

Midtown Corridor Alternatives Analysis

Policy Advisory Committee Meeting

February 12, 2014

Today's Agenda

- Introductions
- Outreach efforts and survey results
- Other updates since last meeting
- Evaluation results summary
- Remaining issues
- Locally preferred alternative
- Outcome and next steps

Open House Summary

Attendance

- Intermedia Arts: **77**
- Colin Powell Center: **67**

Public Input On Alternatives

- Very positive response
- Support a phased approach
- Concern about noise impacts



Outreach and Community Engagement

- Fall and winter outreach to neighborhood and community organizations

East Isles Resident's
Association

Central Area
Neighborhood
Organization

East Calhoun board
meeting

Minneapolis Bicycle
Coalition

Whittier Alliance

West Calhoun
Neighborhood
Association

Phillips West
Neighborhood
Organization

Corcoran Neighborhood
Association

Seward Neighborhood
Group

Transit center mini-open
houses

Business owners at
Mercado Central

Cedar Isles Dean
Neighborhood
Association

Community Feedback

Enhanced Bus

Rail

Dual Option

Cost effective

Improved transit travel times

Not a long-term solution as stand-alone transitway

Needs to extend to Saint Paul

No dedicated transit lane on Lake Street will slow transit down

Congestion on Lake Street is problematic

Community Feedback

Enhanced Bus

Rail

Dual Option

Lots of input on turf track, both positive and negative

Important to maintain bike/pedestrian access on Greenway

Rail would support development in corridor

Keep Greenway as-is today

Safety concerns with introducing rail

Community Feedback

Enhanced Bus

Rail

Dual Option

Strong support for Saint Paul extension with enhanced bus

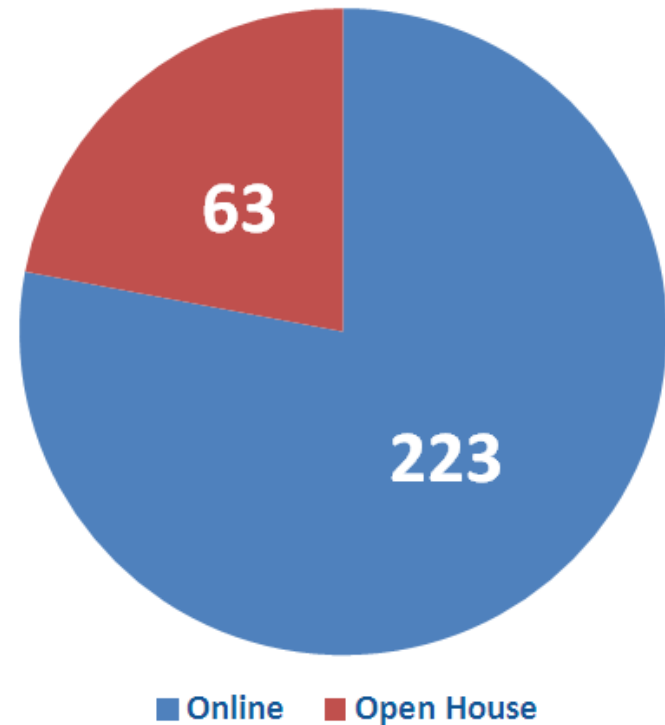
Attracts most riders

Helps develop a more multi-modal system

Has impacts of both other alternatives

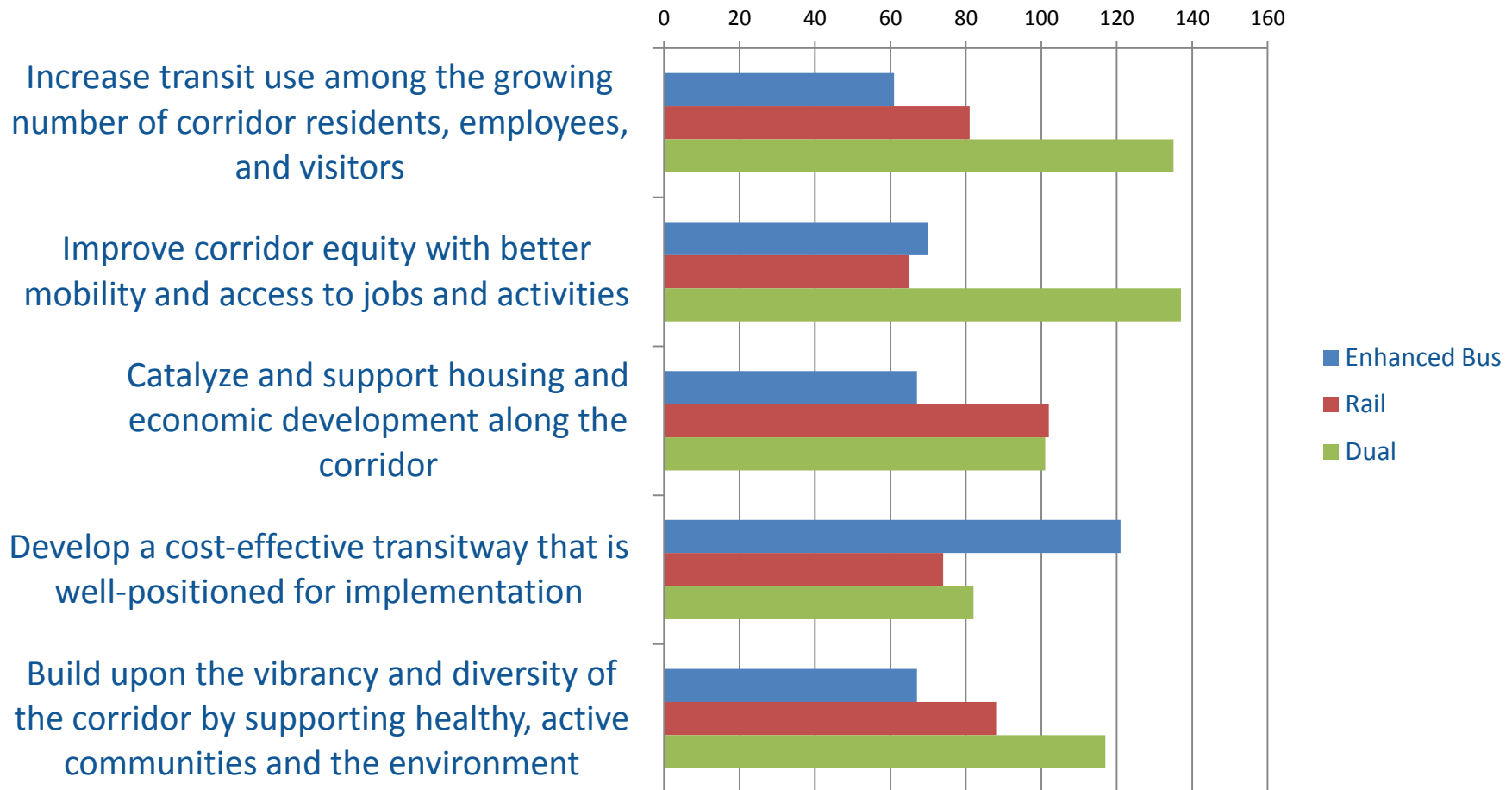
Public Input Surveys

- Surveys were distributed at the open houses and also made available online
- Link was sent to Midtown Greenway Coalition, Lake Street Council and Midtown Corridor AA distribution lists
- 286 total responses



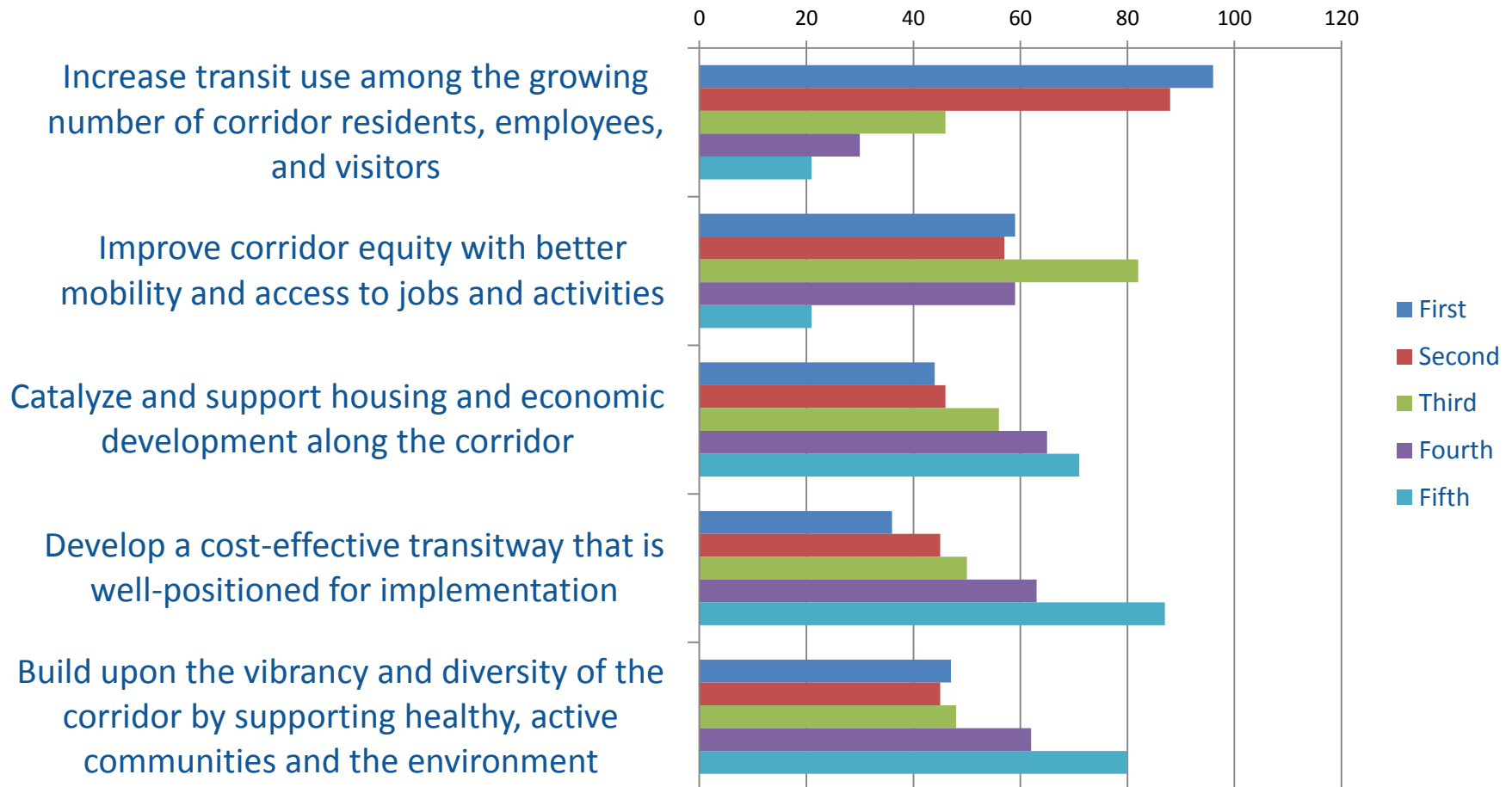
Survey Results

Which alternatives best meet the goals outlined in the project's purpose and need statement?



Survey Results

Rank the importance of the project goals on a scale of 1 to 5.



Economic Development Summary

- Based future development on recent projects

MoZiac – The Ackerberg Group

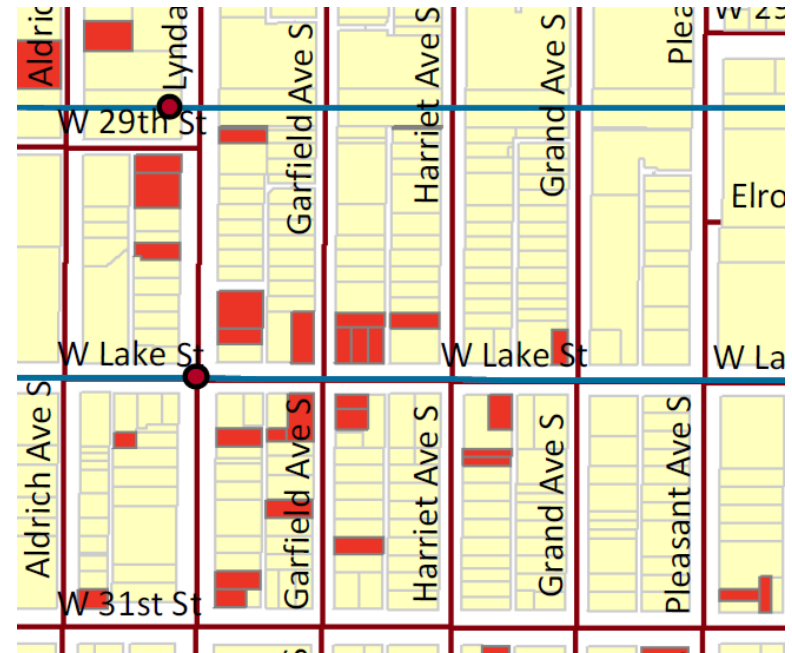


Flux Apartments – Greco Development



Economic Development Summary

- Based future development on recent projects
- Focused on vacant land zoned for mixed use or high density residential



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- Rail attracts development over wider area; combination alternative received bonus for increased mobility



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Alternative	Redevelopable Acres	Development Range	Midpoint of Range
Enhanced Bus	82.8	\$201 – 390	\$296
Rail	98.5	\$239 – 464	\$352
Dual	98.5	\$352 – 464	\$408

(dollars in millions)

Updated Cost Estimates

Alternative	Capital	Operating (annual)
Enhanced Bus	\$50	\$7
Rail	\$190-220	\$8
Dual Option	\$235-270	\$15

(figures in millions)

Evaluation Summary



Good



Better

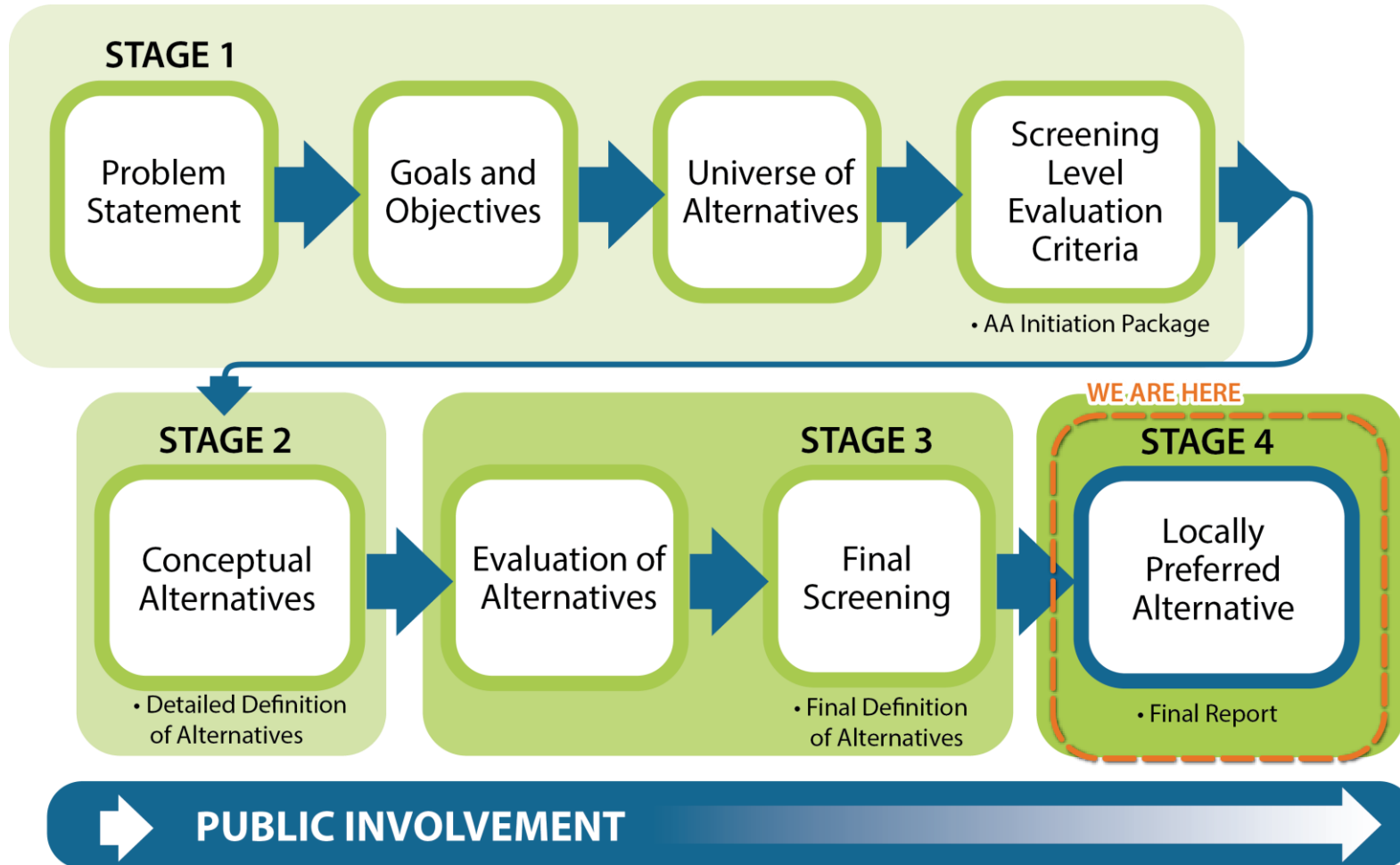


Best

Project Goal	Rail	Enhanced Bus	Dual Option
Increase transit use among the growing number of corridor residents, employees, and visitors			
Improve corridor equity with better mobility and access to jobs and activities			
Catalyze and support housing and economic development along the corridor			
Develop a cost-effective transitway that is well-positioned for implementation			
Build upon the vibrancy and diversity of the corridor by supporting healthy, active communities and the environment			
TOTAL			



Study Process



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 Saint Paul

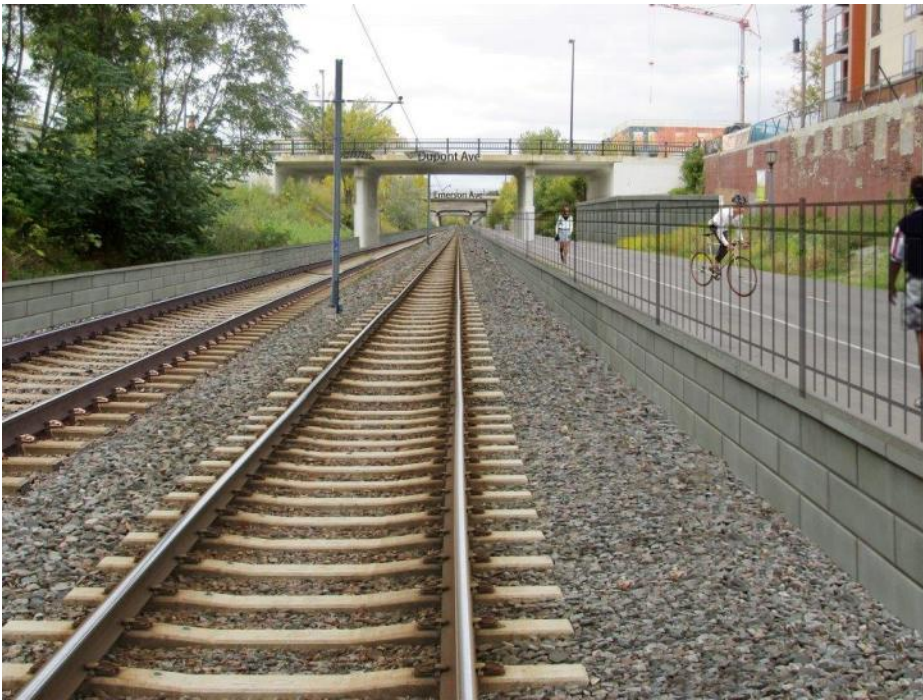


Topics Requiring Additional Analysis

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



Double or Single-Track Rail?





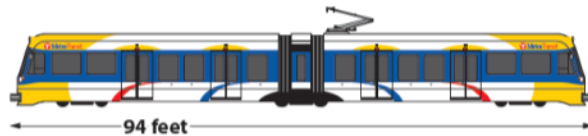
Double or Single-Track Rail?

- 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

Streetcar or Light-Rail Vehicle?



Modern Streetcar



Single Light Rail Vehicle



Streetcar or Light-Rail Vehicle?

- Streetcar
 - Smaller vehicle = shorter station platform
 - Greenway long been considered streetcar corridor
- Light-rail vehicle
 - Interchangeable with METRO fleet of LRVs
 - Shared parts, maintenance equipment, mechanics
 - Greater capacity, more space for bikes, luggage, etc.
- Both would function the same in Greenway; continue dialogue with community

Turf or Ballasted Track?



Turf or Ballasted Track?

- Turf track
 - Maintains more green space in corridor
 - Dampens noise, heat
 - Untested in this region, few examples in North America
- Ballasted track
 - Proven and reliable
 - Lower cost, fewer maintenance requirements
- Continue to research requirements; possible application in select areas

Locally Preferred Alternative

- Best mode and alignment combination for corridor
- Metropolitan Council recognizes LPA recommendation
- 2014: update Transportation Policy Plan with LPA recommendation; show as unfunded corridor
- 2014-2015: regional transitway prioritization
- Future: identified funding would prompt resolutions of support from city and county



Outcome and Next Steps

- Enhanced bus – advance through Metro Transit’s arterial BRT planning
 - Snelling Ave, West 7th St, Penn Ave
 - Goal to implement Lake St before 2020
- Rail – determine fit within regional priorities
 - Strong local support, ridership and economic development
 - Timing of future phases dependent on anticipated opening

Locally Preferred Alternative

[View handout](#)

THANK YOU

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