



US 15–501 Corridor Study

MPO Board – May 8, 2019

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Option A

Acknowledge that transit is unknown

- ▶ Conduct final public workshop and finish final report as originally planned
- ▶ No supplemental agreement; no budget increase
- ▶ Assume high capacity transit but technology, capacity, location, etc. will be unknown
- ▶ Would impact implementation plan
For example, caveats to superstreet conceptual design notes that bus only lanes are incompatible with superstreet.

Option B

Assert high capacity for bus transit

- ▶ Make assumptions on needed capacity in corridor
GoTriangle has transit demand data; current service is known
- ▶ Create additional set of conceptual designs that show opportunities to plan for high capacity transit
 - Use designs to inform TIP projects in corridor
 - Use designs, preliminary construction costs and other data for SPOT process
- ▶ Additional design only needed in “choke points”
Ex., Franklin St split, I-40 quadrants, New Hope Creek and South Square

Option B

Assert high capacity for bus transit (continued)

- ▶ Will require supplemental agreement and budget increase
 - Additional cost is unknown
 - Staff and transit agencies responsible for asserting transit needs
 - Consultant responsible for creating alternative to make it happen