



I-35W Orange Line

The Lake Street Transit Station will serve the Orange Line at the freeway level and patrons using buses on Lake Street at the street level. The Orange Line is a planned BRT line along I-35W that will provide improved bus routes with fast, frequent and reliable all-day service. Implementation is expected in 2019. For more details, visit www.metrotransit.org.



Sketch of planned Lake Street Transit Station at freeway level

"Benefits of Lake Street Transit Station" - Continued from Page 1

Some of the benefits of the Lake Street Transit Station include:

- ▶ More than 8,000 jobs and 12,000 households within a 10-minute walk of the Lake Street station will have easy access to the Orange Line BRT.
- ▶ The Lake Street station will increase reliable, frequent transit access to people in the Lake Street area including neighborhoods with concentrations of affordable housing, low-income households, households without automobiles, and significant ethnic and racial diversity.
- ▶ Peak-hour transit service will be restored at Lake Street, which is currently restricted due to inability for buses to shift from the inside MnPASS lane (46th Street Station) and the Lake Street shoulder.
- ▶ By 2030, more than 800 daily bus trips will stop at the Lake Street Transit Station, carrying more than 20,000 riders.
- ▶ The new station will improve personal safety and comfort for both riders on the Orange Line and riders on Lake Street buses.
- ▶ The new station will be an architectural icon that will attract people, businesses and customers to the Lake Street area, adding value to the surrounding businesses and properties.
- ▶ The new station will provide a catalyst for significant transit-oriented redevelopment and infill development in the Lake Street interchange/station area.
- ▶ The pedestrian and bicycle connections to the transit station will improve safety and convenience for bicyclists and pedestrians.

How you can be involved?

Everyone is encouraged to be involved in the design as these projects move toward construction. You can participate by:

- ▶ Talking with your Project Advisory Committee representative (see www.35lake.com for members)
- ▶ Attending public meetings and open houses
- ▶ Sending comments: james.grube@hennepin.us
- ▶ Checking the project website: www.35lake.com
- ▶ Signing up to receive e-newsletters at: www.35lake.com
- ▶ Requesting a presentation: Contact Jim Grube at 612-596-0307 or james.grube@hennepin.us

Attention: If you have any questions regarding this material, please call 311

Hmong: Ceeb toom. Yog koj xav tau kev pab tx-hais cov xov no rau koj dawb, hu (612) 673-8200

Spanish: Atencion. Si desea recibir asistencia gratuita para traducir esta informacion, llama (612) 673-2700

Somali: Ogow. Haddii aad dooneyso in lagaa kaalmeeyo tarjamadda macluumaadkani oo lacag la'aan wac (612) 673-3500

TTY: (612) 673-2157

www.35lake.com

MANY PROJECTS, ONE VISION A BETTER I-35W CORRIDOR FOR EVERYONE

The Minnesota Department of Transportation (MnDOT), Metropolitan Council, Metro Transit, Hennepin County and the City of Minneapolis are working on a number of projects to improve the I-35W corridor for residents, businesses, transit riders, bicyclists, pedestrians and drivers.

What improvements are planned?

The planned improvements include:

- ▶ Orange Line Bus Rapid Transit (BRT) service along I-35W
- ▶ A two-level transit station at Lake Street serving Orange Line BRT and express buses at the freeway level and local bus service along Lake Street
- ▶ A high quality pedestrian/bicycle connection between the Midtown Greenway and 31st Street, and other improvements for walking and biking in the station area
- ▶ Added vehicle access to Lake Street businesses from both northbound and southbound I-35W
- ▶ Several new local street bridges with space for pedestrians and bicyclists, including new pedestrian/bicycle bridges at 24th Street and 40th Street
- ▶ Replacement of old noise walls, old retaining walls, old pavement and deficient bridges
- ▶ New streetscaping and landscaping along parallel local streets
- ▶ Continuation of the managed lanes on I-35W, serving transit, carpools/vanpools, motorcycles and MnPASS subscribers who pay a fee based on the level of congestion



How will the Lake Street Transit Station benefit Minneapolis residents and businesses?

Due to current congestion and service restrictions, Lake Street at I-35W is vastly underserved by transit service. By 2019, the fully-accessible transit station at Lake Street is estimated to attract more than 139,000 annual additional riders with roughly 42,000 new riders boarding on the freeway level, and 97,000 annual new riders using local buses at the Lake Street level. The Lake Street Transit Station will facilitate many new trips and transfers that are not possible in the current transit system.

"Benefits" - continued on Page 4



I-35W Rehabilitation

MnDOT is planning to rehabilitate I-35W between approximately 42nd Street and 32nd Street. This project includes:

- ▶ Replacement of pavement
- ▶ Extension of southbound managed lane (lane for buses, carpools/vanpools, motorcycles and MnPASS subscribers)
- ▶ Possible redecking of some bridges
- ▶ Repair of some noise walls
- ▶ New pedestrian/bicycle bridge at 40th Street
- ▶ Estimated cost is \$65 million
- ▶ Construction is planned for 2017



Sketch of planned high quality bicycle and pedestrian connection between Midtown Greenway and Lake Street



Sketch of a concept for retaining wall along planned bicycle/pedestrian connection

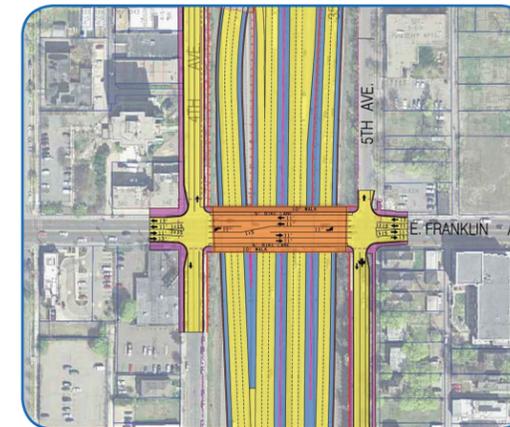


Sketch of planned transit station from Lake Street level

Transit/Access project

The I-35W Transit/Access project includes the Lake Street interchange area between approximately 32nd Street and 26th Street. This project includes:

- ▶ Full reconstruction of freeway, ramps and some sections of local streets and sidewalks immediately adjacent to the freeway
- ▶ Orange Line BRT Station at Lake Street
- ▶ New bridges at 31st Street, Lake Street, Midtown Greenway, 28th Street
- ▶ High quality bicycle/pedestrian connection between Midtown Greenway and Lake Street
- ▶ Noise walls and retaining walls
- ▶ New exit ramp at Lake Street from southbound I-35W
- ▶ New exit ramp from northbound I-35W to 28th Street
- ▶ Estimated cost is \$150 million
- ▶ Construction is planned for 2017



Proposed Franklin Avenue Bridge concept



Needed right-of-way acquisition for Transit/Access Project

Lake Street reconstruction

Hennepin County will be reconstructing Lake Street between Blaisdell Avenue and 5th Avenue South as a separate project. This work will be coordinated with the reconstruction of the I-35W Transit/Access project.

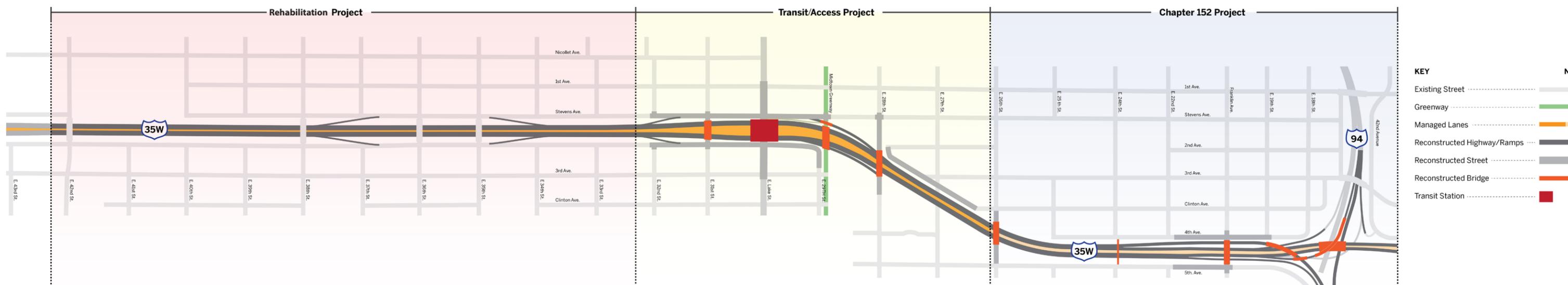


Sketch of planned 24th Street Pedestrian/Bicycle Bridge

Chapter 152 bridges

There are two bridges on I-35W that are included in Minnesota Statutes Chapter 152, which requires structurally deficient bridges to be replaced. These are the "braid" bridge, which carries I-35W southbound from the I-94 common section, and the "flyover" bridge, which is the ramp from northbound I-35W to westbound I-94. The replacement and relocation of these bridges will require the reconstruction of I-35W between 26th Street and downtown Minneapolis. This project also includes:

- ▶ Full reconstruction of freeway, ramps and freeway bridges
- ▶ New bridges at 26th Street, Franklin Avenue
- ▶ New 24th Street pedestrian/bicycle bridge
- ▶ Noise walls and retaining walls
- ▶ Estimated cost is \$130 million
- ▶ Construction is planned for 2017



KEY

- Existing Street
- Greenway
- Managed Lanes
- Reconstructed Highway/Ramps
- Reconstructed Street
- Reconstructed Bridge
- Transit Station