



Midtown Corridor Alternatives Analysis

Policy Advisory Committee Meeting

November 13, 2013



Today's Agenda

- Introductions
- Follow-up from September meeting
- Alternatives review
- Process update
- Key evaluation factors – cost and ridership
- Other evaluation factors
- Remaining issues
- Schedule and next steps

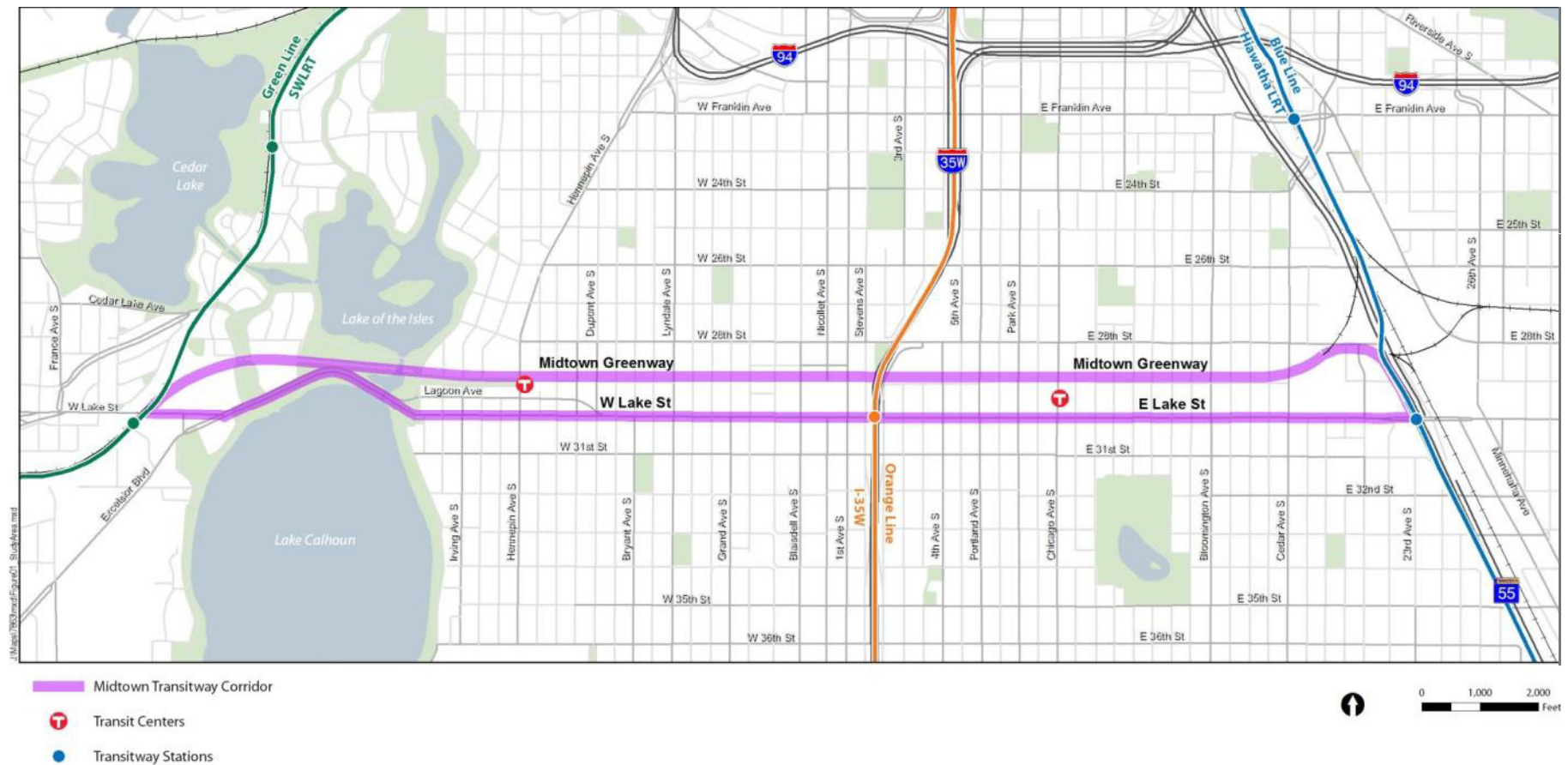


September Meeting Follow-Up

- Discussed changes to Lake Street with Hennepin County Transportation staff
- Worked with Midtown Greenway Coalition to address concerns about impacts
- Updating local businesses on Lake Street about the project— in process



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





Recap of Assumptions

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





Ridership Projections (2030)

Alternative	Corridor Total (incl. local bus)	Rail	Enhanced Bus	
			Study Area	Extended Corridor
Existing (2012)	14,600	-	-	-
Enhanced Bus	22,500	-	11,000	3,000
Rail	20,500	11,000	-	-
Dual Alignment	32,000	9,500	8,500	8,000



Cost Estimates

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

(figures in millions)



Other Evaluation Factors

- Little difference in demography-based factors (employment, population, etc.)
- Greenway has greatest potential for impacts to historic and cultural resources
- Economic development analysis in progress – working with city staff to refine



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



Single or Double-Track Rail?

- Double-track segments
 - Increases reliability and flexibility
 - Built-in redundancy for service disruptions and maintenance
 - Always necessary at stations
- Single-track segments
 - Lower cost
 - Less retaining walls
 - Potential for fewer impacts to corridor
- Balance both needs: double-track where practical or operationally necessary, single-track as feasible to avoid greatest impacts



Vehicle Size Options Under Consideration



Bus - 40'



Articulated Bus - 60'

Lake Street Enhanced Bus



Streetcar - 67'



LRT - 94'

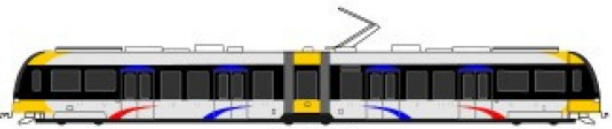
Potential Greenway vehicle sizes



LRT - 94'



LRT - 94'



LRT - 94'



Topics of Continuing Discussion

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





Outreach and Community Engagement

- Fall outreach to neighborhood and community organizations

East Isles Resident's
Association

Central Area
Neighborhood
Organization

East Calhoun board
meeting

Minneapolis Bicycle
Coalition

Midtown Community
Advisory Committee

West Calhoun
Neighborhood
Association

Phillips West
Neighborhood
Organization

Corcoran Neighborhood
Association

Seward Neighborhood
Group

Transit center mini-open
houses

Mercado Central

Cedar Isles Dean
Neighborhood
Association



Next Steps

- February 12, 2013 PAC vote on locally-preferred alternative
- Recommendations will not include specific vehicle type or single/double-track segments
- Both determined through additional analysis and stakeholder engagement



Schedule

November	TAC 11/6 - present evaluation results CAC 11/12 - present evaluation results PAC 11/13 - present evaluation results Final public meetings 11/20 & 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