

i-26ALT

Project Newsletter Spring 2016

The Community Speaks



After a 15-month conversation about transit alternatives along the I-26 corridor through 4 rounds of public meetings, 3 focused transit talks, outreach at community events, surveys, an online public forum, and social media, the community agreed that Bus Rapid Transit (BRT) on US 78 & US 52 is the best alternative to improve transit and enhance regional mobility along the I-26 Corridor. The BRT alternative is expected to reduce

the existing travel time along Rivers Avenue by almost half and will connect Summerville, North Charleston, and Charleston via a premium transit service that does not exist in our region today. The corridor serves major employers in the region and has been identified as one that could support future transit oriented development and redevelopment. Because the corridor's already developed roadway has available right-of-way, the

environmental impacts are anticipated to be low. More importantly, community members embraced the lower cost and faster implementation time of BRT over rail options.

You can view all meeting presentations made over the past 15 months on the project website at www.i26alt.org.

While you are there, please take a look at the draft Alternatives Analysis document which takes you through the study process and results.

Dear i26ALT Friends -

Thank you to everyone who came out to our meetings and shared their input on the future of transit service along the I-26 Corridor. Since our last newsletter, we concluded the final round of public meetings and presented the recommended alternative to the CHATS Policy Committee and BCDCOG Board of Directors. Additionally, the CARTA Board of Directors adopted the Comprehensive Operational Analysis short range recommendations, which is the first step toward reinvesting in and modernizing the existing transit system.

In this newsletter, we share some of the results of the community outreach conducted over the last 15 months (see "The Community Speaks" to the left). Page 2 includes "Next Steps" which provides a recap of the Recommended Alternative and a timeline that counts down to the projected opening day.

Thank you for your participation in this important project. Although we are bringing the Alternatives Analysis process to a close, we hope you will continue to be part of the conversation as we take the next steps to improve transit service and enhance regional mobility along the I-26 Corridor, as well as define a framework for expansion of this service across the region.

|| i-26ALT Study Team



338 Attendees to 12 Public Meetings
75 Attendees to 3 Focused Transit Talks



6,601 Unique Visitors, 19,911 Page Views and
192 Active Participants on Mindmixer



1,756 Corridor Employee Surveys
Completed and Validated



190 Followers and 235 Tweets
Most Active Month: April with 7,183 Impressions



114 Fans and 1,965 Unique People Reached

PROJECT

TIMELINE

2016

Finalize and adopt Alternatives Analysis and COA CHATS/BCDCOG to select Preferred Alternative to move forward for entry into the FTA's CIG program

2017 - 2018

Project Development Phase

2019 - 2021

Engineering Phase

2022 - 2024

Construction

2025

Opening Day!

Next Steps ...

At the conclusion of the Alternatives Analysis, the recommended mode and alignment selected to move forward into the next phase was Bus Rapid Transit along US 78 and US 52 (Rivers Avenue). This alternative ranked highest among all of the alternatives under consideration in terms of meeting the project's purpose and goals.

Ridership Projections

- Total annual trips: 2 million trips per year
- 3,772 "new" daily transit trips
- Total systemwide annual trips (including CARTA transit routes): 6.5 million

Service Characteristics

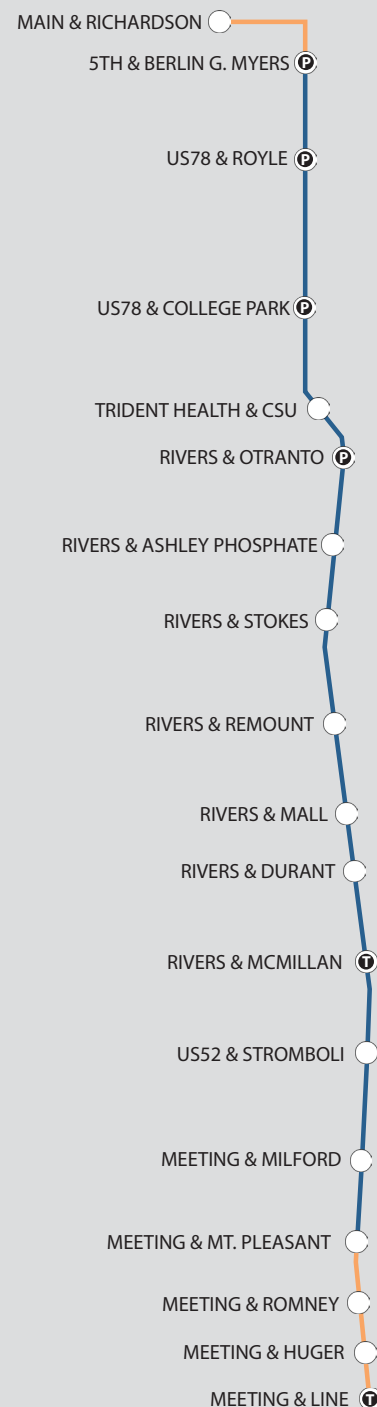
- Planning level operating costs: \$5.9 M/Year
- Weekday: 4:00 AM – 1:00 AM; 10-minute peak, 20-minute non-peak, 30-minute early/late service
- Saturday: 6:00 AM – 1:00 AM, 20-minute service
- Sunday: 7:00 AM – 11:00 PM, 30-minute service

Capital Investment

- Planning level construction costs: \$360 M (\$15.5 M/Mile)
- 23.1 miles of semi-exclusive and mixed traffic bus lanes (89% dedicated bus lanes)
- 18 BRT stations
- 16 60-foot hybrid-electric articulated vehicles

The i-26ALT project was developed to identify a transit alternative that could compete for federal funds under the Federal Transit Administration's Capital Investment Grant Program, which includes a multi-phased, competitive process that project sponsors must follow to be considered for funding. The next step for this project will be to request entry into the Project Development phase in order to:

- Conduct the required National Environmental Policy Act (NEPA) process;
- Complete 30% design and engineering;
- Select and adopt a locally preferred alternative in the Fiscally Constrained Long Range Transportation Plan;
- Secure 30% of matching project funds; and
- Receive medium project rating under FTA's Project Justification Evaluation.



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