

RESOLUTION
By Reich

Approving the Municipal Consent Layout for the series of projects along I-35W between the I-94 Commons and approximately 42nd Street South commonly referred to as the I-35W and Lake Street Transit Access Project, Chapter 152 Bridges Project and I-35W Rehabilitation Project.

Whereas, the highest priority for the City of Minneapolis on I-35W is to be a partner in regional efforts to increase the use of transit; and

Whereas, global warming is a recognized threat to our environment and economy which can be addressed in part by providing transit choices for commuters that are cost-effective, reduce carbon pollution, and create shared economic benefits; and

Whereas, the City of Minneapolis supports designing all freeways in Minneapolis, including I-35W north of downtown and the entirety of I-94, for bus rapid transit, with transit in the fast center lanes; and

Whereas, the City of Minneapolis strongly supports implementing Bus Rapid Transit (BRT) on I-35W as soon as possible and this vision is shared by a broad, bipartisan coalition of mayors, city council members, county commissioners, and legislators from Downtown to Lakeville and beyond along the I-35W South corridor; and

Whereas, the U.S. Department of Transportation's decision to award a \$133 million Urban Partnership Agreement (UPA) grant to I-35W was a huge step forward toward implementing this shared BRT vision; and

Whereas, full BRT service on I-35W should initially include at least two high quality inside lane stations in Minneapolis at Lake Street and 46th Street; and

Whereas, the I-35W Bus Rapid Transit Study Final Report dated January 2005 calls for future consideration of an additional inside lane transit stations at 38th Street; and

Whereas, the City of Minneapolis passed a resolution on Sept. 3, 2004, denying municipal consent for the reconstruction of I-35W from 66th Street to 42nd Street which, at that time, did not include project elements that would promote transit use and instead relied on freeway expansion of which the City is opposed; and

Whereas, the findings of the Appeal Board in response to the City's denial of municipal consent for the reconstruction of I-35W from 66th Street to 42nd Street affirms that investing in transit in the I-35W South corridor is the top priority including the construction of an inside lane station at Lake Street; and

Whereas, the findings of the Appeal Board also references the long-term vision for BRT in the corridor and the potential for an additional inside lane station at 38th Street; and

Whereas, implementing the planned series of projects along I-35W is a critical step toward implementing full BRT service, in the form of the Orange Line, along I-35W; and

Whereas, the Orange Line is a 17-mile long corridor along the most heavily used express bus corridor in the region with approximately 14,000 daily rides; and

Whereas, there are more than 8,000 jobs and 12,000 households within a 10-minute walk of the Lake Street station; and

Whereas, the Lake Street station lies within a racially concentrated area of poverty defined as a geographic area where at least 40% of the residents live in poverty and where a majority of those residents are persons of color; and

Whereas, the Lake Street station will increase reliable and frequent transit service to neighborhoods that depend upon transit, where within 1/2 mile of the station nearly 35% of households do not have access to an automobile, and 22% of the population who work and are over the age of 16 rely on transit to get to work, and where 27% of households have one or more persons with a disability; and

Whereas, by 2030 more than 800 daily trips are projected to stop at Lake Street, carrying more than 20,000 riders; and

Midtown Greenway

Whereas, the City recognizes and supports current uses within the Midtown Greenway and also supports development along the corridor; and

Whereas, the City supports planning for future rail transit in the Midtown Greenway to connect the neighborhoods and businesses along the corridor to the regional transitway system including the Blue and Green Lines and future Orange Line; and

Access at Lake Street

Whereas, the decision to build I-35W without complete access at Lake Street was a disservice to the City of Minneapolis and the neighborhoods and businesses on Lake Street, and the City strongly supports complete access at the Lake Street interchange to and from I-35W, including the multi-modal transit station as soon as possible; and

Whereas, access between I-35W and Lake Street has long been a goal of Lake Street businesses and surrounding neighborhoods; and

Whereas, transportation projects in Minneapolis should use the best urban design principles that strengthen community cohesion and function through the built environment, share benefits among all facets of the community, and create more transit use by large employers; and

Current Proposal

Whereas, the 2004 Lake Street Access Project had grown to include mainline freeway expansion and moving existing access from 35th and 36th Streets to 38th Street; and

Whereas, the 2004 Lake Street Access Project only provided a provision for a future transit station; and

Whereas, the estimated cost of the 2004 Lake Street Access Project was estimated to exceed \$500 million; and

Whereas, on Dec. 7, 2007, the City Council passed a resolution directing staff to develop a menu of options for a fiscally responsible plan which was to include a high quality inside lane multi-modal BRT station at Lake Street, a high quality connection to the Midtown Greenway, and access to Lake Street with the highest priority given to regional efforts to promote the use of transit; and

Whereas, the current proposal includes a high quality inside lane transit station at Lake Street that will be regionally significant and iconic in its design and functionality; and

Whereas, the current proposal includes a high quality connection to the Midtown Greenway for bicyclists and pedestrians, and

Whereas, the current proposal includes new access in the form of a southbound exit ramp to Lake Street and a northbound exit ramp to 28th Street; and

Whereas, the current proposal makes no other changes to existing freeway access; and

Whereas, the current proposal does not increase the capacity of the freeway in the form of general purpose lanes; and

Whereas, the current proposal provides for the full implementation of a transit advantage/HOV lane in both the northbound and southbound directions between Downtown and the current terminus of these lanes at approximately 42nd Street; and

Whereas, the full package under consideration for municipal consent includes the following elements at an estimated cost of \$345 million:

- the full reconstruction of I-35W between the I-94 Commons and approximately 42nd Street South, and
- an in-line transit station at Lake Street, and
- a high quality connection between the transit station and the Midtown Greenway, and
- two new exit ramps, one to Lake Street from southbound I-35W and one to 28th Street from northbound I-35W, and
- the replacement of all bridges north of 32nd Street South, including the TH65 bridges in the I-94 Commons area and rehabilitation of the Portland Ave bridge over I-94, and
- the replacement of all noise walls in the I-94 Commons area and along I-35W south to approximately 35th Street South and the installation of an additional noise wall along the east side of I-35W between approximately Lake Street and the Midtown Greenway in the Phillips West Neighborhood, and
- provides for a full managed lane/HOV lane for “transit advantage” in both the northbound and southbound directions between Downtown and the existing managed lanes at approximately 42nd Street South, and
- includes no expansion of general purpose lanes for the interstate, and
- local street improvements along Lake Street, 2nd Ave South, Stevens Ave South, 3rd Ave South, 4th Ave South, and other short segments adjacent to the interstate; and

Whereas, the City has also been coordinating the full replacement of the 40th Street pedestrian bridge and the re-decking of the 38th Street bridge with MnDOT and, while neither bridge is part of the

municipal consent package, both bridges are being developed in coordination with the series of projects; and

Project Advisory Committee

Whereas, a Project Advisory Committee (PAC), comprised of local residents, business owners and community leaders, was formed to advise policy makers on the project; and

Whereas, the PAC dedicated their time and attention to this project with regular meetings over the course of four-plus years to help design a project that works well for the community as well as for pedestrians, bicyclists, transit users, and freeway drivers; and

Whereas, the PAC took several actions over the course of their work that were memorialized in meeting notes and in a summary that was sent to local policy makers in a letter dated March 26, 2015; and

Whereas, the PAC identified some issues that remain unsettled: public art, landscaping, design of the tot lot at 28th Street, agency agreements regarding operation and maintenance responsibilities for various components of the project, and the PAC also acknowledged the need for ongoing communication during construction; and

Whereas, the proposed project is regionally significant and will be an iconic feature in the area however the current project scope and budget does not include public art, the City urges the project partners to continue to pursue funding sources and opportunities for the inclusion of public art; and

Whereas, the City appreciates and commends the work done by the PAC and thanks each member for their participation; and

Construction Impacts

Whereas, construction of the series of projects will require several construction seasons and will result in significant impacts to the adjacent communities; and

Whereas, it is critical that the construction phase be planned and managed with care and attention to neighborhood issues, concerns and the hardship that will be endured; and

Whereas, the City urges the Minnesota Department of Transportation (MnDOT) to engage with the adjacent communities in developing plans to minimize and mitigate negative impacts due to construction; and

Whereas, mitigating impacts to the local street system includes consideration prioritization of non-motorized facilities and their importance to maintaining local accessibility and livability; and

Whereas, the City strongly supports efforts by Metro Transit to increase transit use during construction and provide advantage for transit as one means of mitigation; and

Whereas, MnDOT has a Disadvantaged Business Enterprise Program (DBE) that was established to ensure that women- and minority-owned businesses have the opportunity to participate in contracting opportunities; and

Whereas, the MnDOT Office of Civil Rights sets goals for DBE participation that are based upon the expected value of the contract; and

Whereas, increasing DBE/small business involvement and attracting a more diverse workforce that is more reflective of the communities being impacted by the construction project is important and supported by the City; and

Whereas, the City strongly supports local hiring and setting stretch goals for DBE/small business participation;

Now, Therefore, Be It Resolved by The City Council of The City of Minneapolis:

That the City of Minneapolis approves the municipal consent layout for the series of projects along I-35W between the I-94 Commons and approximately 42nd Street South commonly referred to as the I-35W and Lake Street Transit Access Project, Chapter 152 Bridges Project and I-35W Rehabilitation Project.