METRO ORANGE LINE

• 16-mile Bus Rapid Transit line
• 11 transit stations with enhanced amenities
• All-day, reliable, frequent service
• Real-time information at stations
• Accessibility and pedestrian improvements
• New Park & Ride lot near American Boulevard
• Expected to open in 2019
Routing Options Studied in 2013

<table>
<thead>
<tr>
<th>Orange Line with Two Knox Stations</th>
<th>Orange Line with One I-35W Station</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>BRT Travel Time</strong>&lt;br&gt;between 98&lt;sup&gt;th&lt;/sup&gt; and 66&lt;sup&gt;th&lt;/sup&gt;</td>
<td>9 – 11 min&lt;br&gt;(45-55% faster than Route 535)</td>
</tr>
<tr>
<td><strong>Housing &amp; Jobs</strong>&lt;br&gt;within ½ Mile of station(s)</td>
<td>12,800 Residents&lt;br&gt;13,100 Jobs</td>
</tr>
<tr>
<td><strong>Street operations</strong></td>
<td>Transit priority and coordination of signals is needed. Request removal of “no right turn on red” at 76&lt;sup&gt;th&lt;/sup&gt; St exit</td>
</tr>
<tr>
<td><strong>Service implications for connecting routes</strong></td>
<td>540 stays on 76&lt;sup&gt;th&lt;/sup&gt; Street, 542 stays on American Boulevard</td>
</tr>
<tr>
<td><strong>Preliminary estimates for transit costs</strong></td>
<td>$30M (transit only)</td>
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</tbody>
</table>
NEW CONNECTION UNDER 494 FOR TRANSIT, BIKES, AND PEDS

STATIONS ALONG KNOX AVENUE

NEW PARK & RIDE (LOCATION TBD)

USES EXISTING RAMPS

76TH STREET & AMERICAN BOULEVARD STATIONS

ROUTE 535

ORANGE LINE
STATION DESIGN – BUS AND BRT EXAMPLES

46th St LRT Station, Minneapolis

Chicago-Lake Transit Center, Minneapolis

Los Angeles

Cleveland

Uptown Transit Center, Minneapolis
STATION DESIGN – METRO ORANGE LINE (PLANNED)

66th Street Orange Line Station Design, Richfield
STATION DESIGN – METRO RED LINE (BUILT)

140th St BRT Station, Apple Valley

Cedar Grove BRT Station, Eagan

Apple Valley Transit Station

Cedar Grove BRT Station, Eagan
UNDERPASS DESIGN – SIMILAR DEPTH

University Avenue behind State Capitol in Saint Paul, under Cedar Street bridge
Knox Avenue is currently designed with sidewalks at street level. Elevating sidewalks would reduce height of retaining walls.

Knox Avenue is currently designed with 15’ between bottom of first bridge and street, and 5% grade.
3rd Avenue North under B Parking Ramp at Target Field
Knox Avenue is currently designed with 15’ between bottom of first bridge and street.
UNDERPASS DESIGN – TREATMENTS

66th Street under interstate, Richfield

Chicago

Minnehaha Parkway under interstate, Minneapolis

Richfield
HUMBOLDT FRONTAGE: PINCH POINTS & CLOSURES
HUMBOLDT FRONTAGE: PINCH POINTS
GET INVOLVED!

www.metrotransit.org/OrangeLine

- Sign up for Orange Line Project emails
- Find out about upcoming meetings
- Learn about planning for each station
- Provide comments on project planning

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