

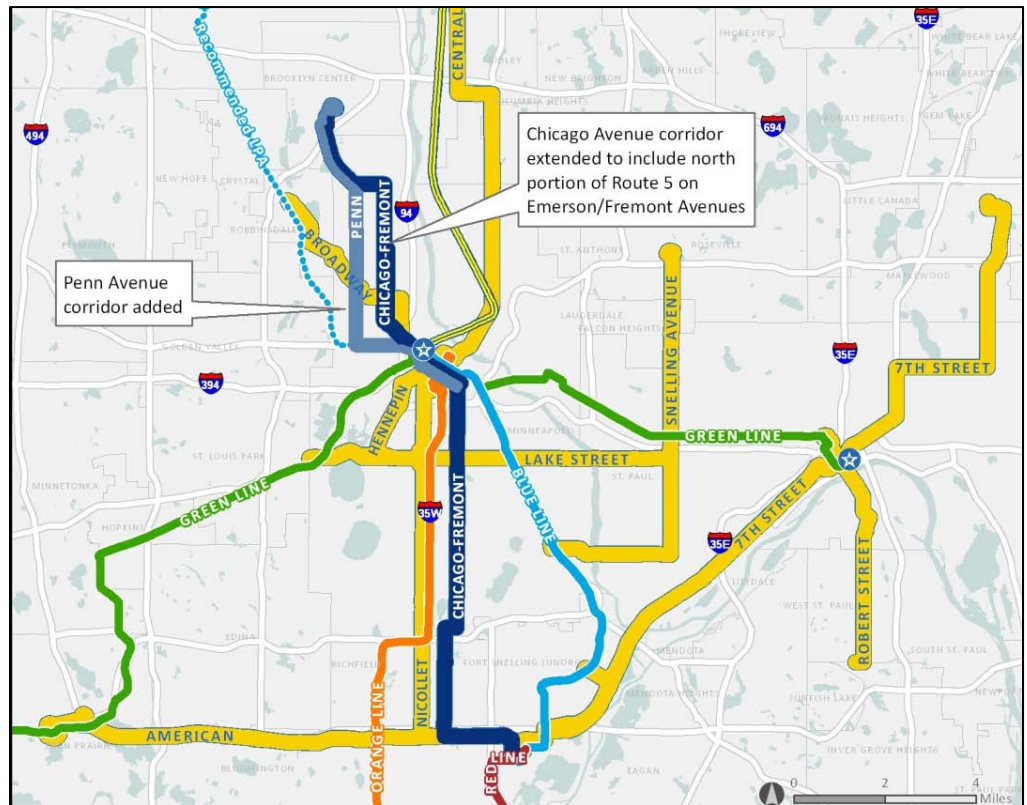
## Addendum to the Arterial Transitway Corridors Study Penn Avenue & Chicago-Fremont Corridors

Since the completion of the Arterial Transitway Corridors Study (ATCS) in April 2012, Metro Transit has undertaken additional study to explore rapid bus on two additional corridors:

- ▶ An extension of the **Chicago Avenue** corridor, along **Emerson** and **Fremont Avenues** in north Minneapolis
- ▶ One new standalone corridor, **Penn Avenue**

This addendum presents the rationale for studying the additional corridors, and evaluates these corridors alongside those already studied in the ATCS.

### Why study these corridors?



#### Chicago-Fremont

- Chicago Avenue was one of highest scoring corridors evaluated in the ATCS. Study **results suggested that an extended Chicago-Fremont corridor could be a cost-effective performer**, because implementing rapid bus could efficiently improve the entire length of Route 5.
- **Current travel patterns** show that a combined Chicago-Fremont corridor would offer greater customer benefits than a standalone corridor to downtown Minneapolis.
- **Stakeholders expressed interest** in studying transit improvements along Emerson and Fremont avenues.

#### Penn Avenue

- During the ATCS, Penn Avenue was not examined because Hennepin County identified Penn as a potential Bottineau Transitway alignment.
- The Bottineau Transitway identified a locally preferred alternative for light rail outside the Penn Avenue corridor. As a result, **stakeholders expressed interest** in other improved transit options for Penn.
- **Existing high ridership** on Route 19 is commensurate with demand on other corridors studied for rapid bus in the ATCS, suggesting the corridor warrants consideration for rapid bus.

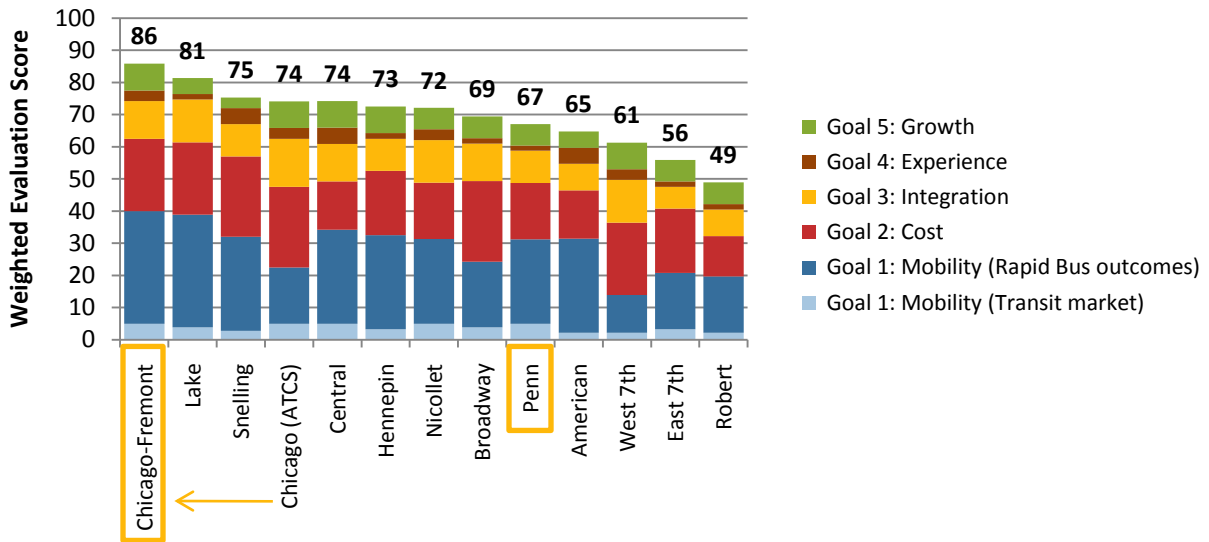
### How do the corridors compare?

	ATCS Average	Chicago-Fremont	Penn Avenue
<b>Length</b>	9.2 miles	18.5 miles	8.4 miles
<b>Capital Cost</b>	\$32 million	\$68 million <sup>1</sup>	\$32 million
<b>Capital Cost per Mile</b>	\$3.6 million	\$3.7 million	\$3.9 million
<b>Additional Annual O&amp;M Cost</b>	\$3.9 million	\$7.6 million	\$4.2 million
<b>2010 Weekday Ridership</b>	7,000	15,600	5,400
<b>2030 Weekday 'Baseline' Ridership (no Rapid Bus)</b>	10,300	18,000	6,500
<b>2030 Weekday Ridership <u>with</u> Rapid Bus</b>	13,000	23,600	9,300
<b><i>New Ridership from Rapid Bus (2030)</i></b>	+2,700	+5,600	+2,800

<sup>1</sup> Due to savings from shared segments in downtown Minneapolis and Brooklyn Center, implementing both corridors could reduce combined project capital costs by \$5-10 million.

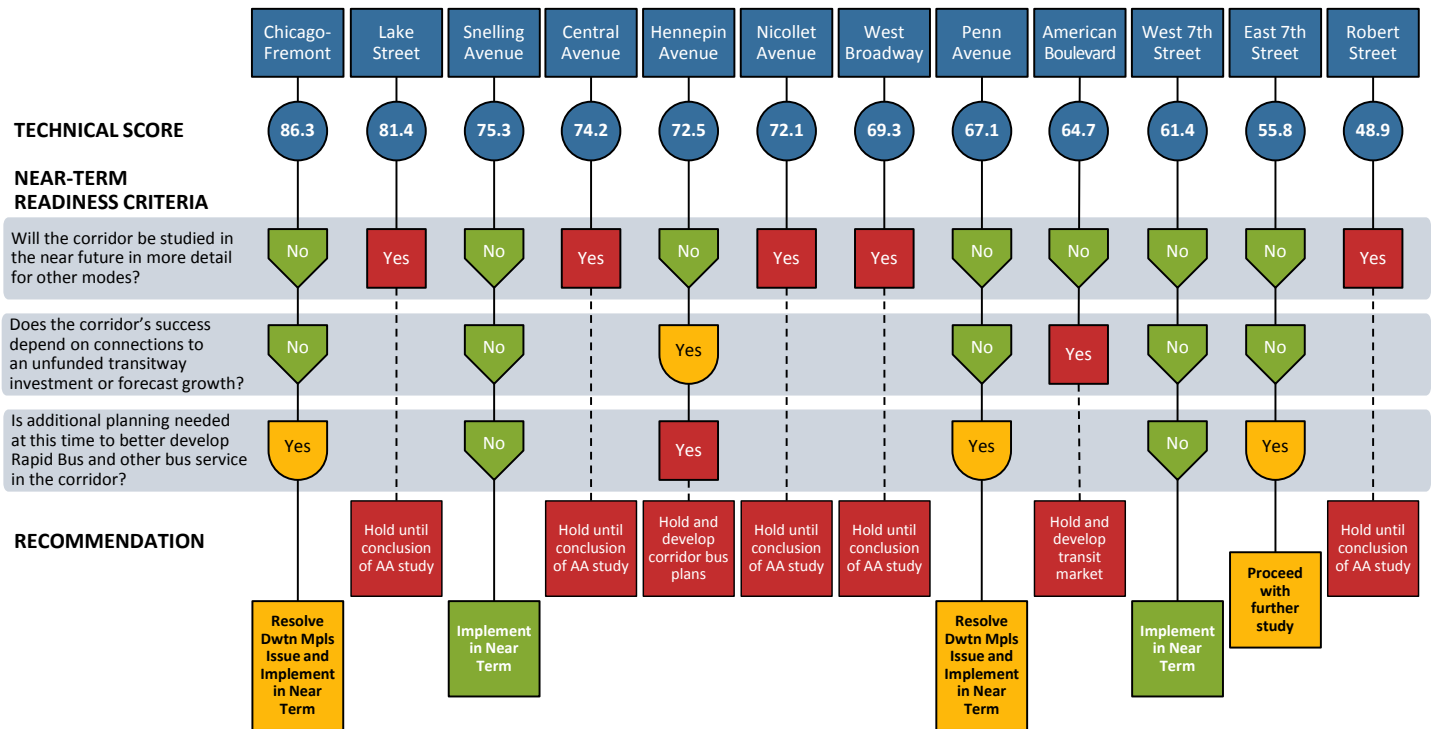
## Technical Evaluation

Corridors were scored using 17 quantitative measures tied to five project goals, and weighted on a 100-point scale for comparison to the other corridors studied in the ATCS. Chicago-Fremont becomes the highest scoring corridor, with Penn Avenue scoring near the middle of the range.



## Corridor Readiness

In the second screen of the ATCS evaluation process, three qualitative readiness criteria were applied to identify corridors **ready for further development** and **near-term implementation**, and those where **rapid bus should not be implemented until other determinations are made**.



Based on these criteria, both the Chicago-Fremont and Penn Avenue corridors are **ready for further corridor development**, pending resolution of the long-term location of east-west bus operations and related facility improvements in downtown Minneapolis, joining Snelling Avenue and West 7th Street as corridors well-positioned for near-term implementation.