



# Midtown Corridor Alternatives Analysis

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Technical Advisory Committee Meeting

November 6, 2013

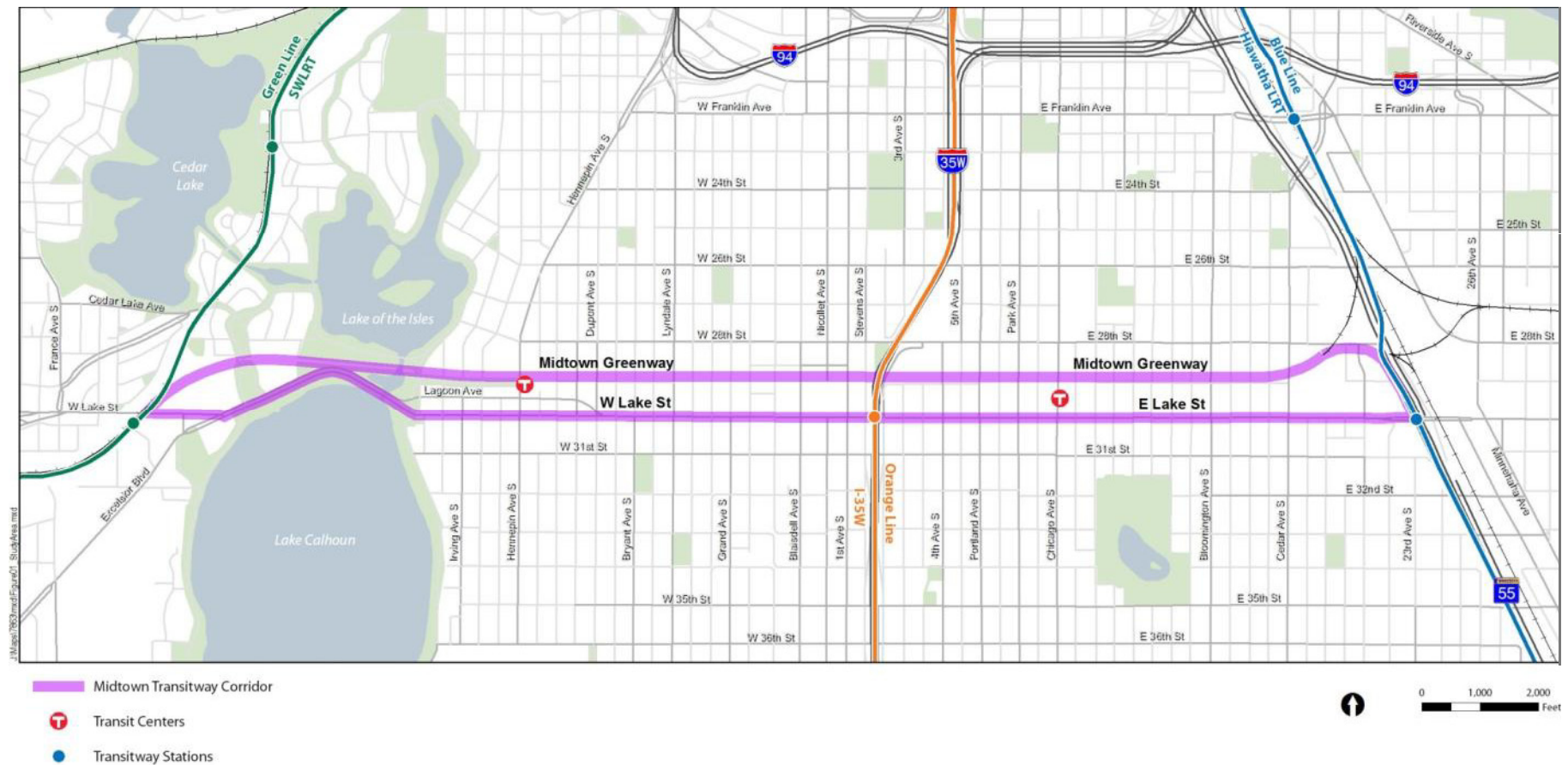


# Today's Agenda

- Introductions
- Alternatives review
- Process update
- Key evaluation factors – cost and ridership
- Other evaluation factors – handout
- Remaining issues
- Schedule



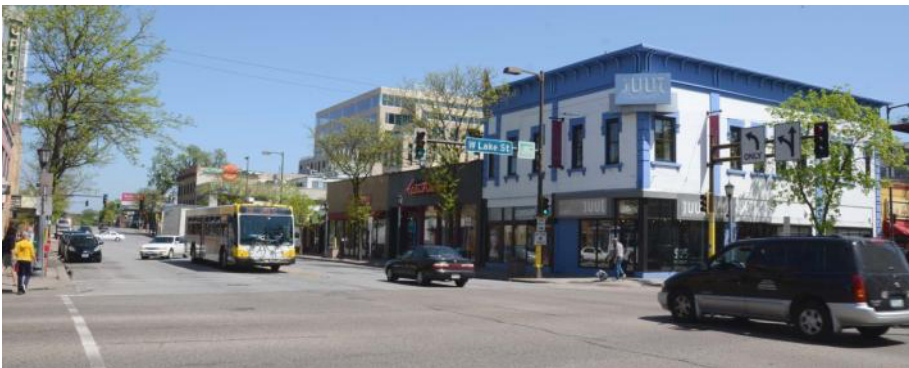
# Study Area





## Current Alternatives

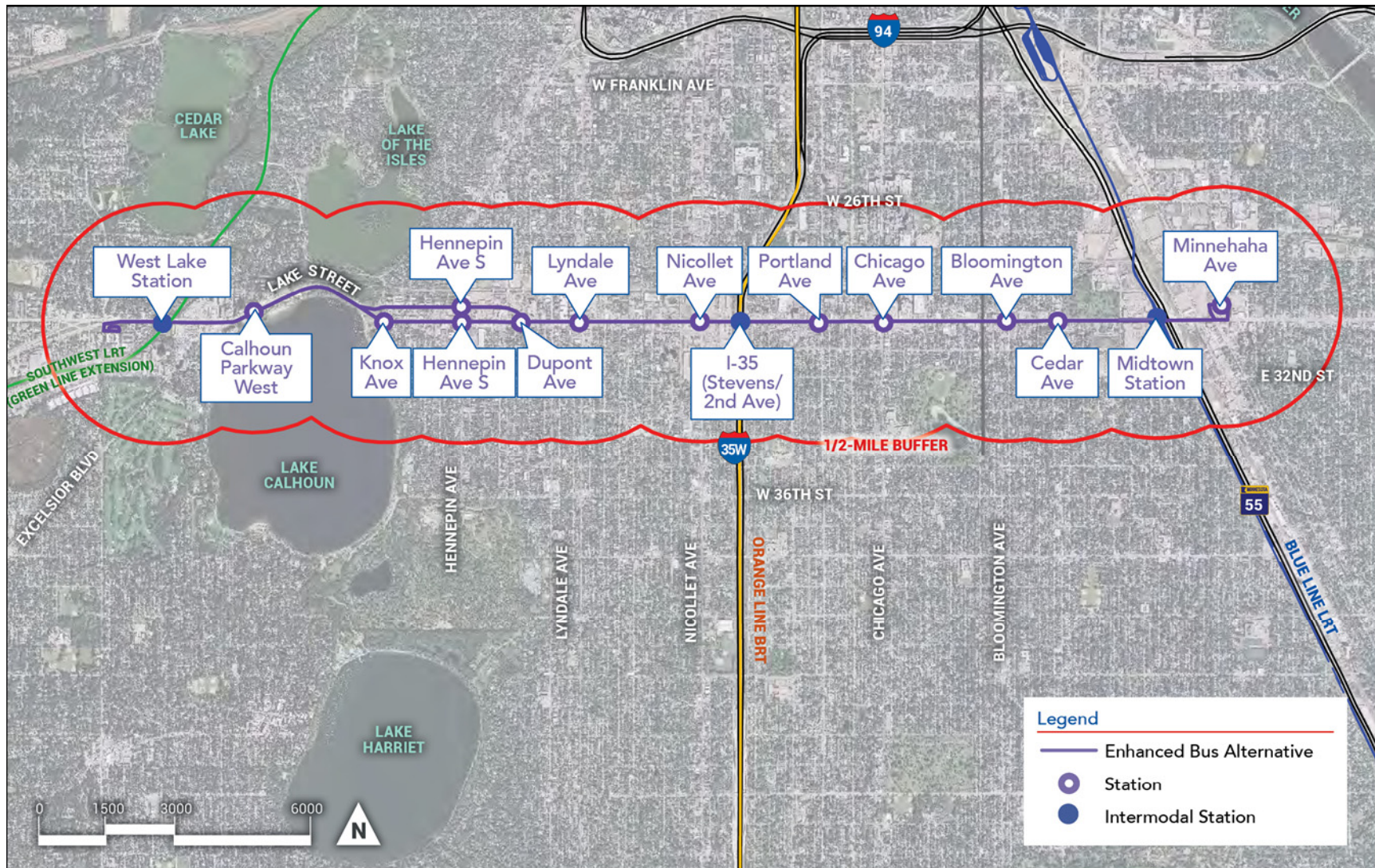
- Enhanced bus on Lake Street
- Double/single-track rail in the Midtown Greenway
- Combination of enhanced bus on Lake Street and double/single-track rail in the Midtown Greenway, with an enhanced bus extension to St. Paul







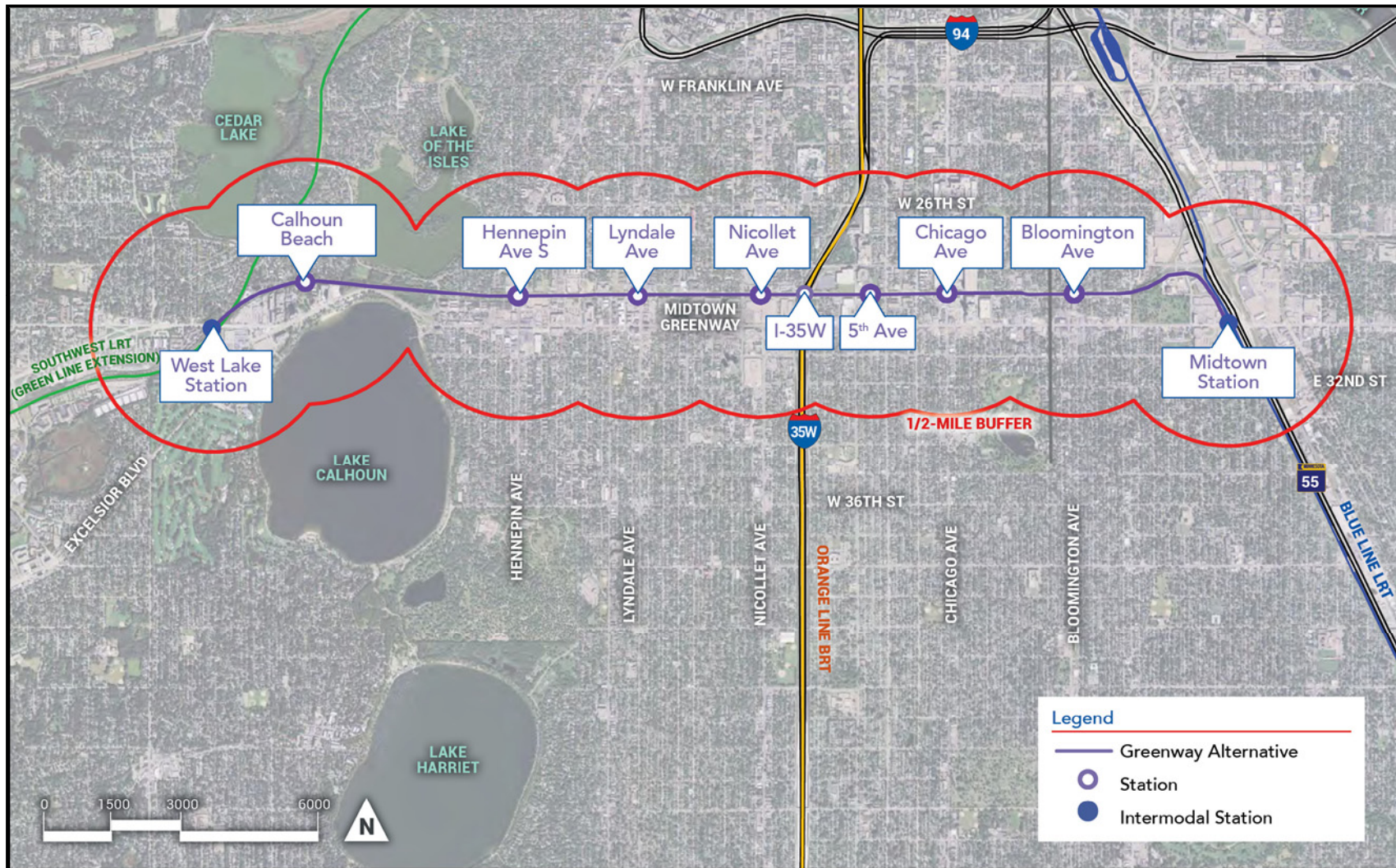
# Enhanced Bus on Lake Street







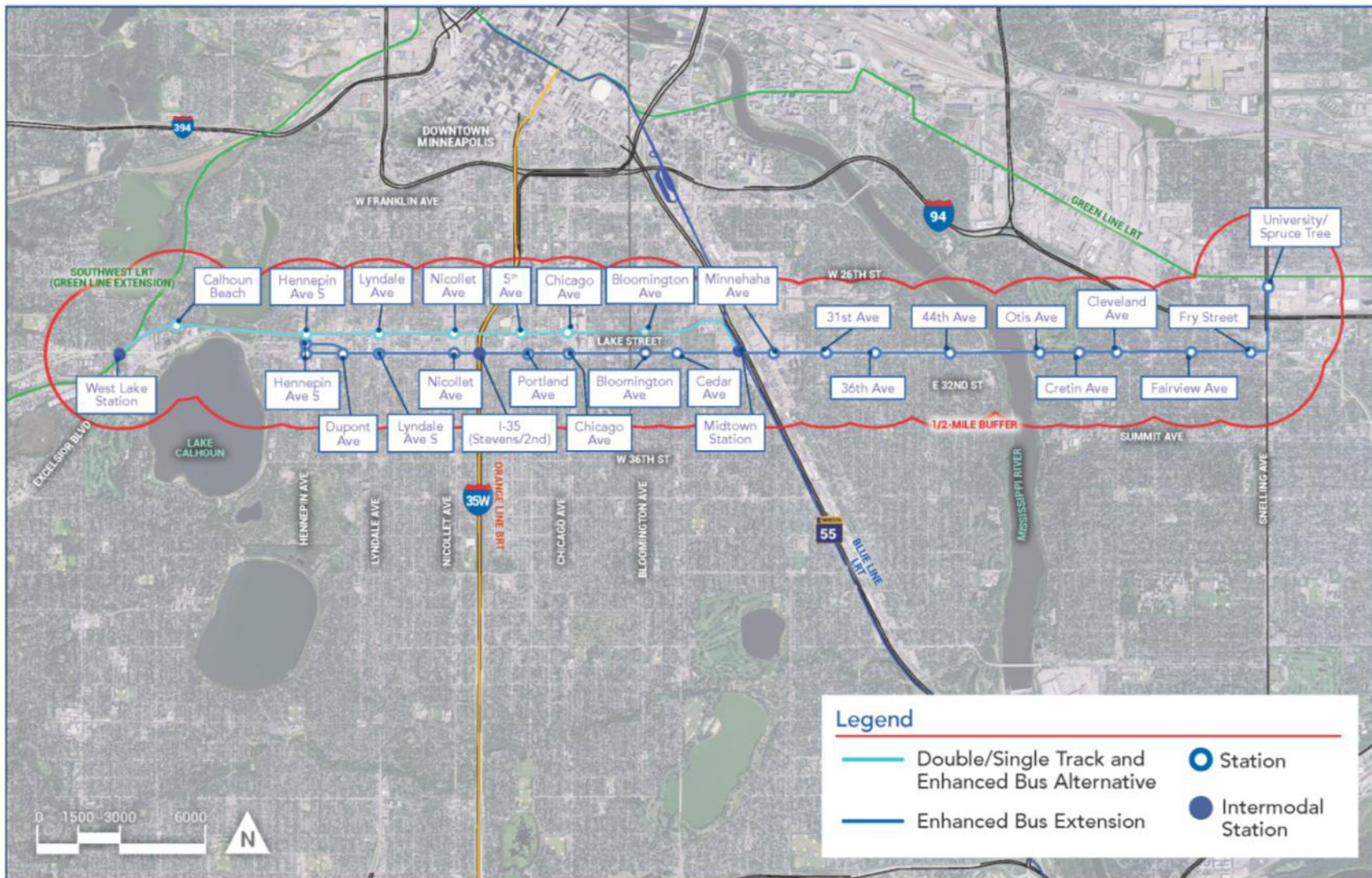
# Double/Single-Track Rail in the Greenway







# Combination with Enhanced Bus Extension





# Recap of Assumptions

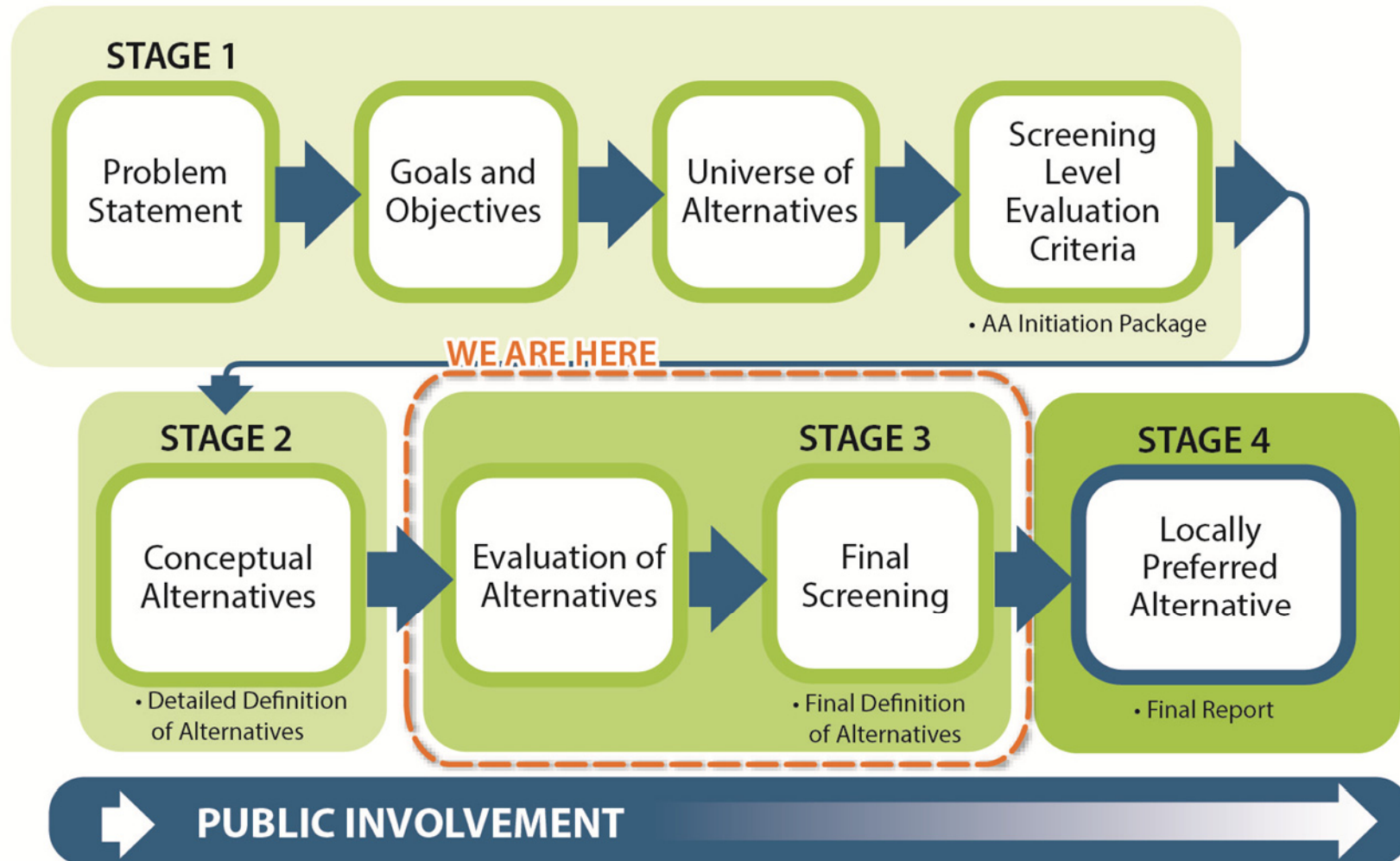
- Developed service plan
- Calculated travel times
- Station locations
- Concept station designs
- Identified single-track segments







# Study Process





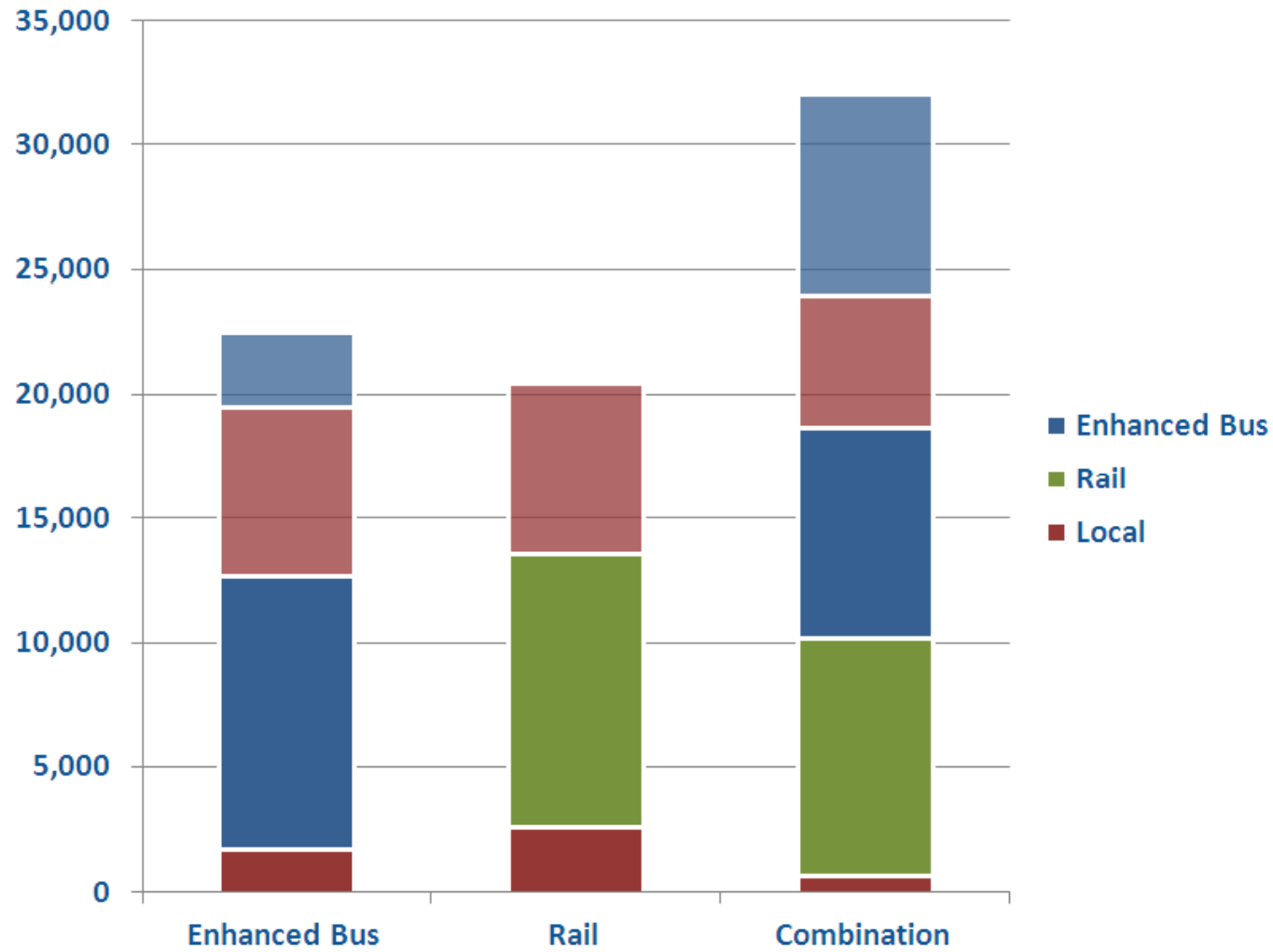
## Ridership Projections (2030)

Alternative	Corridor Total (incl. local bus)	Rail	Enhanced Bus	
			Study Area	Extended Corridor
Enhanced Bus	22,500	-	11,000	3,000
Rail	20,500	11,000	-	-
Combination	32,000	9,500	8,500	8,000





# Ridership Projections (2030)



*Shading = Outside Midtown Study Area*



## Cost Estimates

Alternative	Capital	Operating (annual)
Enhanced Bus	\$50	\$7
Rail	\$200	\$8
Combination	\$245	\$15

(figures in millions)





# Full Evaluation Results

- Review handout



## Results for Enhanced Bus Extension

- Not all 21 criteria were evaluated
- 8,000 more riders
- 11,000 more jobs within reach
- 4.2 miles of expanded service, 10 more stations
- \$18.9 million in additional capital costs
- \$3.2 million in additional annual operating costs





# Topics of Continuing Discussion

- Bridge protection
- Retaining walls
- Track layout
- Street crossings
- Connection with SW LRT
- Historical status





# Schedule

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<b>November</b>	<b>TAC 11/6 - present evaluation results</b>
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CAC 11/12 - present evaluation results

PAC 11/13 - present evaluation results

Final public meetings 11/20 & 11/21

Prepare technical documentation

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<b>December</b>	Prepare draft report
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<b>January</b>	Revise draft report
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TAC 1/16 - identify LPA

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<b>February</b>	PAC 2/12 - select LPA
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Complete final report




















































































# THANK YOU

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	Enhanced Bus	Rail in the Greenway	Dual Alternative
<b>Goal 1: Increase transit use among the growing number of corridor residents, employees, and visitors</b>			
1. Project Daily Linked Trips			
<b>Goal 1 sub total</b>			
<b>Goal 2: Improve corridor equity with better mobility and access to jobs and activities</b>			
2. Number of transit reliant riders			
3. Travel time savings			
<b>Goal 2 sub total</b>			
<b>Goal 3: Catalyze and support housing and economic development along the corridor</b>			
4. Available land for development			
5. Existing TOD policies			
6. Station area population densities (2010)			
7. Corridor employment (2010)			
8. Proportion of Affordable housing rating			
9. Affordable housing policies			
<b>Goal 3 sub total</b>			
<b>Goal 4: Develop a cost-effective transitway that is well-positioned for implementation</b>			
10. Capital costs (2013)			
11. Net Operating and maintenance costs (2013)			
12. Annualized capital plus operating costs per trip			
13. Passengers per revenue hour			
14. Subsidy per passenger			
<b>Goal 4 sub total</b>			
<b>Goal 5: Build upon the vibrancy and diversity of the corridor by supporting healthy, active communities and the environment</b>			
15. Potential impacts to historic and cultural resources			
16. Potential impacts to parklands			
17. Potential impacts of noise and vibration			
18. Potential right of way impacts			
19. Potential traffic impacts			
20. Pedestrian and bicycle impacts			
21. Reduction in vehicle miles traveled (VMT)			
<b>Goal 5 sub total</b>			
<b>TOTAL</b>			

Evaluation Measures	Enhanced Bus on Lake Street	Single/Double-Track Rail in the Greenway	Dual Alternative	Dual Alternative + Extension
Goal 1: Increase transit use among the growing number of corridor residents, employees, and visitors				
1. Daily project linked trips 2030 Forecast	11,000	11,000	18,000	26,000
Goal 2: Improve corridor equity with better mobility and access to jobs and activities				
2. Number of transit reliant riders 2030 Forecast	8,100	6,200	12,400	-
3. Travel time savings	12 minutes	29 minutes	11 min (E. Bus)/ 29 min (rail)	19 min (E. Bus)/ 29 min (rail)
Goal 3: Catalyze and support housing and economic development along the corridor				
4. Available land for development (Vacant parcels + commercial parking)	66.5	70.0	71.7	-
5. Existing TOD policies	Same	Same	Same	-
6. Station area population densities (2010)	14,100 persons per sq. mile	14,600 persons per sq. mile	14,400 persons per sq. mile	12,200 persons per sq. mile
7. Corridor employment (2010)	27,000	29,000	34,000	45,000
8. Proportion of affordable housing units compared to proportion of affordable units in Hennepin County (and FTA MAP-21 rating)	1.6 (Medium)	1.7 (Medium)	1.6 (Medium)	n/a
9. Affordable housing policies	Same	Same	Same	n/a
Goal 4: Develop a cost-effective transitway that is well positioned for implementation				
10. Capital costs (\$2013)	\$47,430,000	\$191,880,000	\$224,930,000	\$243,860,000
11. Net operating and maintenance costs (\$ 2012)	\$6,834,000	\$8,333,000	\$14,779,000	\$15,037,000
12. Annualized capital plus operating costs per trip	\$2.12	\$4.35	\$3.35	\$2.74
13. Passengers per revenue hour	55	142	104	104
14. Subsidy per passenger	\$1.05	\$1.27	\$1.10	\$0.87
Goal 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 (Section 4(f) and Section 106 historic and cultural resources)	Medium potential for impacts	High potential for impacts	High potential for impacts	-
16. Potential impacts to parklands (Section 4(f) parklands)	Low potential for impacts	Low potential for impacts	Low potential for impacts	-
17. Potential impacts of noise and vibration Category 1: Hospitals, recording studios, etc. Category 2: Places where people sleep	8 Category 1 892 Category 2	6 Category 1 848 Category 2	10 Category 1 1,430 Category 2	-
18. Potential right of way impacts	None	3.5 acres	3.5 acres	3.5 acres
19. Potential traffic impacts Traffic flow impacts Loss of parking spaces	Minor impacts 26 parking spaces	Minor impacts None	Minor impacts 26 parking spaces	-
20. Pedestrian and bicycle impacts Pedestrian impacts  Bicycle impacts	None  None	None  Minor impacts	None  Minor impacts	-  -
21. Daily reduction in vehicle miles traveled (VMT)	1,400	11,200	11,800	18,500