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
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 MVTA 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

- 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
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

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<tr>
<th>Description</th>
<th>Capital Cost (millions)</th>
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<tr>
<td>BRT Vehicles</td>
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<td>Burnsville Center Inline Station</td>
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<td>Extension Corridor: Systems</td>
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<td>Lakeville parking expansion (Assumes surface spaces on existing ROW)</td>
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<td>Soft Costs (design, construction management, planning, environmental)</td>
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<td><strong>Phase II Capital Project Total</strong></td>
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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
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