



DMC Transportation Plan

June 2018

Status Report & Next Steps

Presentation Outline



- Overview of progress since March 2018 update
- Actions requested of DMCC Board
- Next steps and future action items



Progress since March



- Finalization of the four Integrated Transportation Studies (ITS)
- Completion of Executive Summary documents
- Identify areas where recommended solutions may need further study
- Preliminary work on development of Implementation and Phasing Framework
- Developer's meeting to discuss overall plan and TH52 freeway decking concept
- Public outreach and community engagement sessions
- Preparation of grant submittals



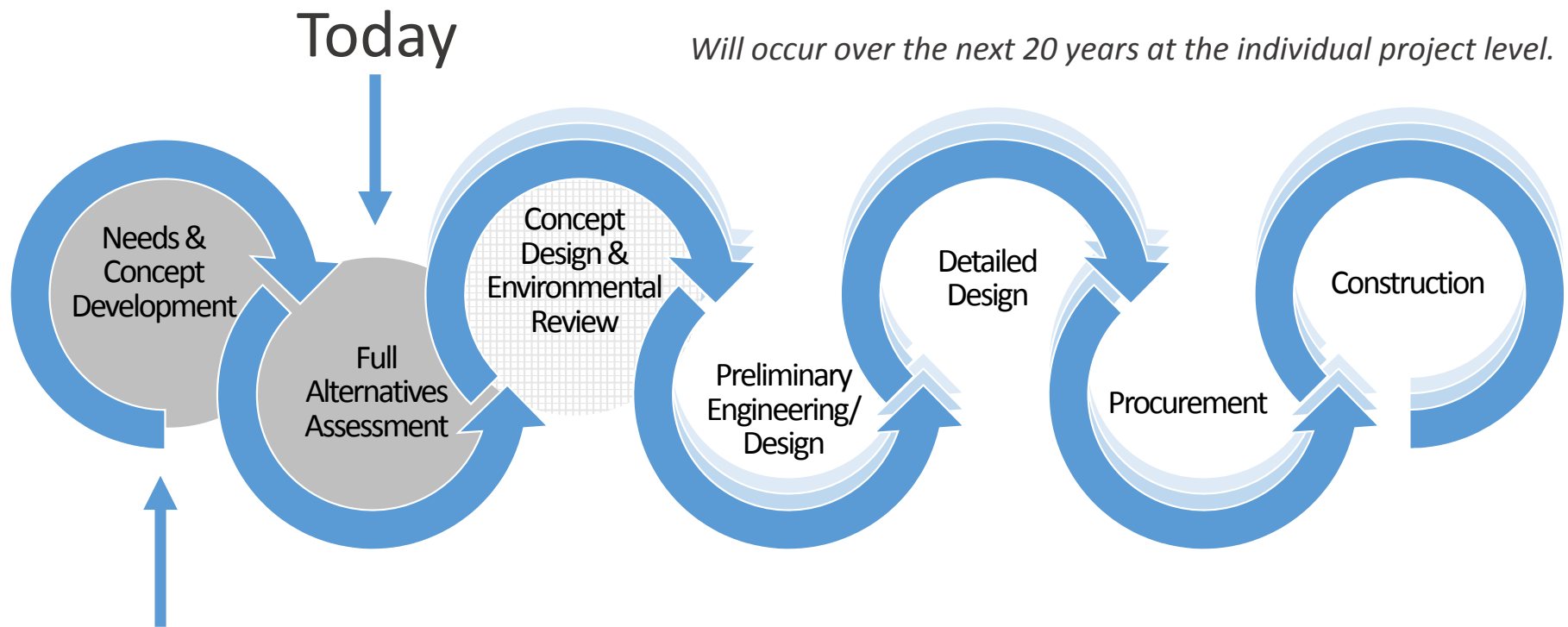
Actions being Requested



- Acceptance of ITS studies
 - Agreement on areas for further study and action
- Feedback on Implementation and Phasing Framework
- Resolutions of Support for grant applications



ITS: What has been Accomplished



DMC Development Plan
April 2015



Acceptance of ITS Preferred Solutions



- Travel Reduction/Travel Management Program Strategies
- Parking Investment Strategy
- Transit Service Investment Strategy
- Street Investment Strategy
- Active Transportation Investment Strategy

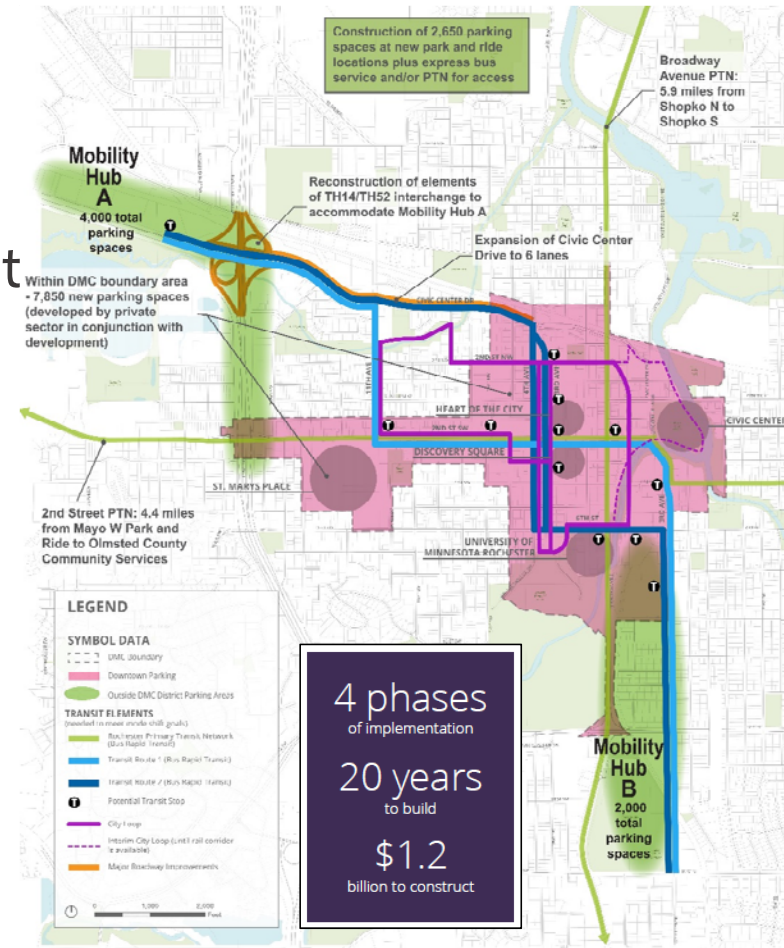


Summary of Preferred Solutions



Infrastructure

- Commuter parking outside District
- Resident, patient, customer parking in District
- 2 circulator alignments
- Active transportation elements
 - City Loop, expanded bike network
- Unified district design guidelines for streets



Summary of Preferred Solutions



Services & Programs

- Transportation Management Association
- Downtown area transit circulator
- Expanded Park & Ride express bus
- Primary Transit Network /
BRT Core Corridor Service
- Mobility Hub strategy
- Autonomous Vehicle Potential (Long-term)



Areas of Further Study and Action



- Location of peripheral commuter parking/Mobility Hubs
- Feasibility of potential Decking over TH52
- Refinement of BRT Circulator Routes:
 - Operations, Stations, Connections
- Impact of Right-of-Ways on Private Property
- Repurposing of General Travel Lanes
- Reallocation and/or Management of current curbside parking



Implementation & Phasing Framework



- Identify & define specific projects to advance Transportation & Infrastructure Program
- Each project assigned to a 5 year window when improvement is expected to be needed
- Document anticipated costs, responsibilities, and dependencies
- Revisit and update plan on regular basis
 - Likely to occur in conjunction with annual CIP preparation



Implementation Plan Example

TRANSIT

	Implement (Monitoring, Service, & Policy Activities)	Build (Studies, Design & Construction Activities)	Prepare (Activities to prepare for next Phase)
Phase 1 (2015-2019)			
	Expand express bus service to park and rides locations	- Design BRT and construct with Broadway Avenue North Reconstruction (PTN set up) - Relocate regional bus parking from 2nd / 3rd avenues SW	- Complete PTN /BRT System Development Plan - Develop Joint PTN -Circulator Branding Strategy for Commuter Parking / Downtown Transit Market Service - Address Regional Commuter Bus Strategy Loading/Alighting/Layover functions - Conduct a private shuttle bus services inventory and operations assessment - Define circulator to be considered for FTA funding process - Develop PTN service on 2nd St from Mayo West lot to Fullerton Lot to supplement Mayo shuttle
Phase 2 (2020-2024)			
	- Continued expansion of express bus service to park and rides locations - Expand bus service and implement PTN service on N Broadway and 2nd Street SW - In next Transit Development Plan address coordination/optimization of multiple transit system resources and possible system redesign elements addressing - Local Regular Route Transit - Downtown Transit Hub design - PTN Implementation - P&R Express Commuter Bus - Circulator - Regional Commuter Operations	- Construct north and west legs of PTN network (include consideration of ultimate Circulator Stations – build downtown stations and other support infra early) - Begin to consider early lane management for express/Enhanced Transit/local bus prior to full implementation of circulator - Begin construction of Circulator Route 1	- Assess Transit Service needs based on employment / parking / bus traffic - Prepare FTA Project Development application for Transit Circulator Route 1 - FTA Approval - Complete NEPA process including selecting a locally preferred alternative and adopting it into fiscally constrained long-range transportation plan - Gain commitments of all non-federal funding - Finalize operating plan - Complete engineering and design - Obtain FTA approval and Construction Grant Agreement - Begin construction



Federal Grant Opportunities



- BUILD Grants: “Better Utilizing Investments to Leverage Development”
 - Applications
 - Solar Powered Bus (capital grant)
 - Redesign/construction of TH52 / 14W interchange (capital grant)
 - Potential decking over TH52 (planning grant / no local \$\$)
- Federal Transit Administration (FTA) Grants
 - No-Low Emission Program
 - FTA Transit Oriented Development Pilot Program



Federal Transit Administration Grants



- Low or No Emission Bus Program
 - Funding for purchase/lease of zero or low emission buses and supporting facilities
- FTA Pilot Program: Transit Oriented Development Planning
 - 2nd Street Circulator (Route 1) is eligible
 - Can address land use and redevelopment planning along corridor, station area planning, mechanisms for financing, and more.



Actions being Requested



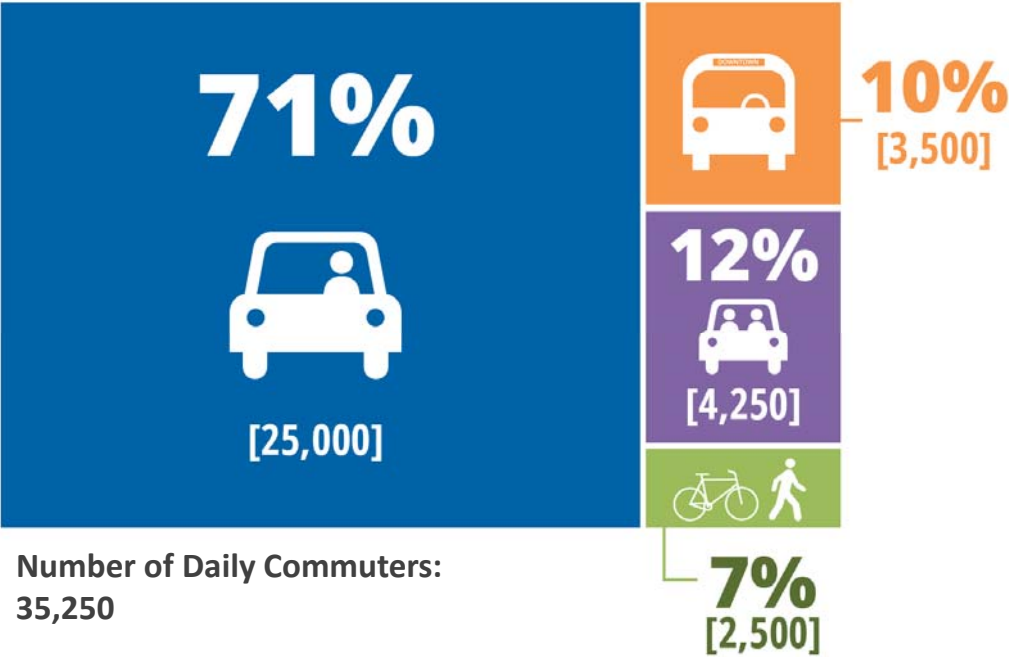
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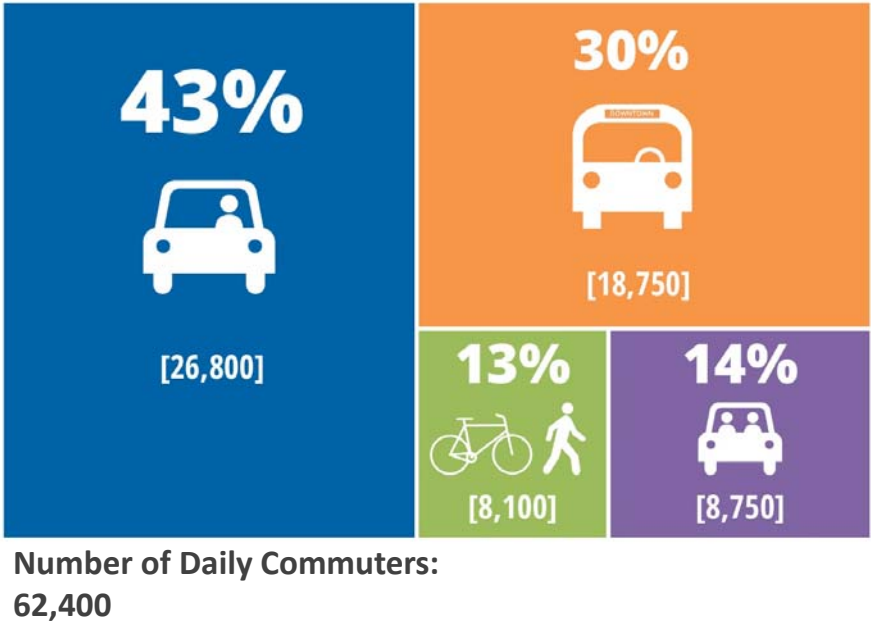


Reduce SOV Commuters INTO District

TODAY



2040 TARGET



HOW CAN THIS BE ACHIEVED?

- Provide Options
- Add Density Downtown
- Manage Parking Demand



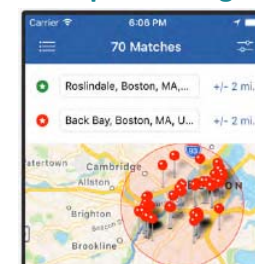
Travel Management Association



- Activate Travel Management Association
- Online Travel Planning Tool
(expected to launch September 2018)



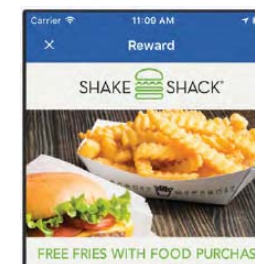
Trip Matching



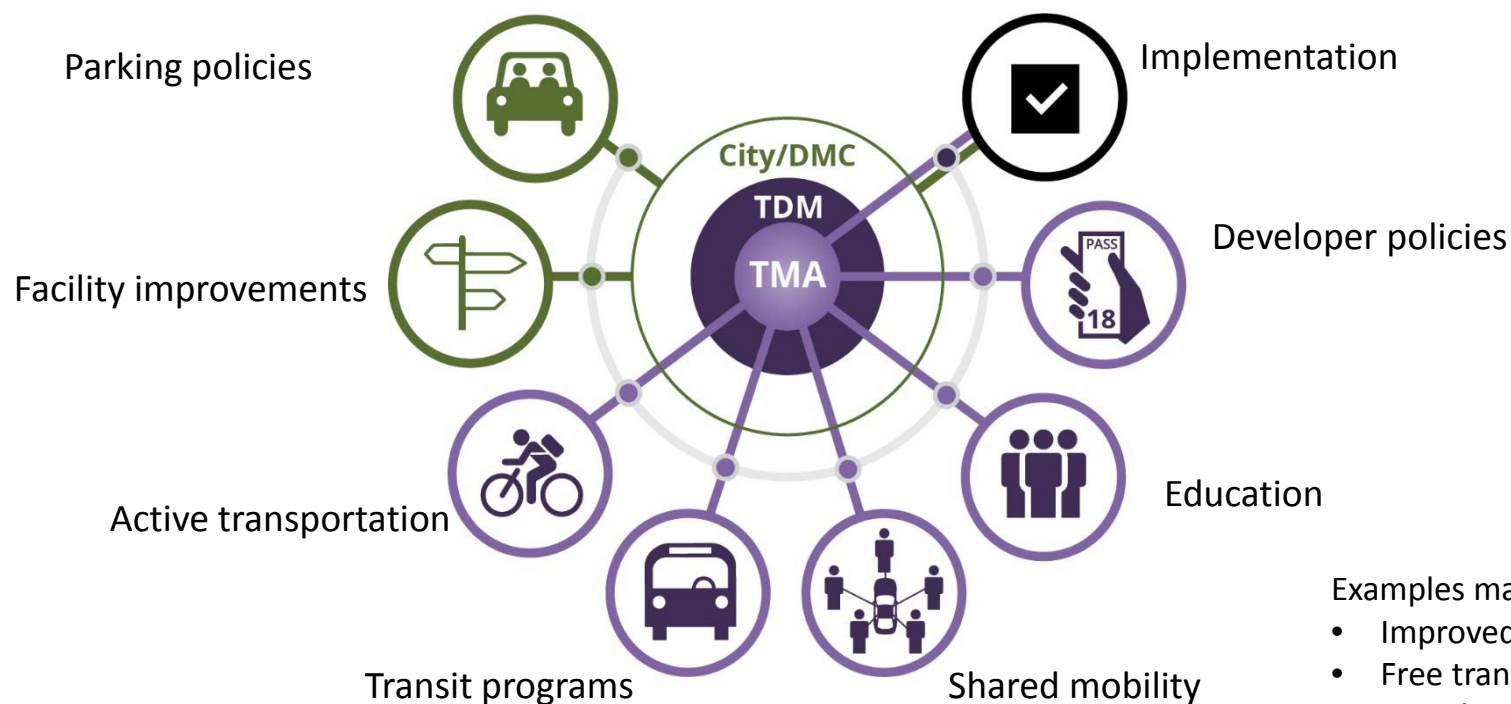
Travel Options



Incentives



Travel Reduction / TDM Strategies



Examples may include:

- Improved wayfinding
- Free transit passes
- Trip planning & ride matching
- On-site showers & bike parking
- Guaranteed ride home

**A Transportation Management Association (TMA) is an organized body that facilitates and encourages alternate modes of transportation that are defined in a Transportation Demand Management (TDM) strategy.*



Parking Investment Strategy



~2,650

additional parking spaces
at park-and-ride locations



~8,000

New parking spaces
downtown serving
patients, visitors,
shoppers, and residents

~6,000

new employee parking
spaces located at

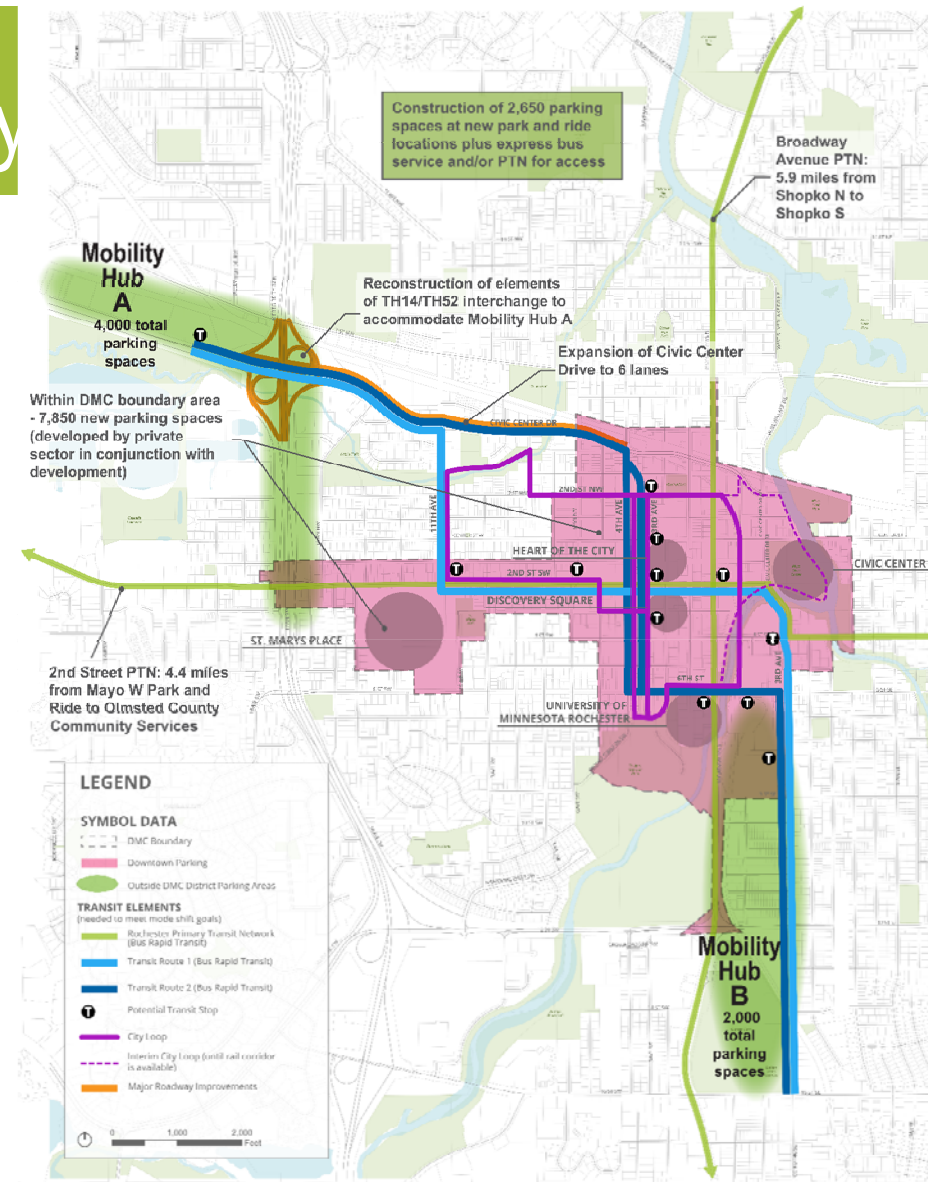
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mobility hubs/areas



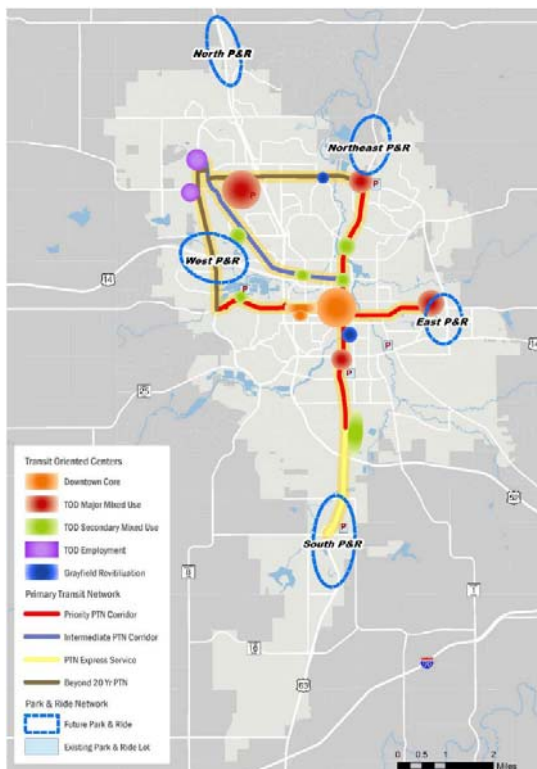
~50%

of new parking within
DMC District to catalyze
development



Parking Investment Strategy

Mobility Hubs, not just parking ramps



- Expand Park & Ride Capacity
- Expand Transit Support

Transit Investment Strategy

BUS RAPID TRANSIT (BRT) CIRCULATOR

Bus Rapid Transit (BRT) is a transit mode that uses buses and incorporates many of the premium characteristics of light rail transit (LRT).



2 New transit circulator routes
connecting mobility hubs with key employment destinations



12 New BRT Stations
to access PTN and transit circulator

2 New BRT PTN Routes
providing frequent all-day service on 2nd Street and Broadway Avenue

18 Hours of Service
BRT: reliable service every 10 minutes



22,000+
daily rides will be served by the transit Circulator



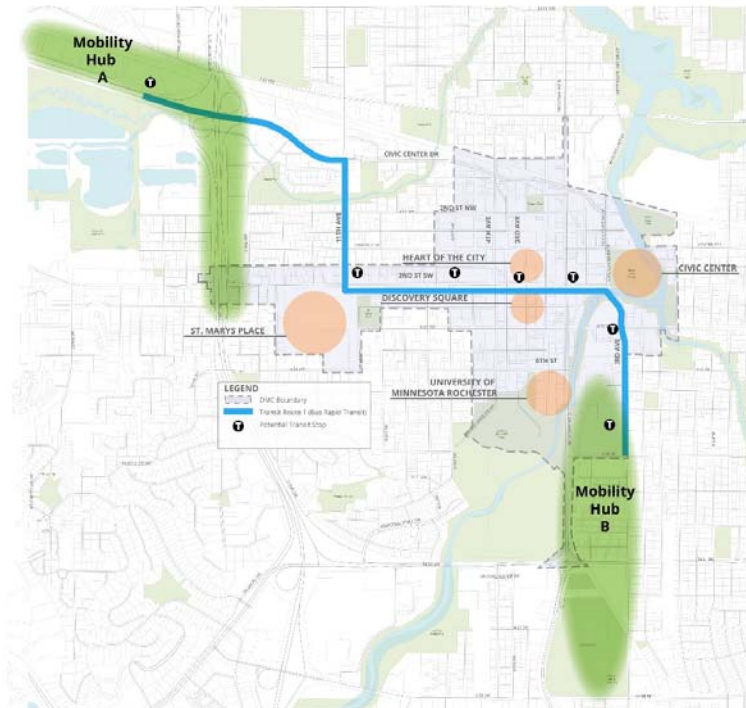
P
Enhanced local service including more park-and-rides



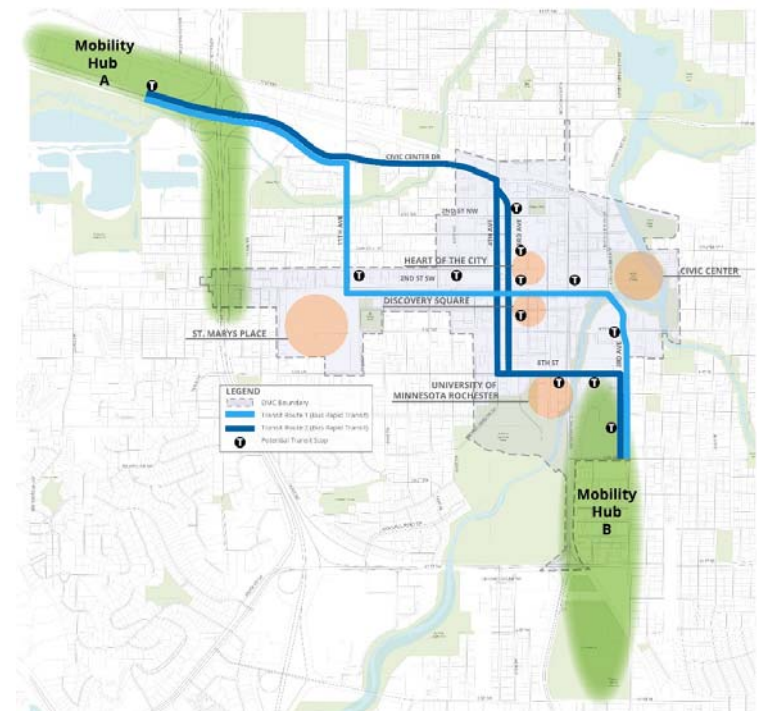
Additional regional commuter buses

District Transit Circulator

Phase 1: All day, all week service from Mobility Hub A to St Marys, downtown Rochester, Government Center to Mobility Hub B.



Phase 2: Direct access to the Gonda Building from Mobility Hubs A & B. Provides direct access to the future location of UMR and other locations along 3rd/4th Avenue Corridor.



An Improved Street Network for All

Neighborhood Streets: Streets are designed for low volumes of slow-moving traffic and are comfortable and inviting for play and leisure uses.



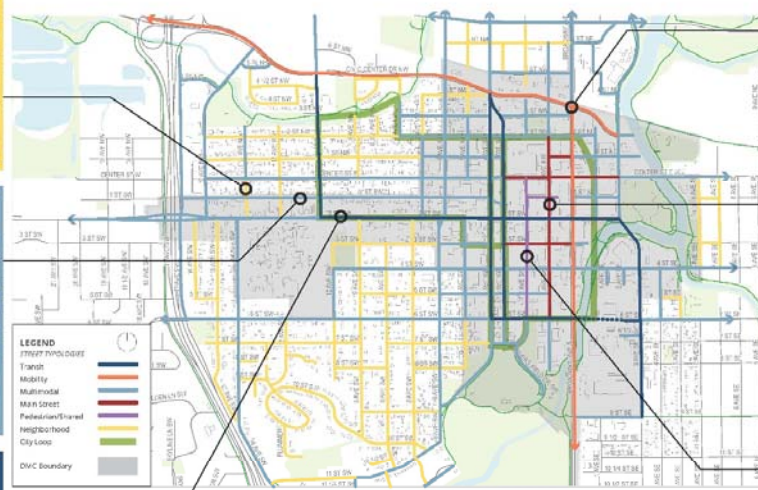
Multimodal Streets: Design features do not prioritize one mode over another, but strive to accommodate a variety of modes.



Transit Priority Streets: Design elements and modal priorities are transit-oriented, while also being pedestrian-friendly.



DMC STREET TYPES: PREFERRED SOLUTIONS



Street types set priorities for movement of people, not just vehicles, and ensures that transit, cyclists and pedestrians are all provided safe and convenient access to and circulation through downtown. - Downtown Rochester Master Plan, 2010

DMC TRANSPORTATION PRINCIPLES SUPPORTED BY STREET TYPOLOGY

- Bring 30% of the workforce to downtown Rochester on transit
- World-class streets, designed for people
- Healthy, human-powered transportation
- Transportation network accessible to all people

Mobility Streets: Design features accommodate high volumes of vehicles while still providing facilities for other modes.



Main Streets: Streets cater to pedestrian movement and amenities while also accommodating automobiles.



Pedestrian-only & Shared Streets: The curbless design and cohesive paving materials allow for flexible usage ultimately catering to pedestrians and bicyclists.



Active Transportation Strategy



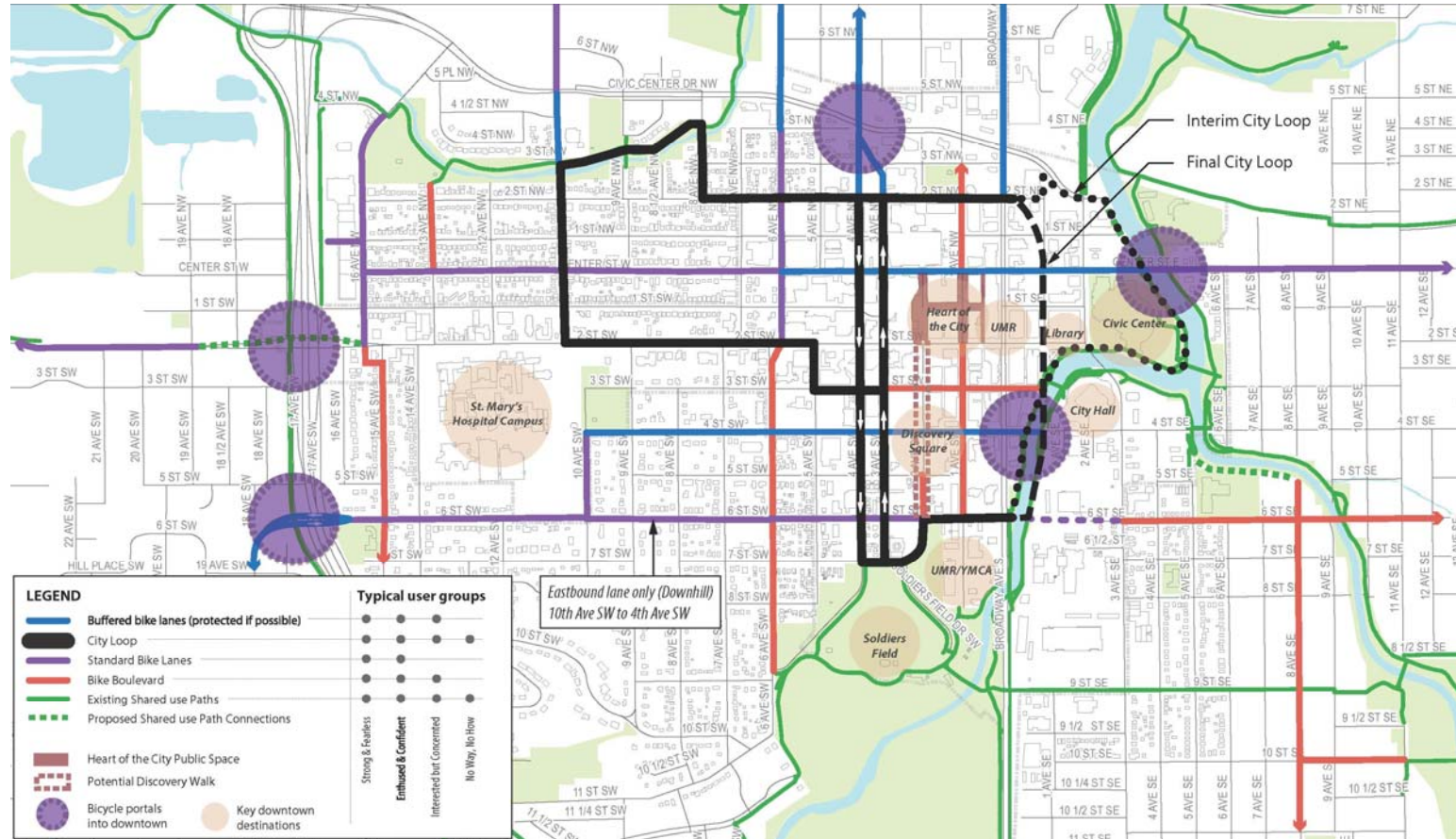
Downtown Bike Network



Civic Center Dr & 4th Ave NW



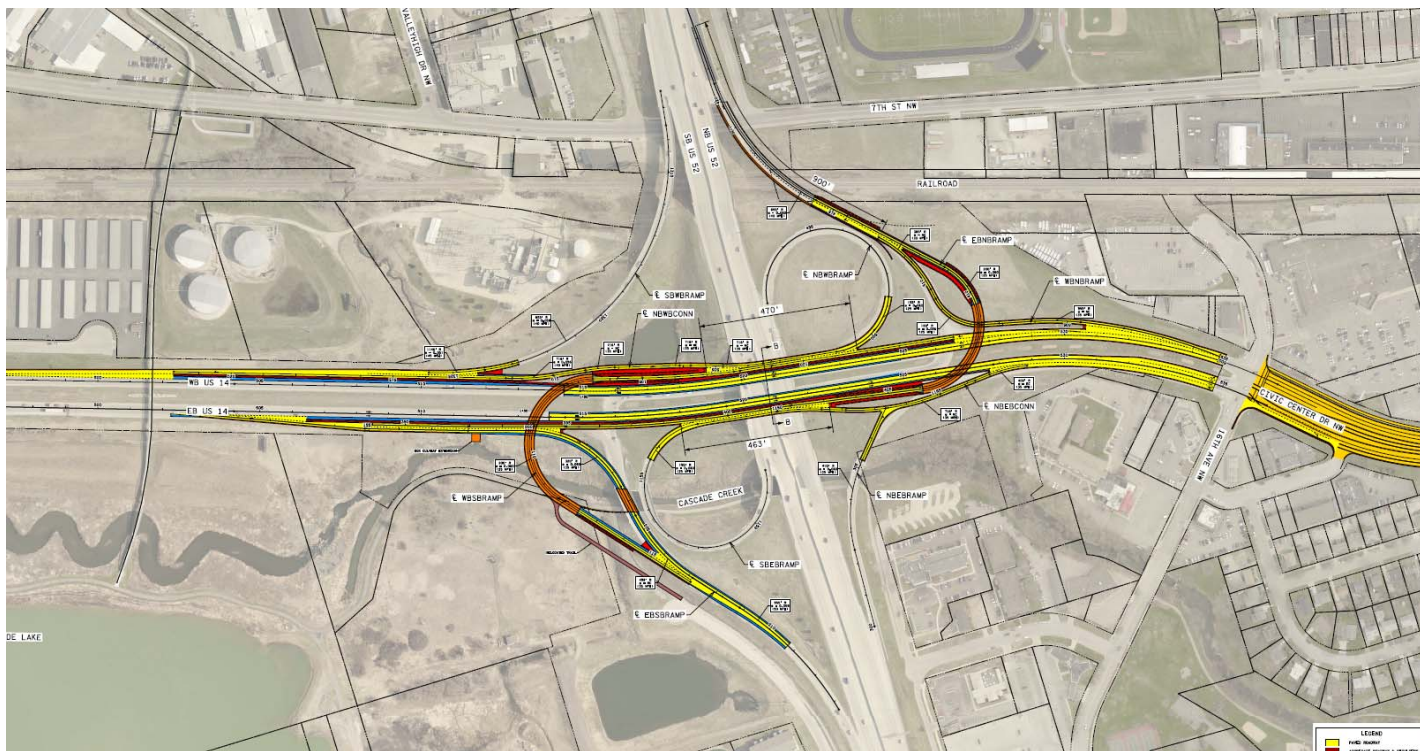
East Center St @ Zumbro River Bridge



TH 14/52 Interchange Improvements



BUILD Capital Investment Grant



RPT Solar Powered Bus Fleet



BUILD Capital Investment Grant

- A pilot project involving the purchase of Electric Buses and charging stations.
- Acquisition of electric fleet would be accomplished through two grants:
 - FTA Low or No Emission Bus Program (*Buses and charging station*)
 - BUILD Grant (*Buses, charging station, and solar array*)



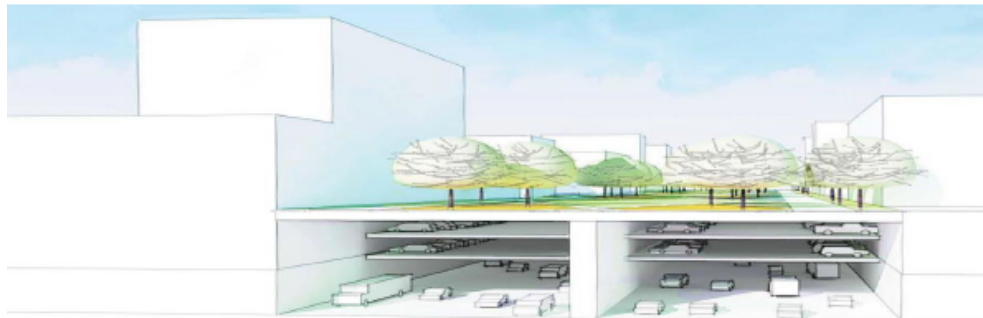
TH 52 Air Rights Development Study



BUILD Planning Grant

- Feasibility study and design investigation of a mixed use development with a Mobility Hub that spans TH 52.

35W Lid Parking

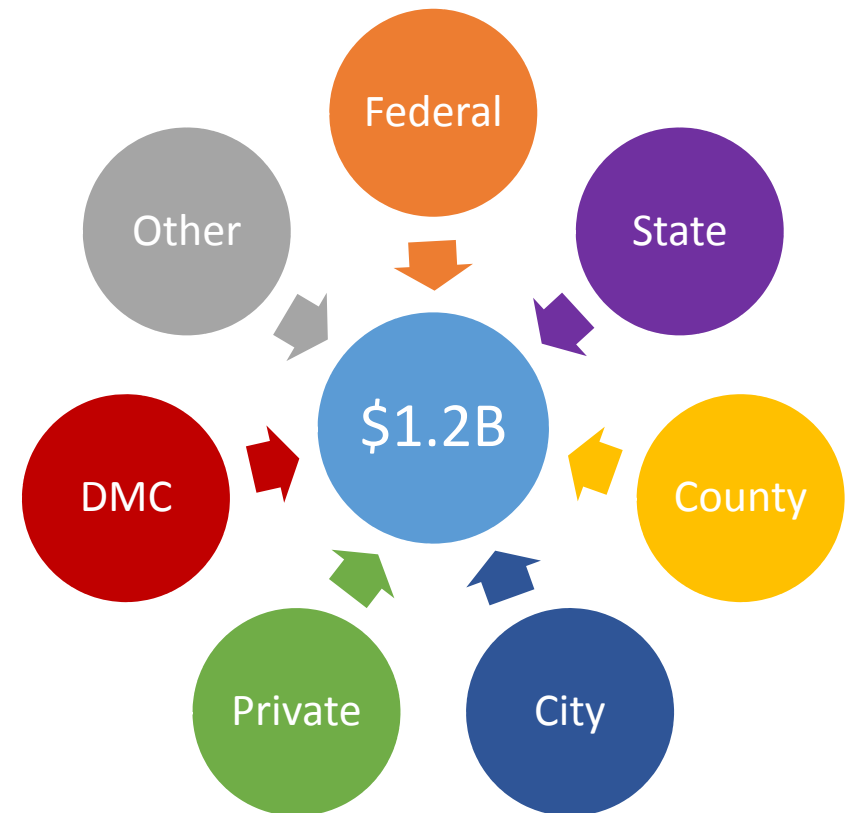


I-394, Minneapolis, Minnesota



Estimated Program Costs

System	Cost
Non Transit-Streets	\$29m
Transit	\$300m
City Loop / Bikeways	\$36m
Commuter Parking	\$385m
Subtotal	\$750m
Other Parking (Primarily Private Costs)	\$460m
Transportation Infrastructure	\$1.2B



Diversity of Public-Private Funding to be used

