

# Midtown Corridor Alternatives Analysis

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Policy Advisory Committee Meeting  
February 22, 2013



# Today's Agenda

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

# SUMMARY OF OPEN HOUSES

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# 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







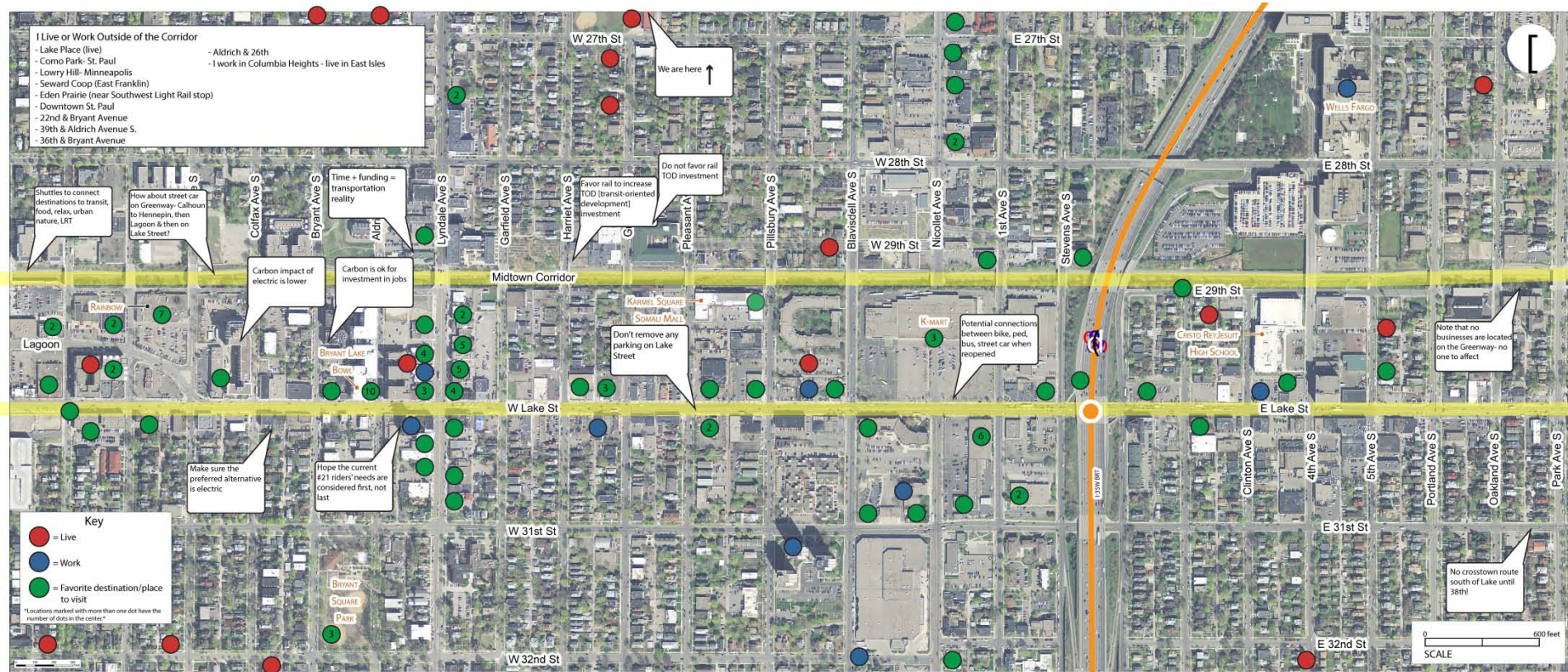
# Participant Assessment Map







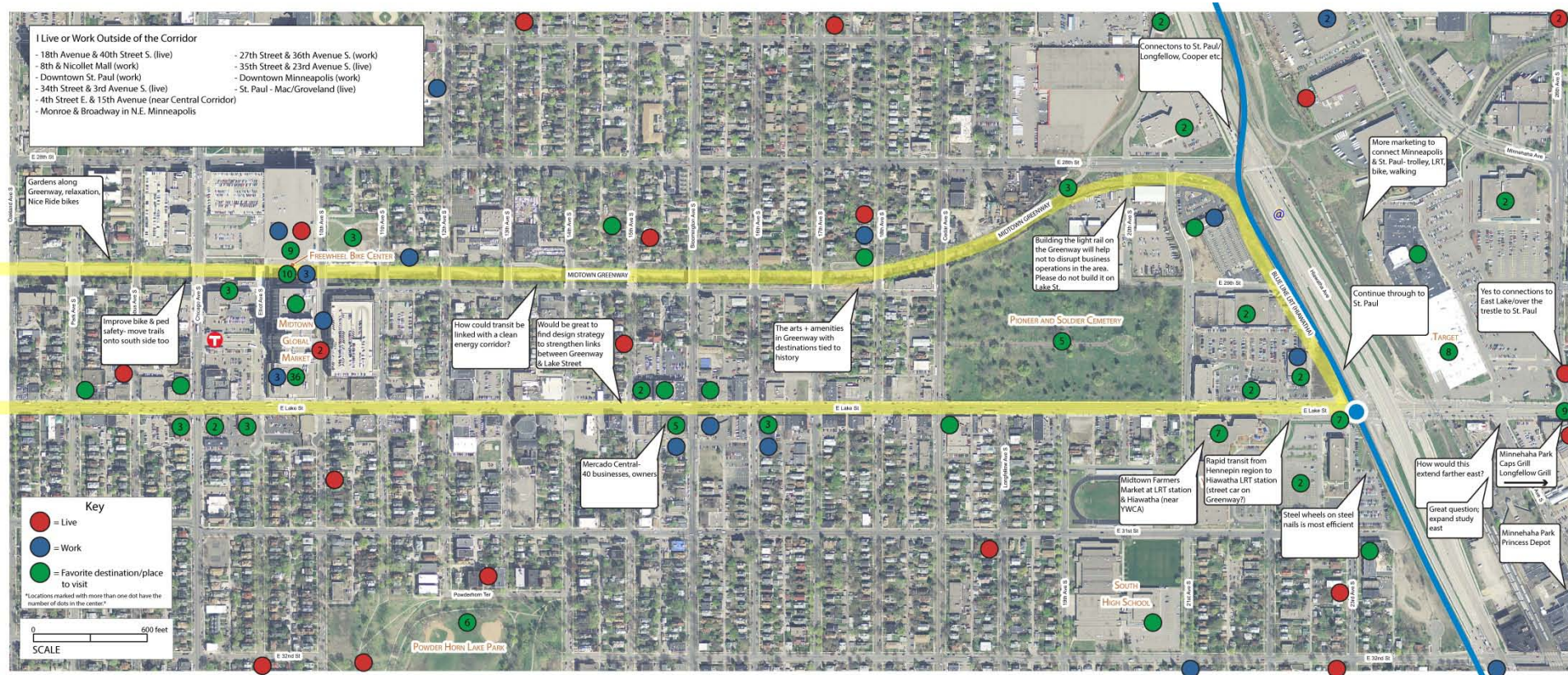
# Participant Assessment Map







# 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

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# 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
- **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 well-positioned 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 well-positioned for implementation

- Develop a transitway operating plan is well-coordinated 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	<ul style="list-style-type: none"><li>• Total ridership</li></ul>
2. Improve mobility and access to jobs and activities	<ul style="list-style-type: none"><li>• Ridership change on connecting transit</li><li>• Travel time</li><li>• Frequency</li><li>• Number of transit-reliant riders</li></ul>
3. Catalyze and support housing and economic development along the corridor	<ul style="list-style-type: none"><li>• Consistency with land use plans</li><li>• Forecasted change in population and employment</li><li>• Access to affordable housing</li></ul>
4. Develop a cost-effective transitway that is well-positioned for implementation	<ul style="list-style-type: none"><li>• Capital and operating costs</li><li>• Cost per trip</li><li>• Passengers per in-service hour</li><li>• Subsidy per passenger</li></ul>
5. Support healthy, active communities and the environment	<ul style="list-style-type: none"><li>• Environmental impacts including: historic and cultural resources; parklands; noise and vibration; air quality</li><li>• Right of way impacts</li><li>• Traffic impacts</li><li>• Multi-modal compatibility</li></ul>

# 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

- PAC: May 8, 2013
- Public open houses: late April-early May



# Questions?

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