



Midtown Corridor Alternatives Analysis

Metro Transit, in partnership with Hennepin County and the City of Minneapolis, has initiated an alternatives analysis (AA) to identify possible transit improvements in the Midtown Corridor. The goal of a transitway in the Midtown Corridor is to improve mobility, increase ridership, and enhance transit connections through high-quality, frequent, and reliable transit service in this busy commercial corridor.

What is the purpose of the Midtown Corridor AA?

The purpose of the AA is to identify and analyze the benefits, costs, and impacts associated with various transit alternatives in the Midtown Corridor. This information will help us understand how a transitway can improve transit service and increase ridership while also encouraging local sustainable development within an established urban environment.

What modes and alignments will be studied in the Midtown Corridor AA?

Modes under consideration include streetcar, enhanced bus, dedicated busway and light rail transit (LRT). The two alignments being studied are Lake Street and the Midtown Greenway in South Minneapolis. A map of the study area is shown below.

Initial screening done in the spring of 2013 narrowed the universe of alternatives down to the top three options:

- Rail in the Midtown Greenway
- Enhanced bus on Lake Street
- A combination of both rail in the Midtown Greenway and enhanced bus on Lake Street, with an enhanced bus extension to Saint Paul

What is the study process to identify the LPA?

The study activities fall into four main stages:

1. Project initiation, during which a comprehensive problem statement is developed along with goals and objectives for potential solutions
2. Initial development and screening of the universe of alternatives
3. Refinement and detailed evaluation of the most promising alternatives
4. Final assessment of alternatives and development of recommendations

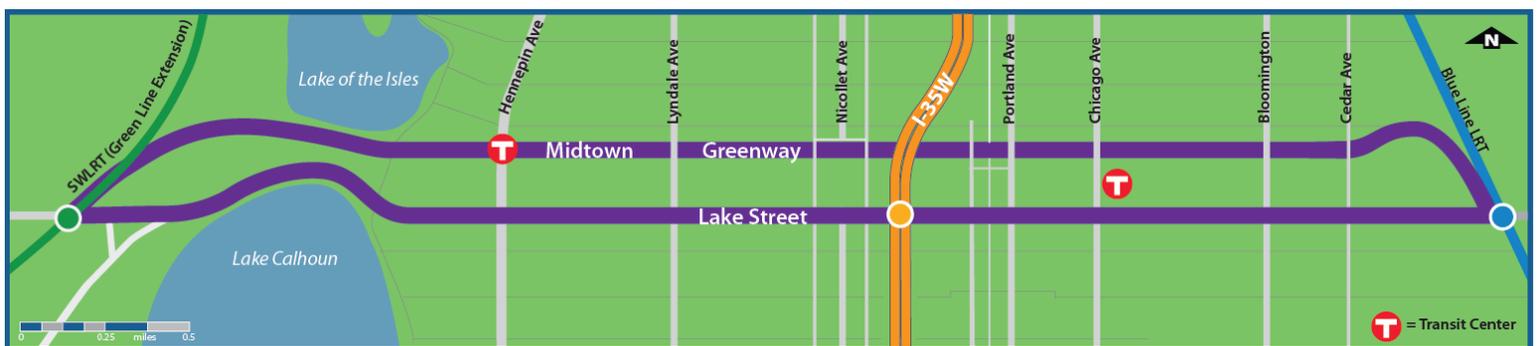
What is the expected outcome of the Midtown Corridor AA?

The AA will result in the selection of an alternative that best meets the transportation needs of the local community in terms of technical feasibility, costs, and benefits. This is often called the locally preferred alternative, or LPA. Our technical, community and policy advisory committees – as well as the public – have all reviewed and commented on the study results. Finally, policy advisory committee (PAC) will weigh both the technical results and community input in deciding which of the top three options (above) will be the recommended LPA. This recommendation will take place at the next PAC meeting on February 12, 2014.

Lake Street



Midtown Greenway



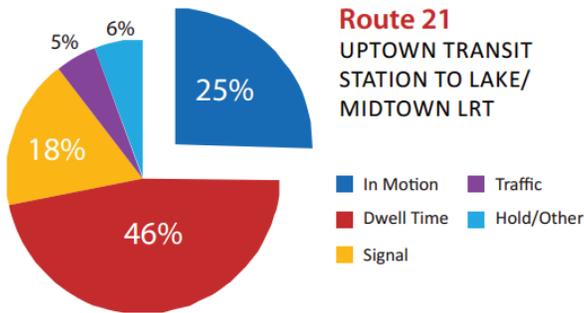


Study Results

A total of 21 evaluation criteria were analyzed in the study. Two of them, cost estimates and ridership projections, are shown below. The full set of results can be found at the Project Library page of our website, midtowntransitway.org.

NOTE: Cost estimates are shown as a range because the length of single-track segments and the use of turf track have not been finalized.

Delay Factors for Route 21 (2011)



Cost Estimates

Alternative	Capital	Operating (annual)
Enhanced Bus	\$50	\$7
Rail	\$185-220	\$8
Dual Alignment	\$230-265	\$15

(figures in millions)

Projected Travel Times

Mode	West Lake to Hiawatha
Local Bus	42
Enhanced Bus	30
Rail	13

Weekday Ridership Projections (2030)

Alternative	Corridor Total (incl. local bus)	Rail	Enhanced Bus	
			Study Area	Extended Corridor
Existing (2012)	14,600	-	-	-
Enhanced Bus	22,500	-	11,000	3,000
Rail	20,500	11,000	-	-
Combination	32,000	9,500	8,500	8,000

Rail station on the Midtown Greenway



Enhanced bus station on Lake Street



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