

Arterial BRT on Lake Street - Overall Rating: GOOD

V. Good	Good	Fair	Poor
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Screening Criteria	Conclusion	Rating
<p>1. Consistency with regional and local plans</p> <ul style="list-style-type: none"> Mode characteristics are consistent with Metropolitan Council recommendations stated in the <i>Transportation Policy Plan (TPP)</i> and in the <i>Regional Transitway Guidelines (Guidelines)</i> Mode characteristics are consistent with local and other plans and policies 	Arterial BRT on Lake Street is consistent with <i>TPP</i> and the <i>Guidelines</i> with regard to mode and market area and consistent with the <i>Arterial Transitway Corridors Study</i> .	VERY GOOD
<p>2. Level of access provided to jobs and residents</p> <ul style="list-style-type: none"> Mode station spacing guidelines provide sufficient numbers of stations within the study area to adequately serve major destination and activity centers 	Arterial BRT on Lake Street has 13 potential station locations, providing access to 20,000 residents and 12,000 jobs within ¼ mile of potential station locations and 47,000 residents and 27,000 jobs within ½ mile of potential station locations	FAIR
<p>3. Ability to provide desired transit capacity and speed increases</p> <ul style="list-style-type: none"> Mode design characteristics allow for transit speed increases Mode is appropriate scale for current ridership levels but also provides room for growth 	Arterial BRT on Lake Street would increase transit operating speeds and allow for an increase in ridership on Lake Street. However, Arterial BRT speeds will still be affected by operations in mixed traffic and the many signalized intersections along Lake Street.	GOOD
<p>4. Compatibility with existing transportation modes and infrastructure</p> <ul style="list-style-type: none"> Mode integrates well with existing transportation infrastructure and systems 	Arterial BRT would integrate well with existing bus infrastructure and existing and planned LRT infrastructure. Arterial BRT would also have minimal impacts on the existing bicycle, pedestrian, and vehicular traffic on Lake Street.	VERY GOOD
<p>5. Potential ROW impacts</p> <ul style="list-style-type: none"> Mode requires minimal right-of-way 	Arterial BRT would require minimal ROW.	VERY GOOD
<p>6. Community and stakeholder sentiment</p> <p>Mode is compatible with the following five sentiments consistently expressed by the public and the project advisory and stakeholder committees:</p> <ul style="list-style-type: none"> Does not require reconstruction of Lake Street Does not remove a travel lane or greatly impact parking on Lake Street Minimizes impacts to Greenway historic and cultural resources Minimizes impacts to Greenway bicycle and pedestrian facilities Mode is felt to have potential to spur economic development 	Arterial BRT is consistent with broad community sentiment and specific comments made at stakeholder engagement sessions. It is also felt to have some potential to spur economic development.	GOOD

Streetcar on Lake Street - Overall Rating: FAIR

V. Good	Good	Fair	Poor
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Screening Criteria	Conclusion	Rating
<p>1. Consistency with regional and local plans</p> <ul style="list-style-type: none"> Mode characteristics are consistent with Metropolitan Council recommendations stated in the <i>Transportation Policy Plan (TPP)</i> and in the <i>Regional Transitway Guidelines (Guidelines)</i> Mode characteristics are consistent with local and other plans and policies 	<p>Streetcar on Lake Street is consistent with the <i>TPP</i> and with the <i>Guidelines</i> with regard to mode and market; however it is inconsistent with the <i>Minneapolis Streetcar Feasibility Study</i>.</p>	FAIR
<p>2. Level of access provided to jobs and residents</p> <ul style="list-style-type: none"> Mode station spacing guidelines provide sufficient numbers of stations within the study area to adequately serve major destination and activity centers 	<p>Streetcar on Lake Street has 16 potential station locations providing access to 22,000 residents and 12,000 jobs within ¼ mile of potential station locations and 48,000 residents and 27,000 jobs within ½ mile of potential station locations.</p>	GOOD
<p>3. Ability to provide desired transit capacity and speed increases</p> <ul style="list-style-type: none"> Mode design characteristics allow for transit speed increases Mode is appropriate scale current ridership levels but also provides room for growth 	<p>Streetcar on Lake Street would increase transit operating speeds and allow for an increase in ridership on Lake Street. However, Streetcar on Lake Street speeds will still be affected by operations in mixed traffic and the many signalized intersections along Lake Street.</p>	GOOD
<p>4. Compatibility with existing transportation modes and infrastructure</p> <ul style="list-style-type: none"> Mode integrates well with existing transportation infrastructure and systems. 	<p>Streetcar on Lake Street would integrate well with existing bus infrastructure and have minimal impacts on the existing bicycle, pedestrian, and vehicular traffic on Lake Street. Streetcar on Lake Street will use vertical infrastructure to connect with Hiawatha LRT, but would require additional infrastructure at both ends of the alignment to create easy transfers and turnaround points.</p>	GOOD
<p>5. Potential ROW impacts</p> <ul style="list-style-type: none"> Mode requires minimal right-of-way 	<p>Streetcar on Lake Street would require some ROW.</p>	FAIR
<p>6. Community and stakeholder sentiment</p> <p>Mode is compatible with the following five sentiments consistently expressed by the public and the project advisory and stakeholder committees:</p> <ul style="list-style-type: none"> Does not require reconstruction of Lake Street Does not remove a travel lane or greatly impact parking on Lake Street Minimizes impacts to Greenway historic and cultural resources Minimizes impacts to Greenway bicycle and pedestrian facilities Mode is felt to have potential to spur economic development 	<p>Streetcar on Lake Street is inconsistent with broad community sentiment and specific comments made at stakeholder engagement sessions regarding reconstruction of Lake Street. However, it would not remove a travel lane on Lake Street or impact Greenway resources, and is felt to have high potential to spur economic development.</p>	FAIR

LRT on Lake Street – Overall Rating: POOR

V. Good	Good	Fair	Poor
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Screening Criteria	Conclusion	Rating
<p>1. Consistency with regional and local plans</p> <ul style="list-style-type: none"> Mode characteristics are consistent with Metropolitan Council recommendations stated in the <i>Transportation Policy Plan (TPP)</i> and in the <i>Regional Transitway Guidelines (Guidelines)</i> Mode characteristics are consistent with local and other plans and policies 	LRT on Lake Street is consistent with the <i>Guidelines</i> in regard to mode and market.	GOOD
<p>2. Level of access provided to jobs and residents</p> <ul style="list-style-type: none"> Mode station spacing guidelines provide sufficient numbers of stations within the study area to adequately serve major destination and activity centers 	LRT on Lake Street has nine potential station locations providing access to 18,000 residents and 12,000 jobs within ¼ mile of potential station locations and 47,000 residents and 27,000 jobs within ½ mile of potential station locations	FAIR
<p>3. Ability to provide desired transit capacity and speed increases</p> <ul style="list-style-type: none"> Mode design characteristics allow for transit speed increases Mode is appropriate scale for current ridership levels but also provides room for growth 	LRT on Lake Street would increase transit operating speeds and allow for an increase in ridership on Lake Street. However, LRT on Lake Street speeds will still be affected by the many signalized intersections along Lake Street.	GOOD
<p>4. Compatibility with existing transportation modes and infrastructure</p> <ul style="list-style-type: none"> Mode integrates well with existing transportation infrastructure and systems 	LRT on Lake Street would have major impacts on parking and vehicular and pedestrian traffic on Lake Street. LRT on Lake Street will use vertical infrastructure to connect with Hiawatha LRT, but would require additional infrastructure at both ends of the alignment to create easy transfers and turnaround points.	POOR
<p>5. Potential ROW impacts</p> <ul style="list-style-type: none"> Mode requires minimal right-of-way 	LRT on Lake would require a significant amount of ROW.	POOR
<p>6. Community and stakeholder sentiment</p> <p>Mode is compatible with the following five sentiments consistently expressed by the public and the project advisory and stakeholder committees:</p> <ul style="list-style-type: none"> Does not require reconstruction of Lake Street Does not remove a travel lane or greatly impact parking on Lake Street Minimizes impacts to Greenway historic and cultural resources Minimizes impacts to Greenway bicycle and pedestrian facilities Mode is felt to have potential to spur economic development 	LRT on Lake Street is inconsistent with broad community sentiment and specific comments made at stakeholder engagement sessions regarding reconstruction of Lake Street and impacts to existing vehicular traffic.	POOR

Dedicated Busway on Lake Street – Overall Rating: POOR					
		V. Good	Good	Fair	Poor
Screening Criteria	Conclusion	Rating			
1. Consistency with regional and local plans <ul style="list-style-type: none"> Mode characteristics are consistent with Metropolitan Council recommendations stated in the Transportation Policy Plan (TPP) and in the Regional Transitway Guidelines (Guidelines) Mode characteristics are consistent with local and other plans and policies 	Dedicated Busway on Lake Street is consistent with the <i>Guidelines</i> for mode and market area.	GOOD			
2. Level of access provided to jobs and residents <ul style="list-style-type: none"> Mode station spacing guidelines provide sufficient numbers of stations within the study area to adequately serve major destination and activity centers 	Dedicated Busway on Lake Street has nine potential station locations providing access to 18,000 residents and 12,000 jobs within ¼ mile of potential station locations and 47,000 residents and 27,000 jobs within ½ mile of potential station locations	FAIR			
3. Ability to provide desired transit capacity and speed increases <ul style="list-style-type: none"> Mode design characteristics allow for transit speed increases Mode is appropriate scale for current ridership levels but also provides room for growth 	Dedicated Busway on Lake Street would increase transit operating speeds and allow for an increase in ridership on Lake Street. However, Dedicated Busway on Lake Street speeds will still be affected by the many signalized intersections along Lake Street.	GOOD			
4. Compatibility with existing transportation modes and infrastructure <ul style="list-style-type: none"> Mode integrates well with existing transportation infrastructure and systems 	Dedicated Busway on Lake Street would have major impacts on parking and vehicular and pedestrian traffic on Lake Street.	POOR			
5. Potential ROW impacts <ul style="list-style-type: none"> Mode requires minimal right-of-way 	Dedicated Busway on Lake would require a significant amount of ROW.	POOR			
6. Community and stakeholder sentiment <p>Mode is compatible with the following five sentiments consistently expressed by the public and the project advisory and stakeholder committees:</p> <ul style="list-style-type: none"> Does not require reconstruction of Lake Street Does not remove a travel lane or greatly impact parking on Lake Street Minimizes impacts to Greenway historic and cultural resources Minimizes impacts to Greenway bicycle and pedestrian facilities Mode is felt to have potential to spur economic development 	Dedicated Busway on Lake Street is inconsistent with broad community sentiment and specific comments made at stakeholder engagement sessions regarding reconstruction of Lake Street and impacts to existing vehicular traffic.	POOR			

Single/Double-Track Streetcar on the Greenway – Overall Rating: GOOD

V. Good	Good	Fair	Poor

Screening Criteria	Conclusion	Rating
<p>1. Consistency with regional and local plans.</p> <ul style="list-style-type: none"> Mode characteristics are consistent with Metropolitan Council recommendations stated in the <i>Transportation Policy Plan (TPP)</i> and in the <i>Regional Transitway Guidelines (Guidelines)</i> Mode characteristics are consistent with local and other plans and policies 	Streetcar on in the Greenway is consistent with the <i>TPP</i> and <i>Guidelines</i> with regard to mode and market, and is consistent with the <i>Minneapolis Streetcar Feasibility Study</i> .	VERY GOOD
<p>2. Level of access provided to jobs and residents</p> <ul style="list-style-type: none"> Mode station spacing guidelines provide sufficient numbers of stations within the study area to adequately serve major destination and activity centers 	Streetcar on the Greenway has nine potential station locations, access to 17,000 residents and 16,000 jobs within ¼ mile of potential station locations and 47,000 residents and 29,000 jobs within ½ mile of potential station locations. However, access would be limited by vertical circulation constraints.	FAIR
<p>3. Ability to provide desired transit capacity and speed increases</p> <ul style="list-style-type: none"> Mode design characteristics allow for transit speed increases Mode is appropriate scale current ridership levels but also provides room for growth 	Streetcar on the Greenway would increase transit operating speeds and allow for an increase in ridership in the corridor. However, the use of a single track and passing sidings limit transit operations.	GOOD
<p>4. Compatibility with existing transportation modes and infrastructure</p> <ul style="list-style-type: none"> Mode integrates well with existing transportation infrastructure and systems 	Streetcar on the Greenway would integrate well with existing bus infrastructure (assuming vertical connections on existing bridges) and existing and planned LRT infrastructure. Also, Streetcar in the Greenway would have minimal impact on bicycle and pedestrian facilities in the Greenway.	GOOD
<p>5. Potential ROW impacts</p> <ul style="list-style-type: none"> Mode requires minimal right-of-way 	Streetcar on the Greenway would require some ROW.	GOOD
<p>6. Community and stakeholder sentiment</p> <p>Mode is compatible with the following five sentiments consistently expressed by the public and the project advisory and stakeholder committees:</p> <ul style="list-style-type: none"> Does not require reconstruction of Lake Street Does not remove a travel lane or greatly impact parking on Lake Street Minimizes impacts to Greenway historic and cultural resources Minimizes impacts to Greenway bicycle and pedestrian facilities Mode is felt to have potential to spur economic development 	Streetcar on the Greenway is consistent with broad community sentiment and specific comments made at stakeholder engagement sessions. It is also felt to have high potential to spur economic development.	VERY GOOD

DRAFT

**Full Double-Track LRT/Streetcar on the Greenway –
Overall Rating: FAIR**

V. Good	Good	Fair	Poor

Screening Criteria	Conclusion	Rating
<p>1. Consistency with regional and local plans</p> <ul style="list-style-type: none"> Mode characteristics are consistent with Metropolitan Council recommendations stated in the <i>Transportation Policy Plan (TPP)</i> and in the <i>Regional Transitway Guidelines (Guidelines)</i> Mode characteristics are consistent with local and other plans and policies 	<p>Full Double Track LRT/Streetcar on the Greenway is consistent with the <i>Guidelines</i> in regard to mode and market and is somewhat consistent with the <i>Minneapolis Streetcar Feasibility Study</i>.</p>	GOOD
<p>2. Level of access provided to jobs and residents</p> <ul style="list-style-type: none"> Mode station spacing guidelines provide sufficient numbers of stations within the study area to adequately serve major destination and activity centers 	<p>Full Double Track LRT/Streetcar on the Greenway has nine potential station locations, providing access to 17,000 residents and 16,000 jobs within ¼ mile of potential station locations and 47,000 residents and 29,000 jobs within ½ mile of potential station locations. However, access would be limited by vertical circulation restraints.</p>	FAIR
<p>3. Ability to provide desired transit capacity and speed increases</p> <ul style="list-style-type: none"> Mode design characteristics allow for transit speed increases Mode is appropriate scale current ridership levels but also provides room for growth 	<p>Full Double Track LRT/Streetcar on the Greenway would increase transit operating speeds and allow for an increase in ridership in the corridor.</p>	VERY GOOD
<p>4. Compatibility with existing transportation modes and infrastructure.</p> <ul style="list-style-type: none"> Mode integrates well with existing transportation infrastructure and systems 	<p>Full Double Track LRT/Streetcar on the Greenway would likely impact existing bicycle and pedestrian facilities in the Greenway and would likely impact bridges that span the Greenway during construction.</p>	POOR
<p>5. Potential ROW impacts</p> <ul style="list-style-type: none"> Mode requires minimal right-of-way 	<p>Full Double Track LRT/Streetcar on the Greenway would require some ROW.</p>	GOOD
<p>6. Community and stakeholder sentiment</p> <p>Mode is compatible with the following five sentiments consistently expressed by the public and the project advisory and stakeholder committees:</p> <ul style="list-style-type: none"> Does not require reconstruction of Lake Street Does not remove a travel lane or greatly impact parking on Lake Street Minimizes impacts to Greenway historic and cultural resources Minimizes impacts to Greenway bicycle and pedestrian facilities Mode is felt to have potential to spur economic development 	<p>Full Double Track LRT/Streetcar on the Greenway is inconsistent with broad community sentiment and specific comments made at stakeholder engagement sessions regarding impacts to Greenway resources.</p>	POOR

Dedicated Busway on the Greenway – Overall Rating: FAIR

V. Good	Good	Fair	Poor
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Screening Criteria	Conclusion	Rating
<p>1. Consistency with regional and local plans</p> <ul style="list-style-type: none"> Mode characteristics are consistent with Metropolitan Council recommendations stated in the Transportation Policy Plan (TPP) and in the Regional Transitway Guidelines (Guidelines) Mode characteristics are consistent with local and other plans and policies 	Dedicated Busway on the Greenway is consistent with the <i>Guidelines</i> in regard to mode and market.	GOOD
<p>2. Level of access provided to jobs and residents</p> <ul style="list-style-type: none"> Mode station spacing guidelines provide sufficient numbers of stations within the study area to adequately serve major destination and activity centers 	Dedicated Busway on the Greenway has nine potential station locations providing access to 17,000 residents and 16,000 jobs within ¼ mile of potential station locations and 47,000 residents and 29,000 jobs within ½ mile of potential station locations. However, access would be limited by vertical circulation restraints.	FAIR
<p>3. Ability to provide desired transit capacity and speed increases</p> <ul style="list-style-type: none"> Mode design characteristics allow for transit speed increases Mode is appropriate scale for current ridership levels but also provides room for growth 	Dedicated Busway on the Greenway would increase transit operating speeds and allow for an increase in ridership in the corridor. However, the use of a single lane and passing areas limit transit operations.	GOOD
<p>4. Compatibility with existing transportation modes and infrastructure</p> <ul style="list-style-type: none"> Mode integrates well with existing transportation infrastructure and systems 	Dedicated Busway on the Greenway would integrate well with existing bus and existing and planned LRT infrastructure and have minimal impacts on existing bicycle and pedestrian facilities in the Greenway.	GOOD
<p>5. Potential ROW impacts</p> <ul style="list-style-type: none"> Mode requires minimal right-of-way 	Dedicated Busway in the Greenway would require some ROW.	GOOD
<p>6. Community and stakeholder sentiment</p> <p>Mode is compatible with the following five sentiments consistently expressed by the public and the project advisory and stakeholder committees:</p> <ul style="list-style-type: none"> Does not require reconstruction of Lake Street Does not remove a travel lane or greatly impact parking on Lake Street Minimizes impacts to Greenway historic and cultural resources Minimizes impacts to Greenway bicycle and pedestrian facilities Mode is felt to have potential to spur economic development 	Dedicated Busway on the Greenway is inconsistent with broad community sentiment and specific comments made at stakeholder engagement sessions regarding economic development potential.	POOR

The Streetcar Loop - Overall Rating: POOR

V. Good	Good	Fair	Poor

Screening Criteria	Conclusion	Rating
<p>1. Consistency with regional and local plans</p> <ul style="list-style-type: none"> Mode characteristics are consistent with Metropolitan Council recommendations stated in the <i>Transportation Policy Plan</i> and in the <i>Regional Transitway Guidelines</i> Mode characteristics are consistent with local and other plans and policies 	<p>The Streetcar Loop is consistent with the <i>TPP</i> and with the <i>Guidelines</i> with regard to mode and market.</p>	GOOD
<p>2. Level of access provided to jobs and residents</p> <ul style="list-style-type: none"> Mode station spacing guidelines provide sufficient numbers of stations within the study area to adequately serve major destination and activity centers 	<p>The Streetcar Loop has 17 potential station locations, providing access to 19,000 residents and 14,000 jobs within ¼ mile of potential station locations and 47,000 residents and 28,000 jobs within ½ mile of potential station locations. However, one-way loop operations may be confusing and inconvenient for users. Furthermore, westbound access would be limited by vertical circulation constraints.</p>	POOR
<p>3. Ability to provide desired transit capacity and speed increases</p> <ul style="list-style-type: none"> Mode design characteristics allow for transit speed increases Mode is appropriate scale current ridership levels but also provides room for growth 	<p>The Streetcar Loop would increase transit operating speeds and allow for an increase in ridership in the corridor. However, streetcar speeds on Lake Street will still be affected by operations in mixed traffic and the many signalized intersections along Lake Street. This means the Streetcar Loop will have difficulties providing a consistent speed of service along both alignments.</p>	FAIR
<p>4. Compatibility with existing transportation modes and infrastructure</p> <ul style="list-style-type: none"> Mode integrates well with existing transportation infrastructure and systems. 	<p>The Streetcar Loop would impact parking and vehicular traffic on Lake Street as well as vehicular traffic and the existing street network at turn around points. However, the Streetcar Loop would integrate well with existing bus infrastructure (assuming vertical connections on existing bridges that span the Greenway), and existing and planned LRT infrastructure. It would also have minimal impacts on bicycle and pedestrian facilities in the Greenway.</p>	FAIR
<p>5. Potential ROW impacts</p> <ul style="list-style-type: none"> Mode requires minimal right-of-way 	<p>The Streetcar Loop would require a significant amount of ROW.</p>	POOR
<p>6. Community and stakeholder sentiment</p> <p>Mode is compatible with the following five sentiments consistently expressed by the public and the project advisory and stakeholder committees:</p> <ul style="list-style-type: none"> Does not require reconstruction of Lake Street Does not remove a travel lane or greatly impact parking on Lake Street Minimizes impacts to Greenway historic and cultural resources Minimizes impacts to Greenway bicycle and pedestrian facilities Mode is felt to have potential to spur economic development 	<p>Streetcar on Lake Street is inconsistent with broad community sentiment and specific comments made at stakeholder engagement sessions regarding reconstruction of Lake Street. However, it would not impact Greenway resources or remove a travel lane on Lake Street and is felt to have high potential to spur economic development.</p>	FAIR