

GOAL

Solicit public input on the selection of a Burnsville Orange Line station.

Option 1: Burnsville Transit Station

Option 2: New Station at Nicollet Ave S & Highway 13

OUTREACH BY THE NUMBERS

Tweeted to **16,700** MT Twitter followers.

Showed up in **10,556** Facebook feeds. **92** likes. **27** shares.

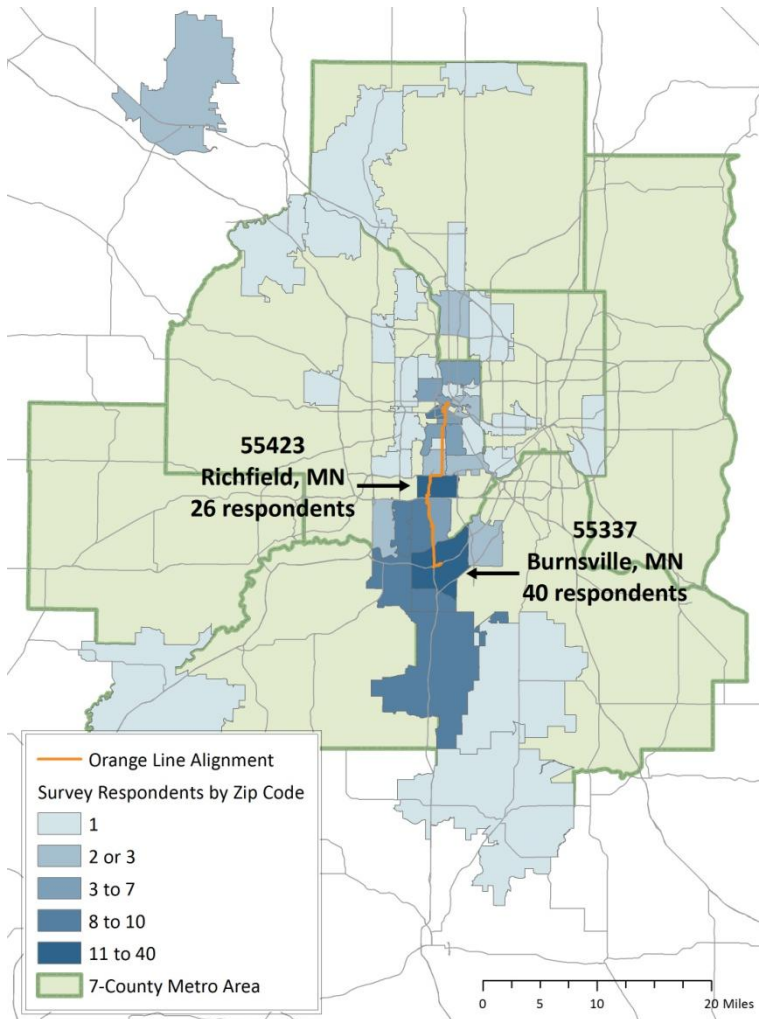
Sent to **399** e-newsletter subscribers.

Distributed on **6** Route 535 buses. Handed out **400** slips with web survey link on Marq2.

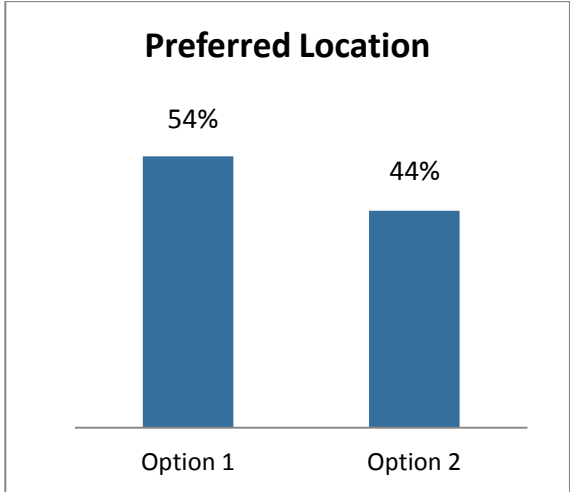
(110 paper surveys, 100 web surveys)



SURVEY RESPONSES

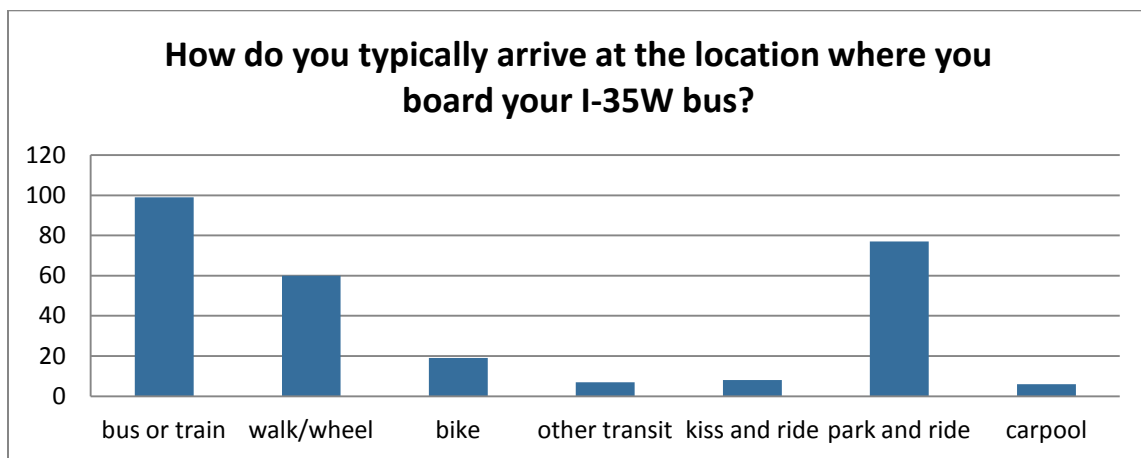
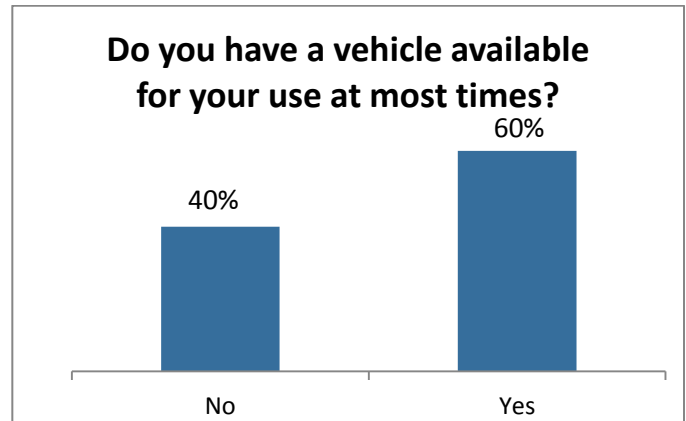
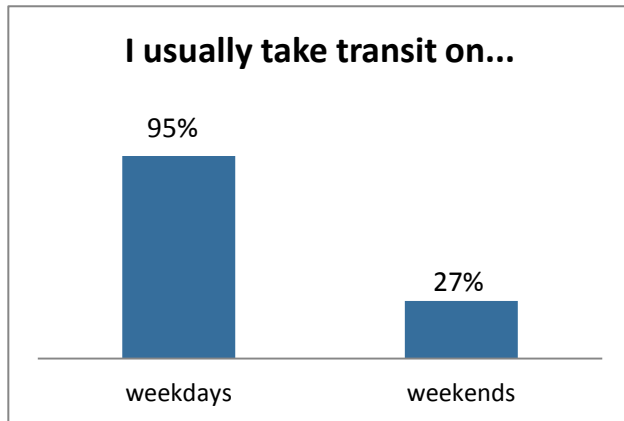


156 responses to station location question

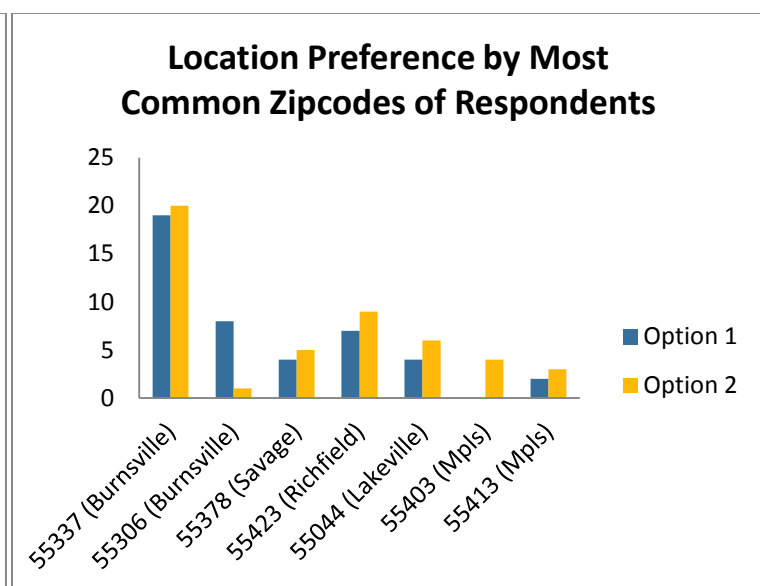
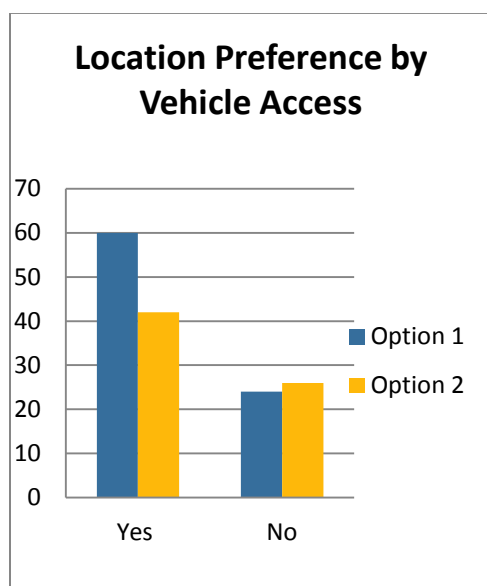


85 prefer Option 1
68 prefer Option 2
3 prefer both

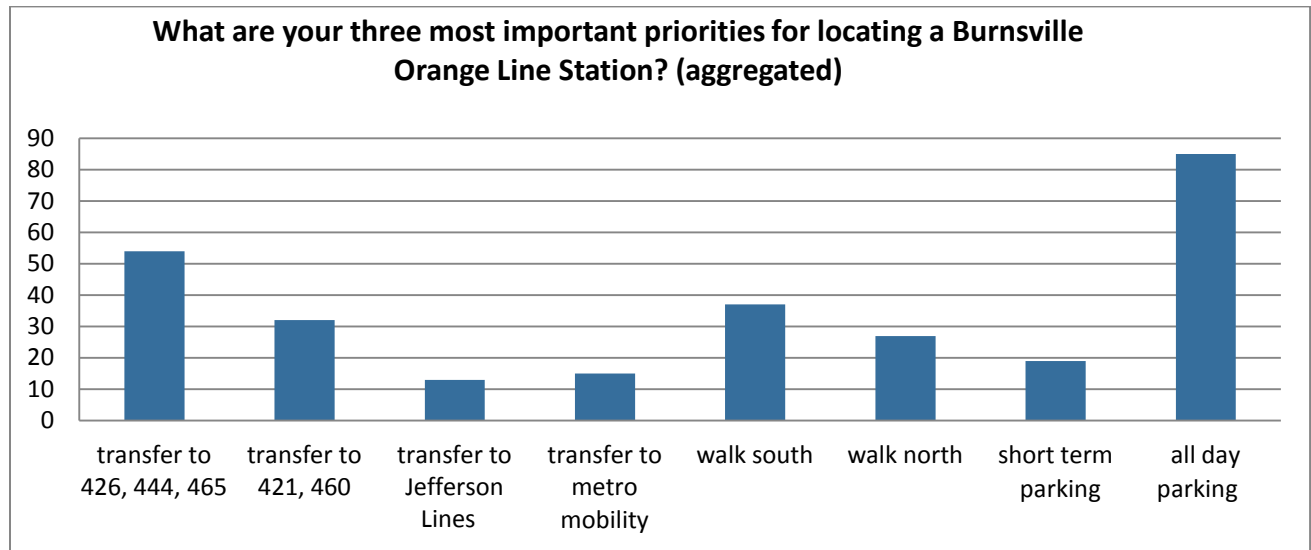
CHARACTERISTICS OF SURVEY RESPONDENTS



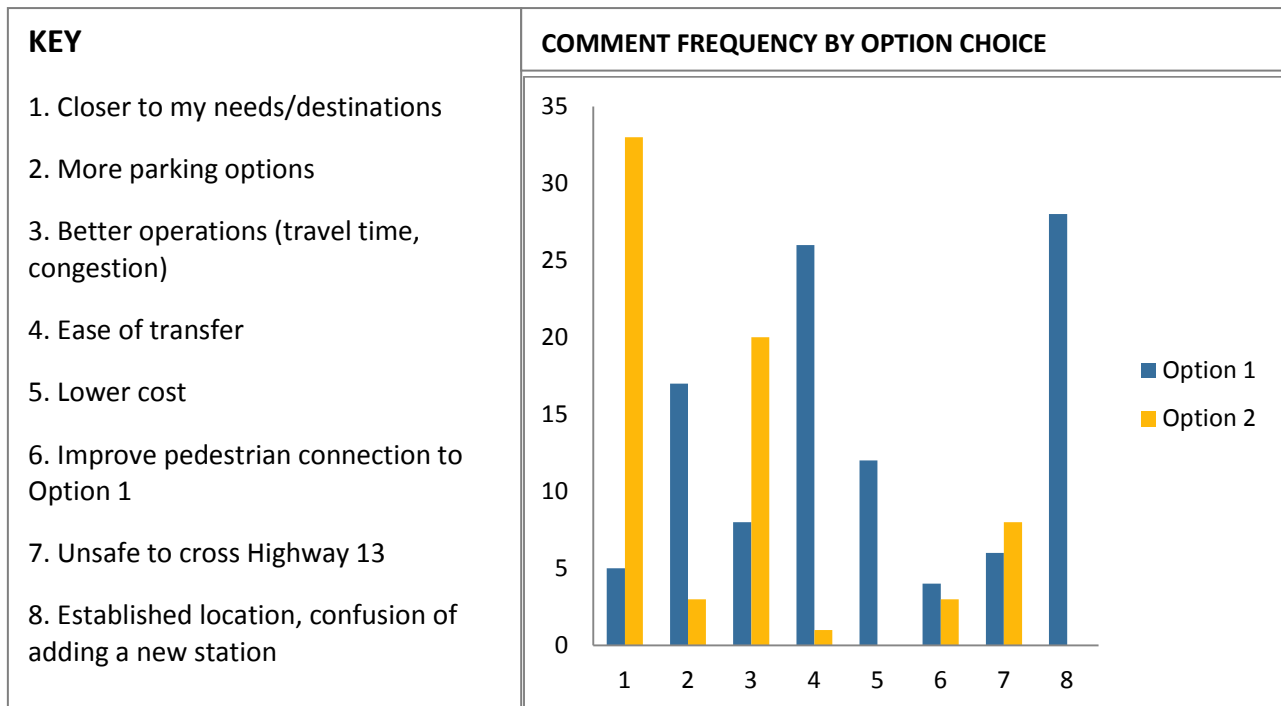
The following two plots show the relationship between respondent access to a vehicle or their home zip code and the preference for Option 1 or Option 2.



PRIORITIES IN STATION SELECTION



In the survey's comments section, respondents shared why they selected either Option 1 or Option 2. The key below lists the eight most common comments. The plot shows the frequency of each comment in relation to which station option the respondent selected.



SUMMARY OF COMMENTS

33 respondents wrote that **Option 2** was more **convenient** and offered better access to their destinations:

“Easier to get to,” “More convenient for my needs,” “It would save me time,”
“Everything is south of 13 in the Heart of the City”

17 respondents mentioned the existing **parking** options at **Option 1** were a priority

“In case I take the regular route in the am, but stay late and need to take the Orange line in the evening. My car would be at the park and ride.”

12 respondents mentioned concern about the **cost** of building a new transit station at **Option 2**

“...because the fare may go up if you have to build something.”

26 respondents said they chose **Option 1** because of its **transfer** options

“Transfers are good. There is no reason to have the station at a place which makes transferring harder.”

28 respondents preferred **Option 1** because it is an **established location**, and having two stations might confuse riders

“As nice as it would be to have a station south of the highway, we need to keep our transit locations somewhat centralized.”

20 respondents felt that **operations**—travel time and amount of congestion—would be smoother at **Option 2**, while **8** respondents felt operations would be better at **Option 1**

“(Option 2)...seems less congested and easier access in and out.”

14 respondents expressed concerns about **pedestrian safety** and crossing Highway 13 and **7** felt that a pedestrian connection across Highway 13 would either support access to **Option 1** or provide a connection to make **transfers between Option 1 and Option 2**

“BTS is a great option if you add a pedestrian bridge,” ... “there needs to be a vastly improved pedestrian connection to Heart of the City.”

“If no cat walk, it’s not safe to cross highway 13 as feel pressure to cross in hurry. If catwalk bypass the high way 13 then logistically use option #1.”

“(Chose Option 2 because)...walkers will not need to cross Hwy 13, which is a VERY dangerous intersection.”