



# Midtown Corridor Alternatives Analysis

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Evaluation of Alternatives and Final Screening Results

November 20 and 21, 2013

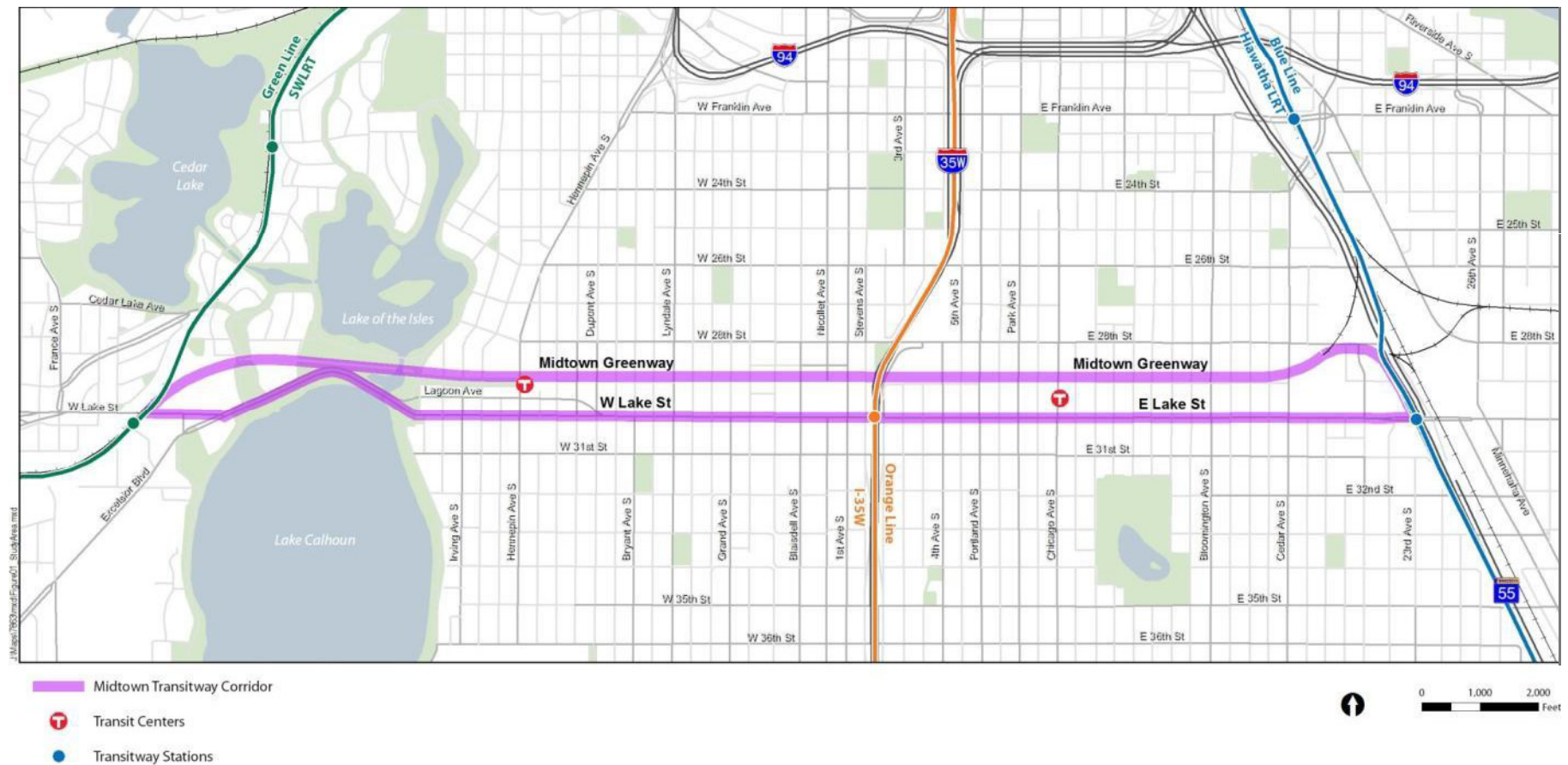


# Today's Agenda

- Alternatives background
- Process update
- Key evaluation factors – cost and ridership
- Other evaluation factors
- Remaining issues
- Outreach and next steps



# 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
		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	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
Overall rating		Good	Fair	Poor	Poor	Good	Fair	Fair	Poor

Alternative  
AdvancedAlternative  
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







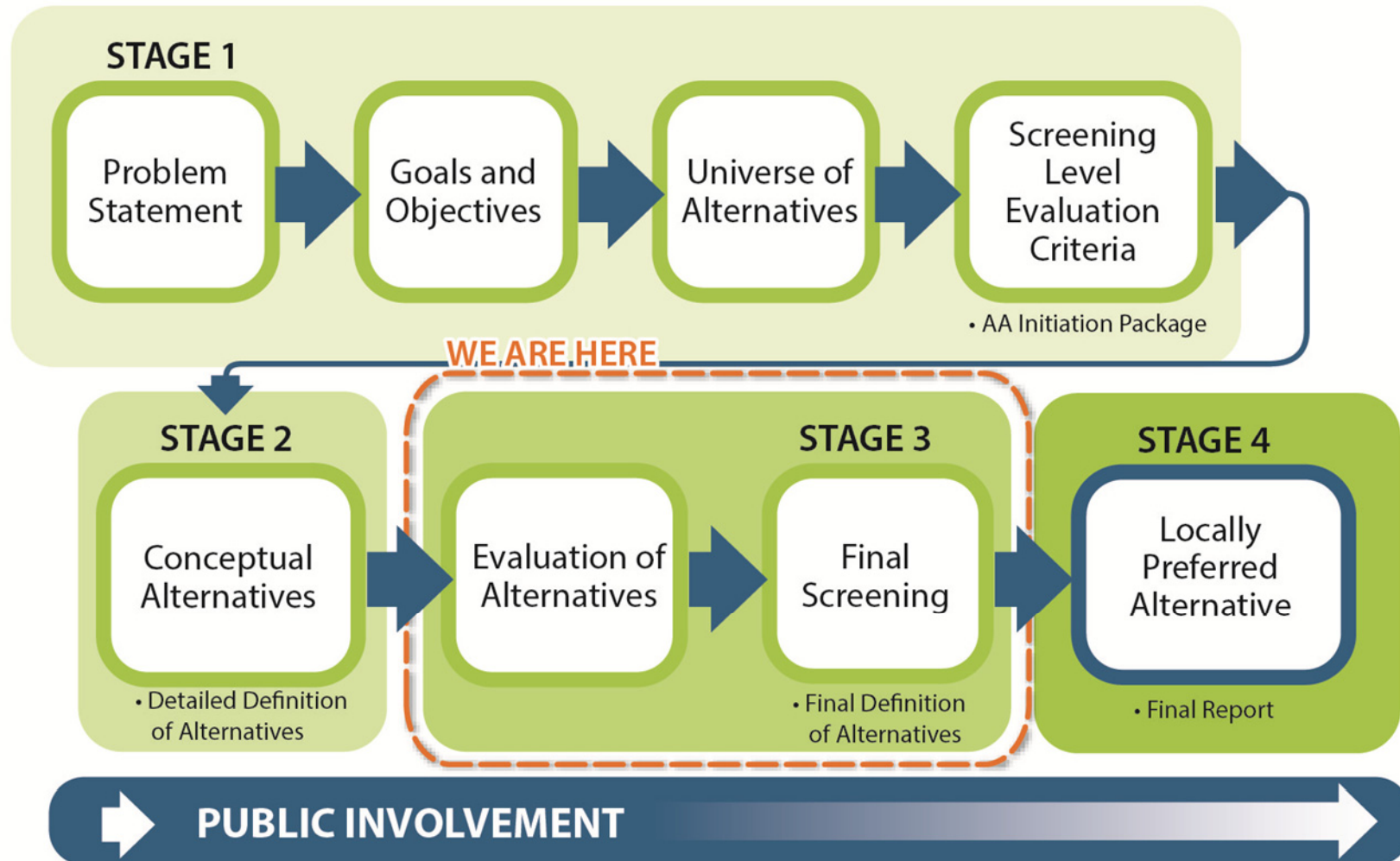
# Recap of Assumptions

- Developed service plan
- Calculated travel times
- Station locations
- Concept station designs
- Identified single-track segments





# Study Process







## 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	\$200	\$8
Dual Alignment	\$245	\$15

(figures in millions)



## Results for Enhanced Bus Extension

- Not all 21 criteria were evaluated
- 8,000 more riders
- 11,000 more jobs within reach
- 4.2 miles of expanded service, 10 more stations
- \$18.9 million in additional capital costs
- \$3.2 million in additional annual operating costs



## 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



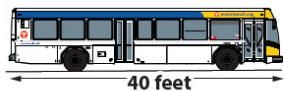
# Single or Double-Track Rail?

- 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





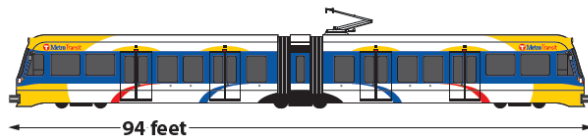
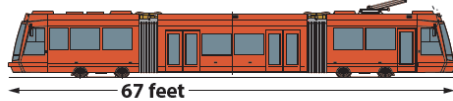
# Vehicle Size Options Under Consideration



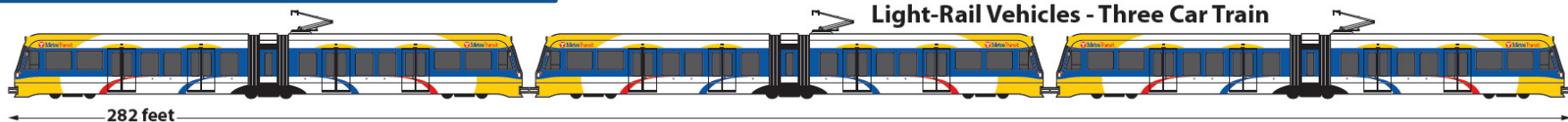
Metro Transit Local Bus



Lake Street Enhanced Bus



Potential Greenway vehicle sizes

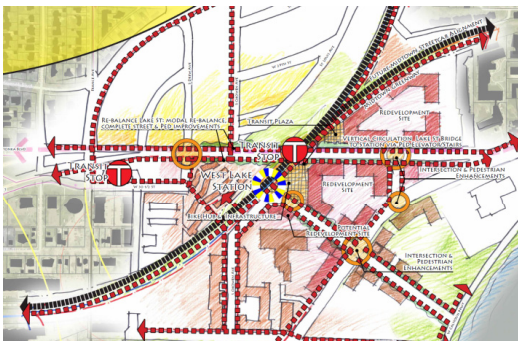


Light-Rail Vehicles - Three Car Train



# Topics Requiring Additional Analysis

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





# 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

Transit center mini-open  
houses

Business owners at  
Mercado Central

Cedar Isles Dean  
Neighborhood  
Association



## 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



# Your Feedback is Important

- Staff available to answer questions on four topic areas:
  - Process (FTA process, timeline, next steps, etc.)
  - Service design (travel time, service plan, etc.)
  - Infrastructure design (station design, track layout, etc.)
  - Evaluation results (cost, ridership, etc.)
- Please share your thoughts and complete a survey
- Your feedback will be summarized and presented to the PAC for consideration on the LPA decision





# THANK YOU

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