



1.0 PROJECT OVERVIEW

1.1 Purpose of the Rush Line Corridor Alternatives Analysis

The Rush Line Corridor Alternatives Analysis is being conducted by the Rush Line Corridor Task Force to advance the implementation of rapid transit to serve current and future population and employment centers and destinations. The Rush Line Corridor Task Force is made up of Regional Railroad Authorities, counties and communities along the 80-mile Corridor that stretches between downtown St. Paul and Hinckley. This Alternatives Analysis (AA) identified and evaluated options to improve access and mobility, foster economic development, and preserve community character and environmental quality within the Study Area. A map of the Study Area is shown in **Figure 1-1**.

This AA was prepared in accordance with the Federal Transit Administration (FTA) New Starts Project Planning and Development process and guidance for major transportation capital investments (shown in **Figure 1-2**), and the National Environmental Policy Act of 1969 (NEPA). The AA included:

- A cooperative and collaborative process to establish the range of alternatives that were studied.
- An evaluation of the effectiveness and cost-effectiveness of measures designed to integrate multi-modal alternatives in attaining local, state, and national goals and objectives.
- Consideration of direct and indirect costs; effects on social, economic and environmental factors; safety; operating efficiencies; land use and economic development; financing; freight movement impacts; ridership impacts; mobility improvements; and energy consumption for each alternative.
- A proactive public involvement process that provided opportunities for the diverse public and other various interests to participate in a meaningful way.
- Documentation of the consideration given to alternatives and their impacts.

The framework by which a wide range of transit technologies and alignments were identified and evaluated was defined by the Purpose and Need statement for rapid transit improvements in the Study Area. (More information about Purpose and Need is in Chapter 3.) The purpose and need statements are based on analysis of demographic and transportation conditions in the area from various resources, supplemented with feedback from Study Area stakeholders and the public.

1.2 Description of Study Area

The Rush Line Corridor Study Area, as shown in **Figure 1-1**, extends 80 miles from Hinckley in Pine County to the Union Depot in downtown St. Paul, roughly following Interstates 35 and 35E and Trunk Highway (TH) 61. It is part of the larger I-35 Interregional Corridor that links the Twin Cities with Duluth-Superior. The Rush Line Corridor includes fully developed urban neighborhoods, inner ring suburbs, growing suburban communities, and exurban development as well as expanding rural cities and townships. There were about 350,000 Corridor residents in the year 2000 and that number is expected to grow to about 524,000 residents by 2030. Employment is projected to increase as well, from almost 190,000 jobs in 2000 to about 261,000 in 2030.

The Corridor incorporates many roadway and railroad rights-of-way. I-35E/I-35 is the major roadway to downtown St. Paul, but TH 61 and County Road 30 are also important roadways. Average daily traffic volume on I-35E ranges from 41,500 to 148,000 vehicles depending on the roadway segment, (south of the I-35E/W split and south of Maryland Avenue in St. Paul, respectively), while just over 30,000 vehicles per day travel Highway 61 through White Bear Lake and just north of TH 36. Class III (shortline) and Class I freight rail carriers operate in sections of the Corridor. Other sections of railroad right-of-way have been abandoned by the freight railroads and were purchased by Regional Railroad Authorities of Ramsey, Washington and Chisago counties for preservation for future transportation corridors. Interim-use multi-modal trails exist on these former rail corridors, and include the Bruce Vento Regional Trail in Ramsey County, the Hardwood Creek Regional Trail in Washington County, and the Sunrise Prairie Trail in Chisago County. The sections of railroad right-of-way owned by the Counties Regional Railroad Authorities in the Rush Line Corridor are shown in **Figures 1-3** through **1-6**.

Several transit operators provide bus service in the Corridor. Metro Transit and private providers operate limited bus service between Lino Lakes and points south. County-based transit systems provide limited local service in the northern portion of the Corridor.

1.3 Project History

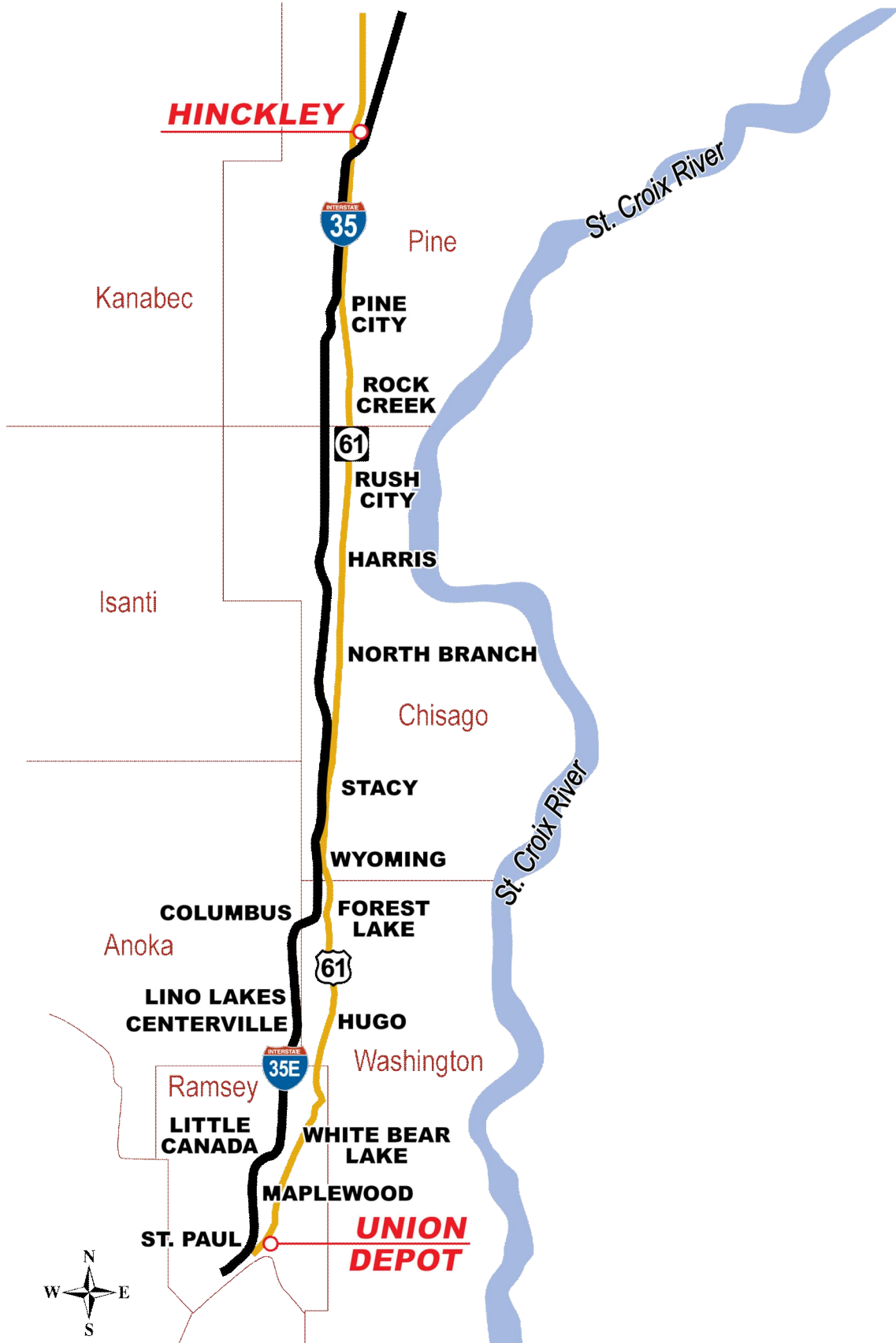
1.3.1 Summary of Previous Plans and Studies

Transportation issues in the Rush Line Corridor have been the subject of many local plans and technical studies. The project history summarizes other plans and studies that have been and are being conducted within or near the Rush Line Corridor. Complete summaries of the plans and studies are located in “Technical Memorandum #1: Review of Previously Completed Work” included in this report as **Appendix A**.

Previous studies include:

- 1995 TH 8 Corridor Study
- 1997 Twin Cities Metropolitan Commuter Rail Feasibility Study
- 1998 2015 Comprehensive Transportation Plan for Anoka County
- 2000 Mn/DOT Commuter Rail System Plan
- 2001 Rush Line Transit Study

Figure 1-1 Rush Line Corridor



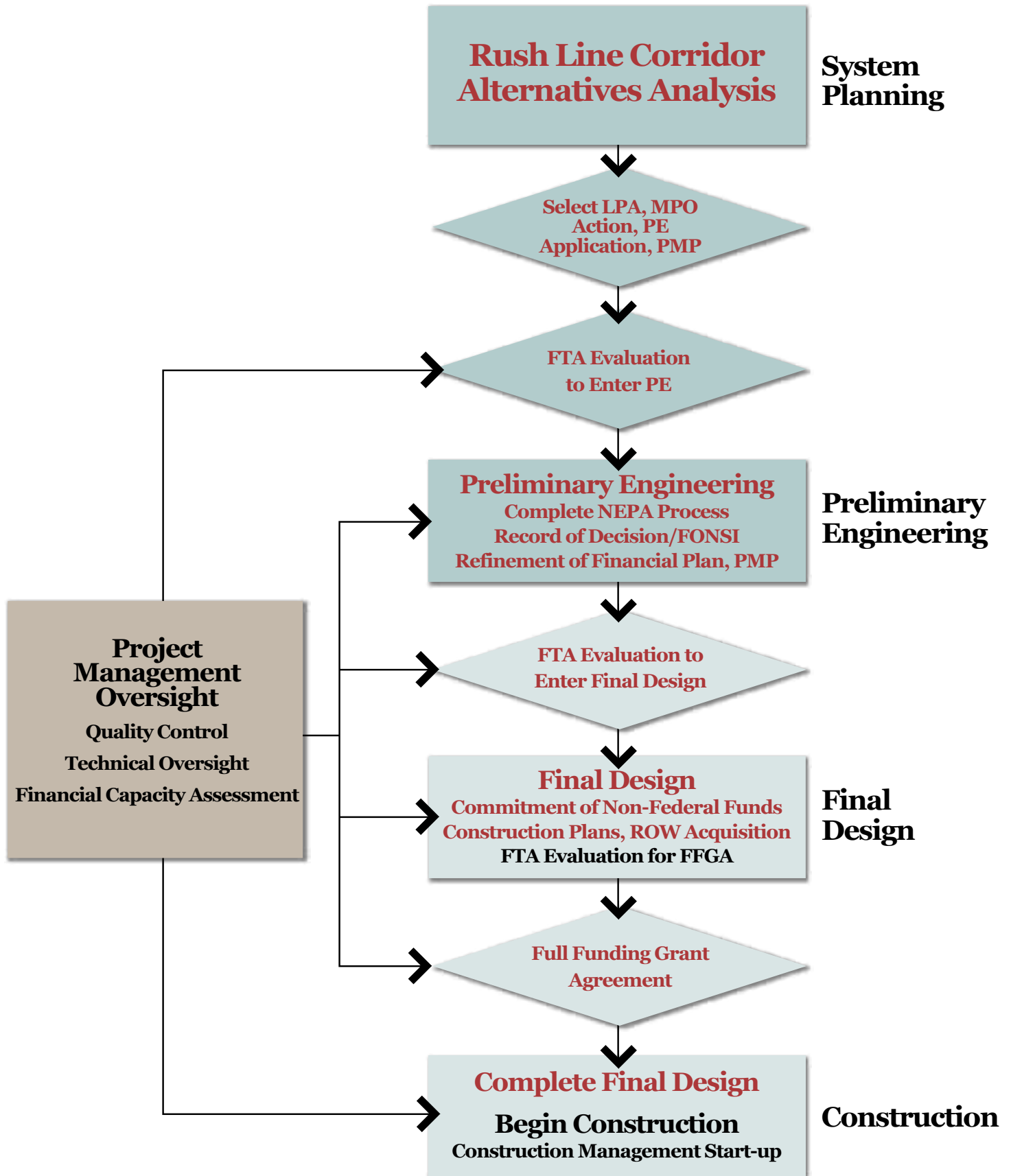
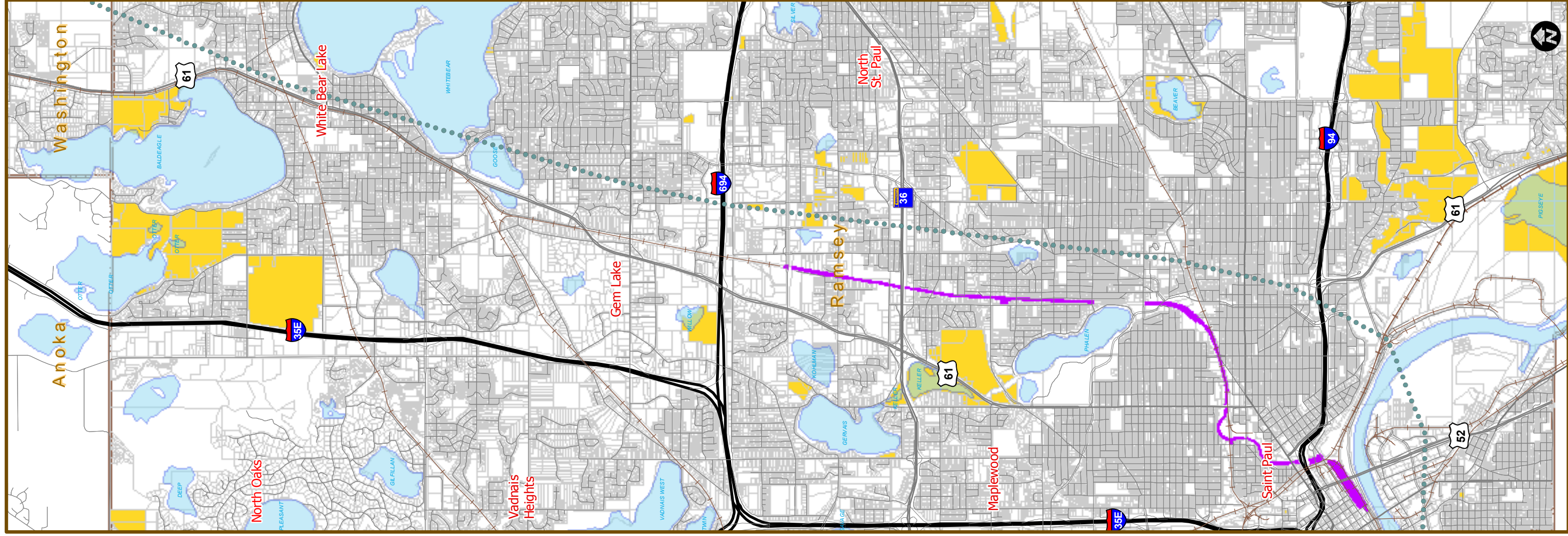
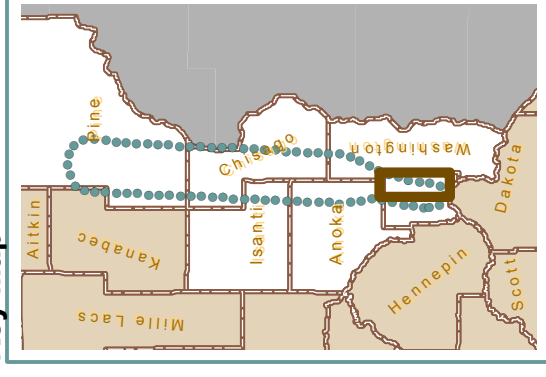


Figure 1-2
**FTA Project
 Development Process**



Key Map



Legend











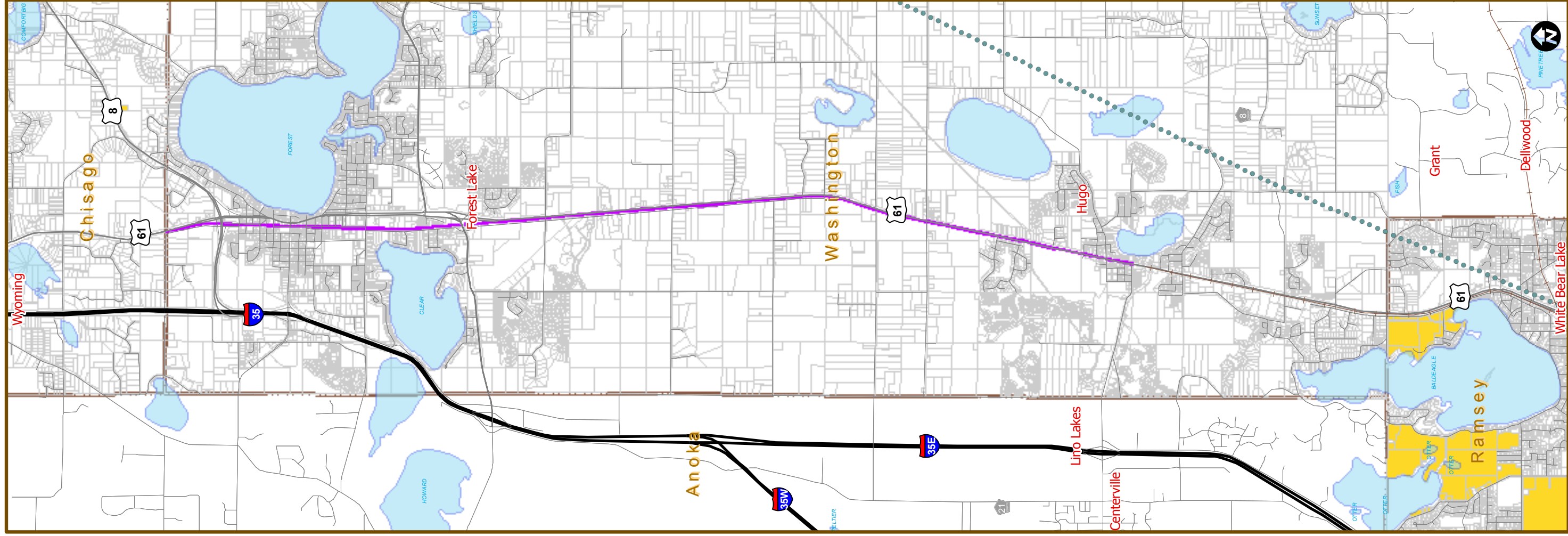
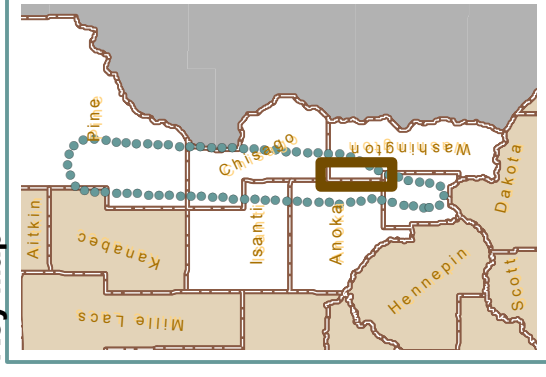
-  Ramsey County Reg RR Authority
-  County-Owned Parcels
-  Study Area
-  Railroad
-  Interstate
-  US Highway
-  State Highway
-  Roadway
-  Water
-  County











Figure 1 - 3

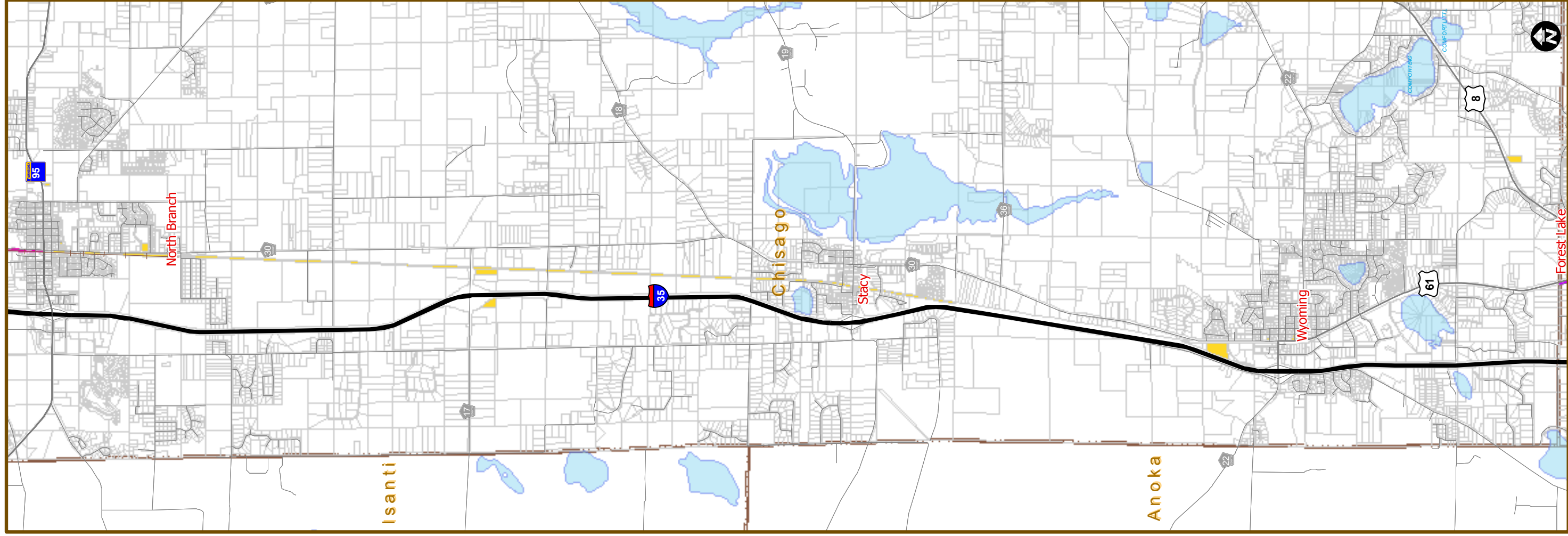


Key Map

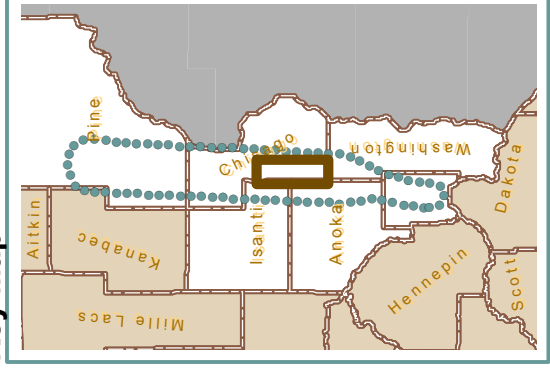


Legend

-  Washington County Reg RR Authority
-  County-Owned Parcels
-  Study Area
-  Railroad
-  Interstate
-  US Highway
-  State Highway
-  Roadway
-  Water
-  County



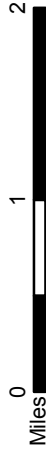
Key Map



Legend

- Rail America Transportation (St. Croix Valley Railroad)
- County-Owned Parcels
- Study Area
- Railroad
- Interstate
- US Highway
- State Highway
- Roadway
- Water
- County

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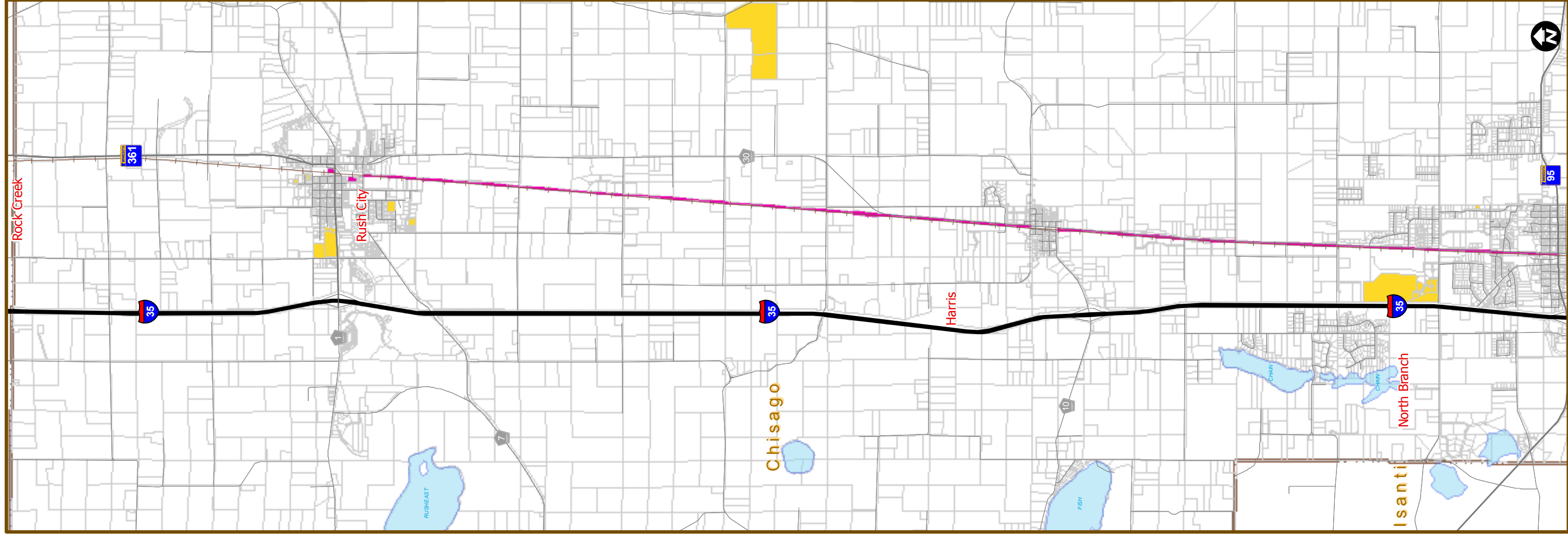
Data Sources: Mn Department of Transportation, MetCouncil,
Minnesota Department of Natural Resources,
Chisago County

Figure 1 - 5

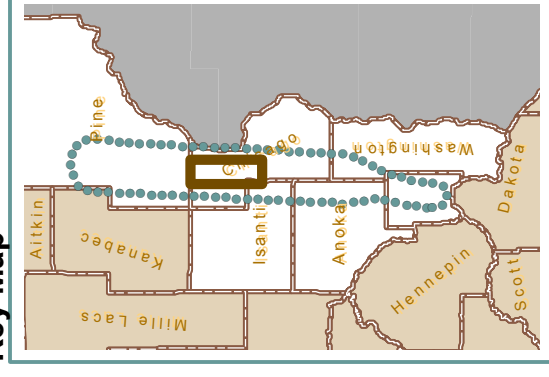
Chisago County-Owned Parcels

Alternatives Analysis

June 2009



Key Map



Legend

- Rail America Transportation (St. Croix Valley Railroad)
- County-Owned Parcels
- Study Area
- Railroad
- Interstate
- US Highway
- State Highway
- Roadway
- Water
- County

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- 2001 Red Rock Corridor Commuter Rail Feasibility Study
- 2002 Central Corridor Alternatives Analysis and Draft Environmental Impact Statement
- 2002 TH 8 Alternatives Analysis and Scoping Document
- 2002 TH 97 Corridor Study
- 2003 St. Paul Union Depot Analysis
- 2004 North Metro Harness Initiative Traffic Study (Casino/Race Track)
- 2004 North Branch Alternative Urban Areawide Review
- 2005 I-35 Corridor Management Plan.
- 2005 I-35E Alternative Urban Areawide Review
- 2005 Chisago County Transportation Plan
- 2005 Park-and-Ride Facility Site Location Plan
- 2005 Forest Lake Southwest Development Area Alternative Urban Area wide Review
- 2007 Isanti County Transportation Plan 2006-2030
- 2008 2030 Transit Master Study
- 2008 2030 Transportation Policy Plan
- 2008 Robert Street Corridor Transit Feasibility Study
- 2008 Rush Line Commuter Bus Study
- 2009 Central Corridor Final Environmental Impact Statement
- 2009 Union Depot Environmental Assessment
- Red Rock Commuter Bus Study.

The second section of this technical memorandum provides an update of ongoing projects relevant to the Rush Line Corridor, listed below.

- Rush Line Commuter Bus Study
- TH 8 Geometric Layout, Environmental Assessment and Preliminary Design

TH 8 Corridor Study (1995)

The Minnesota Department of Transportation (Mn/DOT) examined TH 8, one of the primary east-west roadways that serve the Rush Line Corridor study area, to identify transportation issues and recommendations to improve travel conditions. The study considered a range of alternative improvements to the corridor, including pavement improvement, signalization, roadway widening and development and implementation of access management guidelines. The study then evaluated these various improvements using criteria such as safety benefits, congestion reduction, impact to adjacent property, pedestrian and bicycle circulation, economic impact and construction cost. The study included recommendations for corridor-wide installation of traffic signals, turn lanes, rumble strip and signs; capacity improvements to TH 8 and parallel routes; and a major transportation and environmental impact study to determine the most appropriate solutions for improving travel in the TH 8 Corridor. Additionally, the study developed access management and community design guidelines. One of the results of this study is the preliminary design and environmental assessment of the segment between

Greenway (just east Forest Lake Avenue) and Karmel Avenue (just west of Chisago City), currently underway. (See Chapter 1.3.2 Ongoing Studies.)

Twin Cities Metropolitan Commuter Rail Feasibility Study (1997)

Mn/DOT's Twin Cities Commuter Rail Study evaluated 19 commuter rail corridors from transportation hubs emanating from Minneapolis and St. Paul. The Rush Line Corridor was one of these corridors. The study was the basis for Mn/DOT's 2000 Commuter Rail System Plan.

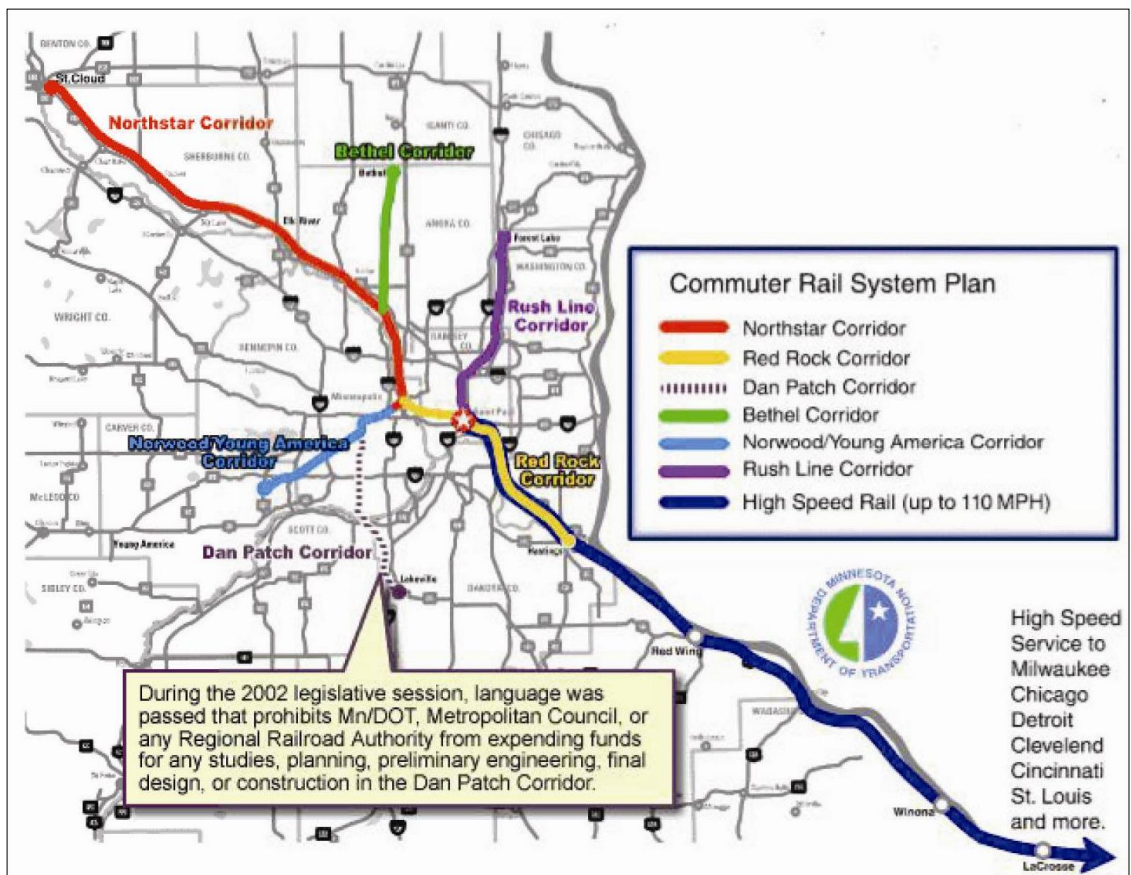
2015 Comprehensive Transportation Plan for Anoka County (1998)

Anoka County's transportation plan addressed: a planning framework of regional issues; land use and environment constraints; functional classification; existing transportation system deficiencies in roadways bridges and transit; and future transportation demand on existing and planned facilities. The plan included jurisdictional changes of several roadways (including two east-west roadways in the Rush Line Corridor), transit improvements (including establishing park-and-ride lots that promote transit use), and roadway capacity improvements. Additionally, Anoka County completed a draft 2030 Transportation Plan in late 2008.

Mn/DOT Commuter Rail System Plan (2000)

This Mn/DOT study established a preliminary two-tiered implementation rail approach to a commuter rail system in the Metro area. In addition, the Minnesota Legislature used the study as the basis to grant the Department commissioner the authority to develop a Metro commuter rail system that would be integrated with all other forms of transportation including light rail transit, buses, park-and-ride facilities, bicycles, and pedestrians. The Rush Line Corridor was identified as a Tier II corridor. **Figure 1-7** shows a map of the Commuter Rail System Plan.

Figure 1-7: Commuter Rail System Plan



Rush Line Transit Study (2001)

Conducted by the Ramsey County Regional Railroad Authority, this study identified existing and future conditions in the study area, providing background information to the Alternatives Analysis. The Study identified Corridor transportation needs, limited travel options currently available and documented projected future congested roadway conditions. The study recommended co-location of transit and trails on former railroad right-of-ways, the purchase of additional abandoned railroad rights-of-way for transit use, improvement of transit facilities, and amenities to build transit ridership, and provision for alternative transportation mobility options during highway reconstruction.

Red Rock Corridor Commuter Rail Feasibility Study (2001)

The Study, conducted on behalf of the Red Rock Corridor Commission, explored the feasibility of a universe of transportation improvements from Hastings to St. Paul and onto Minneapolis. The Study's evaluation process determined that commuter rail would provide reliable high capacity service on existing infrastructure, can be integrated with other regional commuter rail lines, can be complimented with feeder bus service and achieved economic development and transit-oriented development objectives. In addition, the Study redefined the Red Rock Corridor as Hastings through St. Paul to Minneapolis. The Study included concepts for station area land use, a commuter rail service plan, financial analysis and environmental analysis of potential impacts. At the time of this writing, the Red Rock Corridor Commission is concluding a Commuter Bus Feasibility Study and has issued a Request for Proposals to advance station area planning and environmental analysis for stations between Lower Afton Road and Hastings. (See Chapter 1.3.2 Ongoing Studies.)

Central Corridor Alternatives Analysis/DEIS (2002)

Ramsey County Regional Railroad Authority's Alternatives Analysis/Draft Environmental Impact Statement analyzed various alternatives for connecting downtown St. Paul, downtown Minneapolis and the University of Minnesota Twin Cities Campus. The AA/DEIS recommended implementation of LRT on University Avenue between St. Paul and Minneapolis, with a potential terminus on Fourth Street in front of the Union Depot. The analysis included conceptual design, cost estimates, operating plans and identification of potential environmental impacts associated with the proposed transit improvement. Final Environmental Impact Statement are currently underway for the Locally Preferred Alternative (LRT on University Avenue between downtown St. Paul and downtown Minneapolis). (See Chapter 1.3.2 Ongoing Studies.)

TH 8 Alternatives Analysis and Scoping Document (2002)

This Mn/DOT study identified a universe of transportation improvement alternatives in the southern portion of Chisago County, Minnesota, and portions of Polk County, Wisconsin. The alternatives were based on an assessment of travel patterns and demand from I-35 to the northern regions of Wisconsin along TH 8 and included ten different transportation improvements. The Study evaluated the various alternatives using criteria such as: improvement of safety, mobility and accessibility; providing cost-effective transportation recommendations; promoting economic development; and providing transportation solutions that minimize environmental impacts. As a result of the screening process, the Study recommended retaining three alternatives for further study. (See Chapter 1.3.2 Ongoing Studies.)

TH 97 Corridor Study (2002)

Mn/DOT's study identified mobility, safety, access and land use issues associated with the Corridor. The Study documented existing congested conditions and projected worsening conditions as population increases over the next two decades. Short term recommendations contained in the Study include the realignment, paving and closure of roadways, and installation of two traffic signals at intersections on TH 97. Long-term recommendations included a TH 97 bridge expansion over I-35 and capacity expansions on TH 97 and CSAH 23.

St. Paul Union Depot Analysis (2003)

This Ramsey County Regional Railroad Authority study outlined a concept that depicts how Union Depot could be restored as a multimodal facility. The concept included transportation programming, funding and implementation strategies. The phased transportation program included: Metro Transit bus service; the Central Corridor LRT; the relocation of Amtrak service from the existing Midway Station; intercity bus service (Greyhound and Jefferson Bus Lines); parking; taxi; and pedestrian/bicycle access. Later phases of the concept add Midwest High Speed rail service and Rush Line commuter rail service. (See Chapter 1.3.2 Ongoing Studies.)

North Metro Harness Initiative Traffic Study (2004)

This study explored the traffic impacts of the development of a track and casino at the southwest quadrant of I-35 and TH 95, which would create a new activity center in the Corridor. The study identified infrastructure improvements such as the addition of turn lanes and I-35 signal-timing improvements to accommodate the growth in background traffic. Then, to accommodate traffic expected to be generated by the new development, the Study recommends the installation of traffic signal on CSAH 23 and the relocation of a Mn/DOT Park-and-Ride.

North Branch Alternative Urban Areawide Review (AUAR) (2004)

The AUAR identified three development scenarios for the city of North Branch on a 393-acre study area. The four scenarios contained, in addition to a description of existing conditions, development scenarios with varying amounts residential, commercial and industrial land uses. The plan also identified needed traffic mitigation measures for three of the scenarios. Without mitigation efforts, the three development scenarios would result in failing LOS at all intersections within the study area.

I-35 Corridor Management Plan (2005)

Mn/DOT's I-35 Corridor Plan identified improvements to the corridor based on an analysis of current and future needs related to growth and development, safety, and travel demand. Transportation solutions focused on meeting mobility and safety goals; supporting transit options; providing lane balance between major facilities; removing mainline bottlenecks and/or mitigating safety problem areas; and addressing local interchange/overpass safety and capacity deficiencies. The Corridor Plan developed project priorities and costs to assist Mn/DOT in implementation.

I-35E Corridor Alternative Urban Areawide Review (AUAR) (2005)

In addition to documenting existing conditions, the AUAR identified two development scenarios within a 400-acre study area. One scenario identified the Lino Lakes's approved development plans of a project of over 2,000 housing units, nearly 3 million square feet of commercial uses and over 11 million square feet of industrial uses. The other scenario integrated long-term development plans totaling almost 6,000 housing units, nearly six million square feet of commercial uses, and 9.6 million square feet of industrial uses. The main issues stemming from the scenarios included: traffic, ecologically sensitive resources, storm water management, regional sanitary sewer infrastructure capacity, and cultural resources. Mitigation efforts included adding traffic signals and turn lanes along with widening roadways as necessary during the various stages of development. A park-and-ride facility along I-35E and providing bicycle/pedestrian trail connections were also potential solutions.

Chisago County Transportation Plan (2005)

Chisago County, located in the northern portion of the Corridor, developed a plan to guide development of the County's transportation system. The twin goals of the Plan were to provide a transportation system that is integrated with land use, preserves historical resources, and conserves environmental

features and resources; and provides a transportation system that provides efficient and effective movement through the County. The plan also recognized the Rush Line Corridor for a potential dedicated busway or commuter rail in a ten- to 20-year timeframe. Recommendations included agency coordination related to property acquisition adjacent to I-35 and TH 8 for future transit facilities (e.g. park-and-rides), as proposed development along these corridors increases.

Park-and-Ride Facility Site Location Plan (2005)

Metro Transit's park-and-ride plan identified a framework for currently planned stations and criteria for any future facilities. Within the Rush Line Corridor, the plan identified existing lots approaching capacity at Maplewood Mall, Cub Foods in Vadnais Heights and CR-C at TH 61. Proposed expansions included: a carpool lot at North Branch and additional spots at the Park-and-Ride lot at County Road C and Highway 61. A 200-vehicle capacity park-and-ride lot is also planned at County Road 14 and I-35E between 2020 and 2030.

Forest Lake SW Development Area Alternative Urban Areawide Review (AUAR) (2005)

The AUAR identified two development scenarios for the City of Forest Lake on a 1,300-acre study area. One scenario included about 3,000 residential units, 39,000 square feet of office space, 215,000 square feet of institutional uses and almost 1 million square feet for light industrial uses. The other scenario included about 3,600 residential units, 506,000 square feet of light industrial, 39,000 square feet of office space, 190,000 square feet of neighborhood commercial and 215,000 square feet of institutional uses. The AUAR also identified many transportation system improvements to support either scenario: expansion of TH 61 and TH 97 into a four or five-lane divided roadway to accommodate development level ADT; reconstruction of Fenway Avenue to a three-lane roadway; and a new parkway to connect Fenway Avenue and TH 61.

Isanti County Transportation Plan 2006-2030 (2007)

Isanti County, located at the west side of the corridor, identified a framework for prioritizing road upgrades within the study area. Transit service is currently provided by Heartland Express.

Red Rock Alternatives Analysis (2007)

The purpose of the Red Rock AA, prepared for the Red Rock Corridor Commission, was to evaluate feasible transit alternatives for the Corridor. The Study examined land use patterns, socio-economic conditions, transit demand, existing transit service, environmental conditions, and other relevant factors to assess the appropriate transit response to transportation needs. Diverging from the conventional AA model, the study ultimately took a non-federalized approach and recommended methods to build transit ridership in anticipation of a future commuter rail service. The Study identified the Rush Line Corridor as one of the corridors forming a regional transportation network. (See Chapter 1.3.2 Ongoing Studies.)

2030 Transit Master Study (2008)

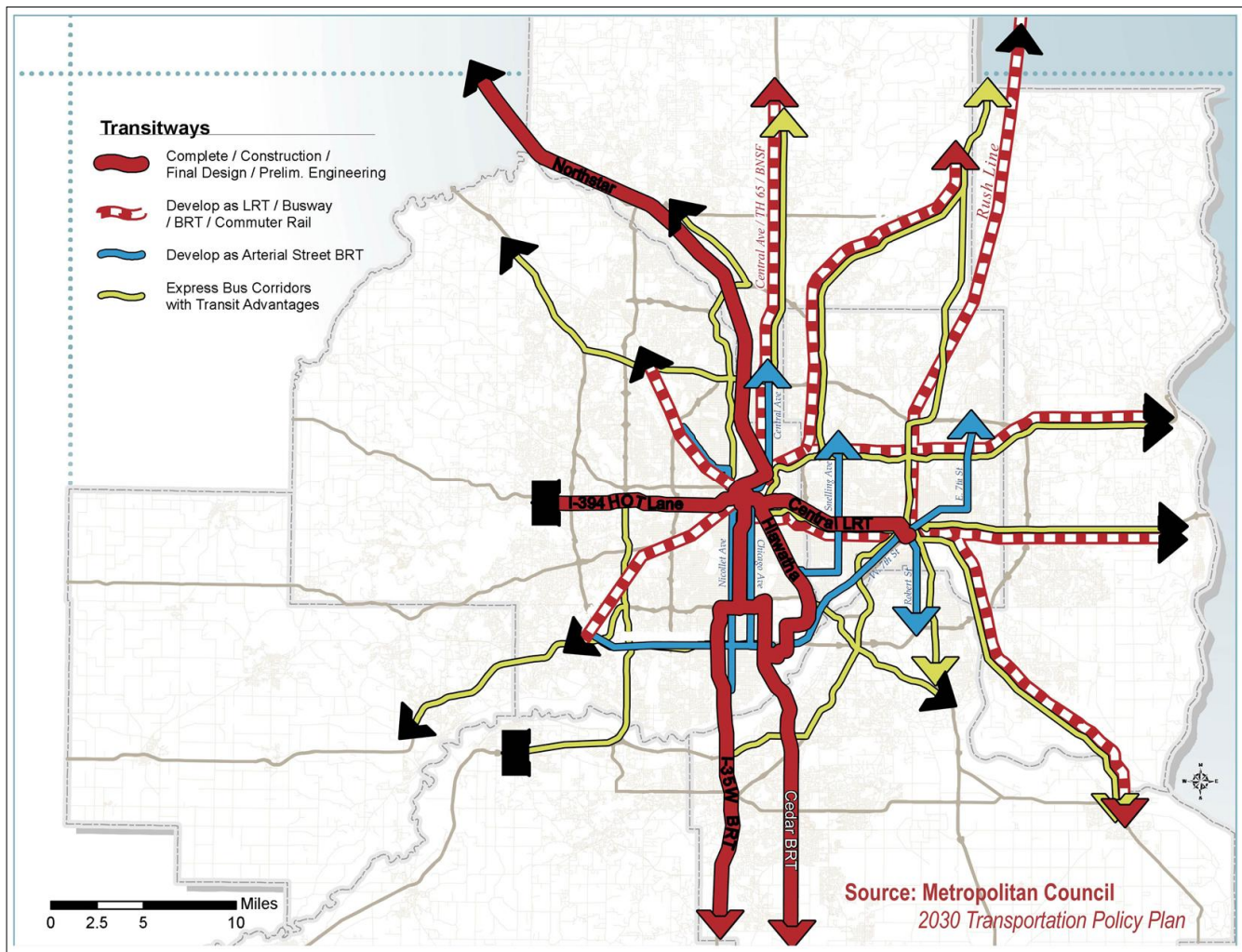
Superseding earlier Metro LRT and Commuter rail plans and continuing work started in the 2004-adopted 2030 Transportation Policy Plan, the Metropolitan Council's Transit Master Study documented the regional travel needs for continued improvement and expansion of the transit network. The Study analyzed a total of 29 transportation corridors for their potential for LRT, BRT or commuter rail investments. The Study evaluated the Rush Line Corridor as an LRT transitway with termini at the Maplewood Mall and downtown St. Paul and as a commuter rail line from Hinckley to downtown St. Paul. The Study projected that a light rail would have low ridership and low cost and as commuter rail the line would have low projected ridership and high cost. The Study concluded that the I-35W North, Central Avenue/TH65, TH 36/NE, I-94 East, and Rush Line Corridors should be studied further to determine the most appropriate transit modes and alignments for the individual corridors. This Study

was incorporated in the Metropolitan Council's *Transportation Policy Plan*, adopted in 2009. (See next item.)

2030 Transportation Policy Plan (2009)

The Transportation Policy Plan is the Metropolitan Council long-term guiding document for transportation planning in the Metro area. The Plan identifies primary regional travel and funding issues, outlines regional transportation strategies and travel modes will contribute to regional mobility. The Rush Line transitway is listed as one of eight Metro transit corridors that the Plan states should continue in development and is recommended as a potential transitway by 2030. **Figure 1-8** shows the 2030 Transitway System Map from the Plan.

Figure 1-8 2030 Transitway System Map



Robert Street Corridor Transit Feasibility Study (2008)

Led by Dakota County Regional Railroad Authority, this study examined the most feasible approach to providing transit alternatives for Robert Street Corridor residents. Transit modes considered in the study included express bus, BRT, LRT, streetcar and commuter rail. Recommendations were divided into short-, medium- and long-term time frames for the Corridor, which extends from Minnesota's Union Depot in St. Paul south to Rosemount and is bounded by I-35E on the west and the Mississippi River on the east. Short-term recommendations included approaches to maximize current transit facilities and

ridership and further study. Medium-term recommendations included expanding local bus service, introducing new express bus service and transit centers, and securing stable funding sources to fund transit service and improvements. In addition to the short- and medium term recommendations, the long-term recommendations included improved mobility and accessibility for Corridor activity centers through a network of express buses, streetcar and LRT.

Rush Line Commuter Bus Study (2008)

The Rush Line Corridor Task Force commissioned a study to explore the feasibility of providing express commuter coach bus service in the Rush Line Corridor. The route identified in the Study originates in Columbus, with stops in Forest Lake and White Bear Lake in the Corridor and terminates in downtown St. Paul with a travel time of approximately one hour. A one-year test period for the service, financed by participating Counties, commenced in Winter 2009-2010. The results of the Commuter Bus Study are included in the Alternatives Analysis. Currently, the Task Force is preparing an RFP to initiate this demonstration service in the latter part of 2009.

Central Corridor Final Environmental Impact Study (FEIS) (2009)

Issued through the Metropolitan Council, the Central Corridor Final Environmental Impact Statement (FEIS) documents and educates the public about the framework for local decision-making as the Central Corridor LRT project. Its purpose is to document the purpose and need for the project, present a discussion of the alternatives considered, and address the anticipated social, economic, and environmental effects that might result from implementing the identified alternatives within the Central Corridor. The Study notes that the Rush Line transit line, among several other future transit lines, are planned to be linked to the Union Depot.

Red Rock Corridor Commuter Bus Feasibility Study (2009)

The Red Rock Corridor Commuter Bus Feasibility Study examined best practices to increase transit ridership and to add or expand local park-and-ride facilities that provide a foundation for the Corridor's long-range vision of commuter rail service. The Study assesses travel needs within the Corridor; develops and evaluates operating concepts to serve these needs to identify a recommended service plan; prepares a plan for service implementation that addresses management and oversight, fare policy and funding, marketing and branding, procurement, facilities development, and implementation schedule. Preliminary results are being reviewed by the Red Rock Corridor Commission was completed in Fall 2009.

1.3.2 Ongoing Studies

Union Depot Conceptual Engineering and Environmental Assessment

The Union Depot Environmental Assessment (EA) is being prepared to identify the various impacts of the rehabilitation and reuse of Minnesota's Union Depot (the former St. Paul Union Depot) as a multi-modal transit hub and to accommodate the relocation of passenger service from the Midway Amtrak Station and St. Paul Greyhound Bus Station. The EA identifies potential environmental effects associated with project construction and operation, and documents various agencies and the public's comments on the potential effects of the proposed project. The document contains information necessary to determine if the project would result in significant social, transportation and environmental impacts, and what further actions or mitigation are required to address potential impacts. The analysis and documentation contained in this EA are based on conceptual design of the proposed improvements to the Union Depot. One of the goals of the reestablishment of the Union Depot as a multi-modal transit hub is to accommodate multiple planned transit corridors. The presence of a future high-capacity Rush Line transit service terminating at the Depot is identified as having an accumulative impact on the facility.

There are no specific negative impacts attributed to potential Rush Line transit service. The EA is currently available for public review and comment, until October 8, 2009.

TH 8 Preliminary Design and Environmental Assessment

As the next stage in improving safety, access and mobility on TH 8, Mn/DOT has initiated a study that further develops and evaluates alternative geometric layouts and an environmental assessment of the Locally Preferred Alternative for the TH 8 segment between Greenway and Karmel (from Forest Lake to Chisago City). The recommended alternative from the 2002 study is a planned four-lane segment to address the current and future capacity deficiencies, safety, and access management issues. Mn/DOT held open house events in June 2009 that yielded input on different configurations of the recommended alternative. The Study is expected to be complete in July 2010.

1.4 Report Structure

This report deals exclusively with the first step of the FTA project development process (shown in **Figure 1-2**). The report outlines the range of initial transit options, and then describes the decision process to arrive at a set of recommended actions to introduce more transit alternatives in the Corridor. The structure of the report follows in rough chronological order the steps of that decision process.

- Chapter 1 offers an introduction to the project
- Chapter 2 outlines the public involvement process
- Chapter 3 states the purpose and need of the project
- Chapter 4 lists the project goals and objectives
- Chapter 5 offers the initial range of transit options considered
- Chapter 6 explains the first step in evaluating the transit options
- Chapter 7 describes in detail the transit options evaluated, with comparisons to limited transit investment in the Corridor
- Chapter 8 contains the potential ridership numbers of the transit alternatives
- Chapter 9 estimates the costs of operating and maintaining the potential transit alternatives
- Chapter 10 estimates the costs of building the transit alternatives
- Chapter 11 offers a preliminary investigation into the environmental and community impacts of building and running the transit alternatives.
- Chapter 12 includes a more detailed evaluation of each transit alternative, with findings and recommendations that are supported by the analysis and evaluation
- Chapter 13 lists a series of recommended “next steps” to implement the report recommendations

Throughout the report tables and figures are included to display data and act as visual complement to the text. The appendices to the report offer more detailed information on Study process, methodology and results.