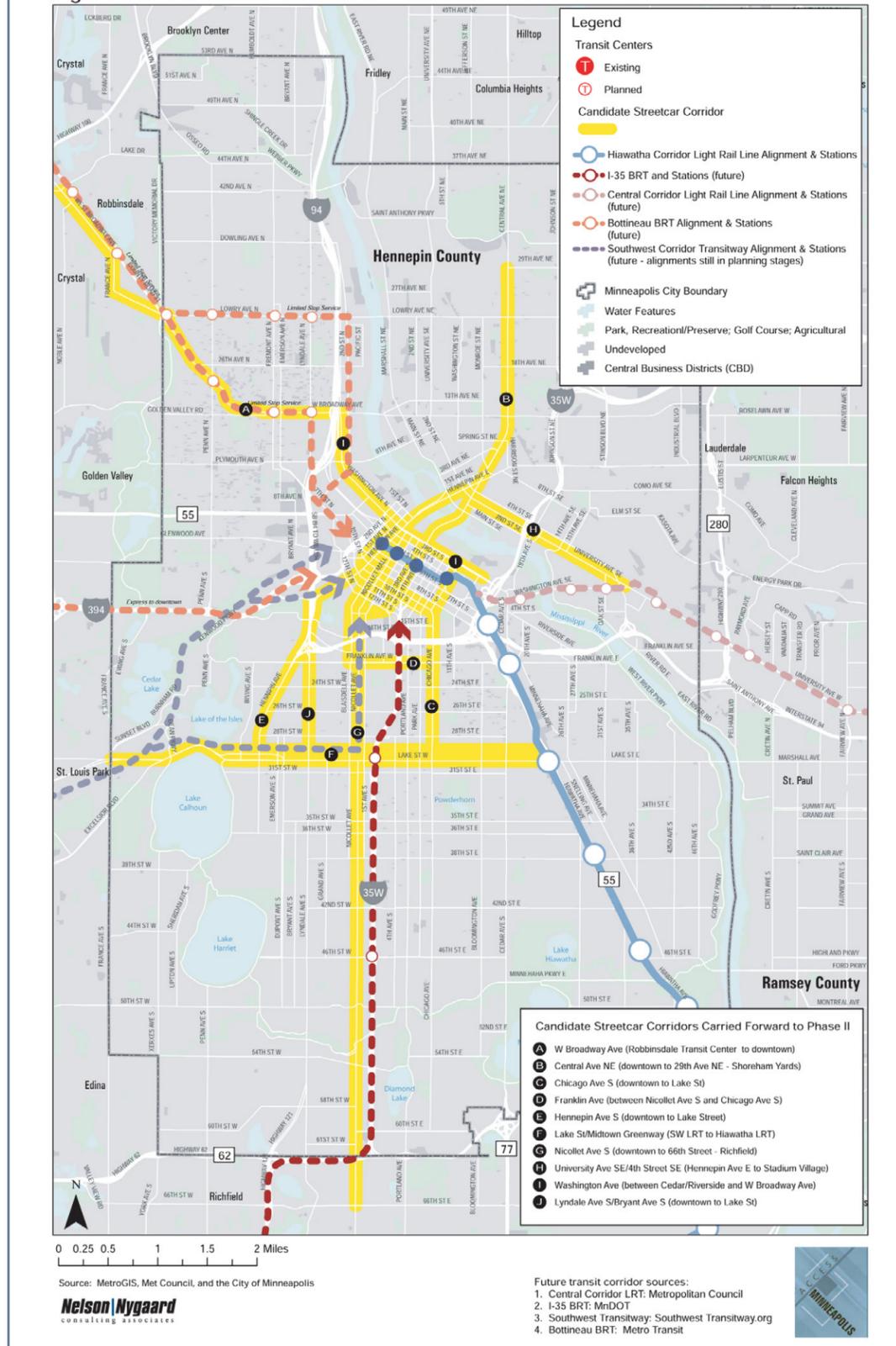


Figure 9-2 Candidate Streetcar Corridors Carried Forward to Phase II Evaluation



Streetcar Feasibility Study Picks Up Steam

September 2006 | Update No. 4



In February 2006, the City authorized a team of consultants to conduct a comprehensive study to determine the feasibility of operating modern streetcars along 14 the “Primary Transit Network” corridors. The Primary Transit Network (PTN) is Minneapolis’ future network of high-frequency transit corridors designed to maintain a high quality of service, including protecting transit speeds, frequency and service span. This study will determine which, if any, PTN corridors make sense to operate with urban



streetcars, and which corridors or segments could be priorities for implementation. Ultimately, the results of this study will be incorporated into the Ten Year Transportation Action Plan.

The Project Steering Committee worked with staff and the consultant team to identify agreed-upon objectives and evaluation criteria that provide a basis for how the candidate corridors are evaluated, and on what basis decisions will be made. The evaluation process has been organized into three phases using these evaluation criteria:

In Phase I, which has just been completed, the candidate corridors were evaluated based on physical and geometric characteristics. The goal of this phase was to “screen out” corridors (or corridor segments) that do not warrant further study due to major physical constraints. The results of the Phase I evaluation are discussed in more detail below.

Phase II of the study will involve a more thorough evaluation of the remaining candidate corridors based on quantitative criteria such as estimated ridership, economic development potential and the cost-effectiveness of operating streetcar in each candidate corridor. To conduct this evaluation, a preliminary operating plan will be developed for each of the remaining candidate corridors with the goal of reducing the number of buses operating in each corridor. The candidate corridors will be narrowed down (and possibly shortened) to just a few corridors that have the greatest potential for initial streetcar operation. A draft report of this phase of the evaluation is expected to be completed by November 2006.

In Phase III, the remaining corridors will be prioritized, capital and operating costs will be estimated, and potential funding streams will be identified. This phase will also include a discussion about seeking federal funding and the opportunities available through local funding. An implementation plan will address specific steps that need to be taken to build a streetcar system, such as revisions to local laws, ownership and operation, construction methods, regulatory requirements, public outreach needs, and innovative funding strategies. The entire study is expected to be complete by Spring 2007.

Coming in future newsletters:

- Citywide transportation needs
- Street design guidelines
- Implementation strategies
- Early action recommendations

For more information go to the City’s website or call Charleen Zimmer, Project Manager, at 612-673-3166 or Charleen.Zimmer@ci.minneapolis.mn.us.

Summary of Phase I – Preliminary Screening Evaluation

The consultant team has recently completed the first phase of screening, which reduced the number of corridors for continued study, and shortened some corridors, based on physical or geometric conditions that are not conducive to streetcar operation at this time. Each corridor was evaluated using “Primary” evaluation criteria and “Secondary” evaluation criteria. The Primary evaluation criteria were designed to screen out corridors based on physical and technical barriers, such as steep grade, difficult turning movements, and overhead clearance. The Secondary evaluation criteria were used to supplement the Primary criteria by identifying corridors that do not have strong existing or planned transit supportive land use or available zoning that would allow for a nearby maintenance facility. The results of the Phase I evaluation are summarized in the following table.



Candidate Corridor	Carried Forward to Phase II Evaluation?	Major Reasons for Not Carrying Forward to Phase II Evaluation
W Broadway Ave	Yes, entire corridor	-
Central Ave NE	Yes, south of 29th Ave NE	Railroad crossing at 36th Ave NE
Chicago Ave S	Yes, north of Lake	Low transit-supportive land use south of Lake St
15th Ave SE / Como Ave	No	Low underpass at 8th St SE
Franklin Ave	Yes, between Nicollet Ave S and Chicago Ave S	Steep grade east and west of Lyndale Ave S; low overpass at Hiawatha Ave.
Fremont Ave N / 44th Ave N / Osseo Rd	No	No strong anchor north of 44th Ave N / Penn; Difficult turns at Fremont/Plymouth; Low
Hennepin Ave S	Yes, entire corridor	-
Lake St / Midtown Greenway	Yes, west of Hiawatha Avenue	Low transit-supportive land use east of Hiawatha
Nicollet Ave S	Yes, entire corridor	-
University Ave SE / 4th St SE	Yes, entire corridor	-
Cedar Ave / Riverside Ave	No	Turning movements at Seven Corners; possible duplication with Hiawatha and Central LRT
Washington Ave	Yes, entire corridor	-
Penn Ave N / Hwy 55	No	No strong anchor north of 44th Ave N / Penn; Low transit-supportive land use along entire
Lyndale Ave S / Bryant Ave S	Yes, north of Lake	No strong anchor south of Lake St; Low transit-supportive land use south of Lake St

Figure 6-2 Candidate Corridors and Major Technical Issues

