

WELCOME TO THE



Midtown Transitway

OPEN HOUSE

What is the Midtown Corridor Alternatives Analysis (AA)?

- Identify and analyze the **benefits, costs, and impacts** associated with various transit alternatives.
- The AA will select a locally preferred alternative (LPA) that best meets the purpose and need for the Midtown Corridor.

Stages of an AA

- Stage 1: Project Initiation** → We are here
- Stage 2: Develop and Screen Alternatives**
- Stage 3: Evaluation of Alternatives**
- Stage 4: Final Assessment**

SEPT 2012 - JUNE 2013

JULY - SEPT 2013

SEPT - DEC 2013

JAN - FEB 2014

STAGE 1

Problem Statement

Goals and Objectives

We are here
Universe of Alternatives

Screening Level Evaluation Criteria

• AA Initiation Package

STAGE 2

Conceptual Alternatives

• Detailed Definition of Alternatives

STAGE 3

Evaluation of Alternatives

• Final Definition of Alternatives

STAGE 4

Locally Preferred Alternative

• Final Report

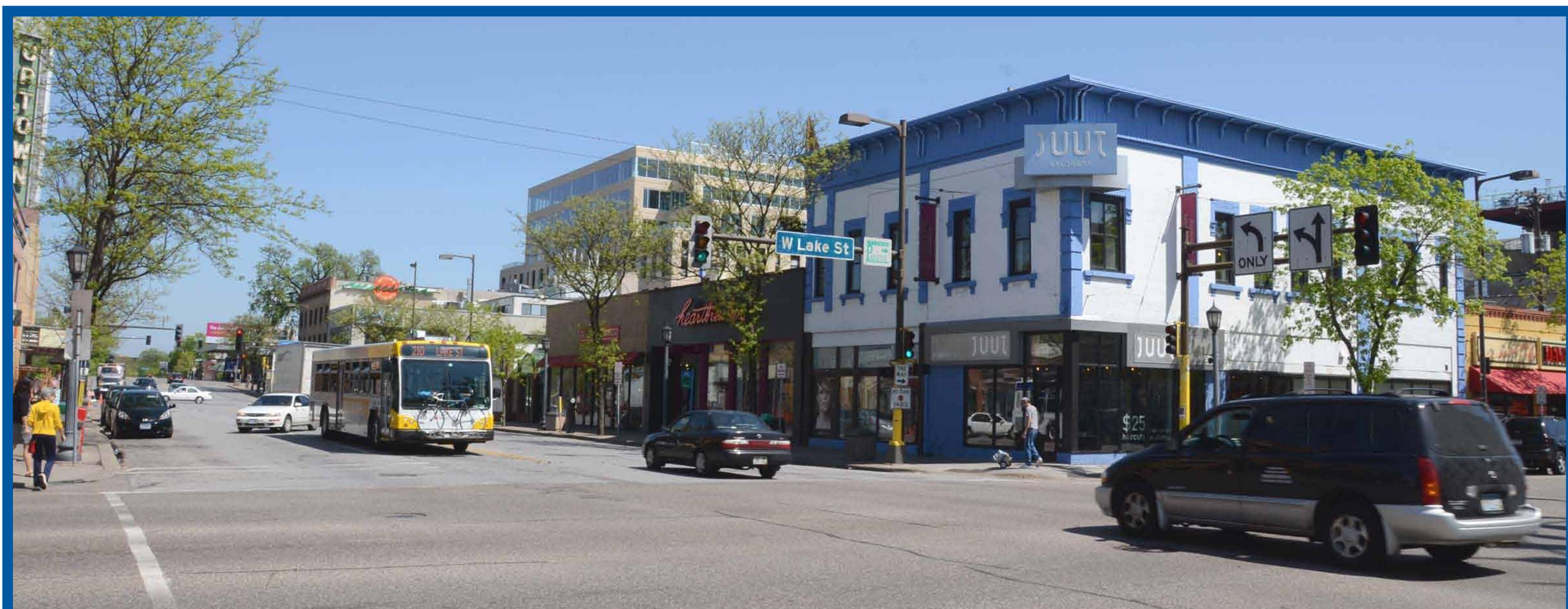


PUBLIC INVOLVEMENT



What is the purpose of the Midtown Corridor Transitway Project?

The purpose of the Midtown Corridor Transitway Project is to provide high quality, convenient transit service that meets current and future travel needs, attracts new riders and supports sustainable growth and development in the corridor.



LAKE STREET

Why is a transitway needed in the Midtown Corridor?

- There is a lack of reliable and attractive transit service along the corridor
- To improve access to job centers and key destinations inside and outside the corridor
- A large number of people in the corridor rely on transit as their main means of transportation

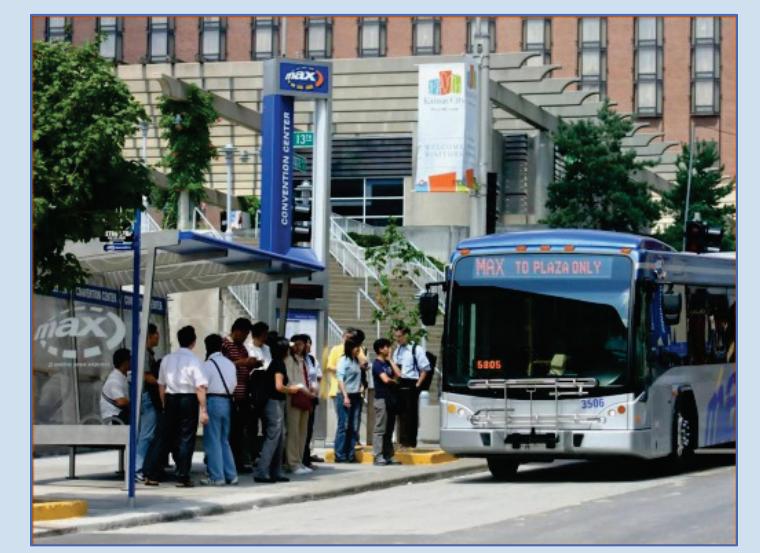


MIDTOWN GREENWAY

What are the desired outcomes of a Midtown Corridor Transitway?

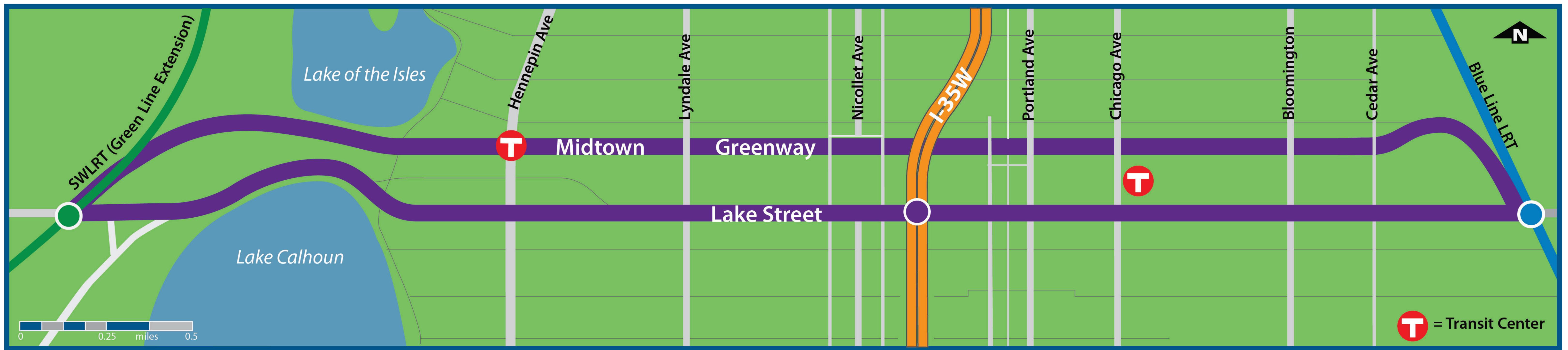
- Increase transit use
- Improve regional mobility and local access
- Catalyze and support economic development
- Develop a cost-effective transitway that is well positioned for implementation
- Support healthy communities and the environment

What modes are being studied in the AA?

	DEDICATED GUIDEWAY		MIXED TRAFFIC	
	Dedicated Busway 	Light Rail (LRT) 	Street Car 	Bus Rapid Transit (BRT) 
Runningway	Vehicles operate in right-of-way exclusively for buses. Sometimes a mixed-traffic lanes is used for short distances	Operates in right-of-way exclusively for the LRT vehicles	Typically operates in mixed-traffic lanes, but can also be in right-of-way exclusively for streetcar vehicles	Arterial BRT vehicles operate in mixed traffic
Station Spacing	In exclusive right-of-way corridors, stations are located every $\frac{1}{2}$ to one mile	Station located every $\frac{1}{2}$ to one mile	Station located every $\frac{1}{4}$ to $\frac{1}{3}$ mile	Stations can be located every $\frac{1}{4}$ to $\frac{1}{2}$ mile
Station Amenities	Distinct shelters with passenger amenities like real-time information, fare-collection, and security features	Distinct shelters with passenger amenities like real-time information, fare-collection, and security features	Stations can range from basic stops with minimal passenger amenities to LRT-like stations	Stations can range from basic stops with minimal passenger amenities to LRT like stations
Vehicle Type	Diesel or diesel-electric hybrid vehicles. Some vehicles testing battery electric-only operation.	Electrically powered vehicles with overhead wires	Electrically powered vehicles with overhead wires. Some vehicles are testing on-board batteries for short distances	Diesel or diesel-electric hybrid vehicles. Some vehicles testing battery electric-only operation.
Passenger Capacity	Between 60 and 105 passengers per vehicle.	200 passengers per vehicle. LRT vehicles are coupled together to increase passenger capacity	Between 115 and 160 passengers per vehicle. Unlike LRT, vehicles operate as single units.	Between 60 and 105 passengers per vehicle.
Cost per mile	\$10-50 million per mile	\$80-125 per mile	\$30-60 million per mile	\$2-6 million per mile
Example Operating Locations	Boston, Cleveland, Los Angeles	Minneapolis, Dallas, San Diego	Portland, Seattle, Toronto	Kansas City, Oakland, Seattle

What is the Study Area?

The Midtown Corridor runs about 4.4 miles between the Blue Line (Hiawatha) Lake Street/Midtown Station and the Green Line (SW) West Lake Station.



Lake Street

There are two alignments under study:



Midtown Greenway



Previously Completed Studies

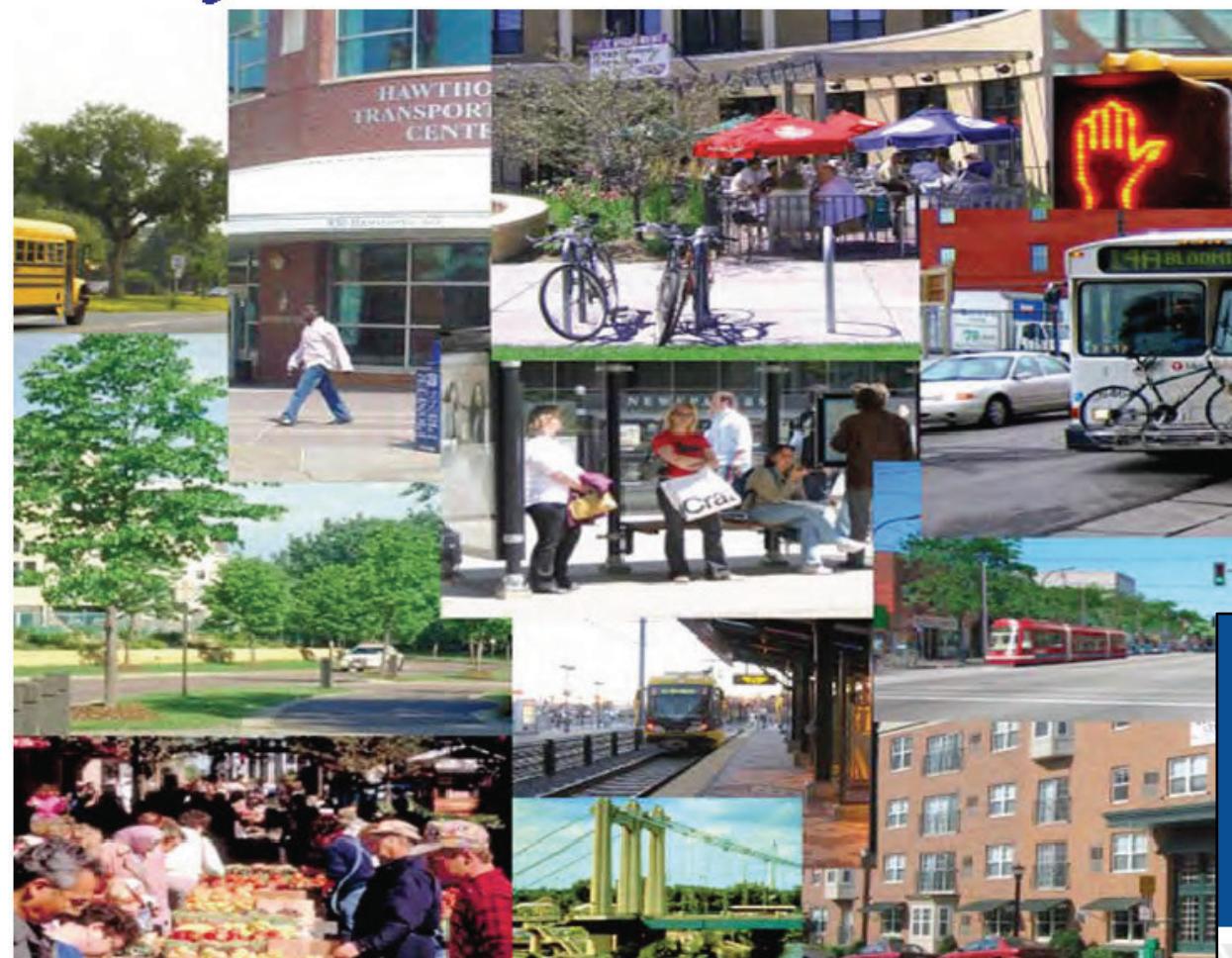
Many previously completed studies have analyzed transit and transit options in the Midtown Corridor. These studies showed strong potential for Midtown Corridor transit improvements. The AA will build upon past work to develop and analyze potential transit options in the corridor to help determine a Locally Preferred Alternative (LPA).

A few of the key studies...



**Minneapolis Streetcar Feasibility Study
Final Report**

CITYwide Action Plan

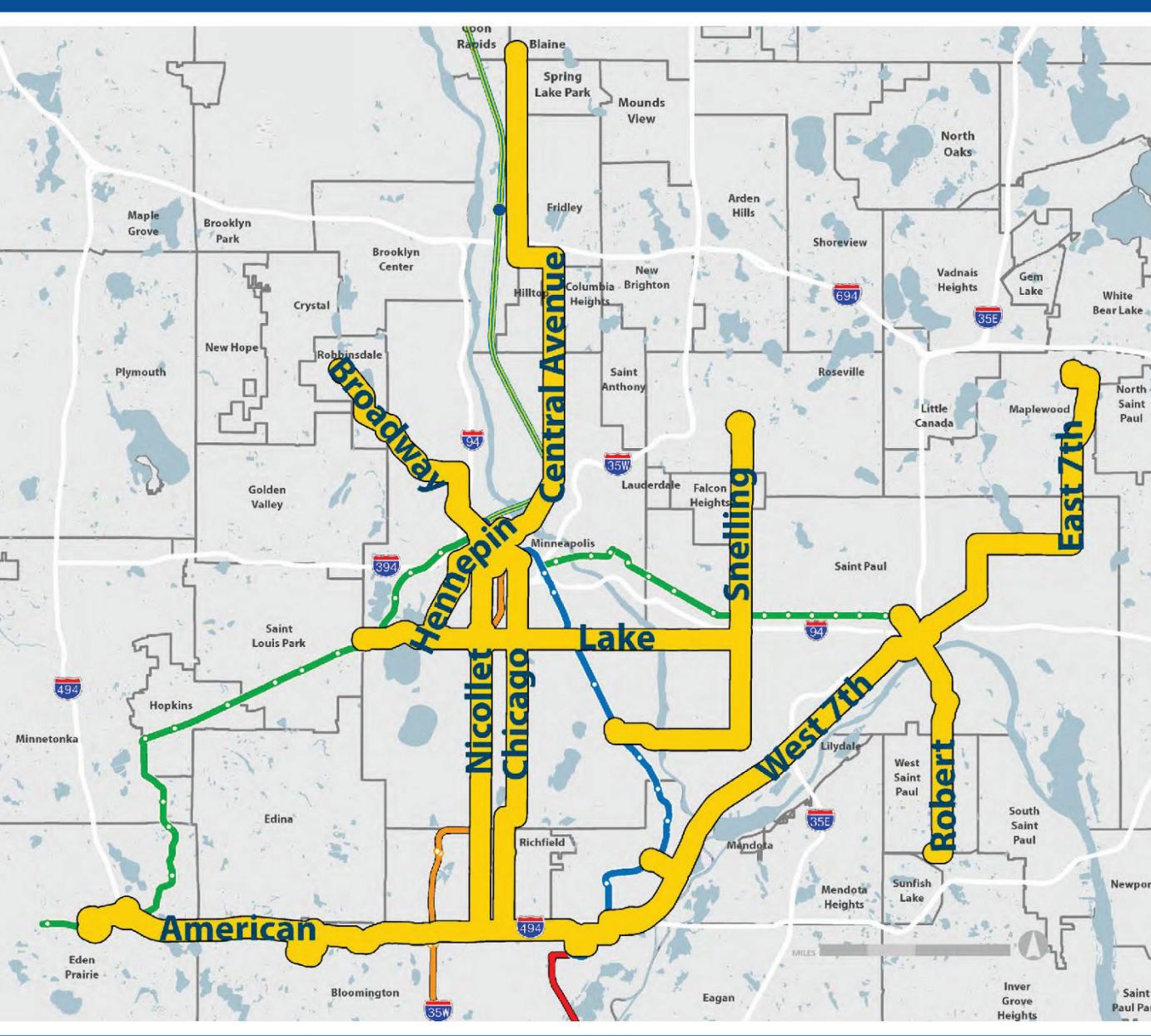


ACCESS MINNEAPOLIS
Ten-Year Transportation Action Plan

July 17, 2009

City of Minneapolis

Arterial Transitway Corridors Study

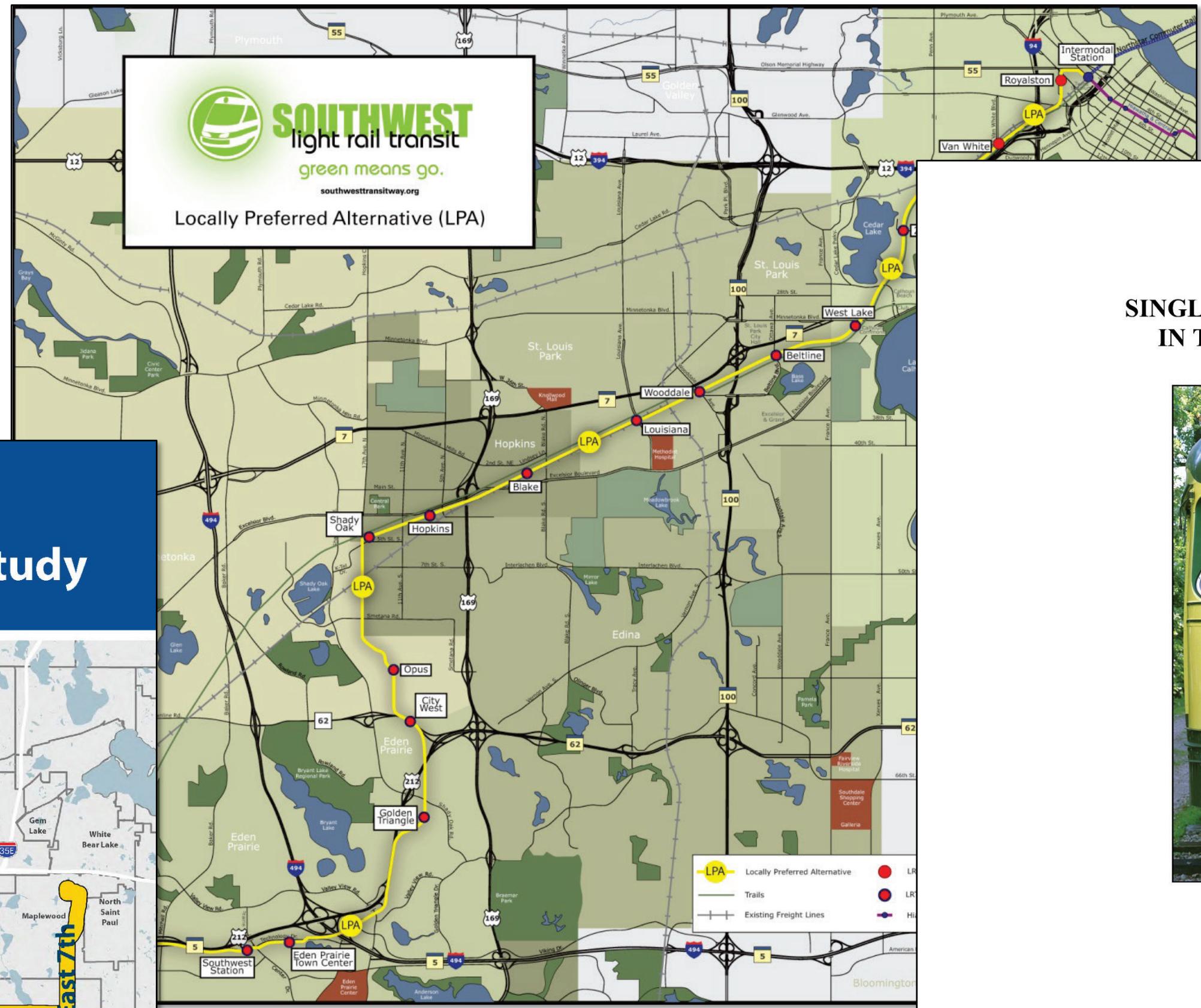


April 2012

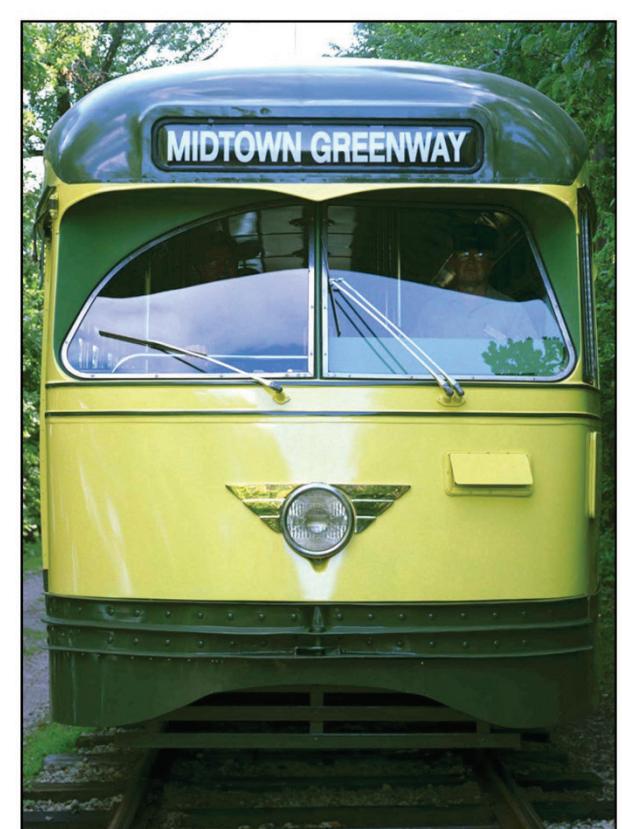
Metropolitan Council MetroTransit

SOUTHWEST light rail transit green means go.

Locally Preferred Alternative (LPA)



THE FEASIBILITY OF A SINGLE-TRACK VINTAGE TROLLEY IN THE MIDTOWN GREENWAY



By Lomarodo Group
March 19, 2001

Presented to the

MIDTOWN GREENWAY COALITION
NEIGHBORHOODS FOR A GREAT GREENWAY

How can I stay informed and get involved?

- Attend an open house
- Visit the project website,
www.midtowntransitway.org
- Follow us on Facebook,
www.facebook.com/metrotransitm
- Or our Twitter feed
[@metrotransitm](https://twitter.com/metrotransitm)
- Receive email updates
midtown@metrotransit.org

The screenshot shows the Metro Transit website (<http://www.metrotransit.org/midtown-transitway-home.aspx>) with a yellow header bar containing the 'Midtown Transitway Home' link. The main content area features a section titled 'Midtown Corridor Alternatives Analysis' with a photograph of a city street. Below this is a 'What's New' section with a recent post about Project FAQs.



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