



minneapolis modern

streetcar



What are modern streetcars?

Modern streetcar lines are urban-scale rail transportation systems that employ modern rail technology similar to light-rail transit (LRT). They differ from LRT in that each streetcar is a smaller vehicle and runs as a single car rather than multiple cars. Streetcars also stop more frequently than LRT and share a traffic lane with motor vehicles. Modern streetcar lines cost less than LRT as well. Modern streetcars can carry more passengers than either buses or heritage streetcars (classic trolleys). Like LRT, passengers board at the same level as the stop platform, making it easier for wheelchair access.



Why modern streetcars?

The City of Minneapolis is working to build a streetcar system to:

- Maintain **economic competitiveness** (nationally and internationally) by attracting investment, major employers, a young work force, more visitors and more conventions and other events to Minneapolis and the Twin Cities.
- Make it possible for people to **live easily without an automobile**.

- Improve **return on public investment** by concentrating both transit improvements and development in high-density urban corridors.

The modern streetcar line will be part of the regional transit system run by Metropolitan Council/Metro Transit.

How does streetcar enhance the regional transit system?

Building a modern urban streetcar line enhances the regional transit system by:

- Providing rail service in a developed, urban environment that **complements** and connects with the regional LRT system.
- Improving the **equity** of the regional rail system by serving high-density urban corridors with underserved residents, including minority populations, large low-income neighborhoods and a significant number of residents in affordable housing.
- Providing rail **connections** to major regional destinations not directly served by LRT, including the Convention Center, the Mississippi Riverfront, the Minneapolis Institute of Arts and others.
- Providing improved transit that helps **catalyze** development where people can be more easily served by transit.

What is the Nicollet-Central modern streetcar line?

The 3.7 mile Nicollet-Central modern streetcar line runs north from Lake Street along Nicollet Avenue through downtown Minneapolis and across the Hennepin Avenue Bridge to Central Avenue and 8th Street NE. Streetcars will stop about every two blocks and will provide connections to the Green and Blue LRT Lines at Fifth Street and to the Orange bus rapid transit line at Lake Street.

For more information, go to:

www.minneapolismn.gov/nicollet-central

Or contact:

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This corridor was selected as the first modern streetcar line in Minneapolis because it will:

- Serve more than 9,000 riders, creating a good return on investment.
- Serve areas with dense population and jobs.
- Serve places where visitors go in downtown Minneapolis (hotels, the Minneapolis Convention Center, the Riverfront).
- Connect to neighborhoods on opposite sides of the river and I-94.
- Serve racially and economically diverse neighborhoods where more than a third of households do not have automobiles.
- Serve large anchor sites at both ends (Kmart on the south and the Northeast Arts District on the north).
- Serve as the north-south downtown spine of the regional rail system connecting to east-west LRT on 5th Street.

Who will own and operate the modern streetcar line?

The Metropolitan Council/Metro Transit will own and operate the modern streetcar system. Responsibility for design and construction will transfer to Metropolitan Council/Metro Transit in 2015 after the environmental assessment process is completed and after the Nicollet-Central modern streetcar corridor is approved for inclusion in the regional Transportation Policy Plan.

How will the Nicollet-Central streetcar line be funded?

The Nicollet-Central modern streetcar line is expected to cost about \$200 million, with funding coming from a variety of sources, including:

- City's Value Capture District (\$60 million)
- Federal Small Starts (\$75 million)
- New Regional Transportation Sales Tax (\$65 million)

A Federal Small Starts grant has not yet been received. Regional funding is dependent on passing a new transportation funding bill at the Minnesota Legislature. This funding source would also need to include funding for operations.

When will modern streetcar be built?

Timing is dependent on funding. If funding is obtained immediately, construction could begin as early as 2018 with operation starting in 2020.

