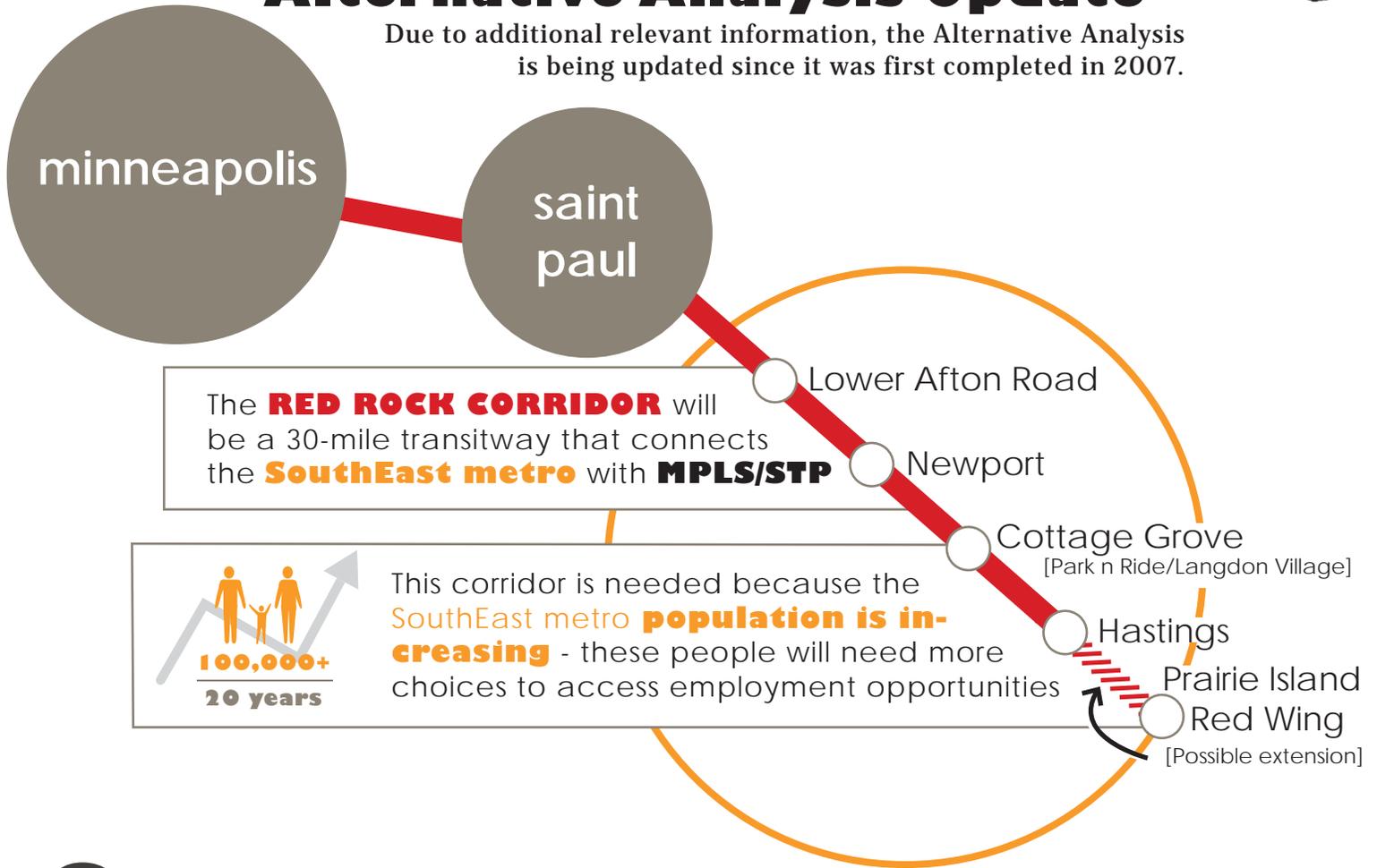




Alternative Analysis Update

Due to additional relevant information, the Alternative Analysis is being updated since it was first completed in 2007.



ALTERNATIVE ANALYSIS is a process that helps narrow down the best options for this transportation connection. The goals and objectives that guide decision making:



MOBILITY

Goal: Meet the demonstrated + forecasted need of Corridor Communities

1. Transit time that is competitive to the private automobile.
2. Reliable service
3. Improve mobility for work/non-work.
4. Maximizes ridership for everyone.
5. Connect to other transit/pedestrian/bike ways



COST

Goal: Cost effectively address transportation problems in Corridor 1+2.

1. Keep these transit route costs and capital costs comparable to similar systems within region.
2. Keep cost effectiveness independent of other transportation means.



ECONOMIC DEVELOPMENT

Goal: Increase opportunities for Community + Economic Development in Corridor

1. Support local initiatives to create lively, pedestrian-friendly Transit-Oriented Developments.
2. Support business community by increasing access by workers and customers within corridor.
3. Increase general connectivity and access to & from where people live & work.



ENVIRONMENT

Goal: Improve quality of Natural and Built Environment

1. Limit negative impacts to natural, cultural, & other resources.
2. Reduce emissions.
3. Provide a fair & equitable distribution of impacts and benefits across various populations.
4. Address existing and future safety issues along the corridor.



Alternative Analysis Update

OPTIONS UNDER CONSIDERATION



NO BUILD

Current conditions remain in place.

Future changes assumed are that frequency of service would increase as ridership grows and that priority bus shoulder lanes would be added depending on traffic levels.



EXPRESS BUS

Bus routes maintained and **peak-only express bus is added** that would serve stations in Red Wing, Prairie Island, Hastings, & Newport. Priority bus shoulder lanes would be added depending on traffic levels



BUS RAPID TRANSIT

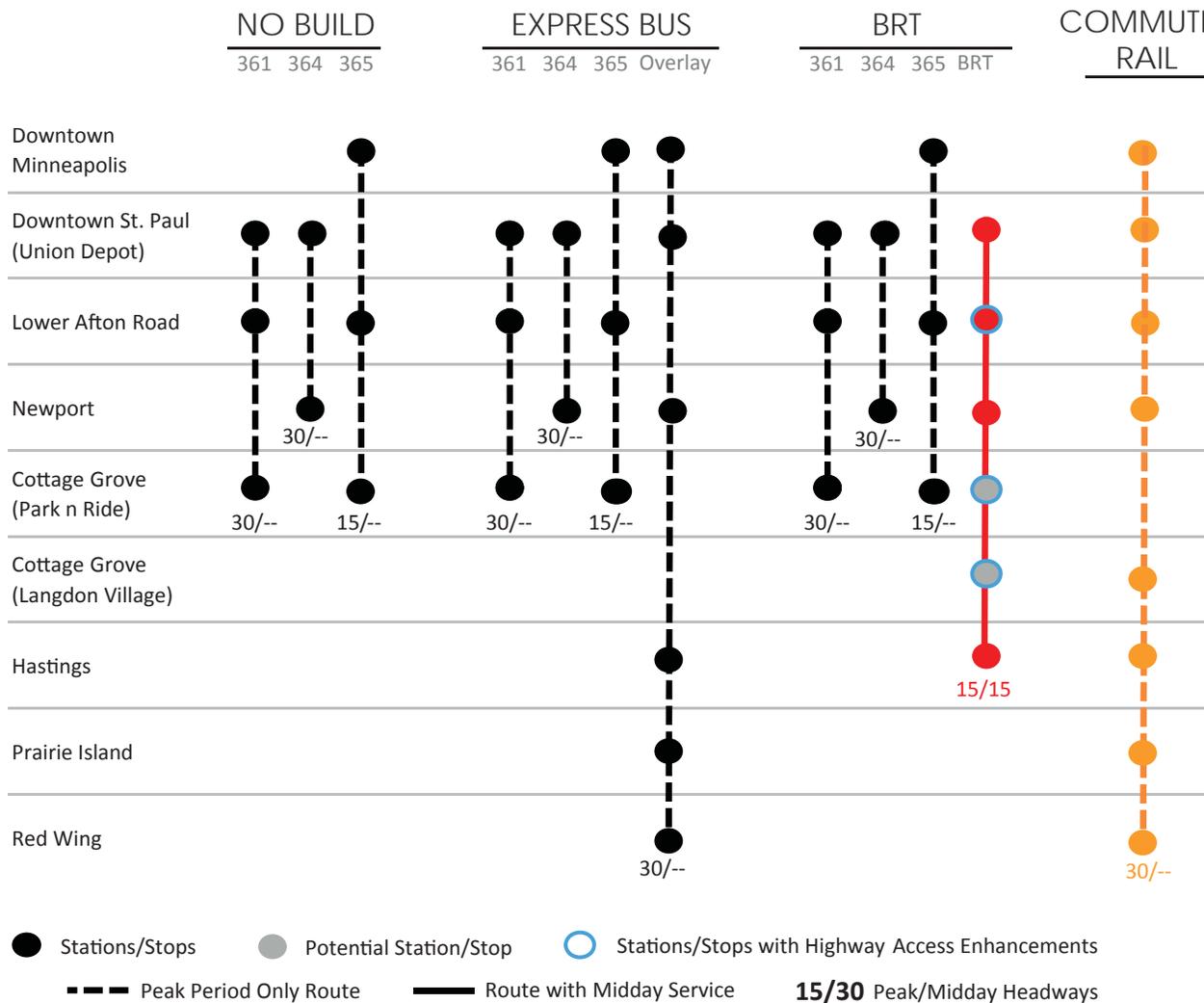
Bus routes are maintained and a **peak-only and mid-day service is provided via a BRT route** from Hastings to St. Paul via the Union Depot. This alternative would include highway and station enhancements to improve vehicle speeds, reliability, and customer experience.



COMMUTER RAIL

Replaces the current bus routes with **peak-only commuter rail service** with stops at all existing and currently proposed stations.

SERVICE LEVEL RESULTS of proposed alternatives with respect to **stop location & frequency.**



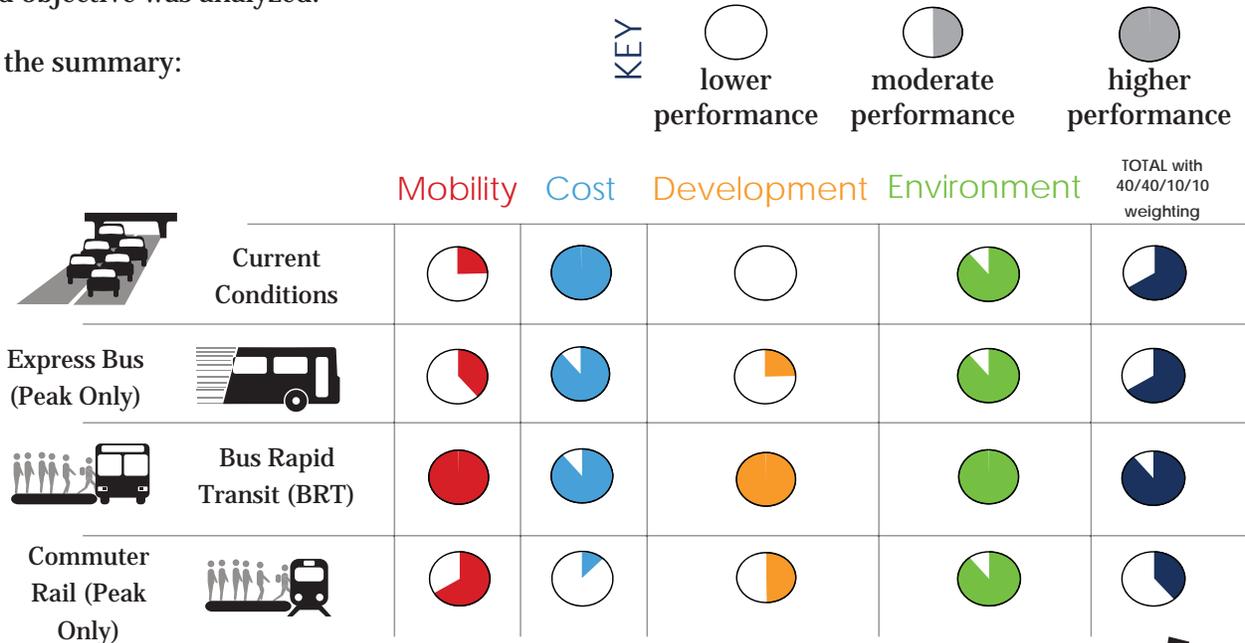


Alternative Analysis Update

EVALUATION RESULTS

Through a detailed evaluation, each goal and objective was analyzed.

Here is the summary:

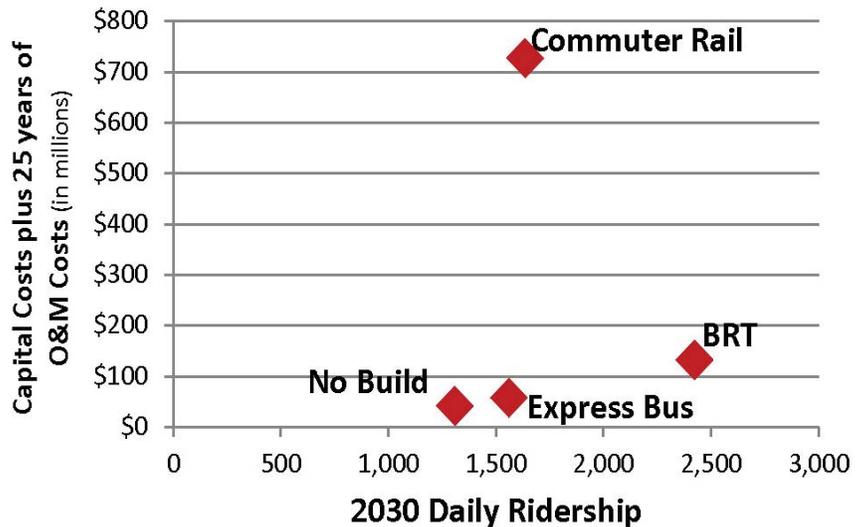


The column on the far right is a weighted composite of the four goals and indicates overall performance.

RIDERSHIP vs 25-YEAR COST RESULTS

Transportation investments need to be analyzed by the up front costs to construct them as well as the ongoing dollars needed to operate and maintain them.

Comparing costs over 25 years is a way to test the economy of various transportation alternatives, telling us how much they might be able to serve us (ridership) and cost us (capital costs plus 25 years) during their lifetime.





Alternative Analysis Update

RECOMMENDATIONS

Based on technical information, current land use, growth projections, and the goals and objectives evaluation, it has been concluded that BRT is the alternative that is best aligned with the Red Rock Corridor Commission's approved objectives. This conclusion has been made in consultation with representatives on the Citizens Advisory Committee (CAC) and presented to the public in a variety of forums and media. As BRT is further evaluated for implementation, below are other broad and ongoing strategies that will be pursued by the Red Rock Corridor Commission:

1. Advocate for integrated multi-modal investments including pedestrian and bicycle facilities, rail, freight, highway and transit improvements that support mobility throughout the Red Rock Corridor.
2. Advocate for funding for mobility improvements along the corridor. This includes advocating for sustainable local and regional funding sources, as well as supporting and applying for funding at the Federal level.
3. Continue to monitor peak period capacity needs in the corridor to determine the timing for implementation of additional transit services, alternative modes, or capital improvements.

COMMUNITY ENGAGEMENT PERIOD

The Red Rock Corridor Commission has released a draft AAU report and implementation plan based on the recommendation above. **WE WANT TO HEAR FROM YOU !!!**
Please provide your thoughts, comments, and questions by February 14, 2014.

A public hearing on the AAU report/recommendation will be held at the beginning of the Red Rock Corridor Commission meeting for people to express their thoughts in person.

The meeting is scheduled:

January 23rd, 2014 // Starting at 4:00pm
Cottage Grove City Hall
[12800 Ravine Parkway S, Cottage Grove, MN 55016]

The Commission will review all written and verbal comments before a final recommendation is approved.

FOR MORE INFORMATION

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