Nicollet-Central Transit Alternatives

Technical / Community Advisory Committee

April 23, 2013

ALTERNATIVES FOR DETAILED EVALUATION

Current Work

2012 – 2013: Nicollet-Central Transit Alternatives Study

Fall 2012

Purpose and Need
- Corridor Problems and Challenges
- Vision for the Corridor
- Goals and Objectives and Evaluation Criteria

Late Fall/ Early Winter

Initial Development and Screening of Corridor Transportation Options
- Transit Mode Options
- Corridor Segment Options

We Are Here

Spring 2013

Detailed Definition and Evaluation of Alternatives

Summer 2013

Locally Preferred Alternative

Metropolitan Council - Approval of LPA

Next Steps

Design and Environmental Review

Construction

Operations

Secure Funding

Alternatives for Detailed Evaluation

No Build
(existing bus)

Enhanced Bus
(9-mile)

Streetcar
(9-mile)

Central Avenue

2 River Crossing Options

Nicollet Mall

Nicollet Avenue

Cost & Peer City Experience

Modern Streetcar
- Higher cost
- Shorter line

Enhanced Bus
- Lower cost
- Longer line

City	Opening Year	Construction Cost*	Route Miles
Portland Phases 1-4	2001-2007	$103 million	4.0
Portland - Phase 5	2012	$148 million	3.3
Seattle – South Lake Union	2007	$52 million	1.3
Seattle – First Hill	2014	$134 million	2.5
Tucson	2013	$199 million	3.9
Atlanta	2014	$69 million	1.3
Dallas	2014	$62 million	1.6
Salt Lake City	2014	$56 million	2.0
Cincinnati	2015	$125 million	3.6
Oakland	2004	$25 million	18
Kansas City	2005	$21 million	6
New York City	2008	$10 million	8.5
Cleveland	2008	$200 million	6.8
Everett, WA	2009	$29 million	17

Alternatives for Detailed Evaluation

No Build
(existing bus)

Enhanced Bus
(9-mile)

Streetcar
(9-mile)

Streetcar
(short starter line)

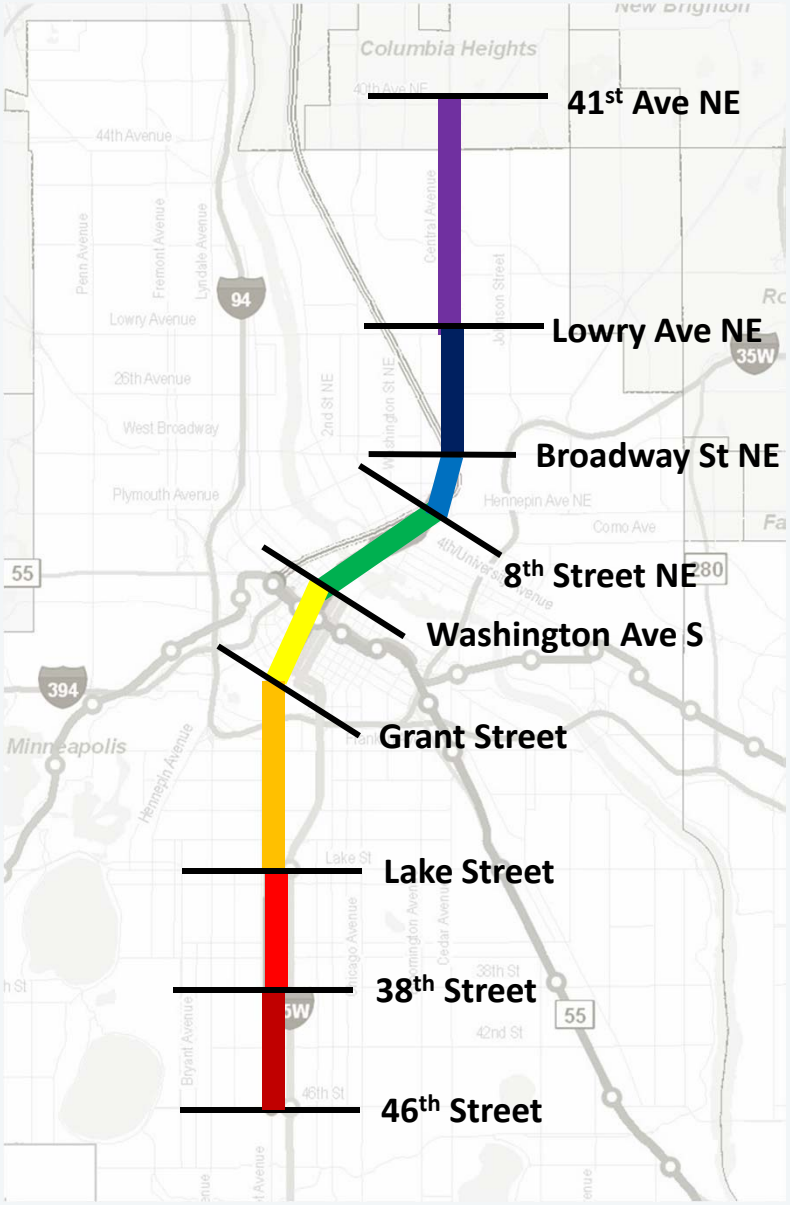
Detailed Evaluation

Based on project goals:

- Connect People and Places
- Increase the 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

Detailed Evaluation

- Major segments for analysis and refinement of a starter modern streetcar line



EVALUATION MEASURES

Evaluation Measures: Goal 1

Goal 1: Connect People and Places		Potential to differentiate modes	Can be prepared by segment
1.1	2010 population		✓
1.2	2030 population		✓
1.3	2010 employment		✓
1.4	2030 employment		✓
1.5	Number of existing major activity centers		✓
1.6	Transit connections		✓
1.7	Quality of pedestrian connections		✓
1.8	Quality of bicycle connections		✓

Evaluation Measures: Goal 2 & 3

Goal 2: Increase the Attractiveness of Transit		Potential to differentiate modes	Can be prepared by segment
2.1	2030 ridership projections	✓	✓
2.2	Ability to accommodate growth in transit ridership	✓	

Goal 3: Catalyze and Support Economic Development		Potential to differentiate modes	Can be prepared by segment
3.1	Estimate of development potential		✓
3.2	Potential value of development		✓
3.3	Potential for alternative to spur development	✓	✓

Evaluation Measures: Goal 4

Goal 4: Integrate with the Existing Transportation System		Potential to differentiate modes	Can be prepared by segment
4.1	Transit ridership per vehicle revenue hour	✓	
4.2	O&M cost per passenger	✓	
4.3	Impact on corridor traffic		✓
4.4	Impact on parking		✓
4.5	Impact on freight railroads	✓	✓

Evaluation Measures: Goal 5

Goal 5: Integrate with the Existing Transportation System	Potential to differentiate modes	Can be prepared by segment
5.1 Potential impacts on historical, cultural and natural resources	✓	✓
5.2 Year 2030 transit-dependent ridership	✓	
5.3 Benefits to low-income and minority population		✓
5.4 Affordable housing		✓
5.5 Environmental benefits	✓	

Evaluation Measures: Goal 6

Goal 6: Develop an Implementable Project with Community Support		Potential to differentiate modes	Can be prepared by segment
6.1	Public sentiment	✓	
6.2	Business/developer community sentiment	✓	
6.3	Annual O&M cost estimate	✓	
6.4	Capital cost estimate	✓	✓
6.5	Cost-effectiveness	✓	

PRELIMINARY GOAL 1 RESULTS

Summary of Goal 1 Results

Table 1: Evaluation Results - Connect People and Places

Nicollet-Central Transit Alternatives

	Measure	No-Build, Enhanced Bus and Modern Streetcar		Preliminary Modern Streetcar Starter Line	
		within 1/4 mi	*within 1/2 mi*	*within 1/4 mi*	*within 1/2 mi*
1.1	2010 population served by study alignment				
	Total population	45,200	91,800	24,700	52,700
	Population in households with no car	7,500	14,700	5,200	10,900
	Low-income population - below poverty level	11,100	22,400	7,200	15,500
1.2	2030 total population served by study alignment	60,500	118,200	38,500	77,800
1.3	2010 total employment served by the study alignment	94,000	130,000	90,000	122,500
1.4	2030 total employment served by the study alignment	143,100	184,000	137,300	173,300
1.5	Number of existing major activity centers served by the study alignment	**See detail.**		**See detail.**	
1.6	Transit connections between the alternative and major existing and future transitways	**See detail.**		**See detail.**	
1.7	Quality of pedestrian connections	**See detail.**		**See detail.**	
1.8	Quality of bicycle connections	**See detail.**		**See detail.**	

2010 Population by Segment

Table 1.1: 2010 Population Served by Study Alignment

Nicollet-Central Transit Alternatives

Measure/Segment	No-Build, Enhanced Bus and Modern Streetcar		Preliminary Modern Streetcar Starter Line *(Eighth to Lake)*	
	within 1/4 mi	*within 1/2 mi*	*within 1/4 mi*	*within 1/2 mi*
i. Total population	**45,200**	**91,800**	**24,700**	**52,700**
Percent of Study Area	*100%*	*100%*	*55%*	*57%*
41st to Lowry	4,900	10,000		
Lowry to Broadway	3,400	6,200		
Broadway to Eighth	1,800	3,700		
Eighth to Washington	6,100	10,300	6,100	10,300
Washington to Grant	5,700	17,800	5,700	17,800
Grant to Lake	12,900	24,600	12,900	24,600
Lake to 38th	6,100	11,300		
38th to 46th	4,300	7,900		

Table 1.1: 2010 Population Served by Study Alignment

Nicollet-Central Transit Alternatives

	Measure/Segment	No-Build, Enhanced Bus and Modern Streetcar		Preliminary Modern Streetcar Starter Line *(Eighth to Lake)*	
		within 1/4 mi	*within 1/2 mi*	*within 1/4 mi*	*within 1/2 mi*
ii.	**Population in households with no car**	7,500	14,700	5,200	10,900
	Percent of Study Area	*100%*	*100%*	*69%*	*74%*
	41st to Lowry	500	900		
	Lowry to Broadway	500	1,000		
	Broadway to Eighth	200	400		
	Eighth to Washington	900	1,500	900	1,500
	Washington to Grant	1,400	4,000	1,400	4,000
	Grant to Lake	2,900	5,400	2,900	5,400
	Lake to 38th	900	1,200		
	38th to 46th	200	400		
iii	**Low-income population - below poverty level**	**23%**	**24%**	**27%**	**28%**
	Minneapolis Average	*22%*			
	Columbia Heights Average	*13%*			
	Regional Average	*11%*			
	41st to Lowry	12%	11%		
	Lowry to Broadway	23%	20%		
	Broadway to Eighth	20%	31%		
	Eighth to Washington	19%	23%	19%	23%
	Washington to Grant	26%	25%	26%	25%
	Grant to Lake	31%	34%	31%	34%
	Lake to 38th	26%	26%		
	38th to 46th	13%	14%		

Goal 1 Qualitative Evaluation by Segment

Segment	Number of Major Existing Major Activity Centers Served	Major Existing and Future Transitway Connections	Quality of Pedestrian Connections	Quality of Bicycle Connections
41st to Lowry	Poor	Good	Best	Best
Lowry to Broadway	Fair	Poor	Poor	Fair
Broadway to 8th	Fair	Poor	Good	Fair
8th to Washington via Central (3rd/Central)	Good	Good	Poor	Good
8th to Washington via Central (1st/Hennepin)	Good	Good	Best	Best
Washington to Grant	Best	Best	Best	Best
Grant to Lake	Best	Best	Best	Best
Lake to 38th	Poor	Poor	Good	Good
38th to 46th	Poor	Good	Good	Good

UPDATES

Developer Forum

- Obtain feedback from business and development community on economic development potential
  - Opportunities from market perspective
  - Impact of transit on development
  - Support for transit improvements
- Scheduled for Monday, May 6, 2013, 9-11 AM
- Invite 8 to 12 local developers
  - Represent downtown and neighborhood development

Peer Review/Forums

- Peer review in progress
- Peer forum(s) will focus on locally preferred alternative identified at end of study

Ongoing Public Engagement

- Engagement since last TCAC meeting
  - Whittier Open House
  - Lyndale Open House
  - Downtown Council Board
- May 2013 engagement opportunities?
  - Toolkits available