Arterial BRT on Lake Street - Overall Rating: GOOD

V. Good	Good	Fair	Poor

Sci	eening Criteria	Conclusion	Rating
1.	Consistency with regional and local plans 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	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
2.	Level of access provided to jobs and residents 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
3.	Ability to provide desired transit capacity and speed increases 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
4.	Compatibility with existing transportation modes and infrastructure 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
5.	Potential ROW impacts Mode requires minimal right-of-way	Arterial BRT would require minimal ROW.	VERY GOOD
ser	Community and stakeholder sentiment de is compatible with the following five timents consistently expressed by the public and project advisory and stakeholder committees: 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

Sc	reening Criteria	Conclusion	Rating
1.	Consistency with regional and local plans 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	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> .	FAIR
2.	Level of access provided to jobs and residents Mode station spacing guidelines provide sufficient numbers of stations within the study area to adequately serve major destination and activity centers	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.	GOOD
3. •	Ability to provide desired transit capacity and speed increases Mode design characteristics allow for transit speed increases Mode is appropriate scale current ridership levels but also provides room for growth	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.	GOOD
4.	Compatibility with existing transportation modes and infrastructure Mode integrates well with existing transportation infrastructure and systems.	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.	GOOD
5.	Potential ROW impacts Mode requires minimal right-of-way	Streetcar on Lake Street would require some ROW.	FAIR
coı	Community and stakeholder sentiment Index is compatible with the following five sentiments Insistently expressed by the public and the project Invisory and stakeholder committees: 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 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.	FAIR

LI	RT on Lake Street – Overall Rating: POOR		V 6	6 -					
			V. Good	Good	Fair	Poor	-		
Sc	reening Criteria	Conclusion			Rating	3			
1.	Consistency with regional and local plans Mode characteristics are consistent with Metropolitan Council recommendations stated in the <i>Transportation</i> Policy Plan (TPP) and in the Regional Transitway Guidelines (Guidelines) Mode characteristics are consistent with local and other plans and policies		on Lake Stree ode and mar		ent with th	ne Guideline	rs in regard	GOOD	
2.	Level of access provided to jobs and residents Mode station spacing guidelines provide sufficient numbers of stations within the study area to adequately serve major destination and activity centers	provi mile	on Lake Stree iding access of potential 00 jobs withi	to 18,000 re station loca	esidents ar itions and	nd 12,000 jo 47,000 resid	bbs within ¼ dents and	FAIR	
3. •	Ability to provide desired transit capacity and speed increases Mode design characteristics allow for transit speed increases Mode is appropriate scale for current ridership levels but also provides room for growth	and a	on Lake Stree allow for an i ever, LRT on nany signaliz	ncrease in I Lake Street	ridership o speeds w	n Lake Stre ill still be af	et. fected by	GOOD	
4.	Compatibility with existing transportation modes and infrastructure Mode integrates well with existing transportation infrastructure and systems	vehic Stree Hiaw both	on Lake Stree cular and pec et will use ver atha LRT, bu ends of the around point	destrian tra rtical infras t would rec alignment t	ffic on Lake tructure to quire addit	e Street. LR connect w ional infrast	T on Lake ith tructure at	POOR	
5. •	Potential ROW impacts Mode requires minimal right-of-way	LRT o	on Lake woul	d require a	significant	amount of	ROW.	POOR	
cor	Community and stakeholder sentiment de is compatible with the following five sentiments assistently expressed by the public and the project arisory and stakeholder committees: Does not require reconstruction of Lake Street	senti enga	on Lake Stree ment and sp gement sess mpacts to ex	ecific comn ions regard	nents mad ing recons	e at stakeho truction of	older	PC	
•	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							POOR	

De	edicated Busway on Lake Street – Overa	all Rating: POOR						
			V. Good	Good	Fair	Poo	r	
Scr	eening Criteria	Conclusion					Ratin	ıg
1.	Consistency with regional and local plans 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	I	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 Mode station spacing guidelines provide sufficient numbers of stations within the study area to adequately serve major destination and activity centers	Dedicated Busway on station locations prov and 12,000 jobs withi locations and 47,000 mile of potential stati	iding access n ¼ mile of residents ar	s to 18,00 potential nd 27,000	0 resident station		FAIR	
3. •	Ability to provide desired transit capacity and speed increases 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 operating speeds and on Lake Street. Howe Street speeds will still intersections along La	allow for a ver, Dedicat be affected	n increase ed Buswa	e in ridersh ay on Lake	nip	GOOD	
4.	Compatibility with existing transportation modes and infrastructure Mode integrates well with existing transportation infrastructure and systems	Dedicated Busway on impacts on parking ar on Lake Street.			-	ffic	POOR	
5.	Potential ROW impacts Mode requires minimal right-of-way	Dedicated Busway on amount of ROW.	Lake would	l require a	a significar	nt	POOR	
Mo con	Community and stakeholder sentiment de is compatible with the following five sentiments sistently expressed by the public and the project risory and stakeholder committees: 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 broad community sen made at stakeholder of reconstruction of Lake vehicular traffic.	itiment and engagemen	specific o	comments regarding		POOR	

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

V. Good	Good	Fair	Poor

Overall Rating: GOOD	V. Good Good Fair Poor	
Screening Criteria	Conclusion	Rating
 Consistency with regional and local plans. 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 	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
 Level of access provided to jobs and residents 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
 Ability to provide desired transit capacity and speed increases 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
 4. Compatibility with existing transportation modes and infrastructure 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
 Potential ROW impacts Mode requires minimal right-of-way 	Streetcar on the Greenway would require some ROW.	GOOD
 6. Community and stakeholder sentiment Mode is compatible with the following five sentiments consistently expressed by the public and the project advisory and stakeholder committees: 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

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

V. Good	Good	Fair	Poor

Screening Criteria	Conclusion	Rating
 Consistency with regional and local plans 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 	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> .	GOOD
 Level of access provided to jobs and residents Mode station spacing guidelines provide sufficient numbers of stations within the study area to adequately serve major destination and activity centers 	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.	FAIR
 Ability to provide desired transit capacity and speed increases Mode design characteristics allow for transit speed increases Mode is appropriate scale current ridership levels but also provides room for growth 	Full Double Track LRT/Streetcar on the Greenway would increase transit operating speeds and allow for an increase in ridership in the corridor.	VERY GOOD
 4. Compatibility with existing transportation modes and infrastructure. Mode integrates well with existing transportation infrastructure and systems 	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.	POOR
 Potential ROW impacts Mode requires minimal right-of-way 	Full Double Track LRT/Streetcar on the Greenway would require some ROW.	GOOD
 6. Community and stakeholder sentiment Mode is compatible with the following five sentiments consistently expressed by the public and the project advisory and stakeholder committees: 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 	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.	POOR

Dedicated Busway on the Greenway - Overall Rating: FAIR V. Good Good Fair Poor

	V. Good Good Fair	Poor	
Screening Criteria	Conclusion		
 Consistency with regional and local plans 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 	Dedicated Busway on the Greenway is consistent with the <i>Guidelines</i> in regard to mode and market.	GOOD	
other plans and policies			
 Level of access provided to jobs and residents 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 potentia station locations. However, access would be limited by vertical circulation restraints.		
 Ability to provide desired transit capacity and speed increases 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	
 Compatibility with existing transportation modes and infrastructure 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	
5. Potential ROW impactsMode requires minimal right-of-way	Dedicated Busway in the Greenway would require some ROW.	GOOD	
 6. Community and stakeholder sentiment Mode is compatible with the following five sentiments consistently expressed by the public and the project advisory and stakeholder committees: 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: P	OOR V. Good Good Fair Poor	
Screening Criteria	Conclusion	Rating
 Consistency with regional and local plans 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 	The Streetcar Loop is consistent with the <i>TPP</i> and with the <i>Guidelines</i> with regard to mode and market.	GOOD
 Level of access provided to jobs and residents Mode station spacing guidelines provide sufficient numbers of stations within the study area to adequately serve major destination and activity centers 	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.	POOR
 Ability to provide desired transit capacity and speed increases Mode design characteristics allow for transit speed increases Mode is appropriate scale current ridership levels but also provides room for growth 	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.	FAIR
 Compatibility with existing transportation modes and infrastructure Mode integrates well with existing transportation infrastructure and systems. 	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.	FAIR
Potential ROW impactsMode requires minimal right-of-way	The Streetcar Loop would require a significant amount of ROW.	POOR
 6. Community and stakeholder sentiment Mode is compatible with the following five sentiments consistently expressed by the public and the project advisory and stakeholder committees: 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 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.	FAIR