

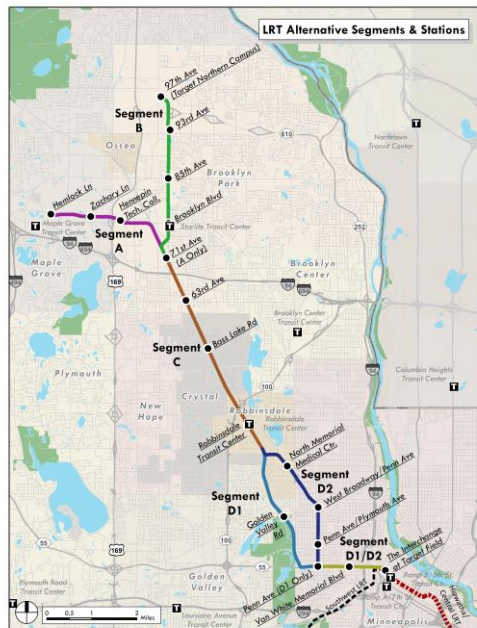
Bottineau Transitway (Blue Line Extension) Draft Environmental Impact Statement and FEIS/Preliminary Engineering Minneapolis, MN



The Bottineau Transitway project area extends approximately 13 miles northwest from downtown Minneapolis through the neighborhoods of north Minneapolis, and into the communities of Golden Valley, Robbinsdale, Crystal, Brooklyn Park, and Maple Grove in Hennepin County. Transitway alternatives evaluated as part of this Draft Environmental Impact Statement (DEIS) were light rail transit (LRT) and bus rapid transit (BRT).

CTG staff was responsible for the preparation of bus and rail operating plans for the Bottineau Transitway DEIS project alternatives. Four variations of light rail alignment were included in the list of project alternatives. For each service plan, CTG defined rail/BRT travel time estimates, service frequencies and supporting changes to the background bus network. Service statistics were also estimated. Service providers affected by the project alternatives included Metro Transit, Metropolitan Council-funded routes and Maple Grove Transit. All alternatives were defined for the Horizon Year 2030.

CTG was also responsible for preparing operating and maintenance (O&M) cost spreadsheet models to estimate impacts to transit operator O&M costs. Detailed cost expense data were used to develop bus and rail O&M cost spreadsheet models for Metro Transit, as well as cost models for Metropolitan Council-funded bus service and Maple Grove Transit bus service. O&M cost model methodology followed procedures established by the Federal Transit Administration (FTA).



In December 2014, CTG was awarded a contract as a subconsultant to Kimley-Horn and Associates for Preliminary Engineering work on this project. CTG's responsibilities include: LRT travel time estimates and service requirements, background bus network definition, O&M cost estimation and assistance with travel demand model transit network coding.

