Minneapolis Streetcar Update

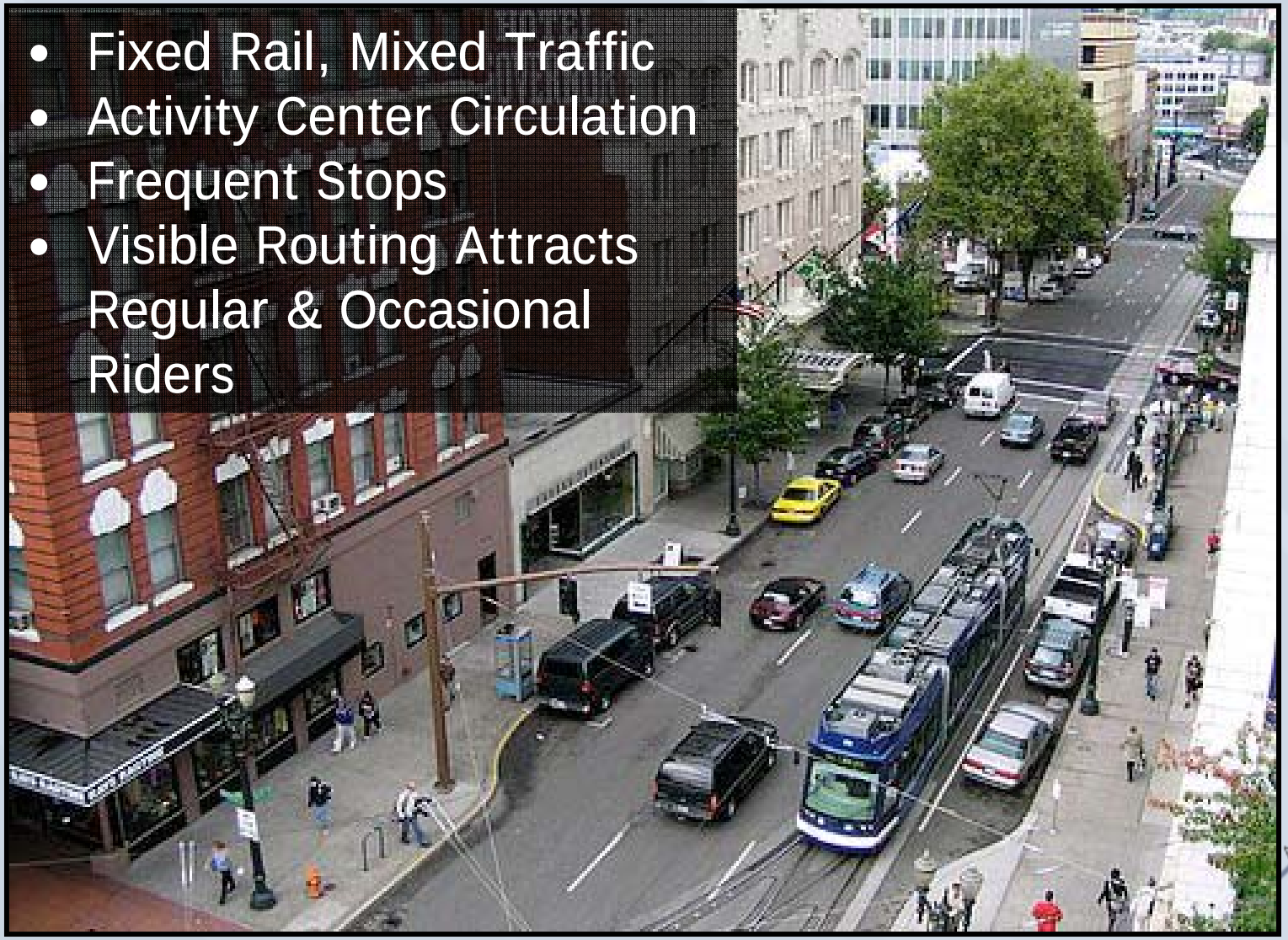
June 2011

Today's Presentation

- What are streetcars?
- Minneapolis transit & streetcar planning to date
- Changes in Federal funding opportunities for streetcar projects
- Nicollet-Central Alternatives Analysis

What Are Streetcars?

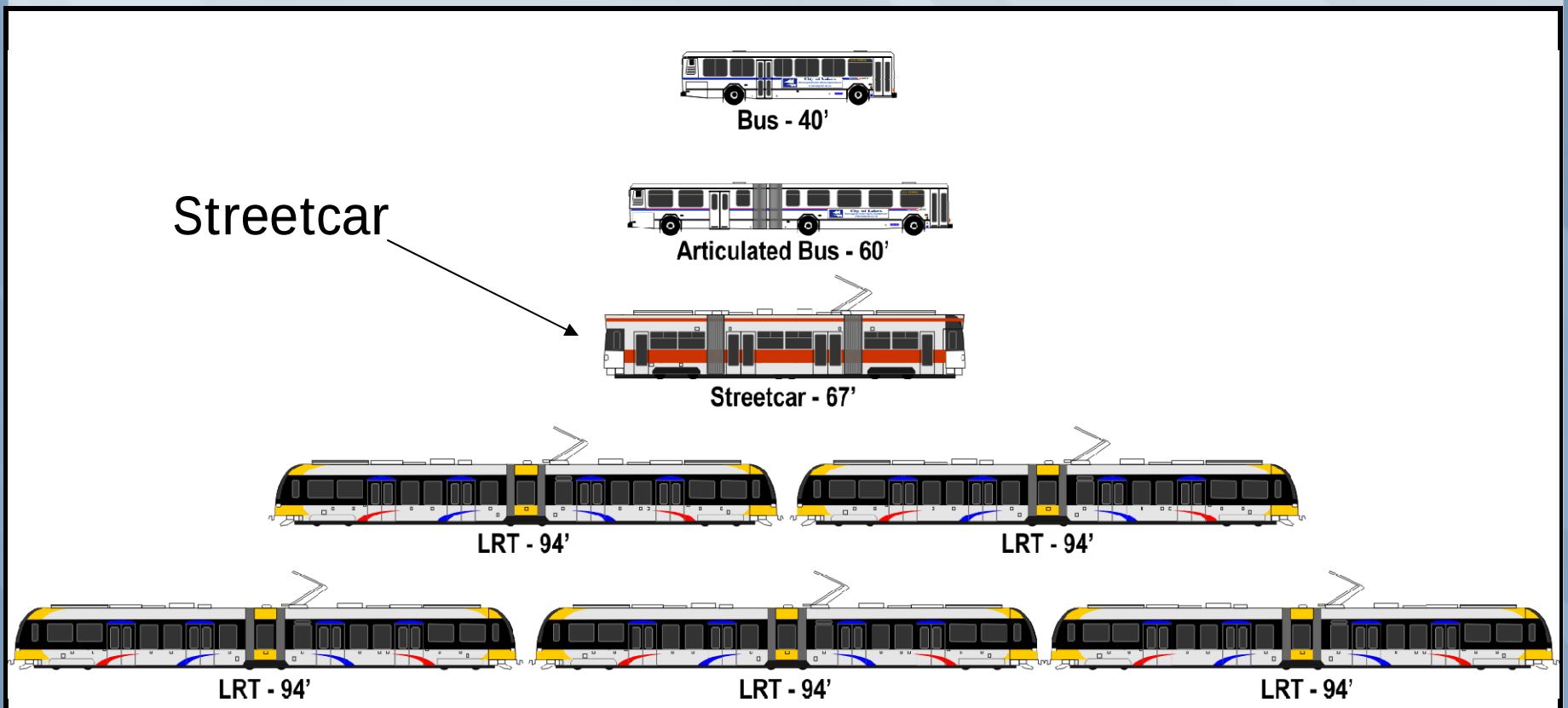
- Fixed Rail, Mixed Traffic
- Activity Center Circulation
- Frequent Stops
- Visible Routing Attracts Regular & Occasional Riders



What Are Streetcars?

- Modern Vehicles
- Single Car Operation
- Electric Power
- Single Overhead Wire
- Multiple Doors

What Are Streetcars?



What Are Streetcars?

- Simple Stations
- Lower Cost than LRT
- Less Construction Impact than LRT

What Are Streetcars?

- Catalyze/organize walkable development

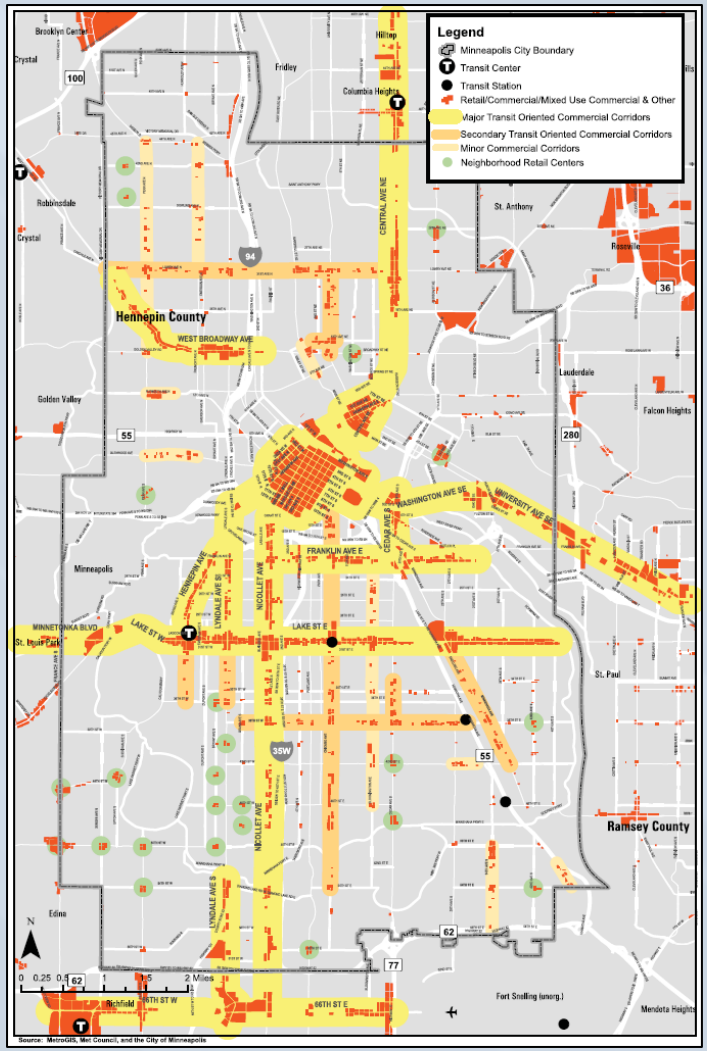
New Development

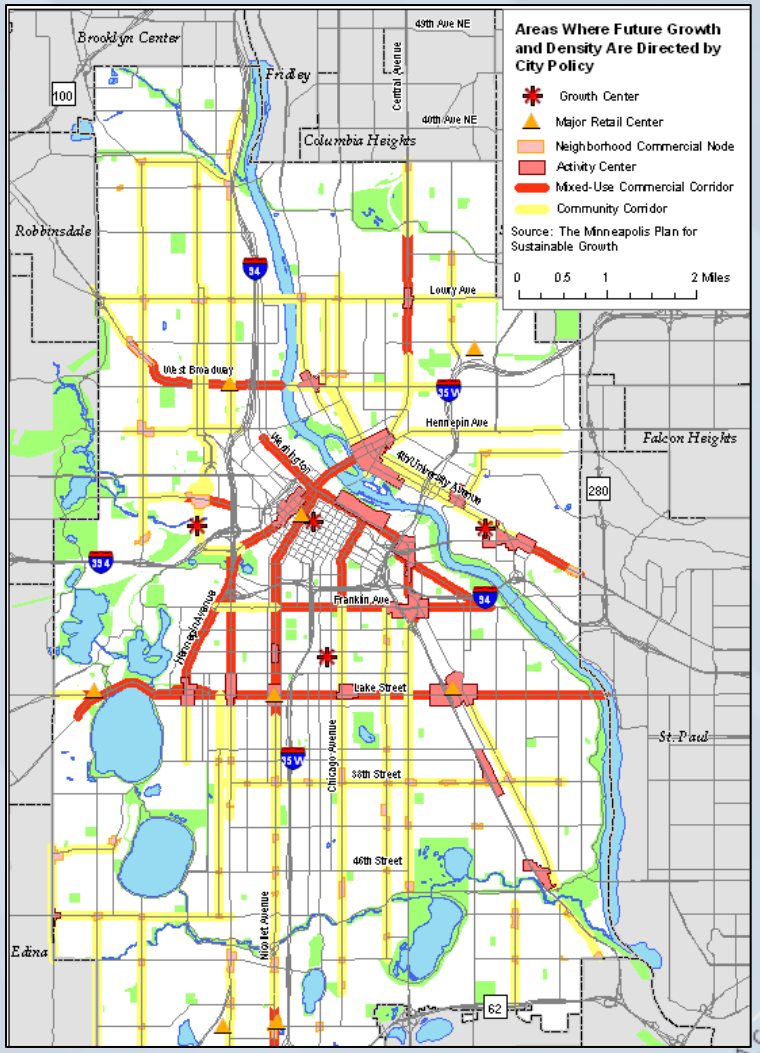
- Portland - $3 billion
- Tampa - $800 million

Access Minneapolis Transportation Plan Vision

- City is a vital and thriving metropolitan urban center.
- People have reasonable transportation choices.
- Transportation system serves future growth with access to destinations by all modes.
- Transit is mode of choice downtown and realistic option citywide.
- City is livable and walkable.

Transit Corridors Are Key to Vision





Transit-Oriented Commercial Land Uses Follow Transit Corridors & Nodes

Future Growth & Density Directed to Transit

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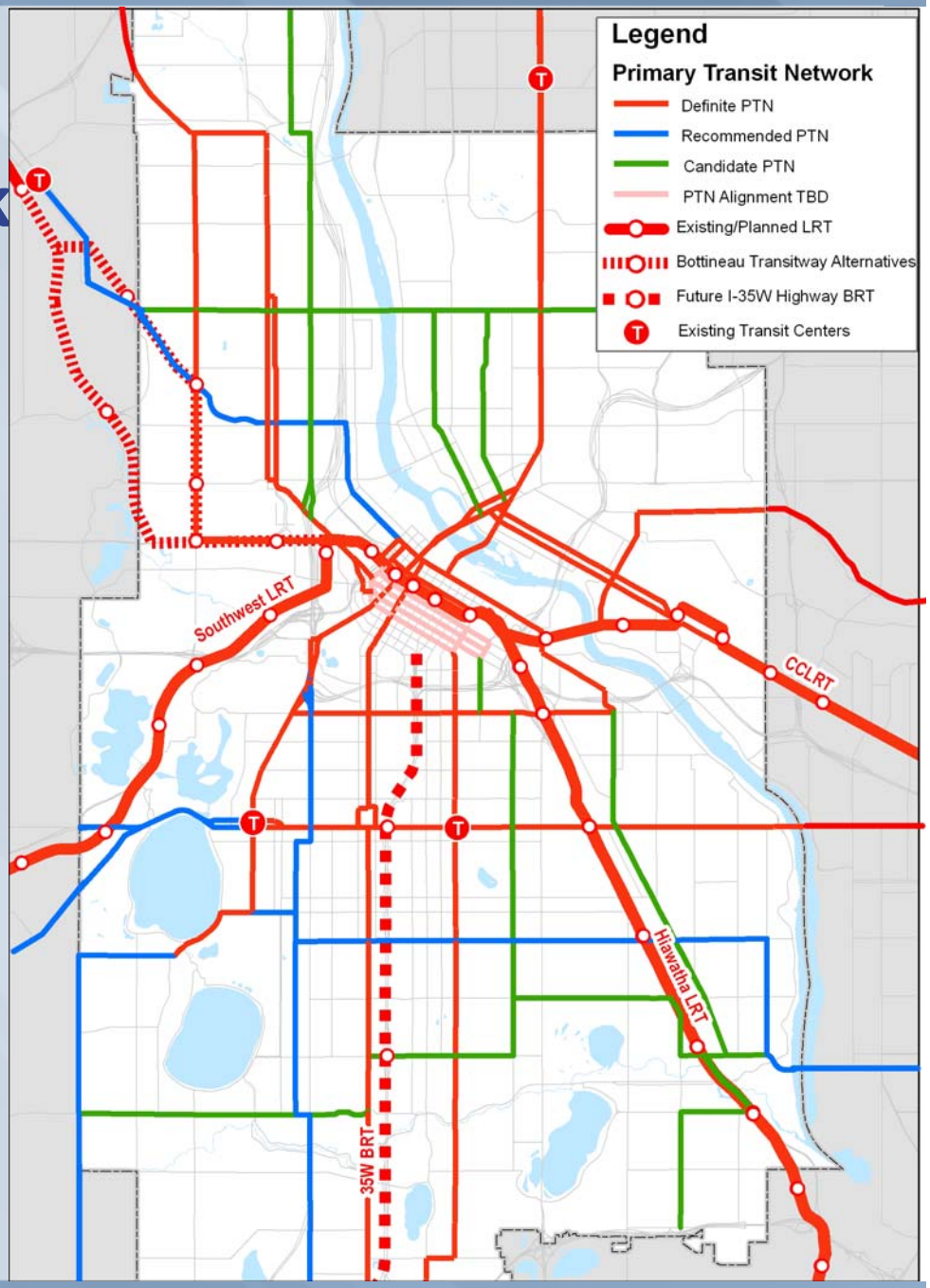
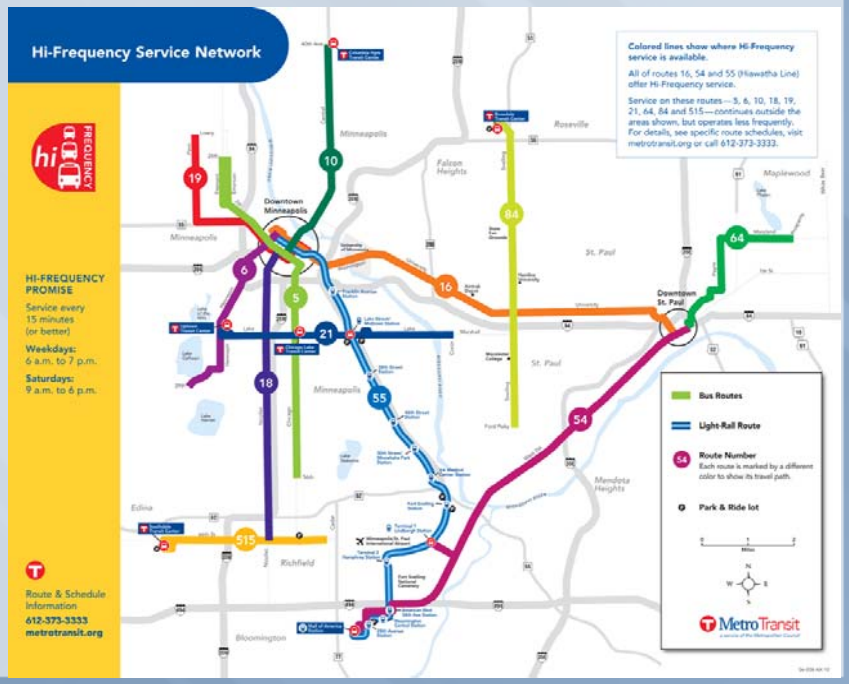
Access Minneapolis Primary Transit Network

- Performance Criteria
  - At least every 15 minutes, 18 hours a day, 7 days a week
  - Reliable, on-time
  - At least 30% of speed limit
- Bus or rail
- Land Use/Transit Coordination
  - Direct growth/density to transit
  - Grow/improve transit through density



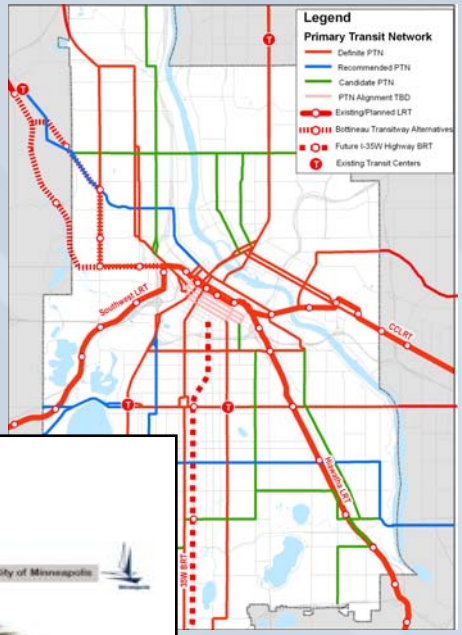
Metro Transit Hi-Frequency Network

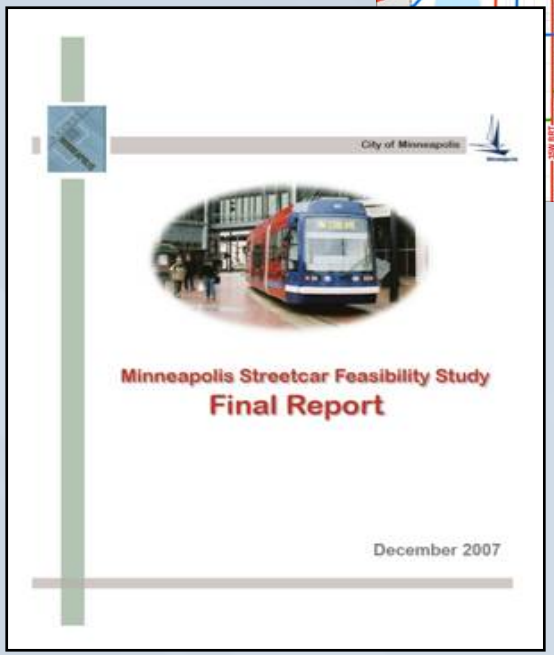
- The Hi-Frequency Promise
  - Service every 15 minutes (or better)
  - Weekdays: 6 a.m. to 7 p.m.
  - Saturdays: 9 a.m. to 6 p.m.
- 11 bus routes, 1 LRT
- “so frequent, you don’t need to carry a schedule”
- High ridership corridors



Streetcar Feasibility Study

- Based upon Primary Transit Network
- Streetcar Study Goals
  - Increase transit ridership, especially near downtown
  - Increase the attractiveness of transit to new markets
  - Provide connections and distribution between regional transit and neighborhoods
  - Catalyze and organize development around a permanent transit investment



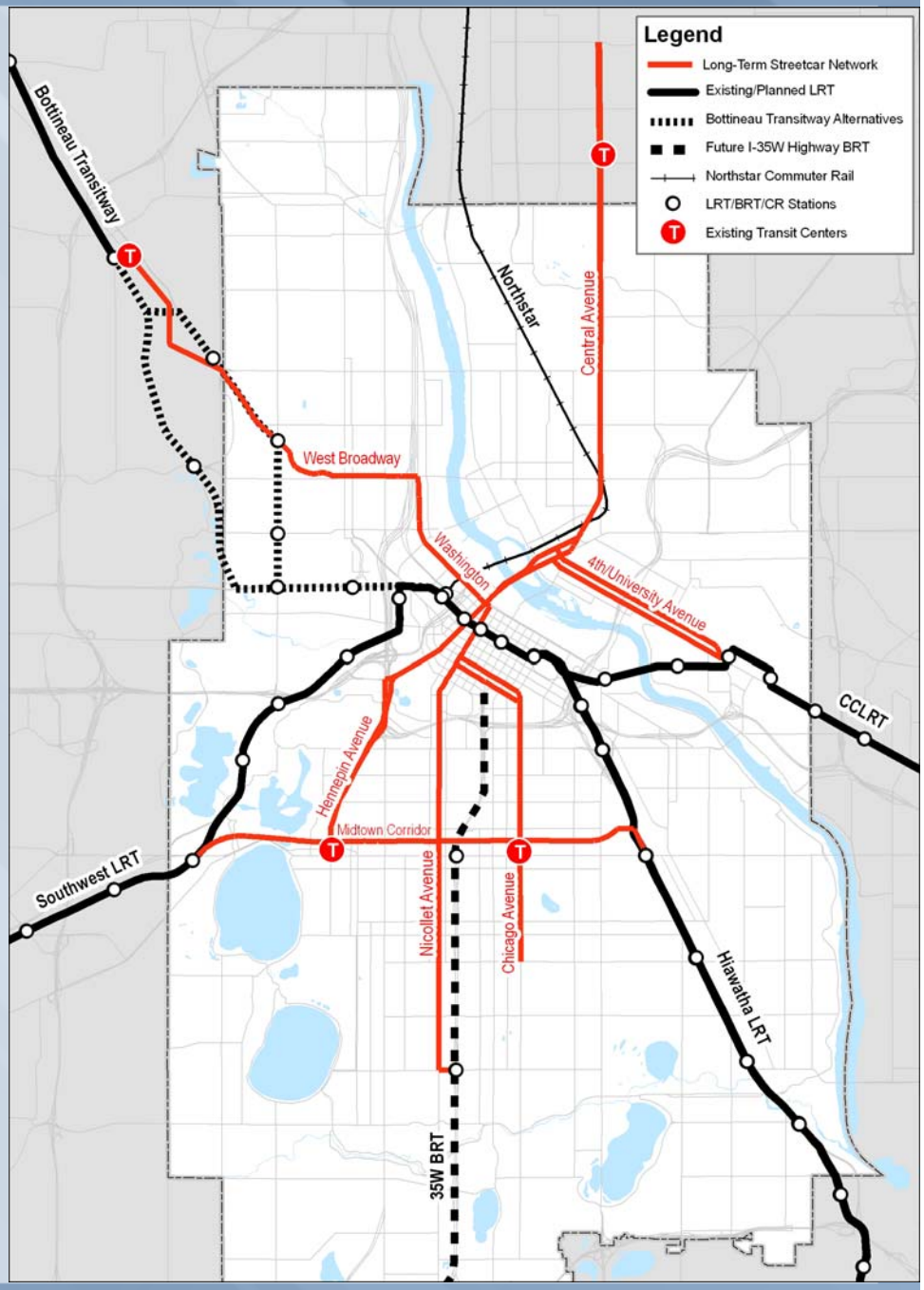


Streetcar Feasibility Study

- 14 Primary Transit Network corridors evaluated
  - W Broadway Ave
  - Central Ave NE
  - Chicago Ave S
  - 15th Ave SE/Como Ave SE
  - Franklin Ave
  - Fremont Ave N/44th/Osseo Rd
  - Hennepin Ave S
  - Lake St/Midtown Corridor
  - Nicollet Ave S
  - 4th/University Ave SE
  - Cedar Ave/Riverside Ave
  - Washington Avee
  - Penn Ave N/Hwy 55
  - Franklin Ave
  - Lyndale Ave S/Bryant Ave S

Streetcar Feasibility Study

- 7 corridors recommended for long-term network
  - Central
  - 4th/University
  - Chicago
  - Nicollet
  - Hennepin
  - West Broadway/Washington
  - Midtown Corridor



Recent Changes in Federal Funding Opportunities

- HUD-DOT-EPA Partnership for Sustainable Communities
- FTA CEI Pass/Fail Requirement Rescinded
  - **Old Policy** – major transit projects must achieve a "medium" rating in the defined "cost effectiveness index" (CEI) calculation, based primarily on cost and travel time savings.
  - **New Policy** – major transit projects must achieve an overall "medium" rating, providing greater emphasis on economic development, environmental, and social benefits.
- Urban Circulator Program
  - $105 million for 5 streetcar projects announced in 2010
- TIGER I and II Grants for Streetcar
  - $228 million for 6 streetcar projects announced in 2010

Federal Capital Funds for Streetcar

	City	Federal Program	Award Date	Federal Funds
1.	Portland, OR	Small Starts	10/22/2009	$75 million
	Portland, OR	TIGER	2/17/2010	$23 million
2.	New Orleans, LA	TIGER	2/17/2010	$45 million
3.	Tucson, AZ	TIGER	2/17/2010	$63 million
4.	Dallas, TX	TIGER	2/17/2010	$23 million
	Dallas, TX	Urban Circulator	7/8/2010	$5 million
5.	Charlotte, NC	Urban Circulator	7/8/2010	$25 million
6.	Cincinnati, OH	Urban Circulator	7/8/2010	$25 million
7.	Fort Worth, TX	Urban Circulator	7/8/2010	$25 million
8.	St. Louis, MO	Urban Circulator	7/8/2010	$25 million
9.	Atlanta, GA	TIGER II	10/20/2010	$48 million
10.	Salt Lake City, UT	TIGER II	10/20/2010	$26 million
	TOTAL			$408 million

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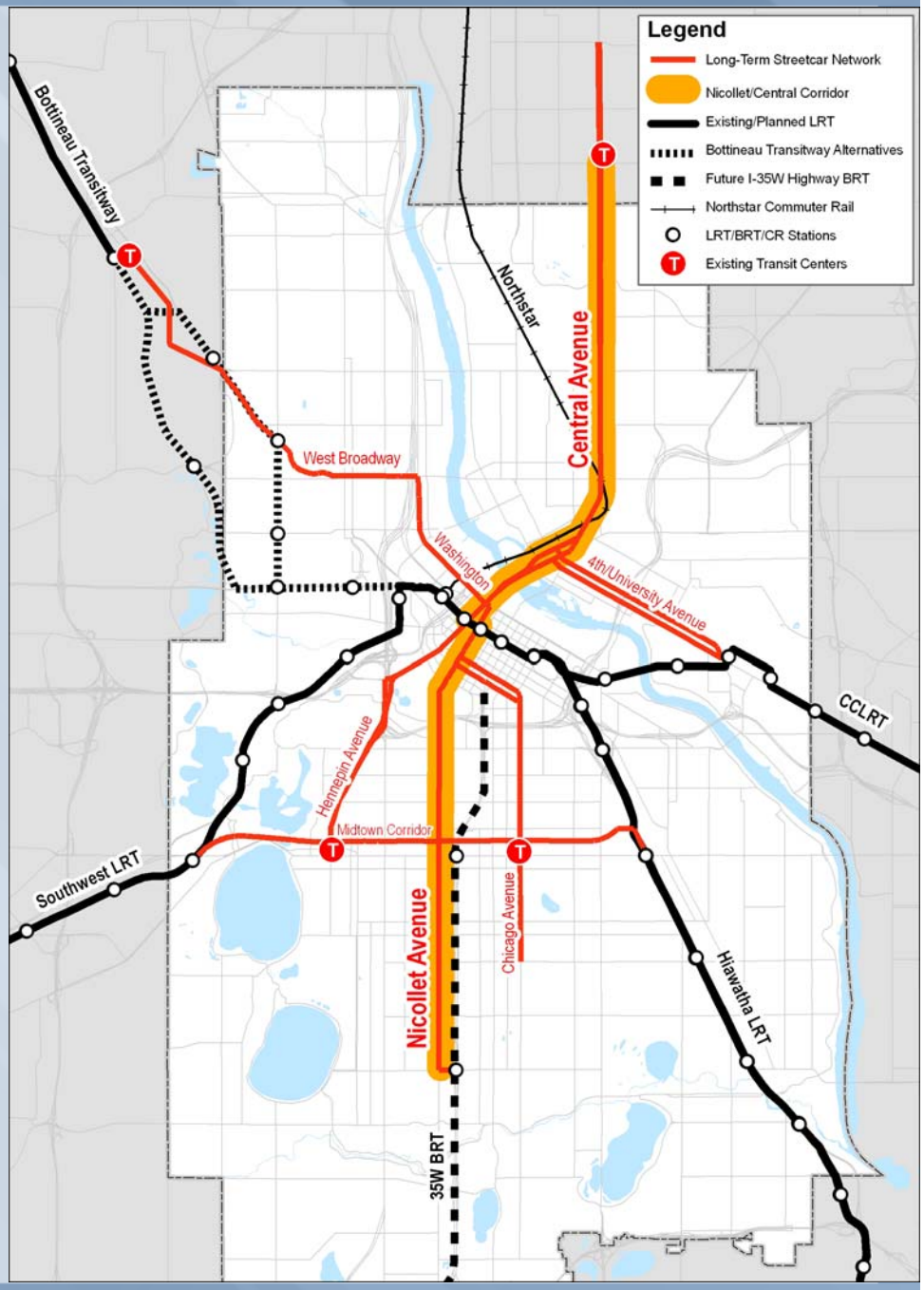
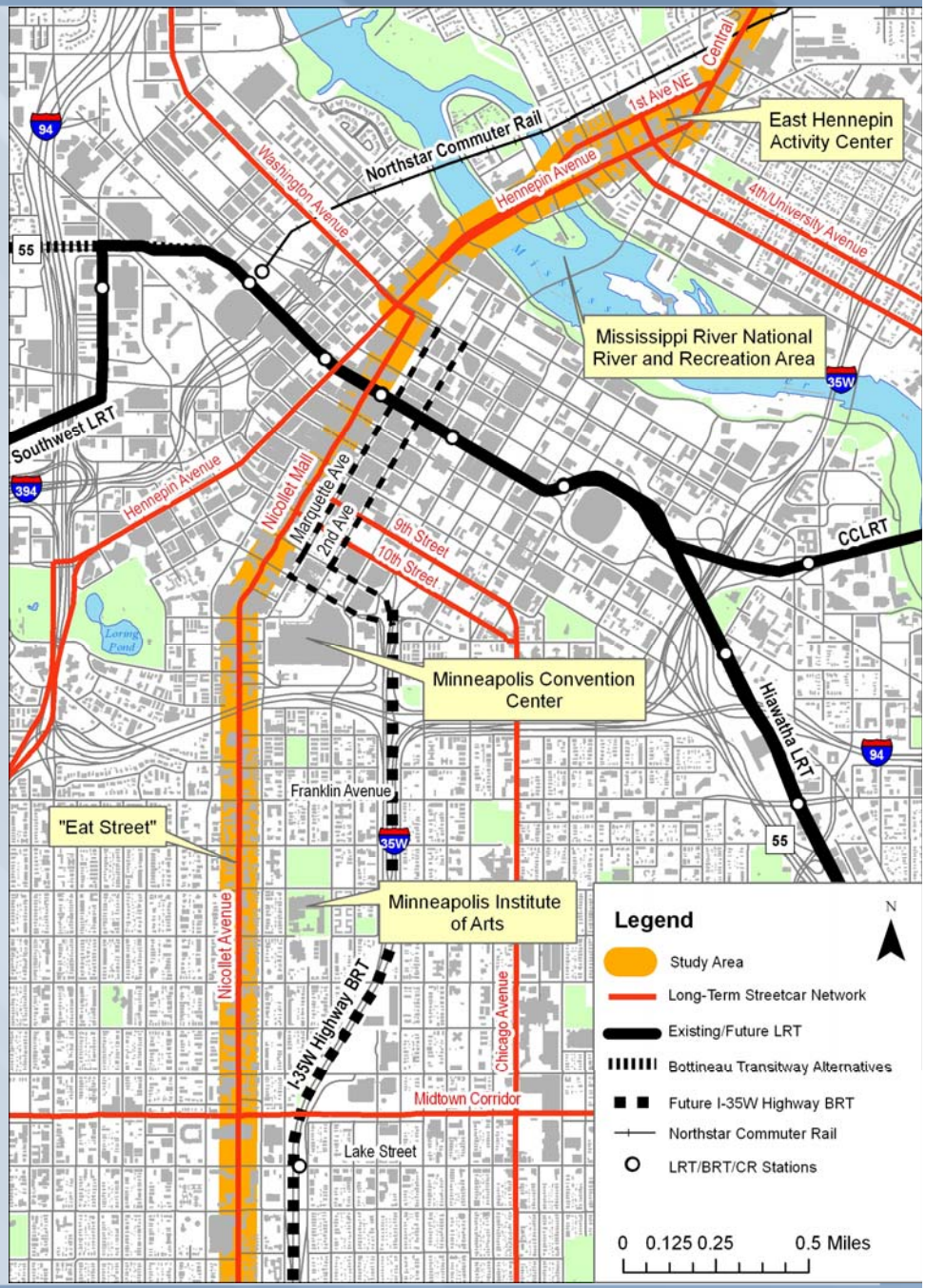
Nicollet-Central Corridor

- Prioritized by City Council for further study in 2010 & authorized to seek FTA grant
- Awarded $900K FTA grant ($300K local match) for *Nicollet-Central Urban Circulator Alternatives Analysis*
- Streetcar and enhanced bus alternatives to be evaluated



Why Nicollet-Central?

- Complements regional transitways
  - Connects dense neighborhoods to regional system
  - Serves shorter trips
- Supports downtown & near-downtown circulation
  - Access to special generators
    - Nicollet Mall
    - East Hennepin Area
    - Convention Center
    - Mississippi River
    - Art Institute / Eat Street
  - N-S alignment complements E-W LRT
  - Serves both local riders and consumer/visitor market



Why Nicollet-Central?

- Serves strong existing transit markets
  - Highly-productive existing bus corridors
  - Routes 10 and 18 have 18,000 daily boardings
  - 7.5-10 minute midday frequency
  - Existing densely-populated neighborhoods
  - Existing transit-dependent populations

Figure 3: Population Density

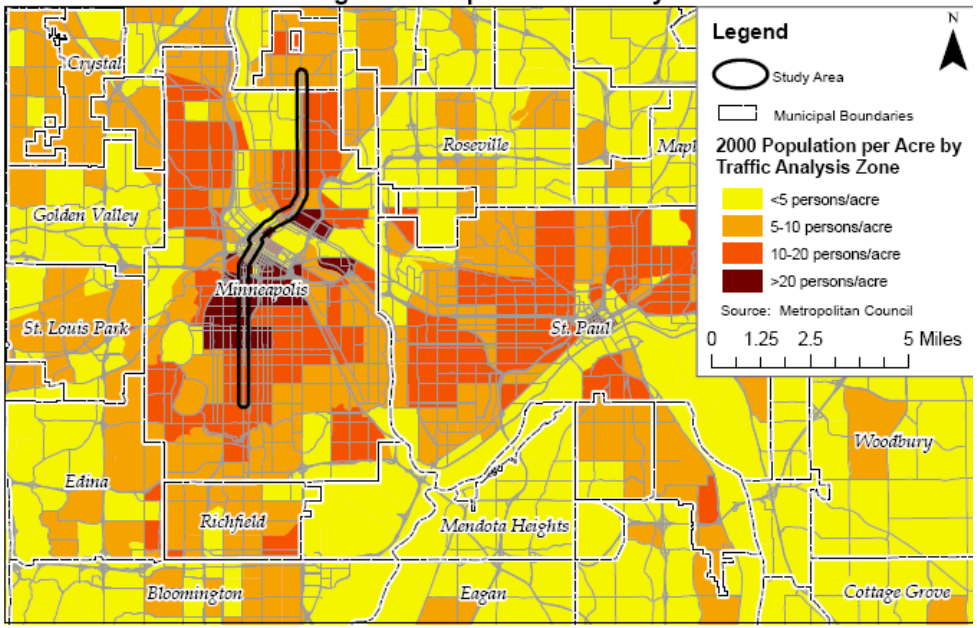
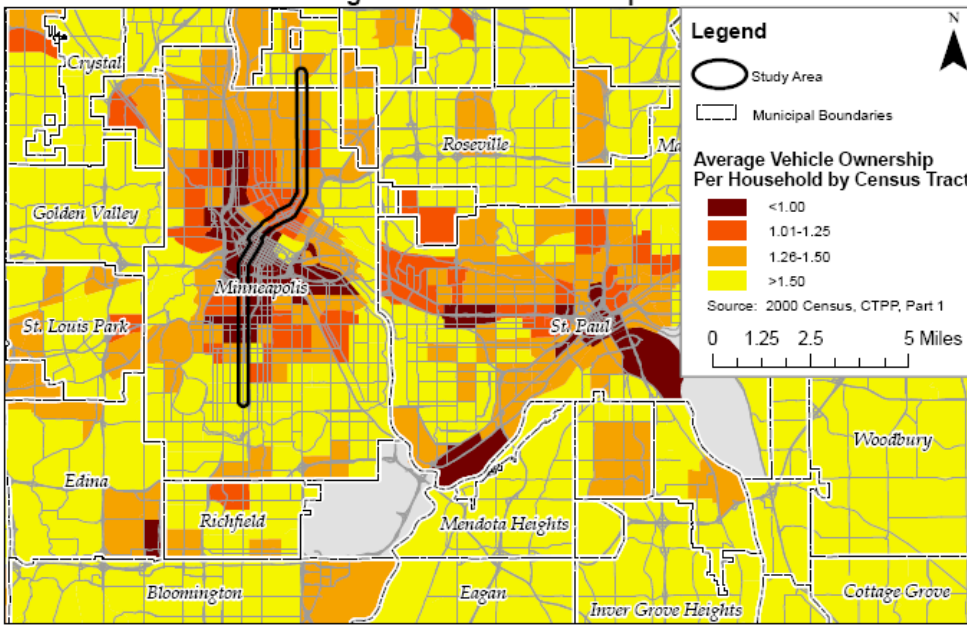


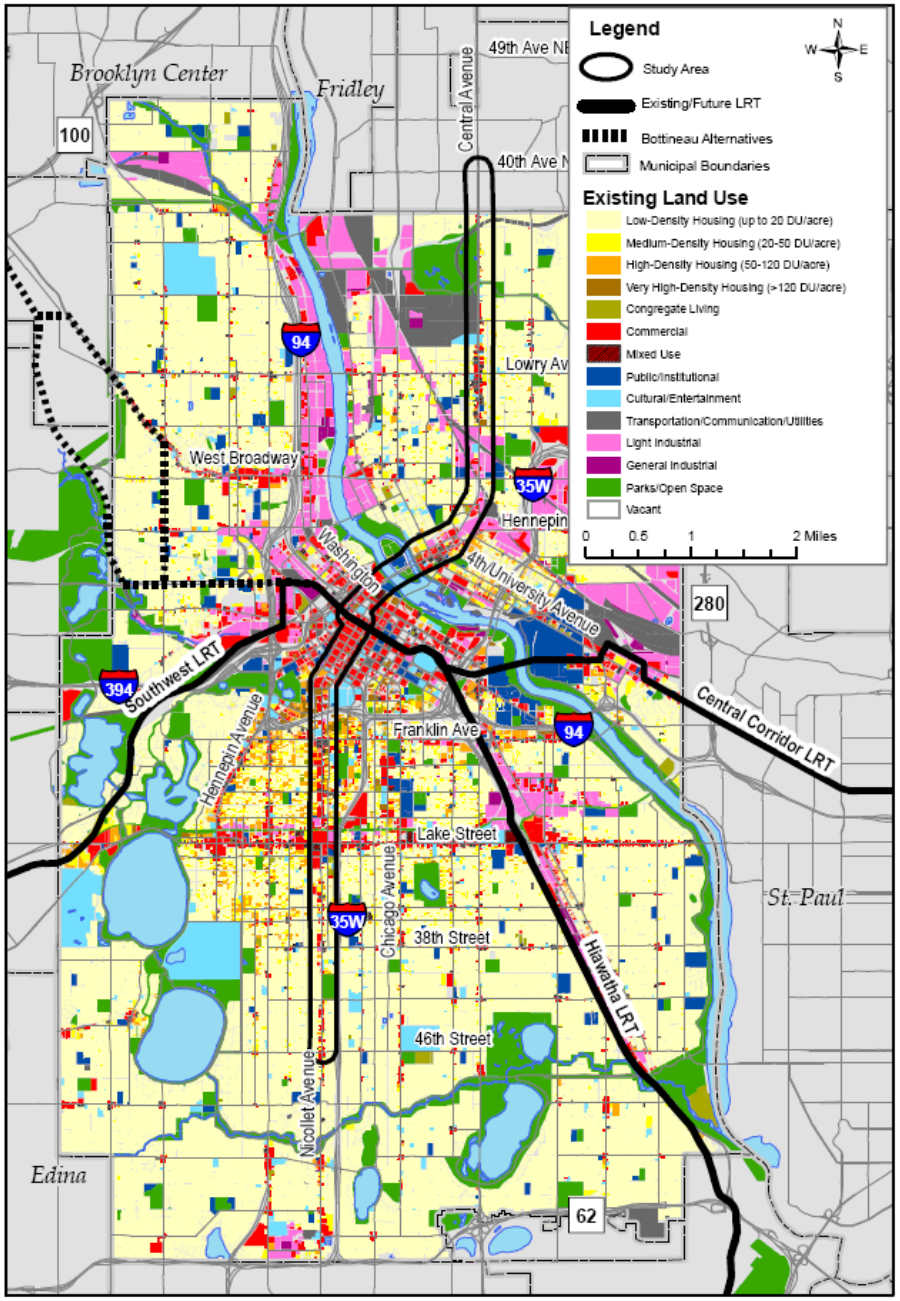
Figure 4: Auto Ownership



Why Nicollet-Central?

- Existing land use and urban form supports transit
  - Dense
  - Mixed-use
  - Traditional urban form
  - Small blocks
  - Sidewalks
  - Streetscape

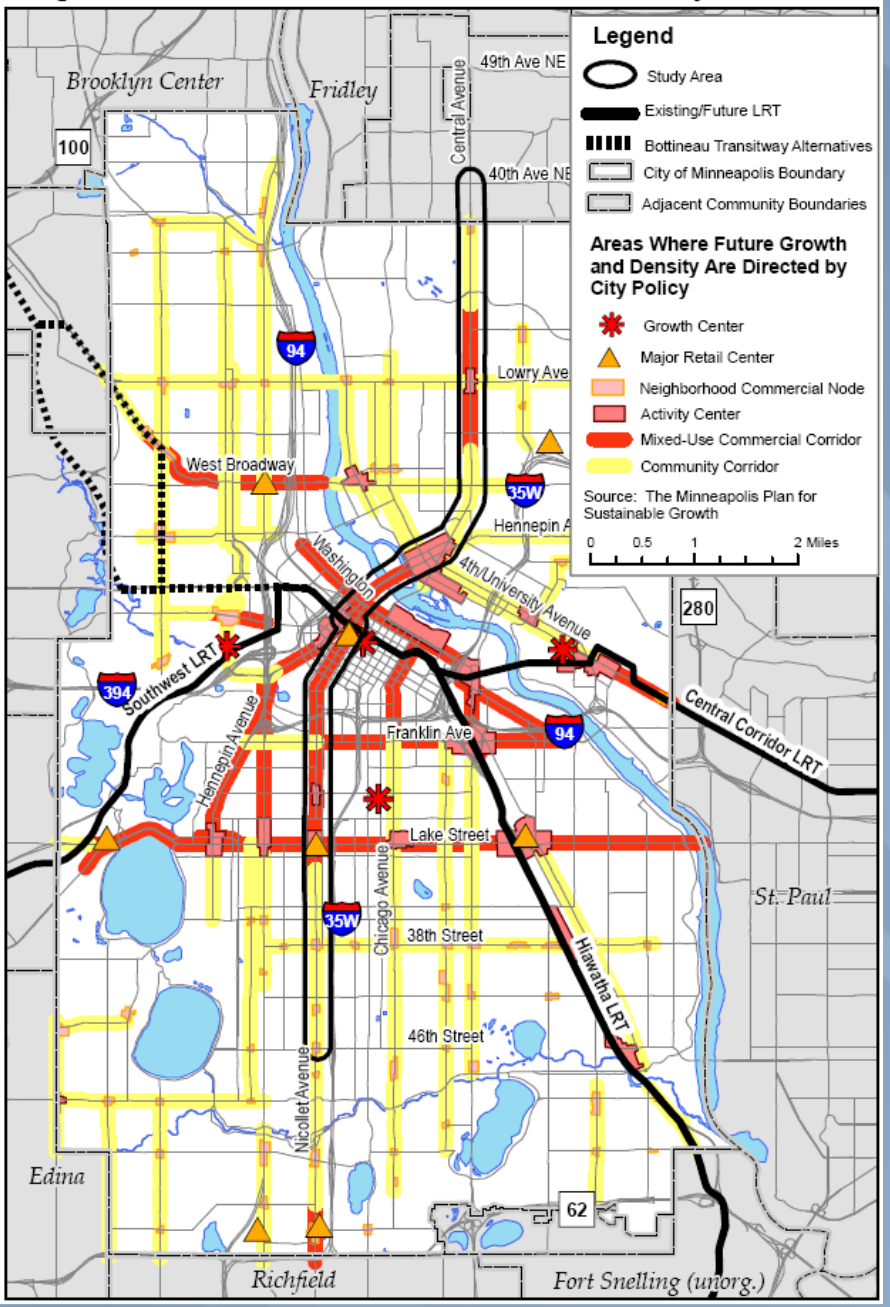
Figure 5: Existing Land Use



Why Nicollet-Central?

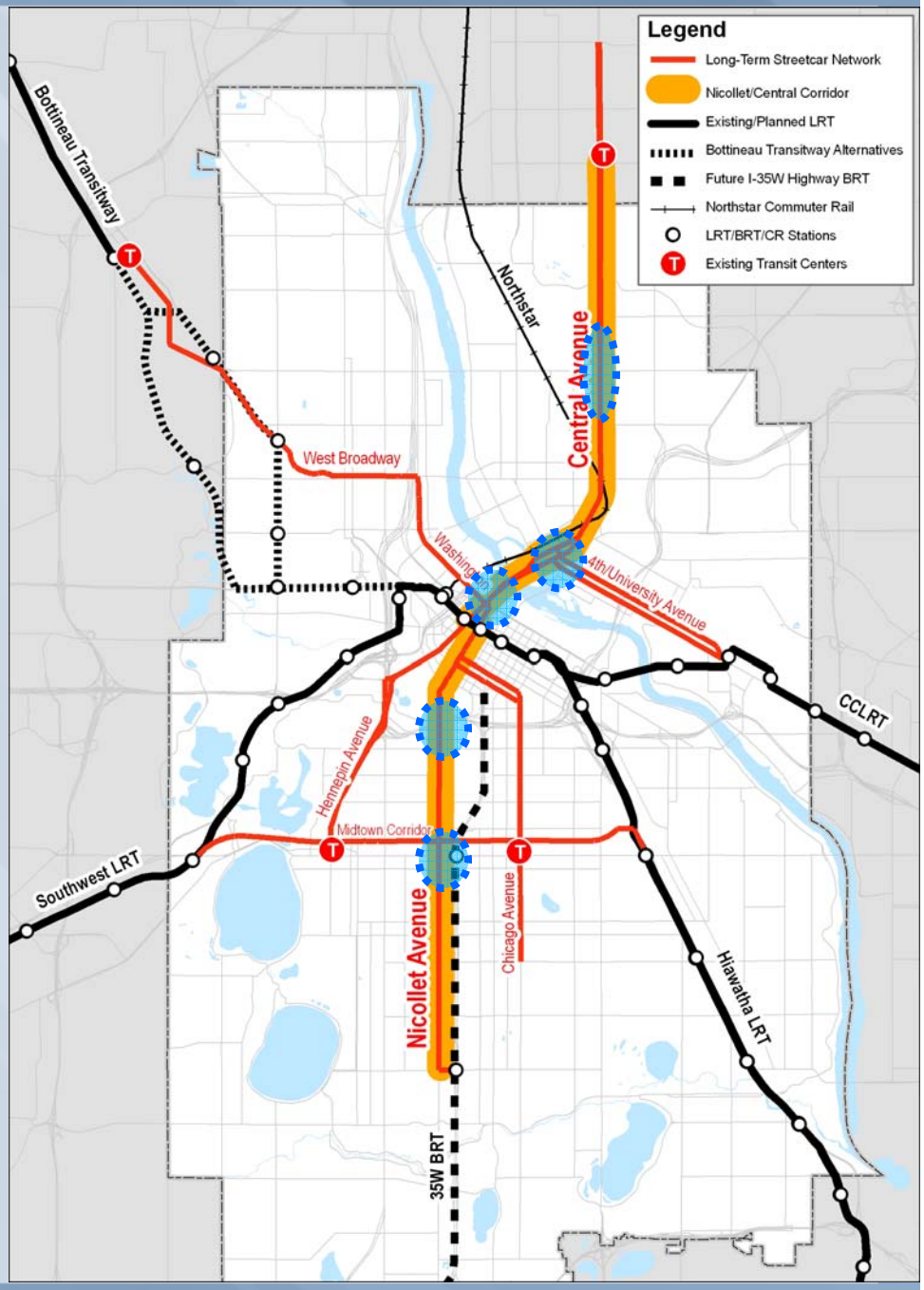
- City policy directs density & development to this corridor
- Existing strategies in place to implement City policy
  - Zoning Code
  - Affordable Housing Trust Fund
  - Great Streets Business District Program
  - Energy Efficiency Business Loan and Grant Program
  - Street Design Guidelines
  - Primary Transit Network

Figure 6: Areas Where Future Growth and Density Are Directed



Why Nicollet-Central?

- Infill development potential along entire corridor
- Key large-scale redevelopment areas
  - Central/Lowry/Shoreham
  - East Hennepin
  - North Nicollet Mall
  - Nicollet/I-94
  - Nicollet/Lake



Nicollet-Central Urban Circulator Alternatives Analysis

- Purpose
  - To determine the costs, benefits and impacts of implementing an urban circulator transit service and determine logical termini for those improvements
  - To integrate transportation, economic development and housing plans for corridor
- Alternative modes anticipated
  - No Build
  - Transportation Systems Management
  - Enhanced Bus
  - Streetcar
- No alternative alignments anticipated

Nicollet-Central Urban Circulator Alternatives Analysis

Work Plan

- Alternatives development & evaluation
- Operating plans
- Ridership forecasts
- Capital, operating & maintenance costs
- Environmental impacts
- Economic development implementation plan
- Urban Circulator Research
  - Impacts to retail & downtown visitor/consumer market
  - User modal preferences & trip making attributes
- Community engagement
- Selection of locally-preferred alternative

Nicollet-Central Urban Circulator Alternatives Analysis

- Timeline
  - Working through grant and procurement processes
  - Anticipated kick-off January 2012
  - Anticipated 18 month process
- Community engagement
  - Steering committee TBD, but will include stakeholders along the corridor
- For More Information
  - Anna Flintoft, anna.flintoft@ci.minneapolis.mn.us, 612-673-3885
  - www.ci.minneapolis.mn.us/public-works/trans-plan