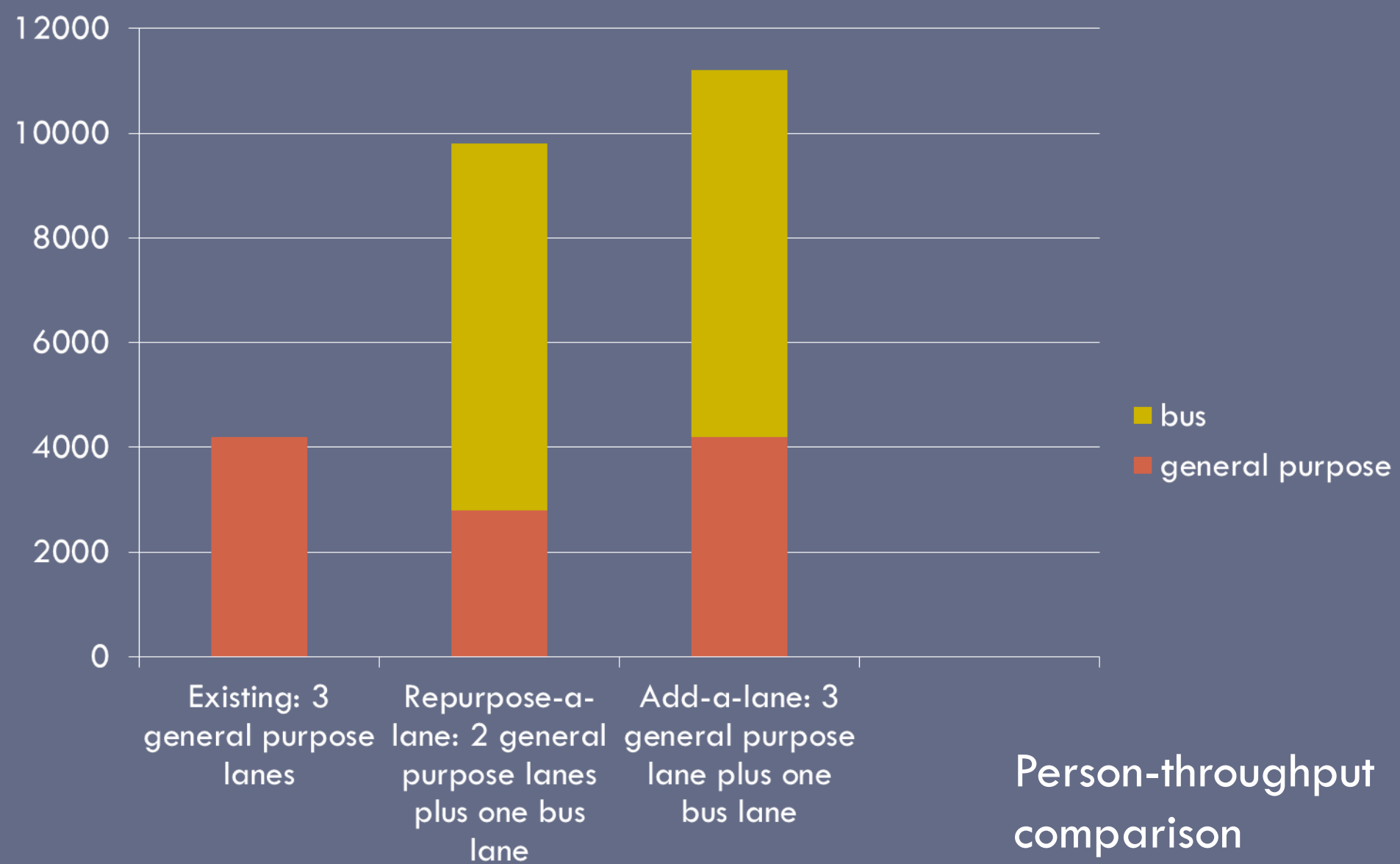


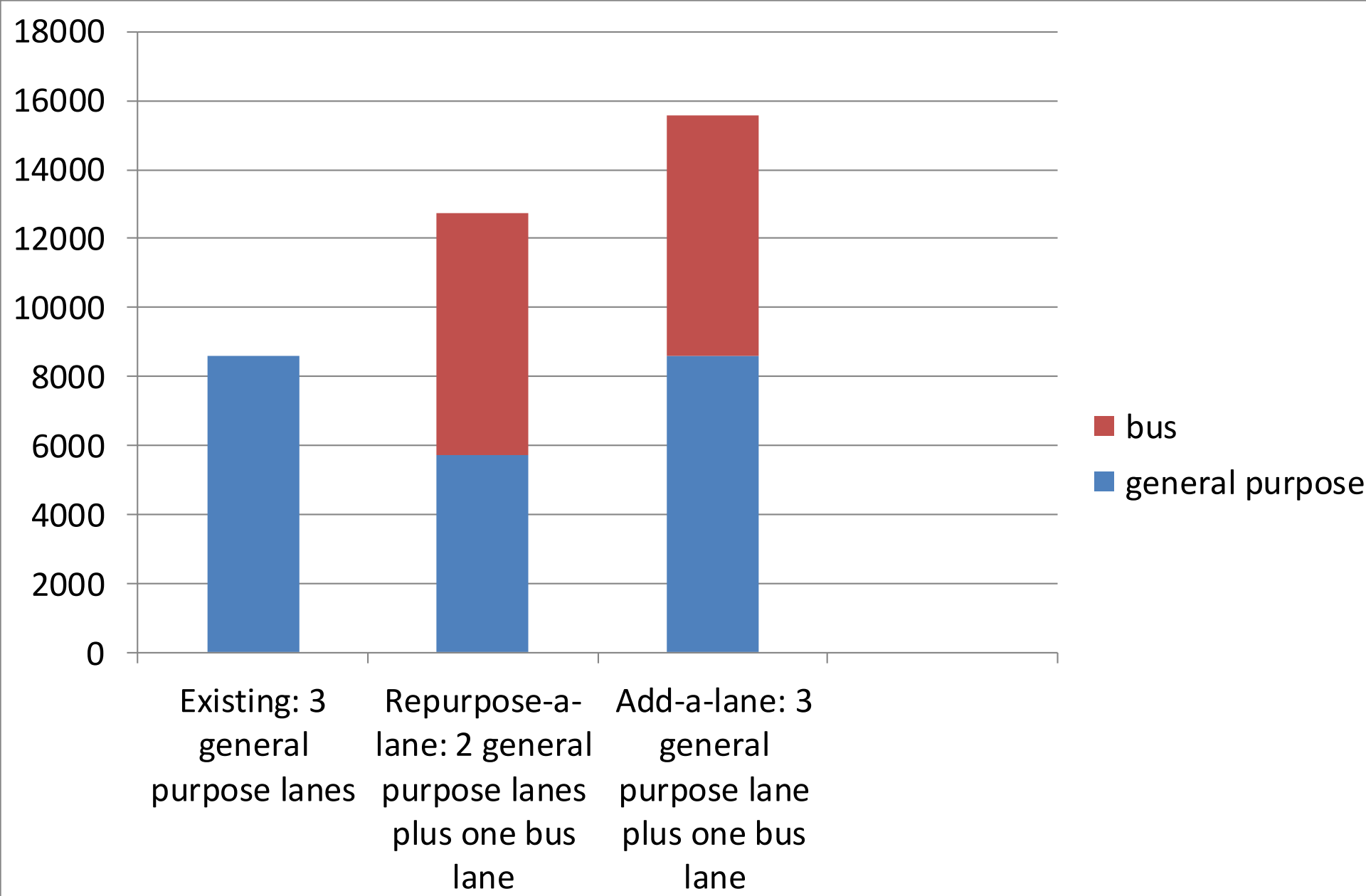
Network and Methodology Report

January 19, 2012 Roundtable

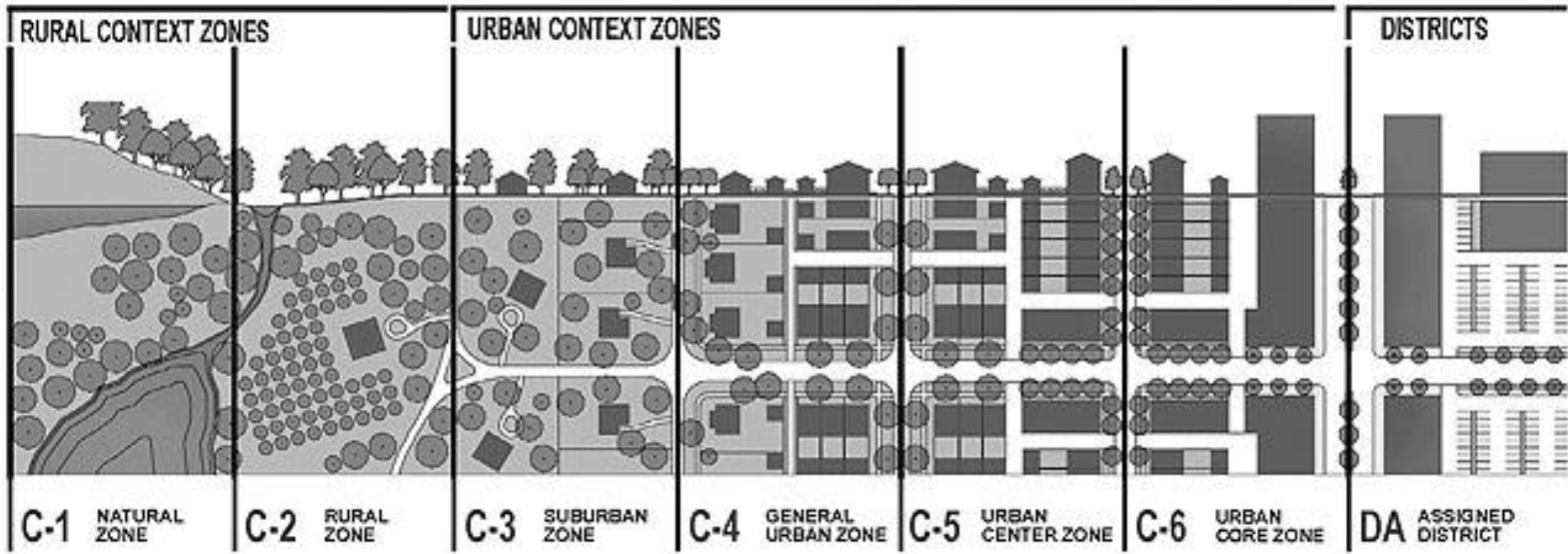
COUNTYWIDE TRANSIT
CORRIDORS FUNCTIONAL
MASTER PLAN







RURAL ||||| TRANSECT ||||| URBAN



Alternative 1: general purpose lanes have v/c less than 1.0

Alternative 2: general purpose lanes have v/c less than 1.25

Alternative 3: repurpose existing lanes in urbanized areas as a general policy

Alternative 4: add dual lanes on entire network

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This approach would repurpose few lanes.

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This approach would have significant ROW impacts and the highest costs. There may be a problem with meeting State requirements to minimize impervious surfaces, and the air quality impacts would have to be determined.

Traffic Group's report for Rapid Transit Task Force:

recommends a wide range of treatments, including repurposing lanes on some major highway segments

Summary

Corridor functions: based on travel patterns derived from Master Plan land use, but Board's direction will be used to determine where two-lane busways are desirable long-term

Repurposing lanes as bus lanes: creates abundant roadway capacity without major impacts. Retaining all current general purpose capacity while instituting bus lanes would greatly increase costs and right-of-way impacts.

Next steps

February 2, 2012: We will provide the Board with our review of the Traffic Group's report to the Rapid Transit Task Force

February 9, 2012: The Board will be asked to vote on a revised BRT network to be pursued in the next phase of work that will reflect a two-stage Master Plan effort .

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