

#15
TPW 2/3/04
handout



Kenosha, Wisconsin

This photograph illustrates turf track similar that which would be used in the Greenway. It also illustrates the simplicity of a streetcar stop serving a system like this.

The Kenosha system includes a loop of track 1.7 miles long, a maintenance facility, and five rehabilitated streetcars from Toronto. It opened in 2000 and reportedly cost just \$5 million.

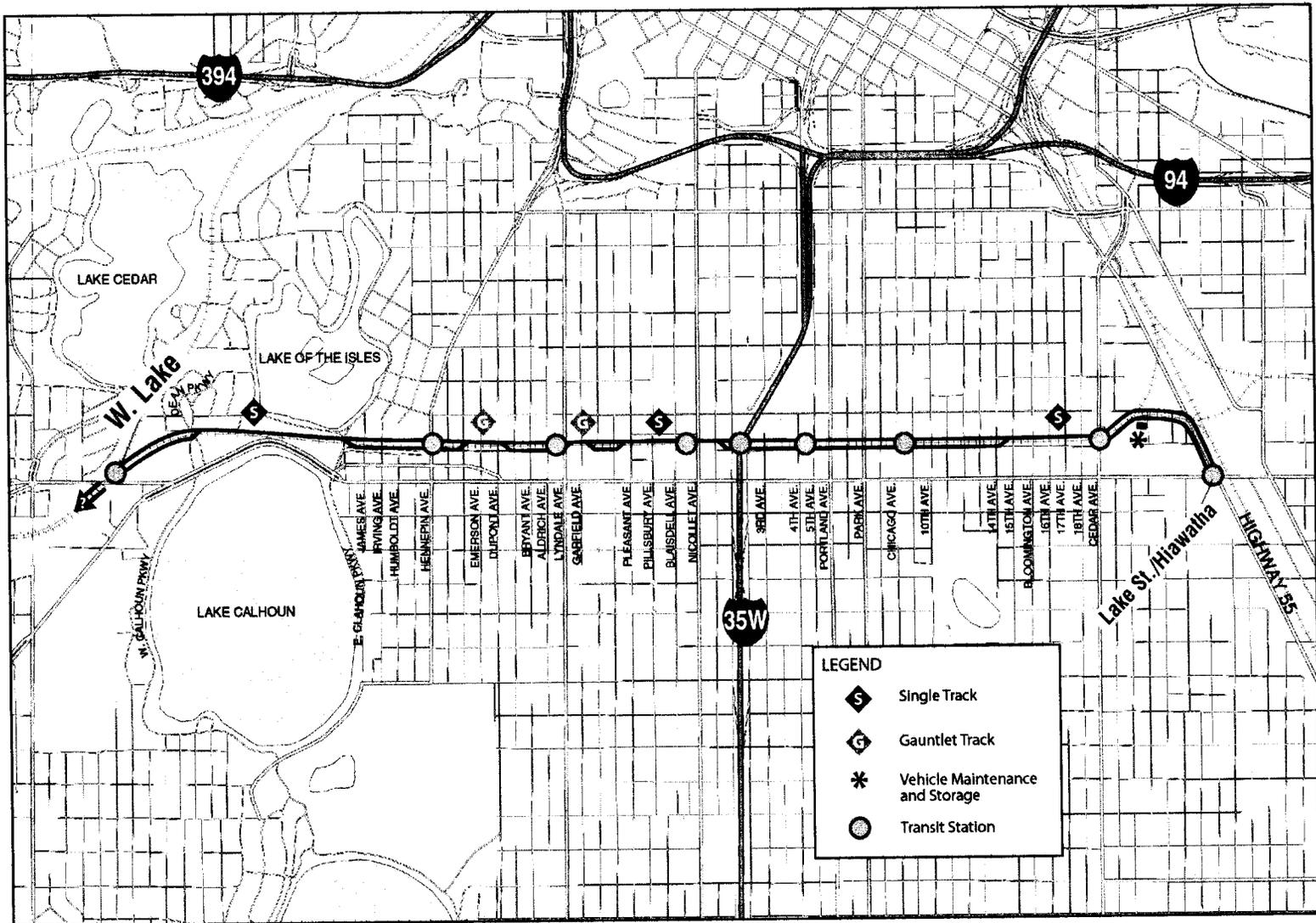


FIGURE 1: PROPOSED ROUTE OF THE MIDTOWN GREENWAY TROLLEY

Note: No significant bridge work is required for the trolley. Brief segments of retaining walls may be necessary only at selected station locations.
Base map taken from 29th Street and Southwest Corridor Busway Feasibility Study.

RESOLUTION IN SUPPORT OF MIDTOWN GREENWAY STREETCAR SYSTEM

THEREFORE BE IT RESOLVED

(Name of organization)

Supports the implementation of a Streetcar Line in the Midtown Greenway Corridor from the Lake Street/Midtown LRT Station west to Chowen Ave., as soon as possible—preferably prior to commencement of the Lake Street re-paving project, and completion of the first phase of the Sears site redevelopment.

Organizations that have passed the resolution above, or otherwise formally supported pursuit of a streetcar in the Midtown Greenway, as of February 2, 2004:

Lake Street Council

Transit for Livable Communities

Midtown Community Works Partnership

CARAG Neighborhood

Corcoran Neighborhood Organization

East Calhoun Community Organization

East Isles Residents Association

East Phillips Improvement Coalition

Longfellow Community Council

Lowry Hill East Neighborhood Association

Lyndale Neighborhood Association

Midtown Phillips Neighborhood Association

Phillips West Neighborhood

Whittier Alliance

**RESOLUTION IN SUPPORT OF RAIL TROLLEYS
IN THE MIDTOWN GREENWAY AND SHORT-TERM IMPLEMENTATION**

Passed by the Midtown Greenway Coalition board of directors 12/5/02

WHEREAS the 29th Street Midtown Greenway is unique in its origin, location and potential to benefit and connect the neighborhoods it serves with linear public green space, and high quality transit that operates frequently and offers speedy travel times, and

WHEREAS the corridor was originally purchased by Hennepin County for use as a transit corridor, and

WHEREAS transit along the corridor from the Greenway's western terminus or beyond all the way east to the Hiawatha LRT line will best serve all the constituent neighborhoods and regional riders as a cross-town link; and

WHEREAS only 100% electrically powered rail transit operating on tracks rather than a roadway minimizes noise and air pollution within the Midtown Greenway Corridor while guaranteeing neighborhoods that a decision to use diesel buses cannot be made in the future, and

WHEREAS only rail transit offers the opportunity to use "turf tracks" whereby the rails are imbedded in grass or other growing vegetation to maintain the beauty, water management, sound buffering, and heat reflecting capabilities of plants and soil as compared to a roadway, and

WHEREAS a rail trolley system with some segments of single track offers a low cost start-up system meeting projected ridership needs through the year 2020 while still providing a multiple expansion strategies, and

WHEREAS implementing mass transit in the Midtown Greenway sooner rather than later is likely to make the Greenway safer due to a great increase in the number of people in the corridor at transit stops and passing through in trolleys every few minutes, and,

WHEREAS the infrastructure for a rail trolley could be readily converted for use by Light Rail Transit vehicles in the future if there is ever a need to do so, and

WHEREAS rail transit has the greatest ability to attract new riders and to help shape development along the corridor in ways that are pedestrian, bike, and transit friendly, and

WHEREAS the Midtown Greenway is already attracting substantial new development, and the promise of rail transit some 15 to 30 years in the future will have little if any ability to shape the developments constructed prior to rail transit implementation, and

WHEREAS historic trolleys are the most appropriate transit vehicle to share space in this Greenway alongside the cycling and walking paths due to aesthetic and historic considerations,

THEREFORE BE IT RESOLVED: The Midtown Greenway Coalition supports shared greenway use with electrically powered rail trolleys , and

THEREFORE BE IT RESOLVED: The Midtown Greenway Coalition supports the implementation of rail trolleys in the Midtown Greenway Corridor on an expedited schedule, preferably by 2005.

9-02-03

MIDTOWN COMMUNITY WORKS PARTNERSHIP FIVE YEAR PRIORITIES

- * Fully integrate visions and governance of Lake Street and Midtown Greenway as single corridor.
- * Maintain and enhance strong, dynamic advocacy and governance structure of MCW Partnership to promote the Corridor.
- * Promote strong connections between Lake Street and the Midtown Greenway.
- * Support and advocate planning in the Midtown Greenway/Lake Street Corridor that: (a) encourages a safe, aesthetic, and functional built environment complementing the Corridor and surrounding neighborhoods, and (b) identifies desirable land use changes, such as higher density developments and selected public open spaces, in anticipation of future transit oriented development.

Midtown Greenway

1. Complete Greenway construction, including bridges across Hiawatha and the Mississippi River.
2. Design and implement Greenway amenities for security and aesthetic enhancements:
 - a. lighting;
 - b. security and access;
 - c. landscaping;
 - d. public art;
 - e. "green nodes";
 - f. furniture and related amenities.
3. Support continued implementation of Midtown Crossings design initiative to enhance Greenway Bridges design while maintaining a sustainable construction budget for bridge replacement.
4. Support implementation of select housing/commercial developments such as Chicago (Sears), Hiawatha, East Lake, and Nicollet.
5. Pursue planning funds for development of streetcar rail (not bus) transit, and staging plan, with LRT conversion as appropriate.
6. Sponsor annual Greenway events such as Arbor Day and Parade of Arts to draw market attention, amenities to Corridor.

Lake Street

1. Design and implement Lake Street repaving and streetscape improvements.
2. Collaborate with the Pilot Cities Initiative to connect Lake Street communities, including emerging immigrant entrepreneurs, to local and regional economy: foster strong linkage between large institutions and small businesses through active promotion of small businesses to employees, employment recruitment and training of neighborhood residents, improved transportation access, and supplier/vendor relationships.
3. Develop and implement safety, traffic management, transit and parking, and maintenance plans.
4. Support implementation of select housing/commercial developments such as Chicago (Sears), Hiawatha, East Lake, and Nicollet.