

WELCOME TO THE

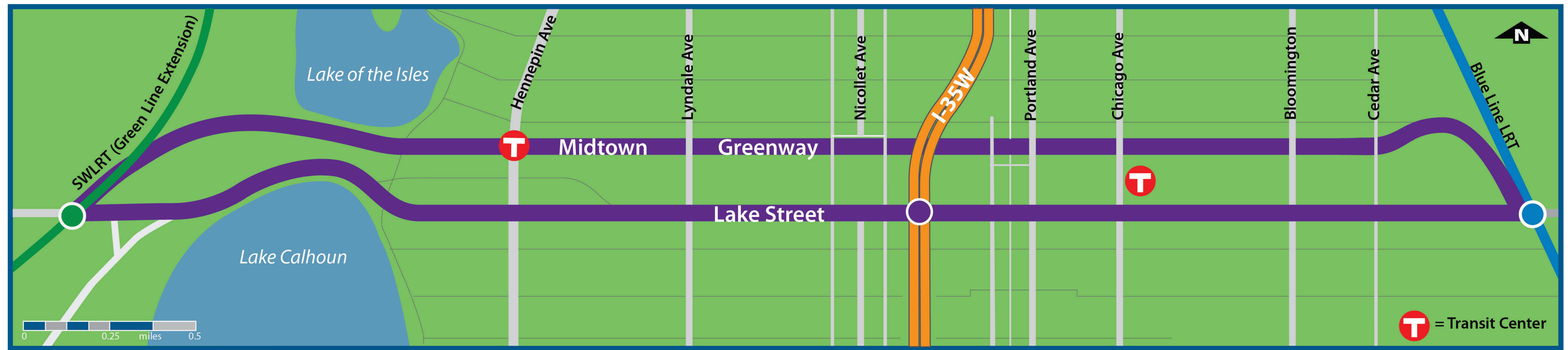


Midtown Transitway

OPEN HOUSE

What is the Study Area?

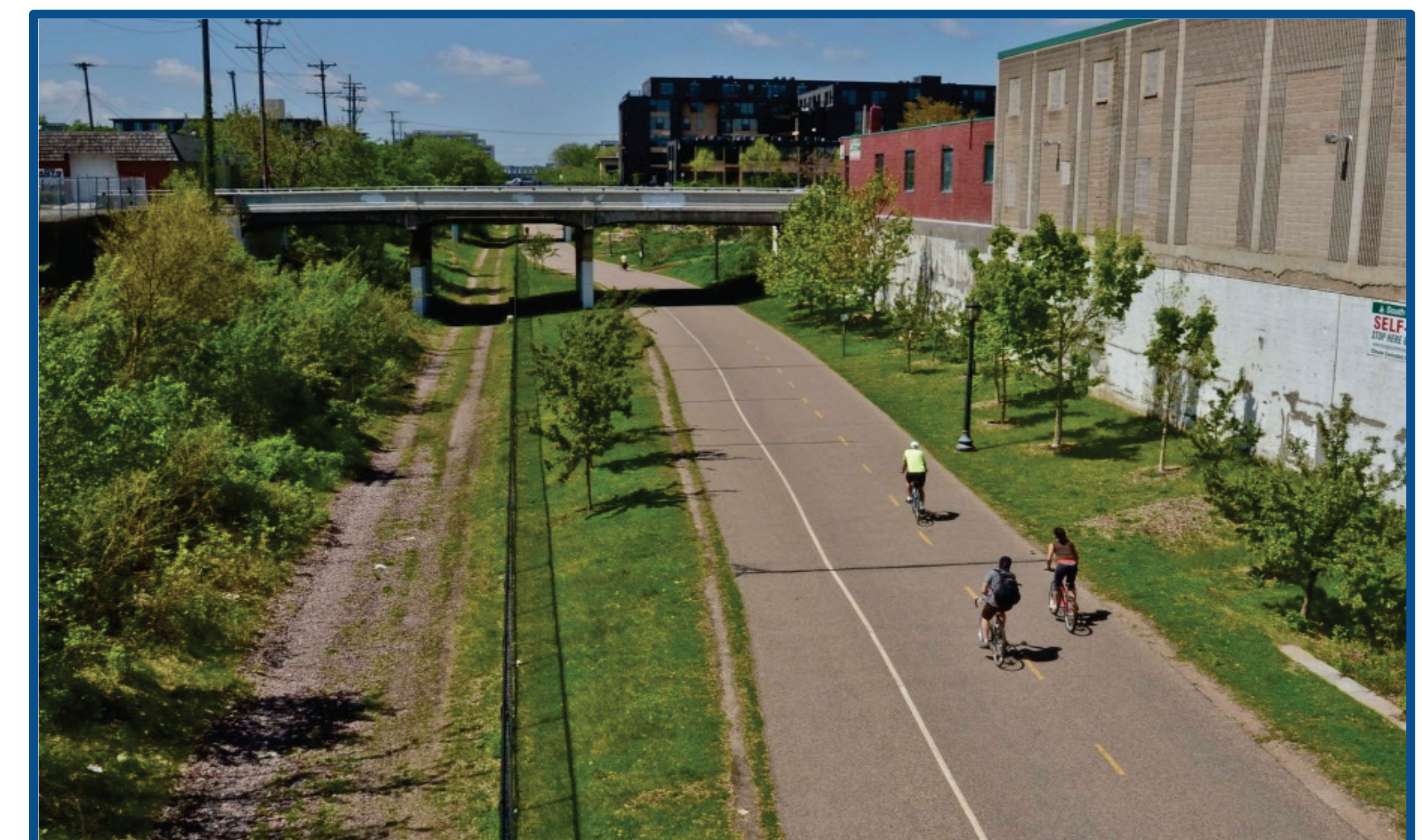
The Midtown Corridor runs about 4.4 miles between the Blue Line (Hiawatha) Lake Street/Midtown Station and the Green Line (SW) West Lake Station.



Lake Street

Midtown Greenway

There are two alignments under study:





Purpose and Need

What is the purpose of the Midtown Corridor Transitway Project?

The purpose of the Midtown Corridor Transitway Project is to provide transit service that meets current and future travel needs, attracts new riders, connects users with job centers and key destinations, and supports sustainable growth and development.

Why is a transitway needed in the Midtown Corridor?

The Midtown Corridor is an important part of the regional multimodal transportation network; however there are several unmet transportation needs that constrain the area's potential development. Several factors contribute to a need for a transitway investment in the Midtown Corridor. These include:

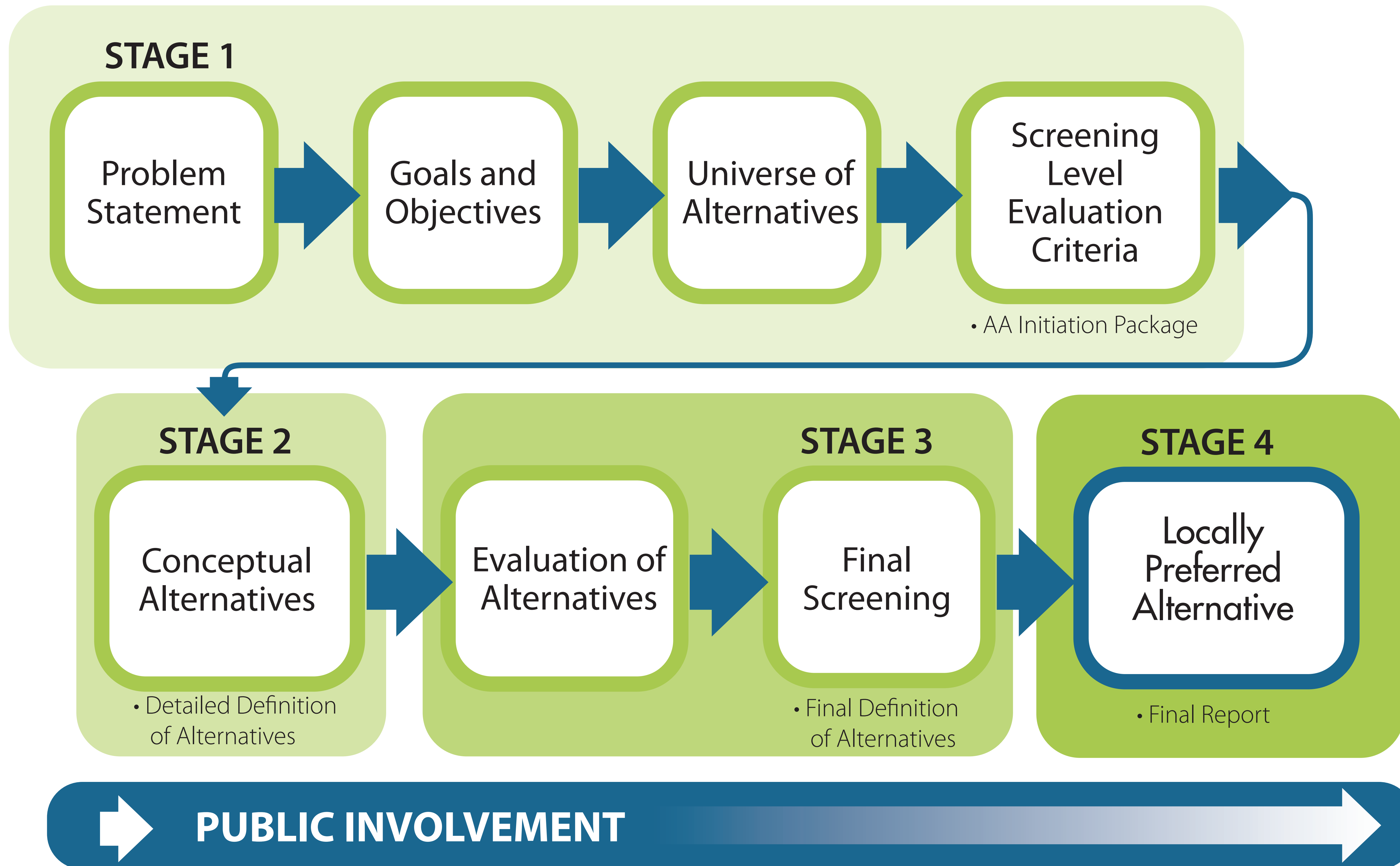
- Unmet transportation needs in the corridor, particularly with transit
- A diverse population with a variety of transportation demands
- Support of city and regional policies encouraging growth and development in the corridor

What are the goals that will be accomplished by a transitway in the Midtown Corridor?

1. Increase transit use among the growing number of corridor residents, employees, and visitors
2. Improve corridor equity with better mobility and access to jobs and activities
3. Catalyze and support housing and economic development along the corridor
4. Develop a cost-effective transitway that is well-positioned for implementation
5. Build upon the vibrancy and diversity of the corridor by supporting healthy, active communities and the environment







Study Process





What modes are being studied in the AA?

	DEDICATED GUIDEWAY		MIXED TRAFFIC	
	Dedicated Busway 	Light Rail (LRT) 	Streetcar 	Enhanced Bus 
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	Enhanced bus vehicles operate in mixed traffic
Station Spacing	In exclusive right-of-way corridors, stations are located every ½ to one mile	Station located every ½ to one mile	Station located every ¼ to ⅓ mile	Stations can be located every ¼ to ½ 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.	Between 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 million 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



Universe of Alternatives

Lake Street

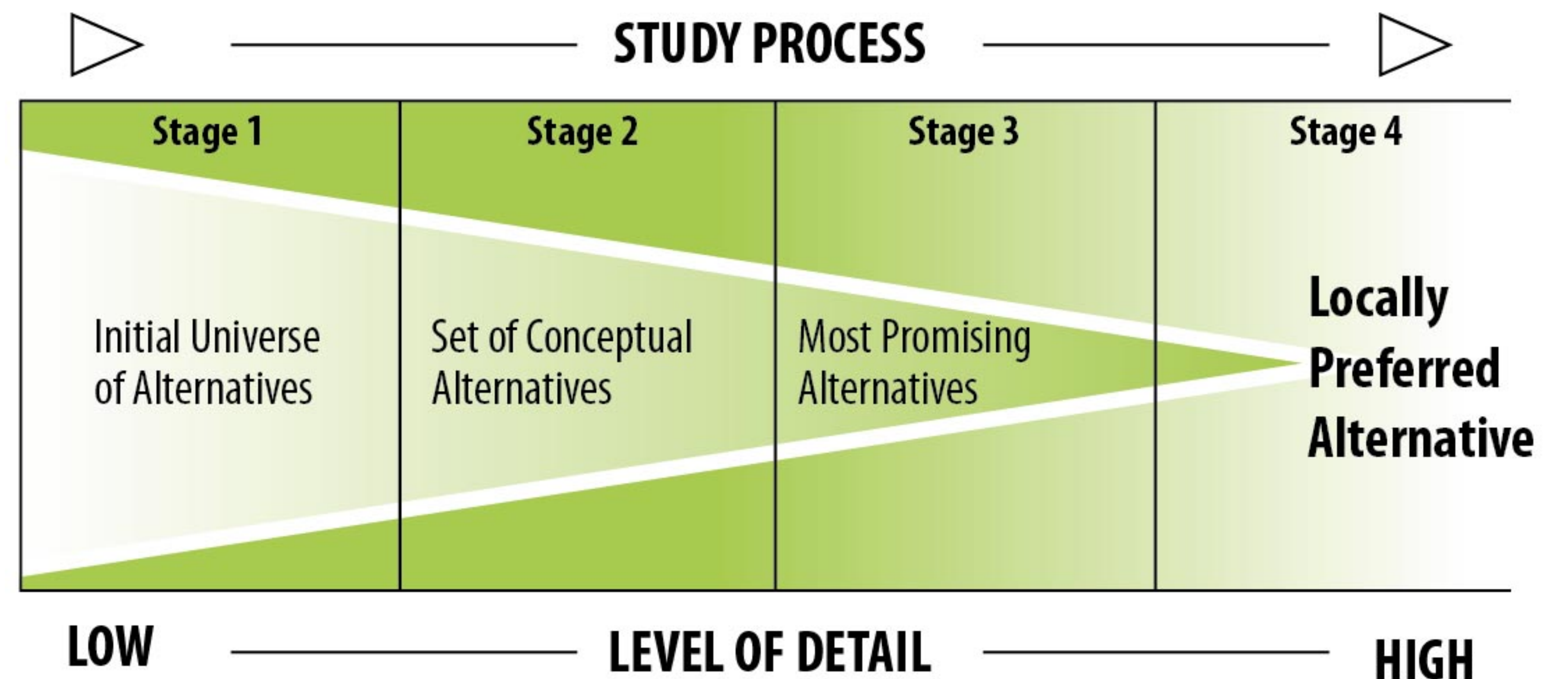
1. Enhanced Bus
2. Streetcar
3. LRT
4. Dedicated Busway

Midtown Greenway

5. Double/Single-Track Streetcar
6. Full Double-Track LRT/Streetcar
7. Dedicated Busway
8. Personal Rapid Transit
9. Commuter Rail
10. Streetcar Lake Street/Greeway Loop

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 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	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			



Advanced for Further Study

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

• Combination of Alternatives

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

Benefits of enhanced bus extension in combined alternative

- 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 past studies
- Additional transitway connections
 - LRT on University Ave
 - Enhanced Bus on Snelling Ave



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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	<ul style="list-style-type: none">The <i>Minneapolis Streetcar Feasibility Study</i> recommends streetcar in the GreenwayDouble/single-track operation could affect travel speedsMinimal impacts on bicycle and pedestrian facilities in the GreenwayRequires some ROWConsistent with broad community sentimentIs felt to have high potential to spur economic development
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	Advance for further study

Dedicated Busway in the Greenway

Screening Criteria		Double / Single-Track	
1	Consistency with regional and local plans	Good	<ul style="list-style-type: none">Double/single-lane operation could affect speedsMinimal impacts on bicycle and pedestrian facilities in the GreenwayRequires some ROWIs inconsistent with broad community sentiment and specific comments made at stakeholder engagement sessions
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	Do not 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	<ul style="list-style-type: none">Fastest operating speeds of any alternativeModest impacts to existing bicycle and pedestrian facilities in the GreenwayLikely requires rebuild of bridges over the GreenwayRequires some ROWIs inconsistent with broad community sentiment and specific comments made at stakeholder engagement sessions regarding impacts to Greenway resources
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	Do not advance for further study

Streetcar Loop

Screening Criteria		Streetcar Loop	
1	Consistency with regional and local plans	Good	<ul style="list-style-type: none">May be confusing and inconvenient for usersLake Street speeds affected by operations in mixed traffic and signalized intersections, resulting in imbalanced eastbound and westbound travel timeRequires a significant amount of ROW to transition between alignmentsHigher capital and operating cost
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	Do not advance for further study



Next Steps

Detailed definition of alternatives

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