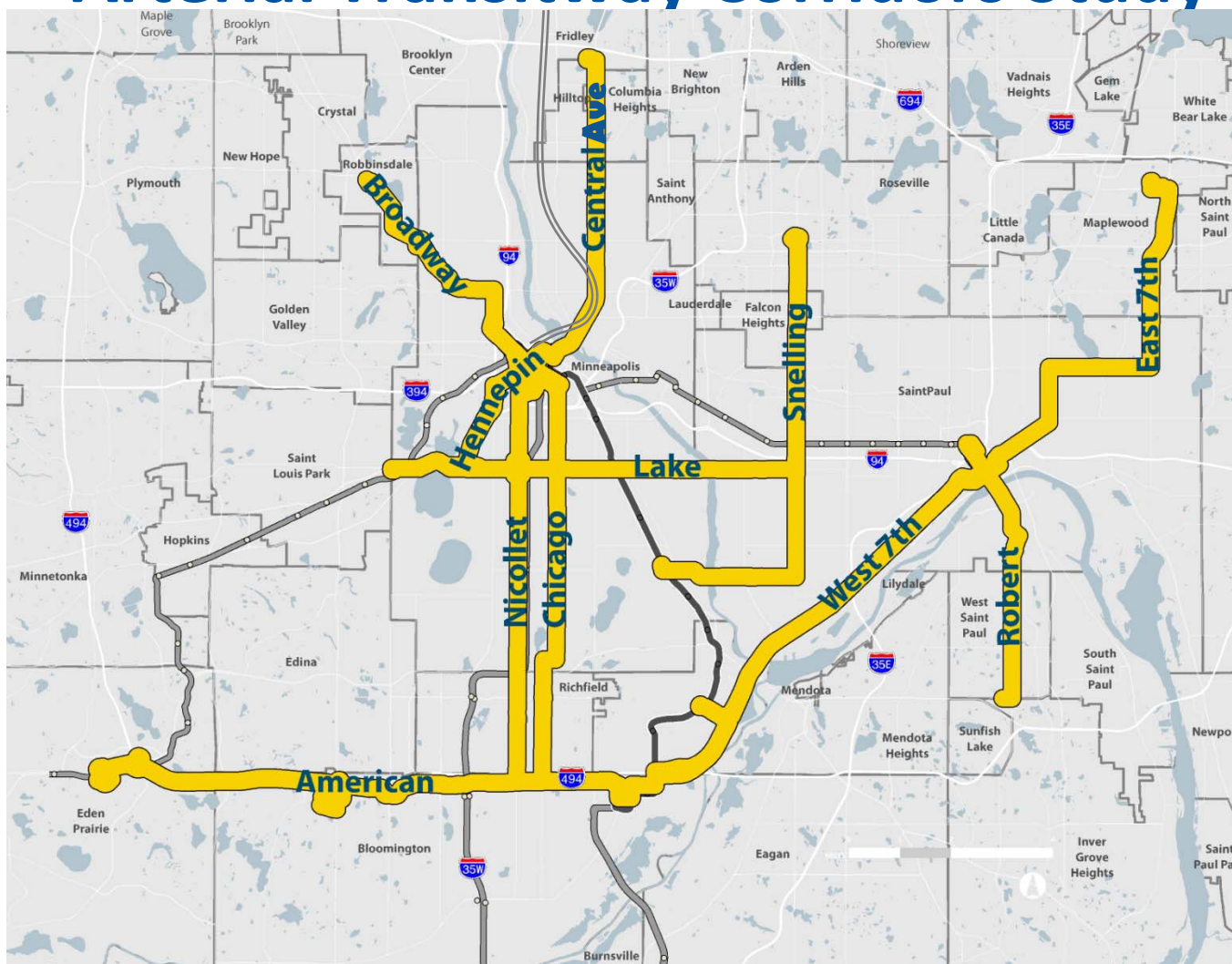




Arterial Transitway Corridors Study

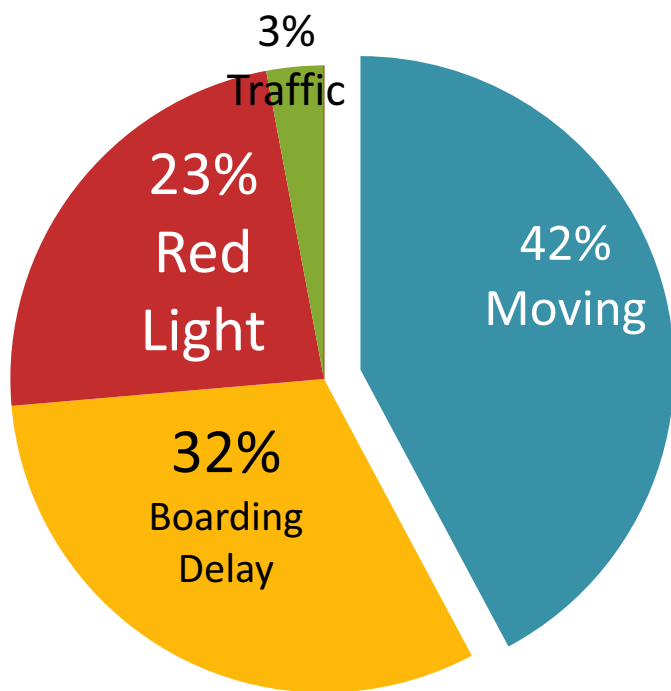


Arterial Transitway Corridors Study Overview

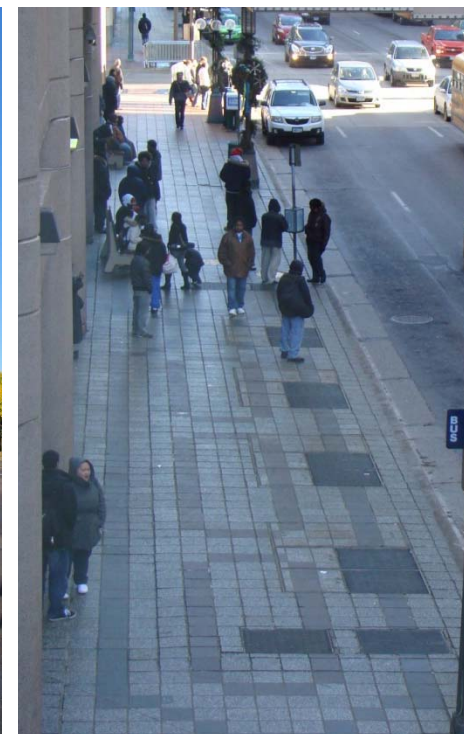
- Corridor Features and Demographics
 - 11 study corridors, 95 route miles
 - 86,000 daily rides and half of existing urban local service
 - 450,000 people and 460,000 jobs within ½ mile
- Study Tasks
 - What are the transit operational issues along study corridors?
 - Develop “Rapid Bus” service concept to address issues
 - Evaluate and recommend corridors for transitway implementation

Key Corridor Challenges

- Slow transit speeds caused by significant signal and boarding delay
- Lack of attractive facilities and identity



1,000 boardings per weekday



4,000 boardings per weekday

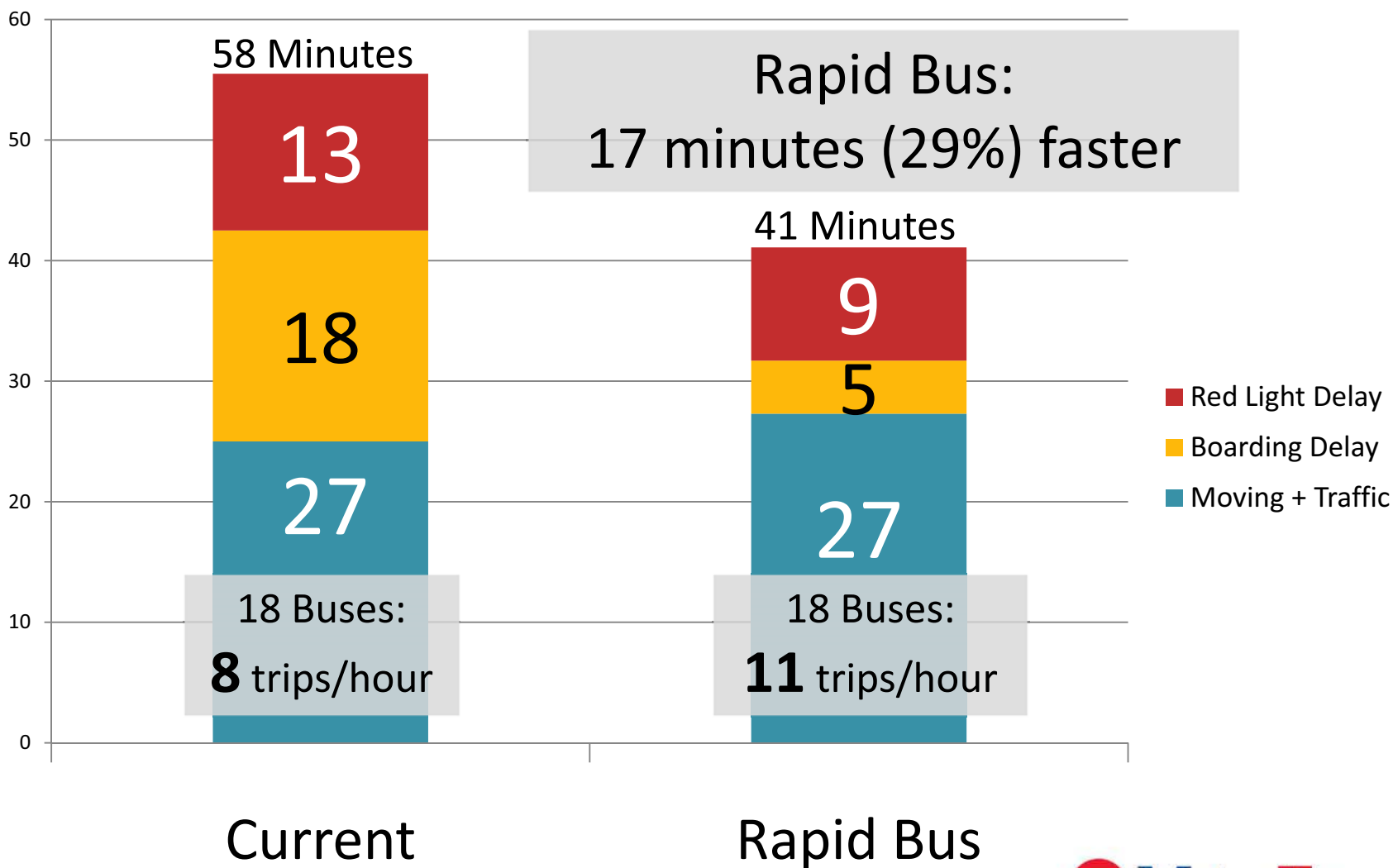


Rapid Bus Mode- Proposed Solutions to Corridor Challenges

Faster Service with Less Waiting	Improved Experience for More Customers
Off board fare payment	Real time signage
All door boarding	Security cameras
Signal Timing and Priority	Heated shelters
Improved service frequency	Trash receptacles
Curb extensions/raised curbs	Station lighting
Limited stop service	Bike racks
Increased snow removal	Wayfinding signage
Far side stops	Common Look/Identity



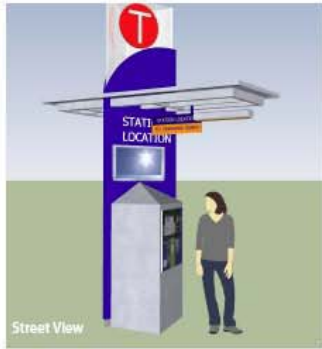
Estimated Travel Time Savings from Rapid Bus





Many Station Configurations, All Share Common Look/Identity

Extra Small Prototype



Small Prototypes



Medium Prototypes



Large Prototypes



Station Visualization Example



Vehicles in “Rapid Bus” Service in Other Regions



Corridor Ridership Results

- Significant ridership growth expected even in no-build scenarios. Will require added service to meet demand
- Even stronger ridership growth in build scenarios
- With Rapid Bus, corridor ridership will nearly double

Scenario	Total Ridership (avg. weekday)	Percent Growth
Current Boardings	77,000	
2030 No Build Scenarios	112,000	+45%
2030 Build Scenarios	143,000	+86%

Study Cost Estimates



- \$31 Million Capital Cost, Average Corridor
 - \$14 million construction
 - \$10 million vehicles
 - \$4 million engineering/soft costs
 - \$3 million unallocated contingency
- \$3-4 million average capital cost per mile for Rapid Bus improvements, compared to more intensive investment modes:
 - Streetcar (\$20 to \$40 million/mile)
 - Light Rail (\$60 to \$100 million/mile)
 - Dedicated Busway (\$25 to \$50 million/mile)
- \$3.6 million per year/corridor average operating cost increase
 - Added service, fare collection/enforcement, maintenance
- Future refinement of service plans will affect costs

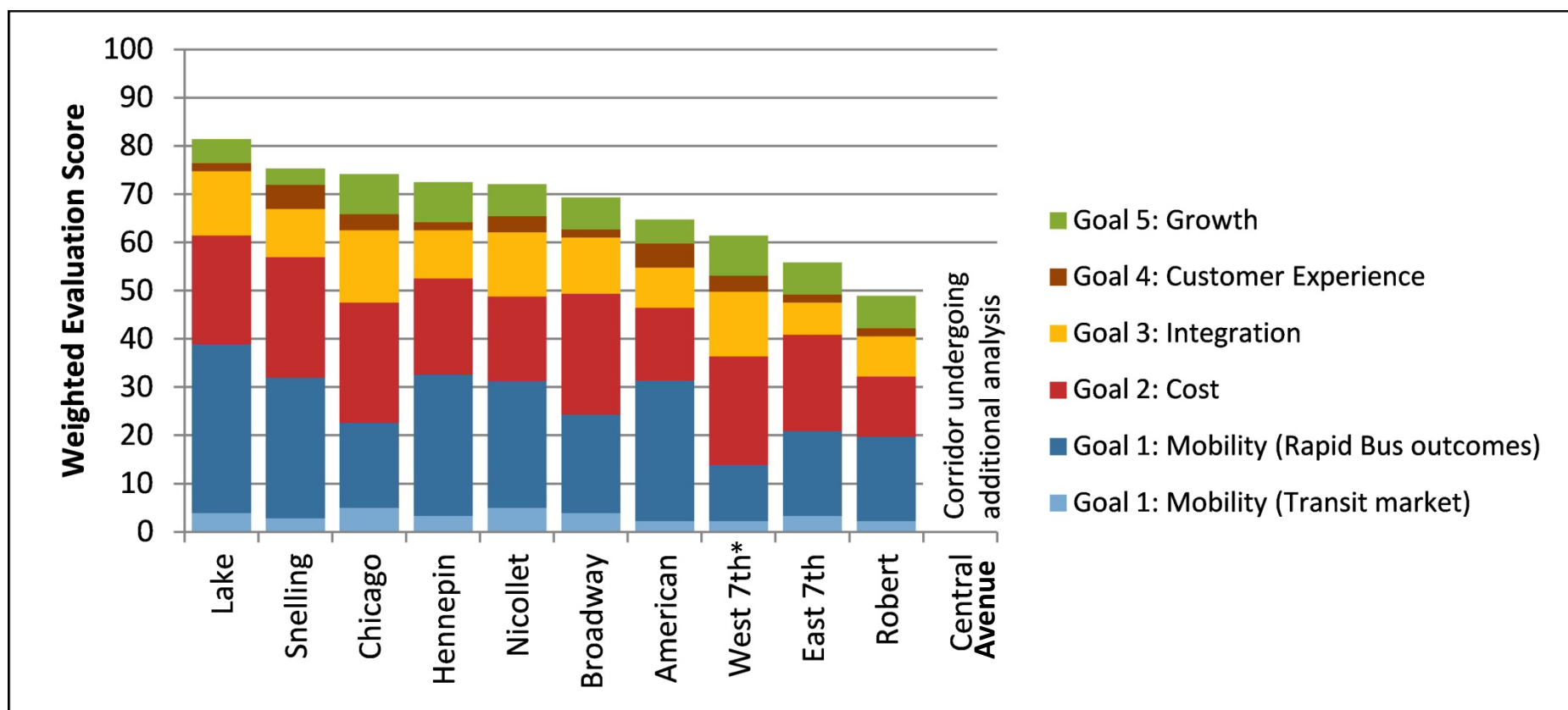
Corridor Evaluation and Prioritization

- 5 project goals:
 1. Provide mobility benefits by connecting major destinations along the study corridors more quickly with more frequent transit service.
 2. Implement affordable transit improvements.
 3. Seamlessly integrate with existing and planned transit systems.
 4. Provide an enhanced customer experience by developing passenger infrastructure and information commensurate with existing and planned levels of transit service.
 5. Support anticipated corridor growth and redevelopment.

- 17 Quantitative measures indicate technical evaluation score
- Currently determining “readiness” for implementation

Evaluation Criteria Draft Results

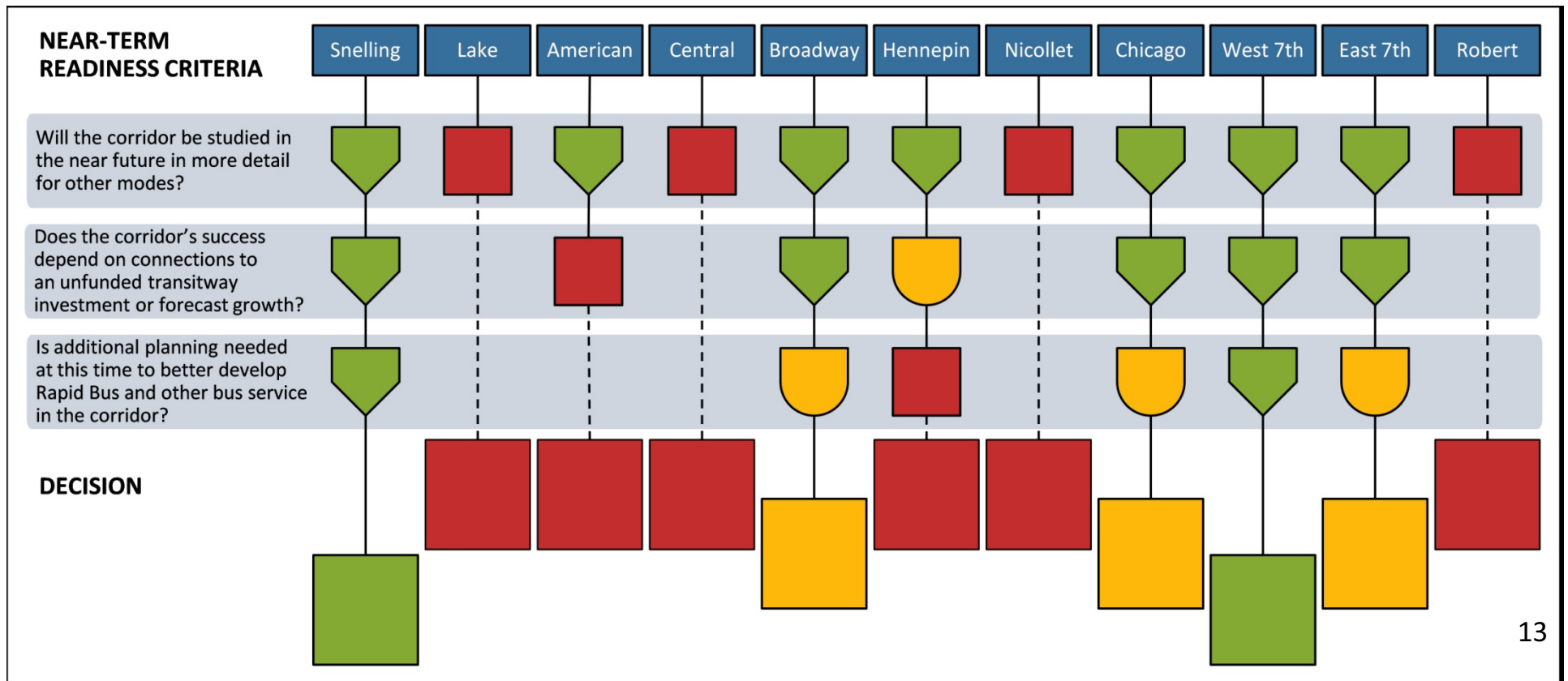
- 17 measures, weighted by importance
- Proposed improvements appropriate for all corridors in 2030



*West Seventh corridor implemented limited stop service plan in 2004. Unique feature affects relative Goal 1 performance in evaluation

Readiness Criteria Draft Results

- Relate to readiness to advance projects to implementation
- Used to differentiate “first” corridors amongst good corridors
- Three qualitative factors to screen corridor readiness



Preliminary Results- Near Term Corridors

- Four corridors show strong performance in both criteria
- **Snelling Avenue**
- **West Seventh Street**
- **West Broadway Avenue**
 - Consider BRT improvements for downtown east-west alignment
 - Explore potential synergy with Bottineau Transitway project alternatives
- **Chicago Avenue**
 - Consider BRT improvements for downtown east-west alignment
 - Route 5 service pattern interconnected with north Minneapolis
 - Study corridor extension along Chicago and Emerson-Fremont

Preliminary Results- Additional Corridors

- **East Seventh Street**
 - Further study with stakeholder input toward phased implementation
 - Earlier extension of **West Seventh Street** corridor possible
 - Ongoing study of parallel corridors in Gateway and Rush Line studies
- Incorporate rapid bus mode in Alternatives Analysis studies starting in 2012 for **Nicollet, Central Avenue, Lake Street, Robert Street.**
- Develop passenger facilities and consider rapid bus service restructuring along **Hennepin Avenue** with Southwest Transitway implementation.
- Grow ridership and continue network development connecting to **American Boulevard**, plan for future implementation.

Next Phase of Study- Share Results and Seek Input

- Build upon previous outreach efforts in 2011
 - June stakeholder workshop and October public meetings informed project development, ongoing collaboration with partner agency staff
- Policy stakeholder discussion- early February
- Individual efforts with communities
- Public meetings to be scheduled mid-late February 2012
- **Seeking input on preliminary results**
- Refine and finalize study recommendations in March 2012

Next Steps:

- Complete *Arterial Transitway Corridors Study*
 - Stakeholder input project phase (January-February 2012)
 - Finalize study and prepare final report (March 2012)

- Continue Progress Toward Implementation
 - Evaluate concept in upcoming corridor studies
 - Secure funding
 - Determine project approach
 - Design and engineering phases