



# Midtown Corridor Alternatives Analysis

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Community Presentation on Evaluation of Alternatives



# What is an Alternatives Analysis (AA)?

- The purpose of an AA is to identify and analyze the **benefits, costs, and impacts** associated with various transit alternatives.
- The AA will result in the selection of a locally preferred alternative (LPA) that best meets the identified purpose and need for the project.

# Study Area



# Mode Characteristics

As compared to enhanced bus



Enhanced Bus	Dedicated Busway	Streetcar	Light-Rail Transit
Station spacing every ½ mile	Yes, or greater	Every ¼ mile	Yes, or greater
Off-board fare payment	Yes	Yes	Yes
Near-level boarding	Fully-level	Yes	Fully-level
Transit signal priority	Yes	Yes	Yes
Improved station	Yes, but larger	Yes	Yes, but larger
Unique vehicles	Yes	Yes, rail	Yes, rail
Street running / mixed traffic	Exclusive lane	Yes	Exclusive guideway

# Initial Screening Summary Table

Screening Criteria	Lake Street				Midtown Greenway			Both
	Arterial BRT	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	Good	Good	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 ROW impacts	Very Good	Fair	Poor	Poor	Good	Good	Good	Poor
6 Community and stakeholder sentiment	Good	Fair	Poor	Poor	Very Good	Poor	Poor	Fair
<b>Overall rating</b>	Good	Fair	Poor	Poor	Good	Fair	Fair	Poor

Alternative Advanced

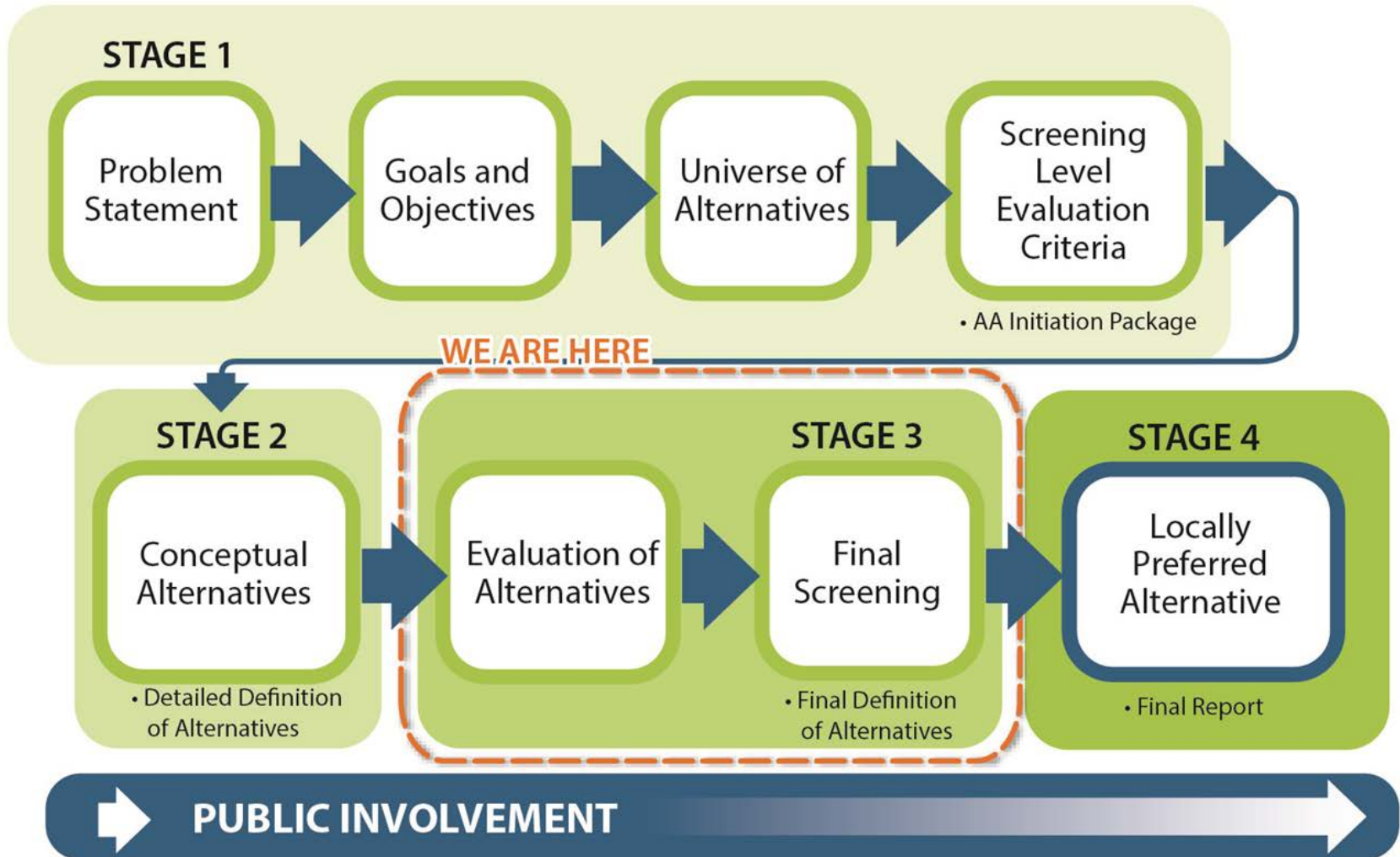
Alternative Advanced

# 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

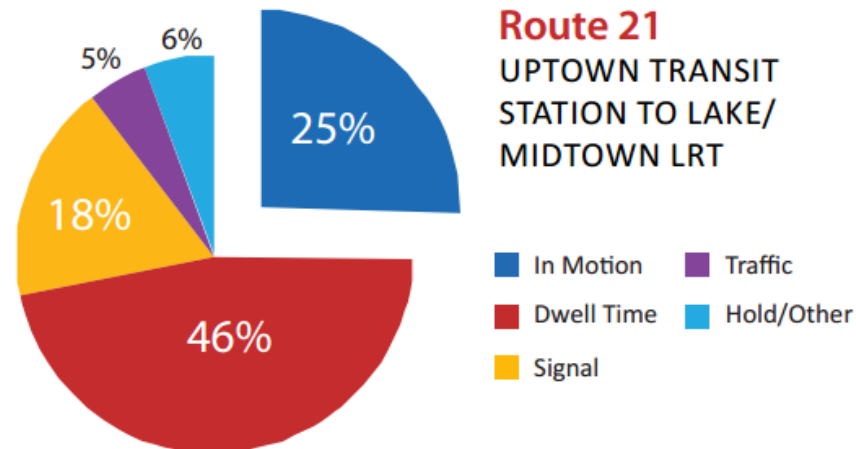


# Study Process



# Travel Times

Mode	West Lake to Hiawatha	West Lake to Minnehaha	Uptown to Snelling
Local Bus	42	44	57
Enhanced Bus	30	32	42
Rail	13	-	-





# Ridership Projections (2030)

Alternative	Local Bus	Rail	Enhanced Bus		Corridor Total
			Study Area	Extended Corridor	
Existing (2012)	14,600	-	-	-	<b>14,600</b>
Enhanced Bus	8,500	-	11,000	3,000	<b>22,500</b>
Rail	9,500	11,000	-	-	<b>20,500</b>
Dual Alignment	6,000	9,500	8,500	8,000	<b>32,000</b>

# Cost Estimates

Alternative	Capital	Operating (annual)
Enhanced Bus	\$50	\$7
Rail	\$190-220	\$8
Dual Alignment	\$235-270	\$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
- All options competitive for federal funding based on evaluation results

# 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 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

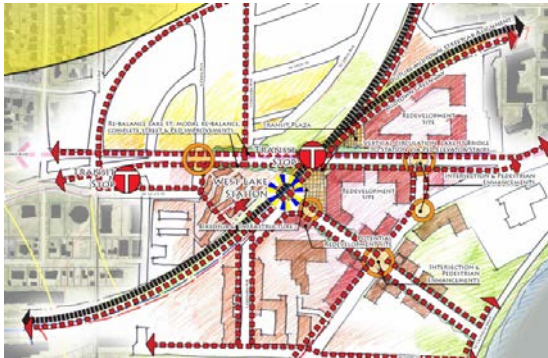
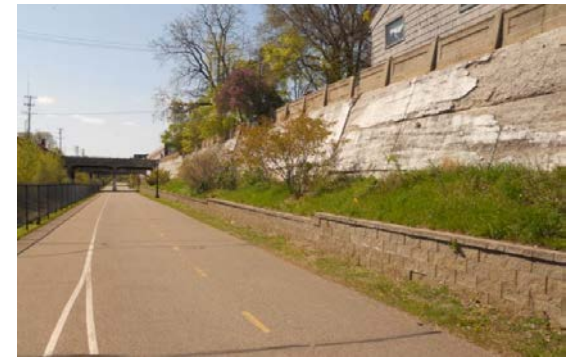
Midtown Greenway Coalition

Business owners at Mercado Central

Cedar Isles Dean Neighborhood Association

# Topics Requiring Additional Analysis

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



## Next Steps

- February 12, 2014 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



# THANK YOU

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