

Midtown Corridor Alternatives Analysis

Community Advisory Committee Meeting February 19, 2013

Today's Agenda

- Project Background
- Summary of Open Houses
- Purpose and Need Statement
- Project Goals and Objectives
- Potential Evaluation Criteria



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Decision Making Process



What is an Alternatives Analysis (AA)?

 The purpose of an AA is to identify and analyze the benefits, costs, and impacts associated with various transit alternatives.

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• The AA will result in the selection of a locally preferred alternative (LPA) that best meets the identified purpose and need for the project.



Midtown Corridor AA Work Plan

Four Stages in AA Process:

- 1. Project Initiation
- 2. Development and Screening of Alternatives
- 3. Evaluation of Alternatives
- 4. Final Assessment



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What is the Study Area?

The Midtown Corridor runs about 4.4 miles between the Blue Line (Hiawatha) Lake Street/Midtown Station and the Green Line (SW) West Lake Station.





Lake Street

Midtown Greenway



Tetro Transit

Existing Conditions

Lake Street

- Busy arterial road with 2 travel lanes per direction and on-street parking
- 16k-22k average daily traffic volumes
- Bus routes and rides:

Route	Ridership
Rt 21 Weekday	13,850
Rt 53 Weekday	750
Rt 21 Saturday	11,250
Rt 21 Sunday	7,650

Midtown Greenway

• Former railroad corridor

- Currently being used as a bicycling and walking trail
- Up to 3,000 daily bicyclists
- Grade separated from street grid



What modes are being studied in the AA?

	Dedicated Guideway		Mixed-Traffic	
	Dedicated Busway	Light Rail (LRT)	Streetcar	Bus Rapid Transit (BRT)
Runningway	Vehicles operate in right-of-way exclusively for buses. Sometimes a mixed-traffic lane is used for short distances	Operates in right-of-way exclusively for LRT vehicles	Typically operates in mixed- traffic lanes, but can also be in right-of-way exclusively for streetcar vehicles	Arterial BRT vehicles operate in mixed-traffic
Station Spacing	In exclusive right-of-way corridors, stations are located every 1/2 to one mile	Station located every 1/2 to one mile	Station located every 1/4 to 1/3 mile	Stations can be located every 1/4 to 1/2 mile
Station Amenities	Distinct shelters with passenger amenities like real-time information, fare-collection, and security features	Distinct shelters with passenger amenities like real-time information, fare-collection, and security features	Stations can range from basic stops with minimal passenger amenities to LRT-like stations	Stations can range from basic stops with minimal passenger amenities to LRT like stations
Vehicle TypeDiesel or diesel-electric hybrid vehicles. Some vehicles testing battery electric-only operation.Electrically powered vehicles with overhead wires		Electrically powered vehicles with overhead wires. Some vehicles are testing on-board batteries for short distances	Diesel or diesel-electric hybrid vehicles. Some vehicles testing battery electric-only operation.	
Passenger Capacity	Between 60 and 105 passengers per vehicle.	200 passengers per vehicle. LRT vehicles are coupled together to increase passenger capacity.	Between 115 and 160 passengers per vehicle. Unlike LRT, vehicles operate as single units.	Between 60 and 105 passengers per vehicle.
Cost per mile	\$10-50 million per mile	\$80-125 per mile	\$30-60 million per mile	\$2-6 million per mile
Locations?	Boston, Cleveland, Los Angeles	Minneapolis, Dallas, San Diego	Portland, Seattle, Toronto	Kansas City, Oakland, Seattle

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Other Transit Studies Affecting Midtown

Project	Lead Agency	Relation to Midtown
Nicollet-Central Transit Alternatives	Minneapolis	Crosses Lake St and Greenway
I-35W Transit/Access	Hennepin County	BRT station at Lake St
Green Line (Southwest) LRT	Metropolitan Council	Greenway previously considered; West Lake Station
Arterial BRT	Metro Transit	Lake St ranked near top among corridors studied

- Metro Transit is involved with each study
- Where possible, will coordinate efforts to save time and reduce cost





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







Open House Summary

Attendance

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

Activities for public input

- Participant assessment
- Priority setting activity
- Comment sheet



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Priority Setting Activity

Торіс	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





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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

Why have a Purpose and Need?

- Helps us understand transportation problems as the basis for identifying and evaluating alternatives
- Key factor in determining the range of alternatives
 - Can dismiss alternatives that do not meet purpose and need
- Can evolve as the project advances



Key Elements of the Purpose and Need

 Purpose – Clear and succinct statement of the fundamental reasons the project is being proposed

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- Needs The current transportation problems in the corridor that the project is intended to address
- Goals/objectives Broader vision and desired outcomes for the project
- Evaluation criteria Help compare and contrast alternatives based on a set of identified criteria





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**.



Needs

- Lack of fast and convenient transit service
- Need for improved access to job centers and key destinations
- Need to serve a diverse population with a variety of transportation needs, particularly those who rely on transit.
- Need for improved multimodal opportunities in the corridor
- Need to support city and regional policies of growth and development in the corridor



Goals

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



- 1. Increase transit use among corridor residents, employees, and visitors
- Provide fast, frequent, and reliable transit service
- Provide transitway stations with a high level of passenger amenities
- 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
- Improve transit mode split among the transportation choices in the corridor



2. Improve mobility and 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
- Provide a transitway investment that considers the needs of residents who rely on transit



- 3. Catalyze and support housing and economic development along the corridor
- Provide transit improvements to help realize city and regional development plans
- Attract investment along the length of the corridor, concentrated at key nodes
- Support both small businesses and regional employers
- Minimize construction impacts to businesses, residents, and corridor users
- Support a mix of housing choices



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

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



5. Support healthy, active communities and the environment

- Complement 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
- Minimize impacts to cultural and historic resources
- Balance impacts to existing traffic operations, trails, sidewalks and curbside uses
- Provide a transit investment that builds upon the vibrancy and diversity of the corridor



Potential Evaluation Measures

Goal		Evaluation Measures	
1.	Increase transit use among corridor residents, employees, and visitors	Total ridership	
2.	Improve mobility and access to jobs and activities	 Ridership change on connecting transit Travel time Frequency Number of transit-reliant riders 	
3.	Catalyze and support housing and economic development along the corridor	 Consistency with land use plans Forecasted change in population and employment Access to affordable housing 	
4.	Develop a cost-effective transitway that is well-positioned for implementation	 Capital and operating costs Cost per trip Passengers per in-service hour Subsidy per passenger 	
5.	Support healthy, active communities and the environment	 Environmental impacts including: historic and cultural resources; parklands; noise and vibration; air quality Right of way impacts Traffic impacts Multi-modal compatibility 	



Upcoming Activities

Create universe of alternatives

- BRT
- Dedicated busway
- LRT
- Streetcar

Develop criteria for initial screening

- Fit with regional guidelines
- Fit with other modes





Next Meetings

- CAC: April 23, 2013
- Public open houses: late April-early May





Questions?