METRO Orange Line TAC
September 10, 2015
Agenda

1. Introductions

2. Updates/Look Ahead
   - Design & Engineering contract
   - CTIB grant
   - Environmental Process
   - Funding commitment

3. Action items
   - Burnsville Southern Terminus Study
   - Downtown Minneapolis, 12th Street ramp

4. Around the table
Burnsville Southern Terminus Study

- Initially, Burnsville Transit Station (BTS) was planned as the south terminus
- 2013 design concepts raised concerns about space constraints and operations at BTS
- 2015 Southern Terminus Study
  - Compare the BTS and Travelers Trail sites
  - Consider Orange Line objectives, site characteristics, rider experience, and costs
  - Compare bus operations
    - Station operations
    - Travel times
    - Adaptability for a south extension
  - Check feasibility of an online (median) I-35W station concept at Burnsville Parkway
- Adjusted scope to address subcommittee’s feedback
Burnsville Southern Terminus Study

Burnsville Transit Station Site

Travelers Trail Site
Orange Line Public Outreach

- 210 surveyed
- The majority of surveyed residents from Burnsville & Lakeville selected the Travelers Trail site as their preference
- See outreach summary handout
Site Characteristics

**TT**
- Vacant parking lot
- Existing Met Council permit for transit use
- Express and local bus routes nearby
- Existing municipal structured parking nearby (400 spaces; 4% occupied)
- Many walkable destinations, sidewalks

**BTS**
- Major MVTA transit hub, serving both express and local routes
- Existing parking (1,400 spaces; often more than 80% occupied)
- Few walkable destinations, lack of sidewalks
Travelers Trail (TT) Concept

HRA-owned Development Site

Existing Ramp

Pedestrian Connection Options to Parking Garage

Highway 13

Travelers Trail
Comparison of Routings, Travel Time

• Similar turn-around time for BTS and TT, with less conflict/risk at TT
  • no left turn
  • less conflict with MVTA buses

• Convenient opportunities for MVTA-Orange Line transfers and shared parking at both sites

• Hwy 13 pedestrian crossing is used now and can be improved
Southern Terminus Study – Key Findings

- The Travelers Trail site provides the best balance among objectives
  - Best connection to the Heart of the City, for walk-up service – plus has ample parking now next to the site
  - Good turn-around time (similar to BTS with fewer risks)
  - Minimal conflicts with traffic and MVTA bus operations
  - Better adaptability for a future extension
  - Good connectivity to MVTA local and express routes
  - Support from future riders via public survey
  - Support from City of Burnsville staff
Additional Concepts Considered:
Burnsville Pkwy **Online** Station

- Concept was developed & studied at Burnsville Pkwy
- $60M for station elements, plus road, bridge and parking costs
- Less riders than Heart of the City
- Business impacts from freeway widening
- Need to reconstruct Hwy 13 interchange
- Need to reconstruct Burnsville Pkwy bridge
- Poor pedestrian access
- No parking
Additional Concepts Considered: Burnsville Pkwy Offline Station

- Based on subcommittee input, looked at two Burnsville Parkway offline station concepts
- Could save 1+ minute of turn-around time compared to TT, however:
  - Poor pedestrian access to Heart of the City and to many MVTA routes
  - Fewer riders
  - No parking
  - More site risk – never developed, slopes, requires freeway right-of-way
Subcommittee recommendations

1. Defer the Burnsville Station and end the Orange Line at 98th Street Station.
   • Concerns that current project did not provide enough detail on a potential extension
   • An alternatives analysis/transit market study could help inform long-term planning

2. Establish the southern terminus at Travelers Trail.
   • Preferred site when compared to BTS
   • However, there was not a consensus: MVTA and Dakota County abstained in order for policy makers to review materials
Post-evaluation local proposal: Travelers Trail + Burnsville Pkwy Stations

- Burnsville Parkway is an inline, northbound station
- Same routing as Travelers Trail only
- No added travel time
- Routing first to the Travelers Trail Station will:
  - Serve most riders first, including park and ride users
  - Provide a faster turn-around time
- Developed by Dakota County and City of Burnsville to address local concerns
## Cost of Station Options

<table>
<thead>
<tr>
<th>Station</th>
<th>Cost</th>
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</thead>
<tbody>
<tr>
<td>Burnsville Transit Station</td>
<td>$0.8M</td>
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<tr>
<td>Travelers Trail</td>
<td>$1.2M (includes ramp meter bypass)</td>
</tr>
<tr>
<td>Burnsville Parkway offline</td>
<td>$1.2M (includes ramp meter bypass)</td>
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<tr>
<td></td>
<td>$2.0M (includes ramp meter bypass, on-street parking)</td>
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<tr>
<td>Burnsville Parkway online</td>
<td>$60M (does not include roadway, bridge, and park &amp; ride*)</td>
</tr>
<tr>
<td>Travelers Trail + Burnsville Parkway inline</td>
<td>$1.7M (both stations and ramp meter bypass)</td>
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*MnDOT confirmed no major bridge or road work is planned in this area. Additional highway and parking costs would be assumed by transit project.*
Burnsville Action Item & Discussion

Discuss previous recommendations and advise on a preferred direction.

1. Defer the Burnsville Station
2. Travelers Trail
3. Travelers Trail & Burnsville Parkway stations
Existing MARQ2/Orange Line Routing
Downtown Orange Line Routing Concepts
12th Street Transit Ramp
Benefits of the 12th Street Transit Ramp

• Provides all-day reliability for all MARQ2 buses, including routes that are deadheading
• Improves traffic function on 11th Street due to removal of buses
• No significant impact on 12th Street traffic
• Could be funded as part of Orange Line capital project
• Could be constructed as part of Orange Line and the Transit/Access Project while Highway 65 is already disrupted
• Fulfills Access Minneapolis plan to connect managed lanes to MARQ2
Potential issues for further study

- Highway 65 clearance under the 15th Street bridge
- 15th Street bridge center pier
- Increased complexity on 12th Street
- Loss of HOV entrance on 12th (ramp is transit only)
- Safety measures to deter errant vehicles
- Future maintenance agreements