

# 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



Los Angeles



Seattle

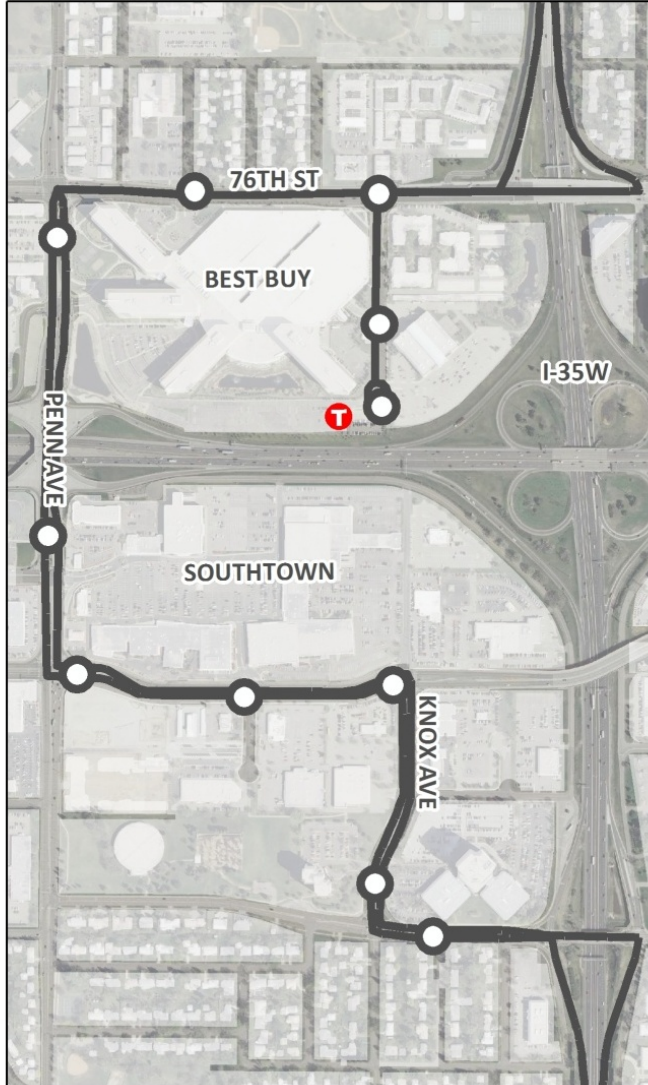


# ROUTING OPTIONS STUDIED in 2013

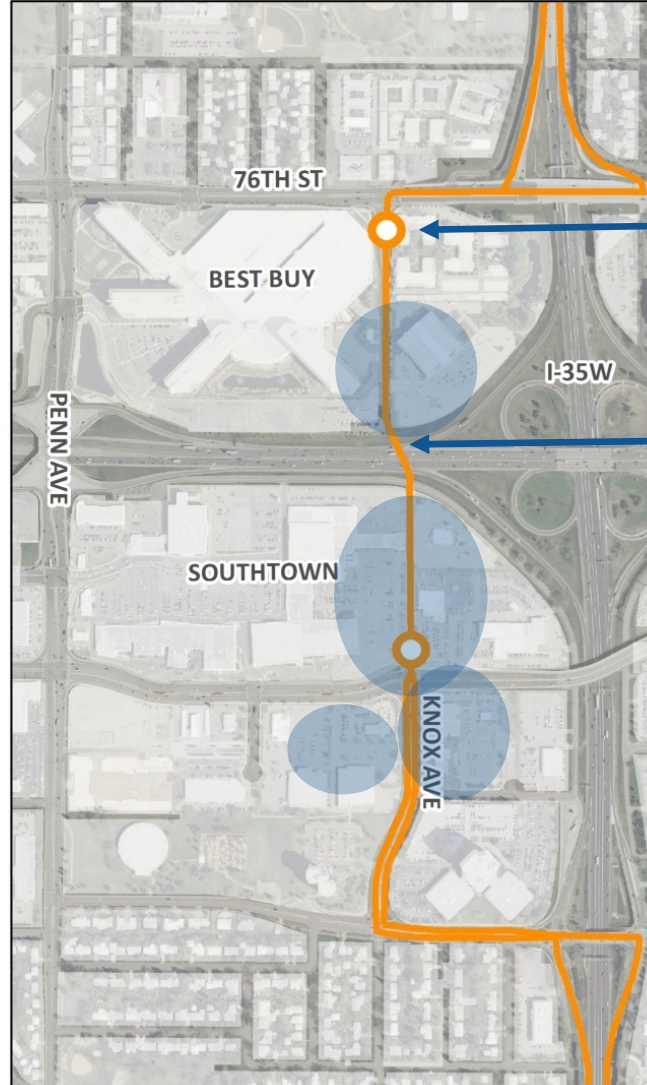


	Orange Line with Two Knox Stations	Orange Line with One I-35W Station
<b>BRT Travel Time between 98<sup>th</sup> and 66<sup>th</sup></b>	9 – 11 min (45-55% faster than Route 535)	7 – 8 min (52-58% faster than Route 535)
<b>Housing &amp; Jobs within ½ Mile of station(s)</b>	12,800 Residents 13,100 Jobs	4,600 Residents 8,300 Jobs
<b>Street operations</b>	Transit priority and coordination of signals is needed. Request removal of “no right turn on red” at 76 <sup>th</sup> St exit	Northbound merge from American to 66 <sup>th</sup> is not possible during the AM Peak (1.25 miles)
<b>Service implications for connecting routes</b>	540 stays on 76 <sup>th</sup> Street, 542 stays on American Boulevard	Route 540 bends south to American Boulevard for one mile to intersect station
<b>Preliminary estimates for transit costs</b>	\$30M (transit only)	\$36M

# 76<sup>TH</sup> STREET & AMERICAN BOULEVARD STATIONS



ROUTE 535



STATIONS ALONG KNOX AVENUE

NEW CONNECTION UNDER 494 FOR TRANSIT, BIKES, AND PEDS

NEW PARK & RIDE (LOCATION TBD)

USES EXISTING RAMPS

ORANGE LINE

# STATION DESIGN – BUS AND BRT EXAMPLES

46<sup>th</sup> St LRT Station, Minneapolis



Chicago-Lake Transit Center, Minneapolis



Uptown Transit Center, Minneapolis

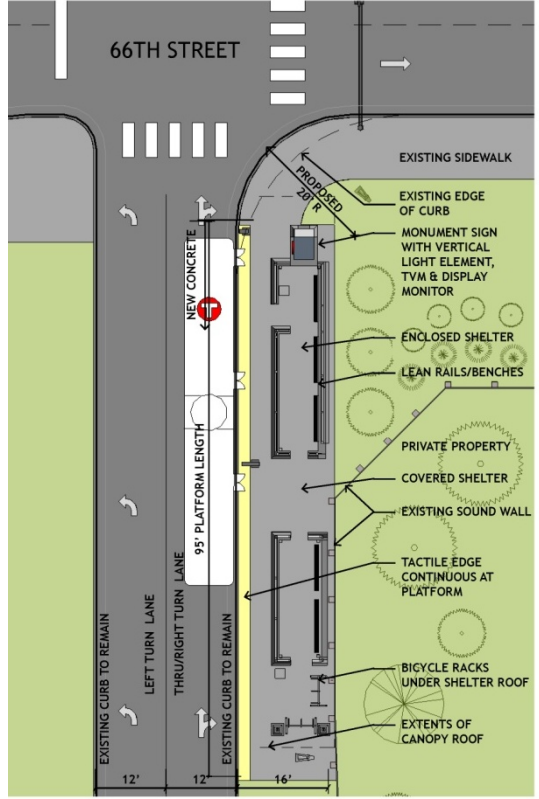
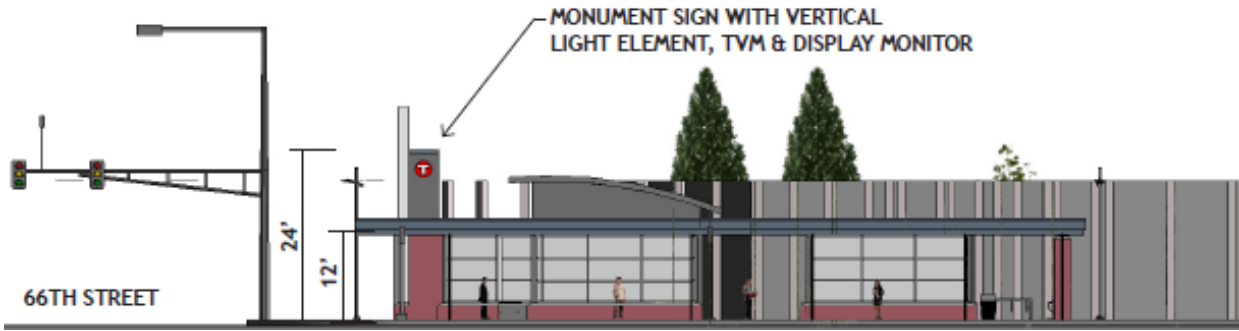


Los Angeles



Cleveland

# STATION DESIGN – METRO ORANGE LINE (PLANNED)



66<sup>th</sup> Street Orange Line Station Design, Richfield

# STATION DESIGN – METRO RED LINE (BUILT)

140<sup>th</sup> St BRT Station, Apple Valley



Cedar Grove BRT Station, Eagan

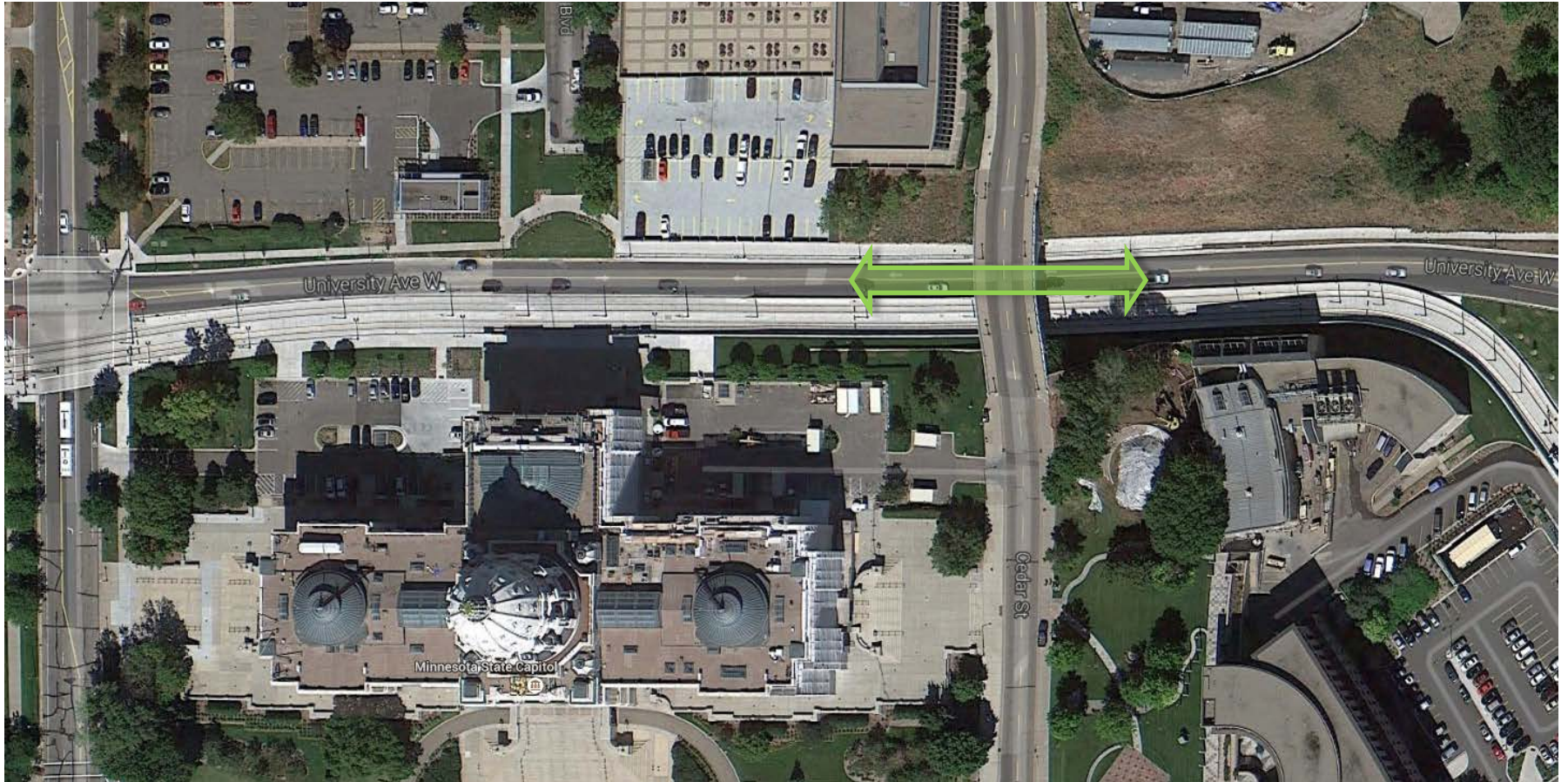


Apple Valley Transit Station



Cedar Grove BRT Station, Eagan

# UNDERPASS DESIGN – SIMILAR DEPTH



University Avenue behind State Capitol in Saint Paul, under Cedar Street bridge

# UNDERPASS DESIGN – SIMILAR DEPTH



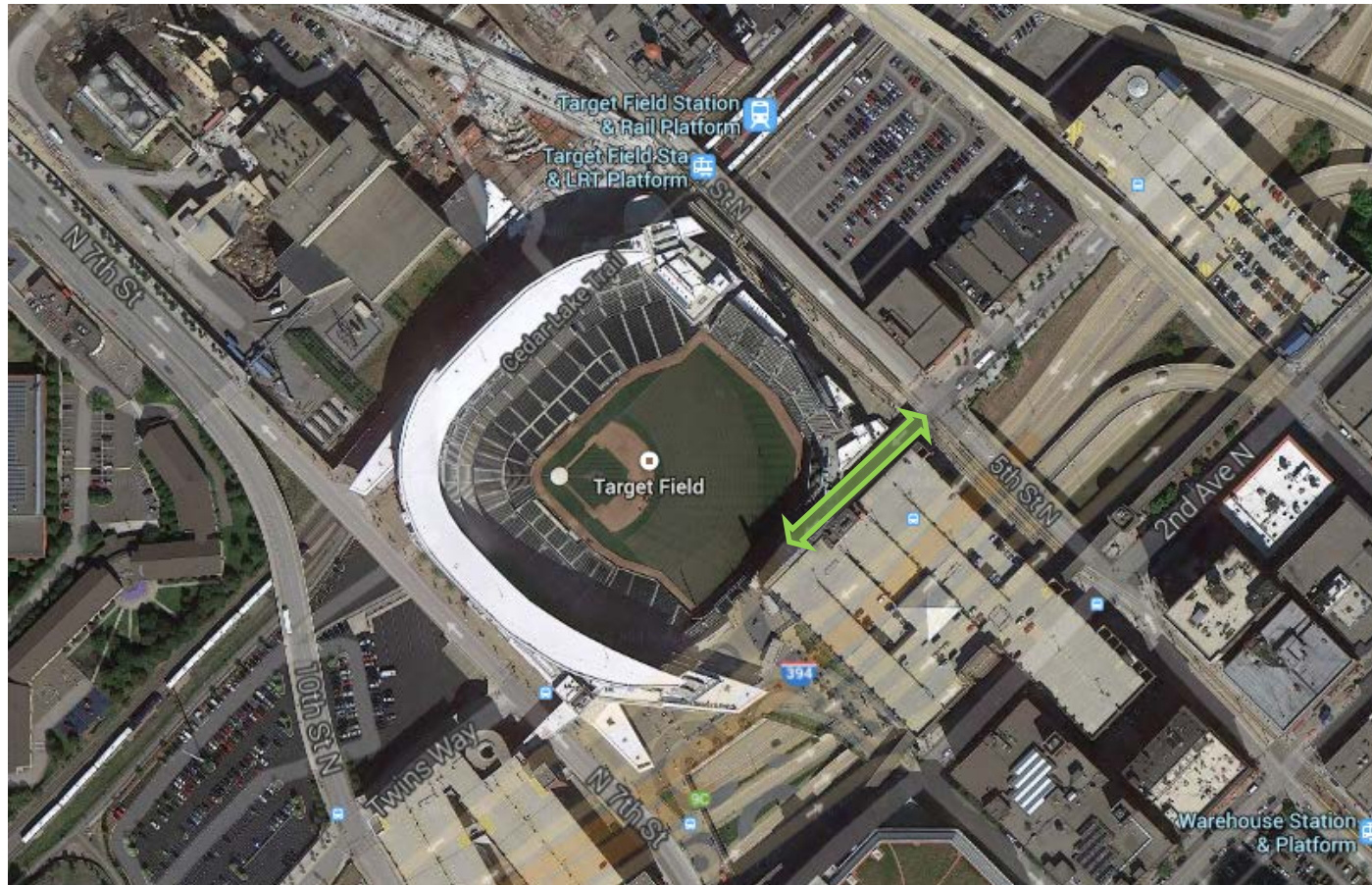
Knox Avenue is currently designed with sidewalks at street level. Elevating sidewalks would reduce height of retaining walls.



Knox Avenue is currently designed with 15' between bottom of first bridge and street, and 5% grade



# UNDERPASS DESIGN – PARKING RAMP OVER ROAD



3<sup>rd</sup> Avenue North under B Parking Ramp at Target Field

# UNDERPASS DESIGN – PARKING RAMP OVER ROAD



Knox Avenue is currently designed with 15' between bottom of first bridge and street

# UNDERPASS DESIGN – TREATMENTS

66<sup>th</sup> Street under interstate, Richfield



Chicago

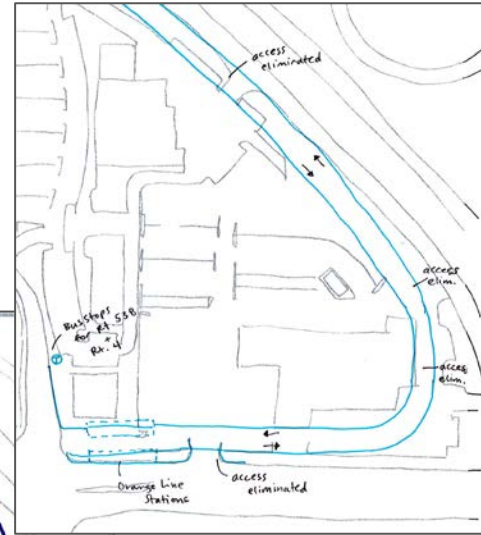
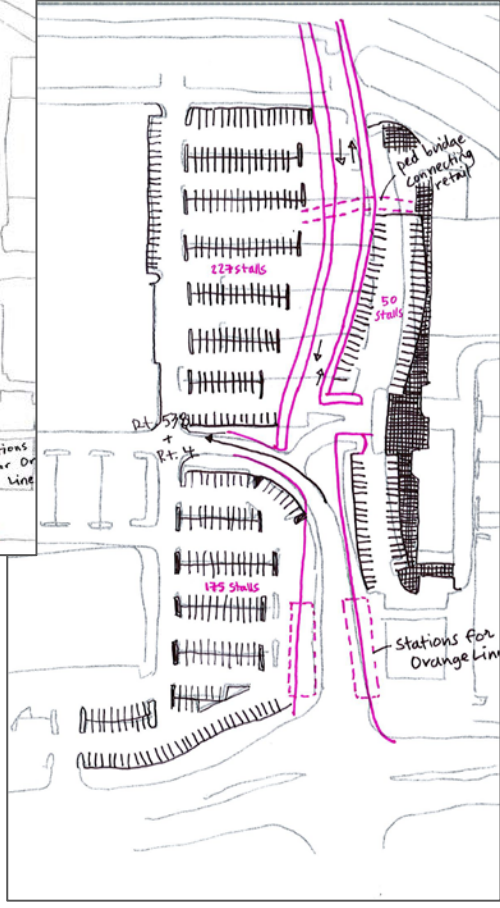


Minnehaha Parkway under interstate, Minneapolis

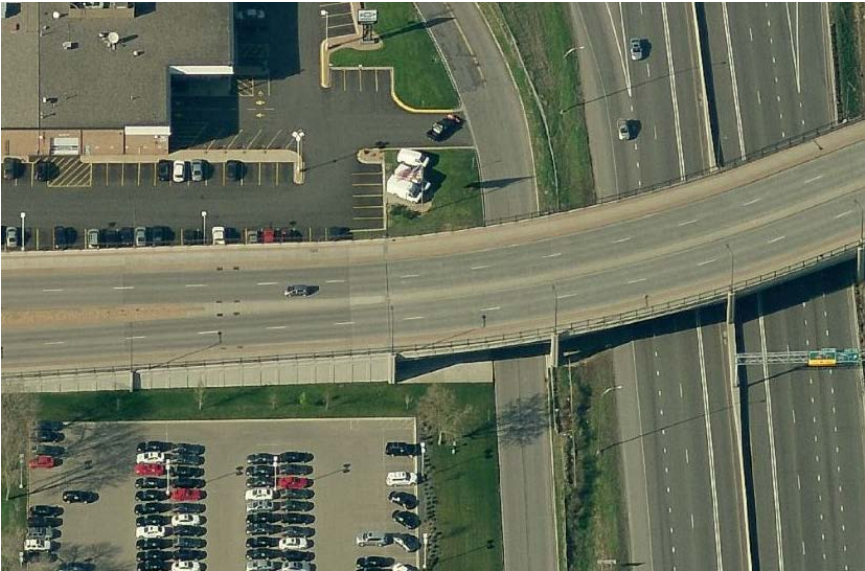
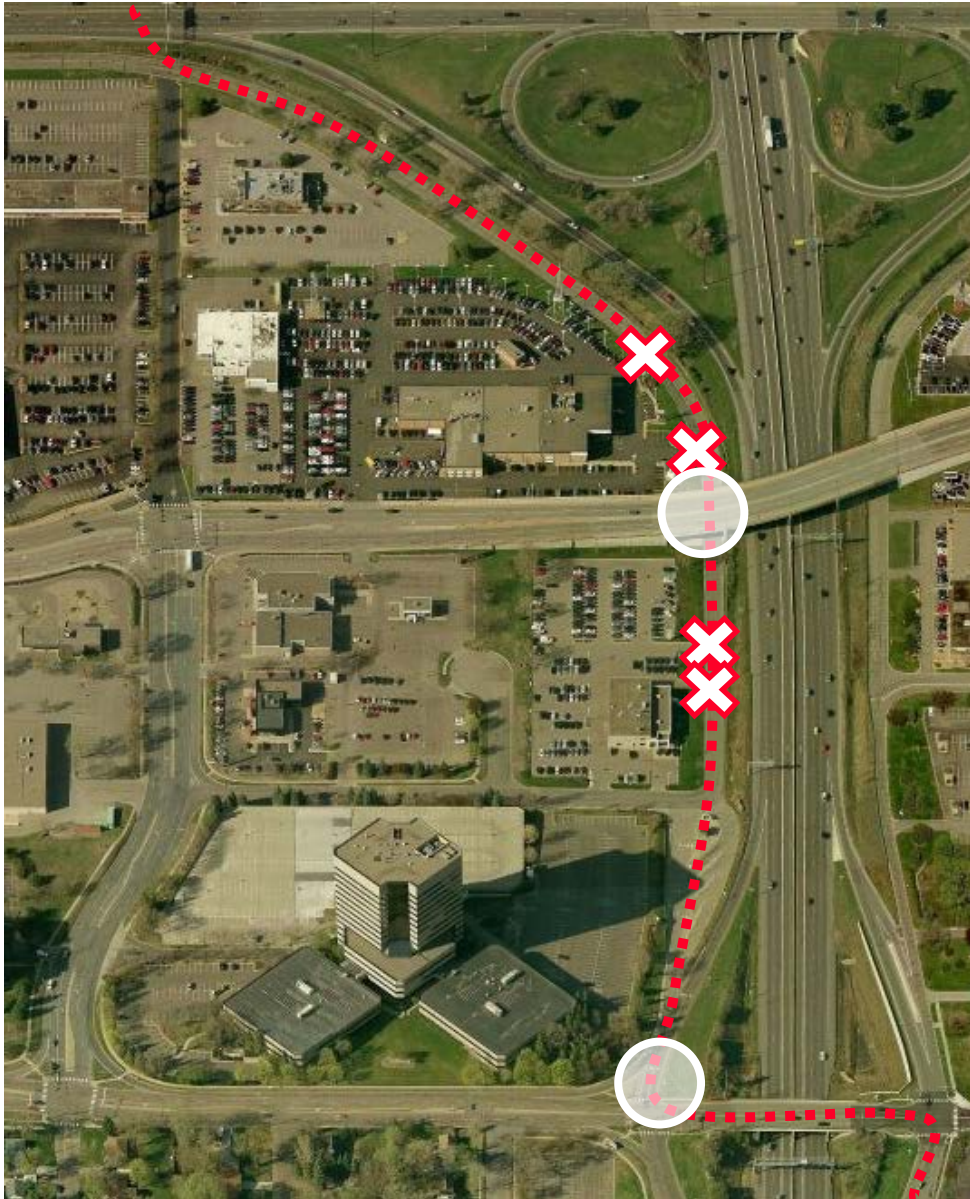


Richfield

# DESIGN WORKSHOP REROUTE IDEAS



# HUMBOLDT FRONTAGE: PINCH POINTS & CLOSURES



# HUMBOLDT FRONTAGE: PINCH POINTS





# GET INVOLVED!

[www.metrotransit.org/OrangeLine](http://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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