**Recommended Approach for Minneapolis Streetcar Implementation**
**6/17/2010**

## Background

In 2005, the City of Minneapolis began developing the *Access Minneapolis Transportation Action Plan* in close coordination with Metropolitan Council/Metro Transit, Hennepin County and Mn/DOT; with the assistance of a 30+ member Project Steering Committee; and through a series of public meetings. The purpose of *Access Minneapolis* is to implement the transportation policies articulated in the City's comprehensive plan.

The citywide component of *Access Minneapolis*, approved in 2009, recommends that, in addition to supporting development of the regional LRT/BRT system, the City work with its partner agencies to establish and maintain a permanent Primary Transit Network (PTN) that will serve individuals living within the city who need or desire to rely on transit, walking and bicycling as their primary modes of transportation. The downtown action plan component of *Access Minneapolis*, approved in 2007, was also based on the concept of a PTN coupled with a limited number of significantly improved transit spines serving these routes through downtown. The corridors in the PTN system were selected because they have high existing transit ridership and transit service levels and are identified in the City's comprehensive plan as locations where the City is focusing future growth. The intent of this network is to provide these high density corridors with a very high level of service (at least every 15 minutes, at least 18 hours a day, 7 days a week), improved transit facilities, and improved transit operations while maintaining both high frequency and high accessibility. Feedback during the public involvement process indicated significant public support for this concept, particularly in neighborhoods within relatively close proximity to the downtown area.

One option for significantly improving transit services and facilities on the PTN, particularly in and near the downtown area, is the introduction of streetcars. Streetcars provide a physical presence on the street that is easy to understand and easy to use for occasional transit riders, such as tourists and retail customers. They provide a high-quality vehicle serving frequent stops in activity centers and mixed-use corridors that attract local choice riders. In some cases, they can provide a more feasible rail transit option than LRT in densely developed, urban neighborhoods because they operate in mixed traffic, are simpler to construct than LRT, and are less expensive than LRT. And they have been shown to catalyze development and organize development along the streetcar corridor, which in turn supports ridership growth.

In 2006, as part of *Access Minneapolis*, the City initiated a feasibility study to determine the physical, operational and financial feasibility of providing streetcar service on the most heavily used PTN corridors in Minneapolis and in downtown. The feasibility study evaluated fourteen of the most heavily used PTN corridors for streetcar and proposed a long-term network of seven streetcar corridors that is a 20-50 year vision for streetcar service in Minneapolis (attachment A). Six of the seven long-term streetcar lines directly serve downtown Minneapolis.

At the time that the feasibility study was developed, there was no federal, state or regional funding available. Therefore, it was assumed that financing of a streetcar starter line would

require full local funding and a phased implementation of initial operating segments 2-3 track miles in length, consistent with the experience of streetcar projects in other cities. The feasibility study identified minimum operating segments for the six long-term corridors serving downtown that were 2-3 track miles in length between approximately the 5th Street LRT line and termini just outside of downtown. The study recommended that the Midtown corridor be implemented in a single segment, rather than with a minimum operating segment, because projected ridership in this corridor is strongly linked to connections with the Southwest and Hiawatha LRT lines.

In early 2008, the City Council received and filed the *Minneapolis Streetcar Feasibility Study Final Report*, and staff initiated a streetcar funding study to better understand if the City has the funding tools to implement an initial streetcar line, which of those tools are the most promising, and in which corridors those tools could be most successfully applied to fund a starter streetcar line. The funding study analyzed several starter segments (see attachment B): five minimum operating segments for downtown corridors (2-3 track miles, $60-80 million capital cost), a longer downtown segment (4-5 track miles, $100-110 million capital cost), and the full Midtown corridor (4.4 route miles plus passing tracks, $90-120 million capital cost).

Funding analyses for each of these minimum operating segments were conducted assuming various combinations of the following locally-controlled funding tools: increases in parking revenues, abatement of City taxes outside TIF districts, and streetcar benefit zone assessments. When in late 2009 and early 2010, a series of federal policy and program changes indicated improved prospects for federal funding for streetcar projects, these funding scenarios were modified to assume that 50% of the initial capital costs could be covered through federal programs, such as TIGER grants, FTA Urban Circulator grants, or FTA Small Starts grants.

The funding study was completed in March 2010 and concluded that:

- It is reasonable to factor future federal funding into streetcar planning scenarios.
- There are viable, city-controlled funding sources that could contribute to funding an initial streetcar line (increases in parking revenues, abatement of City taxes outside TIF districts, and streetcar benefit zone assessments), although each of these funding tools have potential implementation challenges.
- It is feasible to finance and sustain any of the short downtown starter segments (2-3 track miles, $60-80 million) with 50% federal funding and the city-controlled funding sources evaluated. It also appears to be feasible to fund a longer line serving downtown in the $100-150 million capital cost range.
- It is not feasible to fund streetcar in the Midtown corridor with 50% federal funding and only the city-controlled funding sources evaluated because this corridor does not have the same revenue-generating potential as lines that serve downtown.
- Sufficient study of the various line alternatives has been completed, and the City needs to select a corridor or limited set of corridor segments upon which to focus further study.

The funding study recommended the following next steps:

1. Assemble, and supplement as needed, the technical data required to aid the City Council in selecting the corridor priorities for entering into the federal project development process.
2. Work closely with local and regional partners to determine funding and implementation strategies, including incorporation of streetcar as part of the regional transportation policy plan.
3. Initiate outreach to potentially affected businesses, developers and property owners in the downtown area to assess support for streetcar implementation and proposed funding tools.
4. Select preferred local funding tool(s), detail how these funding tools would be structured, and pursue the necessary legislative and/or Council actions for utilizing those tools for streetcar implementation.
5. Once the above four steps have been completed, the City and its partner agencies should be in a position to initiate the federal transit project development process for a priority corridor or limited group of corridor segments – this will require discussions with the FTA and will likely require following the New Starts/Small Starts process including completion of a corridor-level "Alternatives Analysis," appropriate environmental reviews (most likely an Environmental Assessment), and some degree of preliminary engineering.

In March 2010, the City Council received and filed the *Minneapolis Streetcar Funding Study Final Report*, approved the long-term streetcar network, and authorized staff to "engage partner agencies and private stakeholders and assemble the appropriate information from existing studies and additional study as needed to determine whether the City should enter into the federal project development process and appropriate phasing." The Council also directed staff to provide quarterly reports to the Transportation and Public Works Committee.

Full documentation of the two streetcar studies is on the City's website: http://www.ci.minneapolis.mn.us/public-works/trans-plan/StreetcarStudy.asp.

**Comparison of Corridors**

Since March 2010, staff has assembled existing information to assist in selecting a priority corridor or limited group of corridor segments for entering into the federal project development process. Attachment C summarizes the most relevant information from the feasibility study and funding study, and attachment D compares each of the six long-term corridors based upon six objectives for selecting a priority streetcar line for initial implementation. Those objectives include:

- *Maximizing streetcar ridership.* An initial streetcar line should have high existing and future potential ridership.
- *Minimizing operating costs and duplication of service with buses.* An initial streetcar line should replace local bus service and should not create unmanageable congestion among buses, streetcars and general traffic.

- *Compatibility with Regional Transitway Network and Regional Transit Plan.* An initial streetcar line should fill an obvious gap in the regional transit network and should be supported by transit needs demonstrated in regional transit plans.
- *Ability to serve downtown consumer/visitor market.* Because streetcars have been shown in other cities to attract both a local user and a visitor market to transit in downtown and near-downtown neighborhoods and because locally-controlled funding sources for implementing streetcar will likely require the support of the downtown business community, an initial streetcar line should provide a high-quality downtown circulator function for the consumer/visitor market.
- *Maximizing development opportunities.* Because streetcars have been shown to catalyze redevelopment (which, in turn, increases ridership), an initial streetcar line should have good, near-term redevelopment opportunities along it.
- *Maximizing stakeholder support and synergies with other improvements.* An initial streetcar line should have diverse stakeholders supporting its implementation and should leverage other infrastructure investments if possible.

Based upon these objectives, the **Nicollet Avenue** corridor rises to the top. It has high ridership potential on one of the shortest lines. It has a high potential to replace all route 18 buses along the streetcar line if extended to 46th Street and possibly to replace a large share of buses if extended to Lake Street. It fills a gap in the regional LRT network, given the decision on the Southwest LRT line to run on the Kenilworth corridor instead of the Midtown/Nicollet corridor. It serves the downtown consumer/visitor market well, serving the full length of Nicollet Mall, the Convention Center, Eat Street, and the Minneapolis Institute of Arts. It has good redevelopment opportunities at the north and south ends of downtown and at Lake Street. It has potential synergies with other improvements, such as the 35W BRT station at Lake Street, the reopening of Nicollet Avenue at Lake Street, the reconstruction of Nicollet Mall, and the reconstruction of Nicollet Avenue between 31st and 40th Streets. In addition, it has the highest estimated market value (EMV), which is important for potential use of the tax abatement and/or benefit district assessment funding tools, and it had strong public support during the feasibility study.

The **Central Avenue** corridor also has many advantages, particularly when connected with the Nicollet corridor. It serves the biggest gap in the regional LRT system in Minneapolis, it provides access to the Mississippi River, and it connects downtown across the Mississippi River with a major activity center in the East Hennepin area for the visitor/consumer market and near downtown neighborhoods. It also crosses into another city and another county and is supported by both Columbia Heights and Anoka County. This corridor had strong public support during the feasibility study.

Over the long-term, the other surface streetcar lines are good opportunities for implementation of later phases of the long-term streetcar network.

- The **Chicago** corridor has high ridership potential and redevelopment particularly in the Elliot Park neighborhood. However, it does not serve the downtown consumer/visitor market well because it does not travel the full length of Nicollet Mall (missing the

Convention Center). It also does not have the potential to replace buses on Nicollet Mall because the route 5 buses it could replace do not currently travel on Nicollet Mall.

- The **Hennepin** corridor would serve the downtown consumer/visitor market well. However, it does not fill a significant gap in the regional LRT system, given its proximity to Southwest LRT. Concerns about potential traffic congestion south of downtown have also been raised for this corridor.
- The **University/4th** corridor would not serve the downtown consumer/visitor market as well as the Hennepin or Nicollet corridors but would provide service to the University of Minnesota and across the river to the East Hennepin activity center. This corridor is most advantageous when combined with the Hennepin corridor because streetcar could replace all route 6 buses; however, additional transit service hours would be required to match service frequencies on the Hennepin branch. This corridor also does not fill a significant gap in the regional LRT system, given its proximity to Central Corridor LRT
- The **West Broadway/Washington** corridor serves the developing North Loop neighborhood and West Broadway commercial corridor well; however, it does not serve the downtown consumer/visitor market as well as the Nicollet or Hennepin corridors, and it has lower ridership than the other surface streetcar corridors. It is also important to wait for the alignment decision for the Bottineau LRT project, which may compete with or complement streetcar on West Broadway, depending upon the selected LRT alignment.

Throughout the feasibility study and funding study, the **Midtown Corridor** has been shown to be fundamentally different from the other surface streetcar corridors, operating more like a short LRT line than a streetcar line. It operates in an exclusive, grade-separated right-of-way; it would stop less frequently than typical streetcar lines; it would not replace significant bus service on Lake Street; and it does not have the same potential to generate revenues from the locally-controlled funding tools evaluated in the funding study. The Midtown Corridor, however, has very strong public support; it is the only corridor to connect 3 transitways (Southwest LRT, 35W BRT, and Hiawatha LRT); and it is recommended as a transitway for further study in the Metropolitan Council's 2030 Transportation Policy Plan (see attachment G). If the Midtown Corridor is pursued, it is recommended that it be separated from the rest of the surface streetcar network and treated as an "LRT connector" project, rather than a "streetcar" project.

## Emerging City Priorities for Initial Streetcar Project

Based on the information summarized above and input from City policymakers, the emerging City priorities for implementation of an initial streetcar line are to pursue two corridors on parallel tracks, as shown in Attachment E:

- a **combined Nicollet/Central Streetcar** project, to be implemented in phases, and
- a **Midtown LRT Connector** project, to be implemented as a full line between the future Southwest LRT station and the Hiawatha LRT station.

## Next Steps

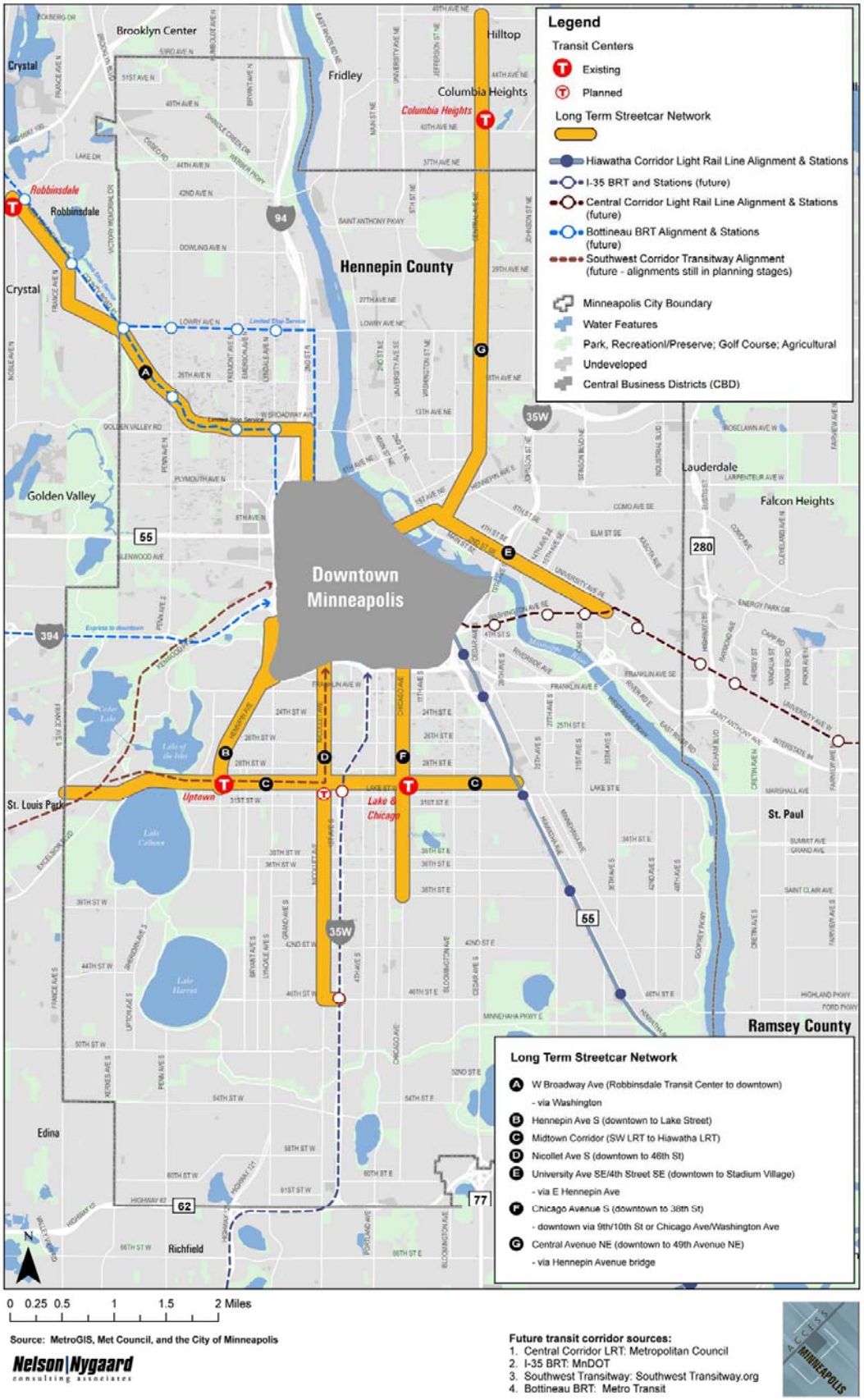
The necessary next steps in terms of technical analysis for both of these corridors are to complete a corridor-level alternatives analysis (AA) and environmental review. In addition to the AA/environmental review process, additional work also needs to be completed, related to:

- Engaging property owners and stakeholders along each corridor
- Developing a funding plan for each corridor, including the proposed structure for potential new funding tools, such as those evaluated in the funding study
- Obtaining necessary regional approvals for pursuing federal funding
- Determining the owner, operator, and maintenance responsibilities for each corridor

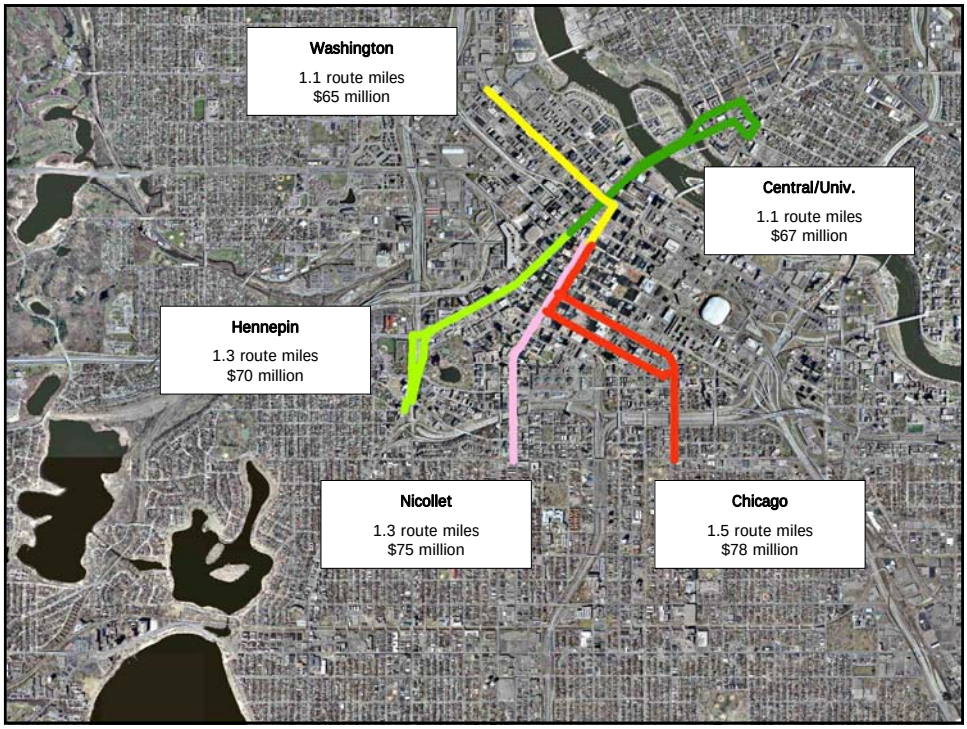
## Attachments

A. Long-term Streetcar Network
B. Starter Segments Analyzed in Streetcar Funding Study
C. Summary of Streetcar Data from Feasibility Study and Funding Study
D. Comparison of Streetcar Lines with Proposed Objectives for Selection of an Initial Streetcar Line
E. Emerging City Priorities for Initial Streetcar Project

**Figure ES-1 Long-Term Streetcar Network (Corridors Outside of Downtown)**



# Starter Segments Analyzed in Streetcar Funding Study



# Summary of Streetcar Data from Feasibility Study and Funding Study

Attachment C

## Long-term Lines - Feasibility Study Data

| Corridor | Hennepin/ University | Broadway/ Washington | Central | Nicollet | Chicago | Midtown |
|---|---|---|---|---|---|---|
| **Route** | | | | | | |
| Track Miles [1] | 11.4* | 11.8* | 12.0 | 8.6 | 7.0 | 4.4 route miles + passing track |
| Termini [1] | Lake St to University/Washington | Nicollet/5th to Robbinsdale TC | Hennepin/5th to 49th Ave NE | Nicollet/5th to 46th St | Nicollet/5th to 38th St | Southwest LRT to Hiawatha LRT |
| Right-of-Way Jurisdiction | Mpls / Henn County | Hennepin County | Mn/DOT, Mpls | Minneapolis | Minneapolis | Hennepin County |
| **Service Levels & Ridership** | | | | | | |
| Peak Vehicle Requirements [1] | 9 | 7 | 10 | 9 | 8 | 5 |
| Approx. Weekday Daytime Frequency [4] | 15 minute | 10 minute (peak), 15 minute (midday) | 10 minute | 7.5 minute | 7.5 minute | 15 minute |
| Annual Streetcar Service Hours [2] | 45,800 | 34,400 | 45,700 | 47,300 | 45,500 | 28,175 |
| Bus Service Hour Savings [2] | (24,000) | (19,600) | (34,100) | (43,600) | (16,100) | 0 |
| Net New Transit Service Hours [2] | 21,800 | 14,800 | 11,600 | 3,700 | 29,400 | 28,175 |
| Weekday Ridership [1] | 9,700 - 11,800 | 4,400 - 5,300 | 5,500 - 6,800 | 9,900 - 12,000 | 10,900 - 13,322 | 3,300 |
| **2007 Costs** | | | | | | |
| Capital Costs [1] | $154,700,000* | $154,000,000 | $166,700,000 | $129,800,000 | $109,000,000 | $58,300,000 - $76,800,000** |
| Total Annual Operating Costs [2] | $6,859,149 | $5,148,405 | $6,849,865 | $7,083,924 | $6,820,663 | $4,219,206 |
| Annual Bus Operating Savings [2] | ($2,395,920) | ($1,956,668) | ($3,404,203) | ($4,352,588) | ($1,607,263) | $0 |
| Net Annual Operating Costs [2] | $4,463,229 | $3,191,737 | $3,445,662 | $2,731,336 | $5,213,400 | $4,219,206 |
| **2014 Costs (using Funding Study Inflation Assumptions)** | | | | | | |
| Capital Costs @ 6% inflation | $232,600,000 | $231,600,000 | $250,700,000 | $195,200,000 | $163,900,000 | $87,700,000 - $115,500,000** |
| **Transit Markets and Transit Supportive Land Use** | | | | | | |
| Transit Supportive Land Use within 1/4 mile [6] | MODERATE (Hennepin)<br>HIGH (University) | MODERATE | MODERATE | HIGH (N of Lake St)<br>LOW (S of Lake St) | HIGH | MODERATE |
| Special Generators [5] | Theatre District, Target Center, Target Field, Minneapolis Community College, Loring Park, Walker Art Center, University of Minnesota | Target Field, North Memorial Hospital | None Identified | Nicollet Mall, Convention Center, Minneapolis Institute of Arts, Minneapolis College of Art and Design, Loring Park | Hennepin County Medical Center, Children's Hospital, Abbott Northwestern Hospital, Midtown Exchange | Lake Calhoun, Midtown Exchange, Abbott Northwestern Hospital, Hiawatha LRT Station |
| Short-term Markets Served [3] | Tourists, downtown workers, MCC students, visitors to entertainment district & Walker Art Center, residents in Loring Park, East Hennepin residents and businesses connected to core | Developing close-in high density residential neighborhoods in North Loop to downtown | Tourists, downtown workers, visitors to entertainment district, East Hennepin residents and businesses connected to core | Tourists, downtown workers, visitors to inner core, Convention Center, very dense downtown neighborhoods | Local circulation in near-downtown neighborhoods including Elliot Park | Local connections to regional service connecting two LRT lines with Uptown and high employment districts between I-35 and Chicago; intensification opportunities along corriodr; local neighborhood circulation |
| Long-term Markets Served [3] | Uptown to Dinkytown route connecting downtown with two fo the most active neighobrhoods in the city; University students, staff and local residents; possible game day connection to Target Field | Improved local service to residential/commercial neighobrhoods in North Minneapolis; long-term potential for moderate density redevelopment in corridor; connecting to regional routes at Robbinsdale transit center | Residents and businesses along corridor; connecting regional routes at Columbia Heights Transit Center | Serves high density residential neighobrhoods south of I-94 and all of Nicollet Avenue S, connecting to regional routes at I-35W BRT 46th St Station | Potential redevelopment in East Downtown; employment centers at HCMC, Children's Hospital and Abbott-Northwestern Hospital and related facilities | |
| **Redevelopment Opportunities** | | | | | | |
| Area Targeted for Redevelopment [8] | Good potential near University Ave along river, good potential in Uptown and on Hennepin near 10th Street in downtown. | Very high potential in North Loop, good potential in downtown Robbinsdale, small-scale, long-term potential West Broadway from Penn to Lyndale | Good potential in East Hennepin area, good potential between Shoreham Yards and Lowry | Good potential at Lake St, infill potential between downtown and Lake St, good potential at north end of Nicollet Mall | Strong potential in Elliot Park, some potential at Lake St, growth in hospital uses expected to continue | Strong potential for moderate density residential infill at major nodes between Uptown and Chicago Avenue |

## Minimum Operating Segments - Funding Study Data

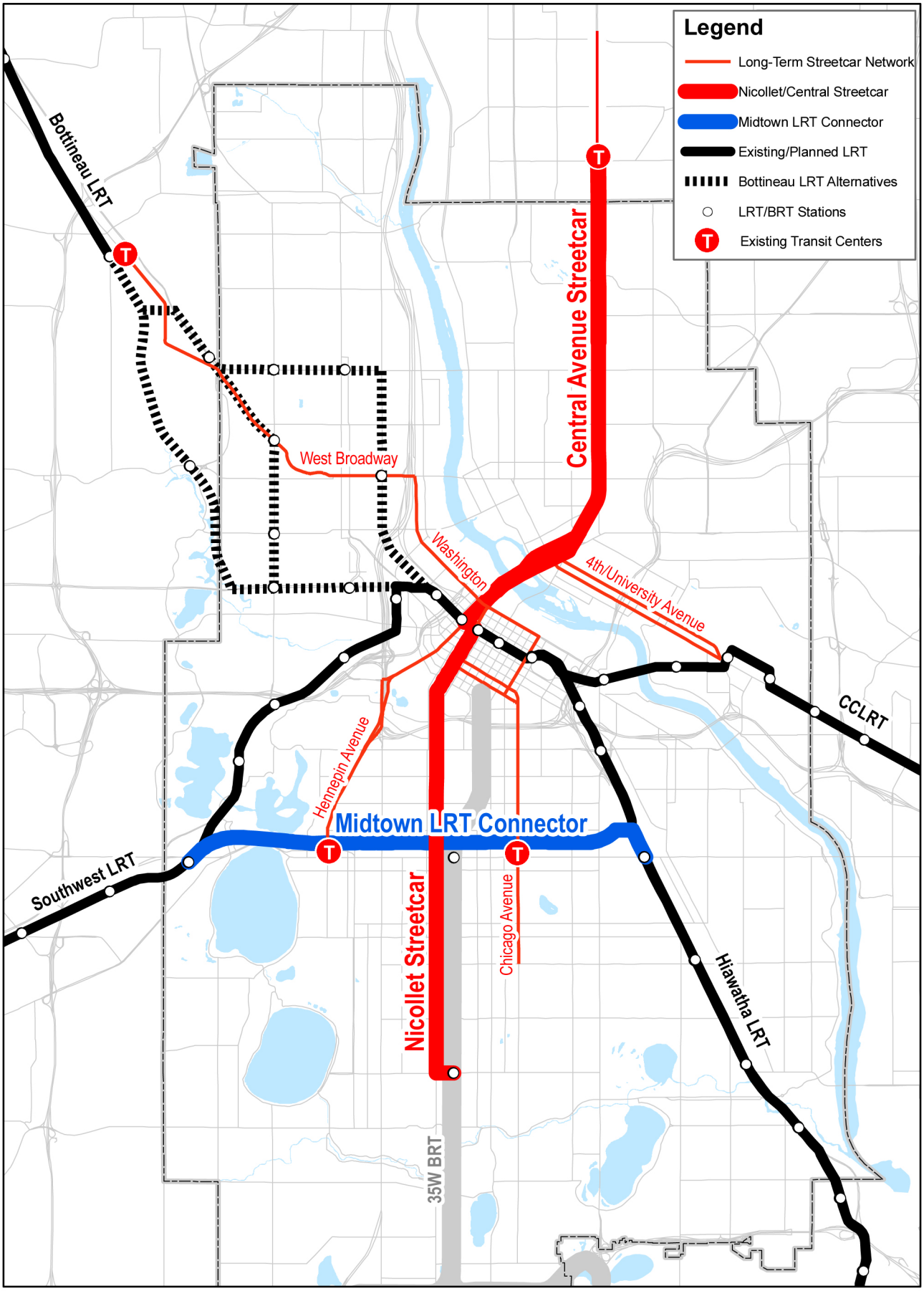
| Corridor | Hennepin | Washington | University or Central | Nicollet | Chicago | Midtown |
|---|---|---|---|---|---|---|
| **Route** | | | | | | |
| Track Miles [7] | 2.6 | 2.2 | 2.2 | 2.7 | 3.1 | 4.4 route miles + passing track |
| Termini | 5th/Hennepin to Groveland Ave | 5th/Nicollet to 10th Ave N | 5th/Hennepin to 4th/Univ. | 5th/Nicollet to Franklin Ave | 5th/Nicollet to Franklin Ave | Southwest LRT to Hiawatha LRT |
| **Benefit Zone Characteristics within 1/4 mile of line*** ** | | | | | | |
| Employees [7] | 64,000 | 78,000 | 60,000 | 100,000 | 98,000 | 20,000 |
| Population [7] | 8,933 | 3,166 | 5,768 | 14,849 | 15,117 | 11,900 |
| Hotel Rooms [7] | 3,735 | 2,535 | 2,428 | 4,853 | 4,361 | 136 |
| University Students [7] | 16,648 | 0 | 0 | 3,347 | 1,204 | 0 |
| Buildings (sq ft) [7] | 38,000,000 | 44,000,000 | 34,000,000 | 59,000,000 | 56,000,000 | 21,000,000 |
| New Building Potential (sq ft) [7] | 8,000,000 | 5,000,000 | 8,000,000 | 9,000,000 | 10,000,000 | 3,000,000 |
| Taxable Assessed Value (EMV) in billions [7] | $3.4 | $3.8 | $3.0 | $4.9 | $4.8 | $1.5 |

SOURCES: (1) p 4-23 of Feasibility Study Final Report; (2) p 4-20 of Feasibility Study Final Report; (3) p ES-9 of Feasibility Study Final Report; (4) Phase III Report Appendix; (5) p B-3 of Feasibility Study Final Report; (6) p 2-19 of Feasibility Study Final Report; (7) pp 21-24 of Funding Study Final Report; (8) p B-4 of Feasibility Study Final Report.

* These figures were incorrect in the Streetcar Feasibility Study Final Report, but have been corrected here. **The lower range of capital costs for the Midtown Corridor is for ballasted track, the higher for embedded track. ***The benefit zone for the Midtown Corridor was calculated within 1/4 mile of the stations, not continuous along the line.

Attachment D

# Comparison of Streetcar Lines with Proposed Objectives for Selection of an Initial Streetcar Line

| Hennepin/ University | Broadway/ Washington | Central | Nicollet | Chicago | Midtown |
|---|---|---|---|---|---|
| **Maximizing Streetcar Ridership.** | | | | | |
| **HIGH**<br>Projected Streetcar Wkday Ridership: 9,700 - 11,800<br><br>Existing Route 6 Wkday Ridership: 9,300 (89% in Mpls); however, boardings and service levels are higher on the Hennepin branch. | **MEDIUM**<br>Projected Streetcar Wkday Ridership: 4,400 - 5,300<br>Existing Route 14 Wkday Ridership: 6,400 (88% in Mpls); however, Route 14 serves both West Broadway and Bloomington corridors. | **MEDIUM**<br>Projected Streetcar Wkday Ridership: 5,500 - 6,800<br>Existing Route 10 Wkday Ridership: 7,500 (67% in Mpls) | **HIGH**<br>Projected Streetcar Wkday Ridership: 9,900 - 12,000<br>Existing Route 18 Wkday Ridership: 10,800 (88% in Mpls) | **HIGH**<br>Projected Streetcar Wkday Ridership: 10,900 - 13,322<br>Existing Route 5 Wkday Ridership: 16,000 (88% in Mpls); however, Route 5 serves both Chicago and Emerson/Fremont corridors | **LOW**<br>Projected Streetcar Wkday Ridership: 3,300 |
| **Minimizing operating costs and duplication of service with buses.** | | | | | |
| **MEDIUM**<br>High density of existing boardings between Lake Street and downtown. Potential for full replacement of Route 6 buses with combined Hennepin/ University line; however, because the existing route 6 service on the University/ 4th branch is less frequent than on the Hennepin branch, additional transit service hours would be required. Potential congestion with traffic and other buses on Hennepin Avenue. | **MEDIUM**<br>Low density of existing boardings; however, long line replaces significant bus service. Limited conflict with existing bus service on Washington; however, adds streetcar to Nicollet Mall without removing buses. | **MEDIUM**<br>Low density of existing boardings; however, long line replaces significant bus service. Potential to replace buses on Nicollet Mall. | **HIGH**<br>High density of existing boardings between Lake St and downtown. High potential to replace all route 18 buses north of 46th Street and potentially some buses north of Lake Street. Potential to replace buses on Nicollet Mall. | **MEDIUM**<br>High density of existing boardings between Lake St and downtown, but not as much replacement of bus service as on Nicollet line. Adds streetcars to Nicollet Mall without removing buses. | **LOW**<br>Would not replace Route 21 buses on Lake Street. May replace Route 53 limited stop buses on Lake Street. |
| **Compatibility with Regional Transitway Network and Regional Transit Plans.** | | | | | |
| **LOW**<br>0.5 to 1 mile from nearest LRT station outside downtown. | **MEDIUM**<br>0.5 to 1.5 miles (Bottineau on BNSF/55) or 0 to 1.0 miles (Bottineau on Penn Ave/55) from nearest LRT station outside downtown. Recommended as arterial BRT corridor in 2030 TPP. Potential conflict with Bottineau LRT, depending upon outcome of Alternatives Analysis. | **HIGH**<br>1.5 to 4+ miles from nearest LRT station outside downtown. Recommended as arterial BRT corridor in 2030 TPP. | **HIGH**<br>1.5 to 4 miles from nearest LRT station outside downtown. Recommended as arterial BRT corridor in 2030 TPP. | **MEDIUM**<br>0.5 to 1.5 miles from nearest LRT station outside downtown. Recommended as arterial BRT corridor in 2030 TPP. | **HIGH**<br>Connects 3 regional transitways (Southwest LRT, 35W BRT, Hiawatha LRT). Recommended in 2030 TPP as transitway corridor for further study. |
| **Ability to serve downtown consumer/visitor market.** | | | | | |
| **HIGH**<br>Crosses the river and provides good N-S service connecting with E-W LRT. Serves Hennepin Avenue entertainment district, Walker Art Center, Target Center, Target Field, Uptown and U of M. | **MEDIUM**<br>Serves a small portion of Nicollet Mall. Unlikely it would cross the river. | **HIGH**<br>Crosses the river and provides good N-S service connecting with E-W LRT. In combination with Nicollet line, serves Nicollet Mall, Convention Center, Eat Street, and MIA. Could provide Nicollet Mall "circulator service." | **HIGH**<br>Serves Nicollet Mall, Convention Center, Eat Street, and MIA. In combination with Central Ave, crosses the river and provides good N-S service connecting with E-W LRT. Could provide Nicollet Mall "circulator service." | **MEDIUM**<br>Serves a portion of Nicollet Mall, but misses the Convention Center. Serves several hospitals (HCMC, Abbott, Children's) and growing Midtown employment district. | **LOW**<br>Does not serve downtown. |
| **Maximizing Development Opportunities.** | | | | | |
| **HIGH**<br>Good high density development sites on north and south ends of downtown. Minimal opportunity on Hennepin south of downtown. Good high density development opportunities near University Avenue in East Hennepin area. | **MEDIUM**<br>Good medium density development opportunities along much of corridor. | **MEDIUM**<br>Good medium density development opportunities along much of corridor. Shoreham Yards may be major development opportunity. | **HIGH**<br>Good high density development sites at north end of downtown and at Lake Street. Low-medium redevelopment opportunities elsewhere. | **HIGH**<br>Good high density development sites in downtown area. Low-medium redevelopment opportunities elsewhere. | **MEDIUM**<br>Good medium density redevelopment potential at major nodes between Uptown and Chicago Avenue. |
| **Maximizing Stakeholder Support and Synergies with Other Improvements.** | | | | | |
| **LOW**<br>None identified. | **MEDIUM**<br>Potential synergy with Bottineau LRT, depending on alignment decision. | **MEDIUM**<br>Multi-jurisdictional support with Columbia Heights and Anoka County. Strong community support during feasibility study. | **HIGH**<br>Potential synergy with planned BRT at 35W and Lake Street, reopening of Nicollet Avenue at Lake Street, reconstruction of Nicollet Mall, and reconstruction of Nicollet Avenue between 31st and 40th Streets. | **LOW**<br>None identified. | **HIGH**<br>Very high community support for rail transit in this corridor. |

# Emerging City Priorities for Streetcar Implementation