



METRO Orange Line Update

Dakota County Regional Railroad Authority

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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

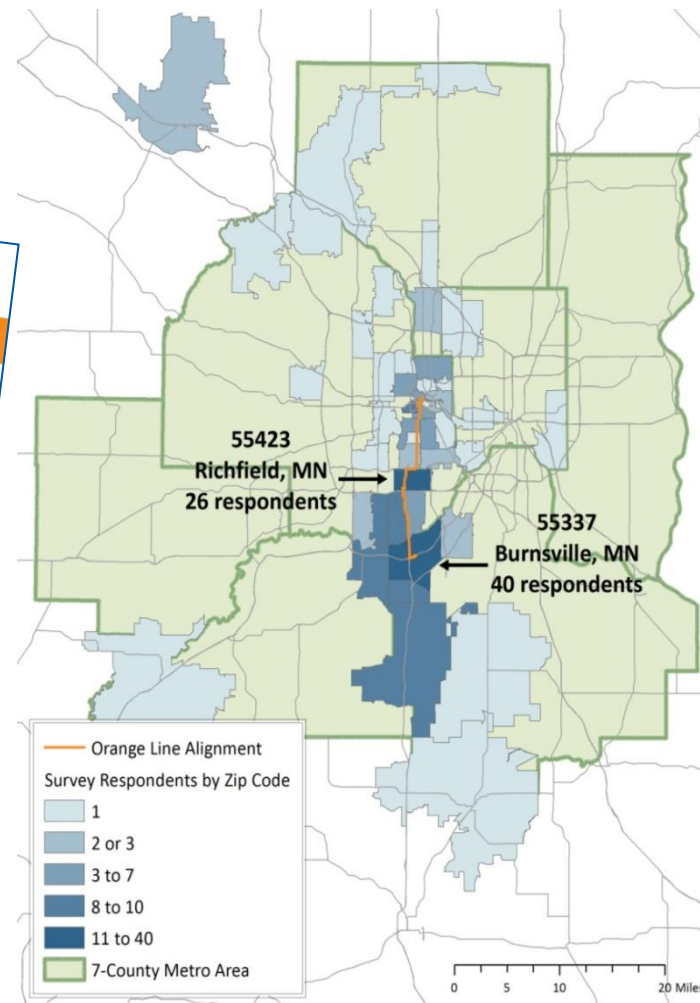
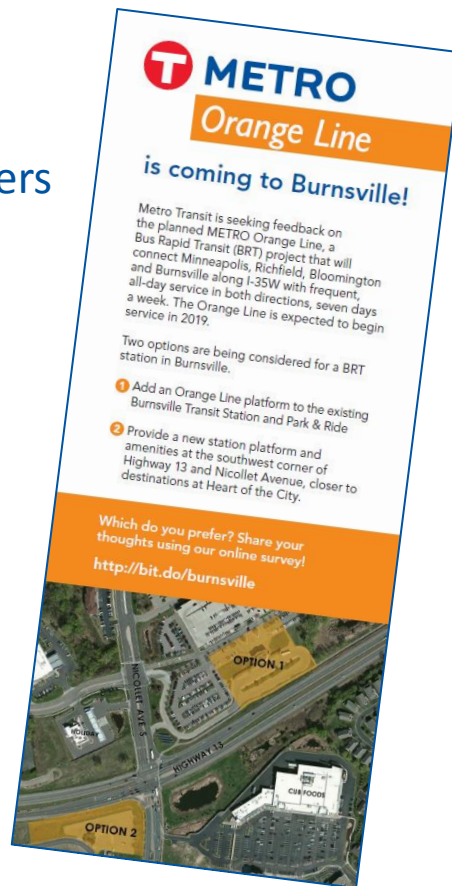


Who are Orange Line riders?

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

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”

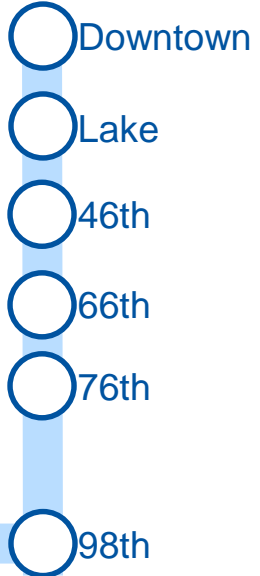
“improved pedestrian connections”

“ease of access to businesses”



Complementary transit routes on I-35W

535

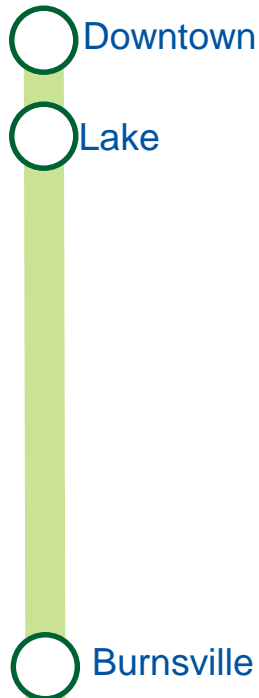


(Replaced by Orange Line)

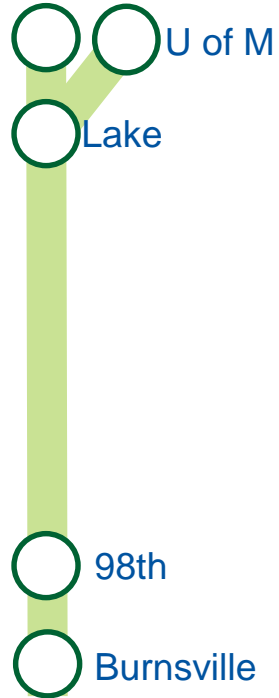
467



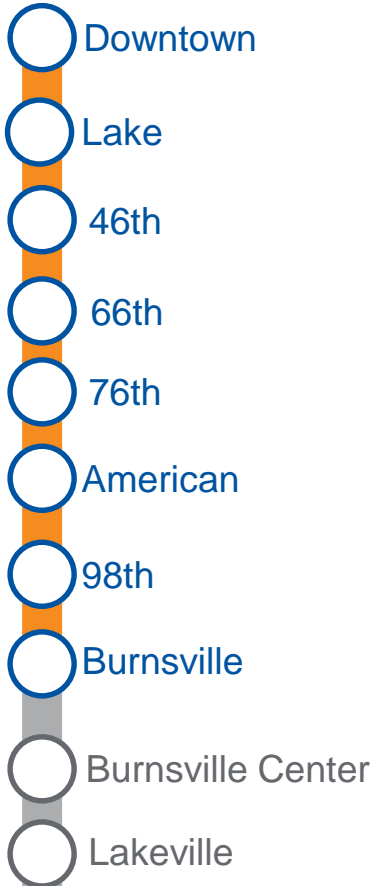
460



465



Orange Line

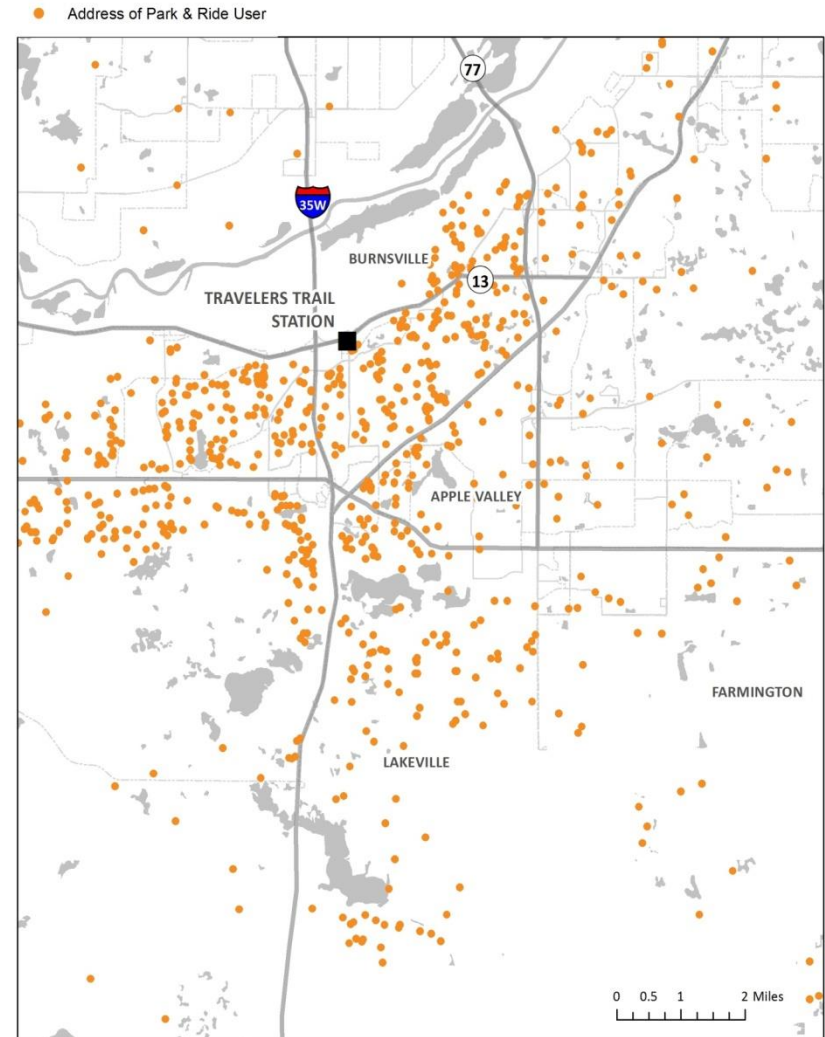


Orange Line

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

ORANGE LINE MARKET AREA:
Burnsville Transit Station Park & Ride User Origin, 2012



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

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

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

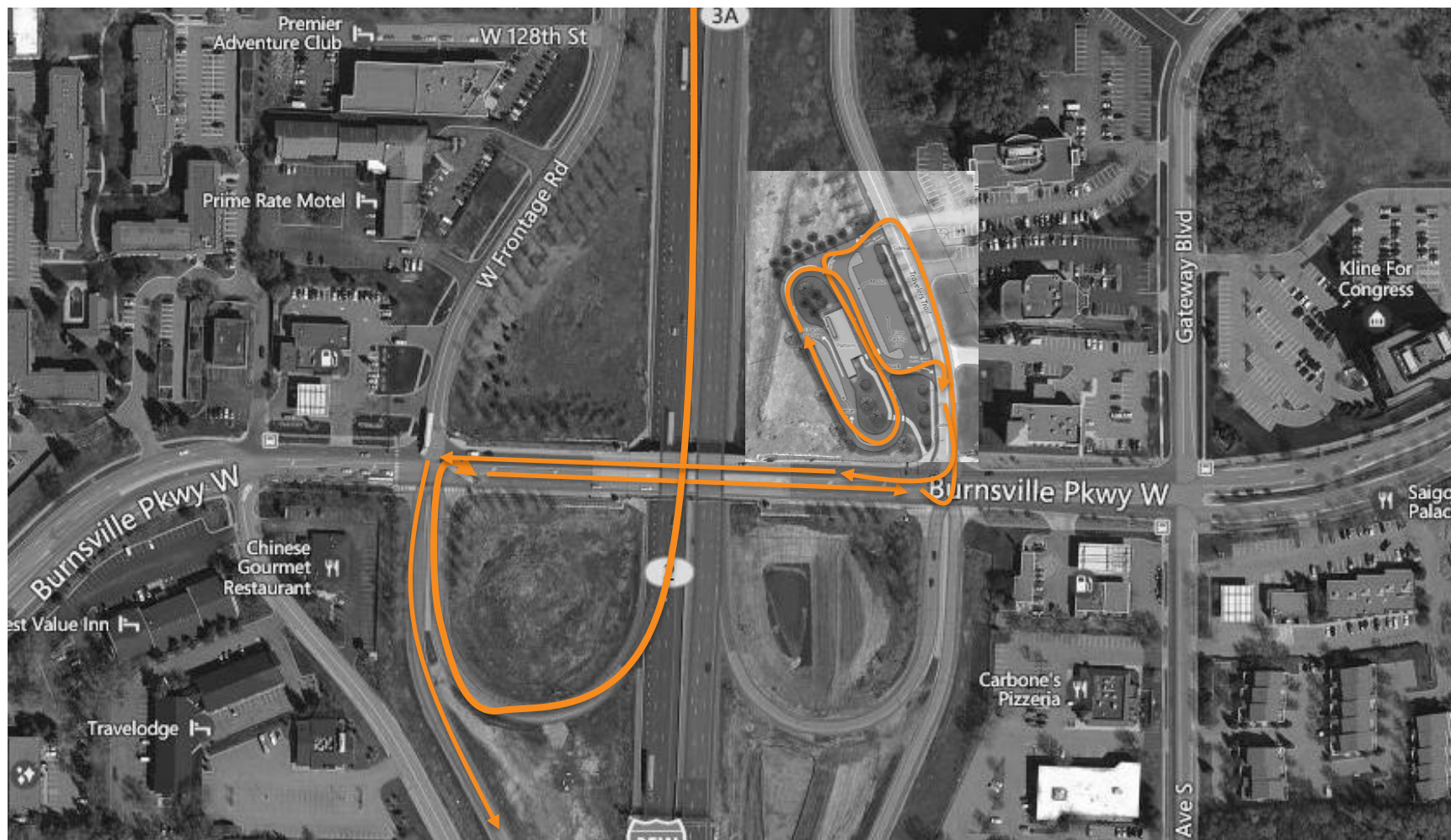
Station	Compatible with Phase II routing
Burnsville Transit Station	No 2 nd platform required, impacting MVTA park & ride lot
Travelers Trail	Yes
Burnsville Parkway offline	No Circuitous if used for Phase II, station investment would be used in Phase I only
Burnsville Parkway online	Yes
Travelers Trail + Burnsville Parkway inline	Yes

Cost of Station Options

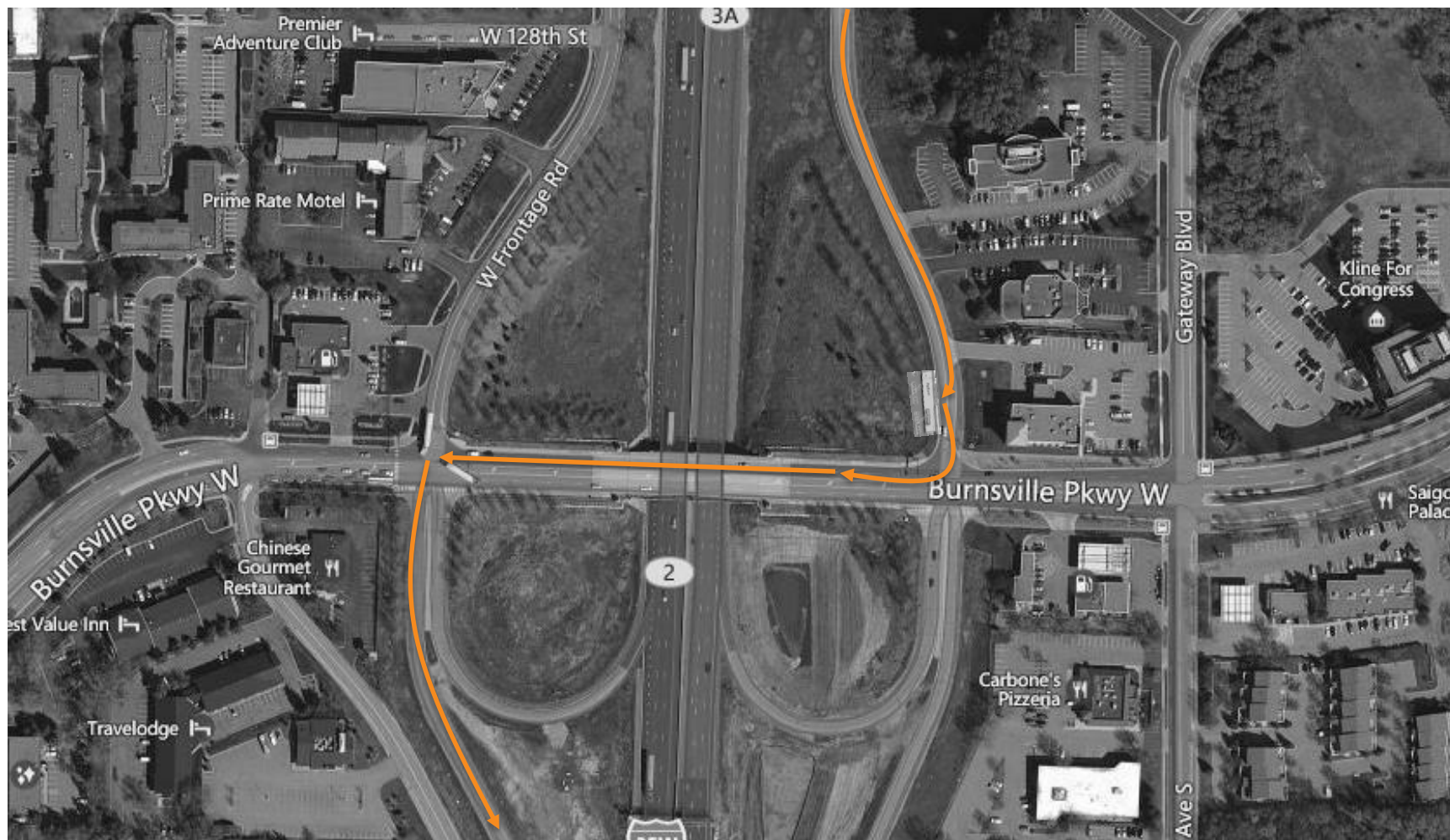
Station	Cost
Burnsville Transit Station	\$0.69M
Travelers Trail	\$0.97M
Burnsville Parkway offline	\$1.5M - \$2M
Burnsville Parkway online	\$60M+ roadway and bridge work*
Travelers Trail + Burnsville Parkway inline	\$1M

*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)

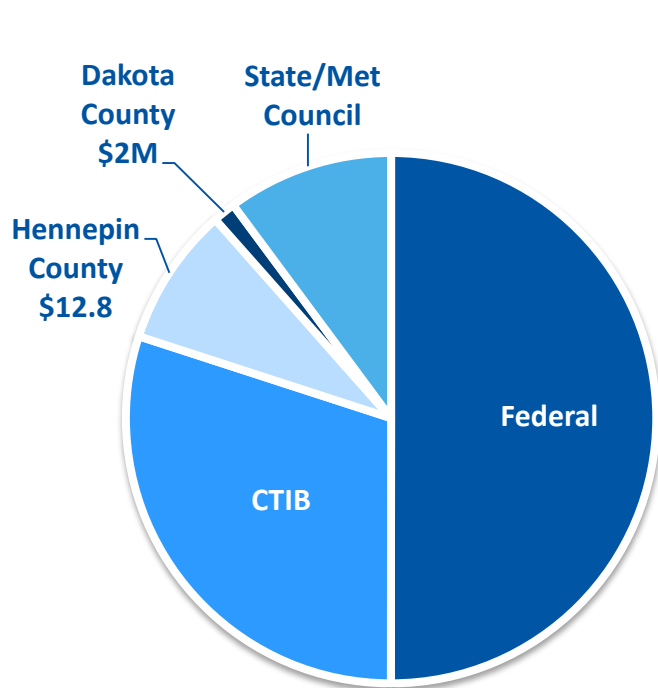


Burnsville Parkway



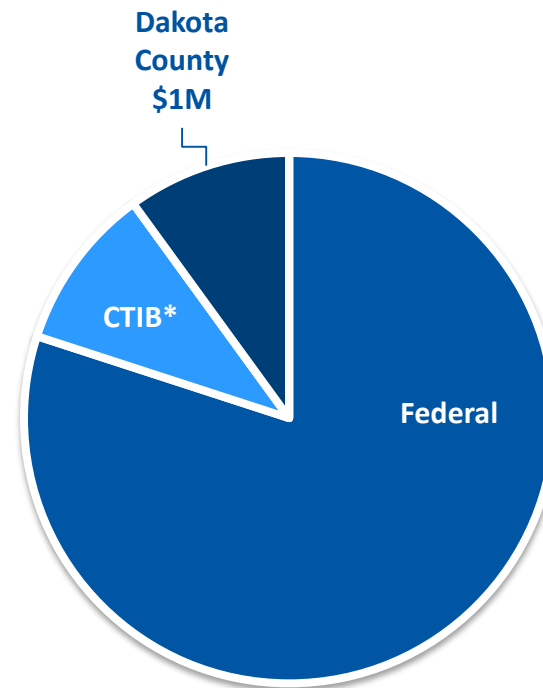
No parking option

Phased Project - \$3M contribution from DC



Anticipated Capital Sources,
Phase I (\$150M)

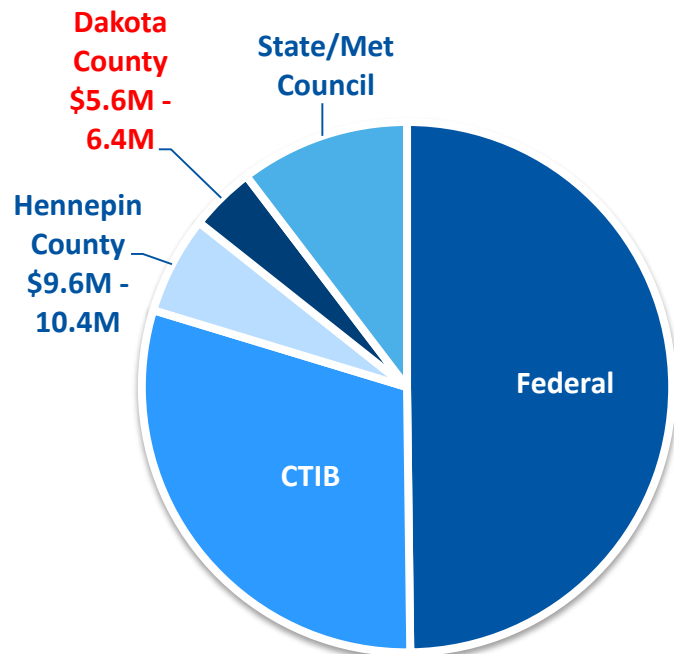
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Anticipated Capital Sources,
Phase II (\$10M)

**CTIB participation not currently in the Program of Projects*

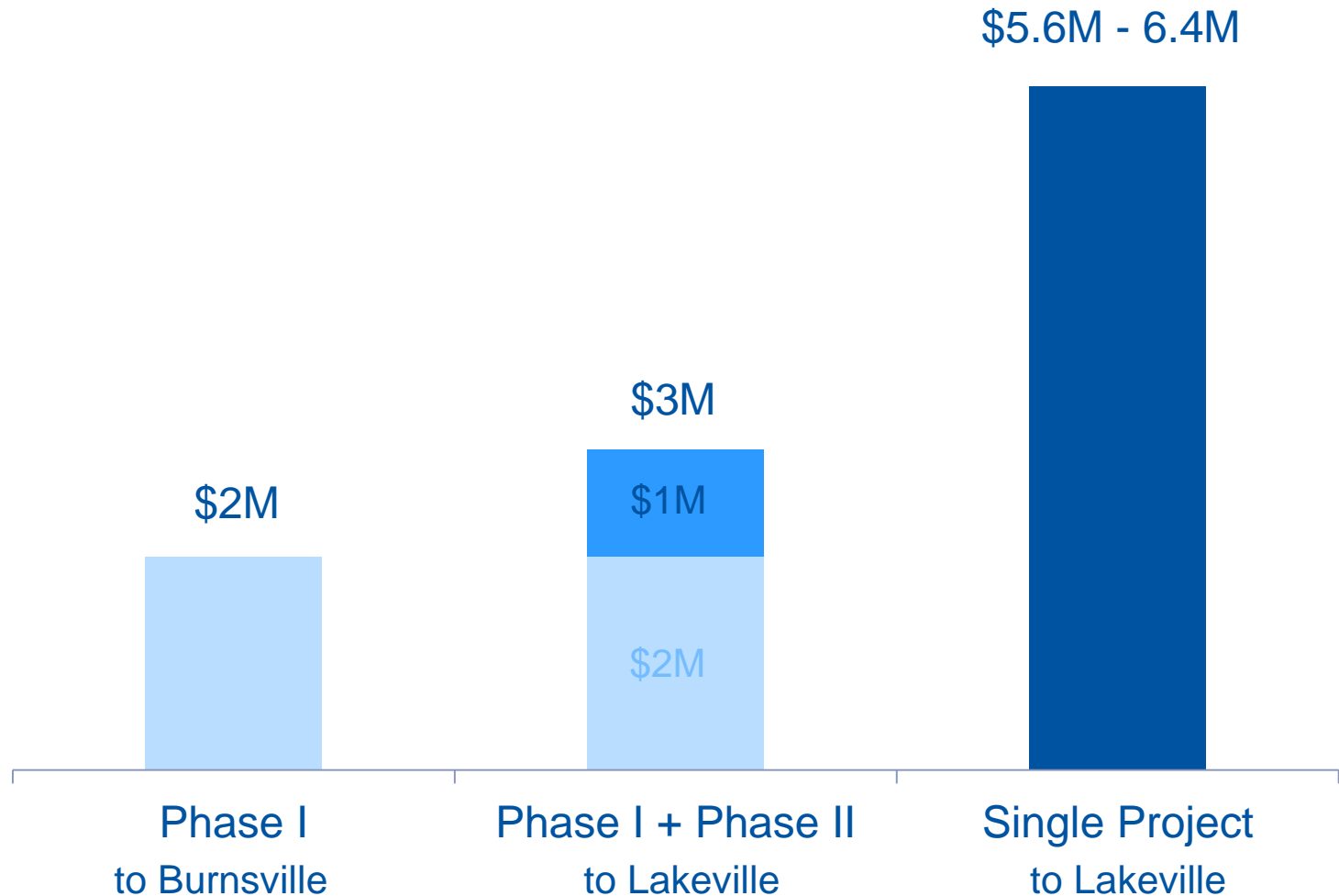
Single Project – larger contribution from DC



Anticipated Capital Sources,
Single Project (\$160M)

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

Anticipated DCRRA Funding Contributions

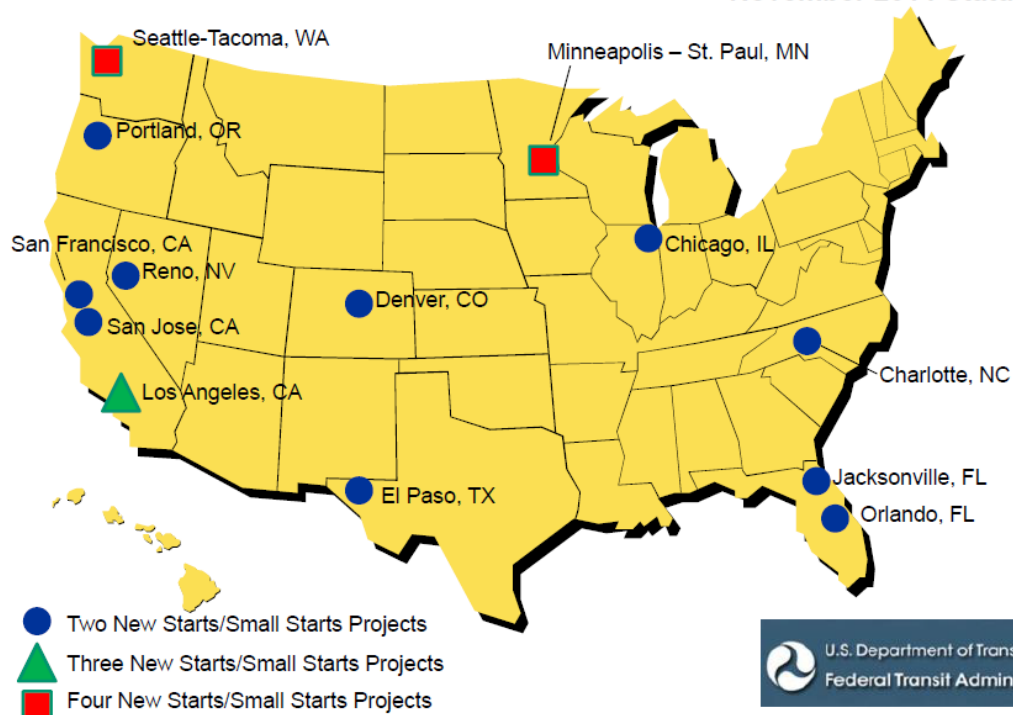


Scope additions jeopardize project schedule

Multiple New Starts/Small Starts Projects in a Single Region



November 2014 Status



- 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