



Midtown Corridor Alternatives Analysis

Locally Preferred Alternative – Feb. 12, 2014

WHEREAS, the Midtown Corridor is identified in the Metropolitan Council's 2030 Transportation Policy Plan (amended May 2013) as a future bus or rail transitway, with the appropriate mode and alignment to be determined through further study, and

WHEREAS, Lake Street is identified in the Metropolitan Council's 2030 Transportation Policy Plan (amended May 2013) as a future arterial BRT corridor (called enhanced bus for this study), and

WHEREAS, on April 2, 2010 the City of Minneapolis identified the Midtown Greenway as part of a long-term rail network, and

WHEREAS, the City of Minneapolis has identified Lake Street as a primary transit network corridor in the Access Minneapolis: Citywide Transportation Action Plan (published July 2009), and

WHEREAS, on November 3, 2009 the Hennepin County Regional Rail Authority unanimously supported the Southwest Transitway LPA resolution which included an amendment that "the region continue to explore the development of and commitment to the Midtown Corridor as a rail transit connection between the Southwest and Hiawatha LRT lines," and

WHEREAS, the alternatives analysis identified three primary needs to address with the Midtown Corridor transitway: unmet transportation needs in the corridor, particularly with transit; a diverse population with a variety of transportation demands; support of city and regional policies encouraging growth and development in the corridor, and

WHEREAS, the alternatives analysis identified five primary goals to achieve with the Midtown Corridor transitway: 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, and

WHEREAS, the alternatives analysis has shown that either the double/single-track rail in the Midtown Greenway or enhanced bus on Lake Street will address the corridor needs and achieve the project goals, and

WHEREAS, the alternatives analysis has further shown that there is sufficient demand in the corridor to support both double/single-track rail in the Midtown Greenway and enhanced bus on Lake Street, and



WHEREAS, there is strong community support for rail in the Midtown Greenway and for transit improvements on Lake Street, including on Lake Street east of Hiawatha Avenue, outside the project study area, and

WHEREAS, the technical advisory committee (TAC), with representatives from Metro Transit, the Metropolitan Council, the City of Minneapolis, the Minneapolis Park and Recreation Board, Hennepin County, the City of Saint Paul and Minnesota Department of Transportation, has provided input in this resolution,

NOW, THEREFORE, BE IT RESOLVED that the Midtown Corridor Policy Advisory Committee (PAC) has taken into consideration the technical information on each of the alternatives, along with input from the TAC, CAC and community, and recommends the dual alternative of enhanced bus on Lake Street and double/single-track rail in the Midtown Greenway as the locally preferred alternative for the Midtown Corridor project.

BE IT FURTHER RESOLVED that subsequent phases of technical analysis will continue to engage policymakers, technical experts, adjacent property owners and the community to address key issues not covered in the LPA, including but not limited to the rail vehicle type, track design such as single/double and turf track segments, greenspace, station area design, bicycle and pedestrian path width, and other elements to enhance the Midtown Greenway and Lake Street.

BE IT FURTHER RESOLVED that this resolution for the recommended locally preferred alternative by the Midtown Corridor PAC be forwarded to the Metropolitan Council for consideration in the 2040 Transportation Policy Plan.