



MIDTOWN CORRIDOR ALTERNATIVES ANALYSIS

Universe of Alternatives and Initial Screening Results

Public Open Houses

May 21 and 23, 2013



Today's Presentation

- Open house feedback
- Study process
- Universe of alternatives
- Initial screening criteria
- Initial screening results and recommendations
- Study next steps



Comment Themes from January Public Meetings

- Support for both Lake St or Greenway
- Need for fast and reliable service between transitways
- Desire for fewer transit stops
- Transit service extends further east to river & St. Paul
- Local service on Lake St needs to be maintained
- Efficient access to Lake St provided
- Better connections between Lake St and Greenway
- Minimize impacts to Greenway
- A rail mode would spur development

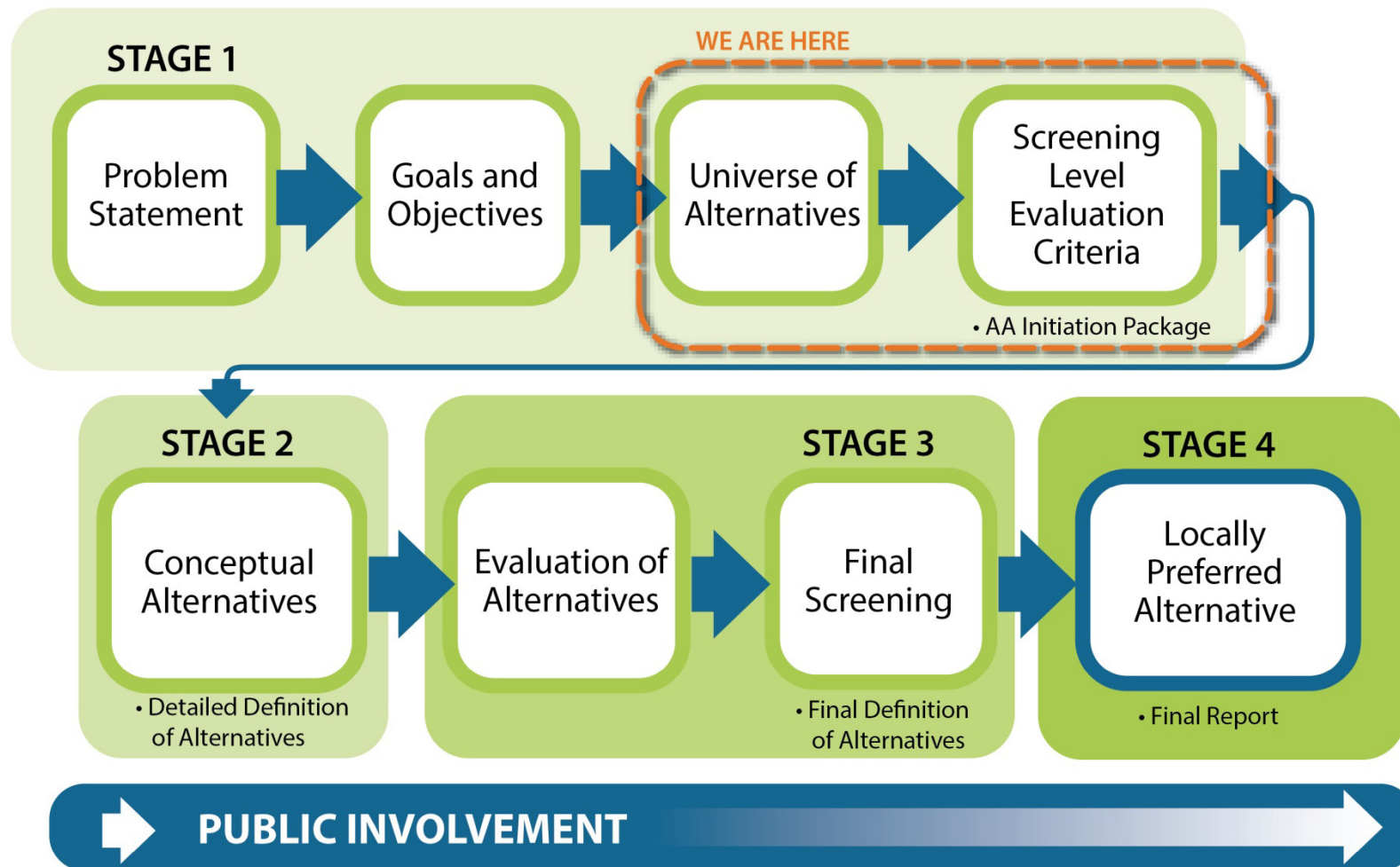


Promotion and Outreach

- Community Advisory Council meetings in February and April: neighborhood and businesses represented
- Presentation provided at Mercado Central for 20-30 Lake St business owners
- Project staff present at Breakfast with Gary Schiff: April 26 at Mercado Central
- Coordinated with Mpls Neighborhood Outreach Staff to distribute open house flyer to Somali, Latino, American Indian communities
- Project staff present at 5th Precinct Open House: May 14
- Coordinating with Horn Towers (31st St and Blaisdell Ave) to outreach with Somali residents



Study Process





Study Process Steps

1. Determine 'universe of alternatives'
 - All possible **mode** and **alignment** combinations
2. Develop initial screening criteria
3. Apply those criteria to the universe of alternatives
4. Advance best alternatives for more detailed study



Alignment Options





Mode Options





Universe of Alternatives

Lake Street



Enhanced Bus



Dedicated Busway



Streetcar



Light-Rail Transit



Midtown Greenway



Dedicated Busway



Double/Single-Track Streetcar



Double-Track Streetcar



Double-Track Light-Rail Transit





Universe of Alternatives

Lake Street

1. Enhanced bus
2. Streetcar
3. Light-rail transit (LRT)
4. Dedicated busway

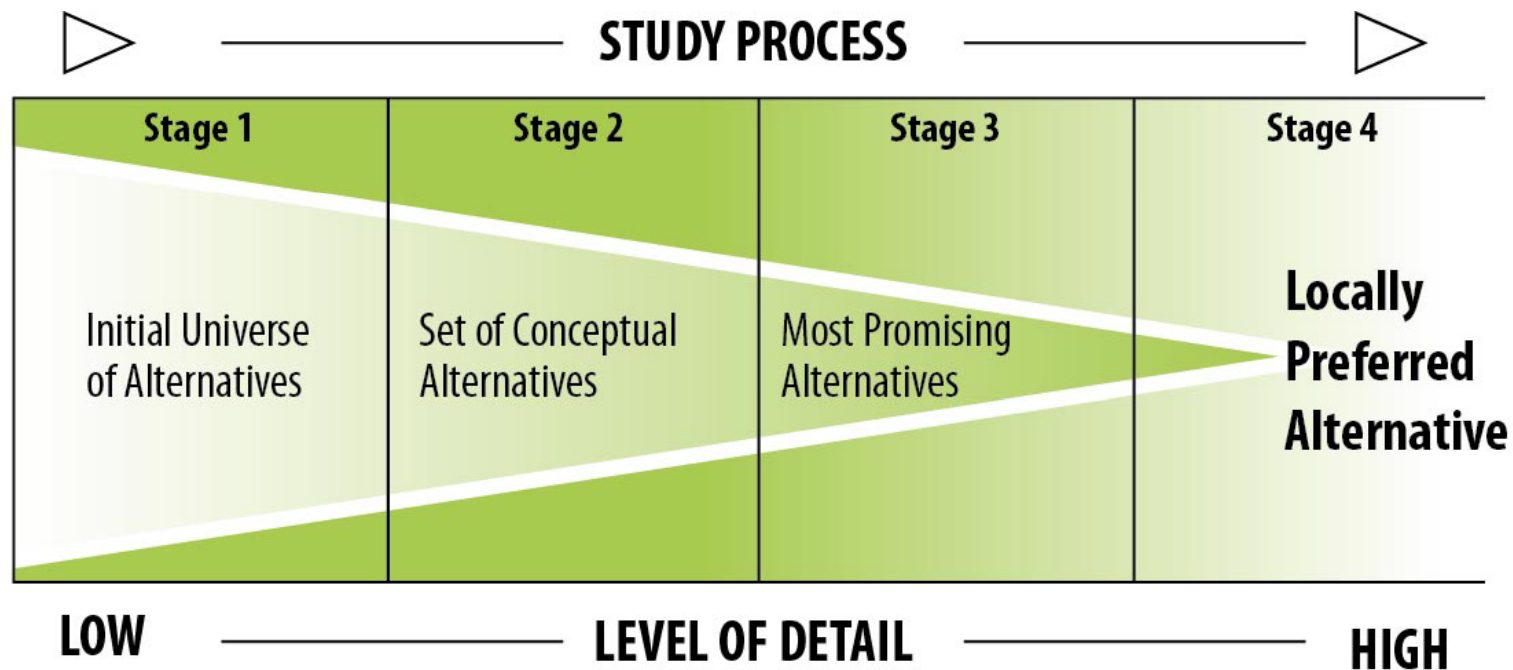
Midtown Greenway

5. Double/single-track streetcar
6. Full double-track LRT/streetcar
7. Dedicated busway
8. Streetcar Lake Street/Greenway loop
9. Personal rapid transit
10. Commuter rail



Purpose of Initial Screening

- To evaluate the full range of alternatives against project development criteria.
- Only alternatives that meet the overall project purpose and need will be advanced to the next level of analysis





Initial Screening Criteria

Criteria	Requirements
1. Consistency with regional and local plans	<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
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
3. Ability to provide desired transit capacity and speed increases	<ul style="list-style-type: none">Mode design characteristics allow for transit speed increasesMode is appropriate scale current ridership levels but also provides room for growth
4. Compatibility with existing transportation modes and infrastructure	<ul style="list-style-type: none">Mode integrates well with existing transportation infrastructure and systems.
5. Potential ROW impacts	<ul style="list-style-type: none">Mode requires minimal right-of-way
6. Community and stakeholder sentiment	<ul style="list-style-type: none">Does not require reconstruction of Lake StreetDoes not remove a travel lane or greatly impact parking on Lake StreetMinimizes impacts to Greenway historic and cultural resourcesMinimizes impacts to Greenway bicycle and pedestrian facilitiesMode is felt to have potential to spur economic development



Initial Screening Results Table

Screening Criteria		Lake Street				Midtown Greenway			Both
		Enhanced Bus	Streetcar	LRT	Dedicated Busway	Double / Single-Track	Full Double-Track	Dedicated Busway	Streetcar Loop
1	Consistency with regional and local plans	Very Good	Fair	Good	Good	Very Good	Good	Good	Good
2	Level of access provided to jobs and residents	Fair	Good	Fair	Fair	Fair	Fair	Fair	Poor
3	Ability to provide desired transit capacity and speed increases	Fair	Fair	Good	Good	Good	Very Good	Good	Fair
4	Compatibility with existing transportation modes and infrastructure	Very Good	Good	Poor	Poor	Good	Poor	Good	Fair
5	Potential right of way impacts	Very Good	Fair	Poor	Poor	Good	Good	Good	Poor
6	Community and stakeholder sentiment	Good	Fair	Poor	Poor	Very Good	Poor	Poor	Fair
Overall rating		Good	Fair	Poor	Poor	Good	Fair	Fair	Poor
		Alternative Advanced				Alternative Advanced			



Enhanced Bus on Lake Street

Screening Criteria		Enhanced Bus
1	Consistency with regional and local plans	Very Good
2	Level of access provided to jobs and residents	Fair
3	Ability to provide desired transit capacity and speed increases	Fair
4	Compatibility with existing transportation modes and infrastructure	Very Good
5	Potential right of way impacts	Very Good
6	Community and stakeholder sentiment	Good
Overall rating		Good

- One of the best performing corridors in the *Arterial Transitway Corridors Study*
- Allows for modest speed and capacity increases
- Least impact and is most compatible with existing and planned transportation infrastructure
- Least ROW impacts of all alternatives
- Bus is only felt to have ‘some potential’ instead of ‘high potential’ to spur economic development

Advance for further study



Streetcar on Lake Street

Screening Criteria		Streetcar
1	Consistency with regional and local plans	Fair
2	Level of access provided to jobs and residents	Good
3	Ability to provide desired transit capacity and speed increases	Fair
4	Compatibility with existing transportation modes and infrastructure	Good
5	Potential right of way impacts	Fair
6	Community and stakeholder sentiment	Fair
Overall rating		Fair

- Provides best access for jobs and residents
- Allows for modest speed and capacity increases
- Requires additional infrastructure at both ends for layover and turnaround, requiring some right-of-way
- Construction impacts on Lake Street
- Is felt to have high potential to spur economic development

Do not advance for further study



LRT on Lake Street

Screening Criteria		LRT
1	Consistency with regional and local plans	Good
2	Level of access provided to jobs and residents	Fair
3	Ability to provide desired transit capacity and speed increases	Good
4	Compatibility with existing transportation modes and infrastructure	Poor
5	Potential right of way impacts	Poor
6	Community and stakeholder sentiment	Poor
Overall rating		Poor

- Major impacts to parking and vehicular and pedestrian traffic on Lake Street
- Requires additional infrastructure at both ends for layover and turnaround, requiring some right-of-way
- Possible clearance issue under I-35W bridge
- Lack of strong community support due to concerns about reconstruction of Lake Street and impacts to existing vehicular traffic

Do not advance for further study

Dedicated Busway on Lake Street

Screening Criteria		Dedicated Busway
1	Consistency with regional and local plans	Good
2	Level of access provided to jobs and residents	Fair
3	Ability to provide desired transit capacity and speed increases	Good
4	Compatibility with existing transportation modes and infrastructure	Poor
5	Potential right of way impacts	Poor
6	Community and stakeholder sentiment	Poor
Overall rating		Poor

- Major impacts to parking and vehicular and pedestrian traffic on Lake Street
- Requires a significant amount of ROW
- Lack of strong community support due to concerns about reconstruction of Lake Street and impacts to existing vehicular traffic

Do not advance for further study



Double/Single-Track Streetcar in the Greenway

Screening Criteria		Double / Single-Track
1	Consistency with regional and local plans	Very Good
2	Level of access provided to jobs and residents	Fair
3	Ability to provide desired transit capacity and speed increases	Good
4	Compatibility with existing transportation modes and infrastructure	Good
5	Potential right of way impacts	Good
6	Community and stakeholder sentiment	Very Good
Overall rating		Good

- The *Minneapolis Streetcar Feasibility Study* recommends streetcar in the Greenway
- Double/single-track operation could affect travel speeds
- Minimal impacts on bicycle and pedestrian facilities in the Greenway
- Requires some ROW
- Consistent with broad community sentiment
- Is felt to have high potential to spur economic development

Advance for further study



Full Double-Track LRT/Streetcar in the Greenway

Screening Criteria		Full Double-Track
1	Consistency with regional and local plans	Good
2	Level of access provided to jobs and residents	Fair
3	Ability to provide desired transit capacity and speed increases	Very Good
4	Compatibility with existing transportation modes and infrastructure	Poor
5	Potential right of way impacts	Good
6	Community and stakeholder sentiment	Poor
Overall rating		Fair

- Fastest operating speeds of any alternative
- Modest impacts to existing bicycle and pedestrian facilities in the Greenway
- Likely requires rebuild of bridges over the Greenway
- Requires some ROW
- Is inconsistent with broad community sentiment and specific comments made at stakeholder engagement sessions regarding impacts to Greenway resources

Do not advance for further study



Dedicated Busway in the Greenway

Screening Criteria		Double / Single- Track
1	Consistency with regional and local plans	Good
2	Level of access provided to jobs and residents	Fair
3	Ability to provide desired transit capacity and speed increases	Good
4	Compatibility with existing transportation modes and infrastructure	Good
5	Potential right of way impacts	Good
6	Community and stakeholder sentiment	Poor
Overall rating		Fair

- Double/single-lane operation could affect speeds
- Minimal impacts on bicycle and pedestrian facilities in the Greenway
- Requires some ROW
- Is inconsistent with broad community sentiment and specific comments made at stakeholder engagement sessions

Do not advance for further study



Streetcar Loop

Screening Criteria		Streetcar Loop
1	Consistency with regional and local plans	Good
2	Level of access provided to jobs and residents	Poor
3	Ability to provide desired transit capacity and speed increases	Fair
4	Compatibility with existing transportation modes and infrastructure	Fair
5	Potential right of way impacts	Poor
6	Community and stakeholder sentiment	Fair
Overall rating		Poor

- May be confusing and inconvenient for users
- Lake Street speeds affected by operations in mixed traffic and signalized intersections, resulting in imbalanced eastbound and westbound travel time
- Requires a significant amount of ROW to transition between alignments
- Higher capital and operating cost

Do not advance for further study



Commuter Rail and PRT on the Greenway

	Commuter Rail	PRT
1 Consistency with regional and local plans	Fatal Flaw	Fatal Flaw
2 Level of access provided to jobs and residents	-	-
3 Ability to provide desired transit capacity and speed increases	-	-
4 Compatibility with existing transportation modes and infrastructure	-	-
5 Potential ROW impacts	-	-
6 Community and stakeholder sentiment	-	-
Overall rating	Fatal Flaw	Fatal Flaw

- Commuter rail and PRT on the Greenway are not consistent with the Metropolitan Council recommendations stated in the *Transportation Policy Plan* and in the *Regional Transitway Guidelines*.

Do not advance for further study



Screening Conclusions

Advanced for Further Study

- Enhanced bus on Lake Street
- Single/double-track streetcar in Midtown Greenway
- Potential alignment combinations

Not Advanced for Further Study

- Streetcar on Lake Street
- LRT on Lake Street
- Dedicated busway on Lake Street
- Full double-track in Midtown Greenway
- Dedicated busway in Midtown Greenway
- Streetcar loop in Midtown Greenway and Lake Street
- Commuter rail in Midtown Greenway
- PRT in Midtown Greenway



Combination of Alternatives

Streetcar on Greenway and enhanced bus on Lake Street

- Explore a combination of both within the study area
 - Potential to extend enhanced bus east of Hiawatha Ave
- Allows for possible phased implementation
- Evaluate market demand for both alignments



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Combination of Alternatives

Benefits to an enhanced bus extension

- Responding to public interest in transit improvements along entire length Lake Street
- Enhanced bus operates efficiently in longer corridors
- Enables a greater replacement of existing local service
- Full Lake Street enhanced bus build-out scored well in *Arterial Transitway Corridors Study*
- Additional transitway connections
 - LRT on University Ave
 - Enhanced bus on Snelling Ave



Next Steps

Detailed definition of alternatives

- Concept design
- Service plans
- Specific routing and station locations
- Travel time and frequency
- Operating cost



THANK YOU

Presentation will restart shortly