



## Midtown Corridor Alternatives Analysis Evaluation Measures

Project Goal	Evaluation Measures	Within study area	Enhanced Bus Extension <sup>1</sup>	MAP-21 Criteria <sup>2</sup>
1. Increase transit use among the growing number of corridor residents, employees, and visitors	1. Corridor linked trips	X	X	X
	2. Number of transit reliant riders	X		X
2. Improve corridor equity with better mobility and access to jobs and activities	3. Travel time changes	X	X	
	4. Available land for development	X		X (optional)
3. Catalyze and support housing and economic development along the corridor	5. Existing TOD policies	X		X
	6. Station area population densities (2010)	X	X	X
	7. Corridor employment (2010)	X	X	X
	8. Level of affordable housing (2013)	X	X	X
	9. Affordable housing policies	X		X
	10. Capital costs (2013)	X	X	<input checked="" type="checkbox"/>
4. Develop a cost-effective transitway that is well positioned for implementation	11. Operating and maintenance costs (2013)	X	X	<input checked="" type="checkbox"/>
	12. Annualized capital plus operating costs per trip	X	X	X
	13. Passengers per in-service hour	X	X	
	14. Subsidy per passenger	X	X	
5. Build upon the vibrancy and diversity of the corridor by supporting healthy, active communities and the environment	15. Potential impacts to historic and cultural resources	X		
	16. Potential impacts to parklands	X		
	17. Potential impacts of noise and vibration	X		
	18. Potential right of way impacts	X	X	
	19. Potential traffic impacts	X		
	20. Pedestrian and bicycle impacts	X		
	21. Change in VMT	X	X	<input checked="" type="checkbox"/>

<sup>1</sup> Lake Street between Hiawatha Ave and Snelling and University avenues

<sup>2</sup> Measure included in FTA's MAP-21 project justification rating

= Input to other MAP-21 measure

# Midtown Corridor Alternatives Analysis

- DRAFT -

Concept Service Plan by Alternative

1: Existing - December 2012																
Route	West Lake	Uptown	I-35W	Hiawatha	Minne-haha	Long-fellow	UST	Midway I-94	Dale	St. Paul	Trips by Pattern					
											AM	Mid	PM			
21A		Local Bus						Local Bus					5	3	4	
21D		Local Bus							Local Bus					0	3	0
21E		Local Bus						Local Bus					0	0	4	
53		Limited-Stop / Enhanced Bus						Limited-Stop / Enhanced Bus			Limited-Stop / Enhanced Bus		3	0	0	
Trips by Segment	AM Peak	0	8	8	8	8	8	0	8	5	8					
	Midday	0	6	6	6	6	6	3	3	3	3					
	PM Peak	0	8	8	8	8	4	0	4	4	4					

2: No Build - 2030															
Route	West Lake	Uptown	I-35W	Hiawatha	Minne-haha	Long-fellow	UST <sup>1</sup>	Midway I-94	Dale	St. Paul	Trips by Pattern				
											AM	Mid	PM		
21A		Local Bus						Local Bus					4	4	4
21E		Local Bus						Local Bus					4	4	4
53		Limited-Stop / Enhanced Bus						Limited-Stop / Enhanced Bus			Limited-Stop / Enhanced Bus		4	0	0
Trips by Segment	AM Peak	4	12	12	12	12	8	0	8	4	8				
	Midday	4	8	8	8	8	4	0	4	4	4				
	PM Peak	4	8	8	8	8	4	0	4	4	4				

3: Midtown Greenway - Single/Double-Track Streetcar															
Route	West Lake	Uptown	I-35W	Hiawatha	Minne-haha	Long-fellow	UST <sup>1</sup>	Midway I-94	Dale	St. Paul	Trips by Pattern				
											AM	Mid	PM		
21A		Local Bus						Local Bus					4	4	4
53		Limited-Stop / Enhanced Bus						Limited-Stop / Enhanced Bus			Limited-Stop / Enhanced Bus		4	0	0
SC		Streetcar						Streetcar					6	6	6
Trips by Segment	AM Peak	6	14	14	14	8	8	0	8	4	8				
	Midday	6	10	10	10	4	4	0	4	4	4				
	PM Peak	6	10	10	10	4	4	0	4	4	4				




4: Lake Street - Enhanced Bus															
Route	West Lake	Uptown	I-35W	Hiawatha	Minne-haha	Long-fellow	UST <sup>1</sup>	Midway I-94	Dale	St. Paul	Trips by Pattern				
											AM	Mid	PM		
21A		Local Bus						Local Bus					4	4	4
EB <sup>2</sup>		Limited-Stop / Enhanced Bus					Limited-Stop / Enhanced Bus		Limited-Stop / Enhanced Bus		Limited-Stop / Enhanced Bus		8	6	8
Trips by Segment	AM Peak	8	12	12	12	12	8	0	8	4	8				
	Midday	6	10	10	10	10	4	0	4	4	4				
	PM Peak	8	12	12	12	12	4	0	4	4	4				

5: Dual Alignment - Streetcar and Enhanced Bus															
Route	West Lake	Uptown	I-35W	Hiawatha	Minne-haha	Long-fellow	UST <sup>1</sup>	Midway I-94	Dale	St. Paul	Trips by Pattern				
											AM	Mid	PM		
21A		Local Bus						Local Bus					4	4	4
EB <sup>2</sup>		Limited-Stop / Enhanced Bus						Limited-Stop / Enhanced Bus			Limited-Stop / Enhanced Bus		6	6	6
SC		Streetcar						Streetcar					6	6	6
Trips by Segment	AM Peak	6	16	16	16	10	10	0	10	4	8				
	Midday	6	16	16	16	10	10	0	10	4	4				
	PM Peak	6	16	16	16	10	10	0	10	4	4				

NOTE: Trip counts are for eastbound service

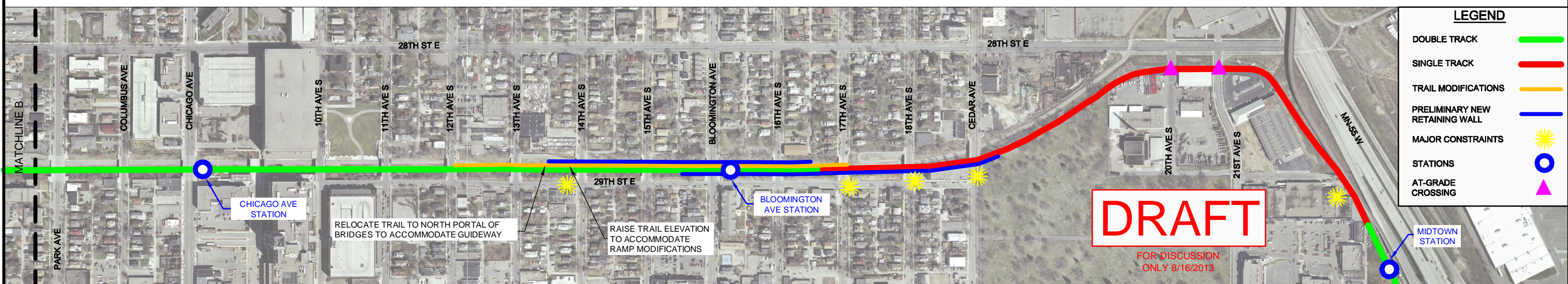
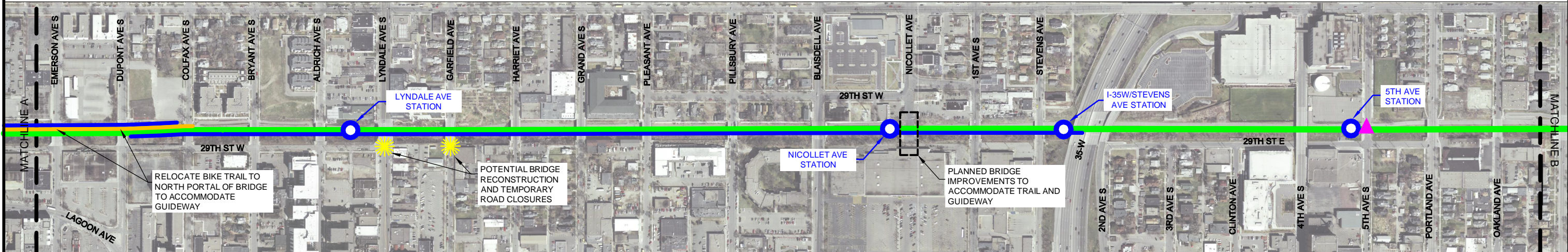
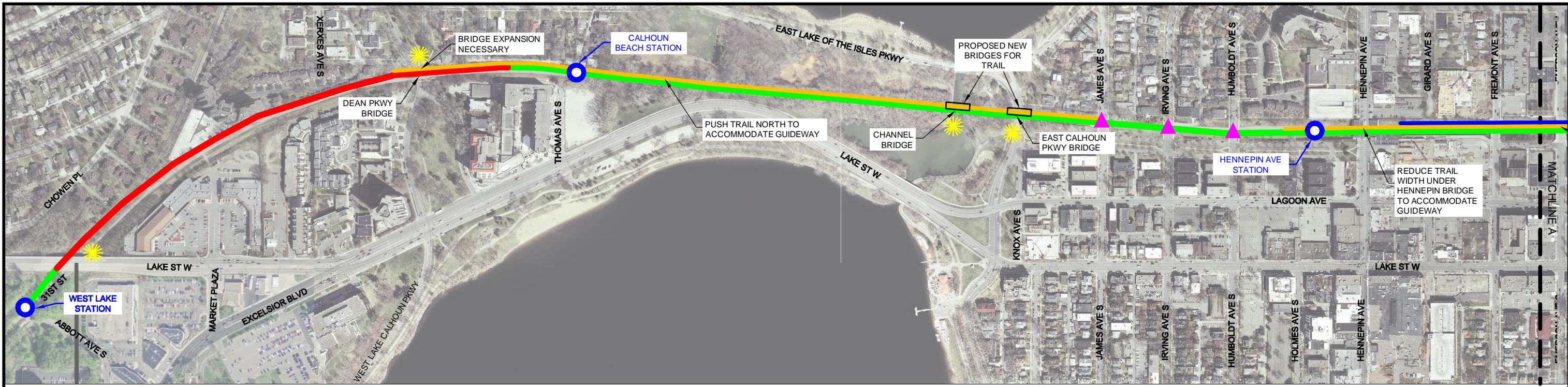
<sup>1</sup> St. Thomas will be served by Route 63 with a new connection to University via Cretin

<sup>2</sup> Select peak-period trips will be extended to St. Paul via I-94, replacing Route 53

	Local Bus
	Limited-Stop / Enhanced Bus
	Streetcar

- DRAFT -

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**LEGEND**

- DOUBLE TRACK █
- SINGLE TRACK █
- TRAIL MODIFICATIONS █
- PRELIMINARY NEW RETAINING WALL █
- MAJOR CONSTRAINTS ☀
- STATIONS ●
- AT-GRADE CROSSING ▲

**DRAFT**

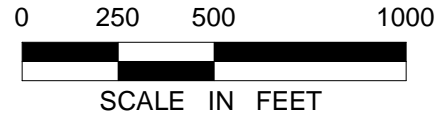
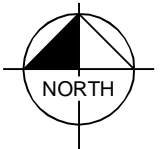
FOR DISCUSSION ONLY 8/16/2013

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				DRAWN BY: ###
				CHECKED BY: #####
				DATE: ###
				PROJECT NO. ###

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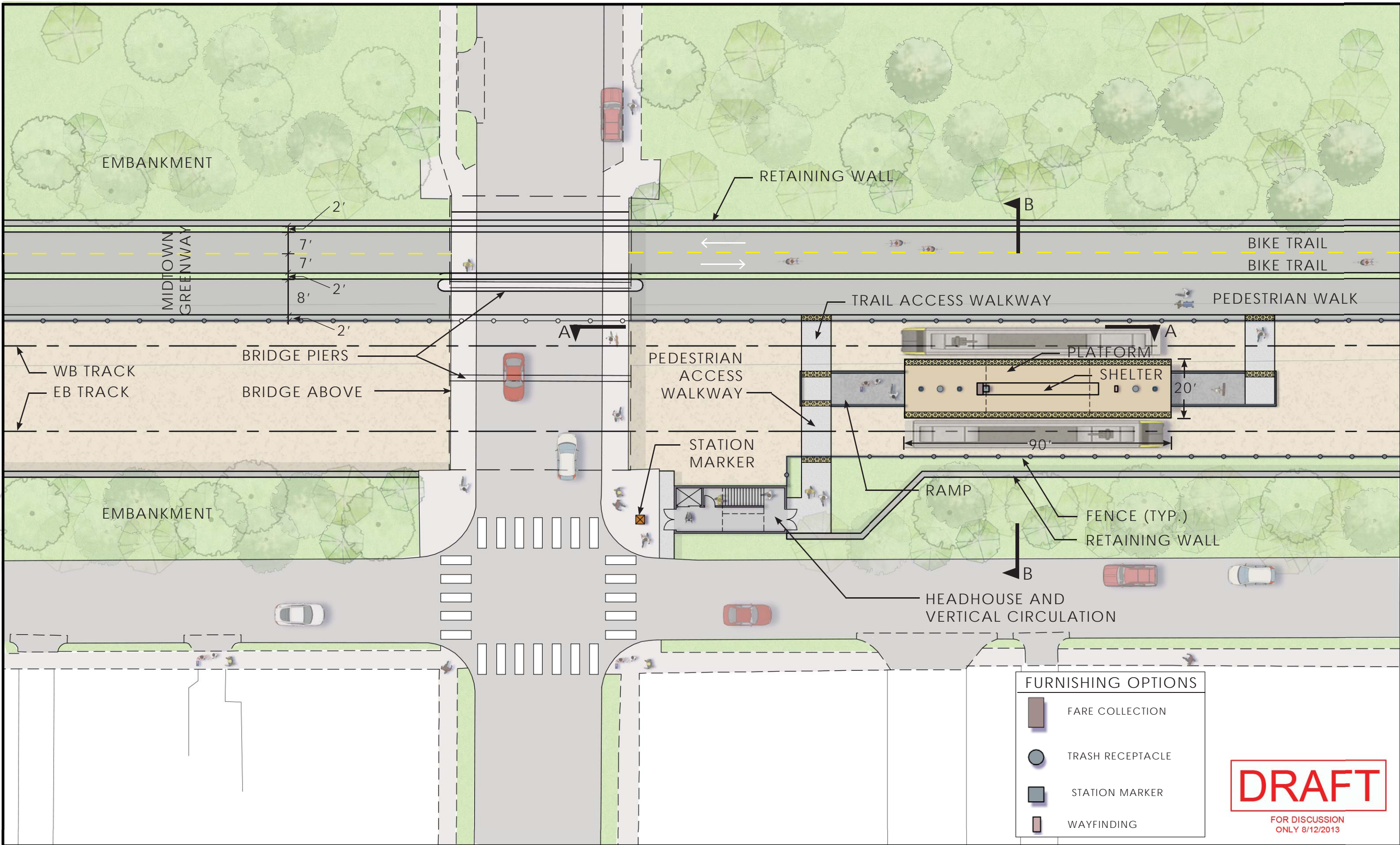


**MIDTOWN CORRIDOR  
ALTERNATIVES ANALYSIS**

GREENWAY TRACK  
CONFIGURATION

SHEET NO.  
1  
1

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	TRASH RECEPTACLE
	STATION MARKER
	WAYFINDING

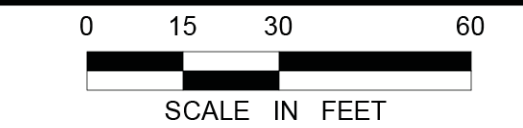
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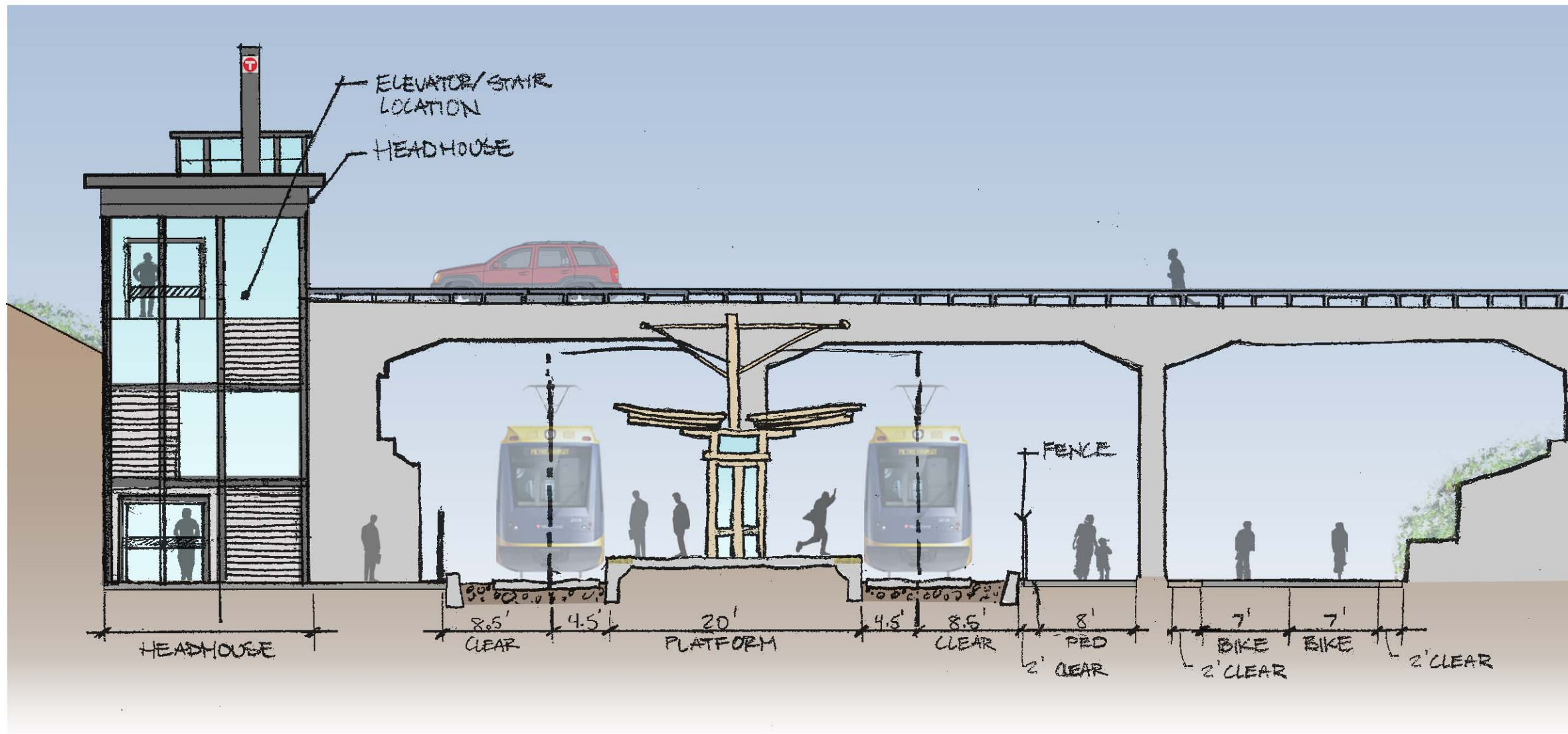
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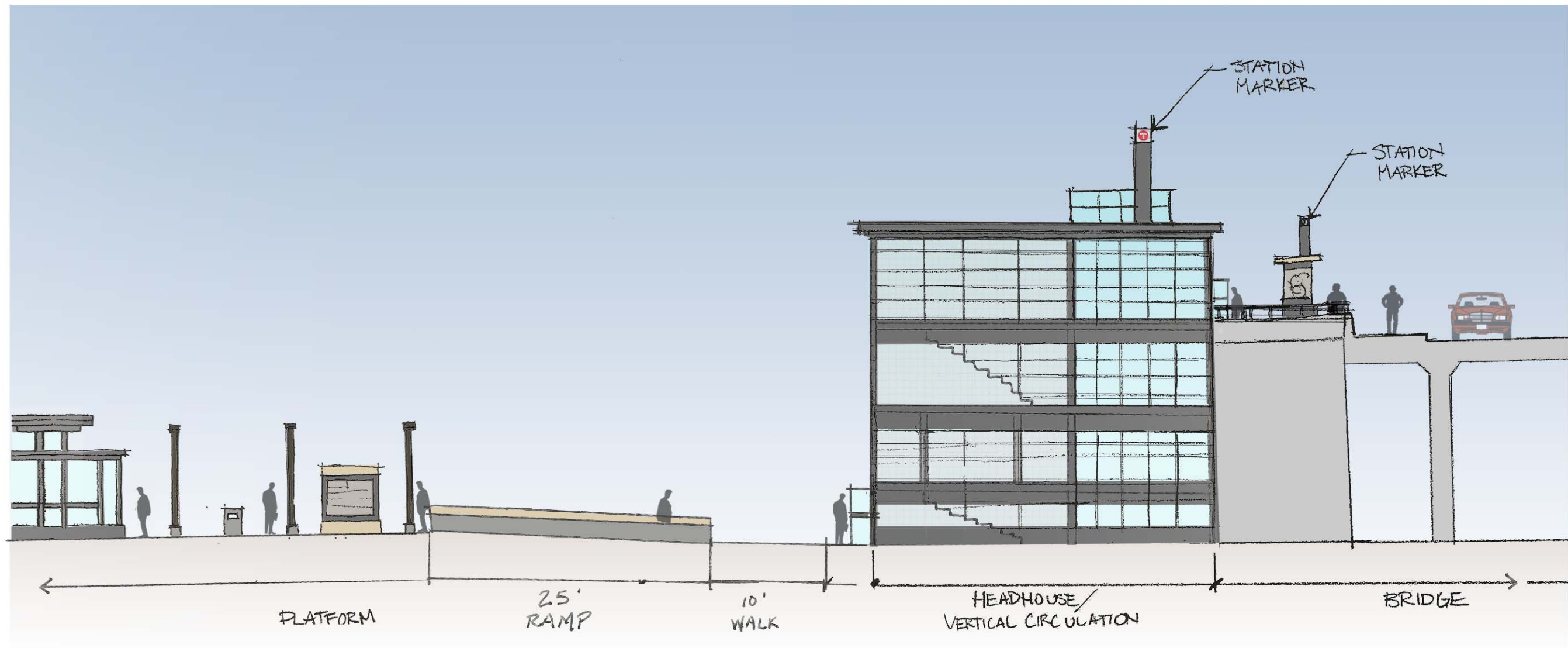
**MIDTOWN CORRIDOR  
ALTERNATIVES ANALYSIS**  
BLOOMINGTON AVE  
VERTICAL CIRCULATION

SHEET NO.  
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1



SECTION B-B (LOOKING WEST)

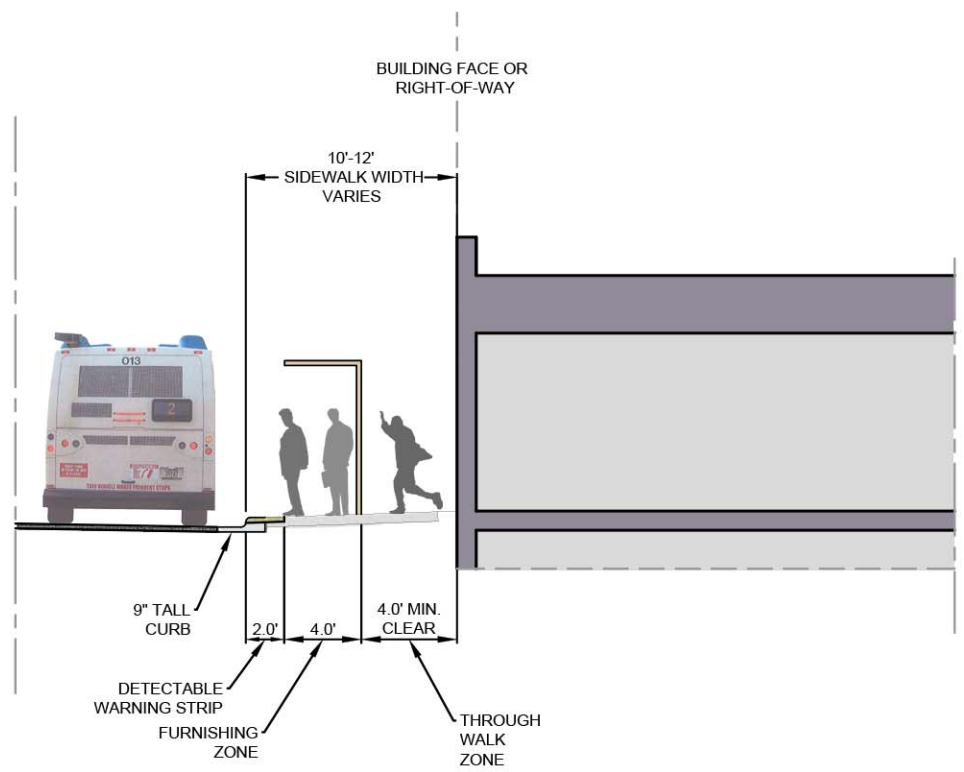
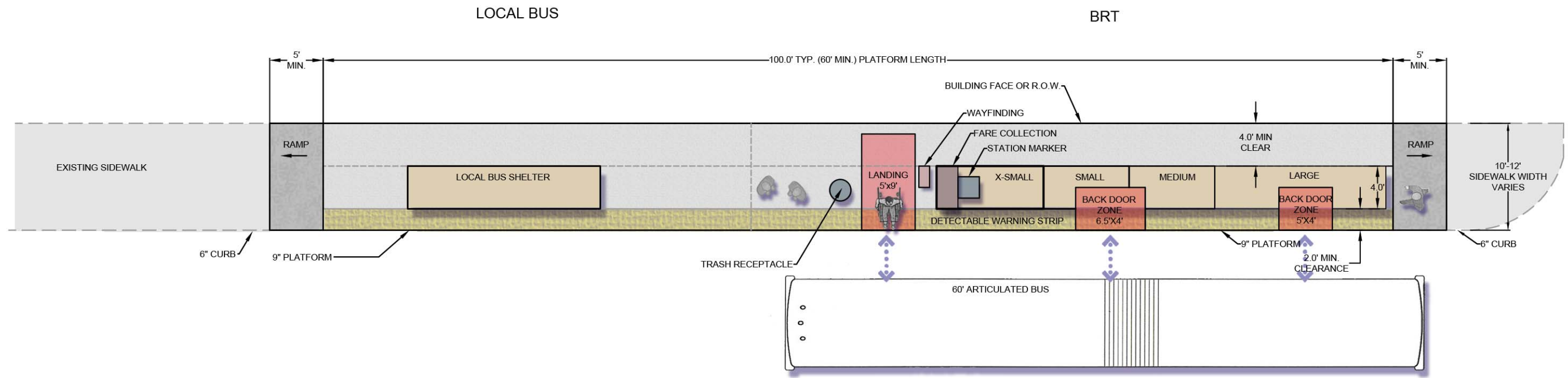









SECTION A-A (LOOKING SOUTH)



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FURNISHING OPTIONS:

-  BIKE RACK
-  FARE COLLECTION, 2' x 4'
-  TRASH RECEPTACLE, 2'Ø
-  STATION MARKER, 2' x 2'
-  WAYFINDING, 2' x 1'

FURNISHING OPTIONS - QUANTITIES

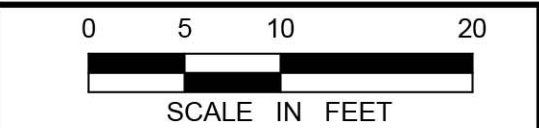
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FARE COLLECTION	1	1	1	1
TRASH RECEPTACLE	1	1	1	2
STATION MARKER	1	1	1	1
WAYFINDING	1	1	1	1

No.	Date	Revisions	App.

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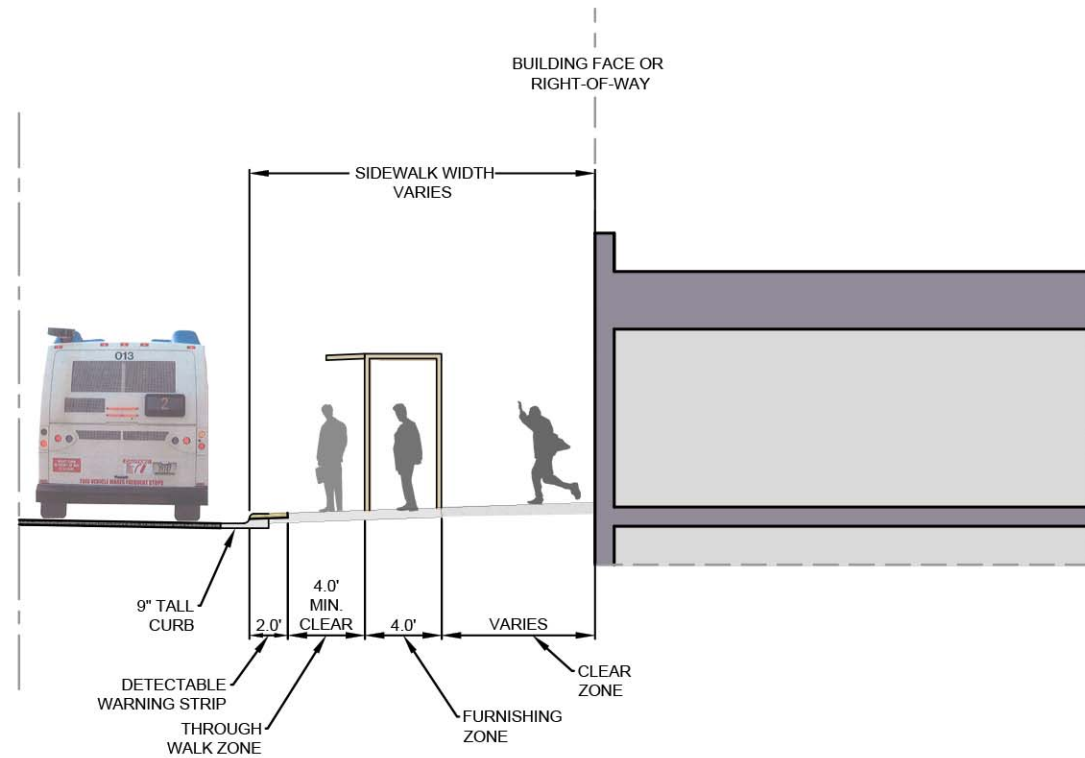
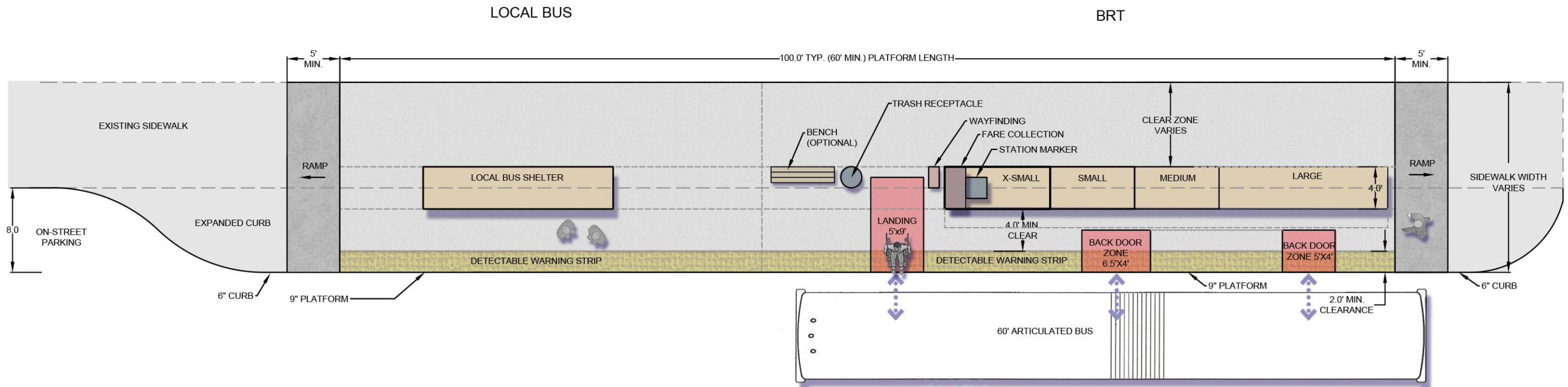


**MIDTOWN CORRIDOR ALTERNATIVES ANALYSIS**  
 CURBSIDE PLATFORM STATION LAYOUT







SHEET NO. 1 / 2

 midtowntransitway.org

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FURNISHING OPTIONS:

-  BENCH, 6' SEPARATE FROM SHELTER
-  BIKE RACK
-  FARE COLLECTION, 2' x 4'
-  TRASH RECEPTACLE, 2'Ø
-  STATION MARKER, 2' x 2'
-  WAYFINDING, 2' x 1'

FURNISHING OPTIONS - QUANTITIES

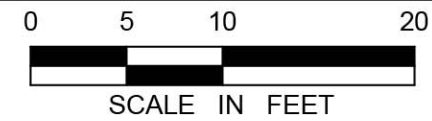
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BIKE RACK		1	1	1
FARE COLLECTION	1	1	1	1
TRASH RECEPTACLE	1	1	1	2
STATION MARKER	1	1	1	1
WAYFINDING	1	1	1	1

No.	Date	Revisions	App.

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**MIDTOWN CORRIDOR  
ALTERNATIVES ANALYSIS**  
BUMPOUT PLATFORM  
STATION LAYOUT

SHEET NO.  
2  
2