

Comparison of Options

Comparison by the Numbers

	Streetcar Option 1	Streetcar Option 2	ABRT	Route 54
Number of Stations	20	22	21 (14 new)	26 stops (MOA to Union Depot)
Dedicated lanes	~10.1 miles or 87%	~8.2 miles or 72%	~0.52 miles or 4%	~0.52 miles or 4%
Service Frequency	10 mins/30 mins ¹	10 mins/30 mins ¹	10 mins/30 mins ¹	15 mins/30 mins ²
Travel Time (westbound)	44:02 min	45:33 min	40:05 min	43:00 min
Travel Time (eastbound)	43:22 min	44:49 min	39:57 min	42:00 min
2040 Ridership	11,600	11,200	8,000	N/A
Capital Cost	\$2.10 billion (2033)	\$2.12 billion (2033)	\$121 million (2030)	
Operations and Maintenance Cost (2023)	\$34 million	\$34.5 million	\$16.8 million	

Comparison to West 7th Streetcar Differentiators

Streetcar Option 1	Streetcar Option 2	ABRT
More dedicated lanes = more reliable transit service.	More shared use = more difficult to recover service/longer delays.	Primarily shared use lanes, not bound to track.
Longer overall pedestrian crossings but with media refuge. Crossing allowed only at signalized intersections.	Shorter pedestrian crossings due to bumpouts and medians. Crossing allowed at all intersections.	Shorter pedestrian crossings at station areas due to bumpouts and medians. Crossing allowed at all intersections.
Pedestrians cross traffic lane to access center platform.	Pedestrian access to transit from the curb.	Pedestrian access to transit from curb.
Trees do not conflict with catenary wire but less space in boulevard for trees.	More potential for tree/catenary wire conflicts.	No tree conflicts.

Comparison to West 7th Streetcar Differentiators

Streetcar Option 1	Streetcar Option 2	ABRT
Left turns and through movements to the other side of West 7th allowed only at signalized intersections, forcing right-in/right-out access in other areas.	All traffic movements allowed at all intersections.	All traffic movements allowed at all intersections.
Challenging delivery/loading operations.	Delivery/loading operations from center lane or side streets. Flexibility to add loading/unloading zones at expense of parking spaces if businesses prefer.	Delivery/loading similar to today, except limited at stations.
Very limited space for on-street parking (about 35 spaces remain, 605 lost).	Much on-street parking can remain (about 400 spaces remain, 240 lost).	On-street parking to remain except at station locations (about 570 remain, 70 lost).

Bigger Picture Differences

	Streetcar	Arterial BRT
Downtown	Downtown alignment on Kellogg.	Downtown alignment 5th/6th.
	Requires modifications to Kellogg Boulevard (street and bridges).	No street modifications, uses existing BRT infrastructure.
West 7th Street	Street reconstruction in cost.	No street reconstruction in cost.
	Alignment stays on West 7th Street.	Direct service to Norfolk residential area.
Bdote/Fort Snelling	New Hwy 5 bridge required.	Existing Hwy 5 bridge remains.
	New ADA-accessible bike and pedestrian facility constructed with new bridge.	Current bike and pedestrian access/ADA issues remain.
	Station at Bdote/Historic Fort Snelling.	No station at Bdote/Historic Fort Snelling.

Bigger Picture Differences

	Streetcar	Arterial BRT
Airport/Mall of America	Serves MSP Terminals 1 and 2.	Serves MSP Terminal 1.
	New elevated transit station on 82nd serves both Riverview and Blue Line. 2-minute travel time savings for Blue Line.	Serves MOA at existing transit facility. No change in Blue Line travel time.
	Alleviates existing delays and congestion at 24th Avenue intersection.	Difficult intersection operations at 24th Avenue remains.
	Transfer would take more time and requires vertical circulation. Less visibility.	More direct transfer for customers with mobility challenges.
Overall	\$2.10-2.12B capital costs (2033). \$34-\$34.5M O&M costs (2023). Higher replacement costs over time.	\$121M capital costs (2030). \$16.8M O&M costs (2023).