Knox Avenue Layout

• Working with property owner to accommodate future development
  • Direct alignment on Knox
  • Bowed alignment just east of Knox
• SEH memo highlights issues for a curved alignment to address
• Study impacts of both in NEPA
Knox Avenue – Direct Route

SECTION A-A

SECTION B-B
Knox Avenue – Bowed Route
Burnsville Southern Terminus Study

• Restarting work in Burnsville
• Develop minimal concepts for each site – early June
• Engage riders via online & paper survey – week of June 22nd
• Complete interagency evaluation of sites – early July
• Design a conceptual site plan for preferred location – late July
• Wrap up in August
Travelers Trail concept (for comparison to BTS)
Downtown Access Options

• Create seamless transit advantage northbound from 35W to MARQ2
• Discussions with FHWA, MnDOT, and City
• Traffic modeling revealed no southbound advantage with flyover
• Focused on NB - exploring cross sections on 10th and 9th Streets
• City requested further study on 12th Street flyover/contraflow
9th Street - Existing

- P: Parking
- 7': Bench
- 8': Parking lane
- 14': Drive lane
- 12': Drive lane
- 12': Drive lane
- 5':
- 3':
- 8': Parking lane
- 11': Sidewalk

METRO Orange Line
9th Street – BRT with protected bikeway
12th Street – two-way transit ramp?
NEPA Approach

- DCE path
  - Draft DCE in house, similar to A Line
  - Separate NTP in Orange Line Design for NEPA assistance to supplement work of internal staff
  - RFP for Section 106 work only
  - complete Q1 2016
- Lake Street Transit/Access separate NEPA
  - EA for station/highway work
  - Currently voting on noise walls, after completion EA will be finalized
  - FONSI expected late 2015
Six-Month Look Ahead

- Section 106 & DCE
- Orange Line PD/Engineering contract
- Technical Issue resolution:
  - Burnsville terminus
  - Knox Avenue layout
  - Downtown access
- Complete 2040 ridership forecasting
- Draft PMP
- Update Public Engagement Plan
- Develop Municipal Consent Path
- Complete Financial Plan – by 9/1