METRO Orange Line Update
Dakota County Regional Railroad Authority
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Charles Carlson
Metro Transit BRT/Small Starts Project Office
Feedback from July 28 DCRRA meeting

• Who are Orange Line riders?
• How would Orange Line improve transit in Dakota County?
• Vision for BRT: fast service, online stations
• Set up Orange Line for Phase II implementation
  • Speed
  • Compatibility
• Displeasure with options under study for southern terminus
• Cost-effectiveness of infrastructure
## Who are Orange Line riders?

<table>
<thead>
<tr>
<th>Sample Trips</th>
<th>Current Travel Times</th>
<th>Travel Times with Orange Line</th>
<th>% Faster</th>
</tr>
</thead>
<tbody>
<tr>
<td>From <strong>Burnsville</strong> to Best Buy, AM</td>
<td>51 minutes 460 to 535</td>
<td>12 minutes Orange Line</td>
<td>76% faster</td>
</tr>
<tr>
<td>From <strong>Lakeville</strong> to Best Buy, AM</td>
<td>59 minutes Drive to Kenrick, 467 to 535</td>
<td>27 minutes Drive to Burnsville, Orange Line</td>
<td>54% faster</td>
</tr>
<tr>
<td>From <strong>Burnsville</strong> to Target Field. Sunday midday</td>
<td>72 minutes 444 to Blue Line</td>
<td>39 minutes Orange Line to Green Line</td>
<td>46% faster</td>
</tr>
<tr>
<td>From <strong>Burnsville</strong> to Southdale Center, midday</td>
<td>61 minutes 444 to 515</td>
<td>26 minutes Orange Line to 515</td>
<td>57% faster</td>
</tr>
<tr>
<td>Downtown Minneapolis to <strong>Burnsville</strong>, late Friday evening</td>
<td>No trips available</td>
<td>38 minutes Orange Line</td>
<td>Trip not possible on existing transit</td>
</tr>
</tbody>
</table>
Orange Line public outreach

- 210 surveyed
- The majority of surveyed residents from Burnsville & Lakeville selected the Travelers Trail site as their preference
How is METRO different from express bus service?

• New service option that complements express
• Higher priority on direct access to key destinations (like other METRO lines)
• 2040 ridership forecast shows that 76% of Orange Line trips will be walk up versus 34% of I-35W express bus trips.
• METRO lines see high all-day and off-peak ridership

A recent Orange Line survey showed these preferences:

“ease and safety for walking”
“closer to my needs”
“improved pedestrian connections”
“ease of access to businesses”
Complementary transit routes on I-35W

**535**
- Downtown
- Lake
- 46th
- 66th
- 76th

**467**
- Downtown
- Lake

**460**
- Downtown
- Lake

**465**
- U of M
- Burnsville
- Lake

**Orange Line**
- Downtown
- Lake
- 46th
- 66th
- 76th
- American
- Burnsville
- Burnsville Center
- Lakeville

(Replaced by Orange Line)
Regional Asset

- 59% of existing 35W riders are from south of the river
- Orange Line serves an established transit market in Burnsville, complementing MVTA service
- Residents from all over Dakota County choose this area to park and ride because of the amount and span of bus service
- This location is already a key gateway for paratransit from all over the south metro
Travelers Trail + Burnsville Pwky Stations

- Same routing as Travelers Trail only
- No added travel time with inline configuration at Burnsville Parkway
Phase II Southbound

Phase II Northbound
Benefits of the Two-station Proposal

- Developed by Dakota County and City of Burnsville
- Positions Orange Line for a streamlined future expansion to the south
- Phase II would utilize all investments from Phase I
- Parking needs met by municipal ramp at Travelers Trail
- Improves transit access in the Burnsville Parkway/35W area
- No change in travel time since both stations are on the current routing
- Consistent with Orange Line project purpose & need
- Minimal additional cost and changes to NEPA scope
- Keeps project on schedule
## Comparing Red Line & Orange Line

<table>
<thead>
<tr>
<th></th>
<th>Red Line Cedar Grove</th>
<th>Orange Line Travelers Trail + Burnsville Pkwy</th>
</tr>
</thead>
<tbody>
<tr>
<td>Passengers impacted by travel time</td>
<td>Middle of route – all</td>
<td>End of route – few</td>
</tr>
<tr>
<td>Traffic Signals, roundtrip</td>
<td>10</td>
<td>1</td>
</tr>
<tr>
<td>Cost of Online Station</td>
<td>$15M</td>
<td>$60M+ freeway and bridge reconstruction</td>
</tr>
<tr>
<td>Travel time added by offline station</td>
<td>20% or 10 minutes</td>
<td>4% or 2 minutes</td>
</tr>
<tr>
<td>Parking?</td>
<td>Yes</td>
<td>Travelers Trail: Yes</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Burnsville Pkwy: No</td>
</tr>
</tbody>
</table>
Comparing Red Line & Orange Line

Cedar Grove

Middle of route, all passengers impacted

Burnsville Pkwy

End of route, few passengers impacted
# Compatibility with Future Extension

<table>
<thead>
<tr>
<th>Station</th>
<th>Compatible with Phase II routing</th>
</tr>
</thead>
<tbody>
<tr>
<td>Burnsville Transit Station</td>
<td>No 2\textsuperscript{nd} platform required, impacting MVTA park &amp; ride lot</td>
</tr>
<tr>
<td>Travelers Trail</td>
<td>Yes</td>
</tr>
<tr>
<td>Burnsville Parkway offline</td>
<td>No Circuitous if used for Phase II, station investment would be used in Phase I only</td>
</tr>
<tr>
<td>Burnsville Parkway online</td>
<td>Yes</td>
</tr>
<tr>
<td>Travelers Trail + Burnsville Parkway inline</td>
<td>Yes</td>
</tr>
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</table>
# Cost of Station Options

<table>
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<tr>
<th>Station</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Burnsville Transit Station</td>
<td>$0.69M</td>
</tr>
<tr>
<td>Travelers Trail</td>
<td>$0.97M</td>
</tr>
<tr>
<td>Burnsville Parkway offline</td>
<td>$1.5M - $2M</td>
</tr>
<tr>
<td>Burnsville Parkway online</td>
<td>$60M+ roadway and bridge work*</td>
</tr>
<tr>
<td>Travelers Trail + Burnsville Parkway inline</td>
<td>$1M</td>
</tr>
</tbody>
</table>

*MnDOT confirmed no bridge or road work is planned in this area. Highway cost would be assumed by transit project.
Burnsville Pkwy Offline – Circuitous Routing
Burnsville Pkwy Inline – Reduces Delay
Parking for Park and Ride users

Travelers Trail

Existing Capacity (about 4% utilized)

Burnsville Parkway

No parking option
Phased Project - $3M contribution from DC

Anticipated Capital Sources, Phase I ($150M)
- Federal
- CTIB
- Hennepin County $12.8
- Dakota County $2M

Anticipated Capital Sources, Phase II ($10M)
- Dakota County $1M
- Federal
- CTIB*

*CTIB participation not currently in the Program of Projects
Single Project – larger contribution from DC

- Larger overall project
- 35% of guideway and 40% stations are in DC, leading to larger local share
Anticipated DCRRA Funding Contributions

Phase I to Burnsville: $2M
Phase I + Phase II to Lakeville: $3M
Single Project to Lakeville: $5.6M - 6.4M
Scope additions jeopardize project schedule

- Small Starts is expected to fund $66M (43%) of Orange Line
- Highly competitive grants
- 63 projects in pipeline nationwide
- 42 competing in same phase as Orange Line