

Citywide Ten-Year Transportation Action Plan and Streetcar Feasibility Study



Transportation
and Public Works
Committee

October 9, 2007



Four Components

- Downtown Action Plan – **APPROVED**
- Citywide Action Plan – **DRAFT** - public meetings in October
- Streetcar Feasibility Study – **DRAFT** – public meetings in October
- Sidewalk and Street Design Guidelines – still working on draft – public review in Spring 2008

Nine Public Meetings in October

Oct 9	5:30-7:30	North Regional Library
Oct 10	6:30-8:30	3 rd Precinct Conference Room
Oct 11	5:30-7:30	Northeast Library
Oct 15	4:00-6:00	Central Library
Oct 16	6:30-8:30	North Commons Rec Center
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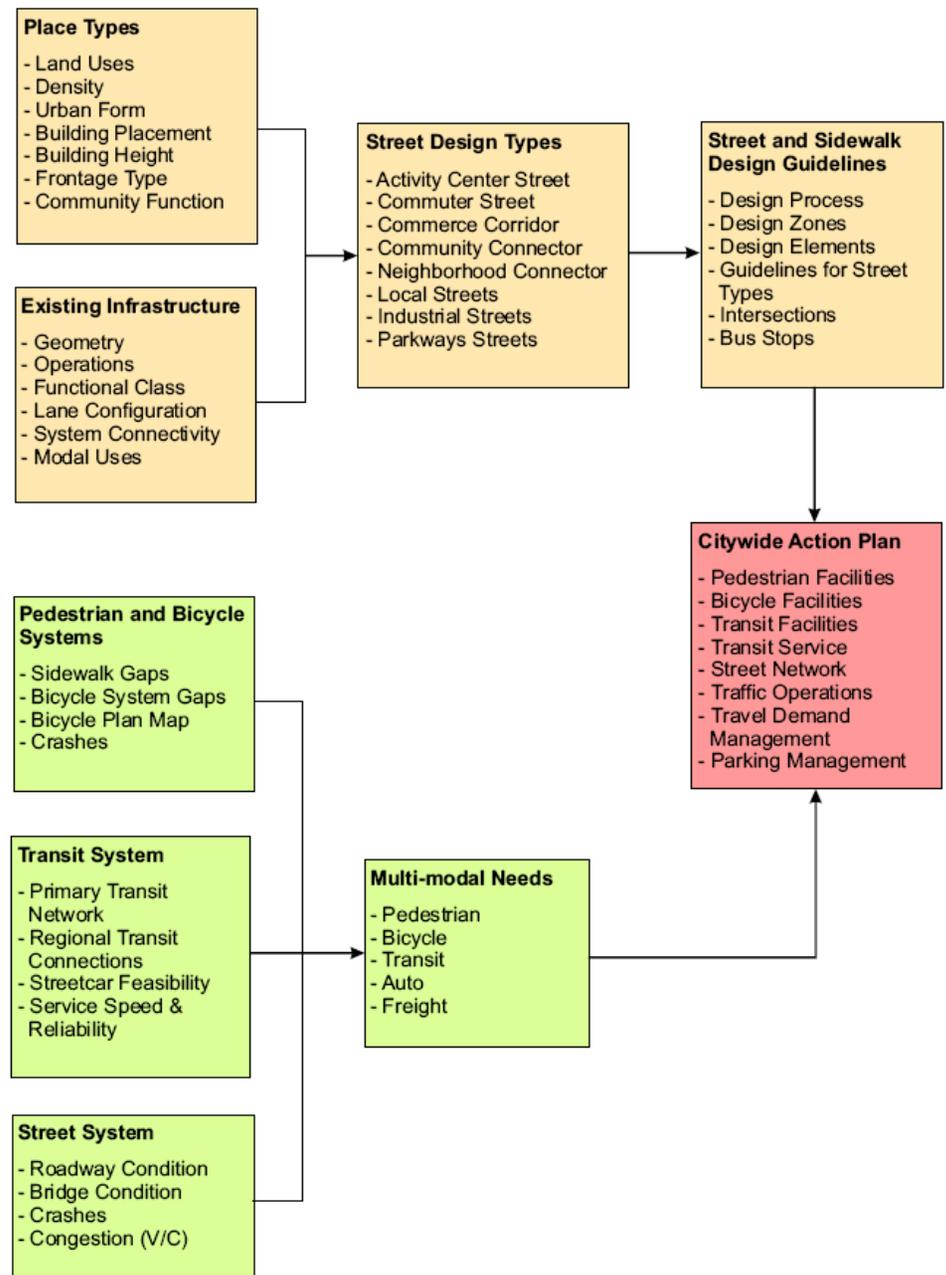
*Citywide Ten-Year Transportation Action Plan (**draft** for public review)*



Long-Term Vision

- 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.

- System Planning Process
 - Place Types
 - Street Types
 - Needs Analysis
- Design Guidelines
(public review – early 2008)



Street Types

- **Commuter Street**
- **Commerce Street**
- **Community Connector**
- **Neighborhood Connector**
- **Activity Center Street**
- **Parkway Street**
- **Industrial Street**

Street Characteristics

- Target operating speed
- Maximum # through lanes
- Transit service (Primary Transit Network)
- Appropriate types of bicycle facilities
- Turn lanes
- Curb parking/curb extensions
- Driveway access
- Truck use

Pedestrian Needs (Pedestrian Master Plan – 2008)

- Safety and connectivity
- Directness and continuity (gaps and barriers)
- Sidewalk width and condition
- Sidewalks on bridges
- Walking environment
- Maintenance and snow removal

Bicycle Needs (Bicycle Master Plan – 2008)

- Existing Bicycle Facility Plan Map
- Safety
- Directness and continuity (gaps and barriers)
 - Two-mile spacing for off-street bike facilities
 - One-mile spacing for on-street bike facilities
- Bike facilities on bridges
- Parking
- Maintenance and snow removal

Transit Needs

- Service (frequency, span, speed, reliability, loading, coverage)
- Passenger facilities and amenities
- Pedestrian and bicycle access
- High quality vehicles
- Safety and security
- Transit information and system legibility
- Maintenance and snow removal

Proposed PTN

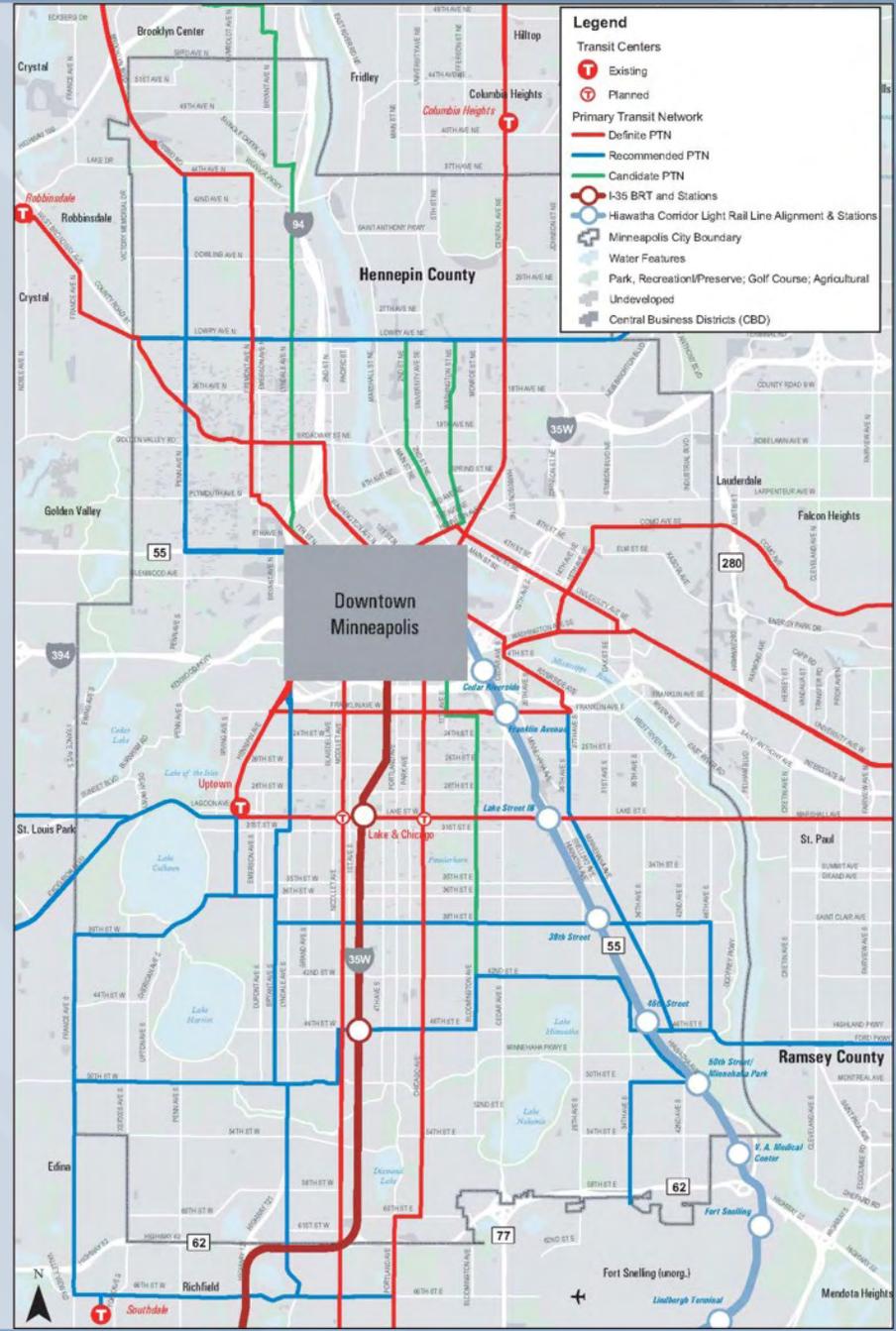
Local Bus Element
(assumes LRT,
BRT and commuter
rail in place)

Tiers

RED = Definite
(Justified today.)

BLUE = Recommended
*(Justified by projected
growth.)*

GREEN = Candidate
*(Possible, but requires
further work.)*



Needs on Existing Street System (affects all modes)

- Safety (crashes)
- Pavement Condition (Pavement Condition Index – PCI)
- Bridge Condition (Bridge Sufficiency Ratings)
- Congestion (volume/capacity)

Priorities Based on Multi-Modal Needs (Quadrant Maps)

Table 3. Criteria for Assessing Multi-Modal Needs

	High ●	Medium ○	Low ○
Sidewalk Gaps	On or Access to PTN	Non-PTN System Streets	Non-system Streets
Bicycle Gaps	In CIP	On BAC plan map but not funded	Not on BAC plan map
PTN Operating Speed	< 9 Mph	9-12 mph	>12 mph
Number of Crashes (over 10/year)	On PTN	Off PTN – Bike/Ped	Off PTN
Pavement Condition	Very Poor	Poor	Fair
Bridge Condition (Sufficiency Rating)	< 60	60-70	70-80
Congestion	>1.3 V/C	1.0-1.3 V/C	0.9-1.0 V/C

PTN – Primary Transit Network

CIP – Capital Improvement Program

BAC – Bicycle Advisory Committee

V/C – Volume/Capacity

System Street – a street with a street design type of commuter, commerce, activity center, community connector, neighborhood connector or industrial connector.

Objectives and Proposed Actions

Make transportation design decisions based on place type in addition to street function

- Update applicable ordinances and development guidelines
- Ensure consistency:
 - Comprehensive Plan Update
 - Street and Sidewalk Design Guidelines
 - Access Minneapolis Action Plan

Ensure that all streets in the City are safe, convenient and comfortable for walking.

- Complete Pedestrian Master Plan
- Complete street furniture program
- Complete tree planting and streetscape standards
- Seek funding for pedestrian projects

Provide a well-connected grid of bicycle facilities

- Prepare Bicycle Master Plan
- Evaluate bicycle use of transit lanes and PTN corridors
- Seek funding for bicycle facilities

Provide the best possible transit service on the Primary Transit Network

- Evaluate definite PTN corridors for the causes of delay, reliability problems and loading issues.
- Evaluate frequency, span and coverage of service on PTN corridors.
- Evaluate definite PTN corridors for facilities, pedestrian/bicycle access, safety and security.
- Develop passenger information approach
- Develop and implement marketing programs
- Research and implement ITS applications
- Improve maintenance and snow removal

Encourage people to walk, bike and take transit rather than drive

- Support carsharing programs
- Encourage carpooling
- Encourage employers to support telecommuting and flextime
- Provide incentives for walking, biking and transit use

Optimize the use, safety and life of the street system (affects all modes)

- Retime and update traffic signals and signal systems
- Upgrade crash data base
- Maintain infrastructure in good condition to maximize the life of existing facilities
- Update traffic calming guidance
- Evaluate and implement anti-gridlock techniques
- Evaluate one-way pairs outside downtown
- Explore and implement applicable ITS technologies

Make consistent decisions for curbside uses

- Specialty zones
- On-street parking
- Off-street parking
- Critical traffic and parking areas

Implementation

- Action Items Matrix
- Interagency and Interdepartmental Coordination
 - Transit Coordination Team
 - CPED/Public Works Coordination Team
- Methodology for Evaluating One-Way vs. Two-Way Streets
- Funding Issues
 - Special Assessments
 - Special Service Districts
 - State and Federal Funding

Streetcar Feasibility Study *(draft for public review)*



Long-Term Streetcar Network

- **W Broadway**
 - To Robbinsdale TC
- **Central Ave NE**
 - To 49th Ave NE
- **Chicago Ave S**
 - To 38th St
- **University / 4th**
 - To Washington Ave at UM
- **Nicollet Ave S**
 - To 46th St
- **Hennepin Ave S**
 - To Lake (Uptown)
- **Midtown Greenway**
 - Between SW LRT and Hiawatha LRT



West Broadway and Washington Ave

Strengths

- Economic development potential in North Loop and E. downtown
- Good option for maintenance/storage facility
- Provides additional service in an underserved corridor

Challenges

- May not penetrate core (Park alignment)
- Relatively low ridership and long distance to reach neighborhoods outside downtown
- Minimal bus replacement until the route gets to Robbinsdale

Central Avenue

Strengths

- Moderate economic development potential
- Opportunity to replace significant number of buses once the alignment reaches Columbia Heights Transit Center
- Maintenance and storage potential at Shoreham Yards
- Multiple jurisdictions if reaches Columbia Heights

Challenges

- Relatively modest ridership and long stretches of lower density development
- Major bridge crossing required to reach downtown
- No special generators and limited mix of uses

University/4th Avenue

Strengths

- Moderate economic development potential
- Highest potential for ridership if linked with Hennepin
- Potential to replace most buses on Hennepin-University
- Serves multiple anchors and special generators

Challenges

- Needs to be connected to another line for connection to downtown and beyond – no logical independent short segment
- Requires a major bridge crossing

Chicago Avenue

Strengths

- Economic development potential in Elliot Park and East Downtown.
- High ridership potential and opportunity to replace buses if the alignment goes to 38th.
- Can leverage City street reconstruction.

Challenges

- Limited opportunity for maintenance and storage facility on line.
- Limited economic potential between downtown and Midtown Greenway.

Nicollet Avenue

Strengths

- Downtown circulation (Nicollet Mall)
- Could eliminate most buses on Nicollet once the line reaches 46th.
- Very high ridership potential – especially as buses are replaced.

Challenges

- Dependent on SW Corridor decision
- Limited breadth and intensity of economic development potential
- Limited opportunity for maintenance and storage facility on short line
- Conflicts with high bus volumes in short term

Hennepin Avenue

Strengths

- Economic development potential
- Highest potential for ridership if linked with University
- Potentially replace most buses if alignment serves Uptown-Dinkytown.
- Serves multiple anchors and special generators

Challenges

- Short term conflicts with high bus volumes on Hennepin.
- Need solution to Bottleneck to connect to Uptown
- Traffic and on-street parking to Uptown on Hennepin

Midtown Greenway

Strengths

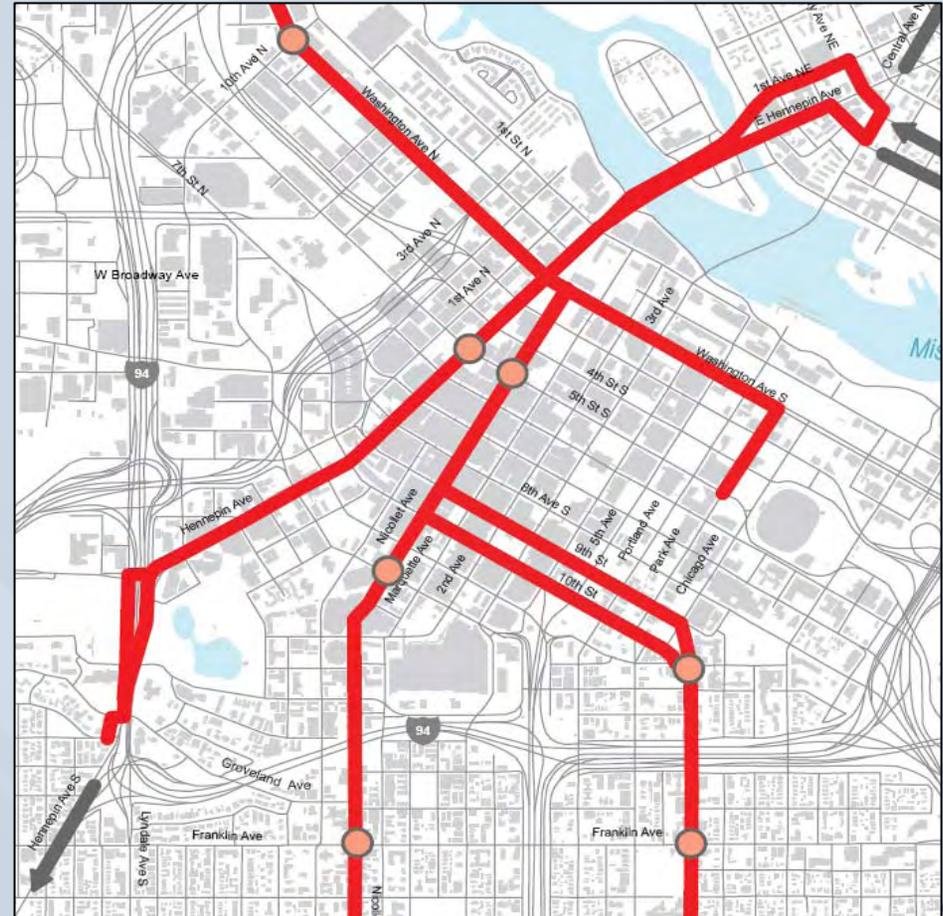
- Connectivity to two LRT lines with high speed service
- Development potential on corridor but less intensity and breadth than other downtown serving corridors
- Existing grade separated ROW – no conflict with other modes; higher speed potential; potential for lower cost ballasted track construction

Challenges

- Dependent on SW Corridor decision
- Trench location requires vertical circulation – limits stop spacing and visibility
- Very limited opportunity to reduce bus service (Route 53)

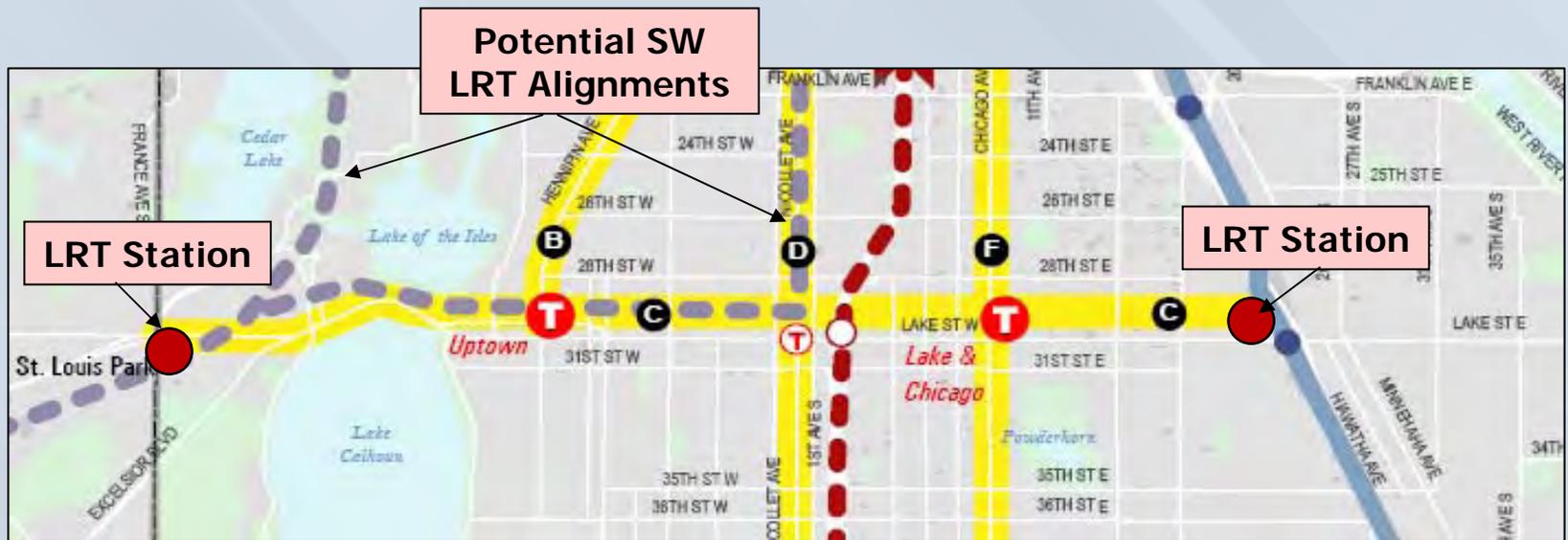
Minimal Operable Segments

- **W Broadway / Washington** – between 10th Ave N and Nicollet/5th **OR** Park/5th LRT station
- **Hennepin Ave** – between Groveland and East Hennepin/Central Ave NE **OR** 5th St. LRT station
- **Nicollet Ave** – between Washington/Nicollet and Franklin Ave **OR** Convention Center/Grant
- **Chicago Ave** – between 5th/Nicollet and Franklin Ave **OR** 9th /10th and Chicago



Midtown Greenway

- Full Segment – shorter segment not recommended
- Timing dependent on SW LRT decision



Costs per Corridor (planning level)

- Long-term System Corridors
 - Construction - \$52-120 million/corridor
 - Vehicles - \$18-36 million/corridor
 - Maintenance Facility - \$4+ million
- Minimal Operable Segments
 - Construction - \$10-35 million/segment
 - Vehicles - \$6-9 million/corridor
 - Maintenance Facility - \$4+ million

Owner/Operator Arrangements

■ Three likely options in Minneapolis:

- City of Minneapolis
- Metro Transit
- New non-profit agency (JPA)

■ Recommendations

- City as owner and champion
- Metro Transit to operate directly or through a contract

■ Experience in other cities

- **Seattle**
 - ROW owned by City
 - Operated by King County Metro
 - Mayor's office crucial
- **Portland**
 - Owned by City of Portland
 - Operated by Portland Streetcar, Inc. (503c3 non-profit)
 - Contracts back to TriMet to operate and City to oversee/manage
- **Memphis**
 - ROW owned by City
 - Operated by MATA transit provider)
 - Primarily a responsibility of MATA, with assistance from the City

Funding Options

■ Federal

- Project Earmarks/Federal Demonstration Projects
- FTA formula funds (New Starts, Small Starts)
- Housing and Urban Development (HUD) Grants
- Congestion Mitigation and Air Quality (CMAQ)

■ State/Local

- Taxes, Fees (sales tax, hotel tax, parking impact fee, etc.)
- Benefit Districts (LID, TIF, etc.)
- Parking Revenues (Meters, Ramps)
- Streetcar Revenues (fares, advertising, etc.)

■ Finance group to explore this issue further

Immediate Next Steps

- Gauge community and developer support
 - Public input / open houses in October
 - Assessment of, and advocacy for, developers' support
- Design guidelines for streetcar implementation
- Determine details of funding options
- Further identification of a maintenance facility
- Determine owner/operator arrangements
- Continue to evaluate impact on underlying bus network (with Metro Transit)

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Questions?

For more information:

www.ci.minneapolis.mn.us/public-works/trans-plan

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