



# 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, 12<sup>th</sup> Street ramp
4. Around the table

# Burnsville Southern Terminus Study

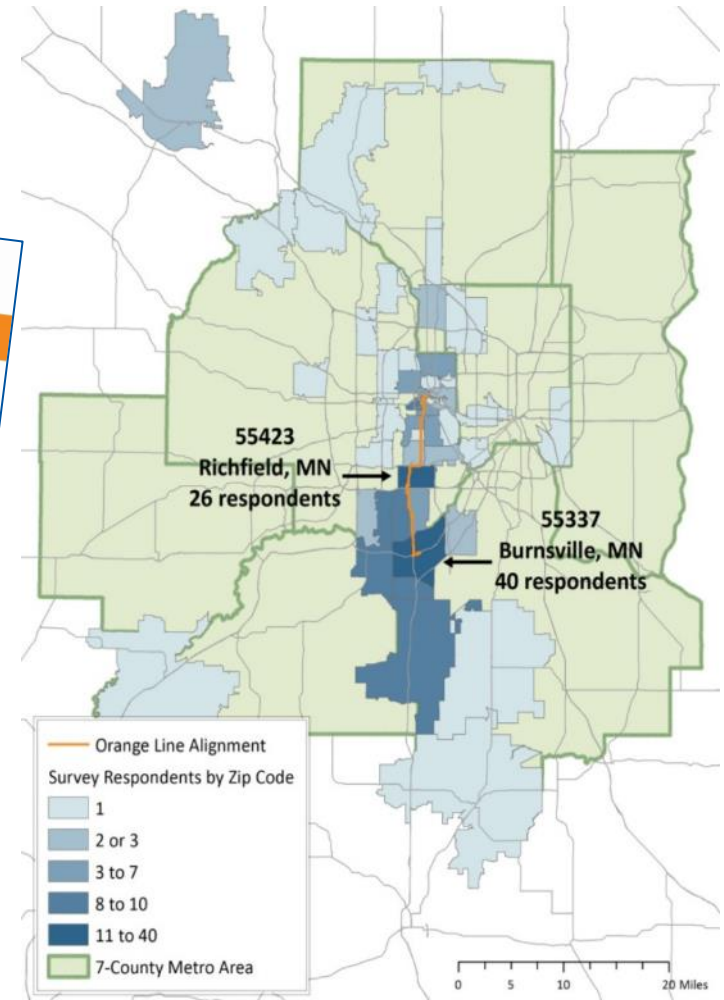
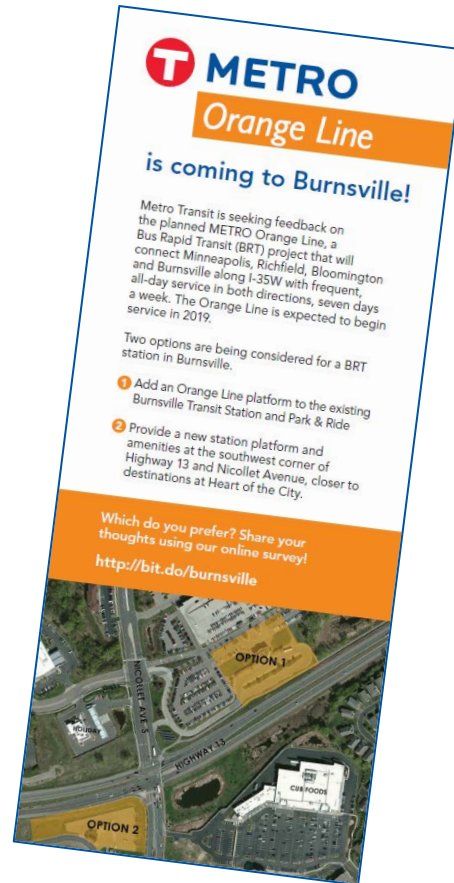
- Initially, Burnsville Transit Station (BTS) was planned as the south terminus
- 2013 design concepts raised concerns about space constraints and operations at BTS
- 2015 Southern Terminus Study
  - Compare the BTS and Travelers Trail sites
  - Consider Orange Line objectives, site characteristics, 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



# 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

# Burnsville Transit Station (BTS) Concept



# Travelers Trail (TT) Concept





# 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 MVRTA bus operations
  - Better adaptability for a future extension
  - Good connectivity to MVRTA local and express routes
  - Support from future riders via public survey
  - Support from City of Burnsville staff



**METRO Orange Line Concept Evaluation Matrix**  
 Orange Line BRT South Terminus Concept Study  
 September 16, 2016

**Burnsville Travel Station (BTS) | Travelers Trail (TT)**

| STATION AND OPERATIONAL CHARACTERISTICS   | Burnsville | Travelers Trail | Design Team Remarks                                     |
|---|------------|-----------------|---|
| <b>Feasibility</b><br>Can this location be built and used as intended?                      | Fair       | Good            | TT is a better option for MVRTA                         |
| <b>Operations</b><br>How well does this location work for operations, safety, and security? | Fair       | Good            | Orange Line and MVRTA travel times are comparable at TT |
| <b>Connectivity</b><br>How well does this location connect to other transit modes?          | Fair       | Good            | TT is a better option for MVRTA                         |
| <b>Cost</b><br>What is the estimated cost of construction and operation?                    | Fair       | Good            | TT is a better option for MVRTA                         |
| <b>Accessibility</b><br>How well does this location serve the community?                    | Fair       | Good            | TT is a better option for MVRTA                         |
| <b>Transit Mode Compatibility</b>   |            |                 |   |
| Public Capital  | Fair       | Good            | TT is a better option for MVRTA                         |
| On-Bike Passenger Station   | Fair       | Good            | TT is a better option for MVRTA                         |
| Accessibility & Safety  | Fair       | Good            | TT is a better option for MVRTA                         |
| <b>Access</b><br>Access to the Heart of the City  | Fair       | Good            | TT is a better option for MVRTA                         |
| <b>Connectivity</b><br>Connection to Burnsville's Heart of the City                         | Fair       | Good            | TT is a better option for MVRTA                         |
| Connection to Heart of the City   | Fair       | Good            | TT is a better option for MVRTA                         |
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| <b>ECONOMIC AND LAND-USE POTENTIAL</b>  |            |                 |   |
| <b>Cost and Property Issues</b>   |            |                 |   |
| Construction Costs  | Good       | Good            | TT is a better option for MVRTA                         |
| Operating Costs   | Fair       | Fair            | TT is a better option for MVRTA                         |
| Property Costs & Acquisition Feasibility/Cost   | Fair       | Fair            | TT is a better option for MVRTA                         |
| Future Development - Housing, Retail, Office  | Fair       | Good            | TT is a better option for MVRTA                         |
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| <b>Accessibility to Other Modes</b>   |            |                 |   |
| Accessibility to Other Modes  | Fair       | Good            | TT is a better option for MVRTA                         |
| Accessibility to Other Modes  | Fair       | Good            | TT is a better option for MVRTA                         |
| <b>STATION DEVELOPMENT POTENTIAL</b>  |            |                 |   |
| <b>Stakeholder Support</b>  |            |                 |   |
| City of Burnsville Support  | Fair       | Good            | TT is a better option for MVRTA                         |
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Legend: Fair, Good

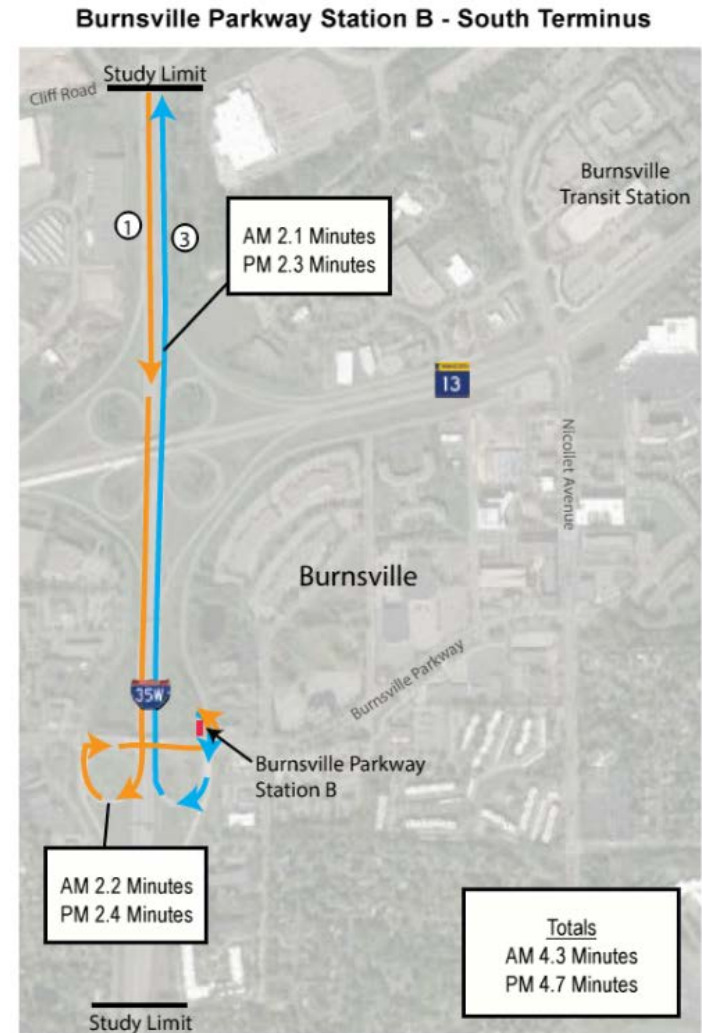
# Additional Concepts Considered: Burnsville Pkwy Online Station

- 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.

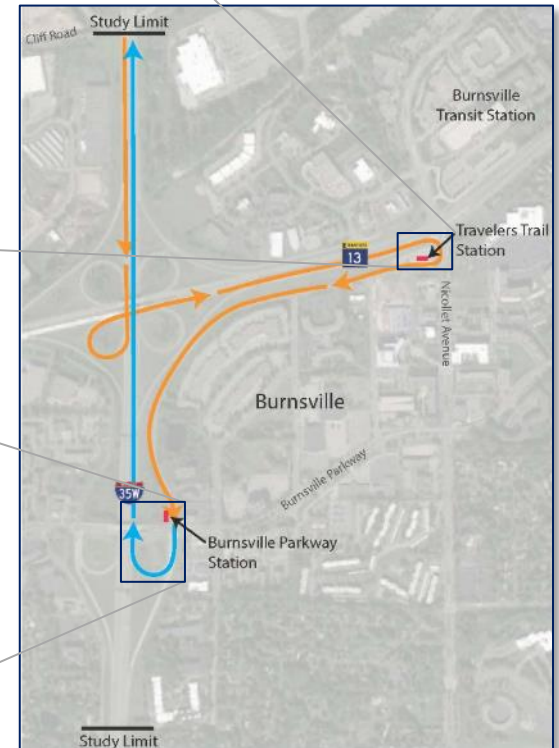
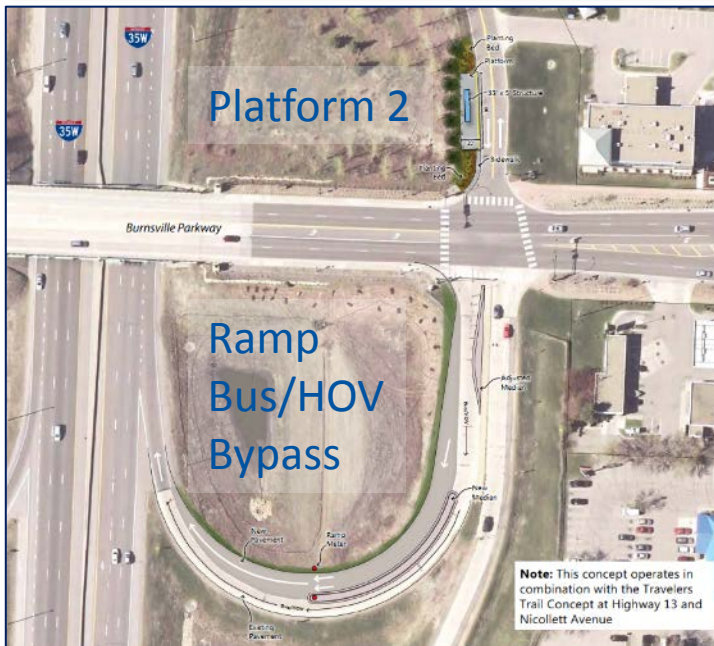
- Preferred site when compared to BTS
- However, there was not a consensus: MVTA and Dakota County abstained in order for policy makers to review materials

# 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

# Travelers Trail + Burnsville Pkwy Stations



# Cost of Station Options

| Station                                     | Cost  |
|---|---|
| Burnsville Transit Station                  | \$0.8M  |
| Travelers Trail                             | \$1.2M (includes ramp meter bypass)   |
| Burnsville Parkway offline                  | \$1.2M (includes ramp meter bypass)<br>\$2.0M (includes ramp meter bypass, on-street parking) |
| Burnsville Parkway online                   | \$60M (does not include roadway, bridge, and park & ride*)                                    |
| Travelers Trail + Burnsville Parkway inline | \$1.7M (both stations and ramp meter bypass)  |

\*MnDOT confirmed no major bridge or road work is planned in this area. Additional highway and parking costs would be assumed by transit project.

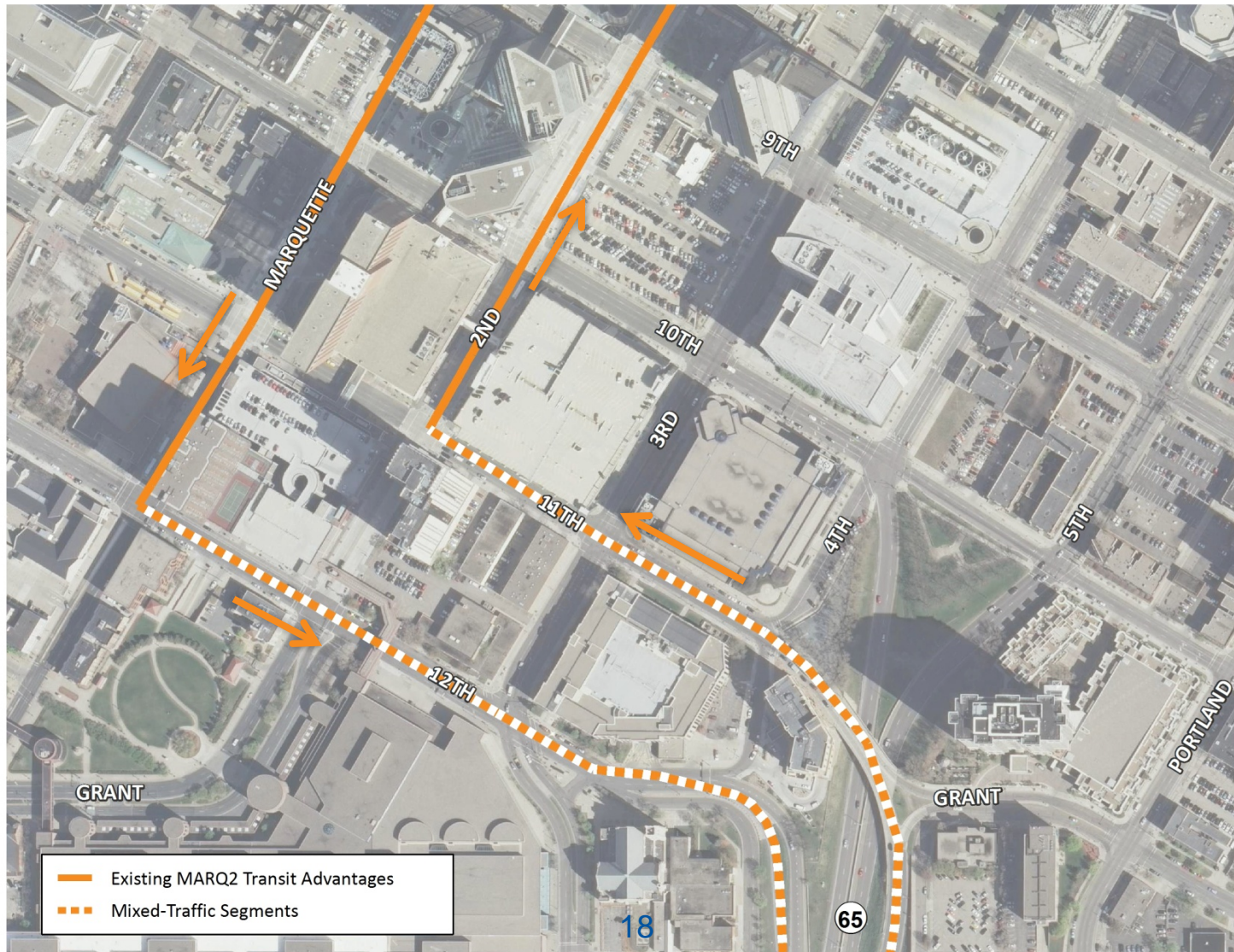


# Burnsville Action Item & Discussion

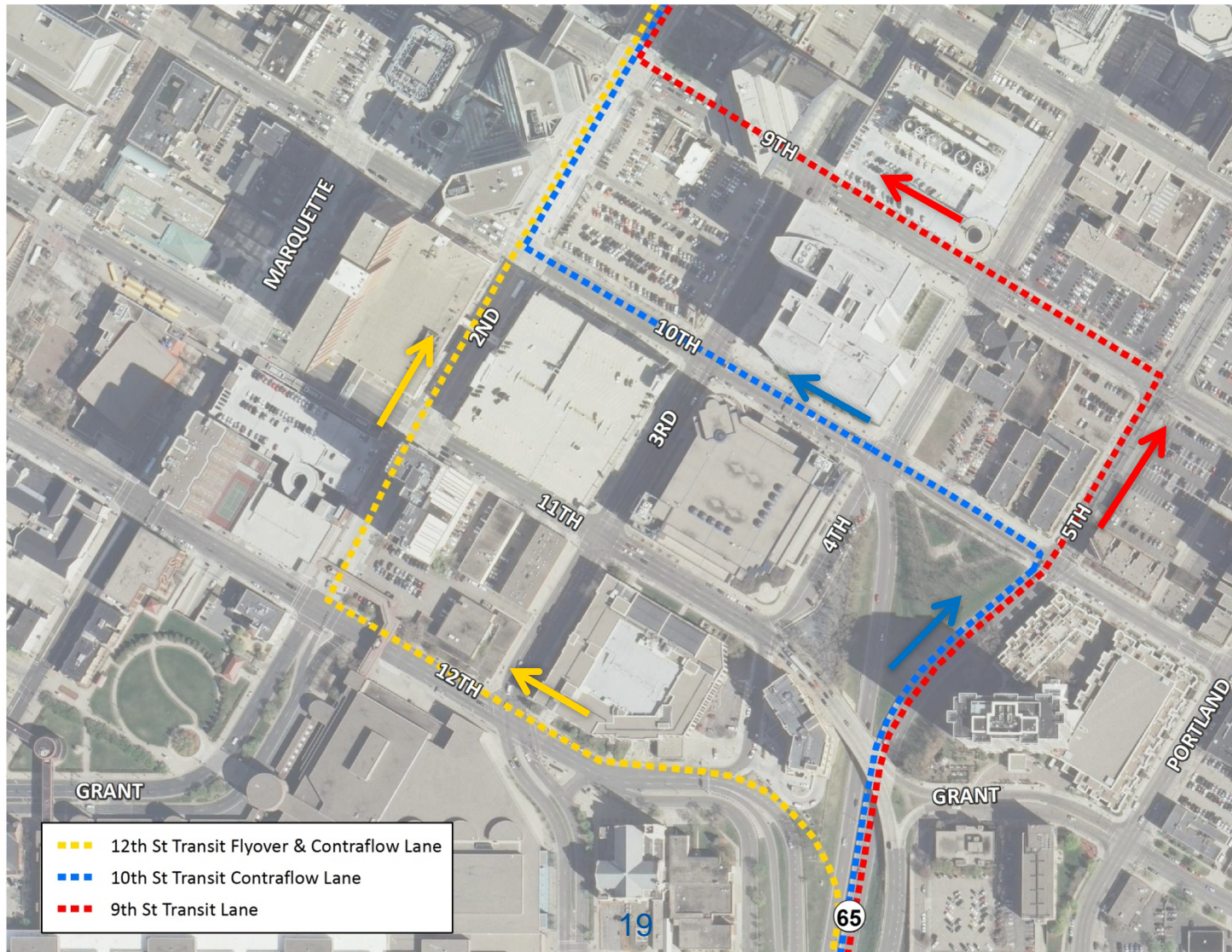
Discuss previous recommendations and advise on a preferred direction.

1. Defer the Burnsville Station
2. Travelers Trail
3. Travelers Trail & Burnsville Parkway stations

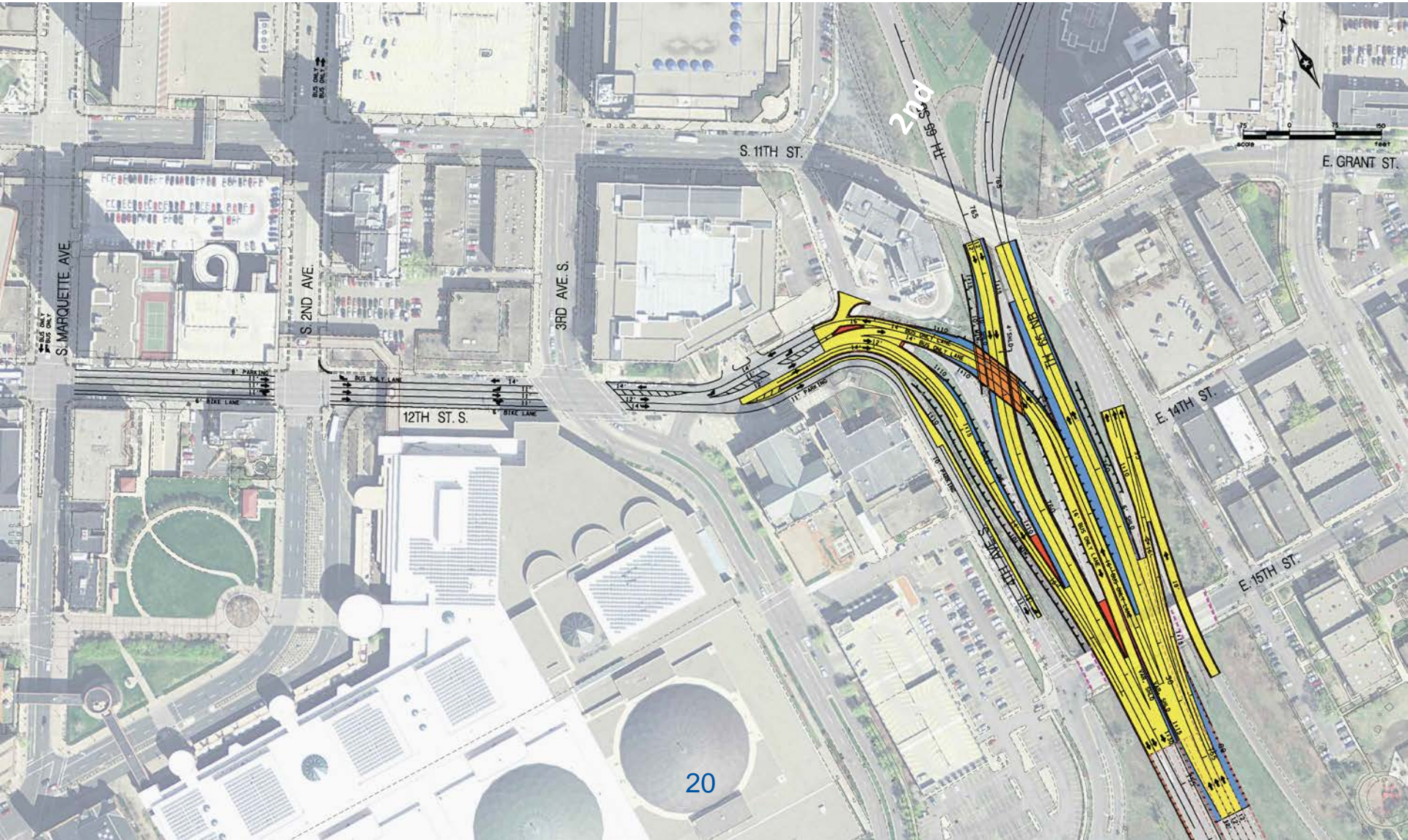
# Existing MARQ2/Orange Line Routing



# Downtown Orange Line Routing Concepts



# 12<sup>th</sup> Street Transit Ramp



# Benefits of the 12<sup>th</sup> Street Transit Ramp

- Provides all-day reliability for all MARQ2 buses, including routes that are deadheading
- Improves traffic function on 11<sup>th</sup> Street due to removal of buses
- No significant impact on 12<sup>th</sup> 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 12<sup>th</sup> Street
- Loss of HOV entrance on 12<sup>th</sup> (ramp is transit only)
- Safety measures to deter errant vehicles
- Future maintenance agreements