

Orange Line Extension Study Update

April 24, 2018

Station evaluation and operations planning continue

- Best location for Burnsville Central Station?
- Best routing to and from Kenrick Park and Ride Station?
- Costs and requirements for operations

Issues raised pose new questions that may affect study schedule and outcomes

Burnsville Central Station



Efficient, Effective, Responsive

Four candidate areas identified by Technical Advisory Committee

- Locations on north and west side of mall rated highest
- Preferred location to be identified through operations planning and traffic impacts



Burnsville Central Station



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Additional factors introduced

- Significant changes to area likely inevitable
- City of Burnsville approached County staff to allow consideration of future plans for Burnsville in Orange Line Extension Study evaluation
- City led planning effort underway in near future

Burnsville Central Station



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Effect on study process

- Incorporation of Burnsville's work would delay Orange Line Extension study process by 9 or more months
 - May not have significant impact on project development schedule
 - May reveal new options for a more accessible and convenient station

Kenrick Park & Ride Station



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- Operations planning developed estimates of travel times
 - Key to understanding service quality and effectiveness of service
 - Also determines needs for buses, station facilities



Kenrick Park and Ride Station



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- Evaluation indicates running times of 10-15 minutes between Burnsville Central and Kenrick Park and Ride stations
- All options indicate long running times along full length of the Orange Line
 - Poses significant challenges in serving commuter market

OLX Travel Times



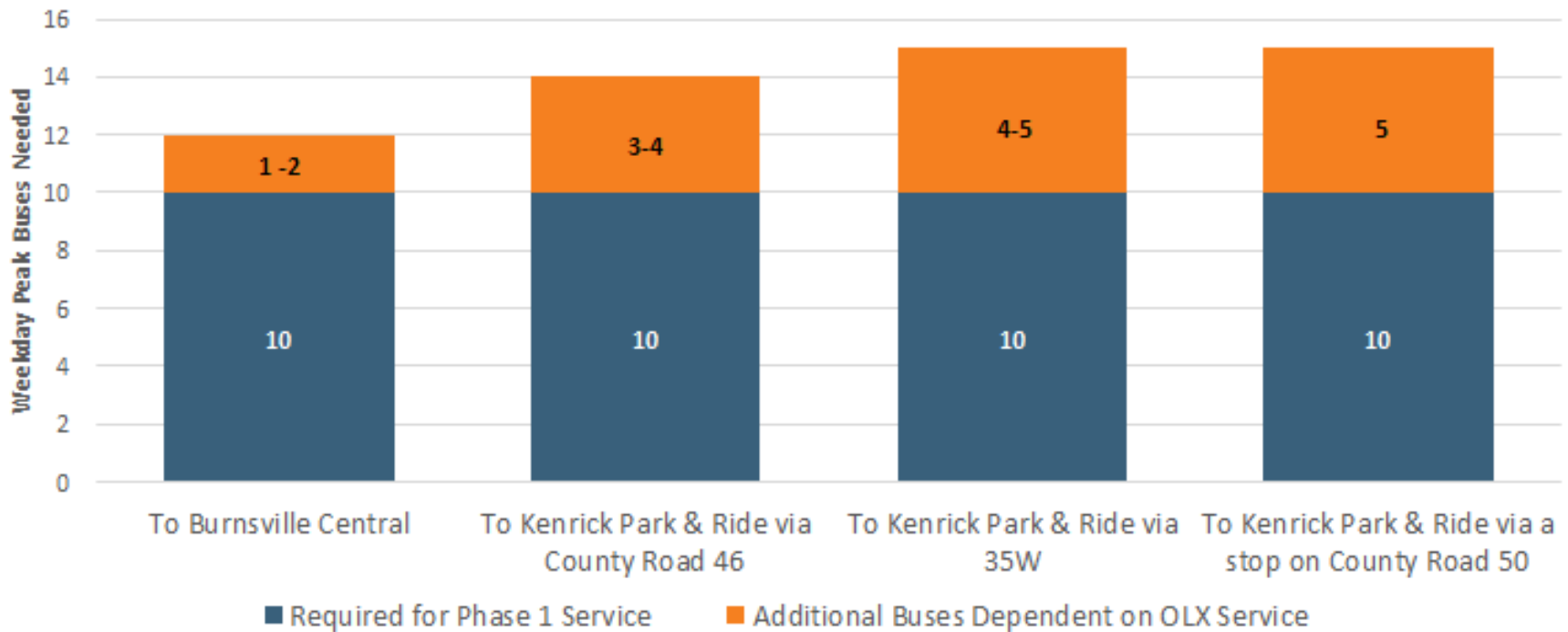
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Destination	Peak (minutes)	Off-Peak (minutes)
To Burnsville Central	9-11	7-9
To Kenrick Park & Ride via County Road 46	18-22	18
To Kenrick Park & Ride via 35W	15-20	15-16
To Kenrick Park & Ride via a stop on County Road 50	20-25	20-21

Vehicle Requirements



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Kenrick Park and Ride Station



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- End-to-end travel time from Kenrick Park and Ride uncompetitive compared to available express service
- Uncertainty on whether other transit needs in area generate enough demand to justify service
- Lack of comfort with earlier ridership estimation results

Recommendations



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- Allow time for completion of Burnsville-led area plans
- Remove Kenrick Park and Ride Station from further consideration in near term

Recommendations



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- Suspension of study process – reconvene when in better position for decisions
 - Approximately one year
 - Additional ridership modeling and Phase I service planning may also aid in decisions
- Conduct some public outreach in near term to notify of Study status
 - More robust efforts for feedback later when nearing decisions

Questions?