



Midtown Corridor Alternatives Analysis

Technical Advisory Committee Meeting
February 7, 2013



Today's Agenda

- Introductions
- Summary of Open Houses
- Purpose and Need Statement
- Wrap-Up

SUMMARY OF OPEN HOUSES



Promotion and Outreach

- 245 flyers were distributed to:
 - Neighborhood organizations
 - Other organizations and cultural specific groups
 - Residential developments along the Greenway
 - Business owners/property owners
 - Business associations
- Metro Transit issued a news release
- Information posted on the project website, Facebook and Twitter
- 100 posters were placed at key locations in the corridor



January 28th and 29th Open Houses

Attendance

- Colin Powell Center (Jan. 28): **56**
- Whittier Park (Jan. 29): **74**

Activities for Public Input

- Participant assessment
- Priority setting activity
- Comment sheet



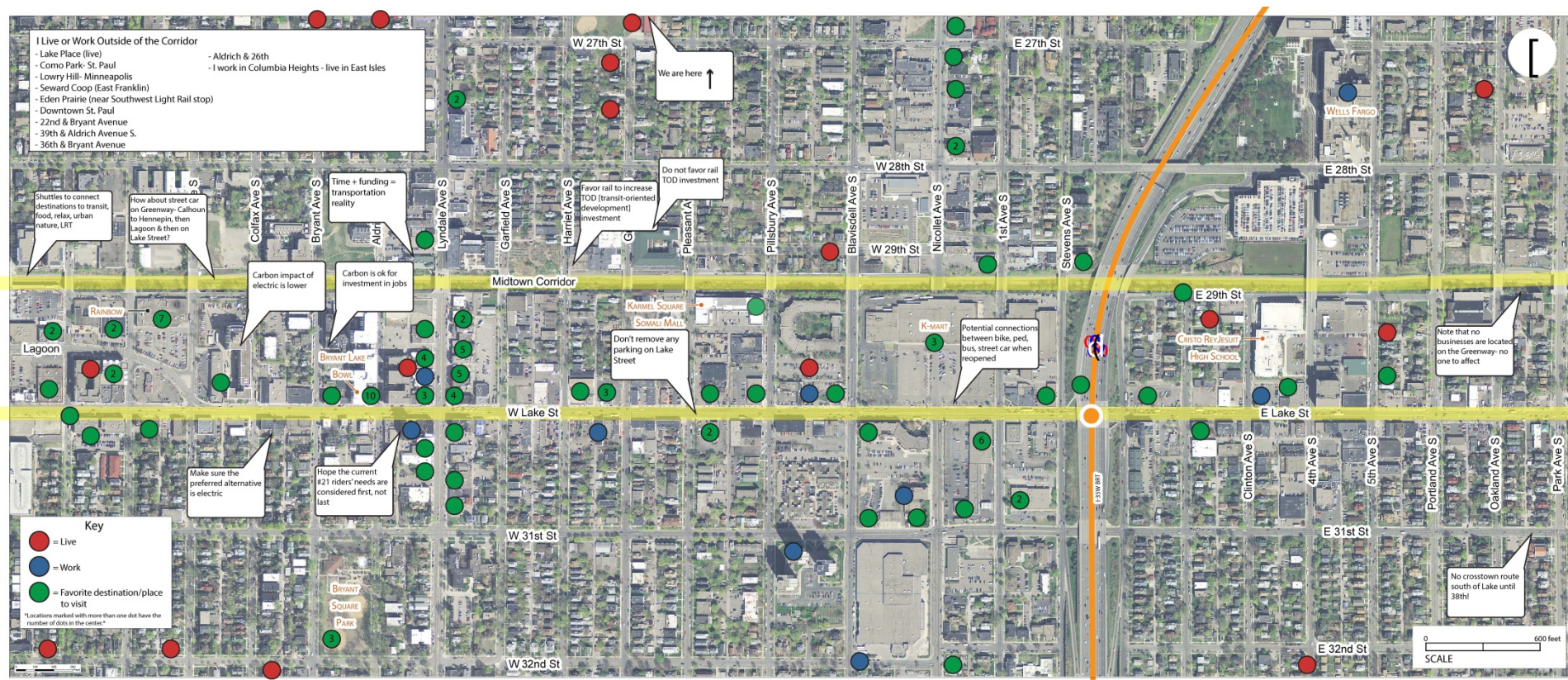


Participant Assessment Map



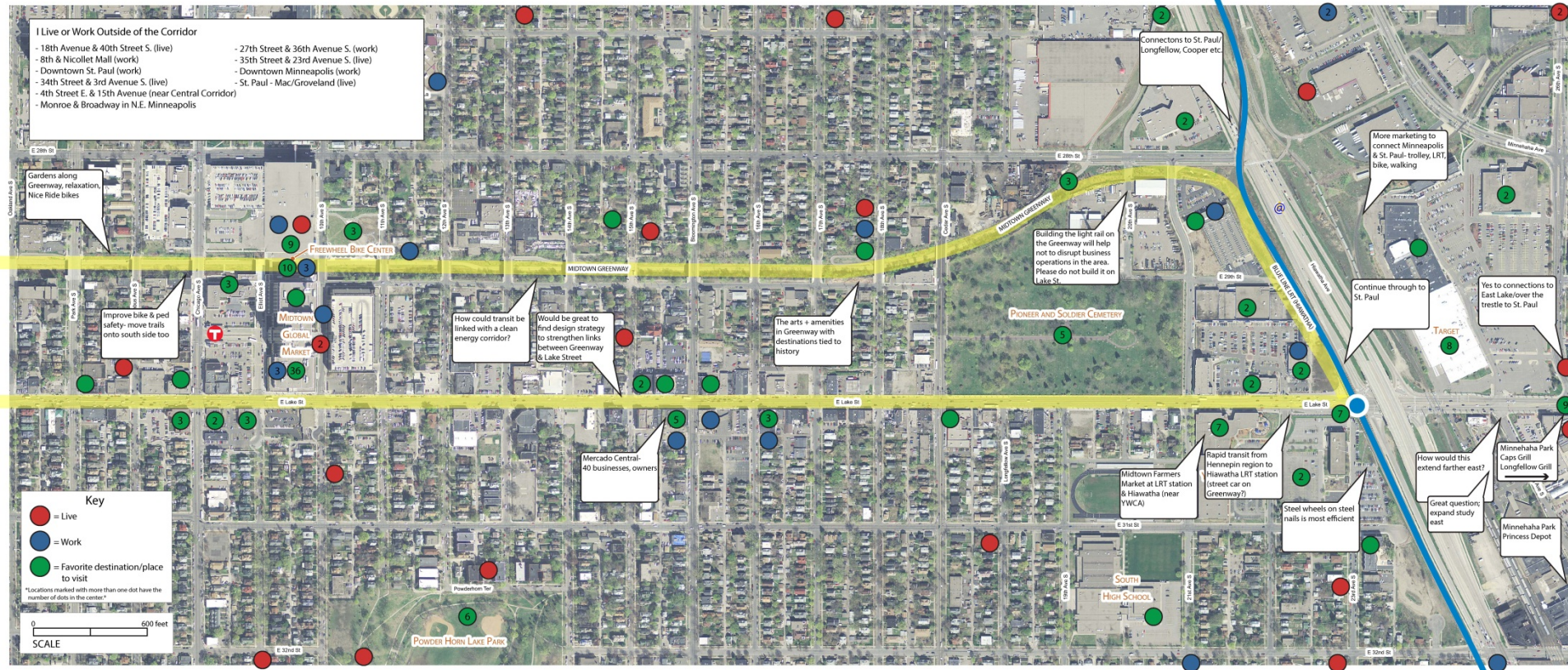


Participant Assessment Map





Participant Assessment Map



Priority Setting Activity

Topic	Colin Powell Center	Whittier Park
Faster transit travel times	29	22
Fast and easy connections to light rail	22	11
Better connections to pedestrian walkways and bicycle paths	12	17
More frequent transit service	12	12
More reliable transit service	9	13
Fast and easy transfers to connecting bus service	11	9
More bicycle amenities/parking at transit stops	7	13
Better connections to developments on the Greenway	11	7
Better passenger amenities at stops/stations	6	6



Public Comments Received

Comment cards

- What are the transportation needs in the corridor?
- How can transit use in the corridor be increased?
 - 29 received on Jan. 28
 - 39 received on Jan. 29

Email comments

- 5 received as of Feb. 5



Public Comment Themes

- Alignment on Lake St or Greenway
- Fast reliable transit between SWLRT and HLRT
- Less stops
- Transit service should go further east-to river, to St. Paul
- Affordable
- Good investment
- Environmentally sustainable
- Local service on Lake St maintained
- Efficient access to Lake St
- Better connections between Lake St and Greenway
- Minimize impact to Greenway
- Rail mode would spur development



PURPOSE AND NEED



Purpose Statement

The purpose of the Midtown Corridor Transitway Project is to provide transit service that **meets current and future travel needs, attracts new riders, and supports sustainable growth and development** in the corridor.

Needs

- Lack of fast and convenient transit service
- Provide improved access to job centers and key destinations
- Large number of people who rely on transit
- Enhance multimodal opportunities in the corridor
- Sustain growth and economic development

Goals

1. Increase transit use among corridor residents, employees and visitors
2. Improve regional mobility and local access to jobs and activities
3. Catalyze and support economic development along the corridor
4. Develop a cost-effective transitway that is well-positioned for implementation
5. Support a healthy, active communities and improve the overall environment

1. Increase transit use among corridor residents, employees, and visitors

- Provide fast, frequent, and reliable transit service
- Provide transitway stations with a level of passenger amenities commensurate with demand
- Provide service that is identifiable and easy for visitors and new users to understand
- Provide a transit investment that meets today's needs and has ability to expand for future growth

2. Improve regional mobility and local access to jobs and activities

- Enhance physical and visual connections with transitways and transit centers
- Provide fast and convenient transfers with transitways and the local bus network
- Locate transit stations to effectively serve transit customers while maintaining the desired speed of service
- Improve access to key destinations and activity centers

3. Catalyze and support economic development along the corridor

- Provide transit improvements to help realize development plans
- Expand areas of redevelopment along the length of the corridor, concentrated at key nodes
- Support both small businesses and regional employers
- Minimize construction impacts to businesses

4. Develop a cost-effective transitway that is well-positioned for implementation

- Develop a transitway operating plan that limits redundancy with existing service and minimizes new operating resource requirements
- Advance transitway alternatives that are financially feasible
- Provide a transitway with broad support from the community, businesses and policymakers

5. Support healthy, active communities and the environment

- Complement, rather than compete with, multimodal transportation choices such as walking and biking
- Maintain parkland, trails and green space in the corridor
- Promote air quality benefits and minimize noise and vibration impacts
- Mitigate impacts to cultural and historic resources
- Balance impacts to existing traffic operations, trails, sidewalks and curbside uses
- Provide a transit investment that considers the needs of residents who rely on transit

Potential Evaluation Measures

Goal	Evaluation Measures
1. Increase transit use	<ul style="list-style-type: none">• Travel time• Frequency• Total ridership
2. Improve regional mobility and local access	<ul style="list-style-type: none">• Ridership change on connecting routes and transitways
3. Catalyze and support economic development	<ul style="list-style-type: none">• Consistency with land use plans• Forecasted change in population and employment
4. Develop a cost-effective transitway that is well-positioned for implementation	<ul style="list-style-type: none">• Capital and operating costs• Cost per new rider• Passengers per in-service hour• Subsidy per passenger
5. Support healthy, active communities and the environment	<ul style="list-style-type: none">• Environmental impacts including: historic and cultural resources; parklands; noise and vibration• Transit-dependent population served• Right of way impacts• Traffic impacts• Multi-modal compatibility



Upcoming Activities

Create Universe of Alternatives

- BRT
- LRT
- Streetcar

Develop Criteria for Initial Screening

- Fit with regional guidelines
- Fit with other modes

Next Meetings

- PAC: February 22, 2013
- TAC: April 9, 2013
- Public Open Houses: late April-early May



Questions?
