

Nicollet-Central Transit Alternatives

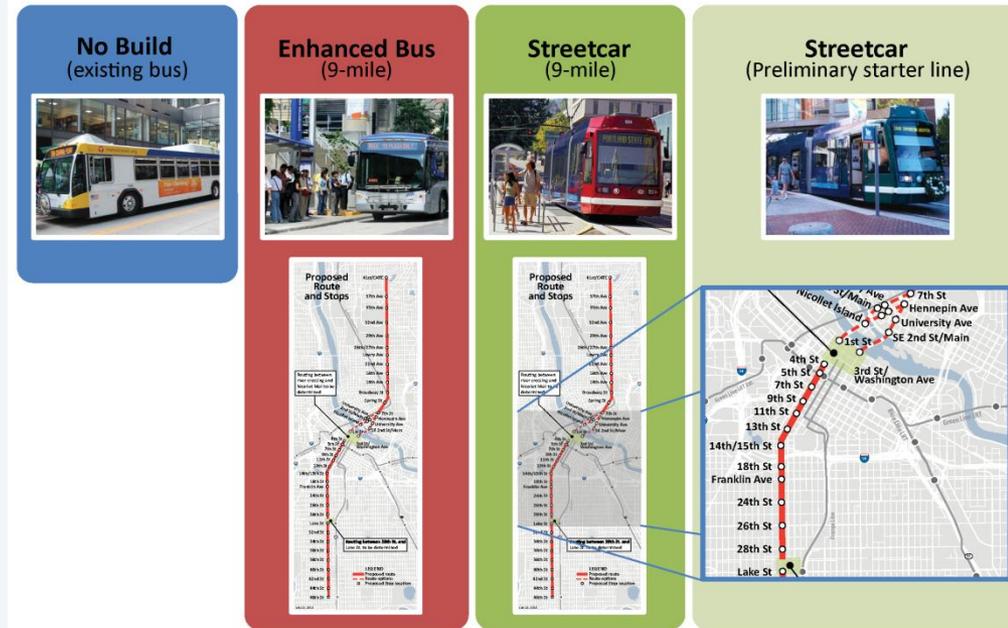
Public Hearing Transportation & Public Works Committee September 24, 2013



Project Purpose

(approved by the Policy Advisory Committee 10/25/2012)

- Improve transit connectivity
- Enhance the attractiveness of transit service
- Catalyze development through an investment in transit infrastructure within the Nicollet-Central Corridor



Enhanced bus service plan intended to mimic streetcar

Implementation of either streetcar or enhanced bus in the corridor does not preclude arterial BRT

Enhanced bus is not arterial BRT.

Identify the LPA by Answering Three Key Questions

- What Transit Mode is Best?
- What River Crossing is Best?
- What is the “Streetcar Starter Line”?

Connect People and Places

- Population and jobs
- Activity centers
- Pedestrian and bicycle connections

Increase Attractiveness of Transit

- Ridership
- Ability to accommodate growth

Catalyze and Support Economic Development

- Development capacity
- Ability to spur development

Integrate with Transportation System

- Traffic
- Parking
- Freight railroads

Support Healthy Communities and Environmental Practices

- Cultural, historic and natural resources
- Transit-reliant population
- Environmental benefits

Develop Implementable Project with Community Support

- Capital cost
- Annual operating and maintenance cost
- Public and business support

What Mode Is Best?

	Enhanced Bus	Modern Streetcar
Capital Cost	\$94 million	\$393 million
Annual O&M Cost	\$13.6 million	\$20.1 million
Ridership	13,400/weekday	19,900/weekday
Transit Reliant Riders	4,500/weekday	7,500/weekday
Economic Development Potential	Moderate	High
Public Input	<i>Some Support</i>	<i>Strong Support</i>

Why Streetcar?

- Superior rider experience = Transit, walking and cycling are real transportation options
 - Easy on/off at stops, smooth ride, no fumes
 - Consistent accessibility for aging population
 - Attracts more riders
- Serve City's and Region's growth
 - Minneapolis Streetcar Feasibility Study
 - Grow smart: Near and around transit
- Catalyze/organize walkable development
- Durability
- Transit-Oriented Development = Economic viability of City and Region

Purpose and Need

- Improve transit connectivity
- Enhance the attractiveness of transit service
- Catalyze development through an investment in transit infrastructure within the Nicollet-Central Corridor



What Streetcar Might Look Like



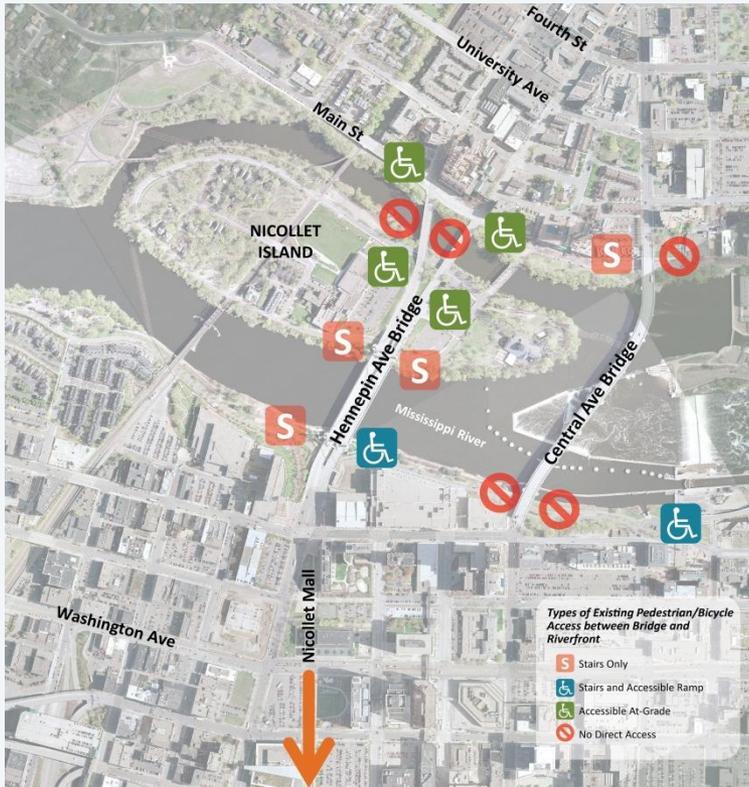
What Streetcar Might Look Like



What Streetcar Might Look Like



What River Crossing is Best?



Hennepin Avenue Bridge

- Better bike/ped access to river
- Access to Nicollet Island
- Lower capital & O&M cost
- Slightly higher ridership/faster travel time
- Central is on NRHP

Why a Streetcar Starter Line?

- Experience of other US streetcar systems
- Competitive for federal funding
- Serve as downtown spine of future streetcar network
- Capture majority of benefits of 9.2-mile streetcar

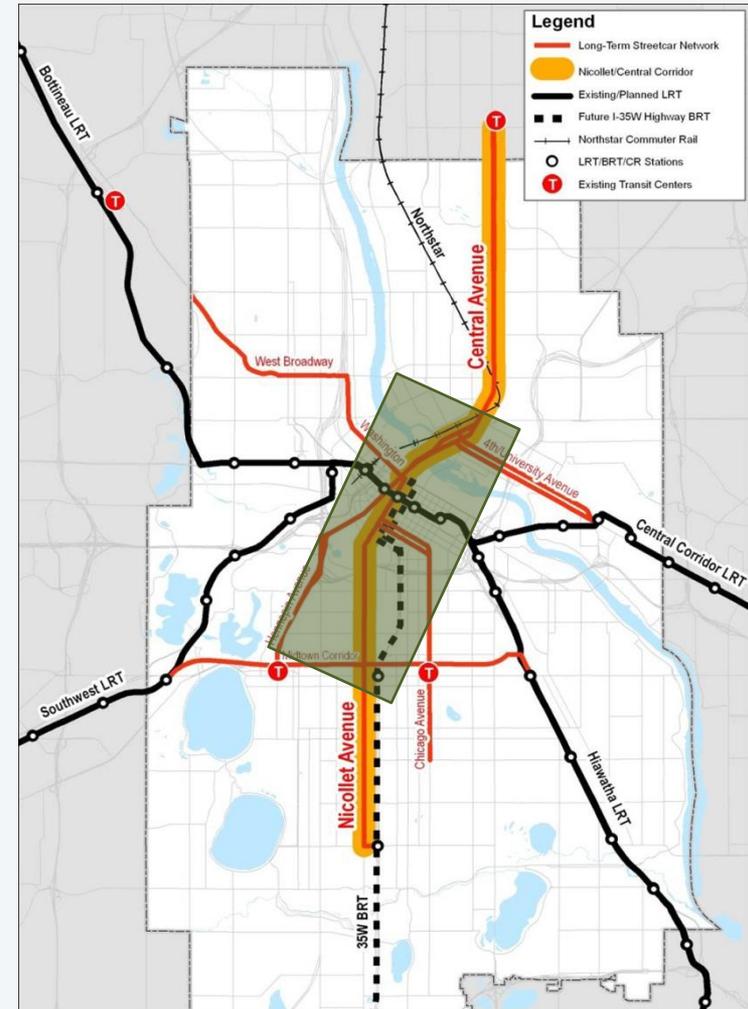
Initially defined as 3.4-mile segment between Eighth St NE to Lake St

PEER SYSTEM	OPENING YEAR	ROUTE LENGTH (MI)
Portland Phases 1-4	2001-2007	4.0
Portland - Phase 5	2012	3.3
Seattle South Lake Union	2007	1.3
Seattle First Hill	2014	2.5
Tucson	2013	3.9
Atlanta	2014	1.3

Additional Priorities for Identifying a Starter Line

- Strong existing and future development anchors
- Strong east-west transit connections
- Potential to replace existing buses

Fifth St NE to Lake Street: 3.4 miles



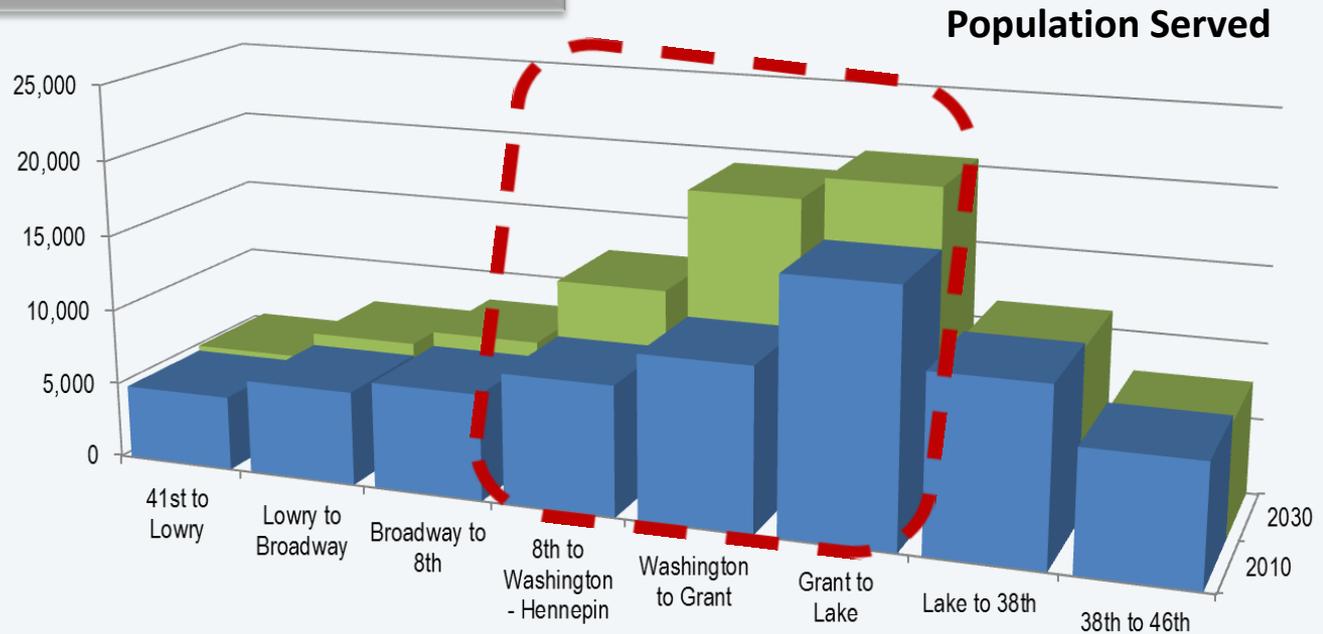
Why Lake Street to 5th St NE

- Transportation Important for Regional and Federal Funding and Support
 - Strong ridership (9,200 riders); many short trips between Lake and downtown
 - Can replace some buses on Nicollet Avenue (and remove some buses from Nicollet Mall)
 - Important east-west connection at Lake Street and connection to I-35W BRT
- Connects neighborhoods to downtown across both barriers (river and I-94)

Serves Most People and Jobs

Connect People and Places

- 90% of growth in population and employment
- Connects all but two activity centers

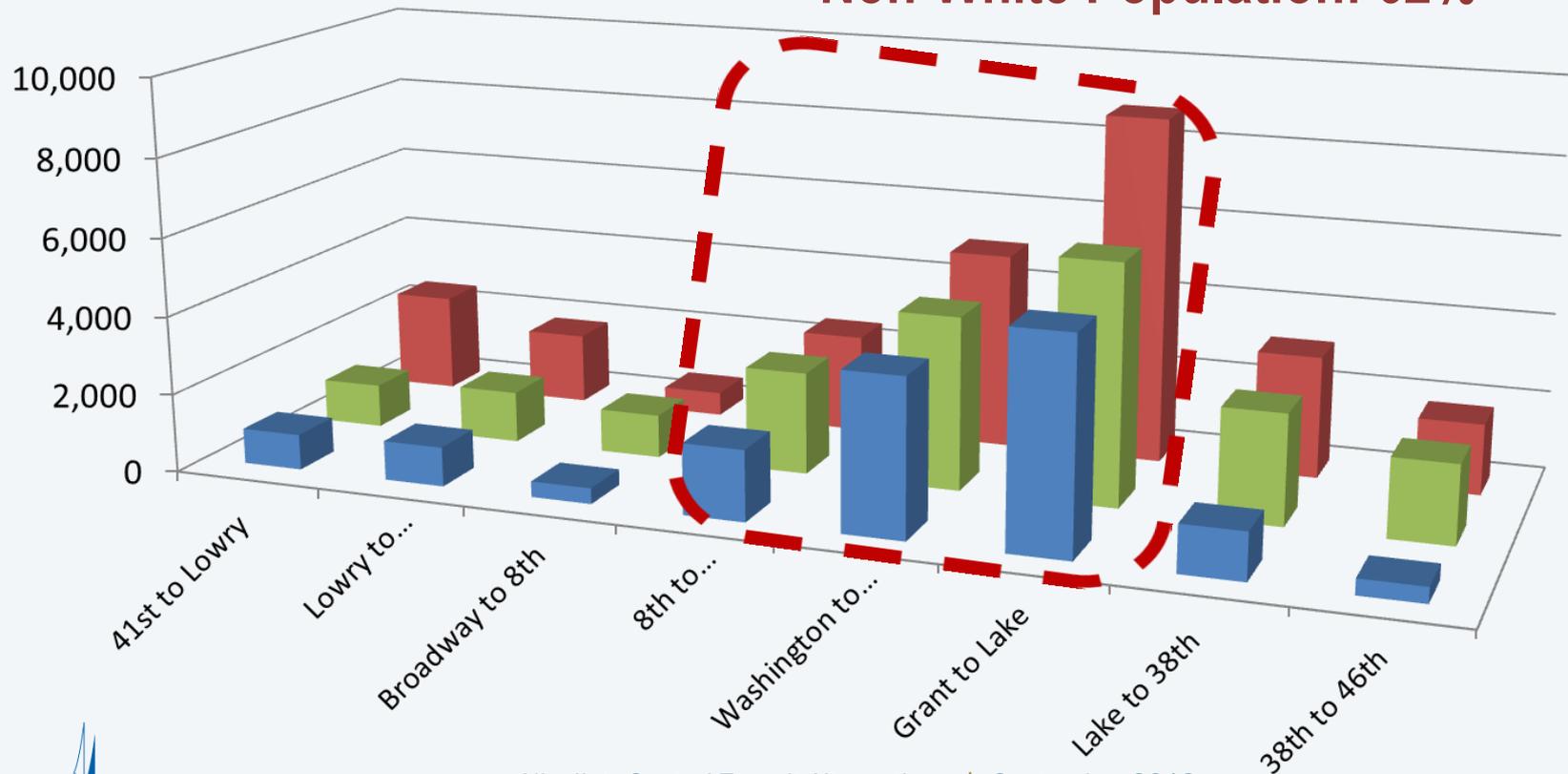


Serves Most Transit-Reliant People

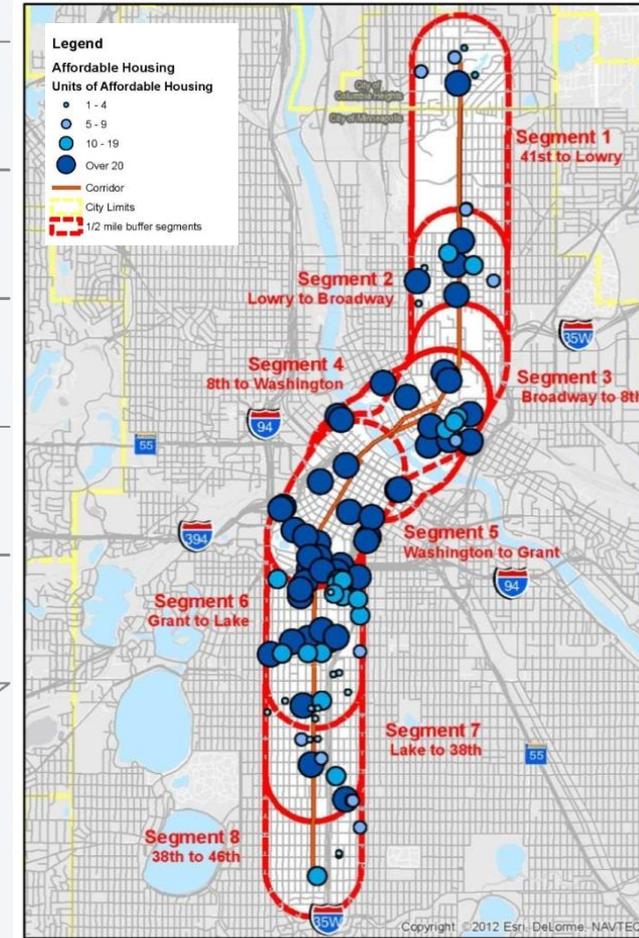
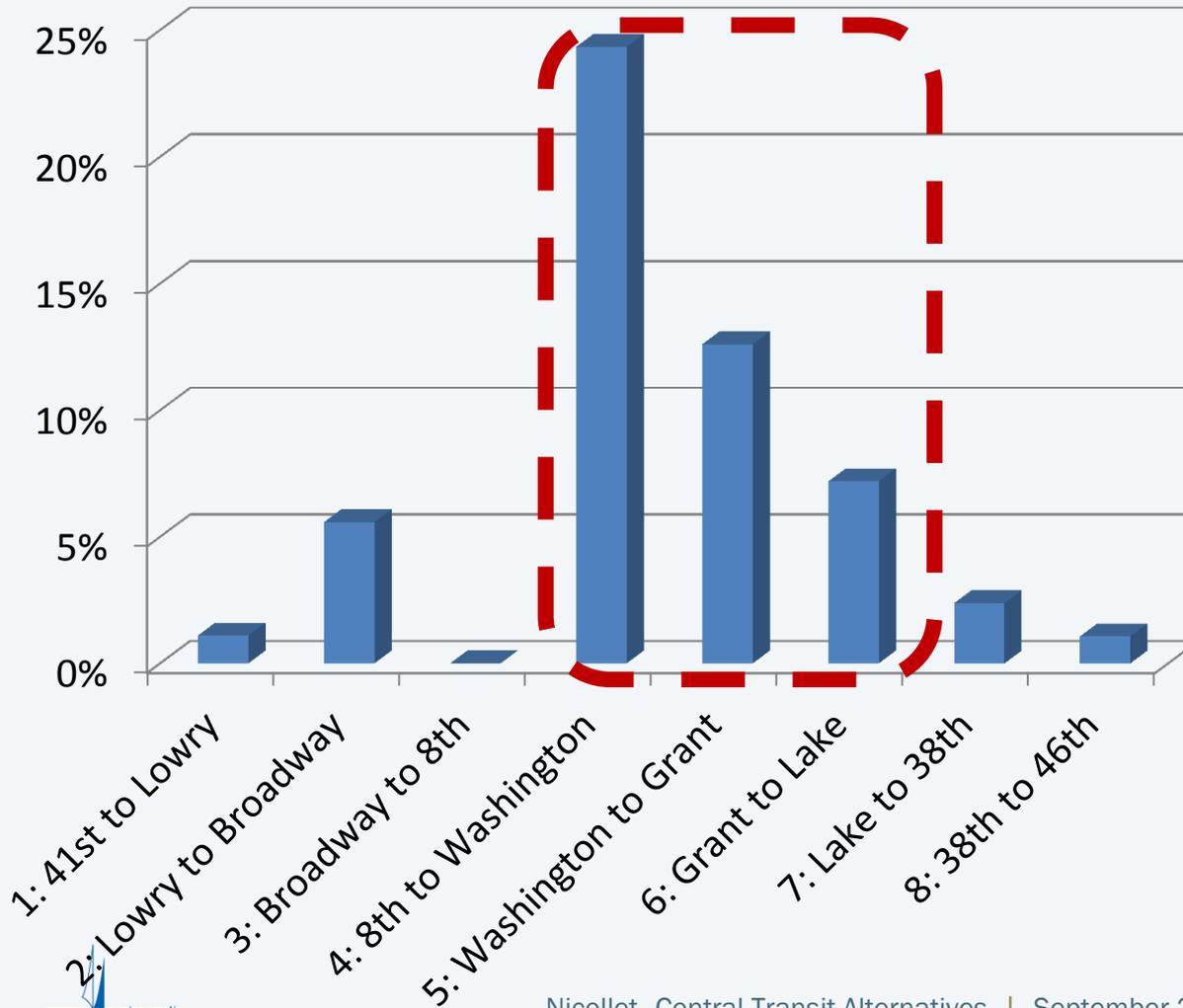
No Vehicle Population: 62%

Population Living In Poverty: 74%

Non-White Population: 62%



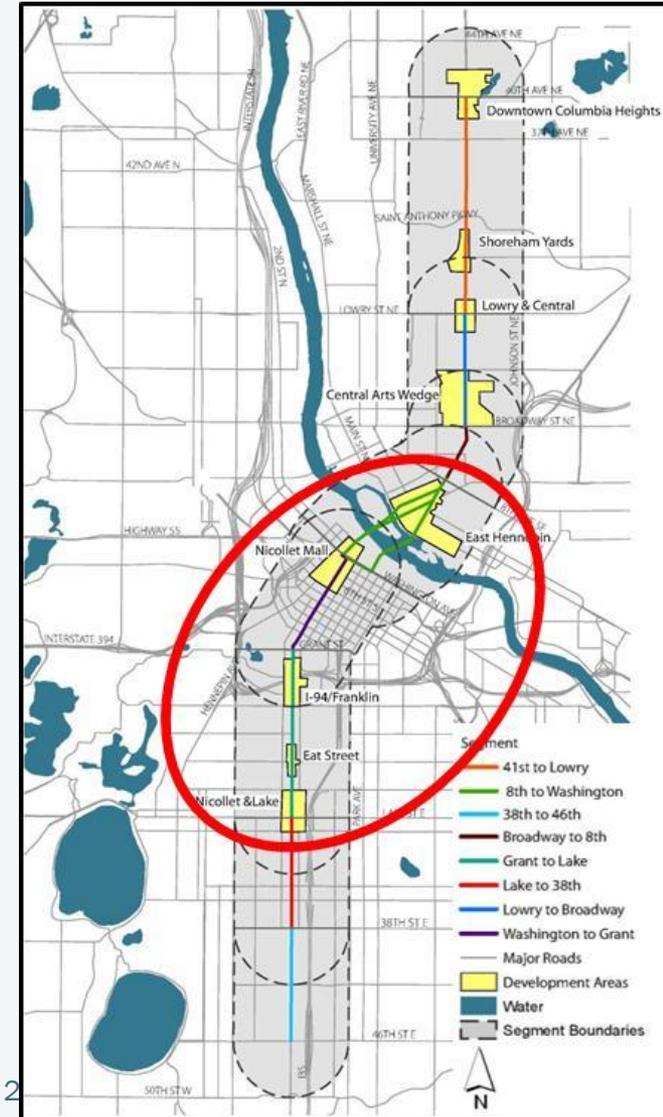
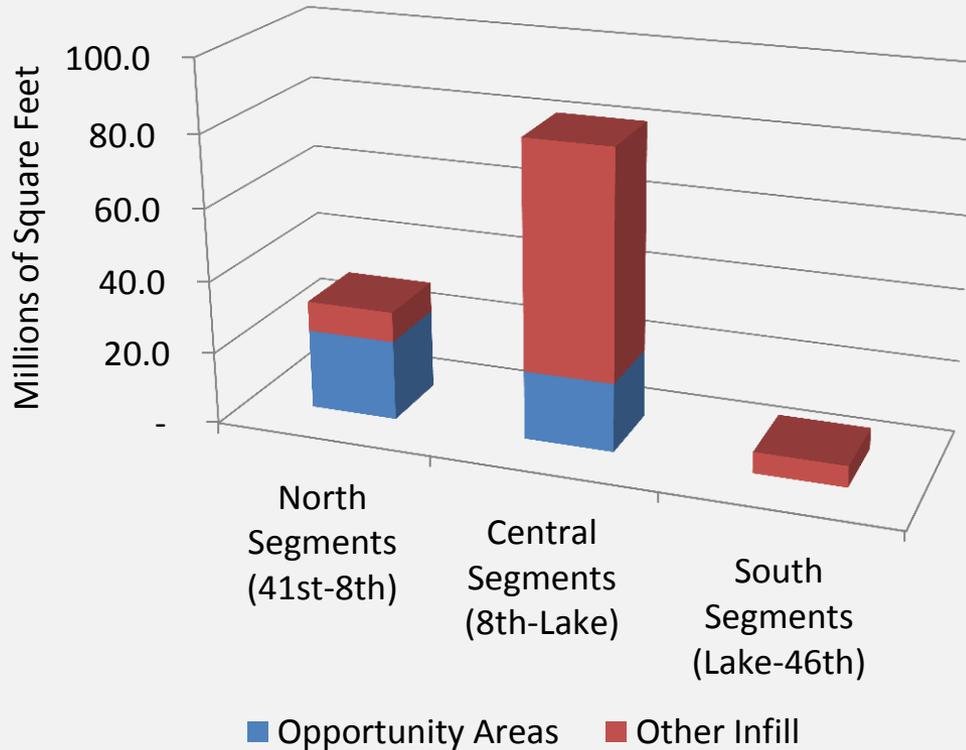
Serves 90% Affordable Housing



Best Economic Development Potential

Catalyze and Support Economic Development

- 69% of development capacity
- Serves 5 of 9 opportunity sites



Streetcar Starter Line

- 9,200 weekday boardings
- Annual O&M Cost: \$10.6 million
- Capital Cost: \$180-\$200 million
- Potential FTA cost-effectiveness rating: Medium or better
- Generally supported by public but interest in extending further northeast if financially feasible

Summary of Public Outreach/Comments

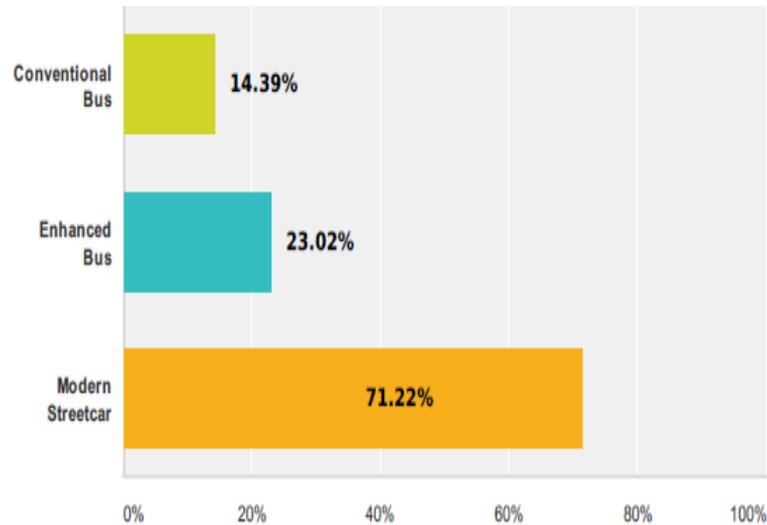
- 4 public open houses on August 6, 7, 14 and September 9 (100+ people)
- Presentations to 31 neighborhood organizations, business associations and advisory committees (500+ people)
- On-line survey (150+ surveys completed)



Survey Results

Q1 Based on information you have heard and seen today, which alternative(s) do you prefer?

Answered: 139 Skipped: 1

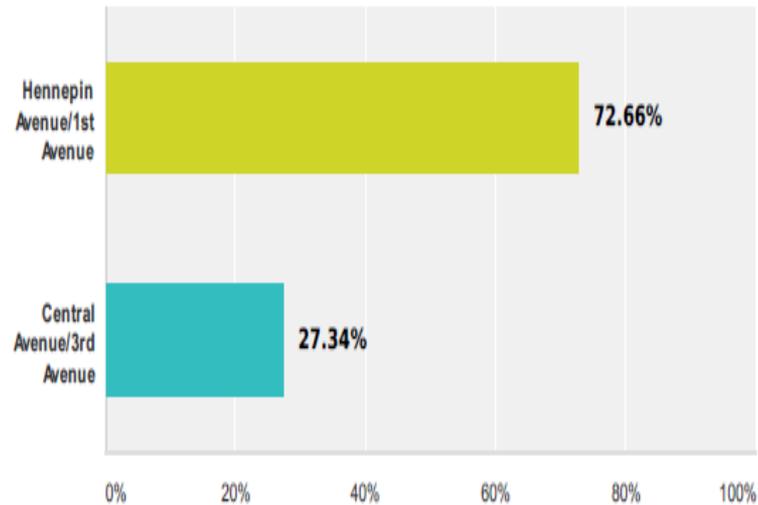


Answer Choices	Responses
Conventional Bus	14.39% 20
Enhanced Bus	23.02% 32
Modern Streetcar	71.22% 99
Total Respondents: 139	

Survey Results

Q3 Based on information you have heard and seen today, which Mississippi River crossing would you prefer?

Answered: 128 Skipped: 12

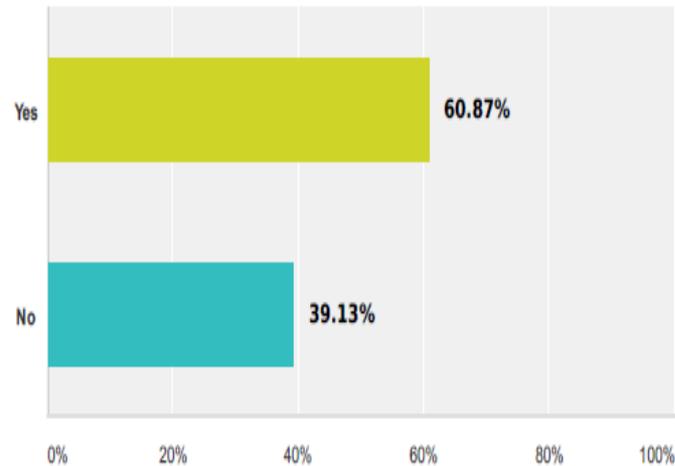


Answer Choices	Responses
Hennepin Avenue/1st Avenue	72.66% 93
Central Avenue/3rd Avenue	27.34% 35
Total	128

Survey Results

Q5 Based on information you have heard and seen today, would you support a 3.4-mile, Initial Streetcar Starter Line that runs between Lake Street/Nicollet Avenue and 8th Street NE?

Answered: 138 Skipped: 2



Answer Choices	Responses	
Yes	60.87%	84
No	39.13%	54
Total		138

Common Themes

- Support for modern streetcar
- Support for Hennepin/1st Ave River Crossing
- Support for the 3.4-mile long starter line
- Desire for extension (now or later) further to the north (Broadway, 14th or Lowry)
- Concerns about traffic, parking and construction impacts for businesses
- Concerns about bicycles and streetcar
- Concerns about cost and funding

Summary of T/CAC Comments

- Streetcar is best mode
- Hennepin Avenue is best river crossing
- Starter line from Lake Street to 5th Street NE is acceptable but would like to see line extended as far northeast as is financially feasible

PAC Resolution

- “That the Policy Advisory Committee recommend the Locally Preferred Alternative as modern streetcar running between Lake Street and approximately 5th Street NE on Nicollet Avenue, Nicollet Mall, and Hennepin/1st Avenues, using the Hennepin Avenue Bridge to cross the Mississippi River. Be it further Resolved that an extension of modern streetcar further northeast of downtown is desirable, the length of which depends on funding availability and the location of an operations and maintenance facility.”

Next Steps

- Public Hearing and TPW Recommendation – September 24
- Council Action – October 4
- Complete LPA Document and Implementation Plan
- Amend Regional Transportation Policy Plan to Include LPA
- Prepare Interagency Agreements
- Complete Environmental Assessment and Preliminary Engineering

Questions?

For more information, go to:

www.minneapolismn.gov/nicollet-central