



MIDTOWN CORRIDOR ALTERNATIVES ANALYSIS

Definition of Alternatives

Policy Advisory Committee Meeting
September 16, 2013



Today's Agenda

- Public Outreach
- Evaluation Measures
- Definition of Alternatives
- Service Plans and Travel Times
- Schedule



PUBLIC OUTREACH

May Open Houses

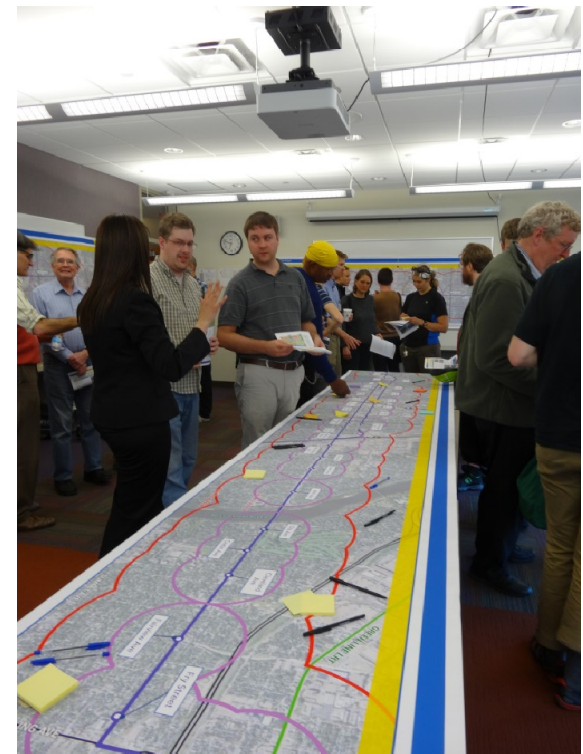
Open House Summary

Attendance

- Colin Powell Center (May 21): **50**
- Whittier Clinic (May 23): **53**

Public Input On Alternatives:

- Enhanced bus on Lake St
- Single/double track on Greenway
- Dual alternative





Open House Summary - Promotion

- Metro Transit news release
- Information posted on the project website, Facebook and Twitter
- Minneapolis Neighborhood Outreach Staff's network: Latino, Somali, American Indian
- Neighborhood events
- Flyers distributed:
 - Neighborhood organizations
 - Cultural specific groups
 - Residential developments the
 - Business owners/property owners
 - Business associations



Community Feedback

Enhanced Bus	Streetcar	Combined Option
Advantages		Disadvantages
Cost effective		Not a long-term solution
Practical		Needs to extend to St. Paul
More accessible to a diverse population		Will not stimulate economic development
Keeps people on Lake Street		Creates more traffic on Lake St
Maintains visibility of businesses to riders		Travel time will be too slow
Low construction impacts to Lake St		
No impacts to Midtown Greenway		



Community Feedback

Enhanced Bus	Streetcar	Combined Option
Advantages		Disadvantages
Faster travel time		More appealing to tourists, LRT users
Enhance the Greenway		Impact to pedestrian and bike trail
Attract more riders		Harder for people with disabilities to use
Stimulate development on the Greenway		Take away the beauty of the Greenway
No interference with traffic		Expensive: grade crossings, vertical access
Long-term solution		Potential for accidents with bikes and peds
Increase safety on the Greenway		Inconvenient to access Lake Street
Help remove congestion on Lake St		Noise at grade crossings

Dedicated right of way



Community Feedback

Enhanced Bus	Streetcar	Combined Option
Advantages	Disadvantages	
Faster travel time to St. Paul	Not cost effective	
Great regional connection	Route to St. Paul is too long; not practical	
Long-term solution	Redundant services	
Most beneficial	Confusing to transit riders	
	Services competing for same riders	



Summer Outreach Activities

- Distributed project information on buses (May 21)
- Presentation to Horn Tower residents (June 11)
- Table display at Sensible Land Use Coalition Annual Showcase at Mosaic in Uptown (July 31)
- Project information at Metro Transit table at Uptown Art Fair (Aug 2-4)
- Information distributed on National Night Out (Aug 6):
 - Phillip's West Block Party
 - Horn Towers
 - 14 additional block parties in Whittier, Lyndale, Central, Powderhorn, and Corcoran Neighborhoods



Upcoming Outreach Activities

- Meetings with CAC members
- Outreach to riders
- Final open houses:
 - November 18th St. Mary's Greek Orthodox Church
 - November 21st Colin Powell Center



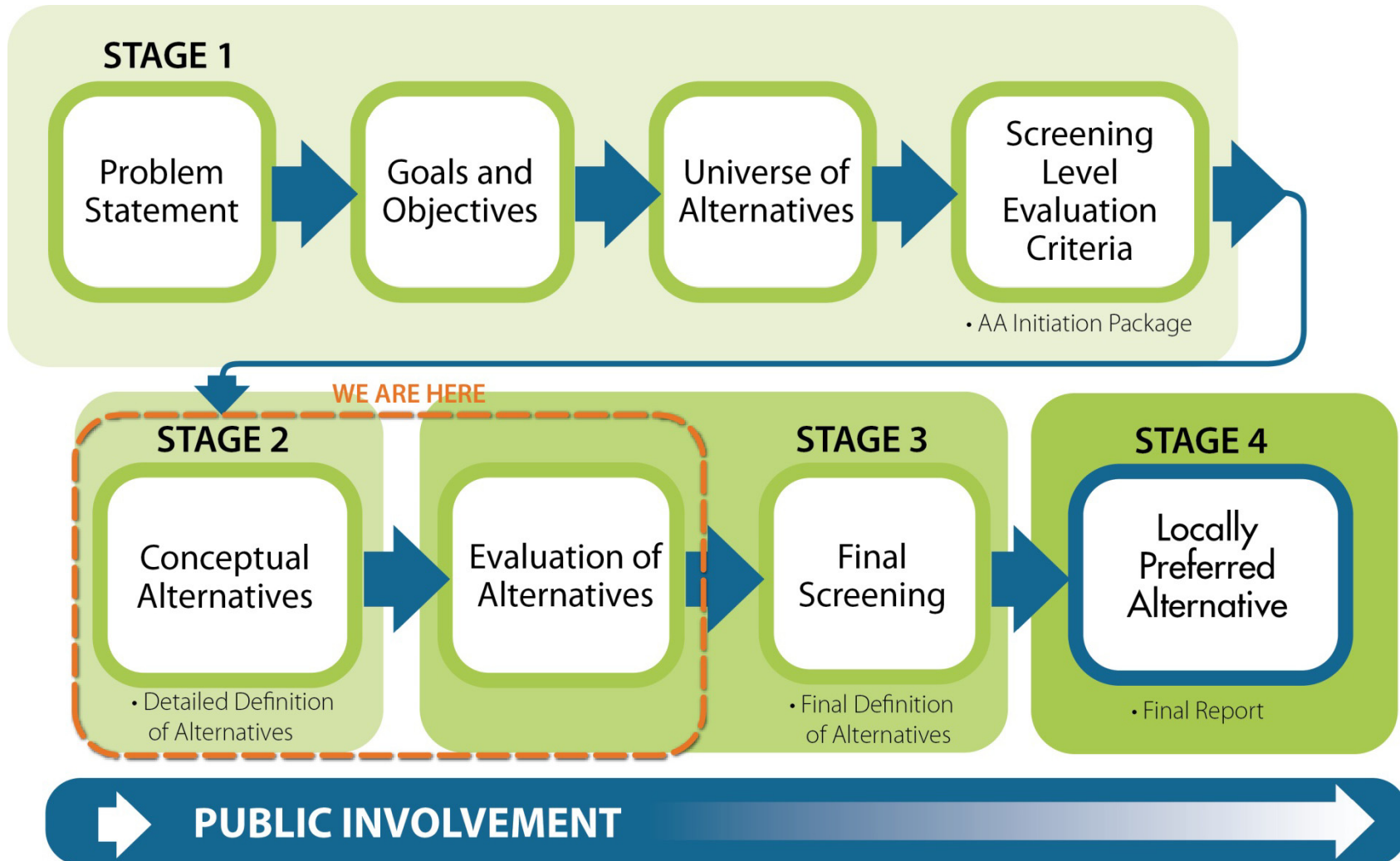


CAC UPDATE



EVALUATION MEASURES

Study Process





Evaluation Measures

- Tie back to stated goals and objectives stated in purpose and need
- Used to compare and contrast between alternatives
- Are a mix of qualitative and quantitative information

Project Goal	Evaluation Measures	Within study area	Enhanced Bus Extension ¹	MAP-21 Criteria ²
1. Increase transit use among the growing number of corridor residents, employees, and visitors	1. Corridor linked trips	X	X	X
2. Improve corridor equity with better mobility and access to jobs and activities	2. Number of transit reliant riders	X		X
	3. Travel time changes	X	X	
3. Catalyze and support housing and economic development along the corridor	4. Available land for development	X		X (optional)
	5. Existing TOD policies	X		X
	6. Station area population densities (2010)	X	X	X
	7. Corridor employment (2010)	X	X	X
	8. Level of affordable housing (2013)	X	X	X
	9. Affordable housing policies	X		X
4. Develop a cost-effective transitway that is well positioned for implementation	10. Capital costs (2013)	X	X	<input checked="" type="checkbox"/>
	11. Operating and maintenance costs (2013)	X	X	<input checked="" type="checkbox"/>
	12. Annualized capital plus operating costs per trip	X	X	X
	13. Passengers per in-service hour	X	X	
	14. Subsidy per passenger	X	X	
5. Build upon the vibrancy and diversity of the corridor by supporting healthy, active communities and the environment	15. Potential impacts to historic and cultural resources	X		
	16. Potential impacts to parklands	X		
	17. Potential impacts of noise and vibration	X		
	18. Potential right of way impacts	X	X	
	19. Potential traffic impacts	X		
	20. Pedestrian and bicycle impacts	X		
	21. Change in VMT	X	X	<input checked="" type="checkbox"/>



DEFINITION OF ALTERNATIVES SERVICE PLANS & TRAVEL TIMES

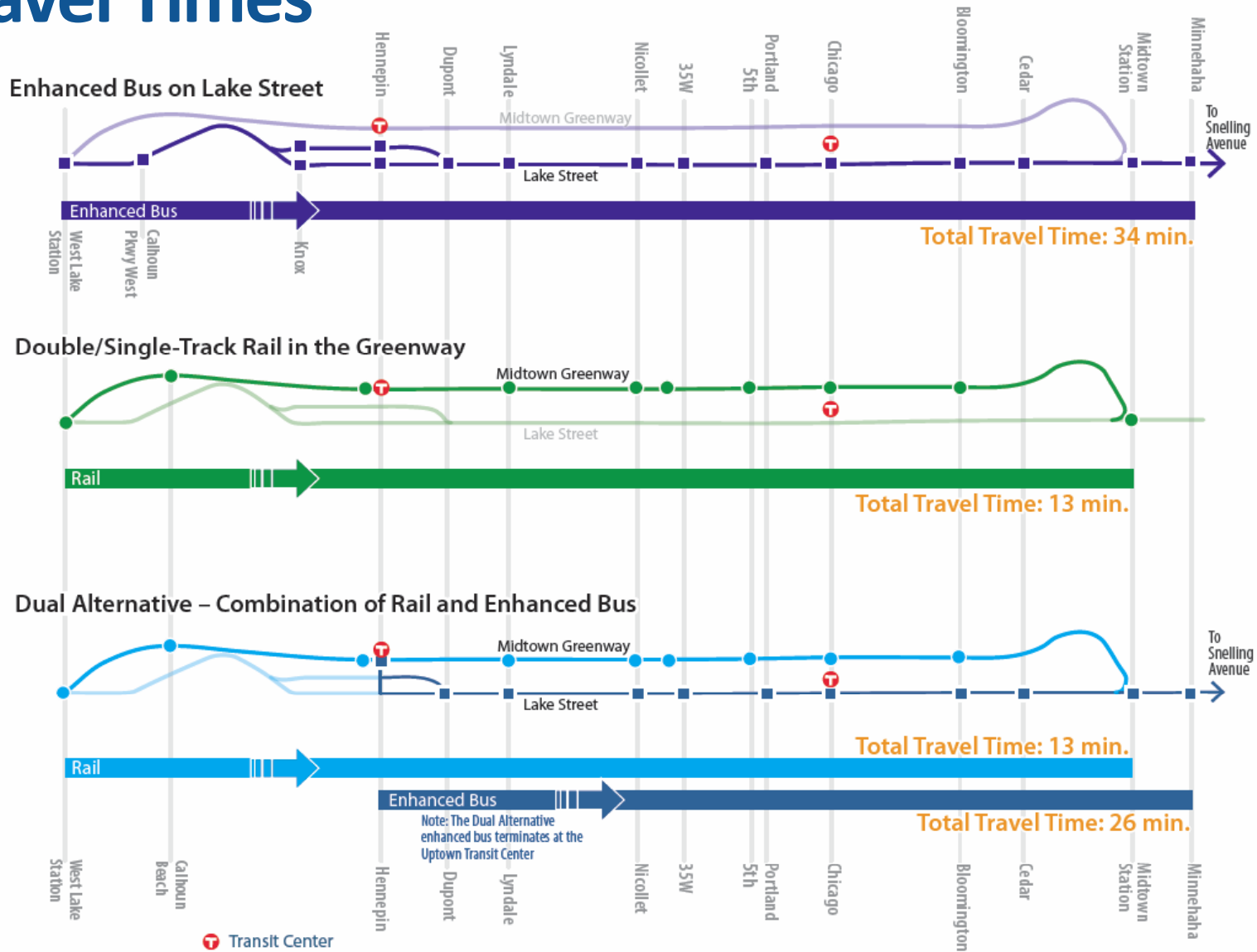


Service Plan – Route Frequencies

Alternative	Local Bus		Streetcar		Enhanced Bus	
	Peak	Midday	Peak	Midday	Peak	Midday
Streetcar	15	15	10	10	-	-
Enhanced Bus	15	15	-	-	7.5	10
Combination	15	15	10	10	10	10



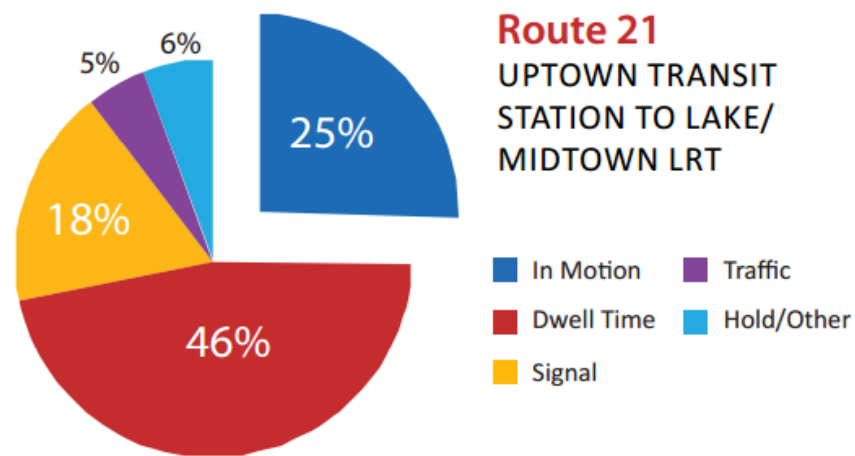
Travel Times





Travel Times

Mode	West Lake to Hiawatha	West Lake to Minnehaha	Uptown to Snelling
Local bus	42	44	57
Enhanced bus	30	32	42
Streetcar	13	-	-





Schedule

October	Complete evaluation Prepare for stakeholder meetings Prepare technical documentation
November	TAC 11/6 - present evaluation results PAC 11/13 - present evaluation results Final public meetings 11/18 & 11/21 Prepare technical documentation
December	Prepare draft report
January	Revise draft report TAC 1/16 - identify LPA
February	PAC 2/12 - select LPA Complete final report



THANK YOU

midtown@metrotransit.org