ALTERNATIVES ANALYSIS PROJECT DESCRIPTIONS
October 17, 2011
Federal Transit Administration

ARIZONA

City of Phoenix
Project: South Central Corridor Alternatives Analysis
Grant Amount: $1,000,000

The City of Phoenix will study the five-mile South Central Corridor centered on Central Avenue from Washington Street to Baseline Road. The study area includes downtown Phoenix, Central Avenue high-rise offices, and southwest Phoenix, and will explore bus rapid transit, modern streetcar and light rail alternatives. This project will allow Valley Metro, Phoenix's transit agency, to develop preliminary ridership forecasts and cost ranges, and identify engineering and community issues and constraints, as well as explore transit-supportive land use and economic development opportunities in the corridor.

ARKANSAS

Springdale (Northwest Arkansas Regional Planning Commission)
Project: Northwest Arkansas North-South Corridor Transportation Alternatives Analysis
Grant Amount: $200,000

The Northwest Arkansas Regional Planning Commission will study the need for a major transit investment in a north-south corridor in northwest Arkansas concentrated along Interstate 540 in Benton and Washington Counties. This corridor runs 41 miles from the cities of Bella Vista on the north end to Greenland on the south end. I-540 connects important industries, business centers, and educational centers, and links the headquarters of major employers such as Wal-Mart, Tyson Foods, J.B. Hunt Transport Services, and the University of Arkansas.

CALIFORNIA

San Bernardino (Omnitrans)
Project: sbX Holt Boulevard/4th Street Corridor Alternatives Analysis
Grant Amount: $850,000

The study area is centered on Omnitrans' highest ridership route, Route 61 along Holt Boulevard and 4th Street, which runs east through the cities of Pomona, Montclair, and Ontario to Fontana. The area includes Ontario International Airport, the Ontario Convention Center, Ontario Mills Mall, the California Speedway, and the Fontana Performing Arts Center. High concentrations of low income population rely on Route 61 for traveling the corridor, particularly to access social services and governmental institutions that exist in the western portion of the

corridor. Additionally, the planned growth of the Ontario Airport and the surrounding area present a unique opportunity for transit to increase its share of riders in the corridor.

San Francisco (Transbay Joint Powers Authority)
Project: Transbay Transit Center Program Revisions
Grant Amount: $1,240,000

The study includes environmental work for the proposed underground rail extension that will connect the new Transbay Transit Center at 1st & Mission Street in downtown San Francisco to the existing Caltrain San Francisco terminus at 4th and King. The tunnel will connect existing services to the proposed High-Speed Rail, Amtrak, and other premium services in the bay area.

CONNECTICUT

Bridgeport (Greater Bridgeport Transit Authority)
Project: Alternative Modes Assessment to Connect Transit Oriented Districts in the Greater Bridgeport Planning Region
Grant Amount: $180,000

The study will focus on transit-oriented development in three municipalities in the Greater Bridgeport planning region: the City of Bridgeport, the Town of Fairfield, and the Town of Stratford. The municipalities are located in the coastal portion of the region and are the more densely populated and developed municipalities. The municipalities are served by commuter rail service operated by Metro North Railroad along the New Haven line, and are pursuing policies that would support development around transit stations. This is a distressed area that has over 800 acres of vacant and under-utilized industrial land.

City of New Haven
Project: New Haven Streetcar Analysis
Grant Amount: $760,000

The City of New Haven is proposing to develop a modern streetcar line stitching together three growing districts: downtown New Haven, the Yale-New Haven Hospital Medical District, and Union Station. The initial three-mile line will serve as an alternative mode of transportation, with the opportunity to be expanded regionally to Hamden and West Haven. The study will also look at bus, light rail, and streetcar alternatives. Downtown New Haven is a central hub for local and regional transit services, but it lacks a seamless, highly visible connection between transportation hubs and downtown activity centers that are beyond walking range. There is also a need to connect communities through more transportation choices, grow the local and regional economy, and contribute to thriving neighborhoods through sustainable investment in transit.

FLORIDA

Fort Lauderdale (Broward Metropolitan Planning Organization)
Project: University Drive Alternatives Analysis
Grant Amount: $1,500,000

The study will focus on a 27-mile northwest University Drive corridor between Sample Road and Hallandale Beach Boulevard in Broward County, and will explore enhanced bus and bus rapid transit alternatives. The corridor has a mix of land uses but is primarily commercial, and includes a number of employment centers. Providing more transportation choices would not only improve access to these employment centers but would also greatly enhance economic competitiveness of the cities that border the University Drive corridor.

Orlando (Central Florida Regional Transportation Authority - LYNX)
Project: State Road 50/UCF Connector Alternatives Analysis
Grant Amount: $1,200,000

The study will examine the 21.5-mile east-west segment along State Road 50 between the University of Central Florida on Alafaya Trail and West Oaks Mall in Orange County, passing through downtown Orlando and connecting with two SunRail stations south of SR 50. The study is in response to population and employment growth and changes in travel demand and traffic patterns. Transit improvements will support economic redevelopment, improve mobility of residents and workers, and provide a connection to regional transportation systems. SR 50 is a key transportation corridor and is served by 20 LYNX routes which comprise over half of the total system-wide ridership.

GEORGIA

Atlanta (Metropolitan Atlanta Rapid Transit Authority)
Project: North Line (SR 400 Corridor) Alternatives Analysis
Grant Amount: $480,000

The study will examine options for extending high capacity rail transit service along the highly congested 11.7-mile State Road 400 corridor from the North Springs MARTA Station to Windward Parkway, with a link to a potential high capacity rail line along I-285. Formerly a bedroom community, the area is now home to the Perimeter Business District, the region's largest employment center in northern DeKalb County and one of the state's largest concentrations of medical facilities. Also located in the study area is North Fulton County, one of the fastest growing sub-regions in the metropolitan Atlanta region, where large employers like AT&T, Verizon Communications, United Postal Service, Georgia State University (North Campus), and Comcast, currently have no direct access to rail transit.

IDAHO

City of Boise
Project: First Phases of Downtown Boise Circulator System
Grant Amount: $375,000

The City of Boise, in conjunction with its redevelopment agency, the Capital City Development Corporation, will undertake a study to determine the best routes for a circulator system that would connect Boise's downtown core with adjacent neighborhoods. The study will also determine the preferred mode to use, as well as take a closer look at how a circulator could best connect with and move within the University's campus. The Boise Depot is a natural node for the circulator system, as it is positioned along the primary traffic corridor that leads to downtown Boise. The Boise Depot would also allow the circulator to serve riders of a future planned commuter rail service at the Boise Depot.

ILLINOIS

Chicago Transit Authority
Project: Chicago Lakefront Corridor Alternatives Analysis
Amount: $2,000,000

The study will examine the 24-mile north-south corridor along the Chicago lakefront from Howard Street to 103rd Street and the Chicago Downtown Loop. The route is currently served by 18 CTA bus routes carrying 109,000 weekday passengers on congested roadways. Communities in the study area need rapid and reliable transit service to provide convenient access to Central Business District as well as job centers outside of the central area. There is also a need to address congestion in the corridor.

Peoria (Tri-County Regional Planning Commission)
Project: Peoria-Bloomington/Normal Alternatives Analysis
Amount: $160,000

Peoria and Bloomington/Normal lie approximately 40 miles from one another along Interstate 74 in Central Illinois. As commuting between the two metropolitan areas is commonplace, with approximately 95 percent of those trips in a single-occupancy vehicle, the Tri-County Regional Planning Commission will study this corridor to determine the most efficient transportation alternatives to reduce the number of these trips in the corridor. These two metro areas contain major employers such as State Farm and Caterpillar Inc., which rely on the labor pools of both areas. In addition, as congestion and air quality become increasingly important, it is vital to understand local commuting patterns and habits.

INDIANA

City of Indianapolis
Project: Central Corridors Alternatives Analysis
Amount: $2,000,000

Two corridors in Central Indiana – Washington Street, running east and west, and College Avenue/Meridian Street/Madison Avenue, running north and south--will be explored for potential transit alternatives. The expectation is that these routes would begin as bus rapid transit lines and possibly be upgraded to rail transit at some point in the future. Together, these two corridors form the backbone on which a proposed expansion of regional transit service would be built. The study area has a high level of transit-dependent households and intersects three major employment areas: downtown Indianapolis, the Indianapolis International Airport, and the region's second largest city, Carmel.

MICHIGAN

Ann Arbor Transportation Authority
Project: Ann Arbor Connector
Amount: $1,200,000

The study will examine transit alternatives in the 8.5-mile crescent-shaped corridor extending from northeast Ann Arbor through the University of Michigan (UM) North and Central Campus, through the UM South Campus to Briarwood Mall near I-94. The study area incorporates two "Signature Transit Corridors" (the Northeast and the South) that were identified to focus new development and support a higher density of land use without generating the need for additional roadway improvements. The signature corridors are intended to improve access to major activity centers while complimenting Ann Arbor's goals to be a walkable and livable community. The study area also provides connectivity between the UM campuses, with downtown Ann Arbor, the traditional civic, economic, and cultural heart of the community, located just west of the Central Campus.

Detroit (Southeast Michigan Council of Governments)
Project: Central Woodward Corridor Alternatives Analysis
Grant Amount: $2,000,000

The study will include a possible 7.5-mile extension of the first phase of the planned Woodward Light Rail Transit, which will end just south of Eight Mile Road. The 7.5-mile Central Woodward corridor extends north from Eight Mile Road in Wayne County to Maple Road (Fifteen Mile Road) in downtown Birmingham, which is in southern Oakland County. This project will significantly enhance regional mobility and help to attract and retain businesses and the valued workforce. It will also significantly improve mobility between major medical facilities and universities in the region. The 7.5 study area is a major commercial and retail corridor that is

also extensively utilized by commuters. Downtown Birmingham is a regional destination that contains offices, condominiums, upscale dining and retail, and entertainment destinations.

Grand Rapids (Interurban Transit Partnership)
Project: Laker Line BRT Project
Amount: $600,000

The study will examine the 12-mile Allendale corridor along Lake Michigan Drive/M-45 connecting the Grand Valley State University Allendale campus, the Standale/downtown Walker area, the GVSU Pew Campus, and downtown Grand Rapids. This study will build upon the Great Transit, Grand Tomorrows (GT2) systems planning study of transit options in ten project corridors, in which the Allendale corridor was identified as one of the top three priority corridors. The primary strength of this corridor is the current robust transit ridership, with peak weekday service reaching 9,600. The Allendale corridor project will be a major step in advancing the Transit Master Plan vision of creating, convenient, high-quality mobility options for the residents of Kent County.

MINNESOTA

Minneapolis (Metropolitan Council/Metro Transit)
Project: Midtown Corridor Alternatives Analysis
Grant Amount: $600,000

This corridor extends 4.4 miles east-west along 29th and Lake Streets through the heart of south Minneapolis, and features dense residential neighborhoods, a thriving commercial district, several major employers, and robust connections to the regional transit network. The western terminus of the Midtown Corridor is the West Lake Station of the planned Southwest LRT, which is currently entering preliminary engineering. On the eastern end, the corridor terminates at the Hiawatha LRT Lake Street/Midtown Station. Between these points, the corridor crosses major north-south arterial streets as well as the Uptown Transit Center, the Chicago-Lake Transit Center, and the planned I-35W and Lake Street BRT Station.

MISSOURI

St. Louis (Bi-State Development Agency)
Project: Interstate 55 Corridor Study
Grant Amount: $200,000

Stretching roughly 20 miles from the Central Business District of Downtown St. Louis, south to Arnold, Missouri, in Jefferson County, the Interstate 55 corridor is among the most heavily traveled north-south connections in the St. Louis region and hosts considerable concentrations of housing, employment nodes, and other economic opportunities. Over the past 60 years, St. Louis' sprawling growth has led to a large disconnect and long commuting times between residential areas and employment centers. This study seeks to examine possible alternative

transit options in this corridor to mitigate the harmful impacts of sprawl, attract choice riders, and encourage more sustainable development.

NEW MEXICO

Albuquerque (Mid-Region Council of Governments)
Project: University of New Mexico / Central New Mexico Community College Area Alternatives Analysis
Grant Amount: $400,000

The University of New Mexico (UNM) / Central New Mexico Community College (CNM) Area Alternatives Analysis (AA) will identify transit and land use solutions to urgent transportation problems in Albuquerque's vital education and health care corridor. This three square-mile area, bisected by Route 66, is one mile east of downtown Albuquerque and bounded by I-40 to the north and I-25 to the west. The area currently attracts approximately 74,000 employee and student trips a day, making it the Albuquerque metropolitan area's largest activity center. An effective north-south connection from Central Avenue to the surrounding areas does not currently exist and future development, including a 5.2 million square foot expansion of the UNM Health Sciences Center, will continue to exacerbate the existing transportation problems.

NEW YORK

Albany (Capital District Transportation Authority)
Project: Washington Western Bus Rapid Transit Study
Grant Amount: $400,000

The Capital District Transportation Authority will explore the Washington and Western Avenue corridor in Albany County from downtown Albany at Broadway, northwest to the Crossgates Mall. The Washington and Western Avenue corridor is home to many of the Capital Region's most significant employment, retail, and educational activity centers. Route lengths under consideration in this study vary from 4.9 to 6.5 miles. The alternatives will support revitalization by coordinating with the City of Albany on land use planning for the corridor, as well as supporting the development plans of the major institutions along the corridor, and inspiring innovative development in local and private partnership financing.

Buffalo (Niagara Frontier Transportation Authority)
Project: Amherst-Buffalo Corridor Alternatives Analysis
Grant Amount: $1,200,000

A potential extension of Metro Rail from the current terminus at the University of Buffalo's South Campus, running along Buffalo's Main Street Corridor and continuing north and east to the Town of Amherst. The corridor includes important regional features such as downtown Buffalo, the Buffalo-Niagara Medical Campus, University of Buffalo's downtown and north campuses, Erie Community College City and North Campuses, Crosspoint Business Park, Centerpointe

Business Park, and the Village of Williamsville. This corridor has the region's highest transit ridership and largest concentrations of employment, population, and university/college enrollment. The study will address a wide array of current and future transportation needs and opportunities, as well as support development initiatives that are key to economic competitiveness of the region.

Town of Babylon
Project: Route 110 Alternatives Analysis
Grant Amount: $360,000

The Route 110 Corridor is the largest and most important employment corridor on Long Island, home to millions of square feet of retail, industrial, and Class A office space, an airport, and a four-year university. The corridor's estimated 125,000 jobs are equivalent to 20% of the Suffolk County workforce, and it has appropriately been dubbed "Long Island's Main Street." The study will examine a 10-mile stretch of New York State Route 110 between the Long Island Rail Road Station in Amityville and Walt Whitman Mall in Huntington. This study builds upon a BRT feasibility study completed in 2010, and will include bus, bus rapid transit, and light rail alternatives.

NORTH CAROLINA

Town of Chapel Hill
Project: Martin Luther King Jr. Boulevard Alternatives Analysis
Grant Amount: $560,000

The Martin Luther King, Jr. Boulevard corridor, a 4-mile stretch of Martin Luther King Jr. Boulevard in the Chapel Hill/Carrboro area, provides primary transportation access into the Town of Chapel Hill from the north, connecting I-40 with the downtown and University of North Carolina main campus. This corridor is characterized by a mix of older single family subdivisions, multi-family housing, and civic uses including fire and police facilities, public housing, small office buildings, and commercial nodes. There are approximately 6,000 jobs and 3,700 housing units located in the corridor. The goal of this study is to improve transit accessibility in the corridor while supporting development, with an alternative that enjoys wide public and stakeholder support in the community.

OHIO

Akron (METRO Regional Transit Authority)
Project: Akron North-South Corridor Alternatives Analysis
Grant Amount: $270,000

The study seeks to provide public transit service to an under-served area where it is difficult to provide bus service due to uneven terrain and roadway connectivity issues. The study area includes an eight-mile railway corridor of the Cuyahoga Valley Scenic Railroad extending from

Merriman Valley through downtown Akron and on to south Akron. In addition to the railway corridor itself, the primary study area would also include the area within approximately a half-mile distance of the corridor on both sides. Further, important roadway or bus transit services that intersect with, or connect, to the railway corridor would be included in a secondary study area. The study would evaluate the potential for transit options to expand transportation choices, improve transit connections, and provide job access between three distinct districts within the city of Akron: Merriman Valley, downtown Akron, and south Akron.

Cleveland (Greater Cleveland Regional Transit Authority)
Project: Red Line/Health Line Extension
Grant Amount: $1,000,000

The study will evaluate the opportunity to extend a higher level of transit service to the eastern edge of the Regional Transit Authority's service area, while providing enhanced commuter options to downtown Cleveland / University Circle and promoting redevelopment in existing communities with significant economic challenges. The study will examine the potential for a Red Line or HealthLine extension in the northeastern portion of Cuyahoga County bounded by Lake Erie on the north and Lake County on the east and comprises portions of three cities: Cleveland, East Cleveland, and Euclid.

OKLAHOMA

Tulsa (Indian Nations Council of Governments)
Project: Peoria Avenue/Riverside Drive Alternatives Analysis
Grant Amount: $340,000

The 20-mile Peoria Avenue/Riverside Drive corridor contains some of Tulsa's most important activity centers, including the Brookside and Cherry Street entertainment districts, the River Spirit Casino, and the Tulsa Technology Center Peoria Campus. The proposed study is being coordinated with Tulsa Transit, and will actively engage affected stakeholders who live, work, or commute within the corridor to consider various bus rapid transit alternatives and builds upon the recently-completed Regional Transit System Plan.

OREGON

Eugene (Lane Transit District)
Project: EmX Corridor Development - Main Street/McVay Highway
Grant amount: $750,000

A corridor containing two major state highways, Main Street and McVay Highway, will be studied for a potential 7.6-mile extension emanating from LTD’s existing EmX Thurston Station. The corridor goes through downtown Springfield and south to Community College. The area includes over 18,000 households and 14,000 jobs. There are also six schools and seven parks within a half mile of the corridor, and centrally-located in the corridor is the Willamalane Center

for Sports and Recreation. One of LTD's most productive and highest ridership routes serves this corridor with an average of 62 boardings per service hour, connecting the Thurston Station with the Springfield Station's EmX connection.

PENNSYLVANIA

Pittsburgh (Port Authority of Allegheny County)
Project: Downtown Oakland-East End BRT Alternative Analysis
Grant Amount: $240,000

The corridor extends from downtown Pittsburgh, through the Uptown neighborhood and to Oakland, a distance of three miles along Fifth and Forbes Avenues, and potentially further east to the Shadyside, East Liberty, and Squirrel Hill neighborhoods in the City of Pittsburgh. With about 50,000 transit riders traveling through the corridor daily, this represents the busiest transit corridor in Southwestern Pennsylvania. The alternatives analysis has already begun: this project will add a visual, simulation-based public engagement tool to the current, on-going public engagement process. The Visual Simulation leverages videogame and simulation technology to deliver an interactive, web-based experience in which the public is empowered to experiment with various features of transit alternatives in the context of the Downtown – Oakland – East End Corridor. This tool simultaneously educates the public and stakeholders about the features and benefits of transit alternatives while gathering data about public and stakeholder preferences.

SOUTH CAROLINA

Charleston (Berkeley-Charleston-Dorchester Council of Governments)
Project: Charleston Area Fixed Guideway Transit Solution
Grant Amount: $360,000

The study will examine transit in a 22-mile corridor along I-26 with terminal points in the City of Charleston and Town of Summerville. This regional system is designed to connect growing suburban communities with the urban centers of the Charleston region. Interstate 26 serves as the main artery connecting the City of Charleston to points inland. Twelve municipalities comprise the urban area. The corridor is capacity constrained and parallel corridors are limited due to the coastal marsh landscape. The study will examine alignments, technologies, station locations, project costs, funding, ridership potential, economic development, land use, engineering feasibility, and environmental factors.

TENNESSEE

Memphis Area Transit Authority
Project: Madison Avenue Midtown Connector
Grant Amount: $800,000

The Madison Avenue corridor extends from downtown Memphis near the intersection of Main Street and Madison Avenue to about four miles eastward to the intersection of Madison Avenue and East Parkway. This corridor connects downtown Memphis to the Medical District, major commercial activity centers, Overton Square, and the Cooper-Young district near the east end of the intersection with East Parkway. These activity centers include a mix of restaurants, grocery stores, entertainment venues, movie theatres, and recording studios. This urban corridor has a diverse mixture of land uses and activity centers, which are transit-supportive. This study will examine the possibility of integrating higher capacity transit, coupled with pedestrian and bike improvements to create a multimodal corridor that would accommodate a host of transportation alternatives.

TEXAS

City of Galveston
Project: Galveston to Houston Alternative Analysis Completion
Grant Amount: $240,000

This project will supplement an ongoing Galveston-Houston Alternatives Analysis by examining alternatives for a bus network to feed into the eventual locally preferred alternative. The larger AA is studying a 50-mile stretch of I-45 from Houston to Galveston that includes eleven different cities. These additional tasks will allow for bike and bus accommodations that will enhance the LPA's ability to address mobility, equitable affordable housing, and economic development.

Houston (Metropolitan Transit Authority of Harris County – Metro)
Project: East Downtown Urban Circulator Study
Grant Amount: $250,000

The "East End" area adjacent to downtown Houston covers 16 square miles between downtown Houston and the Port of Houston. The study area contains a mix of land uses, a variety of neighborhoods, and a diverse housing stock. The "East End" is a blue-collar working class community that is home to over 100,000 residents, 72 percent of whom are Latino and 34% of the immediate area's population uses transit, walks or ride bikes to work. This study will examine alternatives for a potential circulator to provide better transit connections in this area. The potential service delivery area is within close proximity to Houston's key sporting venues, the Medical Center, and key employment locations, as well as other downtown destinations.

VIRGINIA

City of Alexandria
Project: Van Dorn/Beauregard (Corridor C) High Capacity Transit Alternatives Analysis
Grant Amount: $800,000

The study includes the area surrounding the Van Dorn/Beauregard High Capacity Transit Corridor, also referred to as Corridor C. This corridor extends from the Van Dorn Metrorail

station, forming two branches at the Mark Center: one along Seminary Road and I-395 to the Pentagon and the second serving Shirlington. Within a 1/4 mile radius of this corridor, the existing population is approximately 40,000 residents and over 20,000 employees. Existing major development and activity centers include the Pentagon, Northern Virginia Community College, Shirlington, Mark Center, the Landmark area, and Eisenhower West. Throughout this corridor, there is nearly 50 million square feet of additional development anticipated over the next two decades that will include residential, retail, office, hotel, and other commercial uses. The expansion of transit and dedicated lanes will provide the residents of Alexandria an alternative mode of travel that is fast, efficient, comfortable and reliable.

WASHINGTON

City of Seattle
Project: Seattle Center City Connector Transit Alternatives Analysis
Grant Amount: $900,000

The study will examine the benefits, costs, and impacts of implementing an urban circulator in the corridor between the Lower Queen Anne, Uptown, and South Lake Union neighborhoods to the north, and the King Street Station and International District Multimodal Hub on the south end of downtown. This corridor will operate through the heart of downtown Seattle, and connect existing and proposed high-density neighborhoods to one another and the regional transit system. The selected alignment will have the potential to connect all three of Seattle's multimodal transportation hubs, King Street and International District Stations, Colman Dock, and Westlake Center. The current Seattle Transit Master Plan estimates that the Connector project could generate approximately 10,000 new transit riders in Seattle Center City by 2030.