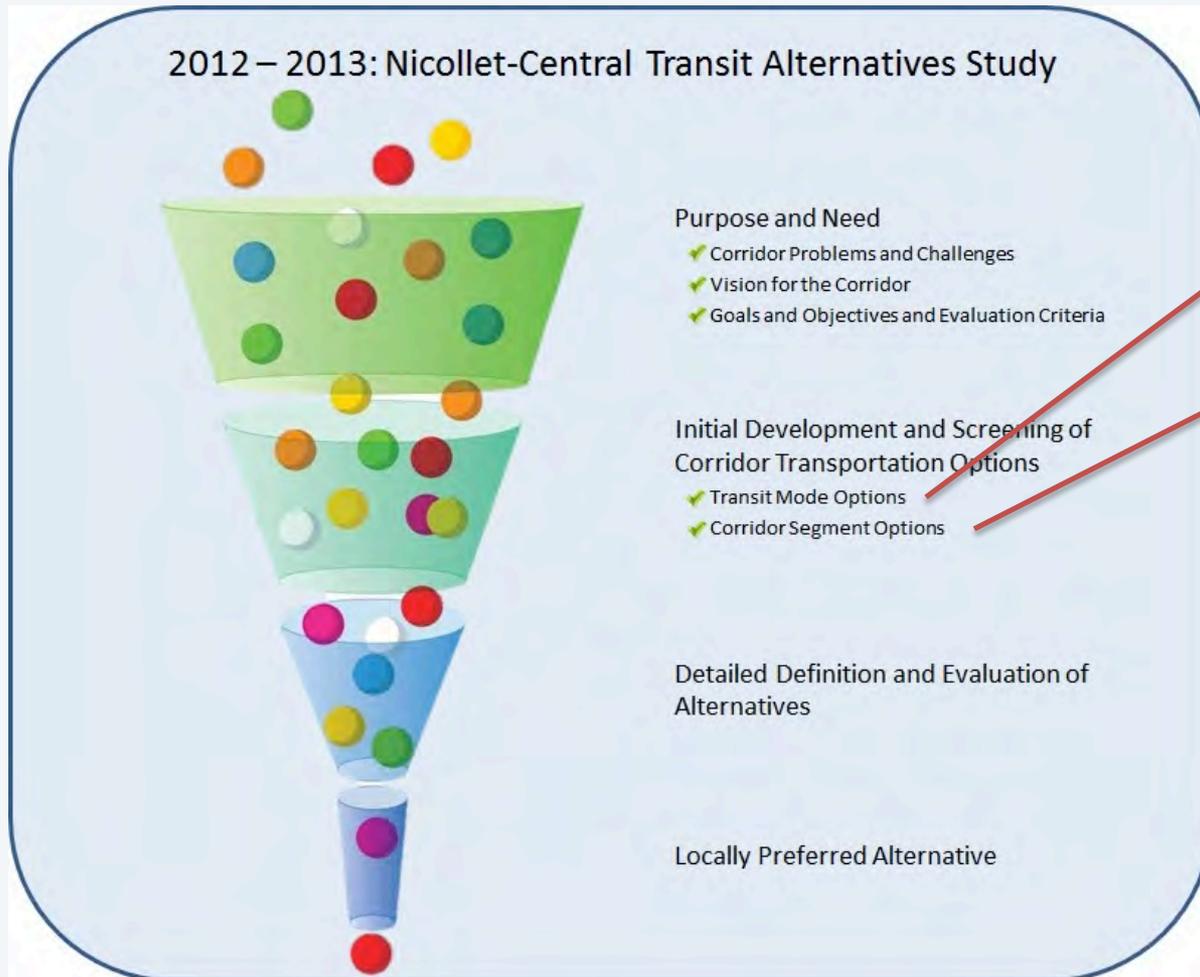


Initial Screening of Alternatives

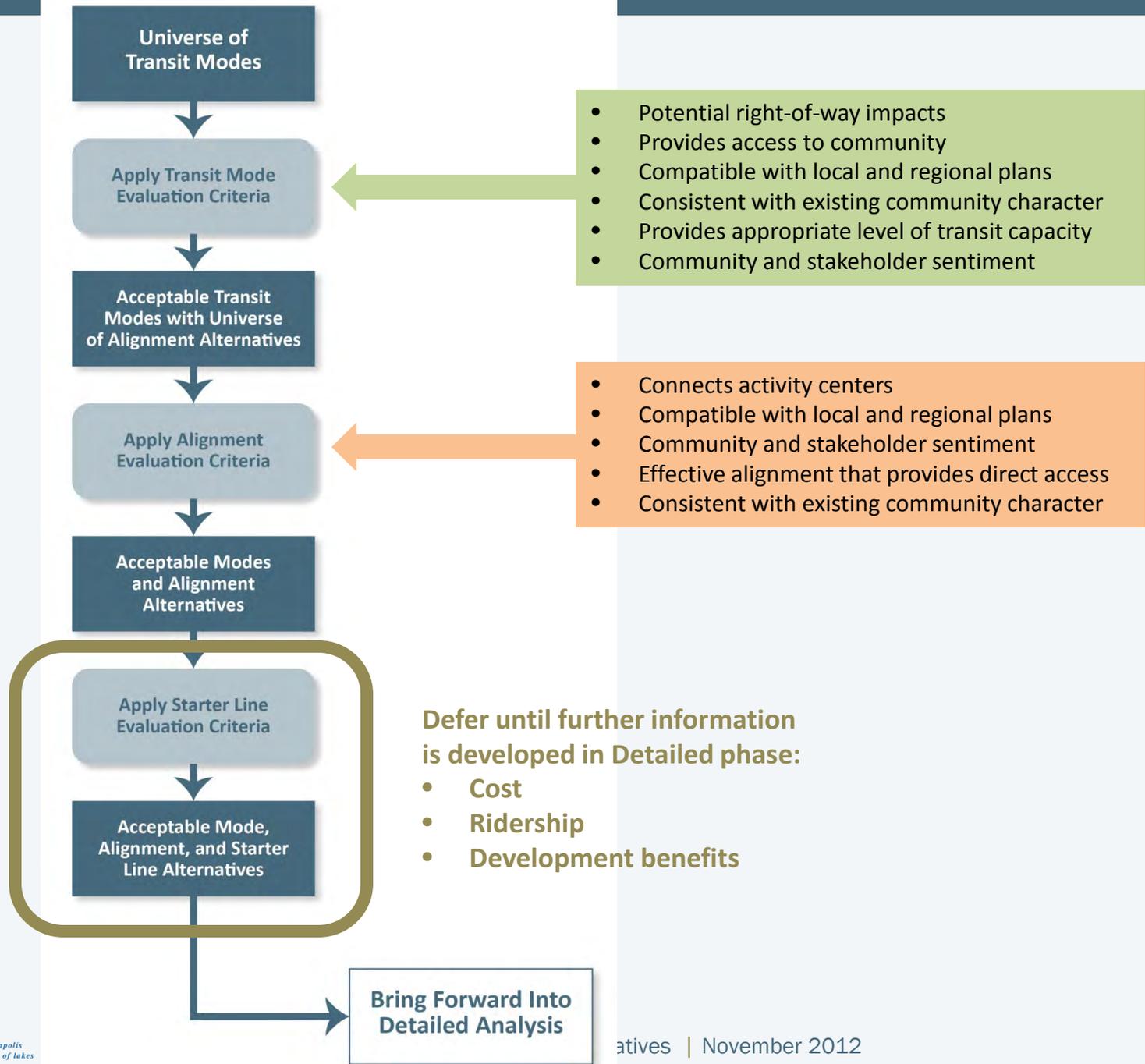
November 13, 2012

Overview of Alternatives Study



Mode Screening

Alignment Screening



- Potential right-of-way impacts
- Provides access to community
- Compatible with local and regional plans
- Consistent with existing community character
- Provides appropriate level of transit capacity
- Community and stakeholder sentiment

- Connects activity centers
- Compatible with local and regional plans
- Community and stakeholder sentiment
- Effective alignment that provides direct access
- Consistent with existing community character

- Defer until further information is developed in Detailed phase:**
- **Cost**
 - **Ridership**
 - **Development benefits**



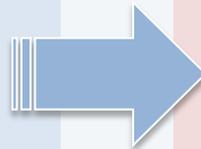
Screening Process

- Screening criteria based on project goals
- Criteria include qualitative and quantitative elements
- Alternatives are given a rating of **Best** **Good** **Fair** **Poor**
- All ratings are relative

Project Goals and Screening Criteria

Project Goals

- Connect people and places
- Increase attractiveness of transit
- Catalyze and support economic development
- Integrate with the transportation system
- Support healthy communities and environmental practices
- Develop an implementable project with community support



Screening Criteria

- Potential right-of-way impacts
- Access provided to the community
- Compatibility with regional plans
- Consistent with community character
- Provides appropriate transit capacity
- Community and stakeholder sentiment
- Connects activity centers
- Effective alignment that provides for direct access

TRANSIT MODE EVALUATION

Transit Modes Considered

Conventional Bus	Mixed Traffic		Dedicated Guideway	
	Enhanced Bus	Modern Streetcar	Bus Rapid Transit in Dedicated Busway	Light Rail Transit
 <p>Hybrid Bus Minneapolis, Minnesota</p>	 <p>Silver Line Boston, Massachusetts</p>	 <p>Portland, Oregon</p>	 <p>HealthLine BRT Cleveland, Ohio</p>	 <p>Hiawatha Line Minneapolis, Minnesota</p>
 <p>Hybrid Bus Minneapolis, Minnesota</p>	 <p>MAX Kansas City, Missouri</p>	 <p>Seattle, Washington</p>	 <p>EmX Eugene, Oregon</p>	 <p>DART Dallas, Texas</p>
Heavy Rail	Maglev	Automated Guideway Transit		Commuter Rail
		Monorail	Personal Rapid Transit (PRT)	
 <p>CTA Chicago, Illinois</p>	 <p>Shanghai, China</p>	 <p>Las Vegas, Nevada</p>	 <p>Heathrow Airport London, England</p>	 <p>Northstar Minneapolis, Minnesota</p>
 <p>Metro Washington, D.C.</p>	 <p>Yamanashi, Japan</p>	 <p>Seattle, Washington</p>	 <p>London, England (Visualization)</p>	 <p>Sounder Seattle, Washington</p>

Modes Screening Criteria

Potential right-of-way impacts –

1. Based on typical cross sections for modes and an assessment of the available right-of-way at particular points along the corridor.

Provides access to community –

1. Based on typical stop spacing for modes ability to meet existing travel market
2. Typical stop spacing compared location of special trip generators
3. Overall qualitative assessment of 1 and 2

Compatible with local and regional plans –

1. Qualitative assessment of how each mode fits in with local and regional planning efforts.

Modes Screening Criteria

Consistent with existing community character –

1. Qualitative evaluation of how consistent an mode is with existing land uses in the corridor

Provides appropriate level of transit capacity –

1. Quantitative evaluation of exist transit ridership in the corridor, compared with typical transit capacity of mode

Community and stakeholders sentiment –

1. Qualitative assessment of the applicability of the mode based on public involvement activities to date

Modes



	Local Bus	Enhanced Bus	Bus Rapid Transit	Modern Streetcar	Light Rail Transit*	Heavy Rail*	Commuter Rail	Maglev	Monorail	Personal Rapid Transit
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Potential right-of-way impacts: Best, Good, Poor, Good, Poor, Poor, Poor, Poor, Poor, Poor

Provides access to community: Good, Best, Good, Best, Fair, Fair, Poor, Poor, Fair, Good

Compatible with local and regional plans: Good, Best, Fair, Best, Fair, Poor, Poor, Poor, Poor, Poor

Consistent with existing community character: Best, Best, Fair, Good, Fair, Poor, Poor, Poor, Poor, Poor

Provides appropriate level of transit capacity: Best, Best, Good, Best, Good, Poor, Fair, Poor, Fair, Poor

Community and stakeholders sentiment: Poor, Good, Fair, Best, Fair, Poor, Poor, Poor, Poor, Poor

Overall Rating: Good, Best, Fair, Best, Fair, Poor, Poor, Poor, Poor, Poor

Recommended for Detailed Evaluation: Local Bus, Enhanced Bus, Modern Streetcar

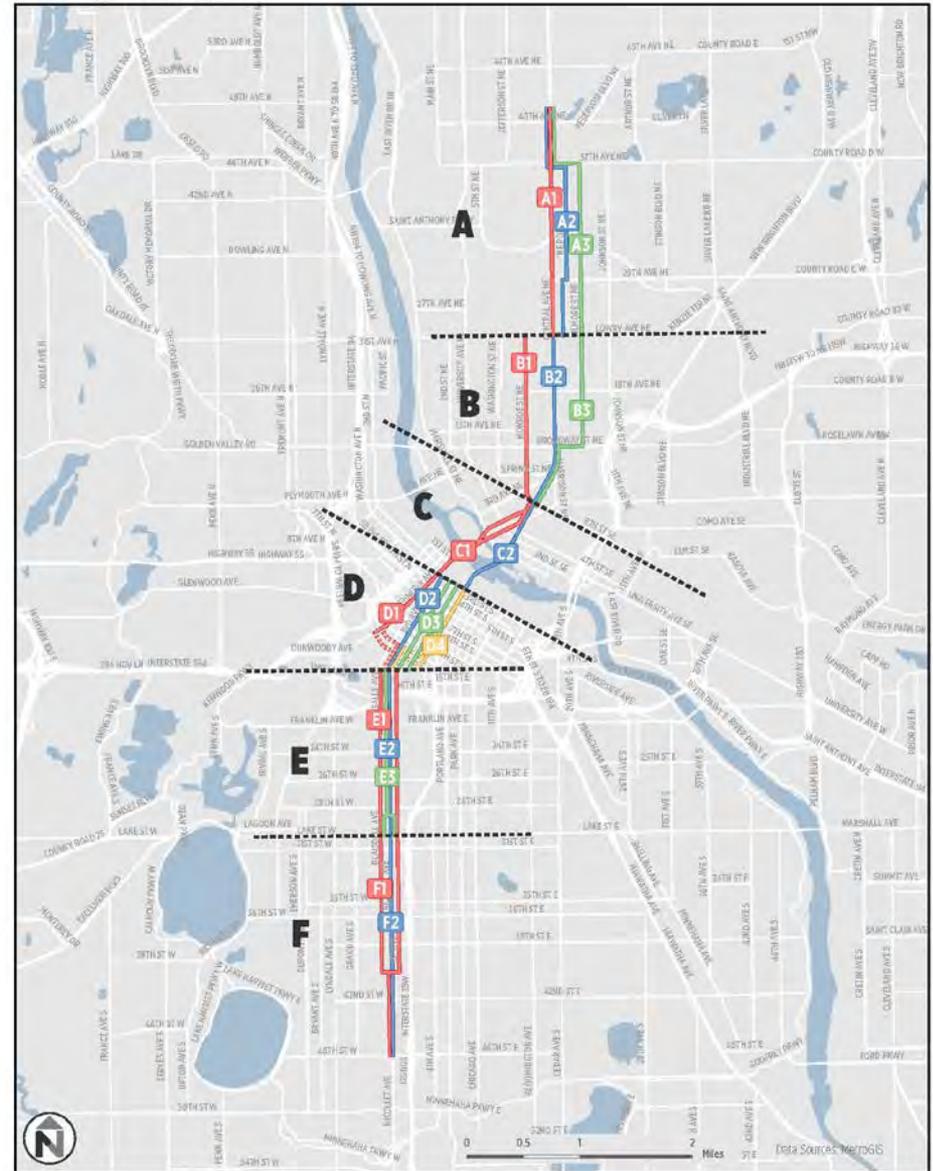
*Potentially at-grade or with grade separation (subway/elevated tracks)

ALIGNMENT EVALUATION

The Corridor

All evaluations are relative within the segment.

Corridor Alignments by Segment



Screening Criteria

Connects Activity Centers –

1. Quantitative evaluation of the number of major activity centers within ¼ mile and ½ mile of alignment
2. Quantitative evaluation of population and employment within ¼ mile and ½ mile of alignment
3. Qualitative assessment of how well an alignment serves population and employment in corridor

Compatible with Local and Regional Plans –

1. Qualitative assessment of how enhanced transit service aligns with local and regional plans

Community and Stakeholder Sentiment –

1. Qualitative assessment of the suitability of alignment for enhanced transit service based on public involvement activities to date

Screening Criteria

Effective Alignment that Provides for Direct Access –

1. Qualitative evaluation of any physical challenges impacting directness of alignment
2. Quantitative evaluation of the alignment's ability to serve corridor well
3. Overall qualitative evaluation of how direct the alignment is in the north-south direction and at connecting various segments of entire corridor

Consistent with Existing Community Character –

1. Qualitative evaluation of how consistent an enhanced transit service is with existing land uses along alignment
2. Quantitative evaluation of presence of existing transit service along alignment
3. Overall qualitative evaluation of how well enhanced transit service in alignment fits in with the urban form and character

Segment A: 41st Ave – Lowry Ave



Connects activity centers

A1

A2

A3

Good

Good

Best

Compatible with local and regional plans

Best

Fair

Fair

Community and stakeholder sentiment

Best

Fair

Fair

Effective alignment that provides for direct access

Good

Poor

Fair

Consistent with existing community character

Best

Fair

Fair

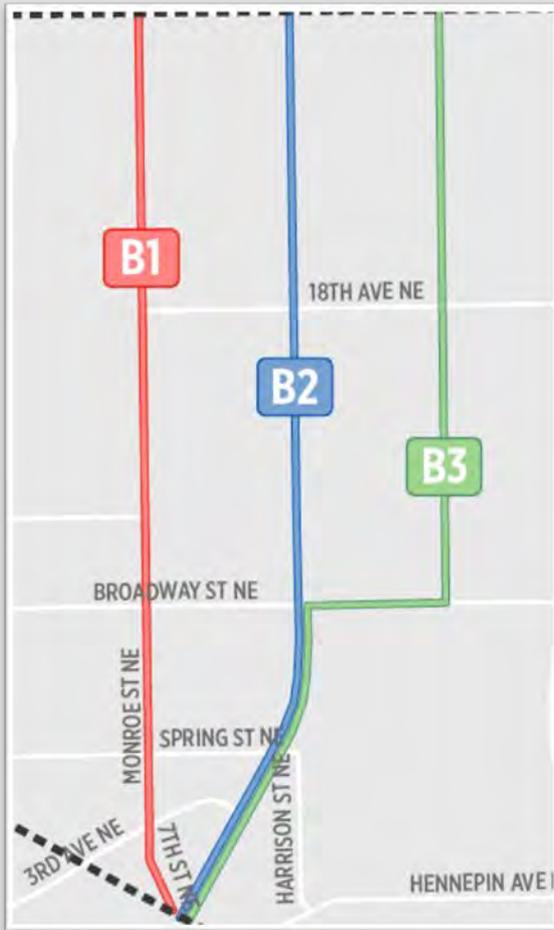
Overall Rating

Best

Fair

Fair

Segment **B**: Lowry Ave – Seventh St NE



Connects activity centers

Compatible with local and regional plans

Community and stakeholder sentiment

Effective alignment that provides for direct access

Consistent with existing community character

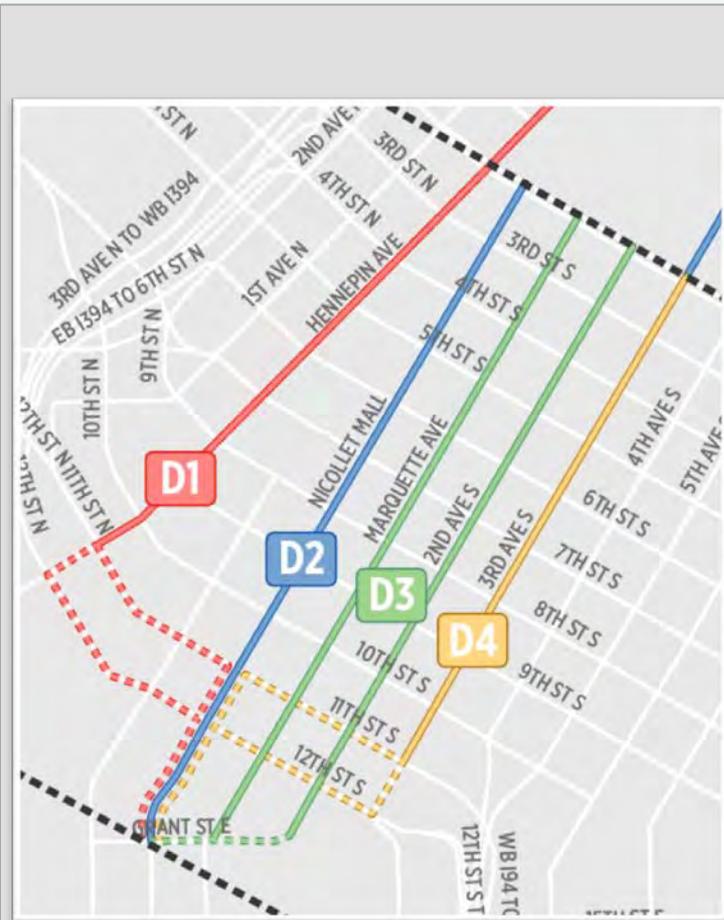
	B1	B2	B3
Connects activity centers	Best	Good	Fair
Compatible with local and regional plans	Fair	Best	Fair
Community and stakeholder sentiment	Fair	Best	Fair
Effective alignment that provides for direct access	Poor	Best	Poor
Consistent with existing community character	Fair	Best	Fair
Overall Rating	Fair	Best	Fair

Segment C: Seventh St NE – Washington Ave: River Crossing



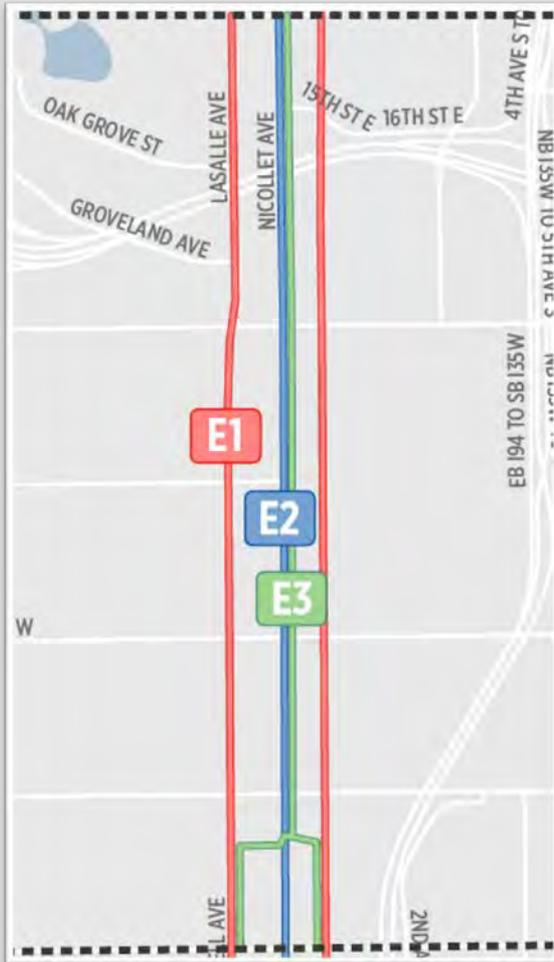
	C1	C2
Connects activity centers	Good	Good
Compatible with local and regional plans	Good	Good
Community and stakeholder sentiment	Good	Good
Effective alignment that provides for direct access	Good	Good
Consistent with existing community character	Good	Good
Overall Rating	Good	Good

Segment **D**: Washington Ave – Grant St



	D1	D2	D3	D4
Connects activity centers	Good	Good	Good	Good
Compatible with local and regional plans	Fair	Best	Fair	Fair
Community and stakeholder sentiment	Fair	Good	Fair	Fair
Effective alignment that provides for direct access	Fair	Best	Fair	Fair
Consistent with existing community character	Good	Best	Fair	Fair
Overall Rating	Fair	Best	Fair	Fair

Segment **E** : Grant St – Lake St



Connects activity centers

Compatible with local and regional plans

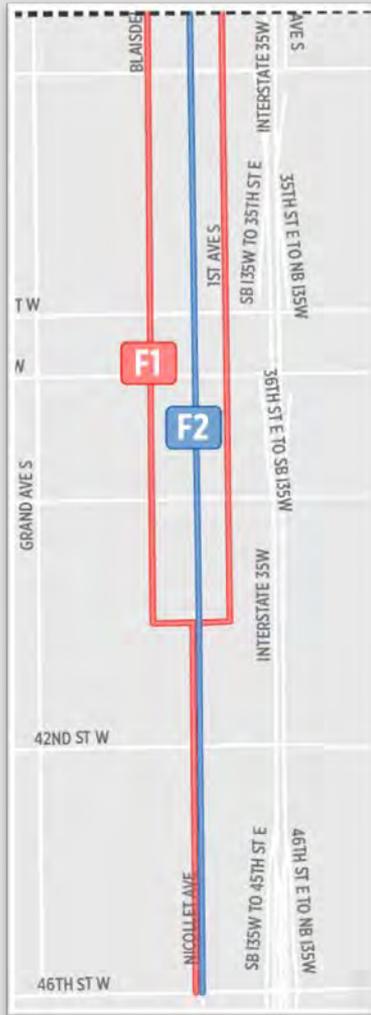
Community and stakeholder sentiment

Effective alignment that provides for direct access

Consistent with existing community character

	E1	E2	E3
Connects activity centers	Good	Best	Good
Compatible with local and regional plans	Fair	Best	Good
Community and stakeholder sentiment	Fair	Best	Good
Effective alignment that provides for direct access	Fair	Best	Good
Consistent with existing community character	Fair	Good	Good
Overall Rating	Fair	Best	Good

Segment **F**: Lake St – 46th St



Connects activity centers

F1

Good

F2

Best

Compatible with local and regional plans

Fair

Best

Community and stakeholder sentiment

Fair

Best

Effective alignment that provides for direct access

Fair

Best

Consistent with existing community character

Fair

Best

Overall Rating

Fair

Best

PRELIMINARY FINDINGS

Preliminary Findings

- Achieve consensus with Committee on modes and alignments to carry forward
- Recommend carrying forward “Good” and “Best”

Recommended Modes

Local Bus

Good

Enhanced Bus

Best

Modern Streetcar

Best

Recommended Segments

Segment	A	A1	Central Ave: 41 st – Lowry
Segment	B	B2	Central Ave: Lowry - Fourth St SE
Segment	C	C1 C2	First/Hennepin and Central Ave
Segment	D	D2	Nicollet Mall
Segment	E	E2 E3	Nicollet Ave: through existing Kmart & First/Blaisdell around Kmart
Segment	F	F2	Nicollet Ave: Lake St – 46 th St

Recommended Alignment

Preferred Alignment(s) by Segment

