Project Updates

- Small Starts project information submitted to FTA on Sept. 8
  - Costs unchanged
    - $150.7M with plans at 60% (Orange Line) and 100% (Lake and 12th St)
    - 22.5% unallocated contingency
  - Updated Project Management Plan
12th Street Protected Bikeway

Project Overview

• Implement a protected bikeway on 12th Street from 2nd Avenue S to 3rd Avenue S.
• Bikeway will be one-way initially with conversion to two-way in the future if/when Grant Street Bikeway is implemented.
• Requires widening sidewalk on south side of 12th Street by at least 5 feet.
• Requires moving or replacing existing bus shelter
• Coordination with Metro Transit Orange Line BRT & Minneapolis Convention Center
Grant Street Protected Bikeway
From Willow Street to 3rd Avenue (via 2nd Avenue & 12th Street)
12th Street Bikeway
Existing Conditions
12th Street Bikeway
Existing Conditions
Similar Project – Park Avenue

At corner of 4th Street
Similar Project – Park Avenue

At garage entrance showing drive apron
Similar Project – 7th St & TH 55
Similar Project – 7th St & TH 55
12th Street Bikeway Layout
12th Street Bikeway Cross Sections
MnDOT Update – 35W/494 Interchange

Turbine Layout with 3 Loop Ramps

- Interchange movements
- Local access movements

76th Street
BRT
Orange Line
American Boulevard
Knox Avenue
82nd Street
Penn Avenue
Lyndale Avenue

MATCH LINE 2 - SEE INSERT

METRO Orange Line
Knox Avenue Aesthetics

- Grey concrete
- Darker grey trail buffer
- LED uplighting at bridge girders
- White or color-changing
Bus Procurement

- Buy vehicles through existing or new Met Council bus contract
  - Current contract for articulated buses includes 83 base order buses open through Q1 2019
  - 88 option buses included in contract (C Line, D Line, Orange Line, other BRT)
  - Optional bus rapid transit-related vehicle upgrades that support Orange Line service
- 12-month NTP to delivery timeline for articulated buses
I-35W & 98th St Workshop Outcomes

Transportation
• Need to improve pedestrian connections, access to future station
• Identification of unsafe or inaccessible crossings, possible bikeway corridors

Land Use
• Wealth of existing destinations
• Replace underutilized surface parking and industrial storage buildings with higher-density mix of transit-oriented uses
• Identification of key redevelopment sites

Sustainability
• Concerns about affordability and food access
• Desire for more affordable, workforce housing units on the east side of I-35W
• Possibility for land bridge or pedestrian bridge for east-west connection?
Next steps

- City of Bloomington is currently creating a work plan for the station area plan, gathering existing condition data, and developing outreach efforts.
- Planning process is expected to be completed in 2018.
MnDOT awarded contract to Ames Lunda Schafer team to build highway and bridge project, including Lake Street and 12th Street Ramp

Kickoff tour with media and policymakers

Partnership agreement between Metro Transit and MnDOT now executed

Construction is beginning, focused primarily on Portland and Franklin Avenues

Sign up for project emails at www.dot.state.mn.us/metro/projects/i35w minneapolis/
Project Look Ahead

• Revisit 35W phasing schedules with MnDOT and selected contractor
• Continue to seek $74.1M FTA Small Starts funding
  • Monitor FY18 appropriations process
  • Prepare materials for Small Starts Grant Agreement readiness review and application
• Complete design of 11 stations and Knox Avenue Transitway
• Review appraisals for right-of-way (ROW) needs
• Seek Council and county approval to acquire project ROW
• Finalize third party agreements
• Continue public outreach and communication