



West Broadway Transit Study Community Advisory Committee

September 17, 2015 6:00 – 8:00 pm

North Memorial Hospital

3300 Oakdale Ave N, Robbinsdale, MN 55422

Vance DeMong Classroom/Plaza Level

CAC Member and Alternate Attendees

Co-Chair Alexis Pennie

Dacia Durham

Karen Rosar

Kristen Murray

LaShella Sims

Rich Mencil

Scottie Tusska

Other Attendees

Harry Maddox, Hm Transit

Will Lumpkins

Michael Mechtenberg, Metro Transit

C Terrance Anderson, Metro Transit

Mona Elabbady, SRF Consulting

Tom Leighton, Tangible Consulting

Charleen Zimmer, Zan Associates

1. Introductions

- Co-Chair Alexis Pennie opened the meeting, and asked attendees to introduce themselves and state their affiliations.

2. Update on Community Engagement

- Charleen Zimmer presented a summary of community engagement activities that occurred during the summer (*Meeting Presentation*) and upcoming fall activities. Fifteen engagement activities are planned for September and October at bus stops, the West Broadway Farmers Market, Open Streets, Mosque Day of Dignity, and North Memorial Vendor Fair.
- A public open house will be held November 3, 6-8 p.m. at Capri Theatre. All CAC members were asked to attend. This will be a red carpet event to premiere a video about the study and public engagement activities (prepared by Bully Creative and Juxtaposition Arts).
- Comments/Questions:
 - There should be a photo booth or photo opportunity for people arriving
 - Will there be a new bus?
 - Will there be an actual red carpet?
 - How will this be advertised so people know what it's about?



3. Update on Technical Analysis

- Mona Elabbady presented the results of the technical analysis of the alternatives using a PowerPoint presentation, focusing on service plans, ridership forecasts and cost estimates. She stated that the purpose of this CAC meeting is to comment on the results and ask any clarifying questions. No decisions are being made at the meeting tonight. ([Meeting Presentation](#))
- Comments/Questions:
 - Do the ridership number reflect the longer line for the BRT alternative? How would the ridership numbers compare if the alternatives were the same length? *A sensitivity test was done to answer this question and streetcar has slightly higher ridership when the two alternatives use the same alignments.*
 - Why does the ridership increase so much when extended to downtown Robbinsdale – won't those people use LRT? *These riders are not people going from Robbinsdale to downtown; they are riders from the corridor connecting to the Blue Line at Robbinsdale and going to Crystal and Brooklyn Park.*
 - Do the operating costs reflect the vehicle life – streetcars have a lot longer life than a bus. *This is actually a capital cost issue rather than an operating cost issue – only the initial vehicle cost is included in the capital cost estimate.*
 - Why is the operating cost higher for streetcar? *This includes both operating and maintenance cost. Streetcar includes maintenance of the rail, overhead catenary system and substations. Bus only includes maintenance of the vehicles and stations.*
 - What is included in the additional cost for Nicollet Mall? *This includes cost for laying track, installing the catenary system, and modifying the station platforms. It does not include things like shelters and real time information signs that are being provided as part of the current Nicollet Mall reconstruction. The city has spent considerable effort to make the Mall as “streetcar ready” as possible.*

4. Economic Development

- Tom Leighton presented the results of the economic development research. Some of the key points in the presentation were:
 - Transit investment is most likely to catalyze development when coordinated with supportive public policy and when there are favorable market conditions.
 - Fixed rail is more impactful than BRT.
 - In weak markets, institutional or philanthropic investment can catalyze growth
 - LRT and street have generated significant real estate value premiums; BRT without a dedicated lane will be less impactful.
 - Local developers (6 out of 9) thought streetcar would be more transformative than BRT due to the permanence of the investment and strength of brand; however transit is not a “silver bullet”
 - Streetcar is expected to drive more development (residential office and retail) than BRT.
 - Streetcar is estimated to generate \$480-\$640 million in real estimate value while BRT is estimated to generate \$280-\$390 million.



- Streetcar is estimated to generate 2,600 jobs while BRT is estimated to generate 1,400 jobs.
- Comments/Questions:
 - What cities were used for the case studies? *Portland, Boston, Denver and Kansas City.*
 - How do the two alternatives compare over time? *BRT is expected to generate 3-5% more growth than the base condition over a ten year period. Streetcar is expected to generate 5-8% more growth over a ten year period.*
 - What is the overall return on investment? *This has not yet been calculated..*
 - How can development be done without displacing residents?
 - On the one hand, we want development. On the other hand, we don't want gentrification.

5. Evaluation of Alternatives

- Mona Elabbady presented the results of the technical evaluation of alternatives. She noted that the evaluation is intended to understand how well each alternative responds to each goal, rather than using the information as a direct comparison of the alternatives.
- Comments/Questions:
 - It seems like the evaluation table suggests that the BRT alternative is better but streetcar sounded better in the earlier discussion (economic development). *Streetcar performs better for some of the evaluation measures while BRT performs better for others. In some cases, the differences are quite small.*
 - It is important to know the overall return on investment.
 - How is equity and environmental justice being considered? *An analysis has been done to identify communities of color and low-income population in the corridor. No differences were identified for the two alternatives. ([Environmental and Community Impact Assessment](#))*
 - How will the integrity of the community be maintained?

6. Next Meeting

- The next CAC meeting is October 20, 2015, 6-8 p.m., North Memorial – this is an extra meeting requested by the CAC to allow time for discussion about the locally preferred alternative prior to making a recommendation.
- Final CAC meeting will be November 30 – recommendation to be made on locally preferred alternative.
- The PAC will make a recommendation on locally preferred alternative at their December 11 meeting.