

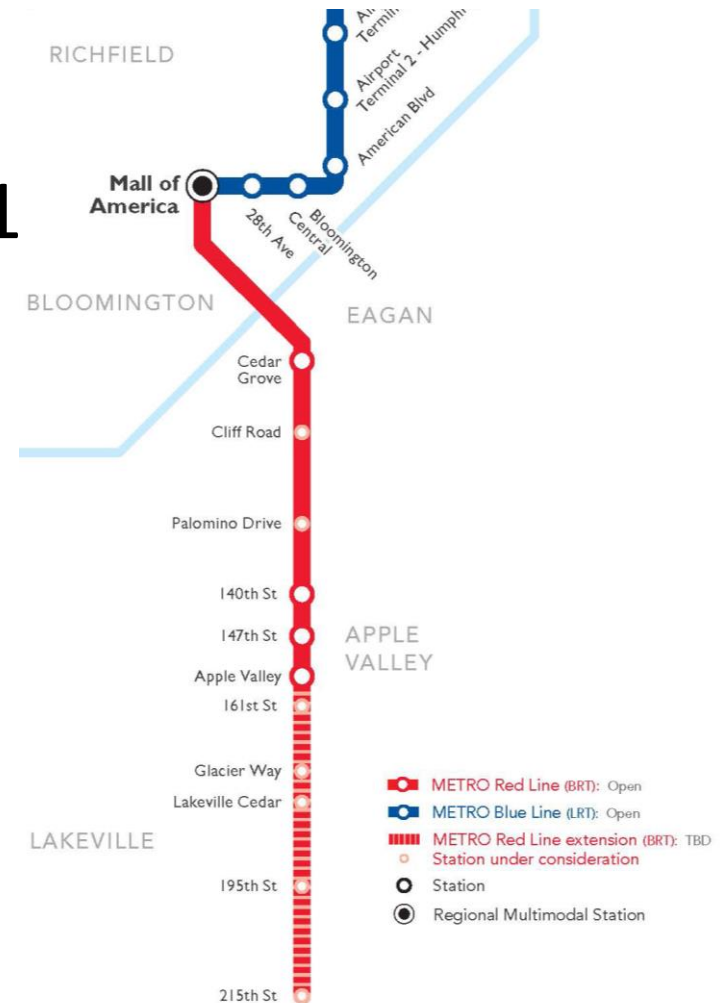
# Cedar Avenue Transitway/ METRO Red Line Implementation Plan Update (IPU)

Transportation Committee  
January 11, 2016



# Purpose

- Previous Implementation Plan Update – August 2011
- Launch of Red Line service
- Review current transit service and facilities
- Plan future stages
- Mall of America to County Highway 70 in Lakeville



# Elements of the Update

- Revised Transitway goals
- Forecasted ridership to 2040
- Transit service plans
- Location, size, functionality of stations and park and rides
- Layover facilities and vehicles
- Estimated capital and operating costs
- Additional studies and analysis needs
- Station area planning
- Staging Plan

# Summary of Process

- Established revised goals
- Public and Agency Involvement
  - Public comment period for draft report
  - Open Houses
- Developed evaluation measures to meet performance goals and establish priorities
- Technical analysis and evaluation

# 2040 Ridership- Average Weekday Boardings

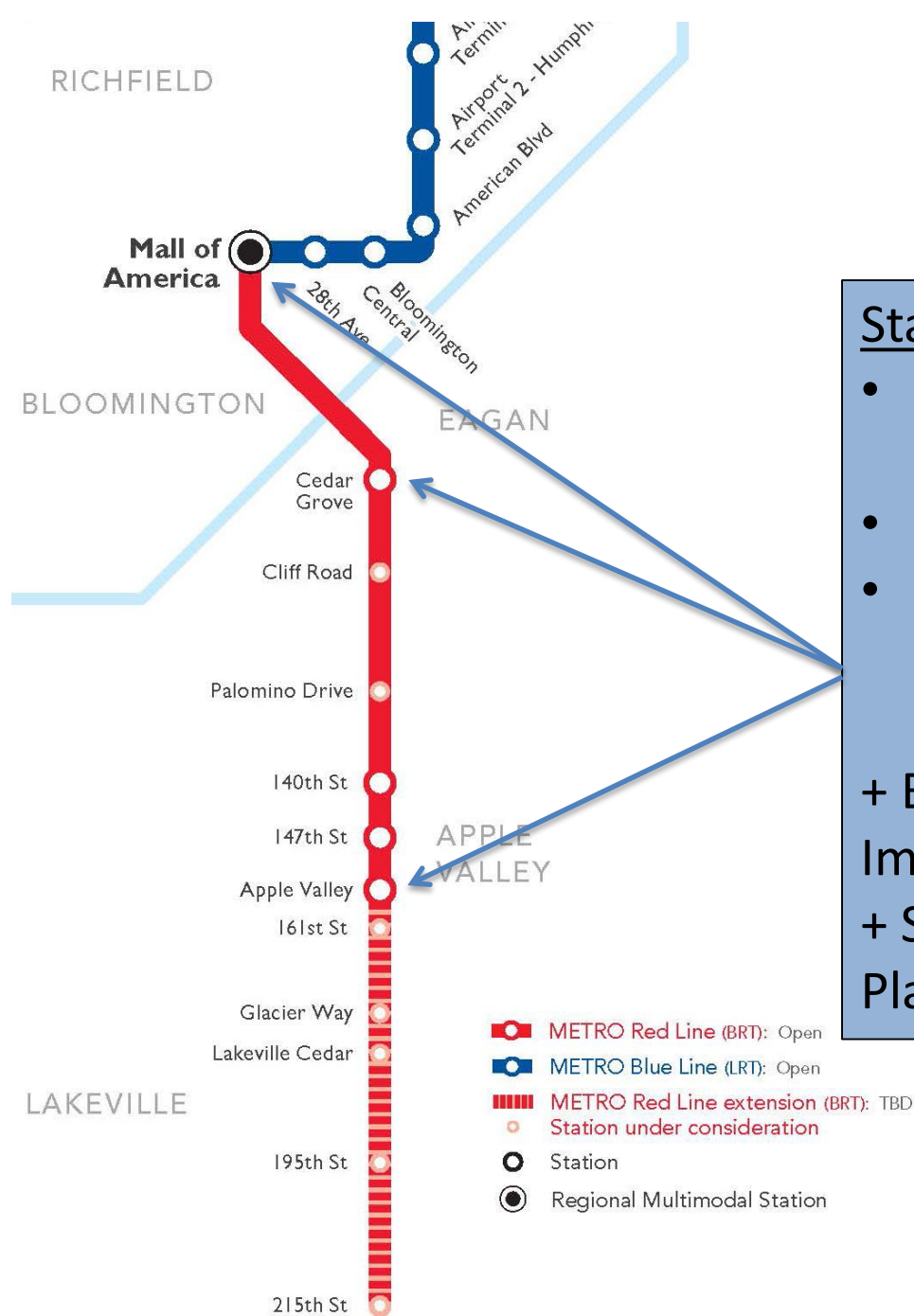
Route Type	Existing	2040 No Build*	2040 Build
Corridor Local (not guideway)	600	2,300	3,100
Express/Local (guideway)	4,600	9,200	10,100
Red Line Station-to-Station	800	2,800	4,700
<b>Total Guideway Boardings</b>	<b>5,400</b>	<b>12,000</b>	<b>14,800</b>

\* “No Build” includes the current Red Line service from MOA to Apple Valley Transit Station

# Staging Plan

- Identifies future capital investments in five stages
- Estimated timeframes, contingent on performance thresholds:
  - Stage 1: 2010-2015 – Completed in June 2013
  - Stage 2: 2015-2020
  - Stage 3: 2020-2025
  - Stage 4: By 2040
  - Stage 5: By 2040
  - Potential Future Projects

# Stage 2

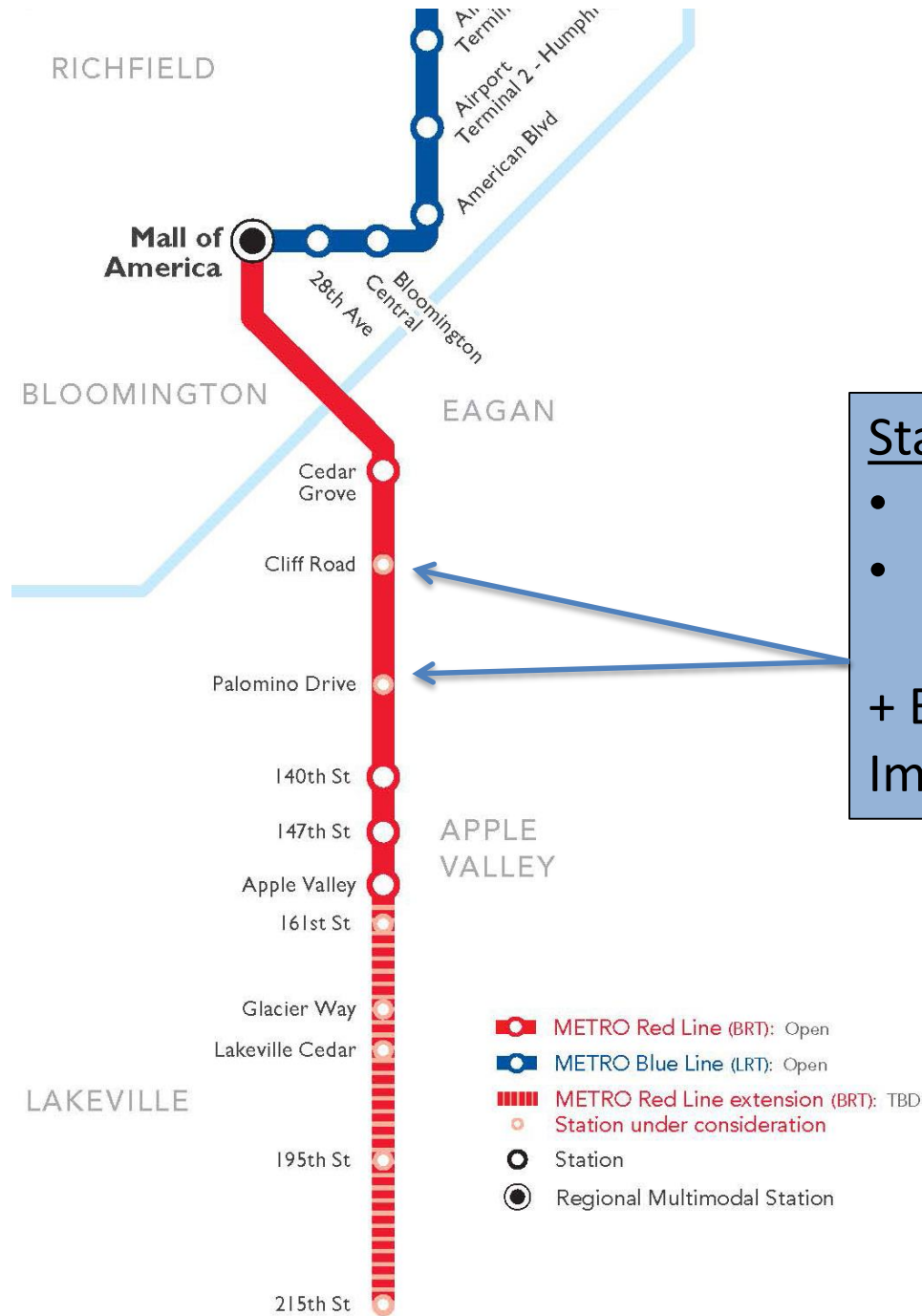


## Stage 2 Improvements

- Mall of America Improvements
- Cedar Grove Online
- Apple Valley Transit Station Expansion

+ Bike and Ped Improvements  
+ Station Area Planning

# Stage 3



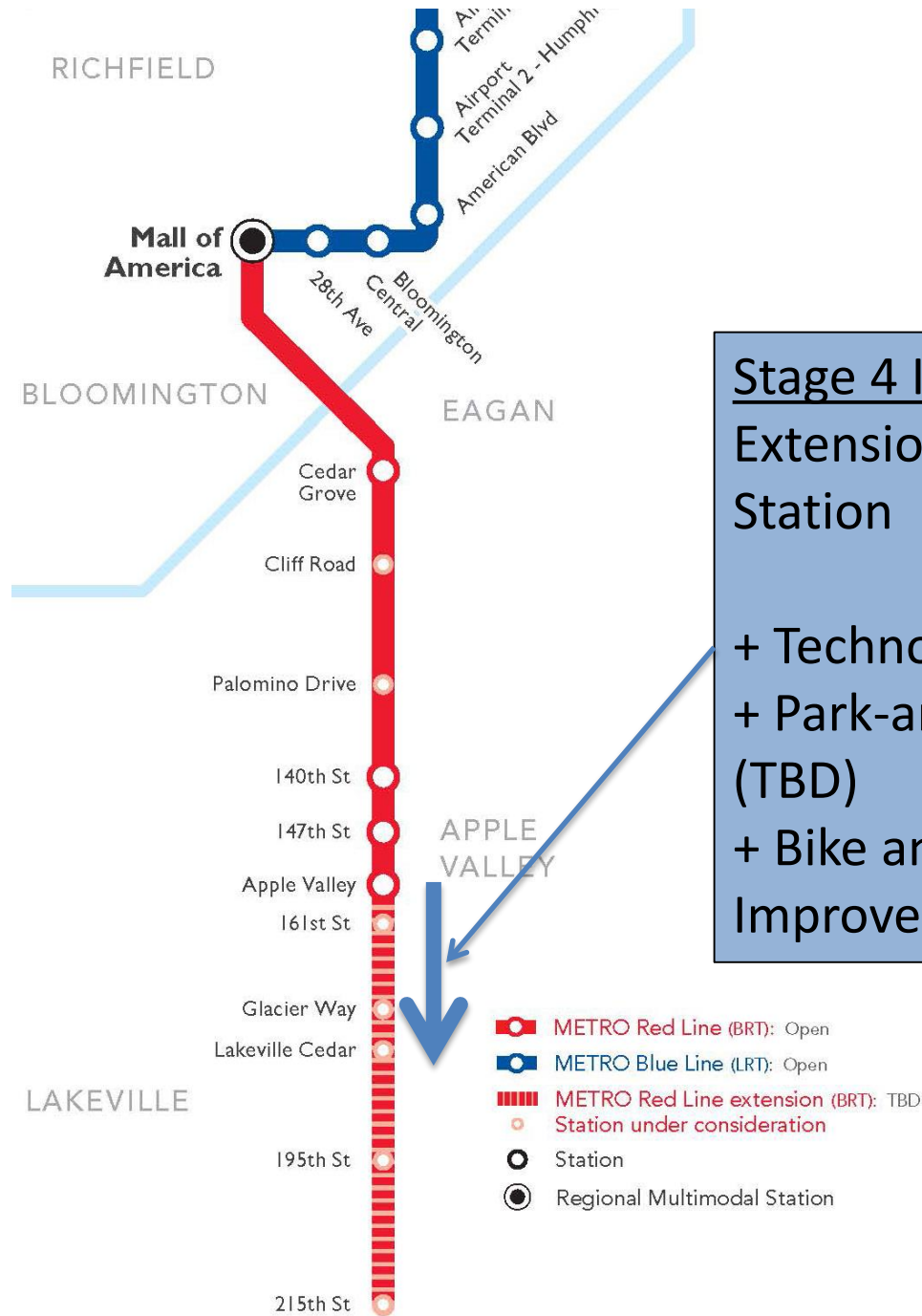
Stage 3 Stations

- Cliff Road
- Palomino Drive

+ Bike and Ped Improvements



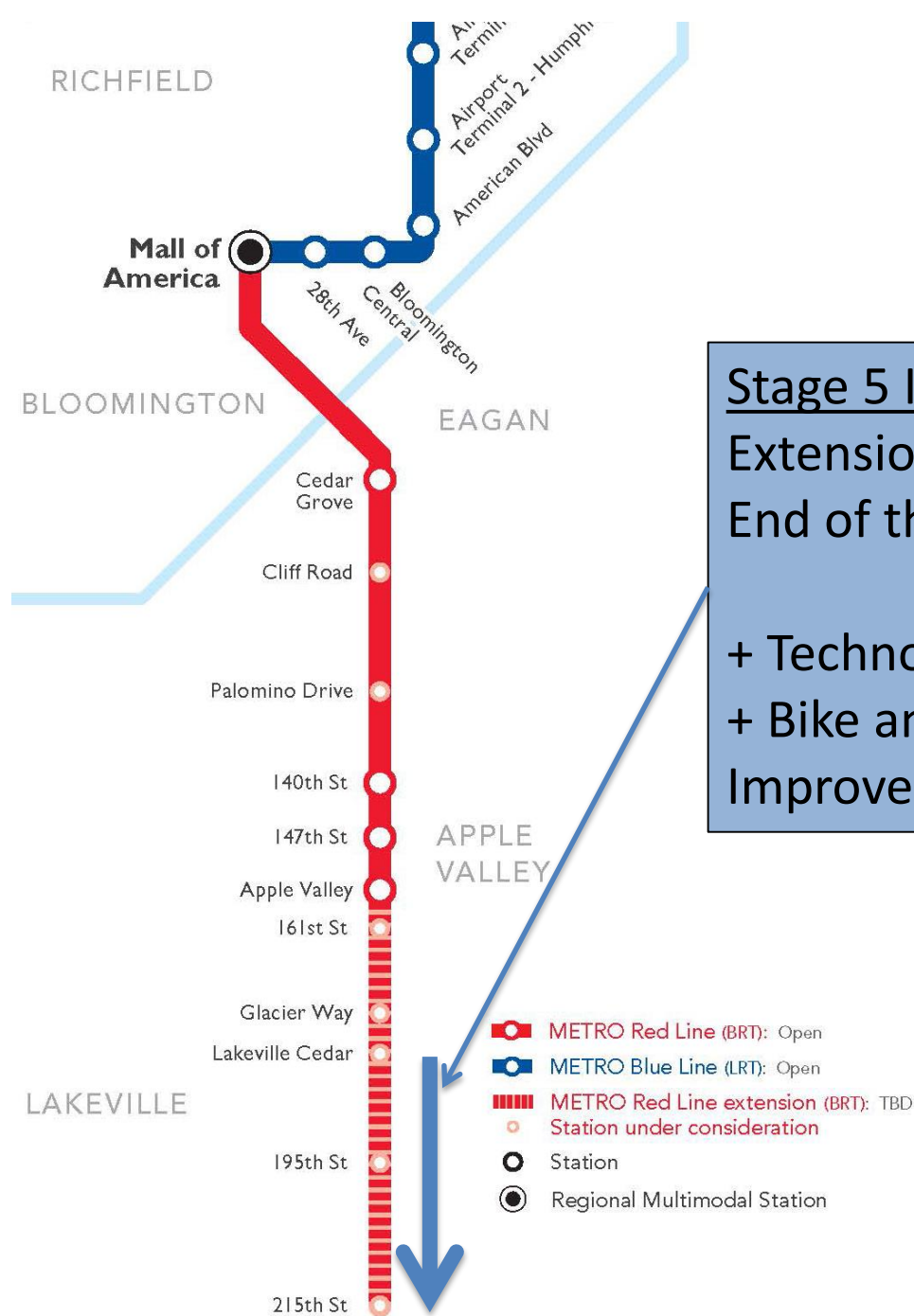
# Stage 4



Stage 4 Improvements  
Extension to Lakeville Cedar Station

- + Technology
- + Park-and-ride capacity (TBD)
- + Bike and Ped Improvements

# Stage 5



Stage 5 Improvements  
Extension to 215<sup>th</sup> Street –  
End of the line  
  
+ Technology  
+ Bike and Ped  
Improvements

# Other Possible Projects- Currently envisioned beyond 2040

*These may move to an earlier phase if conditions (ridership and land use) change:*

- 161st Street Station
- Glacier Way Station
- 195th Street Station
- Bicycle and Pedestrian Improvements associated with 161st Street, Glacier Way and 195th Street stations
- Additional local and express vehicle purchase (up to 12 vehicles)
- TH 77 MnPASS Investment

# Estimated Costs

- Previous IPU costs through 2030:
  - \$113,000,000
- Total estimated costs Stage 2-5 (2040):
  - \$92,600,000
- Estimated additional annual operating costs for full extension to 215<sup>th</sup> Street:
  - \$1,980,000