

Highway Transitway Corridor Study

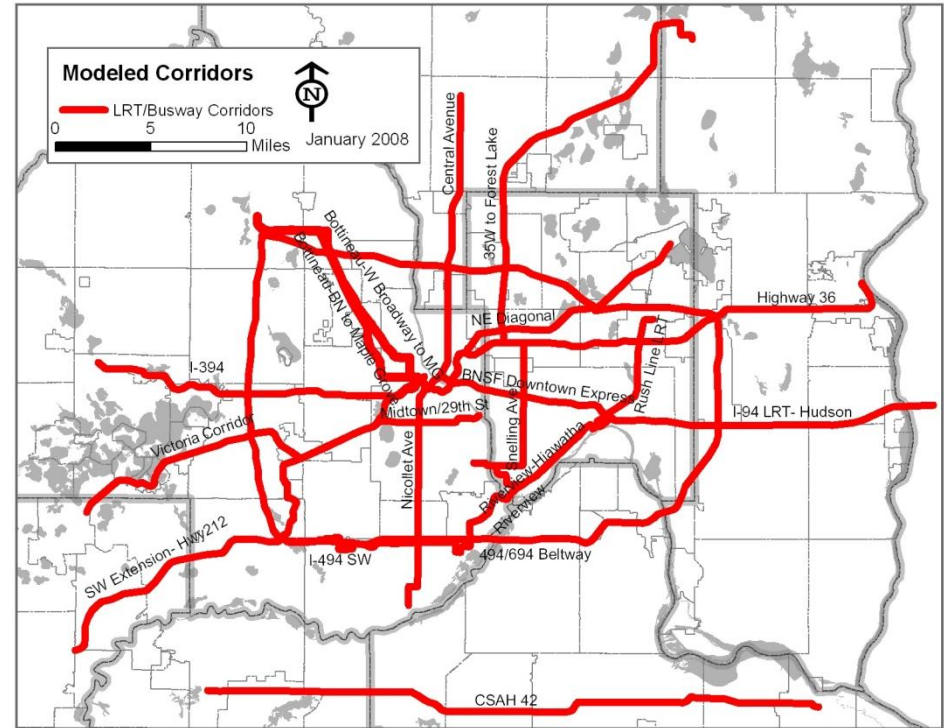
October 22, 2012

Transportation Committee



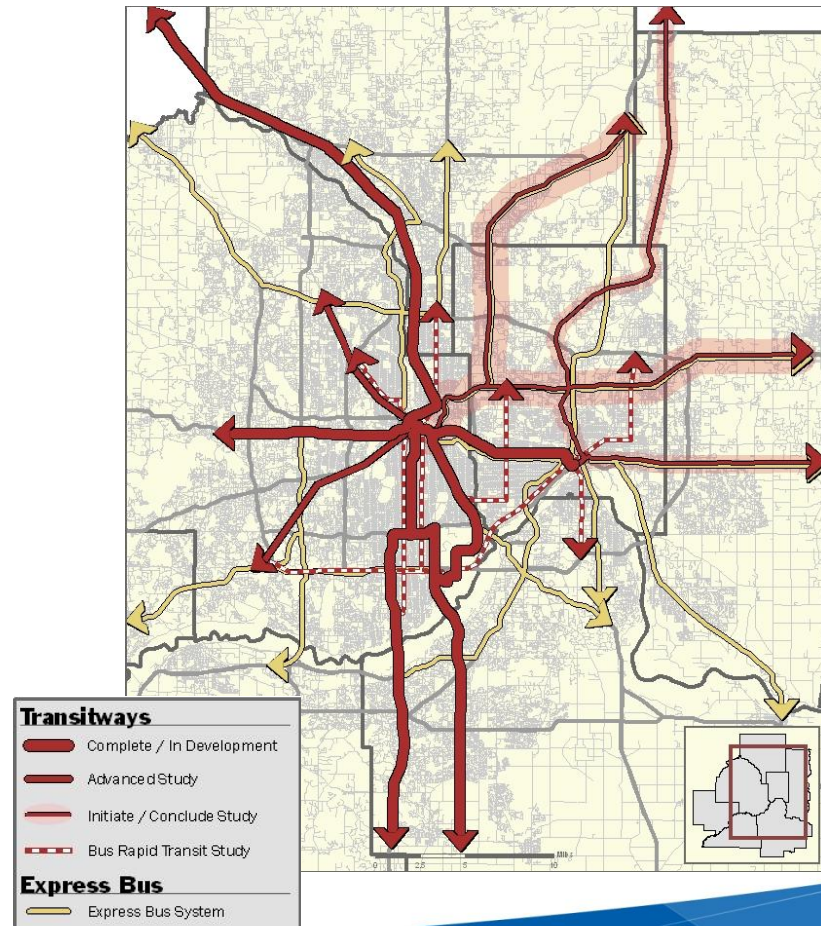
Background – Transit Master Study

- Studied 29 transit corridors for investment in light rail or dedicated busway
- Some corridors also studied for commuter rail



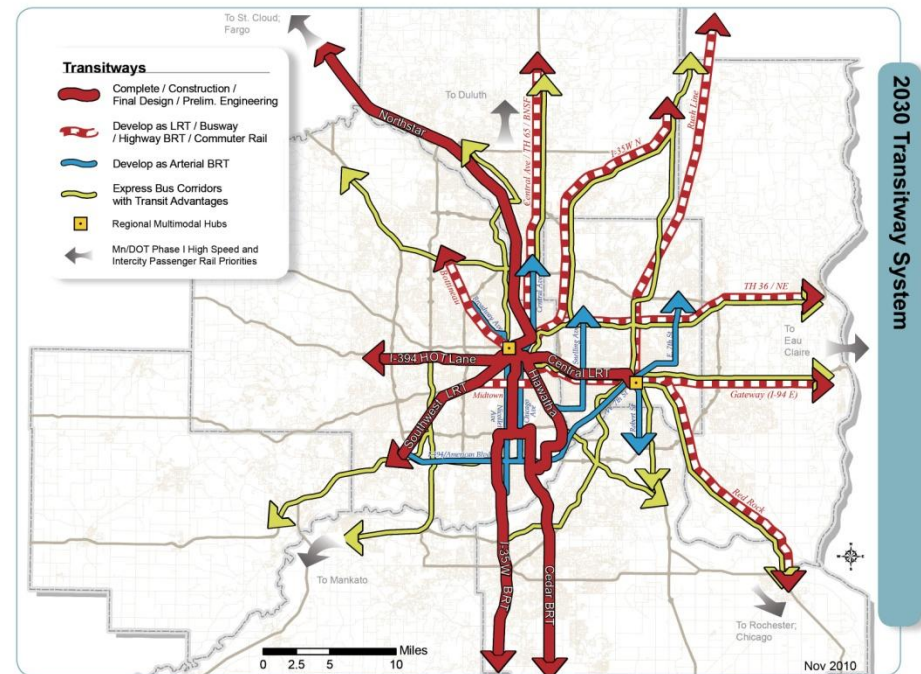
Background – Transit Master Study

- Acknowledged corridors already completed or in development
- Identified potential future corridors for study



Transportation Policy Plan

- Transitway modes on highways:
 - Highway bus rapid transit (BRT)
 - Express bus corridors with Transit Advantages
- Possible synergy between highway and transit investments



Regional 2030 TRANSPORTATION Policy Plan - Final November 2010

Transportation Policy Plan

- Highway transit advantages:
 - Bus-only shoulders
 - Managed lanes
- Regional experience:
 - I-35 W South BRT
 - Cedar BRT



Project Purpose

- 8 corridors for concept plan development

TH 212

TH 36

TH 169

I-35 E North

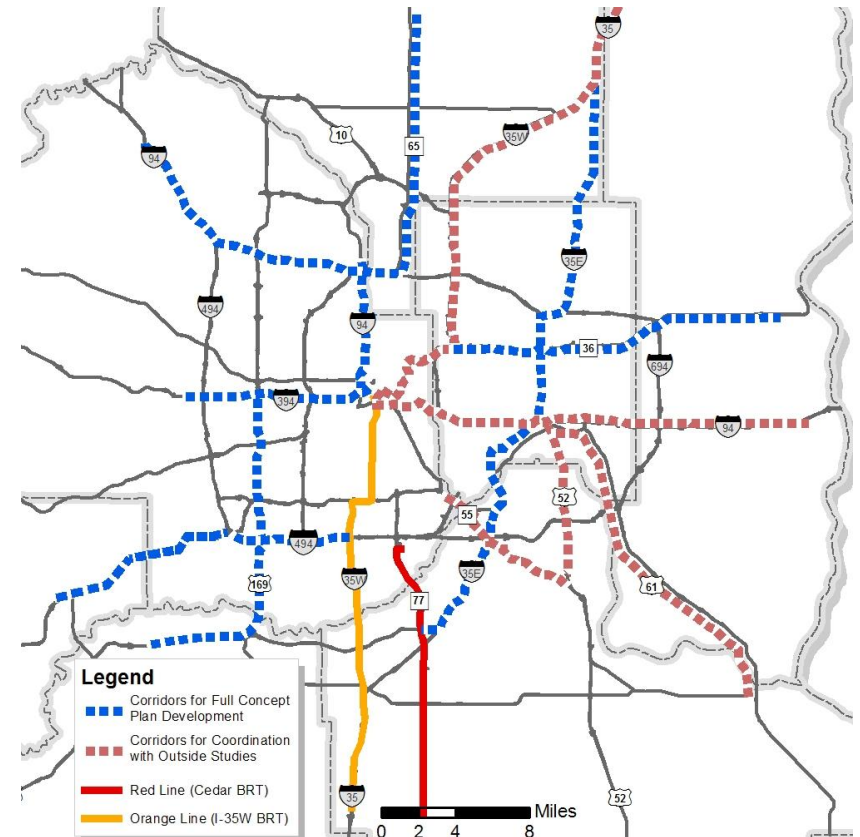
I-394

I-35 E South

I-94 West

TH 65

- Additional corridors already under study will coordinate with this study



Project Purpose

- Determine transit demand for all-day vs. peak-only service (*where and to what extent?*)
- Better understand highway BRT demand in the region and range of costs and benefits
- Include analysis in future transit and highway studies

Project Phases

- Phase 1: Finalize work plan
- Phase 2: Existing markets and conditions
 - Transportation system conditions
 - Demographics and land use
 - Transit barriers (physical or geographic)
 - Underserved markets

Project Phases

- Phase 3: Future markets and conditions
 - Planned demographics (existing forecasts)
 - Planned land use (existing comp plans)
 - Planned transportation improvements
 - Transit plans
 - Highway plans (coordination with MnDOT and local communities)
 - Define market areas

Project Phases

- Phase 4: Corridor improvement plan development
 - Investment criteria for future transit service
 - High-level concept plans for each corridor
 - Extent of potential all-day service and express
 - Station locations and types
 - Other amenities

Project Phases

- Phase 5: Corridor evaluation
 - Screen corridor plans for benefits, integration with system plans, high-level cost estimates
 - Recommendations for potential improvements in corridors or opportunities for further study

Stakeholder Outreach

- Project Management Team
 - Metro Transit, MnDOT, Counties, Suburban providers
- Technical Advisory Group(s)
- Policy Stakeholder Group
 - Likely will be structured in workshop format
 - Many corridors have existing corridor groups