

# Midtown Corridor Alternatives Analysis

Metropolitan Council Transportation Committee  
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# Alternatives Studied

- 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



# Outreach and Community Engagement

## Neighborhood Associations

- East Isles
- East Calhoun
- West Calhoun
- Phillips West
- Cedar Isles Dean
- Central
- Whittier
- Corcoran
- Seward

## Other community outreach

- Minneapolis Bicycle Coalition
- Business owners at Mercado Central
- Transit center mini-open houses



# Results Summary

Alternative	Capital Cost	Operating Cost (annual)	Ridership (transitway/total)	Economic Development Potential
Enhanced Bus	\$50	\$7	14,000 / 22,500	\$201-390
Rail	\$190-220	\$8	11,000 / 20,500	\$239-464
Combination	\$235-270	\$15	26,000 / 32,000	\$352-464

(dollars in millions)

# Locally Preferred Alternative

- PAC unanimously approves LPA recommendation:
  - Combination alternative of rail in Greenway and enhanced bus on Lake Street
  - Support from PMT and TAC
  - Ongoing refinement in future phases

midtowntransitway.org

**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

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# Locally Preferred Alternative

- Metropolitan Council recognizes LPA recommendation
- 2014: update Transportation Policy Plan with LPA recommendation; show as unfunded corridor
- 2014-2015: regional transitway prioritization
- Future: identified funding would prompt resolutions of support from city and county



# Outcome and Next Steps

- **Enhanced bus** – advance through Metro Transit’s arterial BRT implementation program
  - A Line (Snelling Ave), B Line (West 7th), C Line (Penn Ave)
  - Goal to implement Lake St before 2020
- **Rail** – determine fit within regional priorities
  - Strong local support, ridership and economic development
  - Potential environmental impacts and measures to avoid or mitigate will be studied in next phase
  - Timing of future phases dependent on anticipated opening



# THANK YOU

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