

Regional Transitway Corridor Status Updates

Transportation Committee
November 25, 2013

Transitway Planning Overview

- 12 corridor updates in planning / environmental review stage of development
- System study of highway transitways
- *Guideway Status Report*, MnDOT

<http://www.dot.state.mn.us/govrel/reports/2013/2013GuidewayStatusReport.pdf>

Midtown Corridor Alternatives



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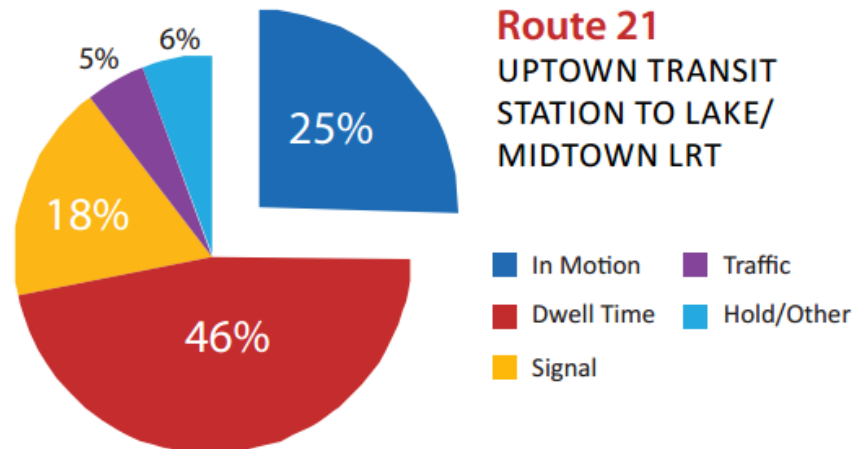
Current Alternatives

- Enhanced bus on Lake Street
- Double/single-track rail in the Midtown Greenway
- Combination of enhanced bus on Lake Street and double/single-track rail in the Midtown Greenway, with an enhanced bus extension to St. Paul



Travel Times

Mode	West Lake to Hiawatha	West Lake to Minnehaha	Uptown to Snelling
Local Bus	42	44	57
Enhanced Bus	30	32	42
Rail	13	-	-



Ridership Projections (2030)

Alternative	Local Bus	Rail	Enhanced Bus		Corridor Total
			Study Area	Extended Corridor	
Existing (2012)	14,600	-	-	-	14,600
Enhanced Bus	8,500	-	11,000	3,000	22,500
Rail	9,500	11,000	-	-	20,500
Dual Alignment	6,000	9,500	8,500	8,000	32,000

Cost Estimates

Alternative	Capital	Operating (annual)
Enhanced Bus	\$50	\$7
Rail	\$185-220	\$8
Dual Alignment	\$230-265	\$15

(figures in millions)

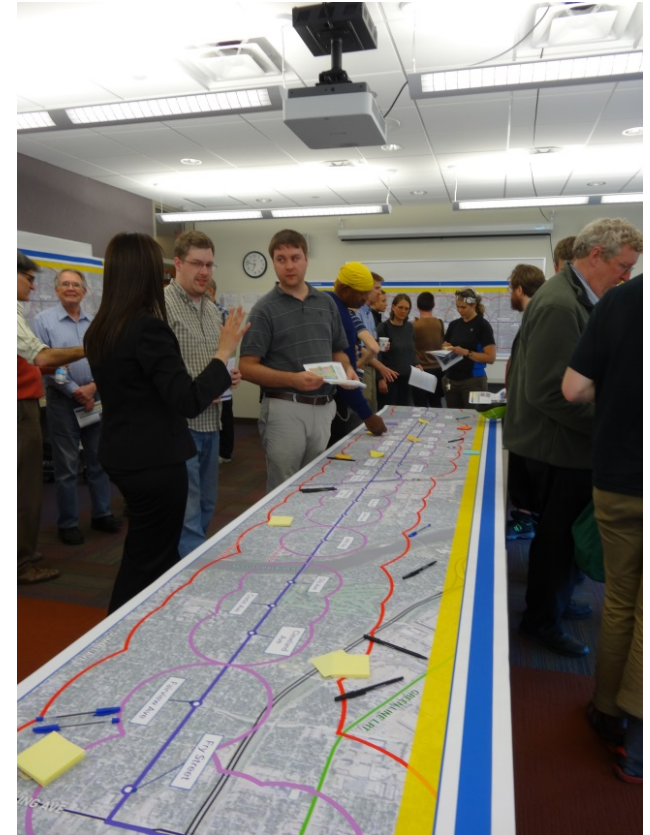
Open House Summary

Attendance

- Intermedia Arts: 77
- Colin Powell Center: 67

Public Input On Alternatives

- Very positive response
- Support a phased approach
- Concern about noise impacts



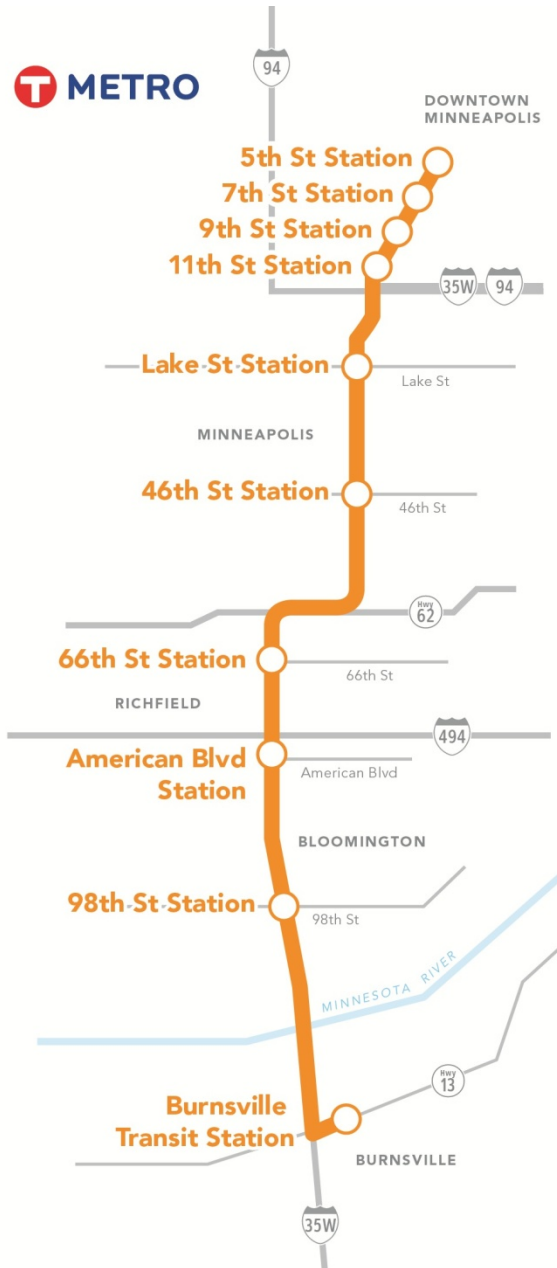
Next Steps

- February 12, 2014 PAC vote on locally preferred alternative
- Recommendations will not include specific vehicle type or single/double-track segments
- Both determined through additional analysis and stakeholder engagement



Thank you

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METRO Orange Line BRT *Station Planning and Design*

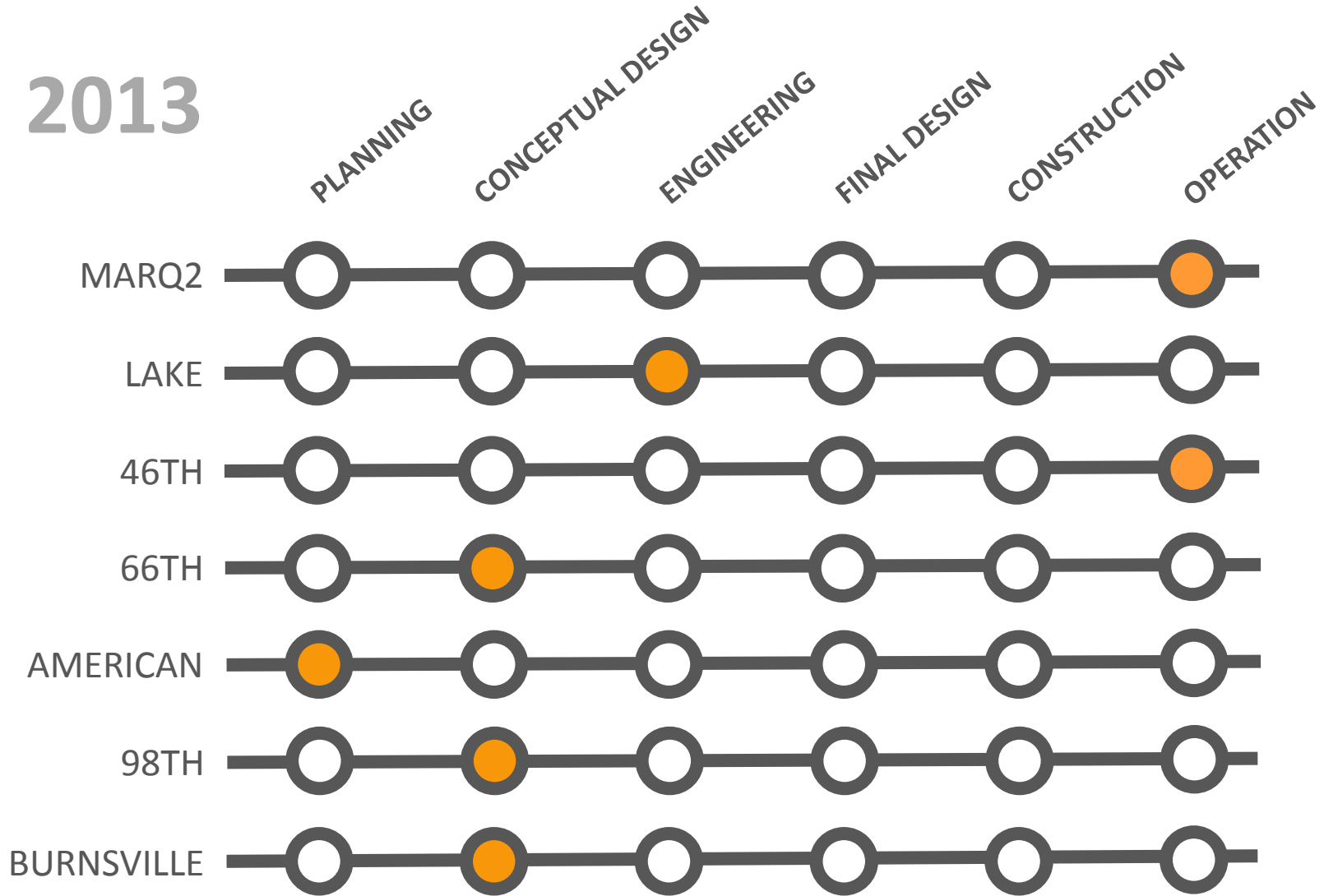
Transportation Committee
November 25, 2013

Charles Carlson & Christina Morrison
BRT/Small Starts Project Office

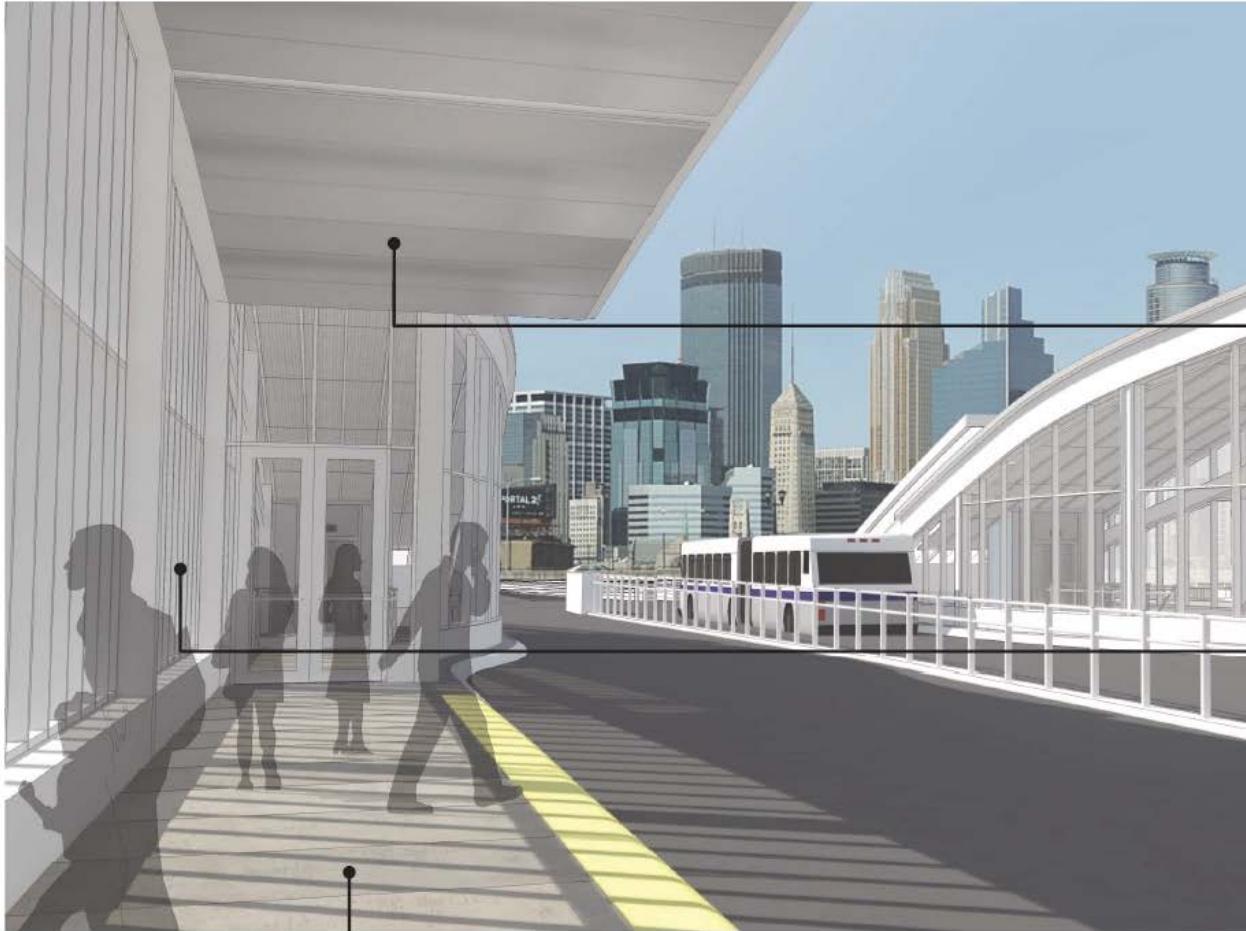
Phases of Station Development



2013







Canopy - Metal Panel

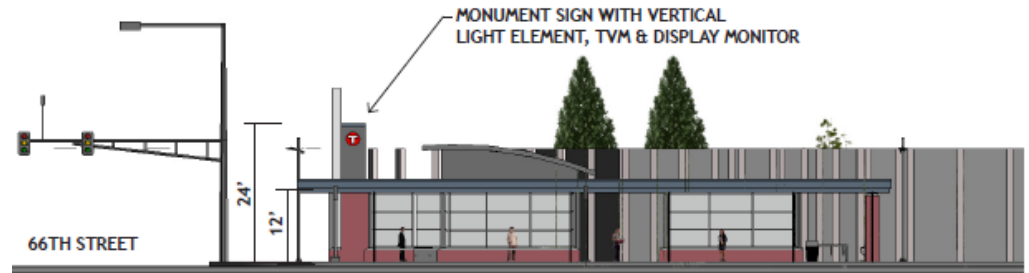


Glass Enclosure - Fritted Glass
Curtain Wall



Platform - Colored Concrete

66th Street: Conceptual Design



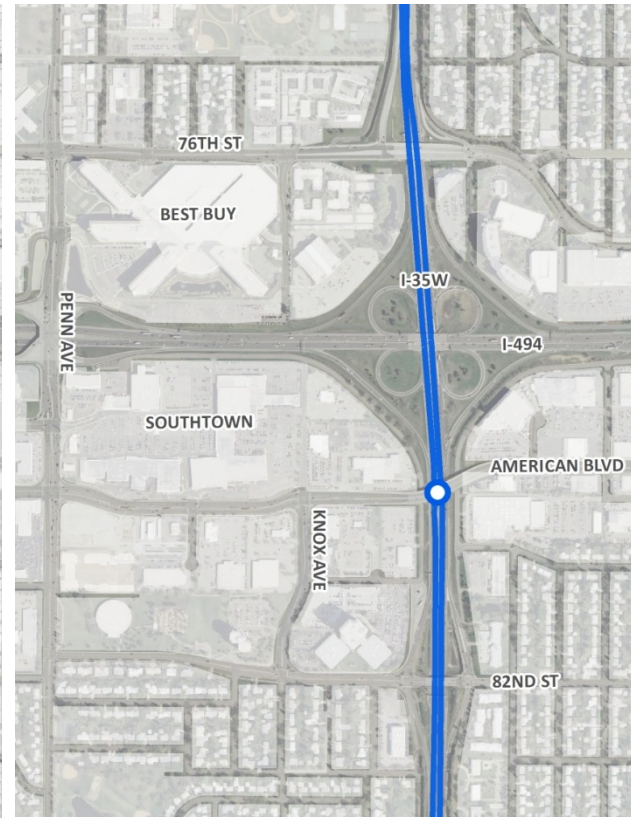
American Boulevard: Planning



EXISTING ROUTE 535



KNOX AVENUE OPTION



I-35W OPTION

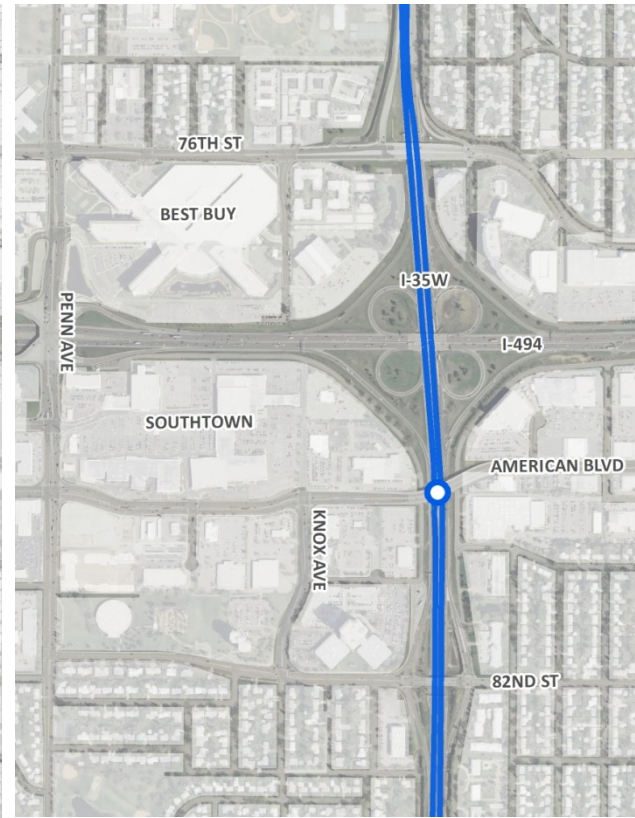
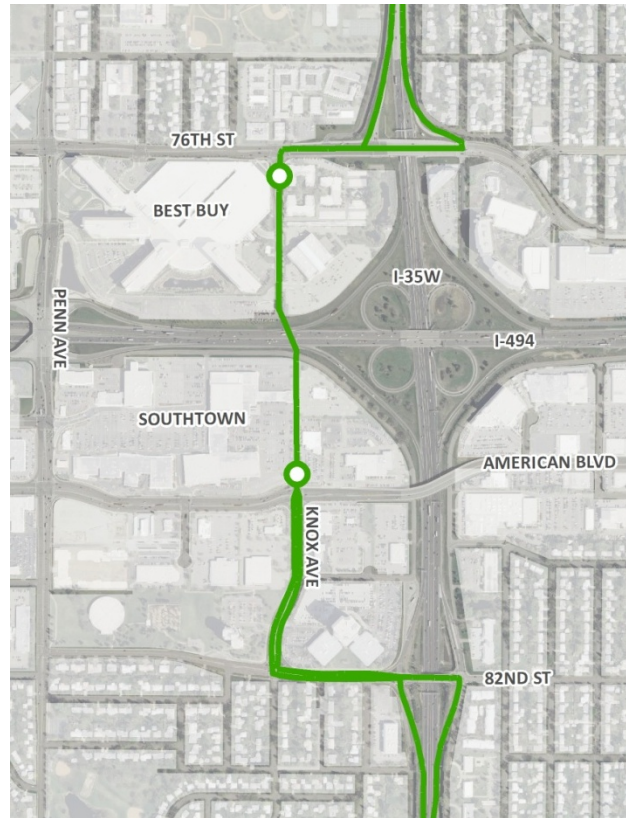
Housing & Jobs within ½ Mile



17,000 RESIDENTS
13,400 JOBS

12,800 RESIDENTS
13,100 JOBS

4,600 RESIDENTS
8,100 JOBS



EXISTING ROUTE 535

KNOX AVENUE OPTION

I-35W OPTION

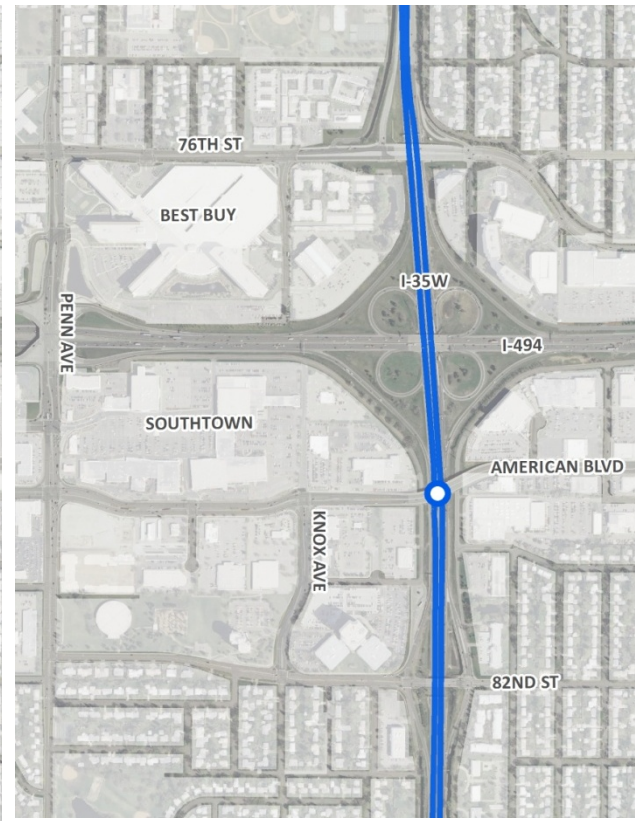
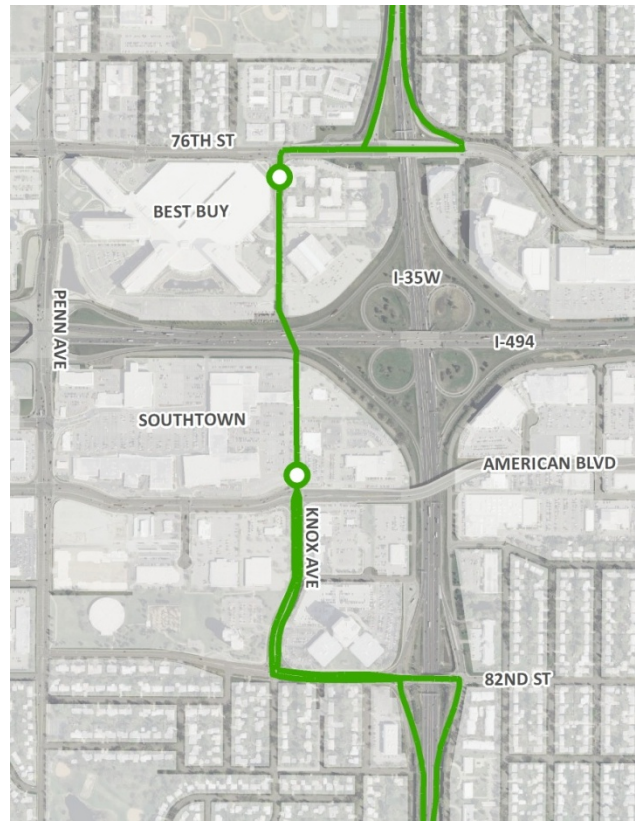
Travel Time between 98th and 66th



18 - 20 MINUTES

9 - 11 MINUTES

7 - 8 MINUTES

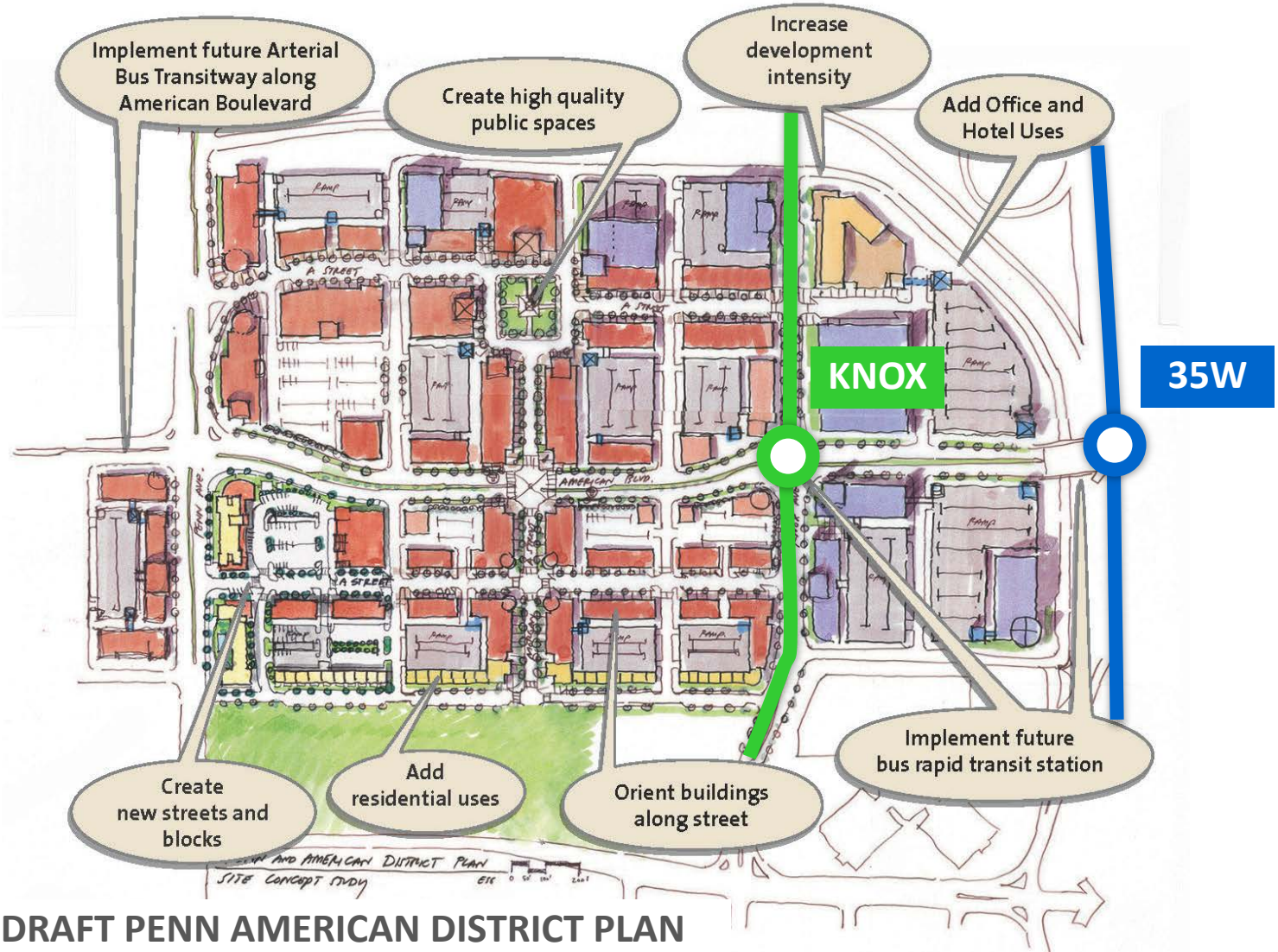


EXISTING ROUTE 535

KNOX AVENUE OPTION

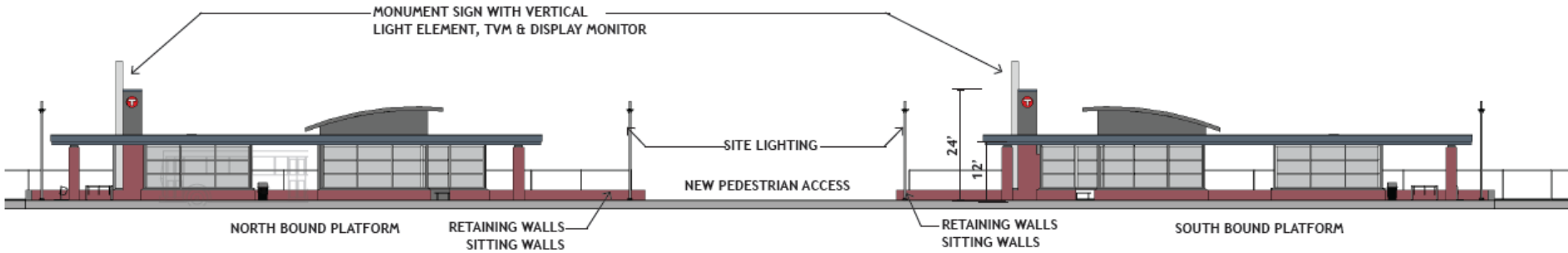
I-35W OPTION

Development-Oriented Transit



DRAFT PENN AMERICAN DISTRICT PLAN

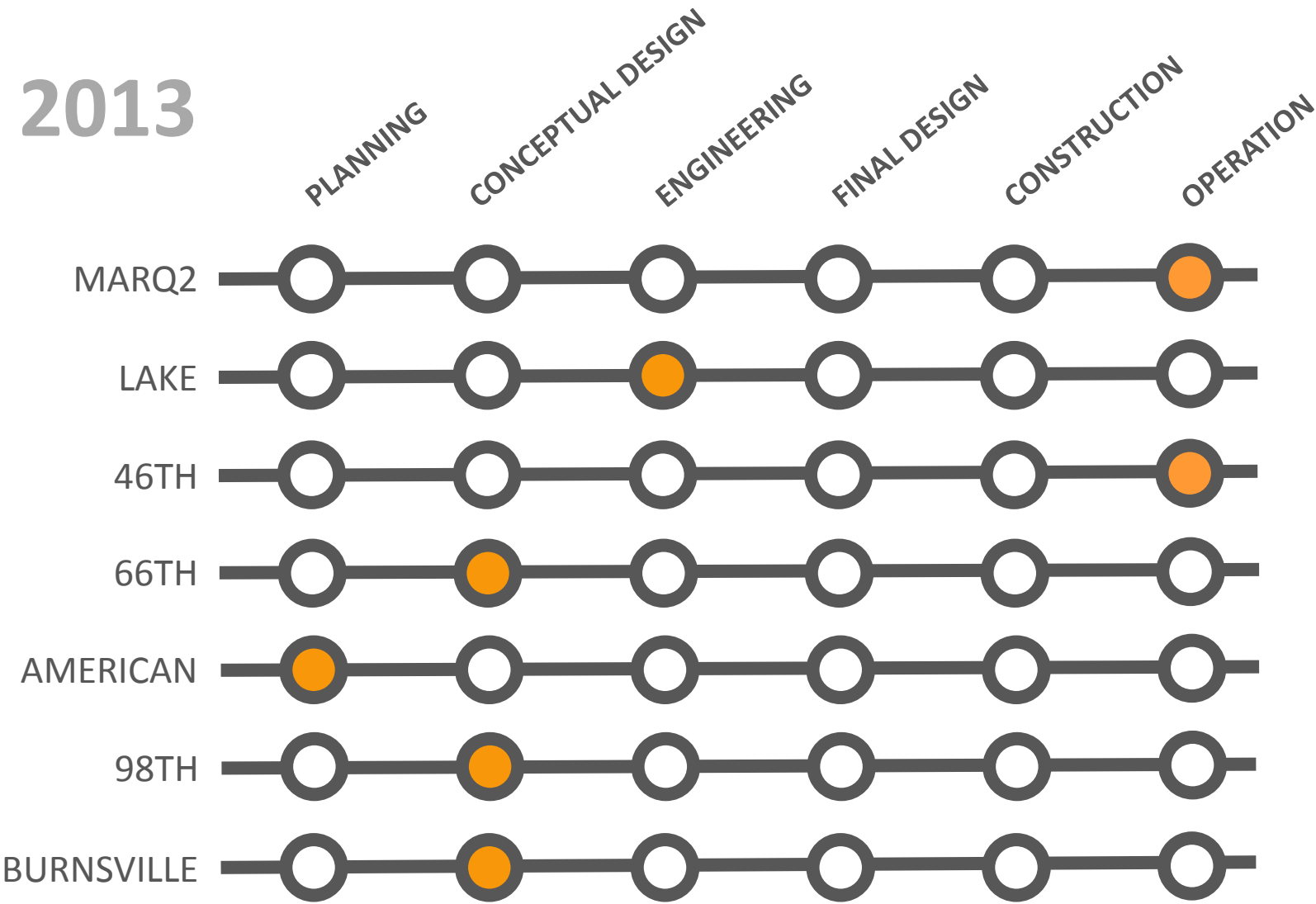
98th Street: Conceptual Design



Next Steps: Draft Project Plan Update



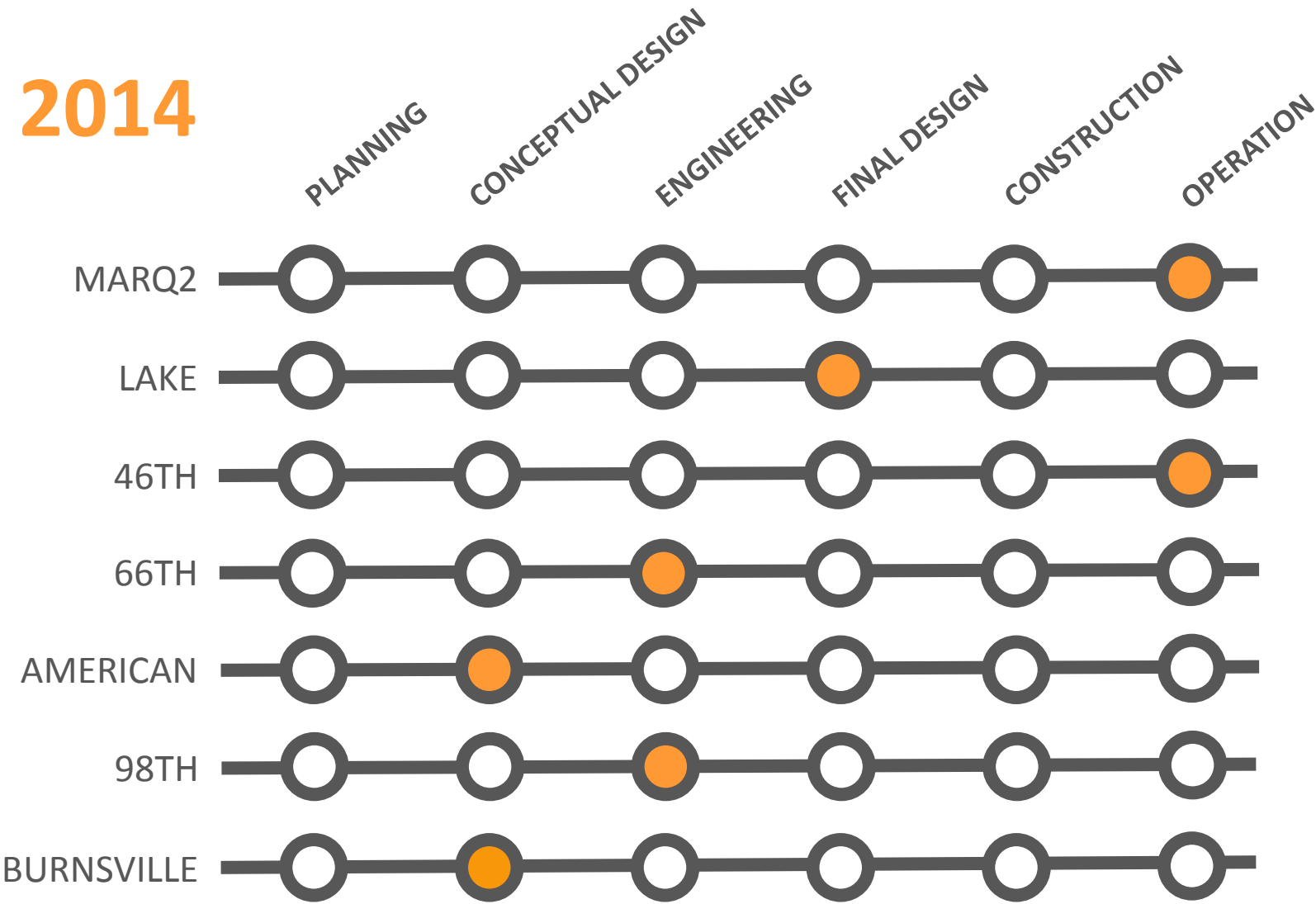
2013

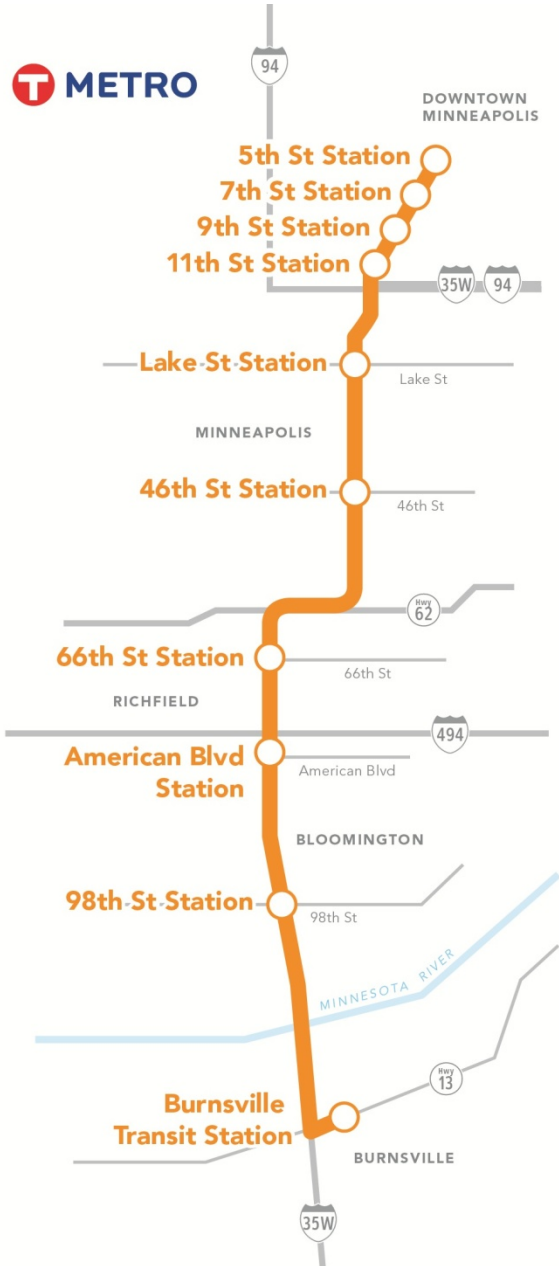


Next Steps: Draft Project Plan Update



2014





METRO Orange Line BRT *Station Planning and Design*

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Arterial BRT Update

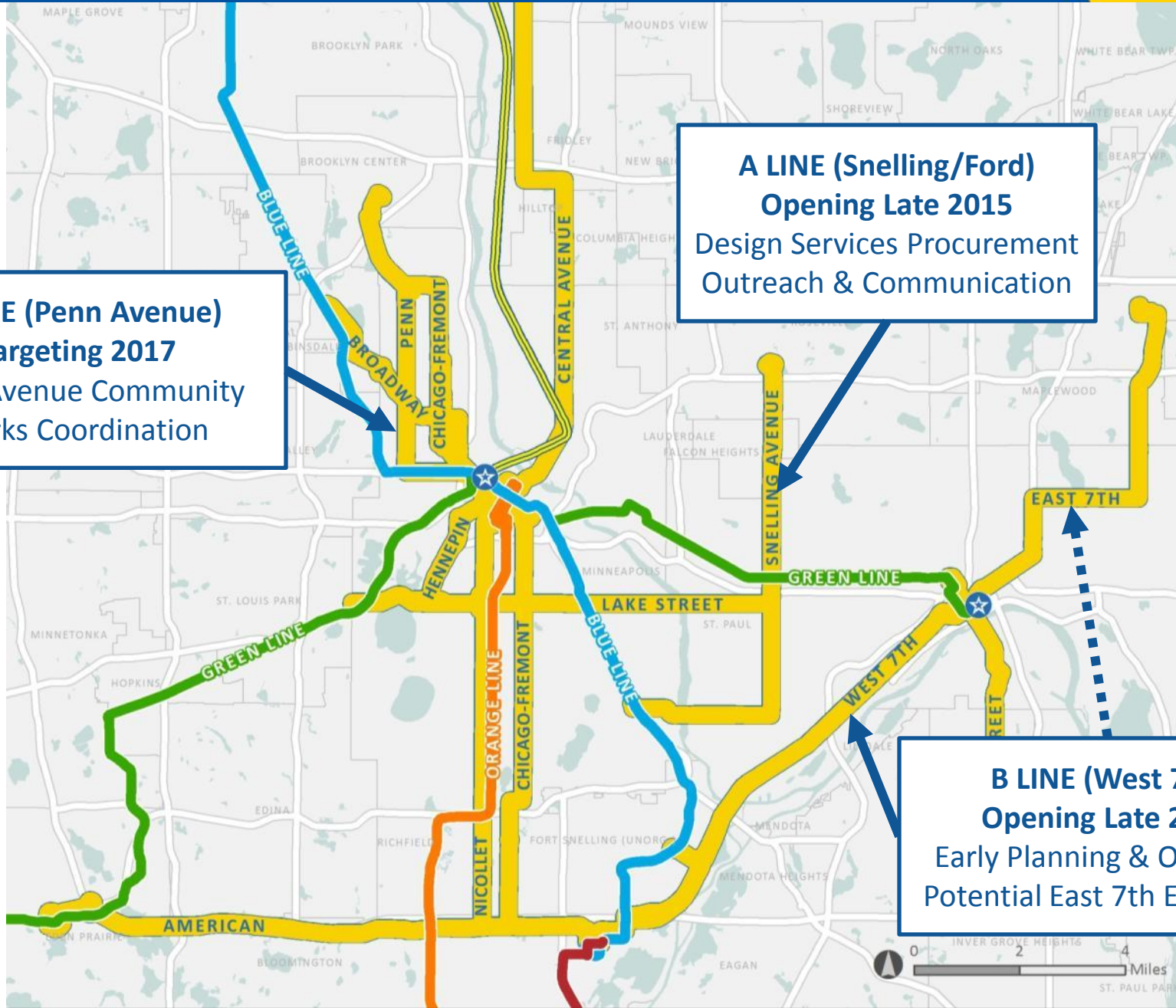
Transportation Committee
November 25, 2013

Katie Roth, AICP
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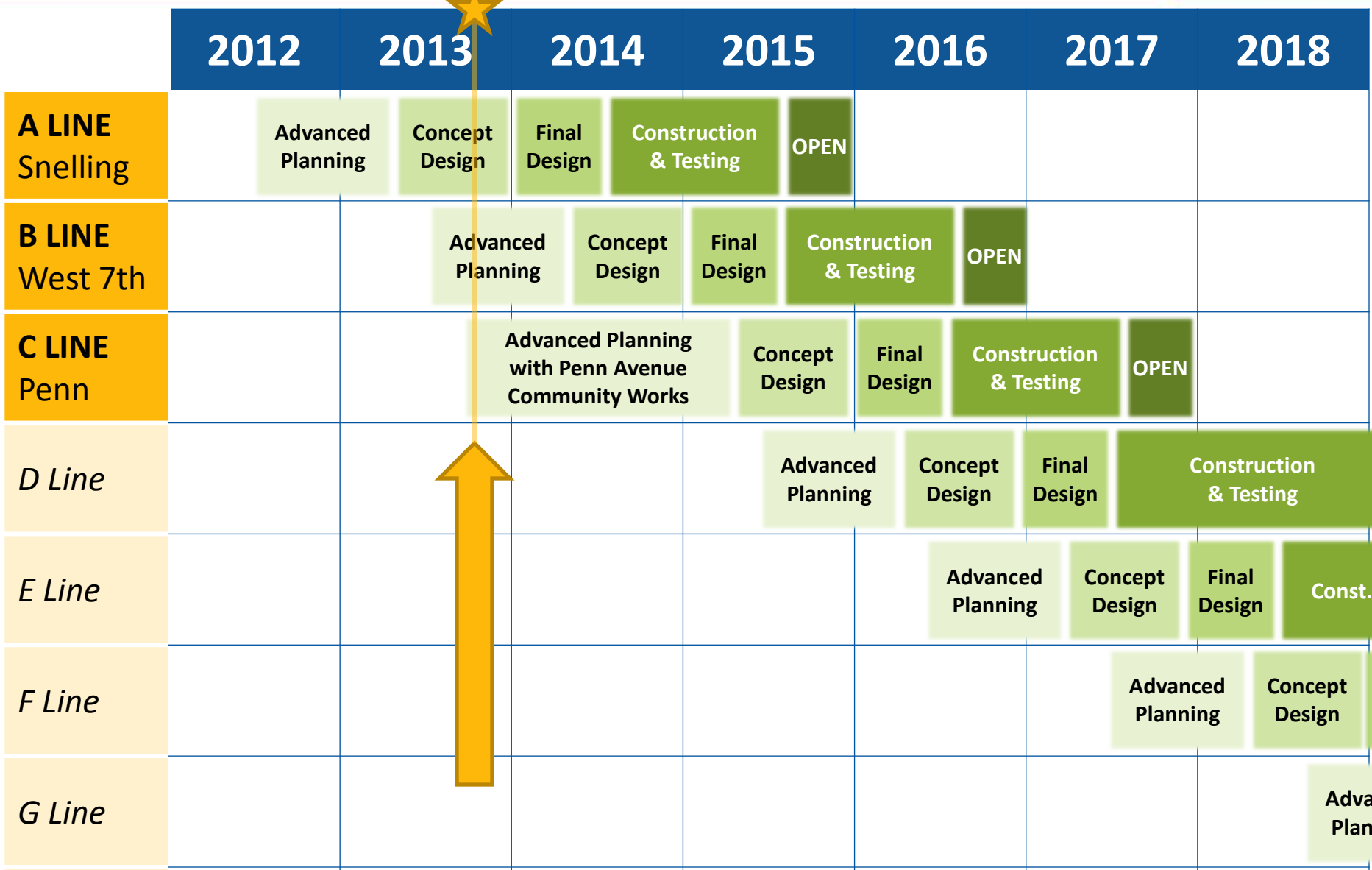
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Today's Update

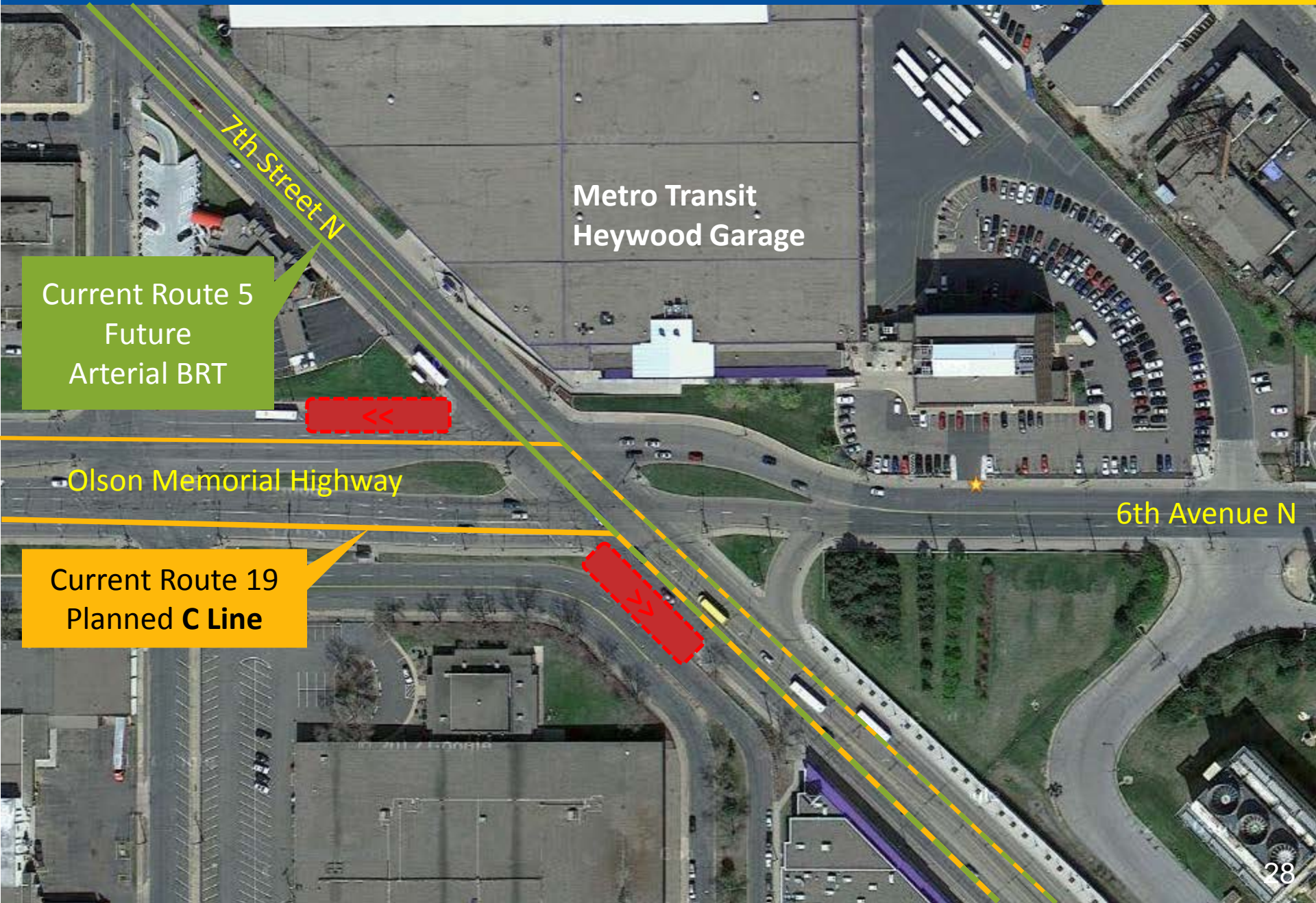


Potential system build-out



- RFP released 8/30, proposals received 9/26
- Scope contents
 - A Line civil (platforms / road interface)
 - A Line systems (transit signal priority, communications, station technology)
 - System station architecture
- Highlights
 - Issue Resolution Teams
 - Station animation
 - Off-corridor prototype station construction

Prototype Station at 7th & Olson



Metro Transit
Heywood Garage

7th Street N

Current Route 5
Future
Arterial BRT

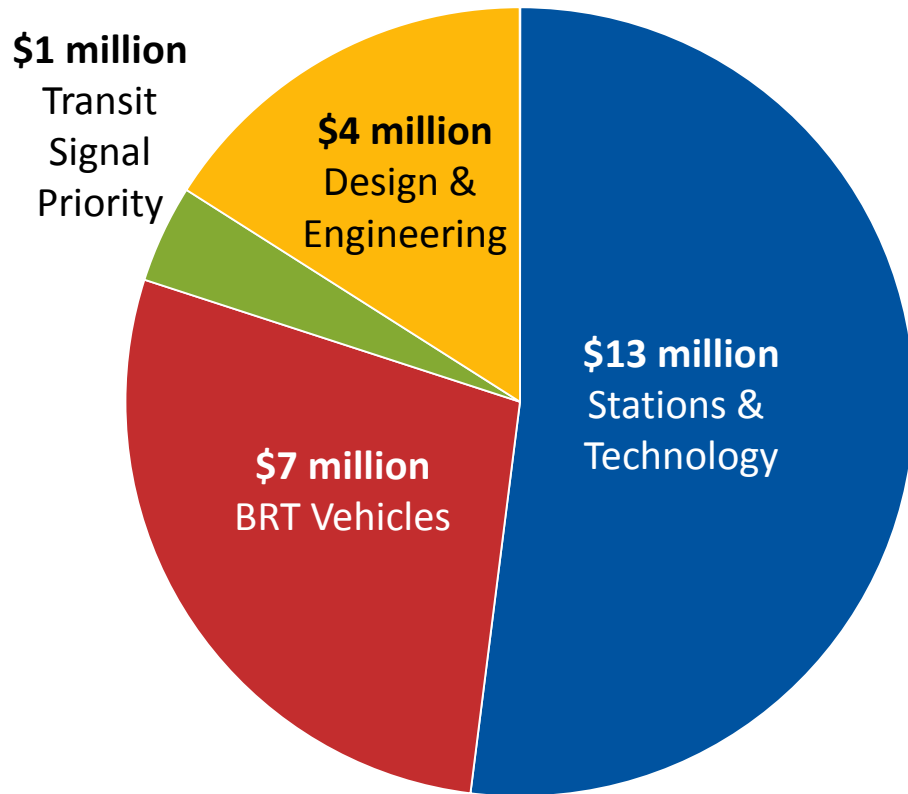
Olson Memorial Highway

Current Route 19
Planned C Line

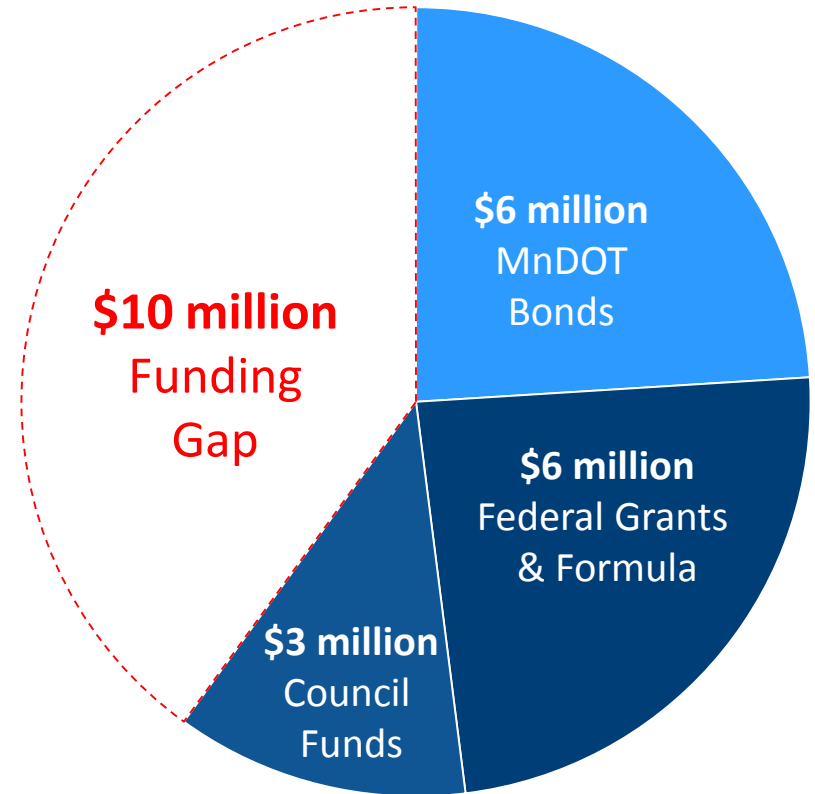
6th Avenue N



Project Costs: \$25 million



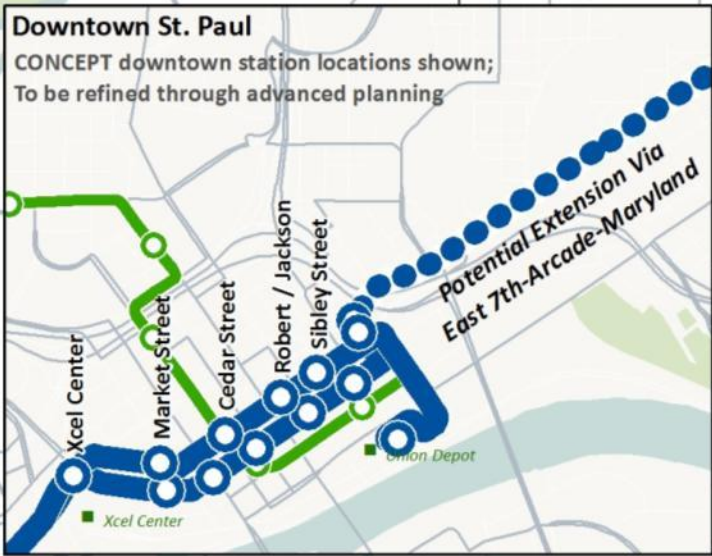
Identified Funds: \$15 million



B LINE BUS RAPID TRANSIT

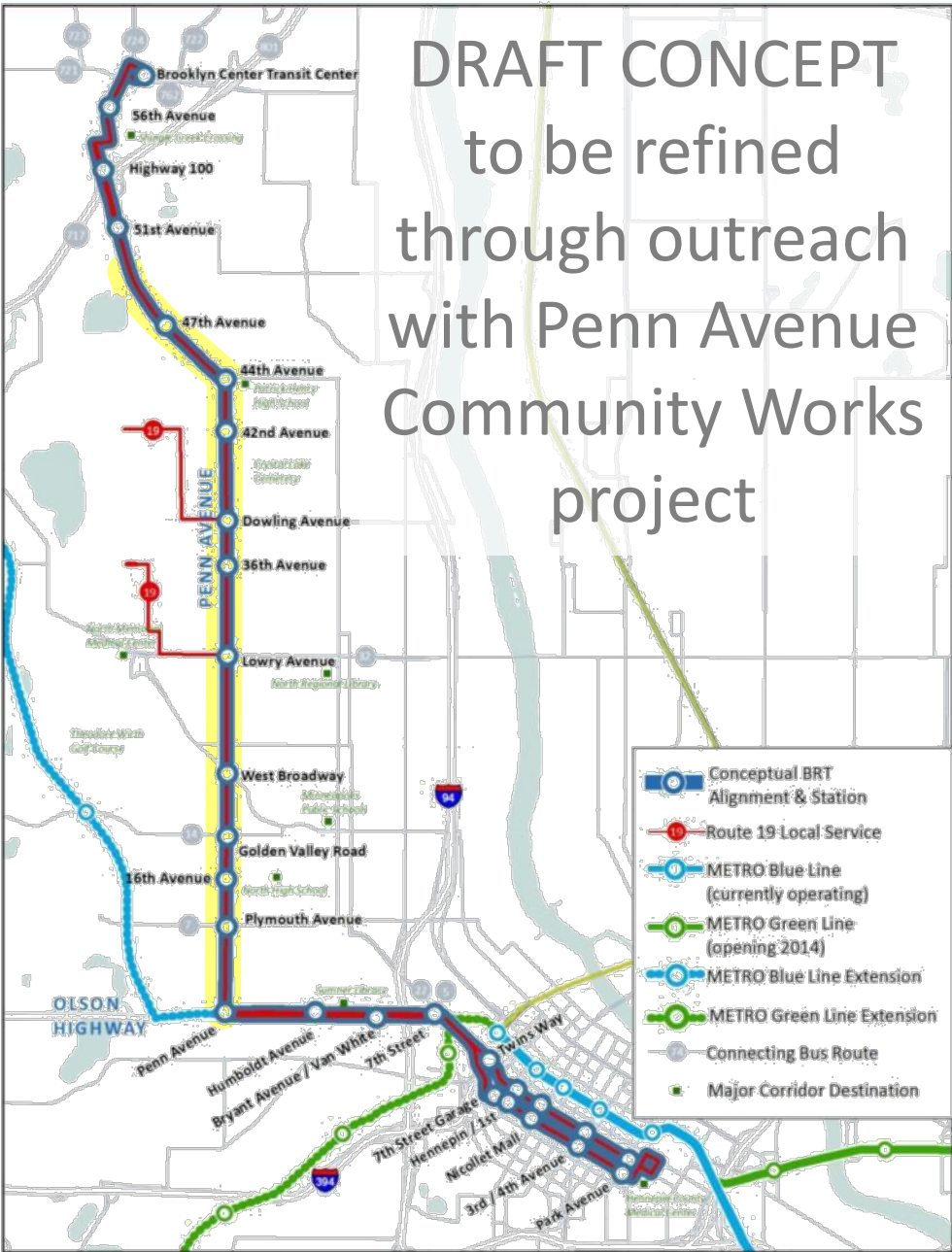
-  Alignment/Station
-  METRO Blue Line
-  METRO Green Line
-  METRO Red Line
-  70 Connecting Transit Route

See Downtown
St. Paul Inset



DRAFT CONCEPT
to be refined
through outreach
with Penn Avenue
Community Works
project

- Partnering with Hennepin County on Penn Avenue Community Works process
 - Corridor vision
 - Station siting through outreach
 - 30% concept design for project area platforms



More information:
metrotransit.org/snelling-brt

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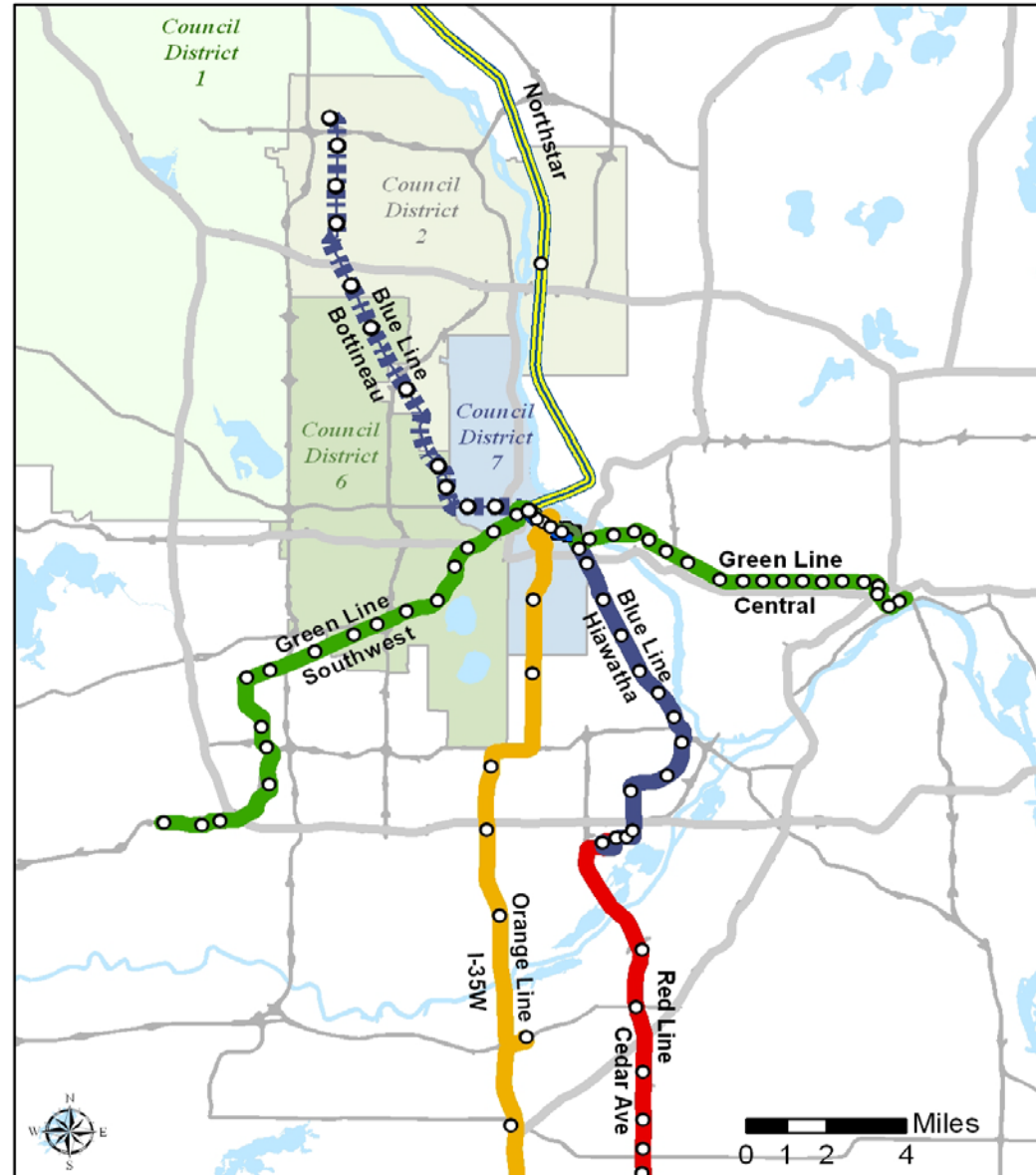
Bottineau Light Rail Transit Update

Transportation Committee
November 25, 2013

Chris Beckwith, Deputy Director
Transit Systems Development

What is the Bottineau Transitway?

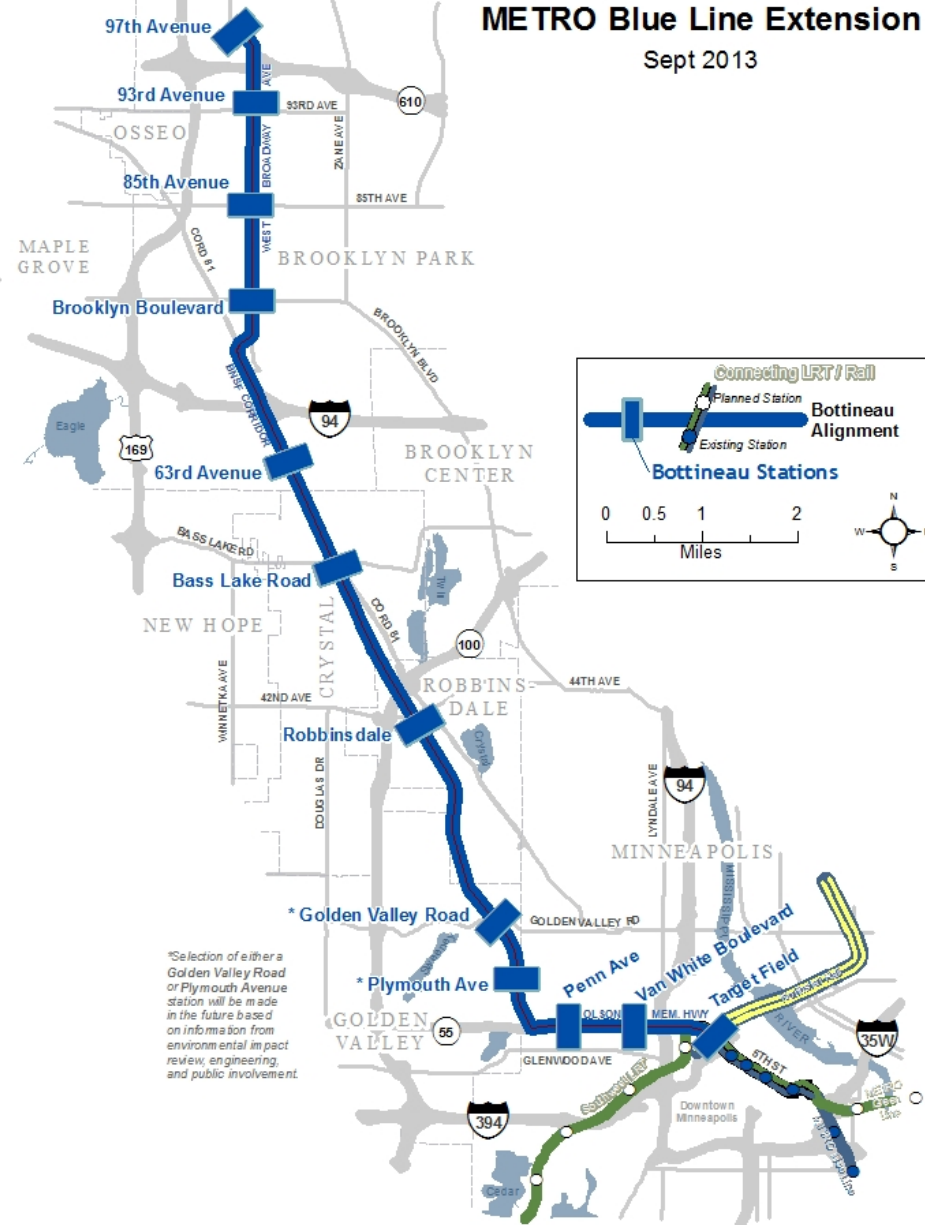
- Proposed high-capacity light rail transit improvement connecting northwest suburbs and Minneapolis to METRO System
- Council Districts
 - 1 – Maple Grove (Rodriguez)
 - 2 – Brooklyn Park, Osseo, Robbinsdale (Schreiber)
 - 6 – New Hope, Crystal, Golden Valley (Brimeyer)
 - 7 – Minneapolis (Cunningham)



Bottineau LRT

METRO Blue Line Extension

Sept 2013



BLRT Overview

- Locally Preferred Alternative adoption into Transportation Policy Plan May 8, 2013
- 13 miles
- 10-11 Stations
- Est. 2030 Ridership: 27,000/day
- Est. Capital Cost: \$1 billion (2017\$)

Bottineau Project Leadership

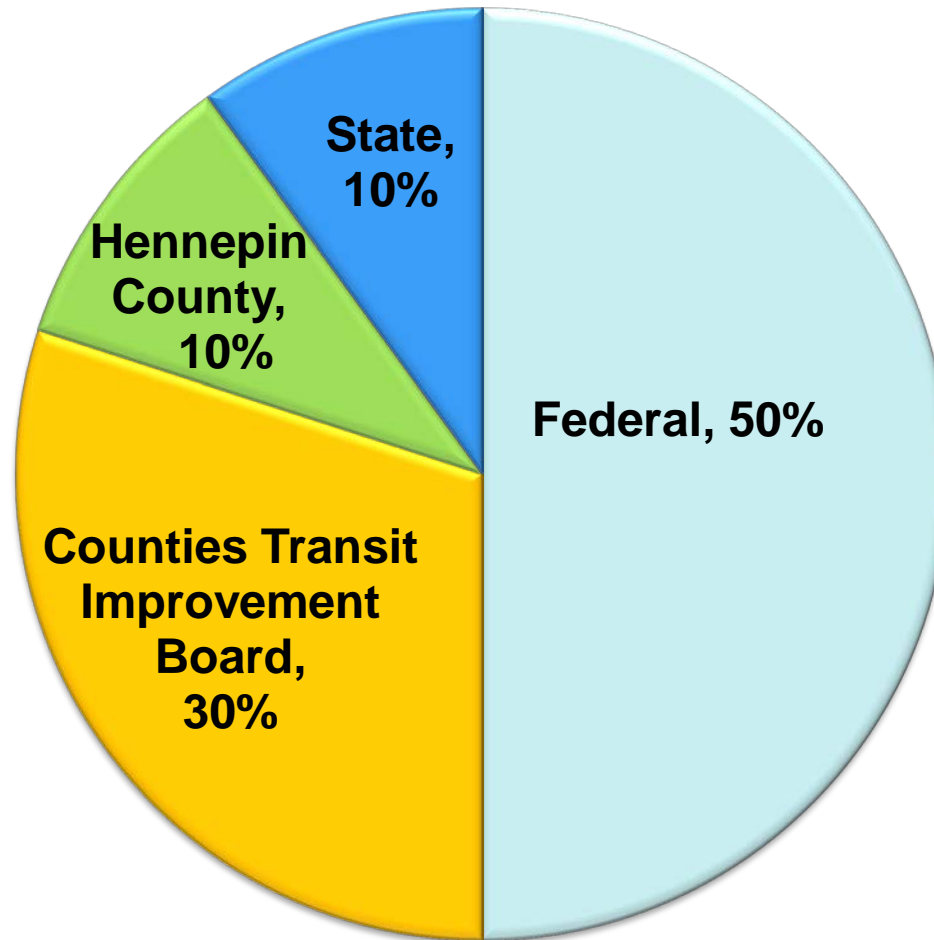


Hennepin County
Regional Railroad Authority



Federal Transit Administration

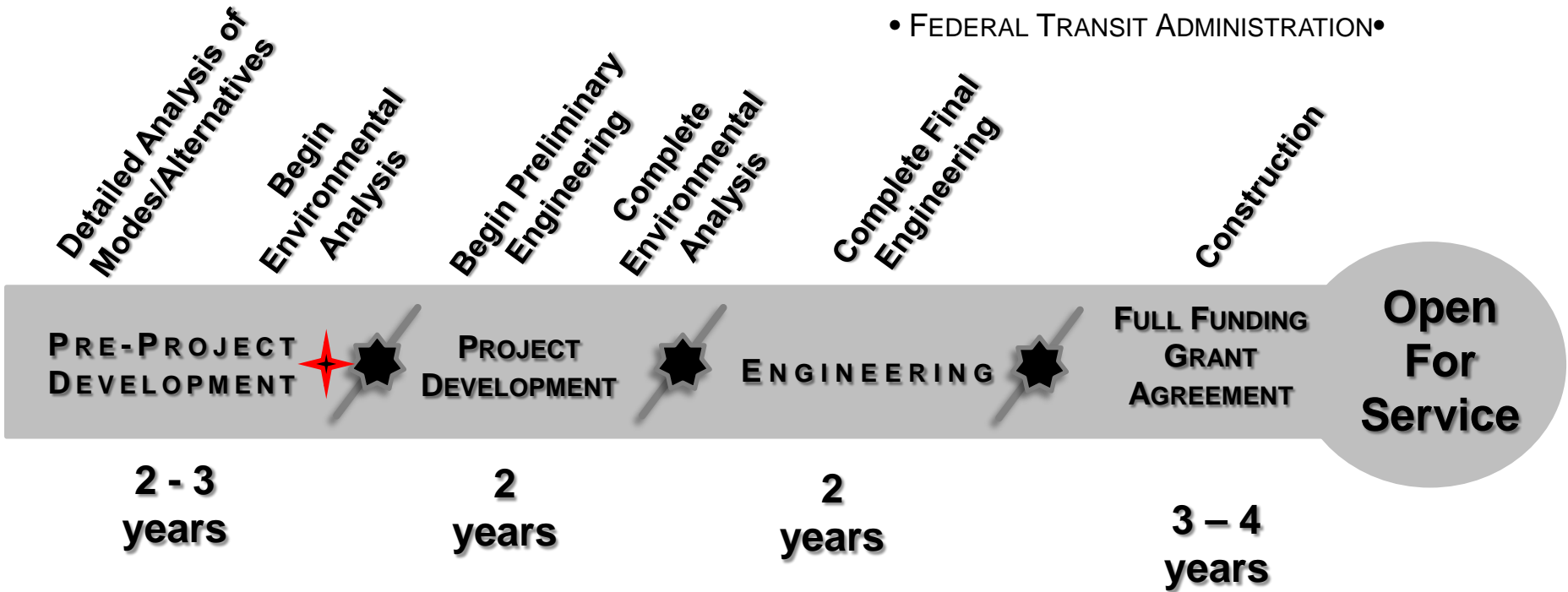
Anticipated Funding Partners



FTA Map-21 Overview

Typical Fixed Guideway Capital Project (New Starts) Project Timeline

• FEDERAL TRANSIT ADMINISTRATION•



 **FTA Approval Point**
 **BLRT CURRENT PHASE**

Acronym Review

- Pre-PD Pre- Project Development
- PD Project Development
- DEIS Draft Environmental Impact Statement
- FEIS Final Environmental Impact Statement
- PE Preliminary Engineering
- RFP Request for Proposal
- NTP Notice to Proceed
- NEPA National Environmental Policy Act
- FFGA Full Funding Grant Agreement

Local Funding Commitments

- HCRRA Funding Commitments, 2013
 - \$150K in Pre-PD Funding
 - \$18.4MM in PD Funding
- CTIB Funding Commitments, 2013
 - \$2.4MM in PD Funding
- CTIB Proposed Funding Actions, 2013
 - Dec 18 proposed action to approve an additional \$25.2MM in PD Funding
- TOTAL LOCAL FUNDING
 - Pre-PD: \$150K
 - PD: \$46MM (60% CTIB, 40% HCRRA)

Pre-PD and Entry into PD Timeline

Late
2013

- Develop RFPs for PE and FEIS

Early
2014

- DEIS Published/DEIS Comment Period
- Preparation of FTA Application to Enter PD
- Complete RFPs for PE and FEIS

Mid
2014

- FTA Approval to Enter PD
- Met Council Issue PE Contract NTP
- Met Council Issue FEIS Contract NTP

For more Information:

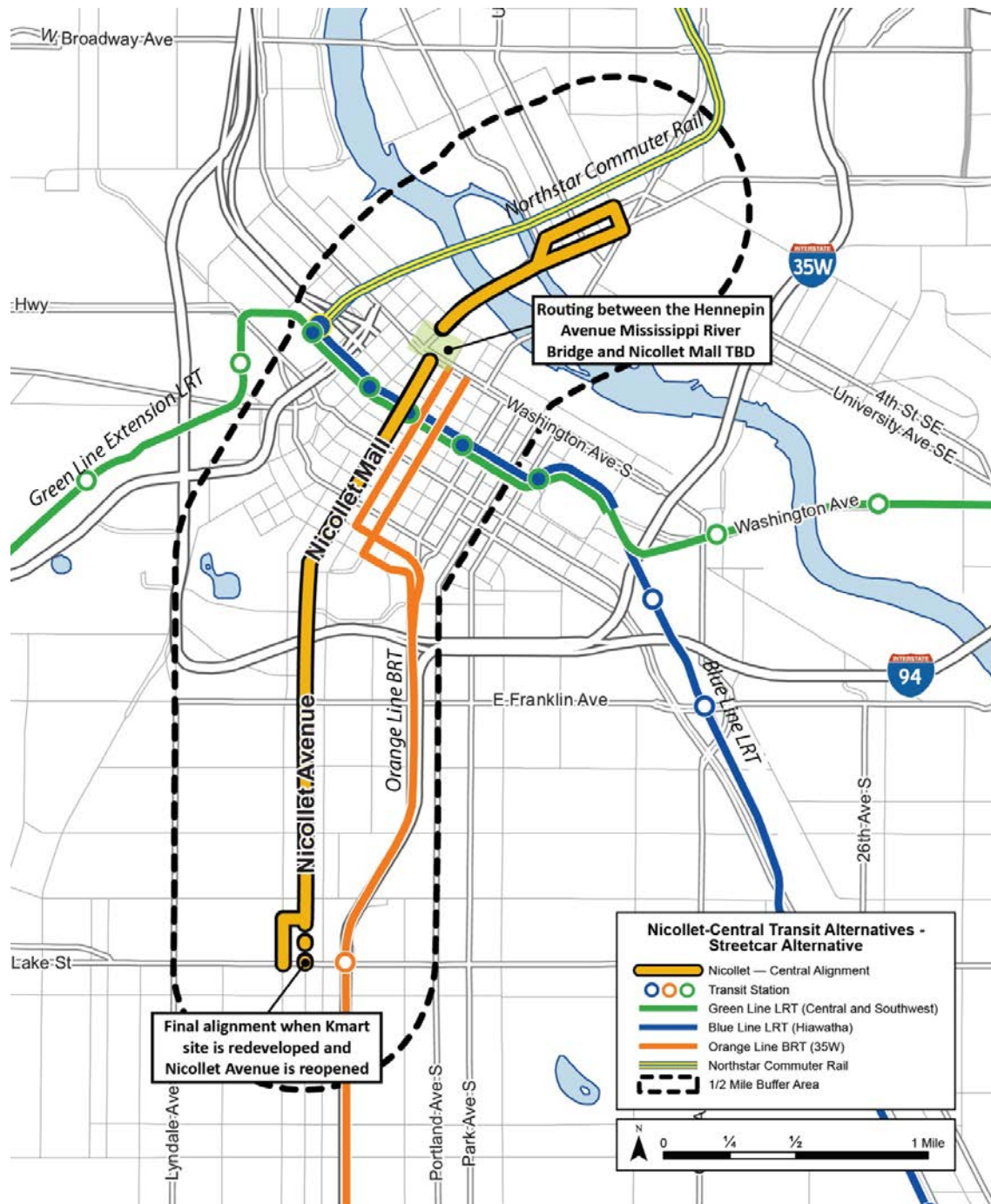
www.bottineautransitway.org

Bottineau Corridor Video:

<http://www.youtube.com/watch?v=Y63z74v2dbA&feature=youtu.be>

Nicollet-Central Modern Streetcar

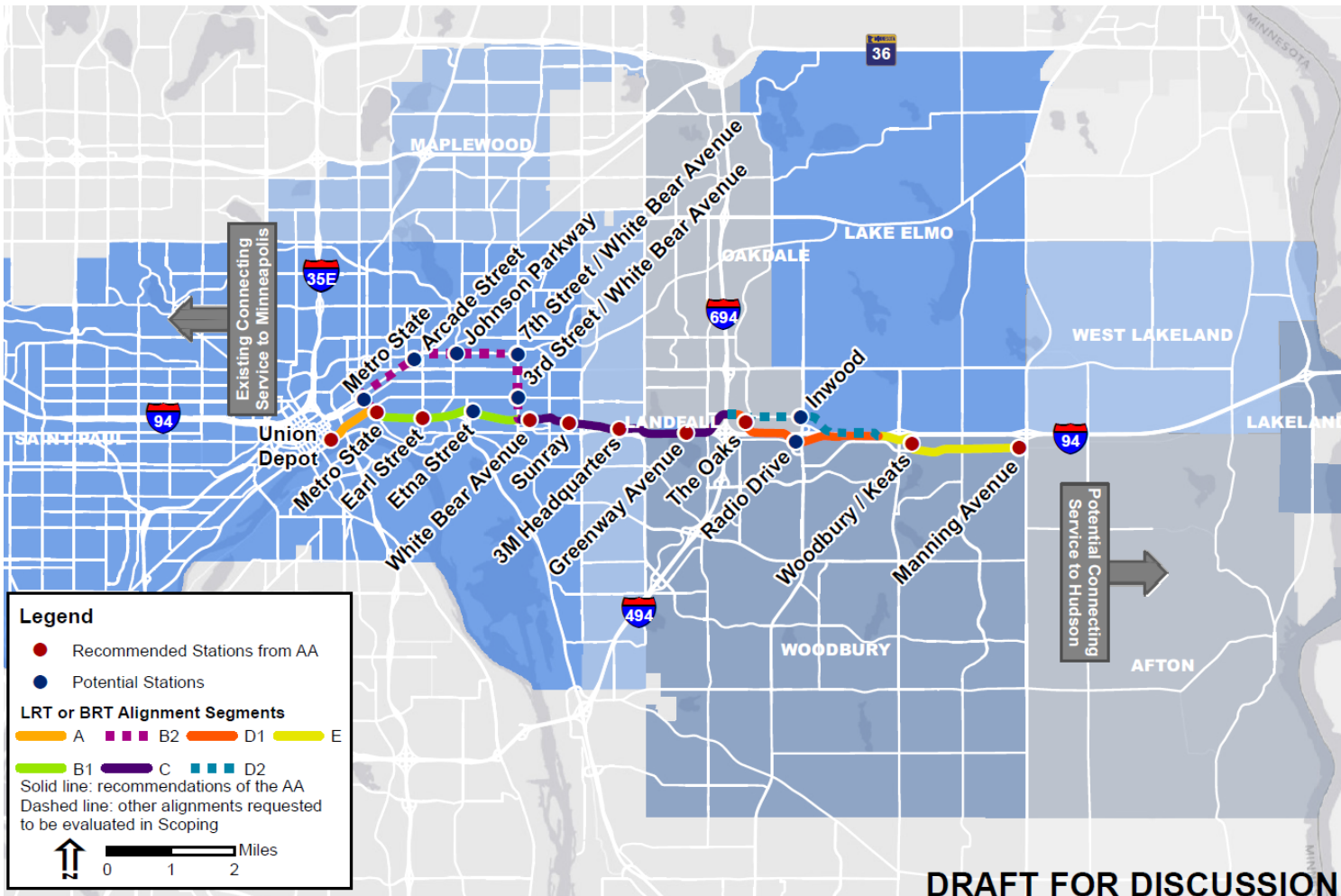
- General Description
 - 3.4 mi : Lake St to 5th St NE running on Nicollet Ave, Nicollet Mall, and Hennepin Bridge
 - 9,200 forecasted daily riders
 - \$180-\$200 million capital cost, \$10.6 million operating cost
- Status
 - AA complete, Minneapolis LPA recommendation in Sept. 2013
 - Environmental review and pre-project development beginning soon
 - City Council to vote on funding \$150K in Met Council staffing costs to support pre-project development activities
- Key Upcoming Dates
 - Complete environmental review in mid-2014
 - Engineering beginning 2014-2015



Gateway Corridor

- General Description
 - Follows I-94 east of Minneapolis/St. Paul
 - Two alignment alternatives
 - BRT in Dedicated Guideway or LRT
 - 8,800-9,300 daily riders
 - \$404-\$980 million capital cost
- Status
 - Environmental scoping (DEIS)
- Key Upcoming Dates
 - LPA recommendation in mid-2014

Gateway Corridor



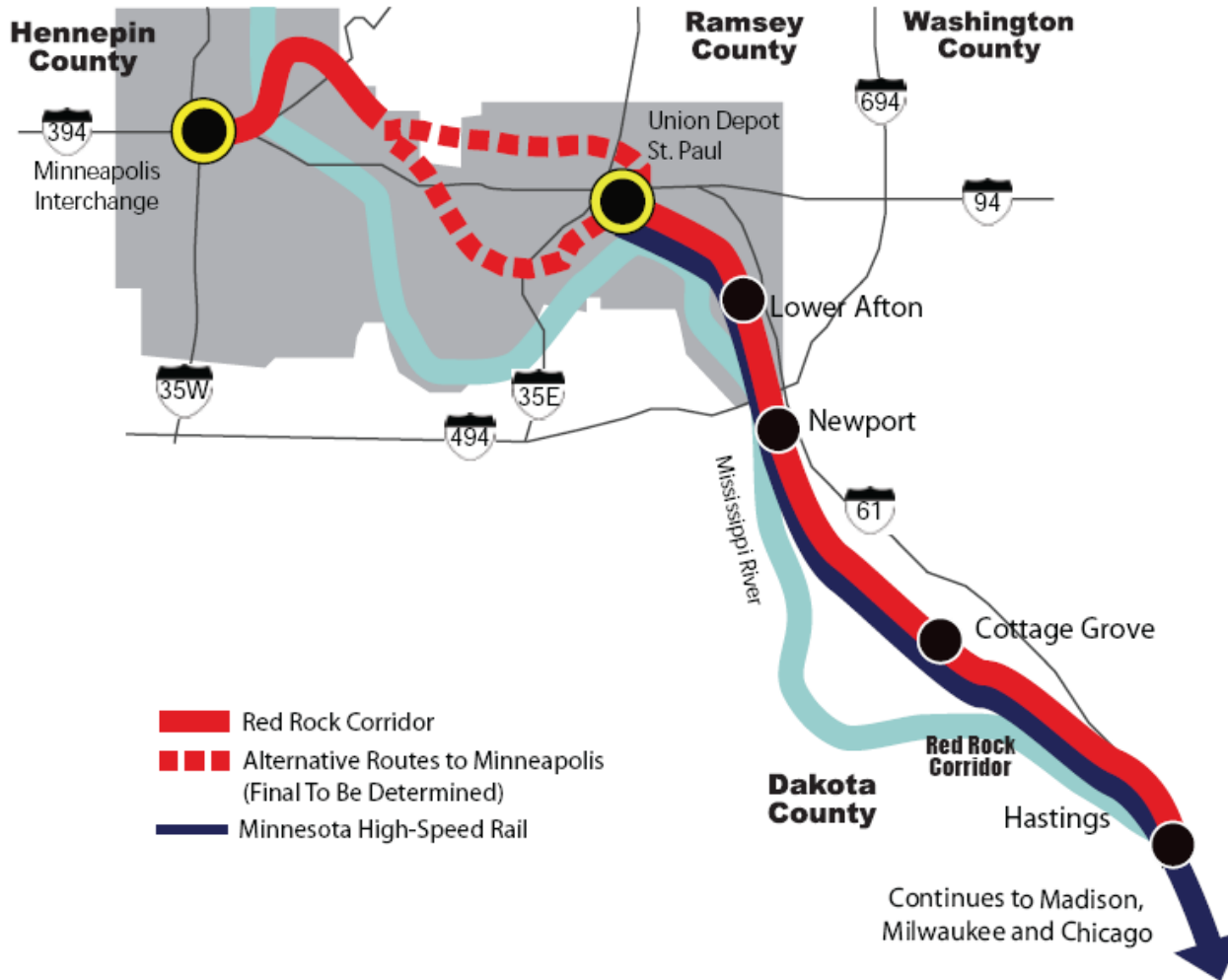
Robert Street Transitway

- General Description
 - Downtown St. Paul south into Dakota County
 - Evaluating Arterial BRT and Modern Streetcar on Robert Street and Highway BRT on TH 52
- Status
 - AA in detailed evaluation phase, about 2/3 complete
- Key Upcoming Dates
 - LPA recommendation in early 2014

Red Rock Corridor

- General Description
 - Rail and Hwy 61 corridor to Hastings
 - Rail and bus alternatives from St. Paul and Minneapolis
- Status
 - Recent capital improvements in corridor
 - AA complete in 2007, no LPA recommendation
 - AA Update underway
- Key Upcoming Dates
 - AA Update complete in late 2013, possible LPA recommendation in 2014

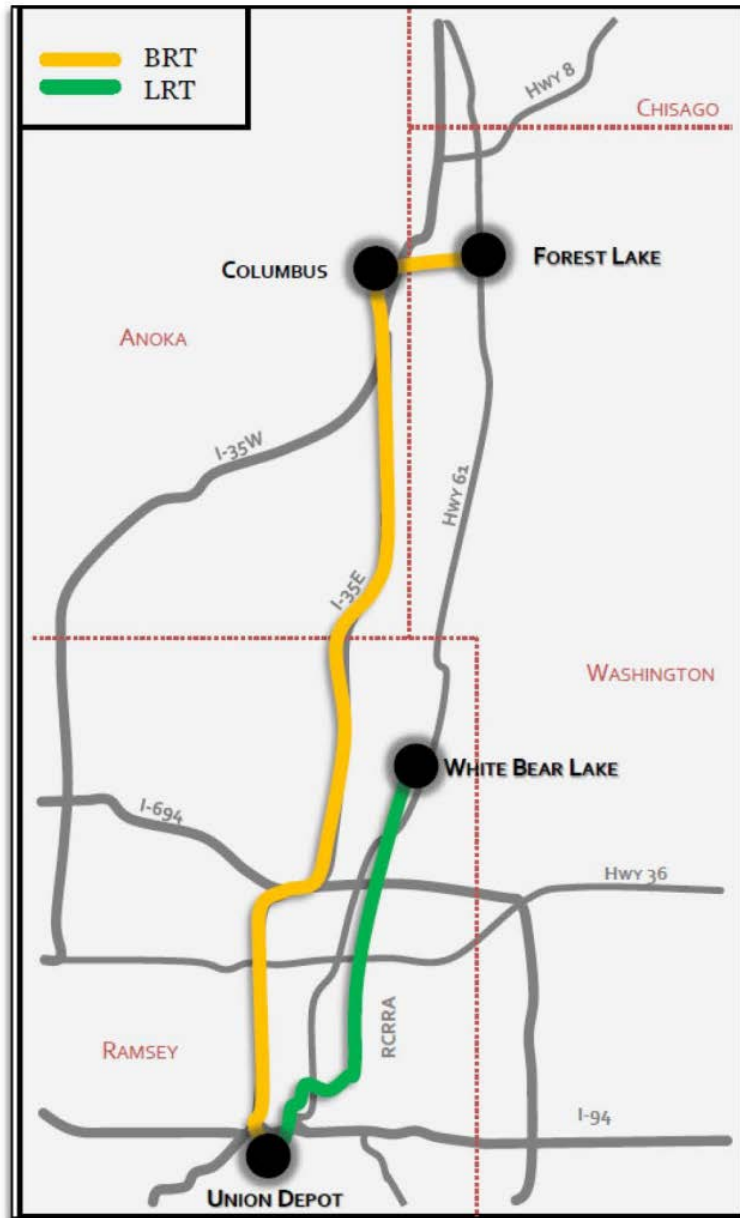
Red Rock Corridor



Rush Line Corridor

- General Description
 - Union Depot north to Hinckley generally along Highway 61 & I-35E/I-35 corridors
 - BRT / rail options under consideration for Forest Lake to St. Paul
- Status
 - AA complete in 2009, no LPA recommendation
 - Pre-Project Development Study beginning Dec 2013
- Key Upcoming Dates
 - Pre-Project Development Study complete mid-2015 with LPA recommendation

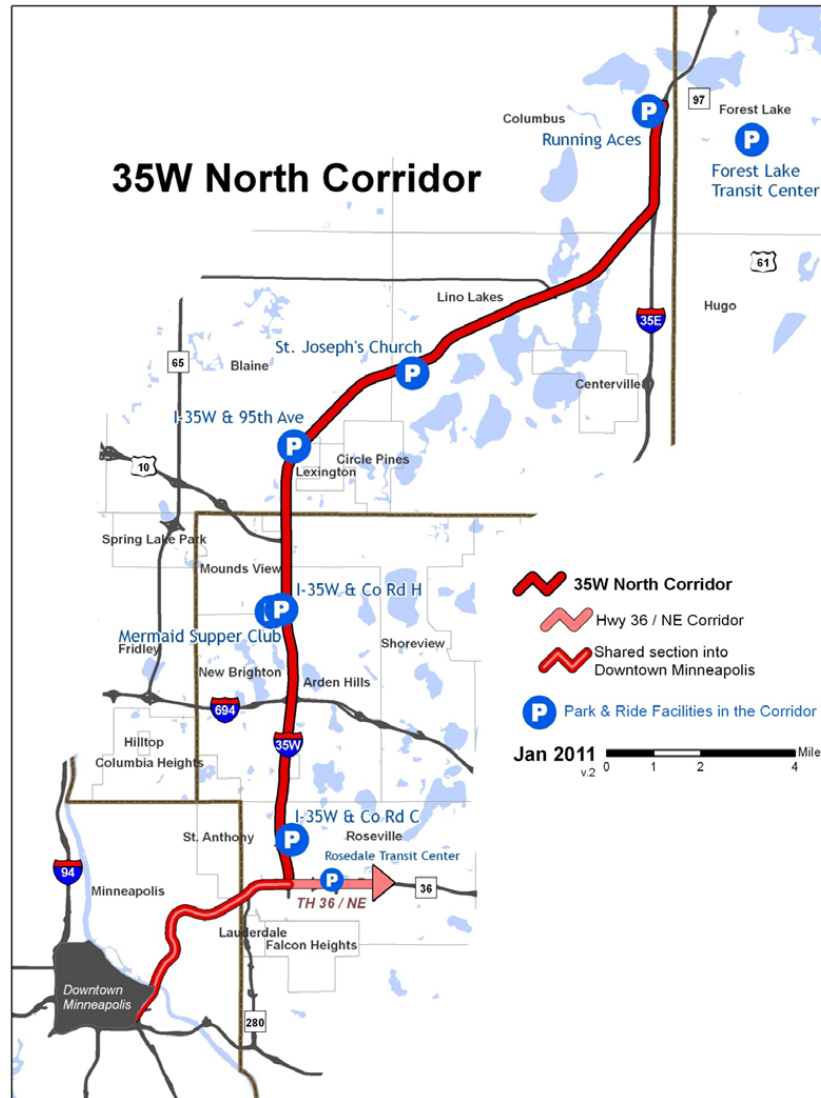
Rush Line Corridor



I-35W North Corridor

- General Description
 - Minneapolis to Forest Lake
 - Current transit service on bus-only shoulders
- Status
 - Feasibility study report completed in 2013
 - Managed lane vision and implementation strategy
 - Highway BRT feasibility and initial cost estimates
- Key Upcoming Dates
 - MnDOT beginning managed lane design in 2014
 - Coordinated with transit

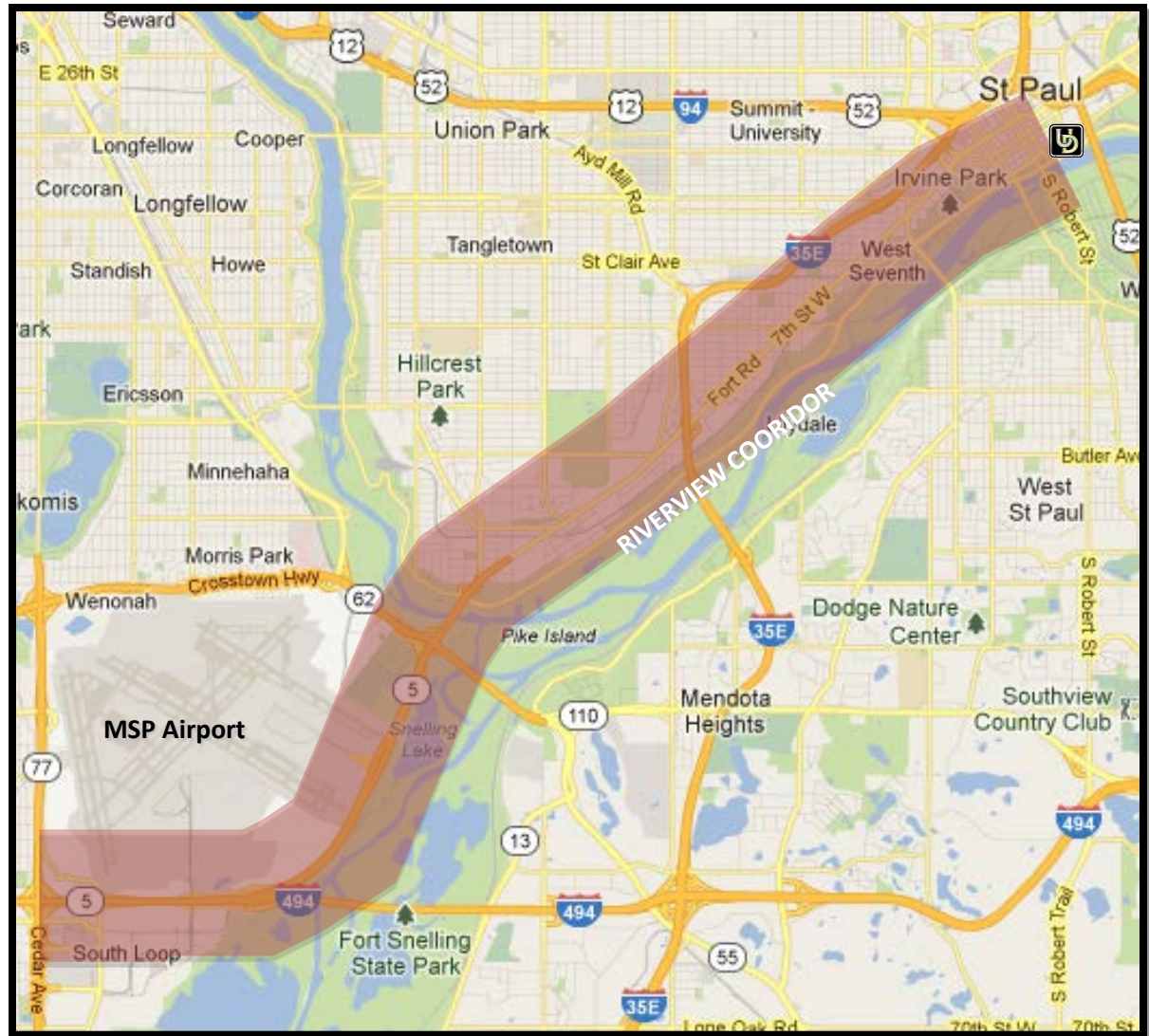
I-35W North Corridor



Riverview Corridor

- General Description
 - Downtown St. Paul to MSP Airport and Mall of America
 - Bounded by Miss. River on south, I-35E and bluffs on north
- Status
 - Investment study completed in 2000
 - Increased corridor employment and development warrants additional analysis
- Key Upcoming Dates
 - Pre-Project Development Study complete mid-2015 with LPA recommendation

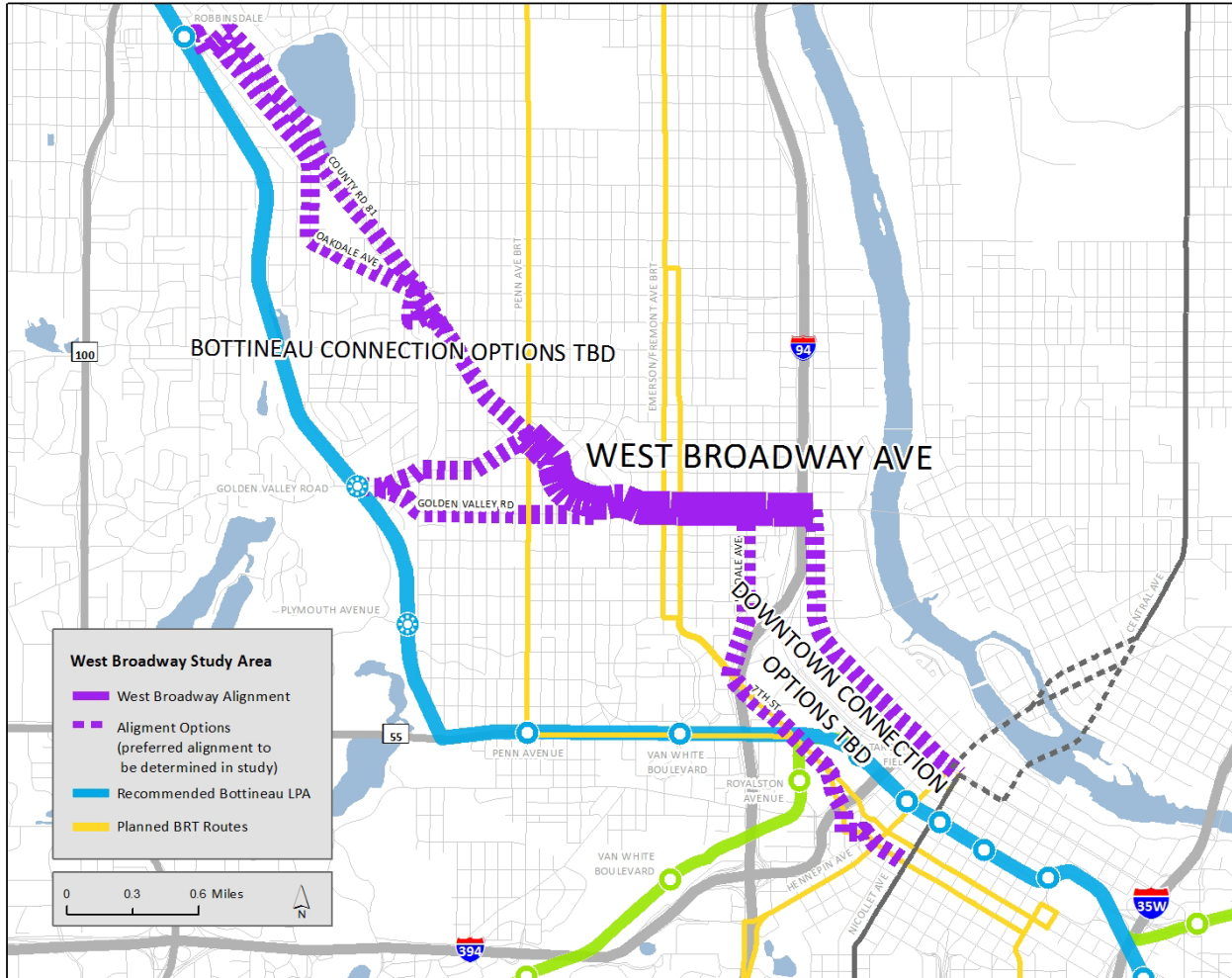
Riverview Corridor



West Broadway Corridor

- General Description
 - Downtown Minneapolis to Robbinsdale Transit Center following West Broadway
 - Agreed upon as part of Bottineau LPA
 - Evaluate bus and modern streetcar options
- Status
 - AA study lead Metro Transit
- Key Upcoming Dates
 - Study completion – mid-2015

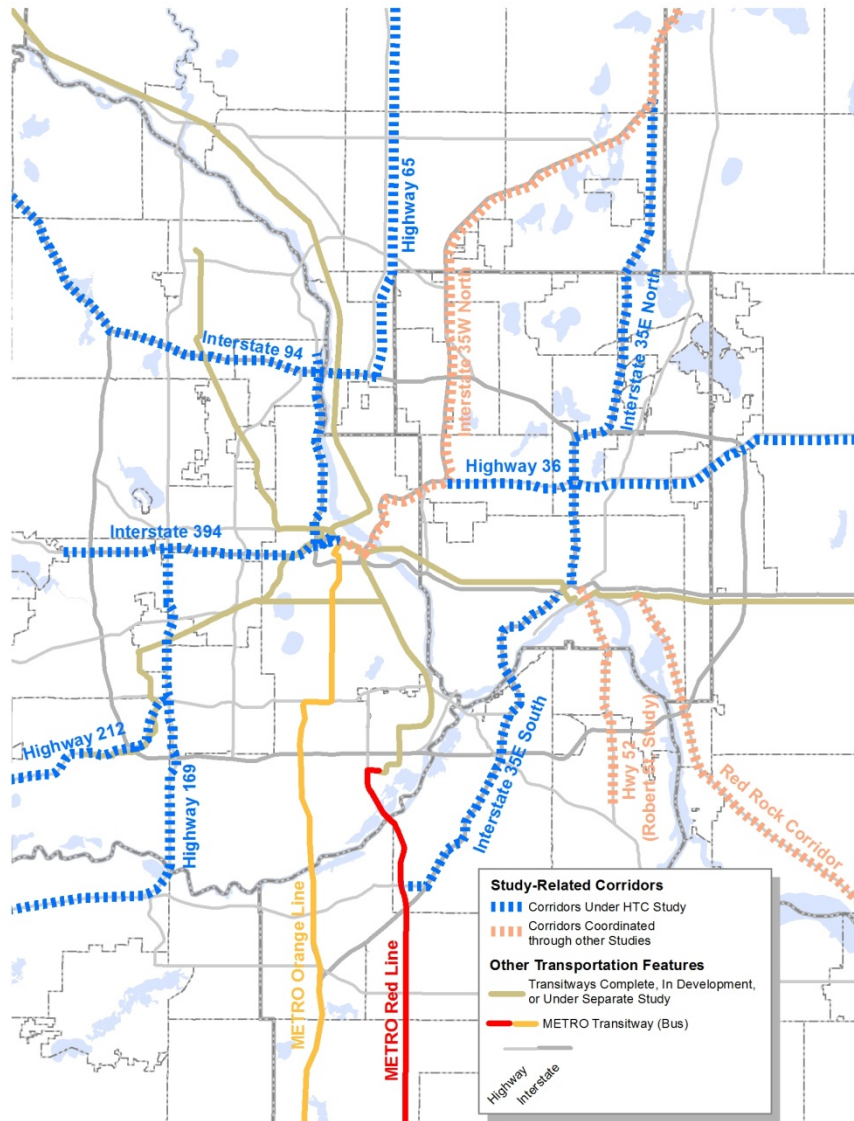
West Broadway Corridor



Highway Transitway Corridor Study

- General Description
 - Evaluating eight regional highway corridors for possible Highway BRT transitway feasibility
 - Provide better understanding of Highway BRT potential across multiple regional corridors
- Status
 - Study in evaluation phase,
 - Results considered during TPP update
- Key Upcoming Dates
 - Transportation Committee, Dec 9
 - Final report, early 2014

Highway Transitway Corridor Study



- Highway 65
- Highway 36
- I-35E North
- I-35E South
- Highway 169
- Highway 212
- I-394
- I-94 West