



**MIDTOWN CORRIDOR ALTERNATIVES ANALYSIS**

# **Universe of Alternatives and Initial Screening Results**

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**Policy Advisory Committee Meeting**

**May 8, 2013**



# Today's Agenda

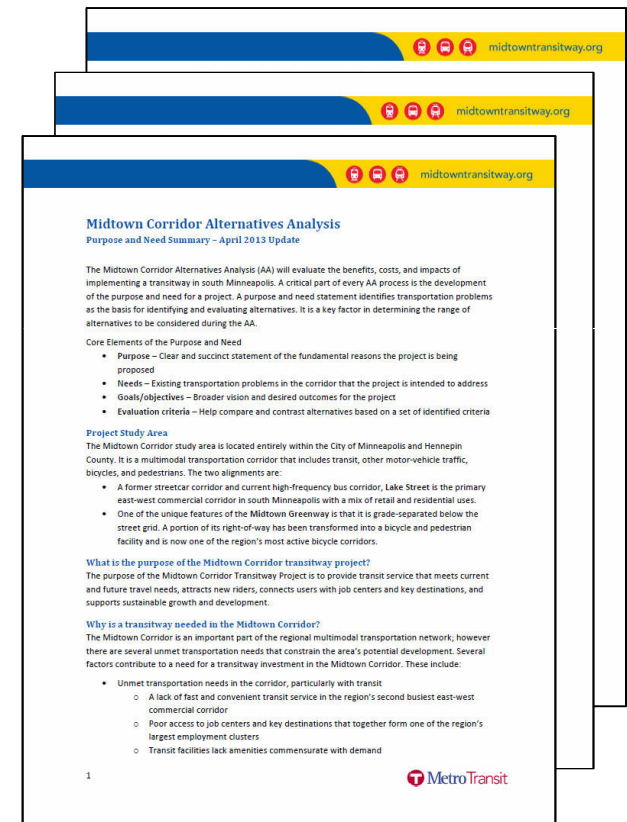
- Purpose and need
- Study process
- Initial screening criteria
- Universe of alternatives
- Initial screening results and recommendations
- Study next steps



# Purpose and Need Summary

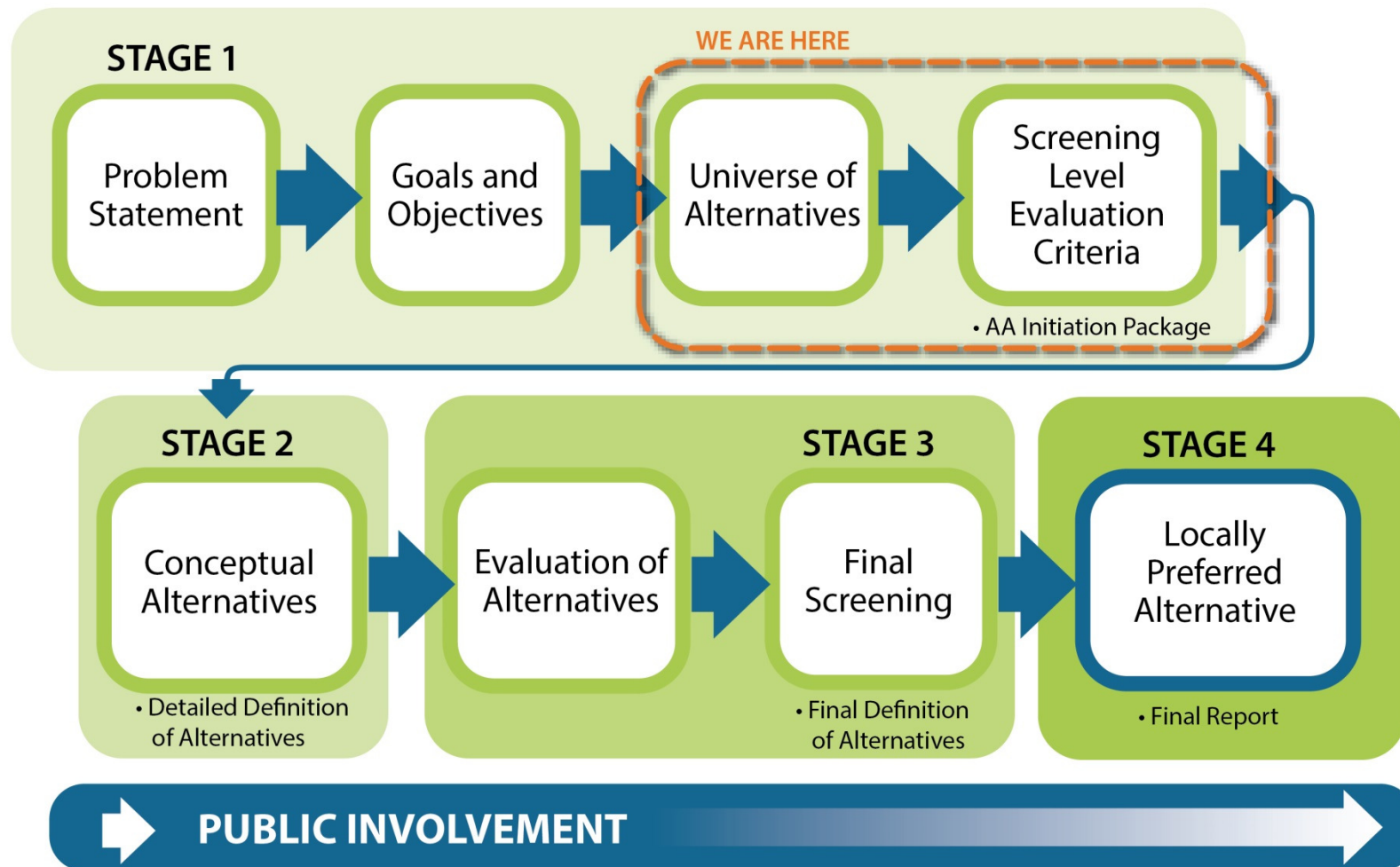
## Revisions and updates

- Added project introduction
- Reorganized 'needs' for greater clarity
- Equity and access
  - To jobs and affordable housing
  - For limited-mobility riders
- Some corridor-specific details
  - Most detail found in full *Purpose and Need Statement*





# Study Process





# Study Area





# Alignment Options





# Mode Options





# Universe of Alternatives

## Lake Street

1. Arterial BRT
2. Streetcar
3. LRT
4. Dedicated Busway

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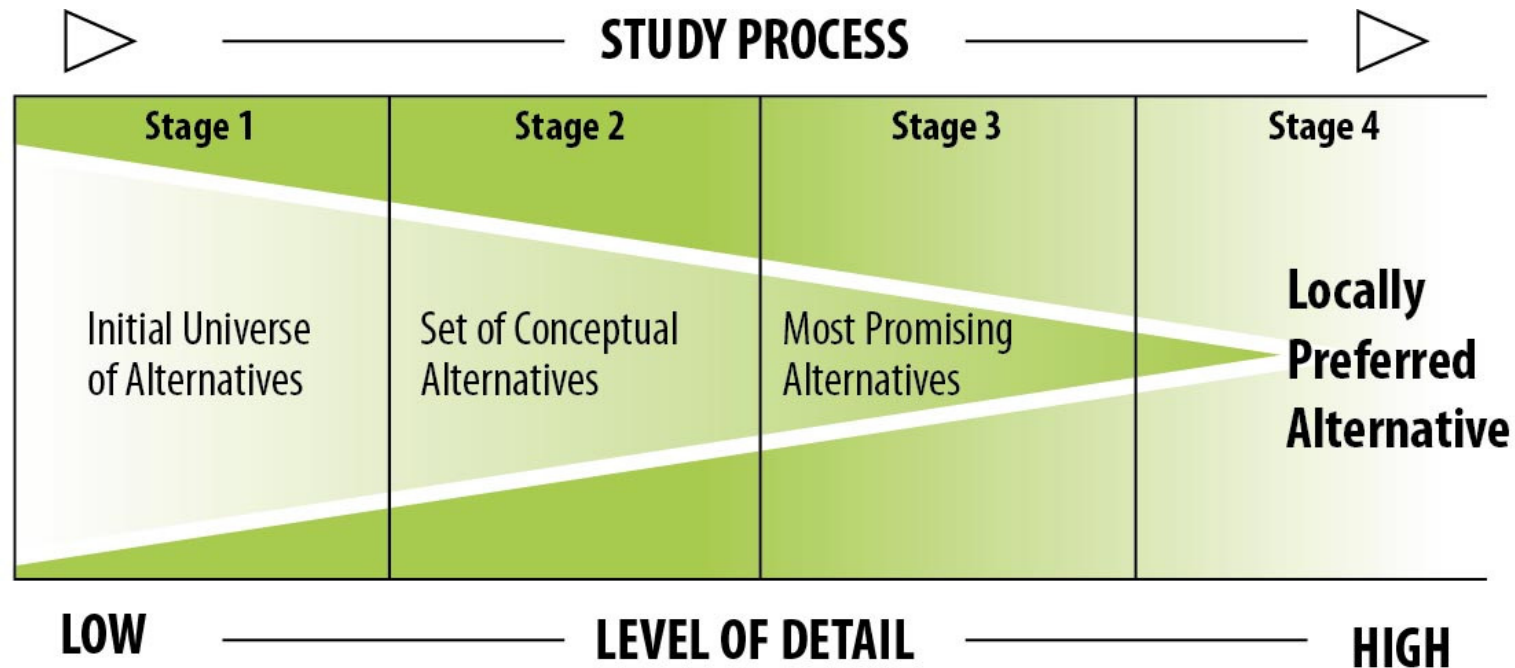
## Midtown Greenway

5. Double/Single-Track Streetcar
6. Full Double-Track LRT/Streetcar
7. Dedicated Busway
8. Personal Rapid Transit
9. Commuter Rail
10. Streetcar Lake Street/Greenway Loop



## Purpose of Initial Screening

- To evaluate the full range of alternatives against project development criteria.
- Only alternatives that meet the overall project purpose and need will be advanced to the next level of analysis



# Initial Screening Criteria

| Criteria   | Requirements  |
|--|---|
| 1. Consistency with regional and local plans                           | <ul style="list-style-type: none"><li>Mode characteristics are consistent with Metropolitan Council recommendations stated in the <i>Transportation Policy Plan</i> and in the <i>Regional Transitway Guidelines</i></li><li>Mode characteristics are consistent with local and other plans and policies</li></ul>  |
| 2. Level of access provided to jobs and residents                      | <ul style="list-style-type: none"><li>Mode station spacing guidelines provide sufficient numbers of stations within the study area to adequately serve major destination and activity centers</li></ul>   |
| 3. Ability to provide desired transit capacity and speed increases     | <ul style="list-style-type: none"><li>Mode design characteristics allow for transit speed increases</li><li>Mode is appropriate scale current ridership levels but also provides room for growth</li></ul>  |
| 4. Compatibility with existing transportation modes and infrastructure | <ul style="list-style-type: none"><li>Mode integrates well with existing transportation infrastructure and systems.</li></ul>   |
| 5. Potential ROW impacts   | <ul style="list-style-type: none"><li>Mode requires minimal right-of-way</li></ul>  |
| 6. Community and stakeholder sentiment                                 | <ul style="list-style-type: none"><li>Mode is compatible with the following five sentiments consistently expressed by the public and the project advisory and stakeholder committees:</li><li>Does not require reconstruction of Lake Street</li><li>Does not remove a travel lane or greatly impact parking on Lake Street</li><li>Minimizes impacts to Greenway historic and cultural resources</li><li>Minimizes impacts to Greenway bicycle and pedestrian facilities</li><li>Mode is felt to have potential to spur economic development</li></ul> |



# Initial Screening Summary Table

| Screening Criteria |   | Lake Street          |           |      |                  | Midtown Greenway      |                   |                  | Both           |
|--------------------|---|----------------------|-----------|------|------------------|-----------------------|-------------------|------------------|----------------|
|                    |   | Arterial BRT         | Streetcar | LRT  | Dedicated Busway | Double / Single-Track | Full Double-Track | Dedicated Busway | Streetcar Loop |
| 1                  | Consistency with regional and local plans                           | Very Good            | Fair      | Good | Good             | Very Good             | Good              | Good             | Good           |
| 2                  | Level of access provided to jobs and residents                      | Fair                 | Good      | Fair | Fair             | Fair                  | Fair              | Fair             | Poor           |
| 3                  | Ability to provide desired transit capacity and speed increases     | Fair                 | Fair      | Good | Good             | Good                  | Very Good         | Good             | Fair           |
| 4                  | Compatibility with existing transportation modes and infrastructure | Very Good            | Good      | Poor | Poor             | Good                  | Poor              | Good             | Fair           |
| 5                  | Potential right of way impacts                                      | Very Good            | Fair      | Poor | Poor             | Good                  | Good              | Good             | Poor           |
| 6                  | Community and stakeholder sentiment                                 | Good                 | Fair      | Poor | Poor             | Very Good             | Poor              | Poor             | Fair           |
| Overall rating     |   | Good                 | Fair      | Poor | Poor             | Good                  | Fair              | Fair             | Poor           |
|                    |   | Alternative Advanced |           |      |                  | Alternative Advanced  |                   |                  |                |

# Screening Conclusions

## Recommended for Further Study

- Arterial BRT on Lake Street
- Single/double-track streetcar in Midtown Greenway
- Potential alignment combinations

## Not Recommended for Further Study

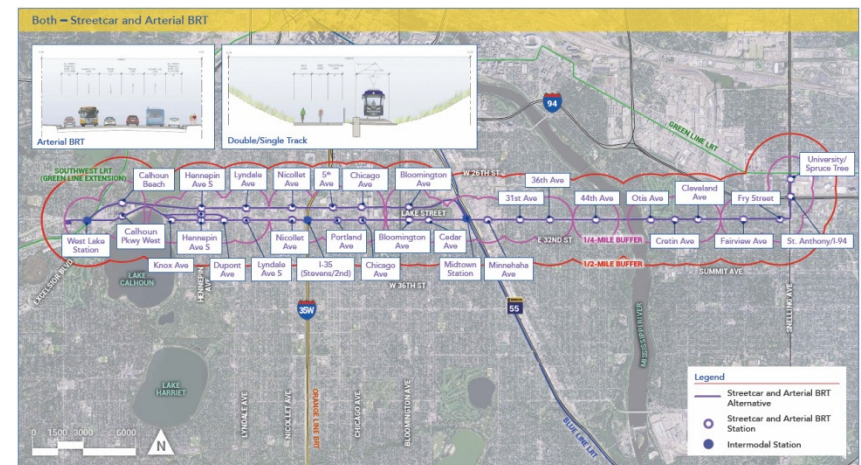
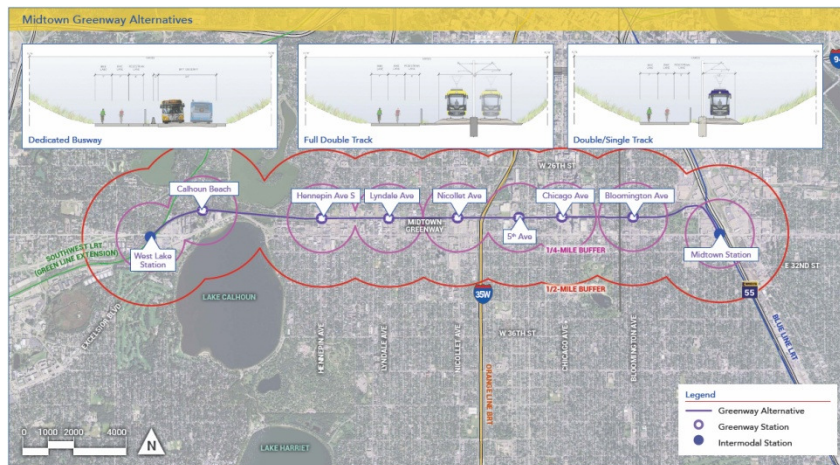
- Streetcar on Lake Street
- LRT on Lake Street
- Dedicated busway on Lake Street
- Full double-track in Midtown Greenway
- Dedicated busway in Midtown Greenway
- Streetcar loop in Midtown Greenway and Lake Street
- Commuter rail in Midtown Greenway
- PRT in Midtown Greenway



# Combination of Alternatives

## Streetcar on Greenway and BRT on Lake Street

- Explore a combination of both within the study area
  - Potential to extend BRT east of Hiawatha Ave
- Allows for possible phased implementation
- Evaluate market demand for both alignments





# Combination of Alternatives

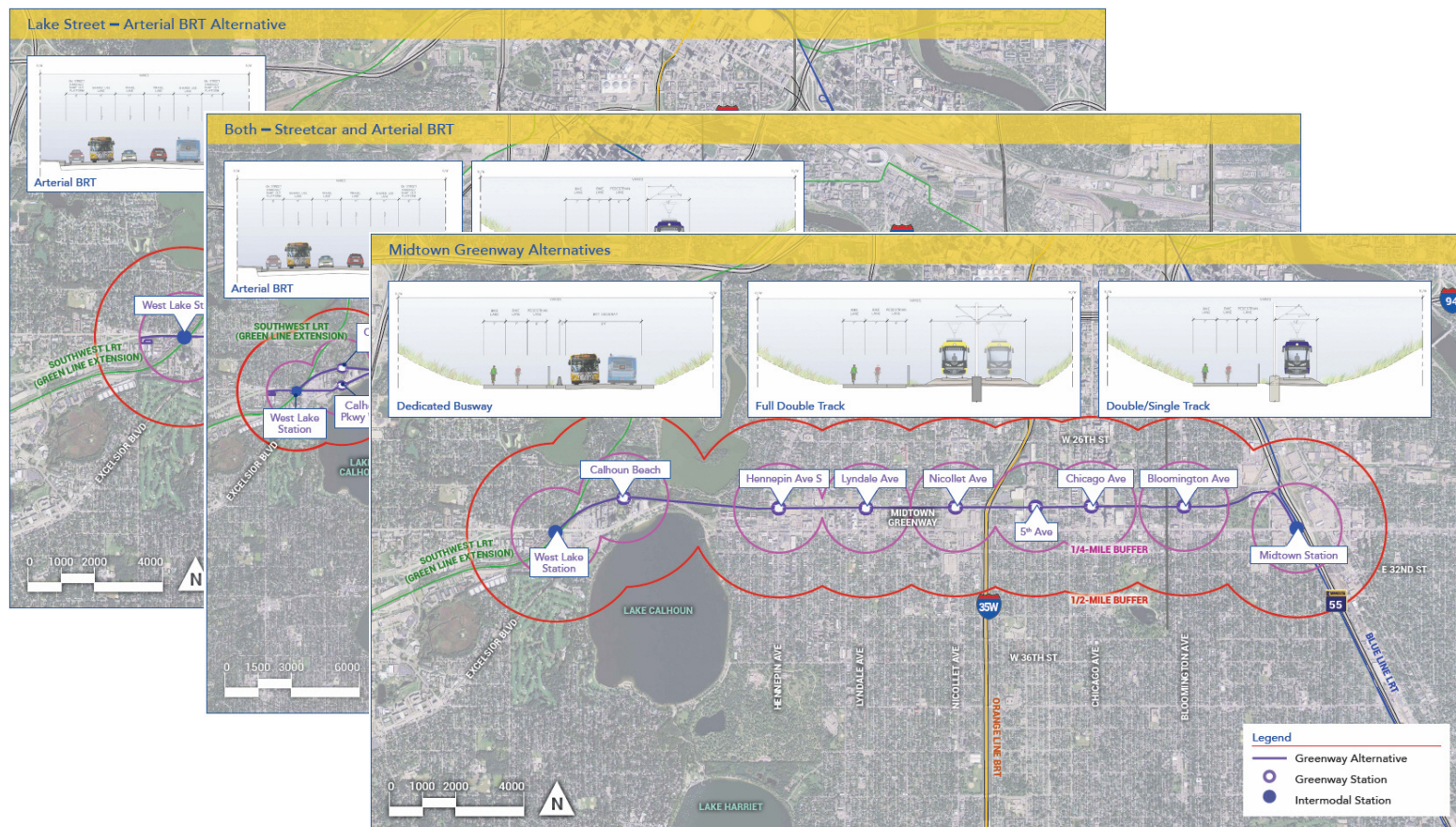
## Benefits to a BRT extension in combined alternative

- Responding to public interest in transit improvements along entire length Lake Street
- BRT operates efficiently in longer corridors
- Enables a greater replacement of existing local service
- Full Lake Street BRT build-out scored well in ATCS
- Additional transitway connections
  - LRT on University Ave
  - Arterial BRT on Snelling Ave



# Alignment Overview

Discuss recommended alignments





## Upcoming Public Meetings

- Present initial screening results to the public
- Two meetings in the study area:
  - May 21, 6-8 p.m. at the Colin Power Center
  - May 23, 6-8 p.m. at the Whittier Clinic
- Metro Transit will be sending out meeting notifications
- Please publicize the meetings to your networks



## Next Steps

### Detailed definition of alternatives

- Concept design
- Service plans
- Specific routing and station locations
- Travel time and frequency
- Operating cost

Topic of July 12 PAC meeting



# THANK YOU

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