



METRO Orange Line Update

Burnsville Station and Extension Planning

January 5, 2016

Charles Carlson
Metro Transit

Burnsville Southern Terminus Study Outcomes

- Travelers Trail site
 - Best connection to the Heart of the City
 - Ample existing parking
 - Less delay, better reliability
 - Good connectivity to existing routes
 - Better adaptability for Lakeville extension
 - Support from 35W riders



Post-evaluation local proposal:

Pursue Travelers Trail, add a 2nd platform at Burnsville Pkwy

- Developed by County & City to address concern about lack of 35W station
- Northbound-only platform
- No added travel time: same routing as Travelers Trail only
- Park-and-ride and bus transfer customers served by Travelers Trail
- Burnsville Pkwy serves walk-up customers living near 35W, transfers from the 444, and local businesses



Additional Considerations and Planning

- Is there potential for BRT delay on Hwy 13?
- How is pedestrian planning being coordinated?
 - Safer crossings of Highway 13
 - Improving access to Orange Line

Planned sidewalks from parking to TT Site



Existing sidewalks to parking



Highway 13 Traffic Flow

- Discussed risk for BRT delays on Highway 13 due to congestion
 - Choosing TT over BTS eliminates left turn and greatest risk of delay
- MnDOT studied existing traffic conditions
 - It takes an average of 5-7 seconds to turn right onto Nicollet in the peak hour



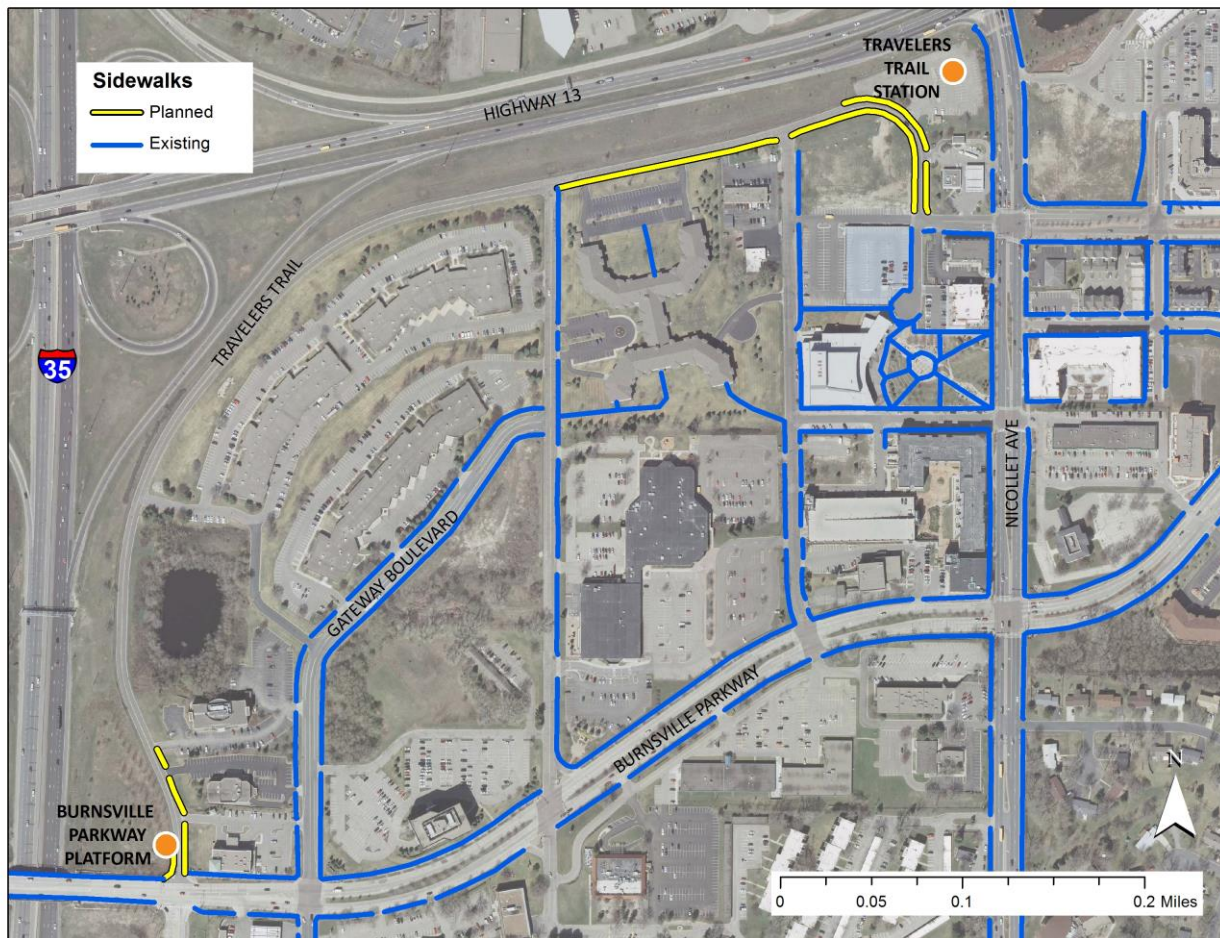
Highway 13 pedestrian safety improvements

- Pedestrian Bridge concept
 - Partners agree that investment not justified by current crossings
 - Crossing activity expected to decrease with Orange Line station south of 13
- Strategic at-grade improvements
 - MnDOT is currently improving crossings for the visually-impaired along Highway 13
 - Potential improvements: better lighting, signal cycle timing, medians
- Highway 13 is under study
 - Part of Metropolitan Council's *Principal Arterial Intersection Conversion Study*



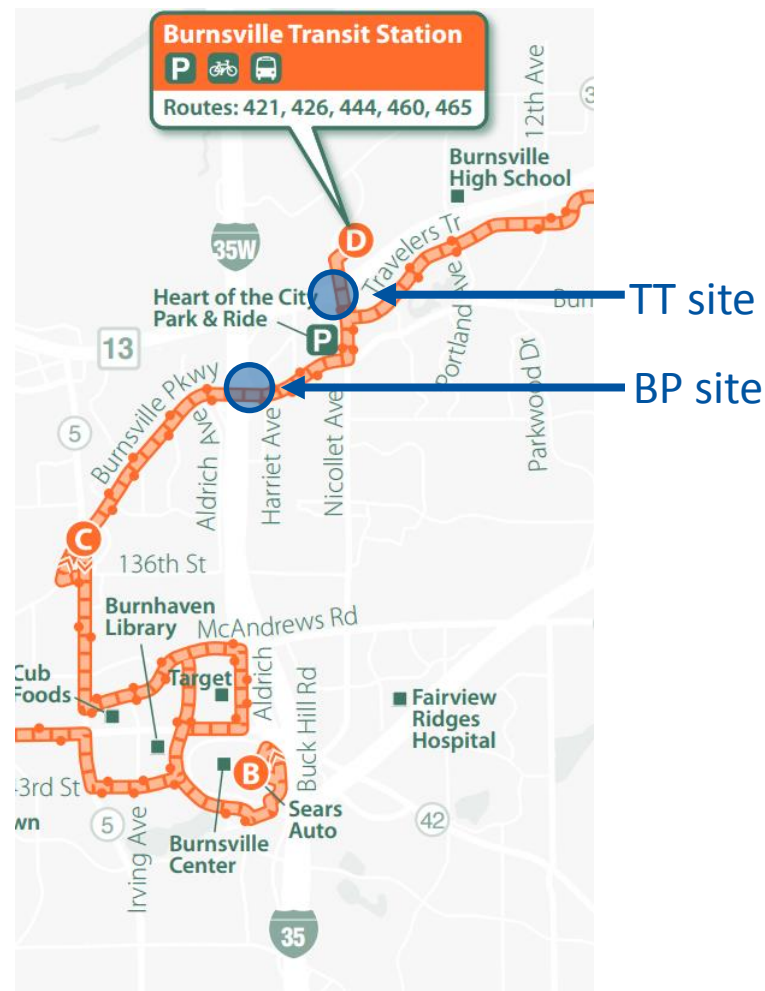
Pedestrian Planning

- Orange Line project includes two station-adjacent sidewalks in cost estimates
- Sidewalks would connect station and parking ramp
- Incorporate planned sidewalks into upcoming Comp Plan
- City supportive of adding more sidewalks as needed



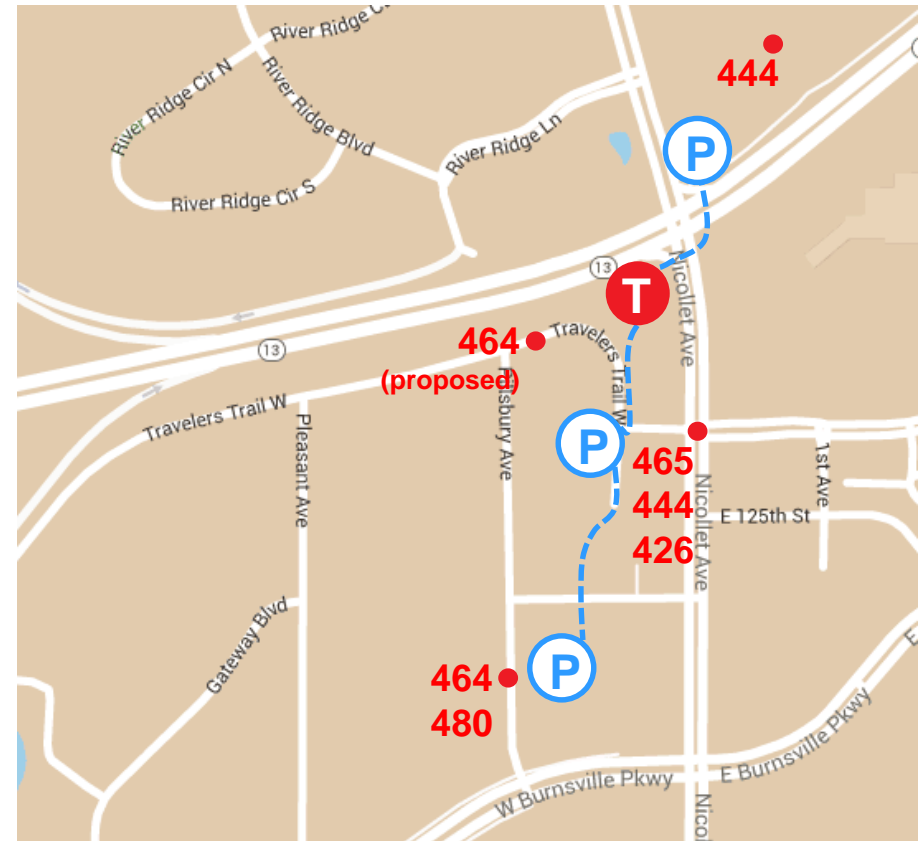
MVTA + Metro Transit: Local Service Collaboration

- MVTA and Metro Transit will coordinate route schedules and stops to provide easy transfers between Orange Line and MVTA service
- Local Route 444 already connects:
 - Mall of America
 - Burnsville Transit Station
 - Travelers Trail site (future)
 - Heart of the City Park & Ride
 - Burnsville Parkway site (future)
 - Burnsville Center



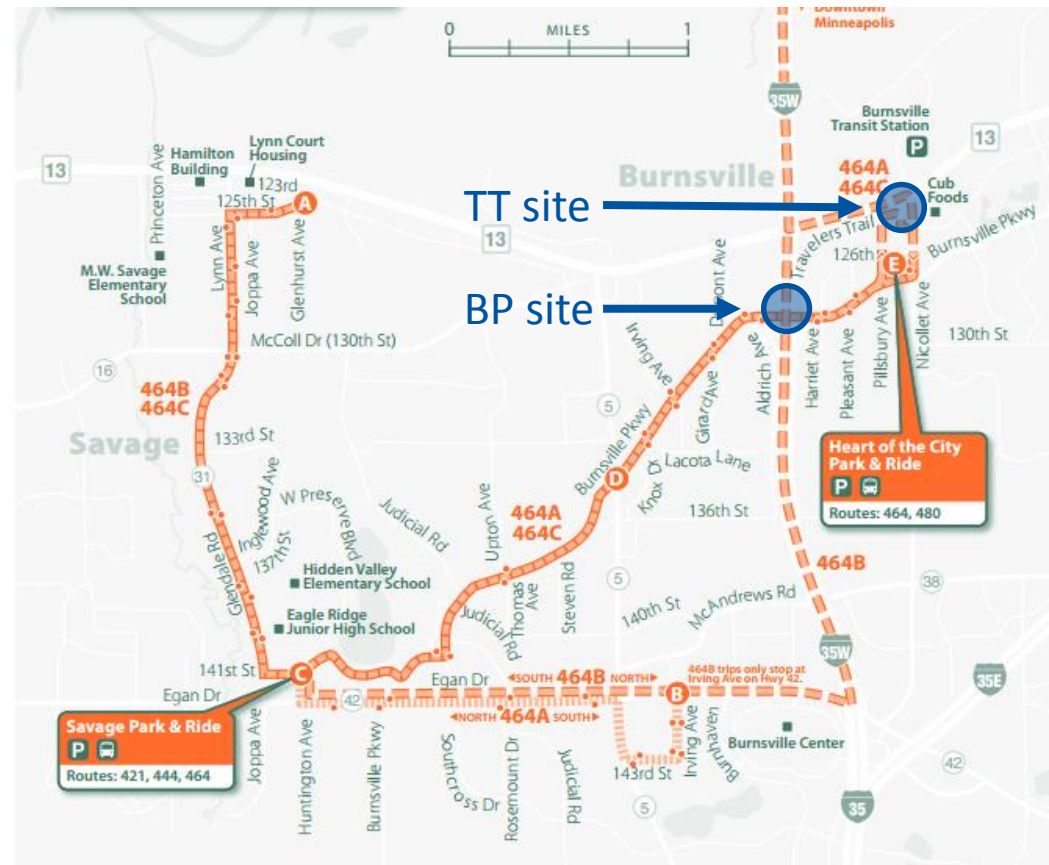
Connections to MVTA Local Service

- Orange Line **connects directly** to routes with high transfer potential
 - 465: local on Portland, McAndrews, and Nicollet in Burnsville, then express to U of M
 - 444: local route connecting Burnsville Center, Burnsville Parkway, BTS, MOA
 - 426: local on Nicollet, CR 42, Southcross
 - 464: local on Glendale and Burnsville Parkway, then express to downtown Minneapolis
 - 480: express to Saint Paul



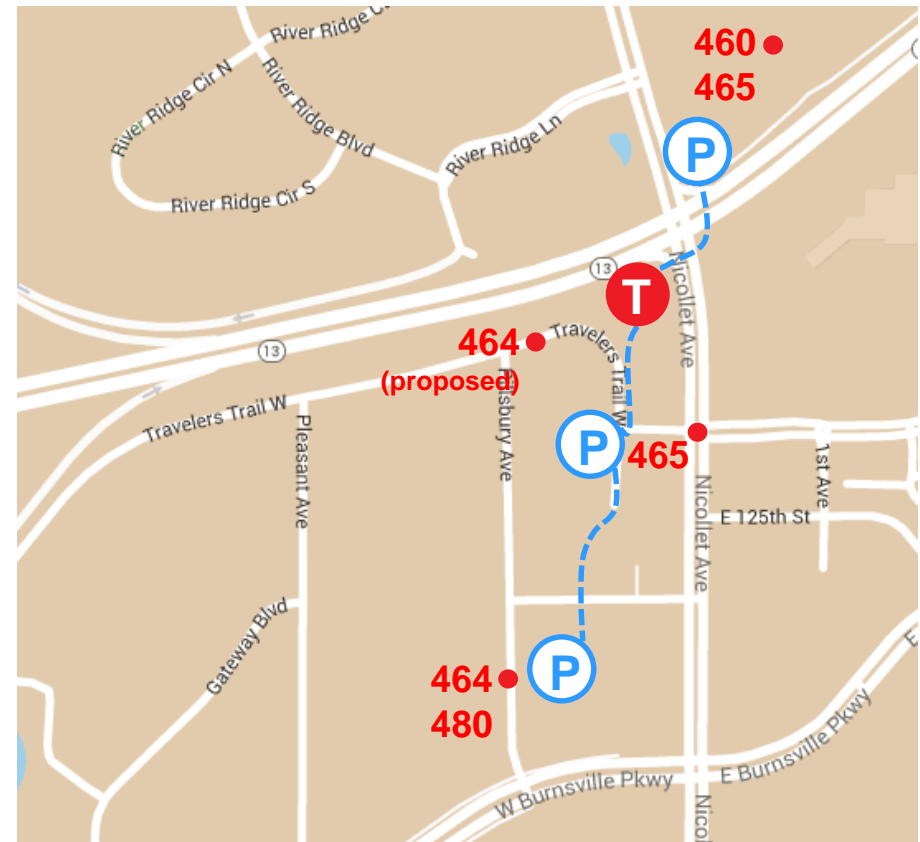
MVTA + Metro Transit: Express Service Collaboration

- In 2016, MVTA plans to make Route 464 service improvements
 - Intends to continue serving Heart of the City at same service levels
 - Streamline and create efficiencies on Route 464
 - Complement and coordinate with Orange Line service
- Route 464 can both complement Orange Line, and provide local connections south of 13
- In 2018, MVTA and Metro Transit will do more detailed service planning to best meet our riders' needs



Connections to MVRTA Express Service

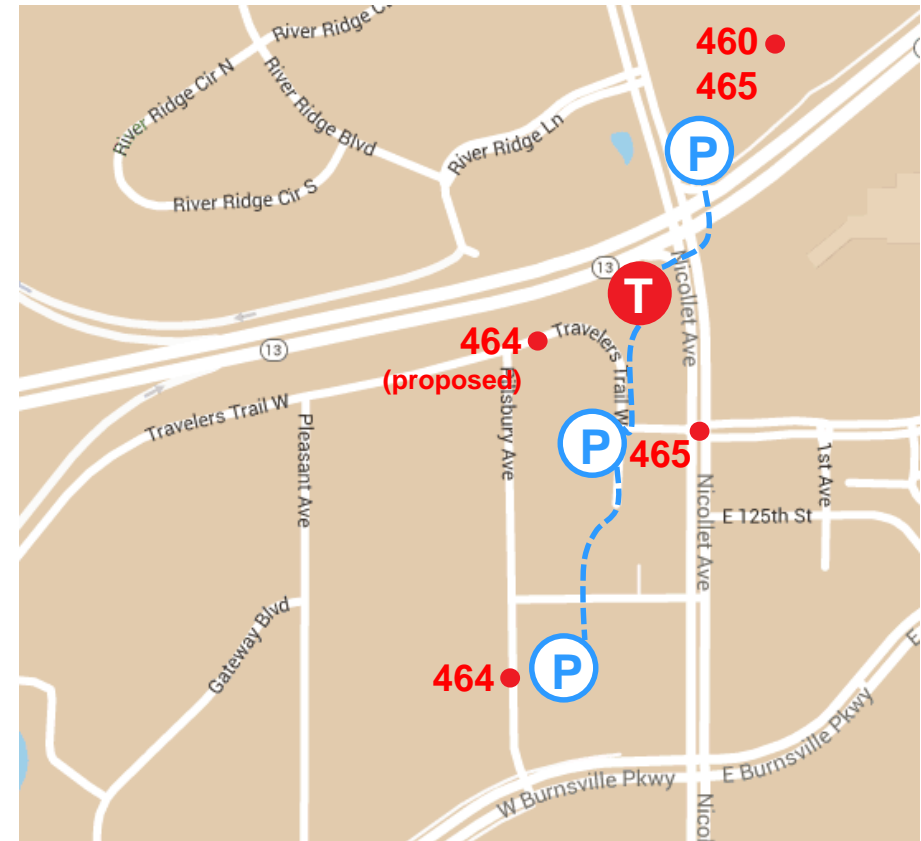
- Orange Line **connects directly** to express options and commuter parking
 - Riders can use the 460 or 464 one way and then Orange Line on the reverse trip
 - Multiple options for express connections south of Highway 13
 - Consider adding 464 stop adjacent to Orange Line station
 - More than **2,170 existing parking spaces** within a five minute walk (less than a ¼ mile)
 - 58% of spaces utilized today
 - Nearest option: only 4% of spaces utilized



Orange Line and Express Bus Synergy

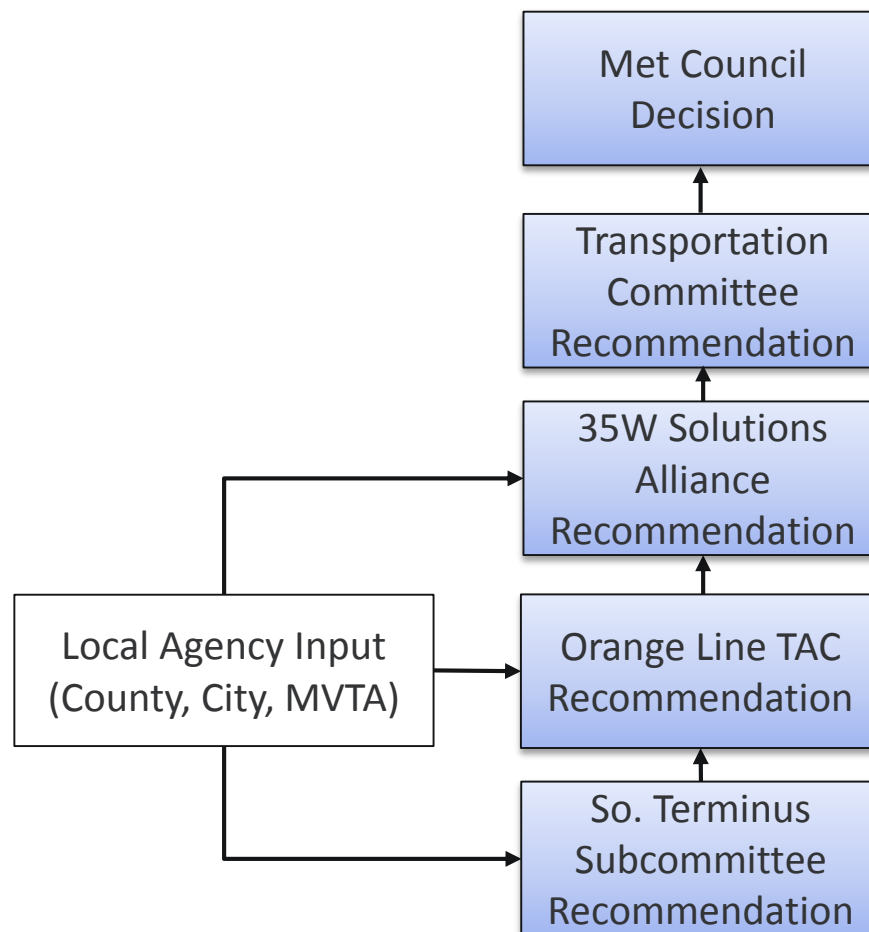
Scenario: Customer rides express to downtown daily, and leaves work at noon every Friday, or stays late, or stops at Southtown for errands on way home, etc.

- Shortest walk:
 - Park at TT, take 464 to Downtown, return on Orange Line or 465, walk to car
- Fastest bus trip:
 - Park at BTS, take 460 Downtown, return on Orange Line or 465
- Avoid crossing Hwy 13:
 - Park at TT or Heart of the City, take 464, return on Orange Line or 465

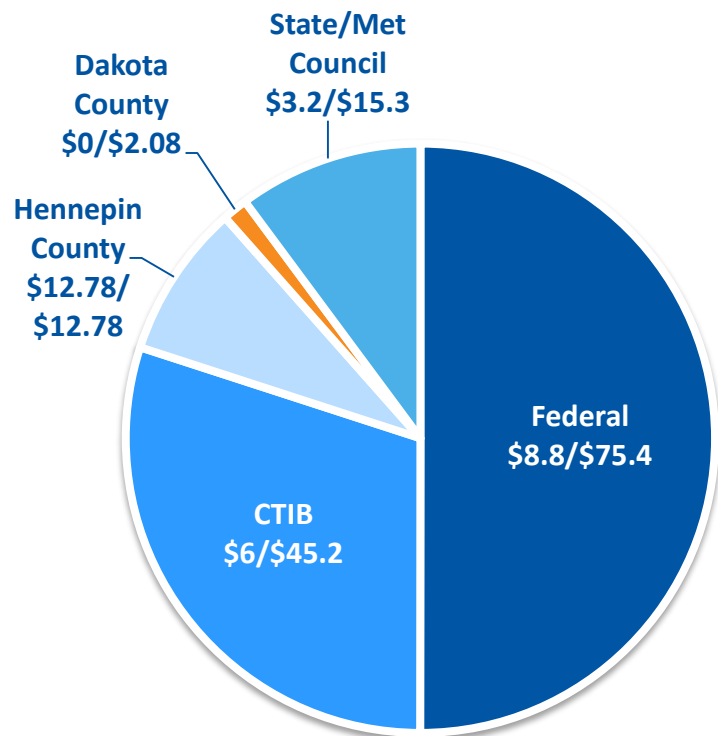


Action Item: Station Location

- Provide input on preferred station location
- The Orange Line TAC recommended two possible options:
 - TT station, or
 - TT station + Burnsville Parkway platform
- Results of the evaluation and local input will be presented to Solutions Alliance on January 14
- City resolution of support tentatively scheduled for January 19 council meeting



Local Funding Proposal



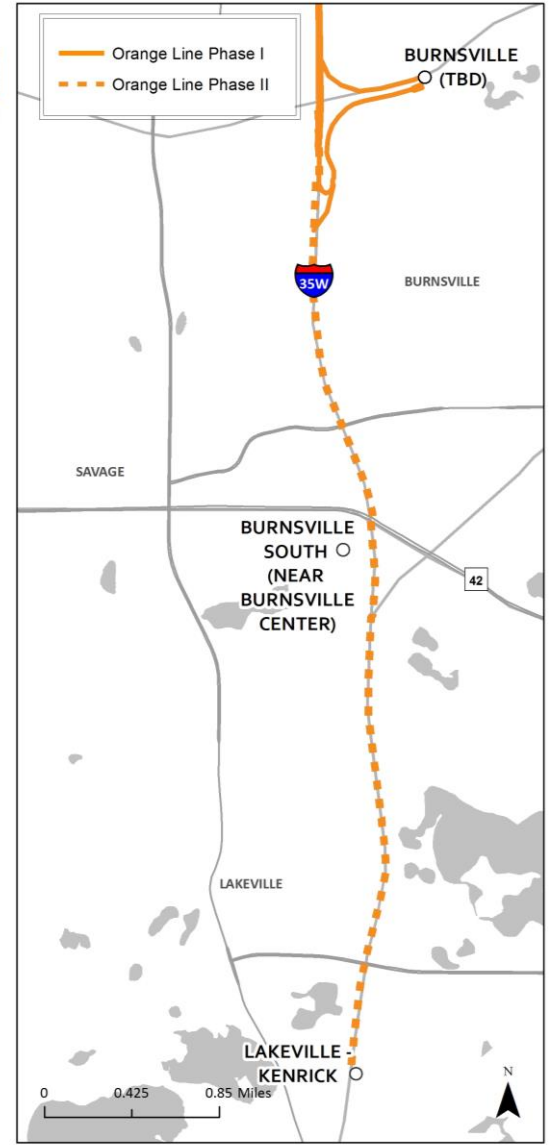
**Anticipated Capital Sources,
in Millions** (secured/total, \$MM)

- Developed jointly by staff at two counties
 - \$12.78M - Hennepin (86% of local share)
 - **\$2.08M - Dakota (14% of local share)**
 - Based on corridor length and stations
- Use of funds in advance of FTA Commitment
 - Mitigate project risks prior to FTA evaluation
 - Increase FTA Small Starts financial rating
 - Advance time-sensitive coordinated projects

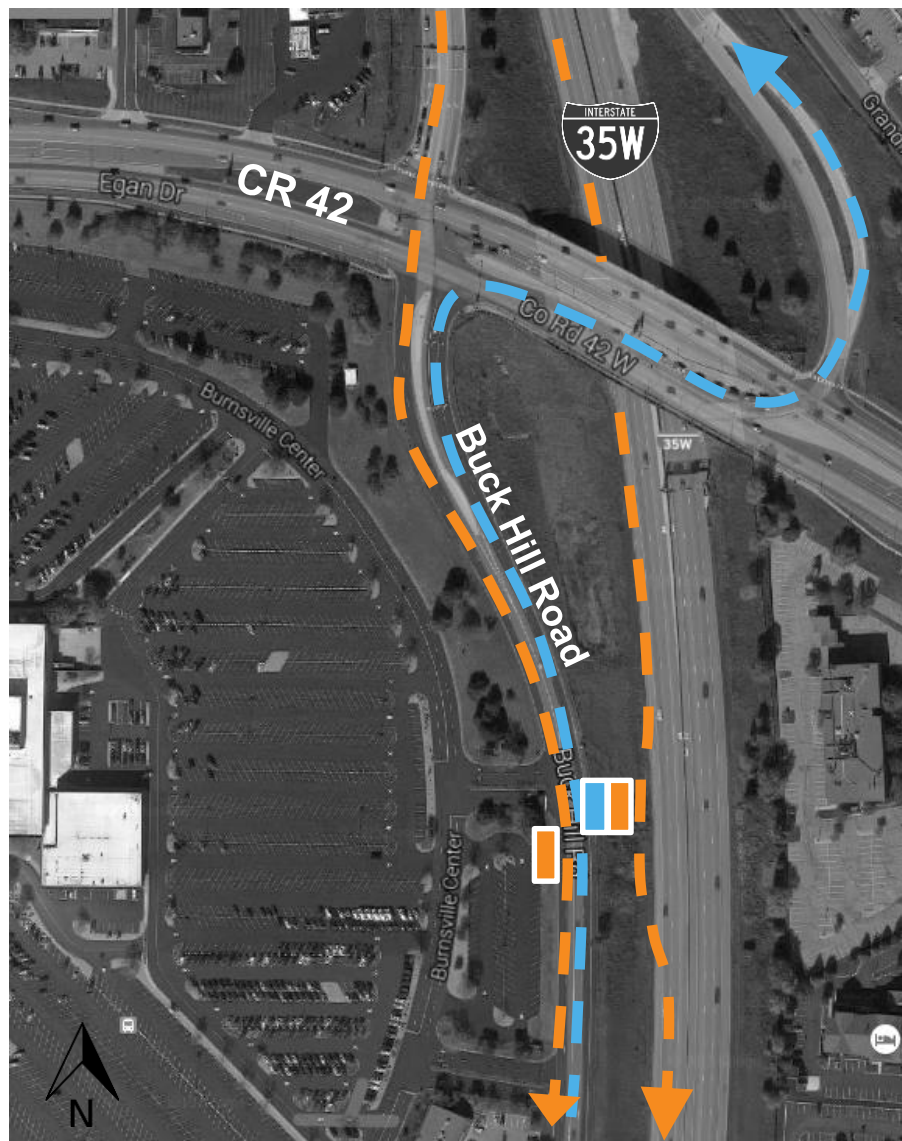
Orange Line Extension (OLX)

- Terminal extended south to Lakeville Kenrick Park & Ride
- One new station at Burnsville Center, add capacity near I-35/Kenrick Park & Ride
- 1,000 additional 2040 average weekday riders
- Schedule
 - Planning 2016-2018
 - Engineering/Design 2018-2019
 - Construction 2020 or 2021

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Orange Line
 FUTURE EXTENSION



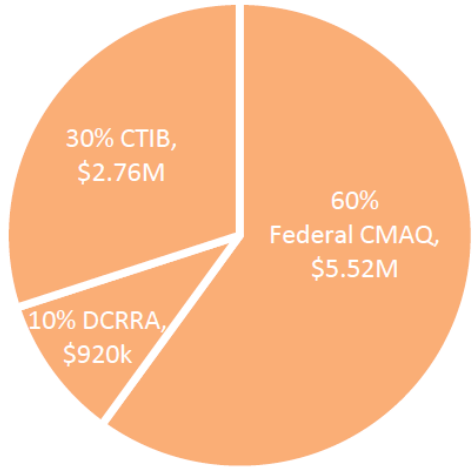
Concept Infrastructure



- Walk-up station near Burnsville Center
 - Southbound station on 35W or Buck Hill
 - Northbound station on Buck Hill
- At-grade crossings/sidewalk connections to mall and local bus
- Signal priority at seven traffic signals
- Ticket vending machines at 2 stations
- Use existing Kenrick ramp and station
 - Parking expansion on nearby publicly-owned property
- Four new BRT Vehicles to extend service

Preliminary Capital Cost

- Projected capital cost: **\$9.2 million**
- Anticipated funding sources:
 - Dakota County Regional Railroad Authority
 - Counties Transit Improvement Board
 - Federal sources



Description	Capital Cost (millions)
BRT Vehicles	\$3.7
Burnsville Center Inline Station	\$1.75
Extension Corridor: Systems	\$0.75
Lakeville parking expansion (Assumes surface spaces on existing ROW)	\$1.25
Unallocated Contingency/Escalation	\$0.75
Project Construction/Systems (CMAQ Eligible)	\$8.2
Soft Costs (design, construction management, planning, environmental)	\$1.0
Phase II Capital Project Total	\$9.2 Million

Upcoming Scoping Decision for OLX Project Plan

- Burnsville Center access
 - Transfers from local service
 - Walk-up connections through mall property and along street
 - Sidewalk infrastructure
- Routing to/from I-35W at Burnsville Center
- Runningway
 - No existing MnPASS lanes
 - MnDOT study underway
- Parking
 - Expansion at Lakeville
 - Kenrick requires site identification





Charles Carlson, BRT Project Office
612-349-7639
charles.carlson@metrotransit.org

www.metrotransit.org/orangeline