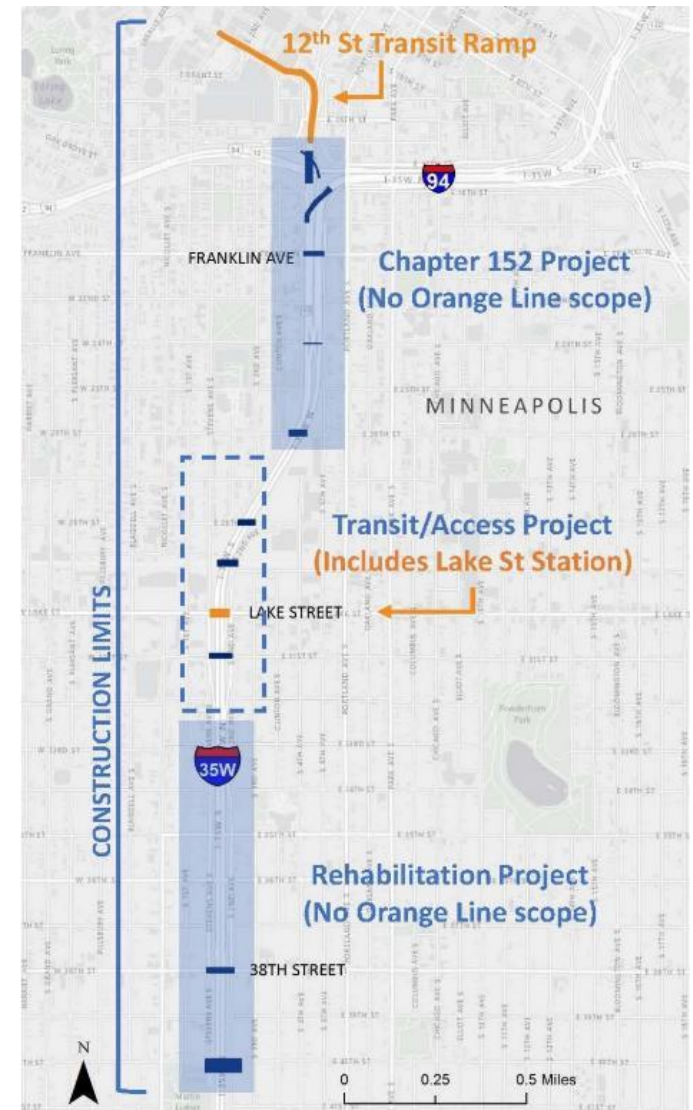
MnDOT's 35W@94
Project

\$239M

FHWA, MnDOT,
Hennepin County,
Minneapolis

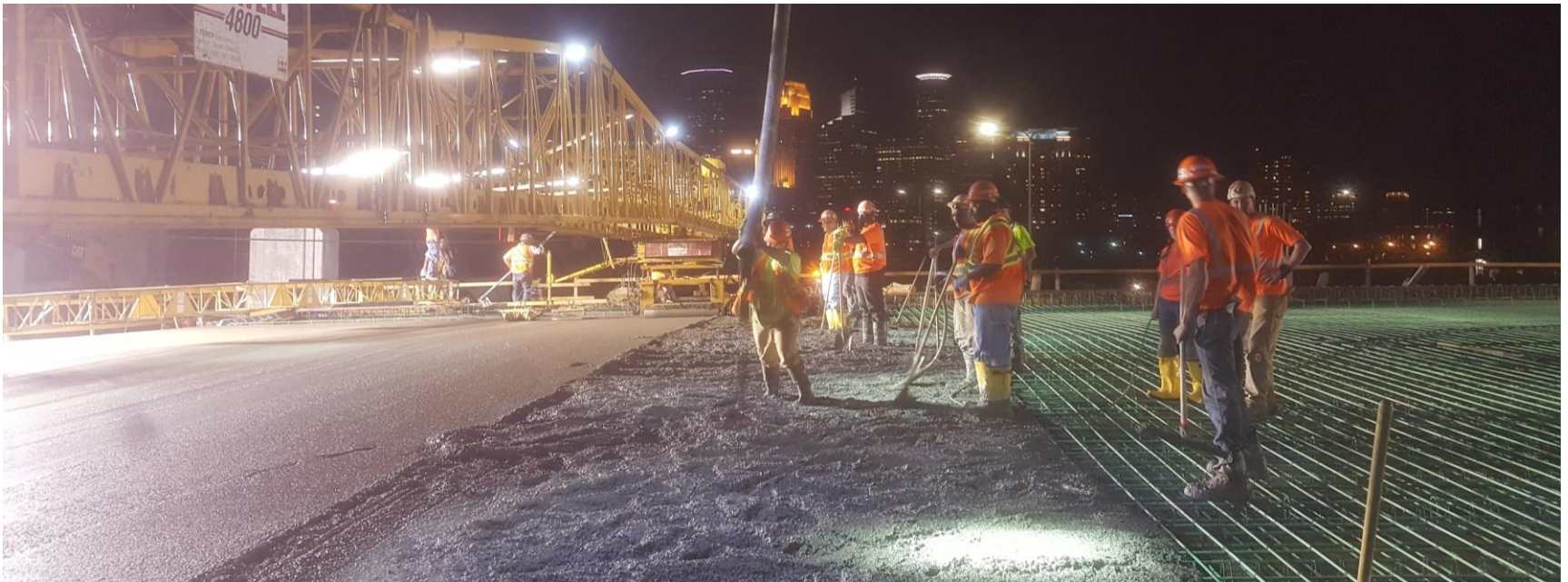
Lake St
Station +
12th St
Ramp

Orange
Line BRT
\$150M FTA
and Metro
Transit



Federal Partnership- Combining Environmental Processes

- Lake Street station included in county-prepared Environmental Assessment for broader highway project, for FHWA
 - FONSI received from FHWA in August 2016
- Metro Transit prepared Documented Categorical Exclusion for FTA
 - FHWA reviewed in April 2016 at request of FTA
 - FTA concurrence provided in December 2016

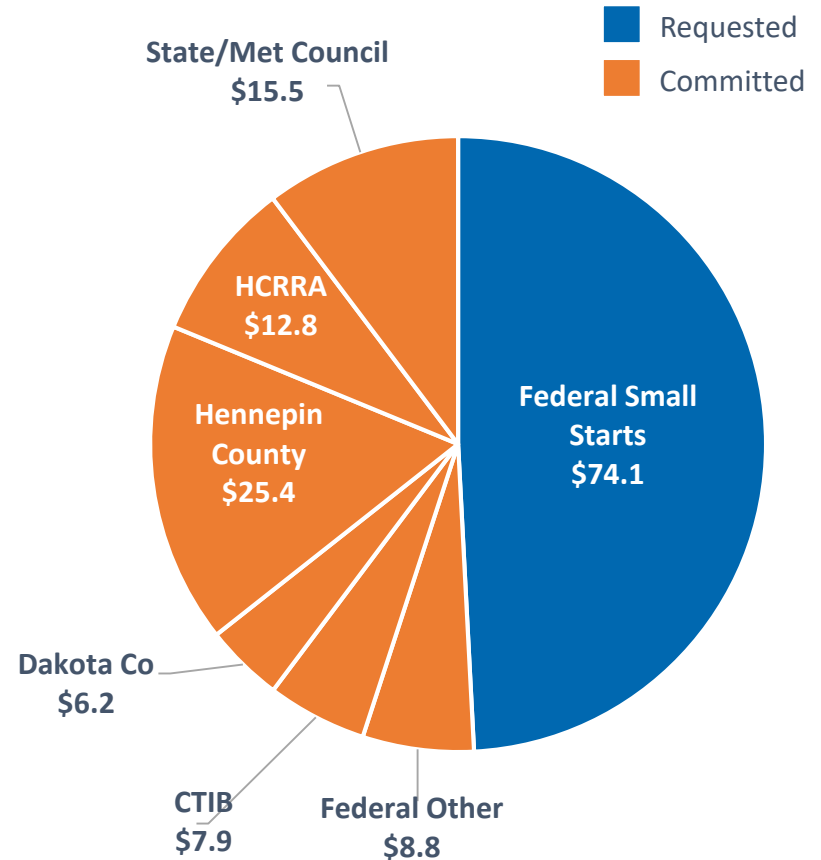


2018 Franklin Ave Bridge Deck Construction

Partnerships: Orange Line Project Budget

- Project Budget \$150.7M
 - ~\$50M in MnDOT Project
 - \$100M Other Orange Line Scope
- Funding Partnership
 - 49% FTA Small Starts (requested)
 - 6% Other Federal Transit Funding
 - 35% Local Funding from Hennepin County and Dakota County
 - 10% State of Minnesota
- Local dedication, federal LONP allowed construction to begin

Capital Sources, in Millions



The Next 50 Years- Lake Street Station

Existing Lake Street Level



Planned Lake Street Level



Existing Access



Planned Access



12th Street Ramp Access to Minneapolis CBD



Construction Now Underway!



<http://www.dot.state.mn.us/35w94/webcam.html>

35W@94: Construction Schedule



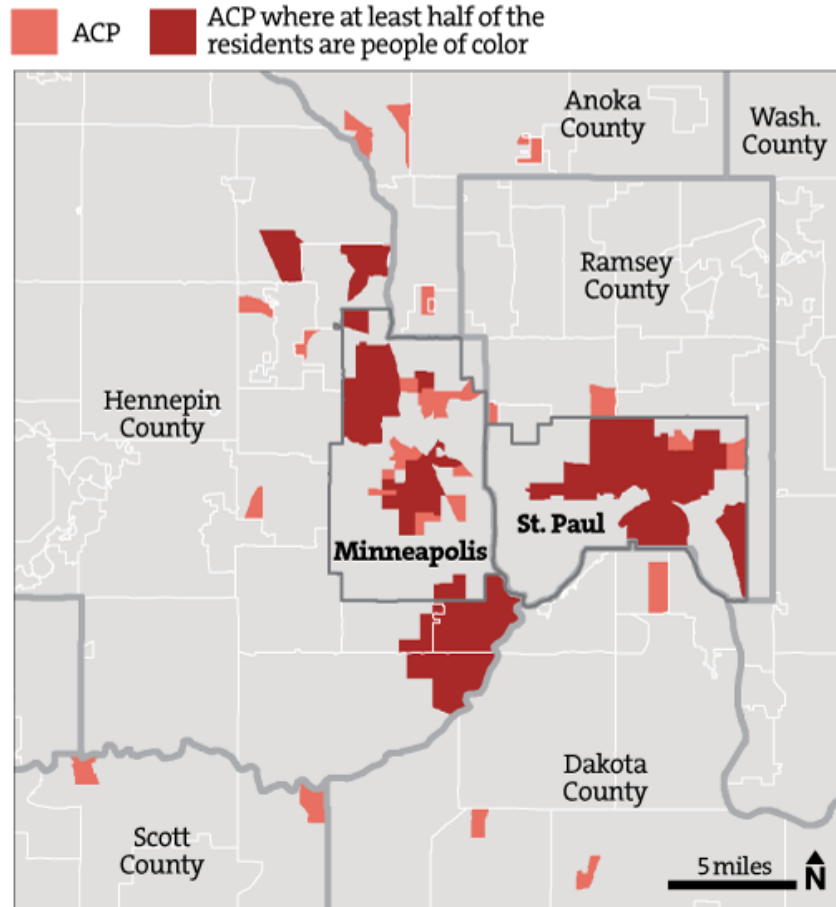
- Notice to Proceed 8/21/2017
- Heavy construction spring 2018 - 2021
- 5 overlapping stages
- Interstate access closed up to 4 years
- Full downtown access closure June-October 2018
- Complete Fall 2021

The Next 50 Years- Opening 2021



The Next 50 Years: Completing the Orange Line

Areas of concentrated poverty (ACP) in the metro area



Source: Metropolitan Council

RAY GRUMNEY • Star Tribune

- Disparate outcomes persist along racial and ethnic lines
- The Twin Cities region has some of the nation's biggest disparities
- Suburban/rural poverty increased 92% from 2000 to 2013
- Jobs continue to decentralize
- Transportation and housing contribute to disparate outcomes

The Next 50 Years- Reversing automobile exclusivity

- Strong movement in Twin Cities suburbs to retrofit streets, increase safety of biking and walking
- Significant examples in the Orange Line corridor
 - Richfield
 - Bloomington
 - Burnsville
- Redevelopment opportunities continue pedestrian orientation
- Challenge: extending transit to larger walkable employment concentrations

76th Street, Richfield, MN



66th Street, Richfield, MN



Nicollet Avenue, Burnsville, MN



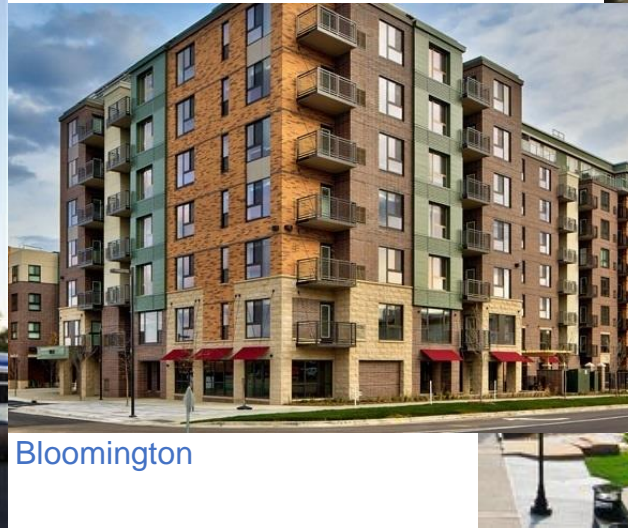
The Next 50 Years- put transit where people want to be



Burnsville



Richfield

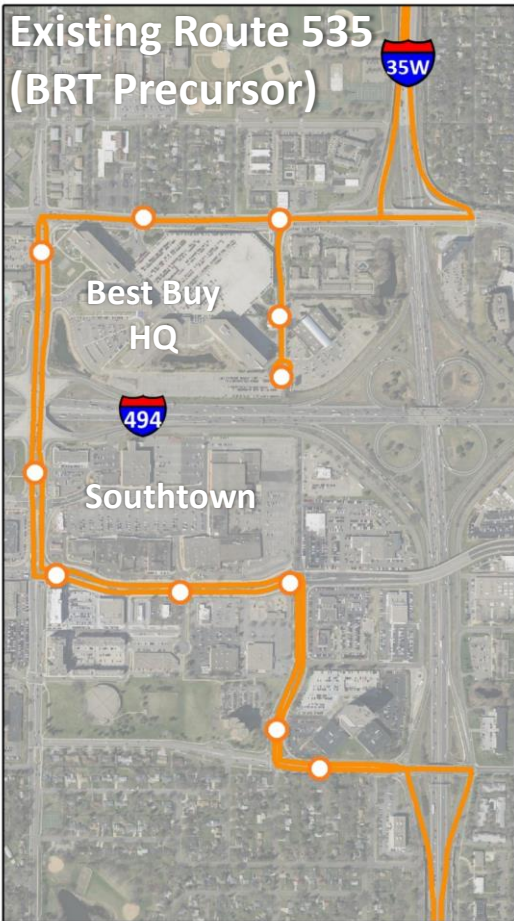


Bloomington



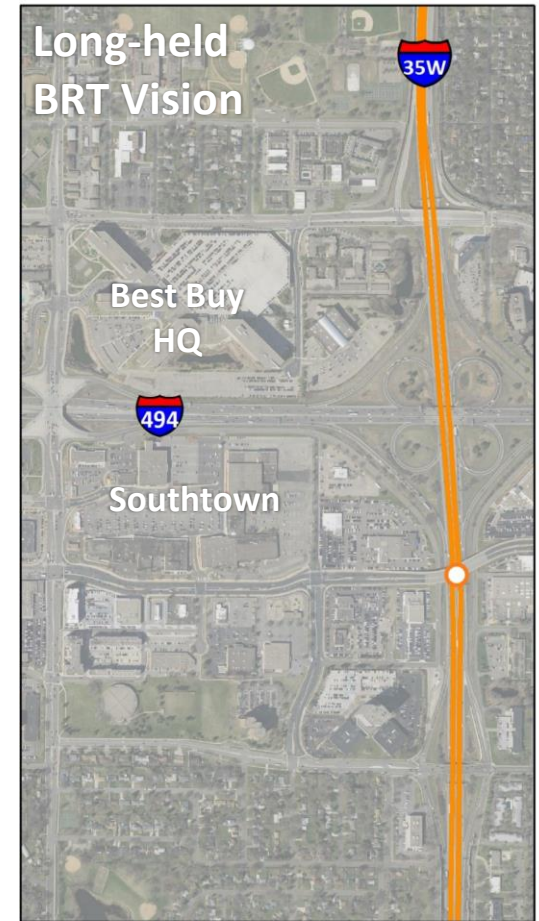
Considerations for Station Siting

Existing Route 535
(BRT Precursor)



- Population served
- Functional access
- Speed of bus
- Operations
- Connecting Service

Long-held
BRT Vision

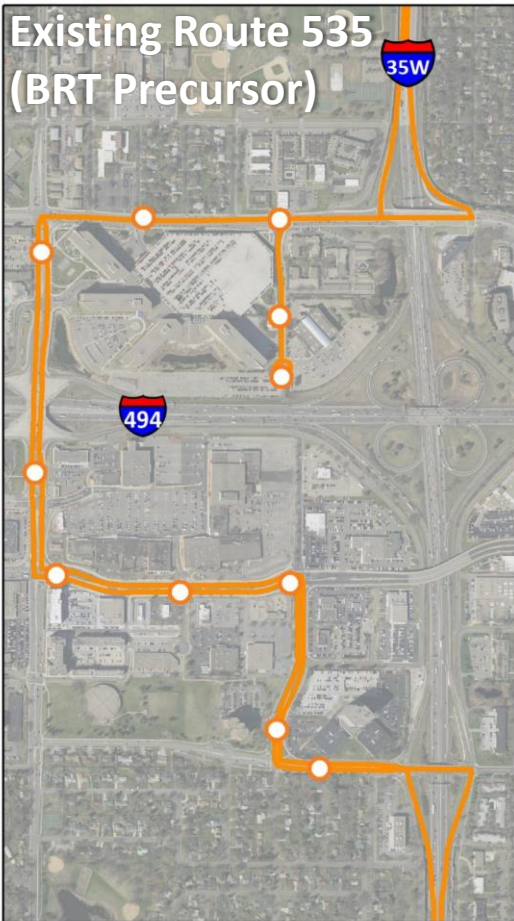


MORE ACCESS

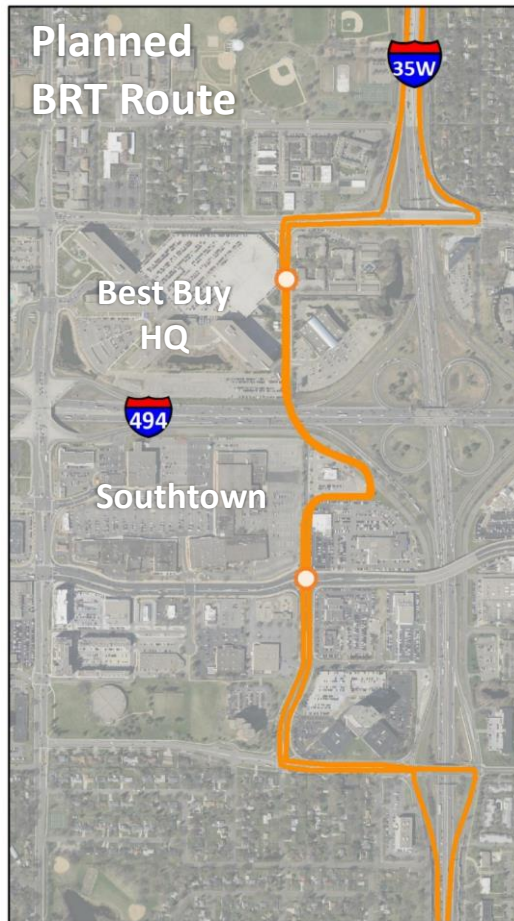
FASTER SERVICE

Access vs. Speed

Existing Route 535
(BRT Precursor)



Planned
BRT Route



Long-held
BRT Vision

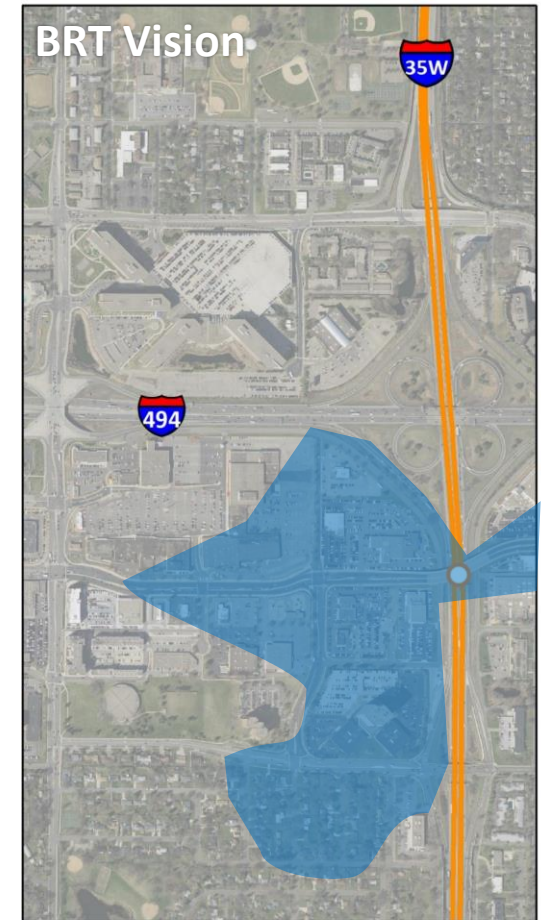
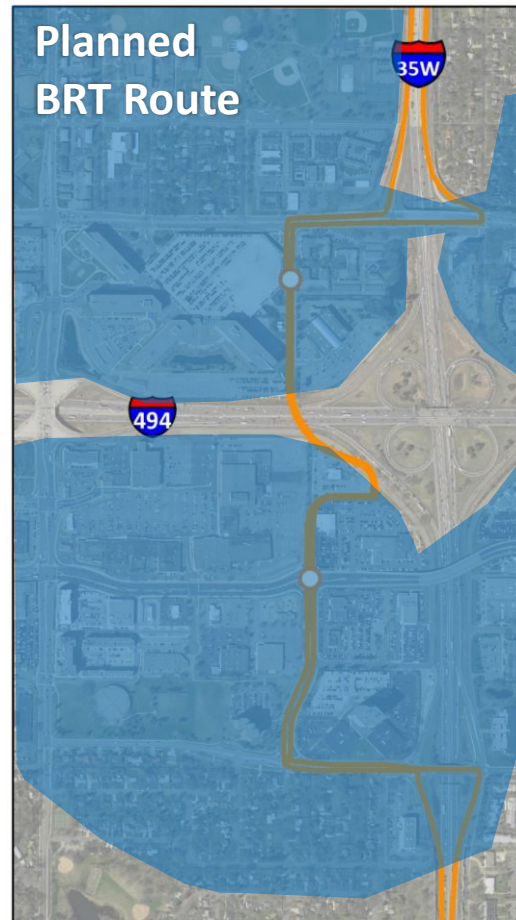


← MORE ACCESS

FASTER SERVICE →

Understanding suburban walksheds

- I-494 was not considered as a barrier in previous visioning process
- Ensure walk access is functional



Best Buy HQ Existing Conditions



The Next 50 Years- Orange Line at Best Buy HQ



The Next 50 Years- Partnerships Make it Possible

- Orange Line construction plans nearly shovel-ready
- Preparing for fall 2018 letting and 2019 construction start, pending full project funding
- Small Starts application submittal planned August 2018
- Construction 2019-2020, precedes larger MnDOT I-494 project 2020+
- Visit us to ride the Orange Line in 2021!





www.metrotransit.org/orangeline

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