



West Broadway Transit Study

Technical Advisory Committee

March 17, 2016

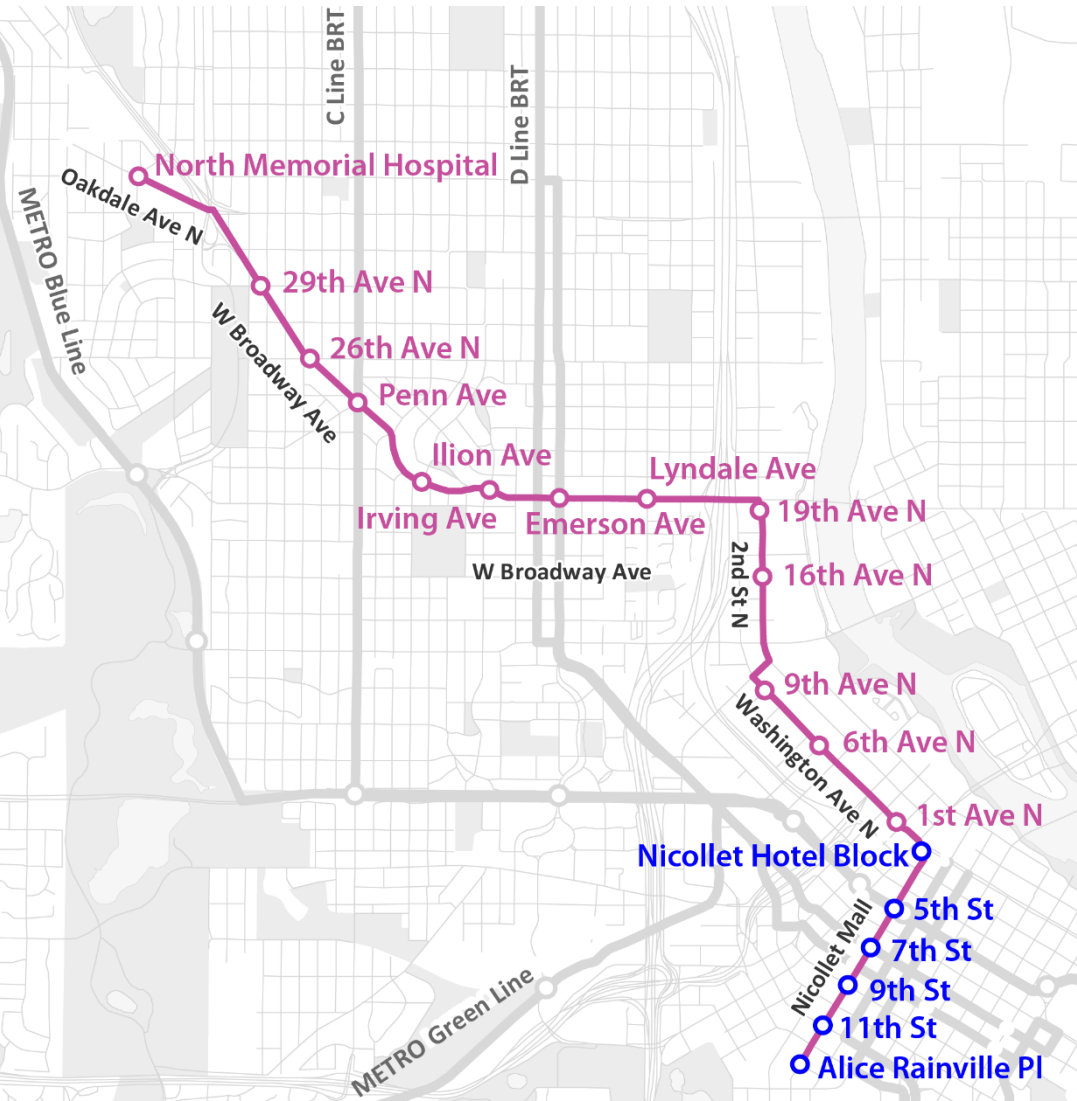


Agenda

1. Introductions
2. Reminder of Study Results
3. Ridership Update
4. Final Economic Development Effects
5. Community Engagement Report
6. Potential LPA Recommendation
7. Final CAC and PAC Meetings
8. Final Report

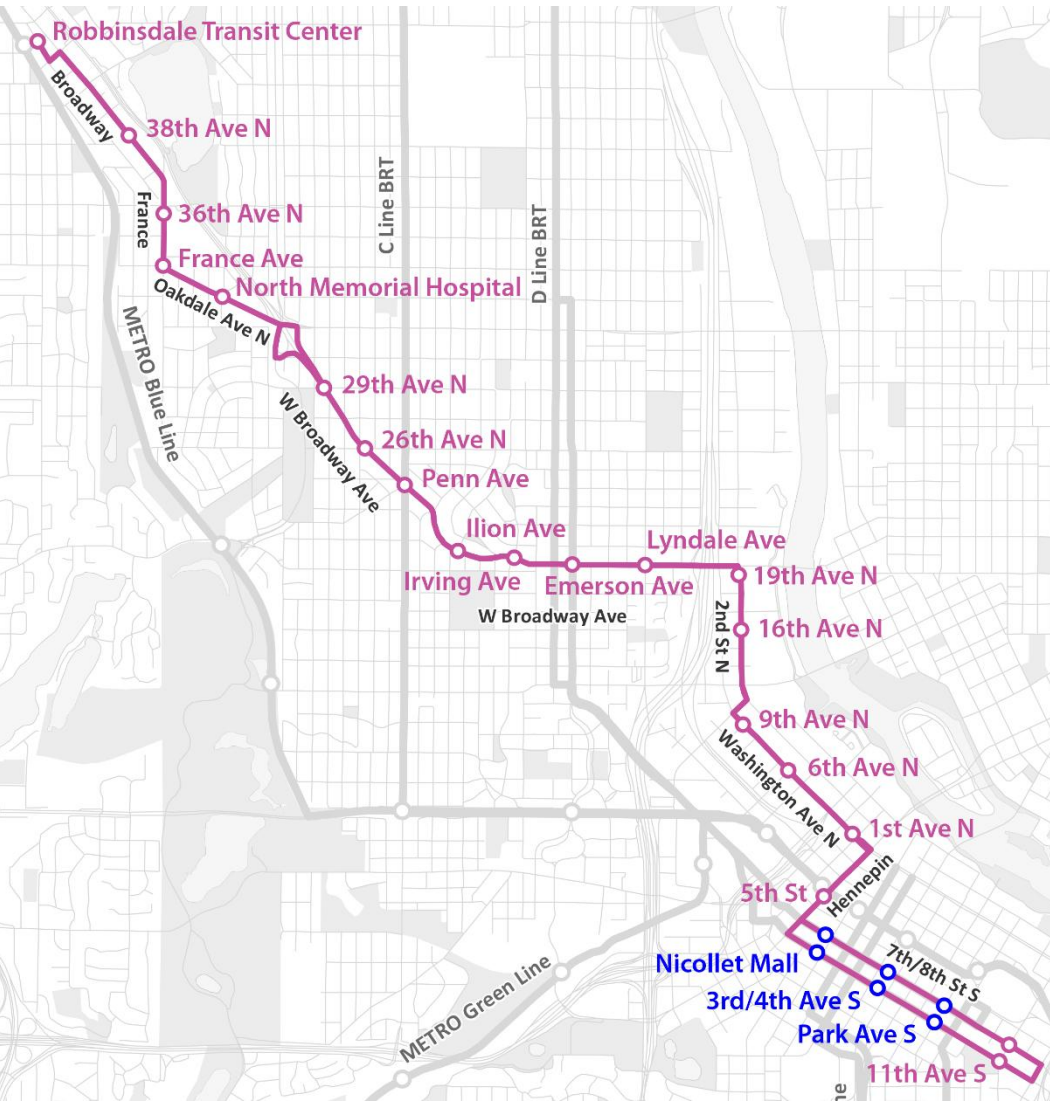
STUDY RESULTS

Streetcar from Nicollet Mall to North Memorial Hospital



- 19 stations
- 4.9 miles long
- 33 minute travel time
- \$239 million capital cost*
- \$9.6 million annual operating
- 3,900 average weekday rides

Arterial BRT from downtown to Robbinsdale Station



- 23 stations
- 7 miles long
- 44 minute travel time
- \$40 million capital cost
- \$5.5 million annual operating
- 4,800 average weekday rides

RIDERSHIP “WHAT IF” TESTS

Daily Ridership (2040)

Streetcar	Arterial BRT
3,900	4,800

Sensitivity Test		Station-to-Station	Difference
Streetcar	Two-Way couplet	4,000	+100
	Increased frequency	5,400	+1,500
	Increased speed	4,300	+400
Arterial	Increased frequency	6,500	+1,700
	Eliminate north section of route 14	5,100	+300
	Streetcar alignment	3,300	-1,500

Test 1- Extend Streetcar to Lake Street

- Frequency
 - 15 minutes for streetcar
 - 30 minutes for Route 14

Test 2- Extend Streetcar to Lake Street with:

- Frequency
 - 15 minutes for streetcar
 - 30 minutes for Route 14
- Additional Streetcar Stations at Logan, 4th St, 3rd Ave N
- Route 14 operates Limited Stop from N. Memorial to downtown Minneapolis (5 stops)

“What If” Test Results

	Ridership (2040)
Original Streetcar Alternative	3,900
Extend streetcar to Lake St	4,000
Extend streetcar to Lake St, add 3 stations, Route 14 limited stop bus service	4,100

- Test evaluates West Broadway Study area rides only
 - Nicollet Ave extension would carry additional rides that would otherwise be carried on Nicollet-Central streetcar
 - Revised Nicollet-Central forecasts underway, not yet published

Review of “What If” Test Results

- West Broadway travel market is smaller than other corridors in North Minneapolis
 - Robust and growing transit options in North Minneapolis (Penn Avenue, Chicago-Emerson/Fremont Avenue)
 - Blue Line LRT Extension
- Transfer Analysis- low existing transfer activity between Route 14 and Route 18 (<40 per weekday with GoTo cards)

ECONOMIC DEVELOPMENT IMPACTS OF ALTERNATIVES

PAC Input on Projected Real Estate Values

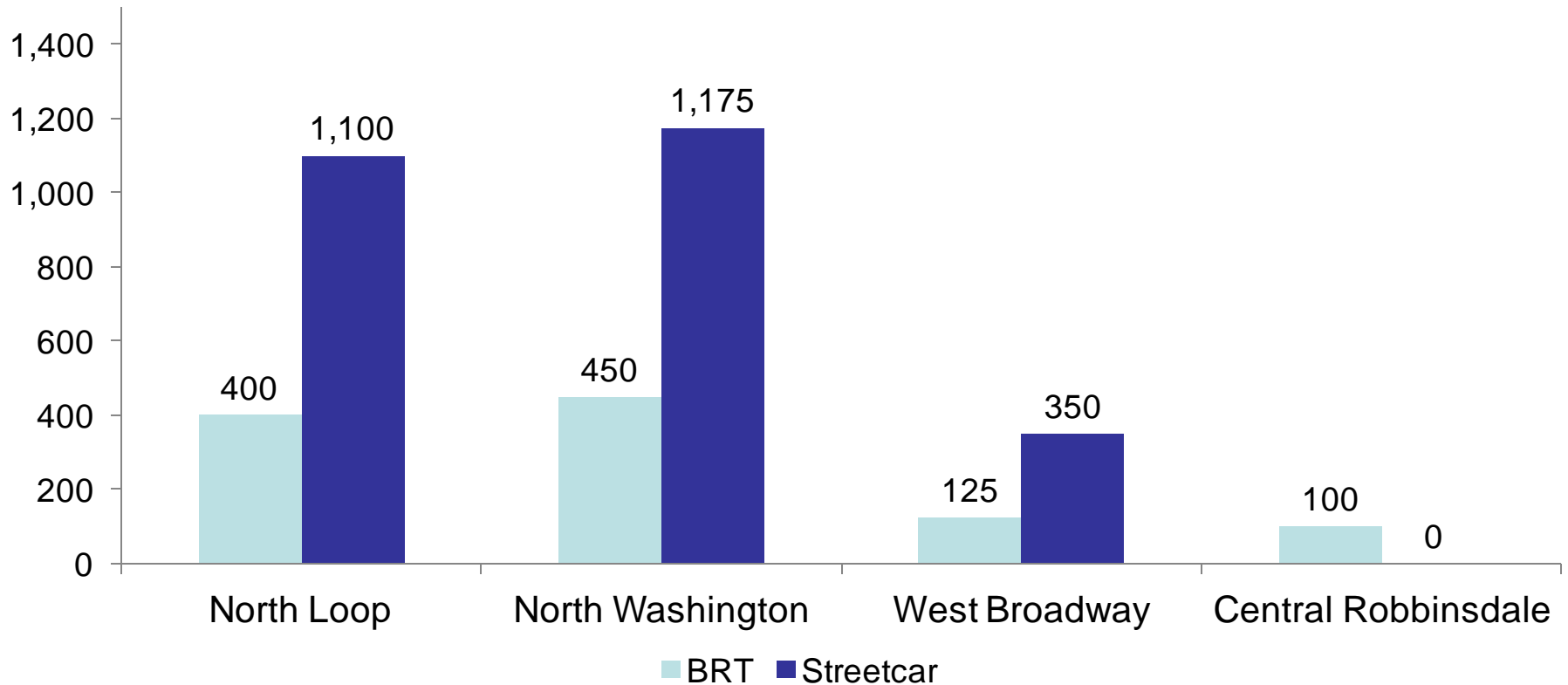
- Economic impact of Arterial BRT overstated?
- Team reviewed two key assumptions:
 - Station Infrastructure (Amenity Benefit)
 - Service Frequency (Mobility Benefit)

Adjusted Projected Real Estate Values

- Arterial BRT
 - Original: \$280-\$390M
 - Adjusted: \$220-300M
- No change to streetcar assumptions
 - Streetcar: \$480-\$640M

Incremental Job Growth on Corridor

- Reduction in 325 jobs with revised Arterial BRT assumptions



COMMUNITY ENGAGEMENT SUMMARY

West Broadway Community Engagement By the Numbers

- 1,000 People provided input
- Over 30 events along and adjacent to the Corridor
- 2 Open Houses
- 1 Online Video Campaign
- 1 Video Premiere
- 400+ 'Zines distributed



TRANSIT STUFF 2
ON WEST BROADWAY

- same fare
- pay fare before you get on
- Robbinetdale Memorial) downtown Minneapolis to North Memorial Hospital
- with lights, arrival info, seating and other amenities: about every 15-20 min
- about the same
- in more frequent than the 14 bus
- electric) electric with overhead wires runs on rails in the street, with traffic
- ids on about 115-160 people per streetcar
- 10-15 years, and it depends on funding
- likely, but studies say streetcar will likely spur more development than BRT
- \$30-500 million per mile

★ Policymakers will especially be looking at how the new transportation options create or support:

- More access to opportunities for people of color living in the corridor
- Better public transportation to jobs and activities and other places I need to go
- A corridor that is greener, safer and more walkable
- More businesses and more housing options
- Improved transit service
- More transit riders

Phase 1 Activities in June-August (20 events)

- Bus Stops (7)
- North Loop Whole Foods (2)
- North Memorial Hospital
- Downtown Robbinsdale
- FLOW
- Juneteenth (Metro Transit)
- Whiz Bang Days
- Cedar Lake Trail
- Farmer's Market
- National Night Out
- Open Streets (2 - Metro Transit)
- Urban League Family Day

Focus of Engagement

- Assets along the Corridor
- Barriers to Transit Use



Phase 2 Activities (18 Events)

September – November:

- Bus stops (8)
- Farmers Market (4)
- Open Streets (1)
- North Loop Whole Foods Pop-Up
- Mosque Day of Dignity
- North Memorial Vendor Fair
- Open House #2 – Video Premiere
- Coffee Talk – Corner Coffee

Focus of Engagement

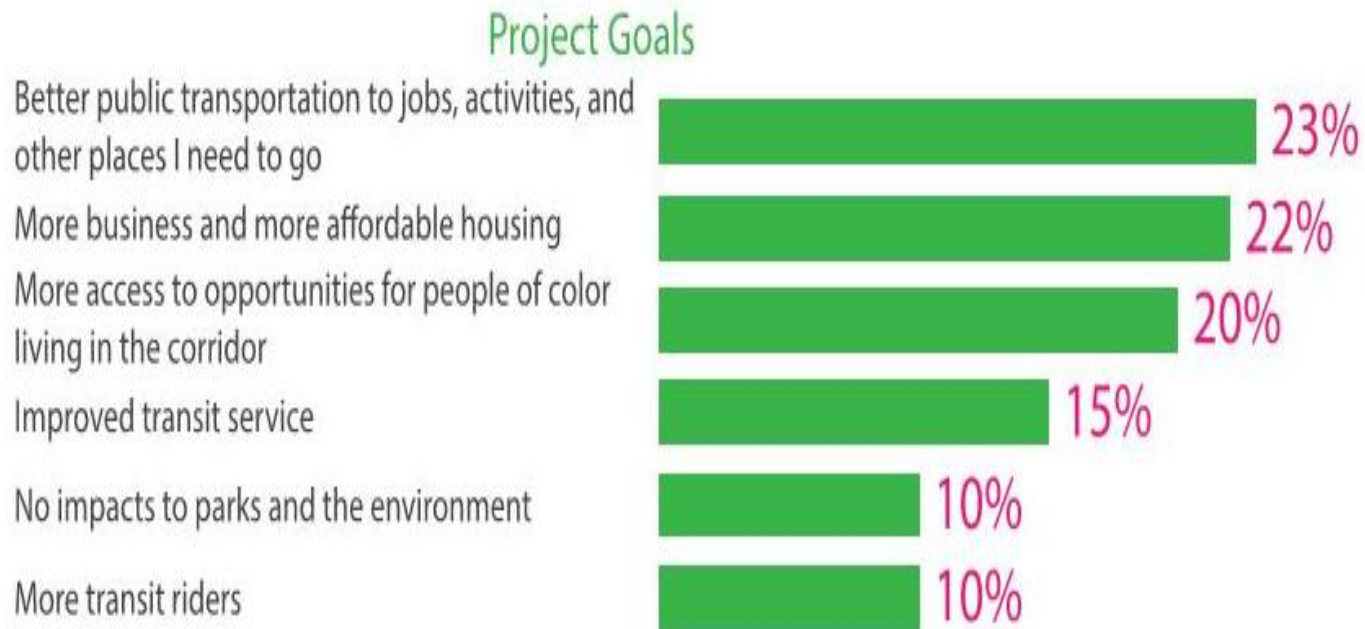
- Importance of Project Goals
- Importance of Transit Improvements



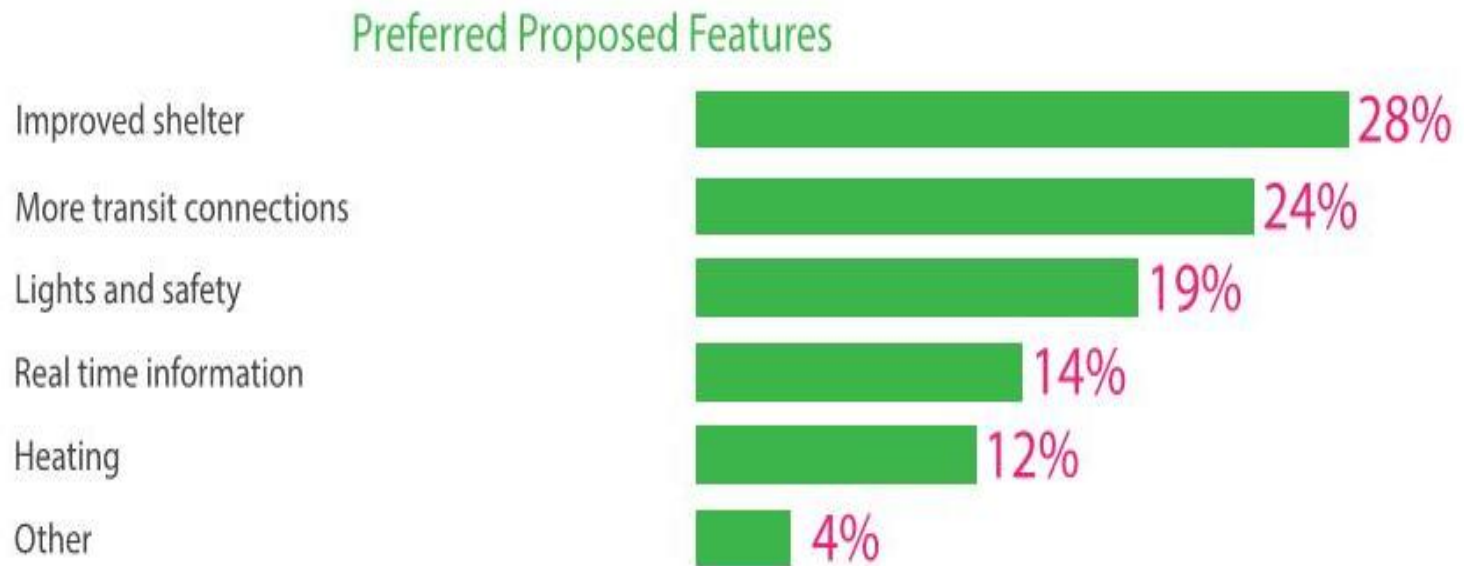
Study Video

- https://www.youtube.com/watch?v=yGkMqQ-G_7Q&index=1&list=PLn7xhrjfCr0H4IAStO9YxIZKKS2ejhnK

Input on Project Goals



Input on Preferred Proposed Features



West Broadway Transit Study

UPCOMING 2016 TRANSIT IMPROVEMENTS

2016 Metro Transit Initiatives- Improve Shelters

- Up to 150 new bus shelters regionwide
- Emphasis on Areas of Concentrated Poverty with >50% people of color
- Community engagement focused on bus stop improvements and shelters

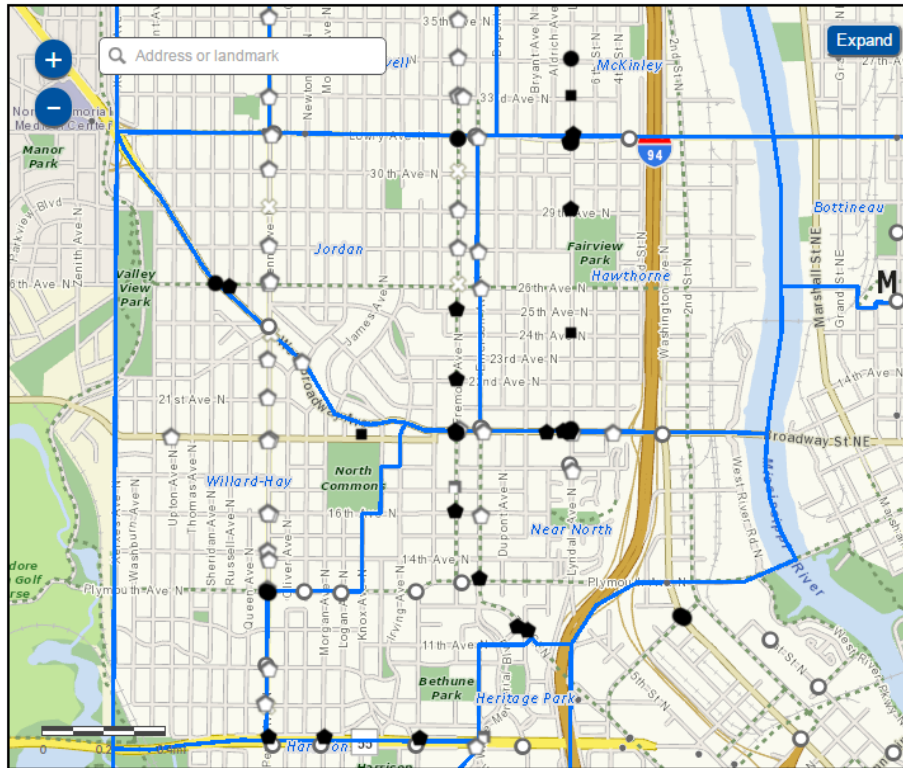
Bus Stop Improvements

Click map symbols to see the latest information about that stop.

Legend

- New shelter installed
- Existing shelter improved
- ADA landing pad installed
- Consider adding shelter
- Consider improving shelter
- Consider adding ADA landing pad
- No longer considered for improvements
- Bus Stop Shelters
- Better Bus Stops Neighborhoods

Bus stops considered for improvements meet Metro Transit's shelter placement guidelines.



Comments? Are you interested in adopting a shelter? Email busstops@metrotransit.org or call 612-373-3333

BETTER BUS STOPS

<http://www.metrotransit.org/betterstopmap>

2016 Metro Transit Initiatives- More Transit Connections

- Recent and upcoming bus service enhancements
 - **Route 32** (Robbinsdale/Lowry): Sunday service began in December
 - **Route 19** (Penn Ave): Improved Sunday frequency began March 19
 - **Route 30** (W Broadway/NE Mpls/St. Paul) NEW weekend service coming June 2016
 - **C Line BRT** planning (Penn Ave)
 - Ongoing planning for BLRT and SWLRT **connecting bus service**

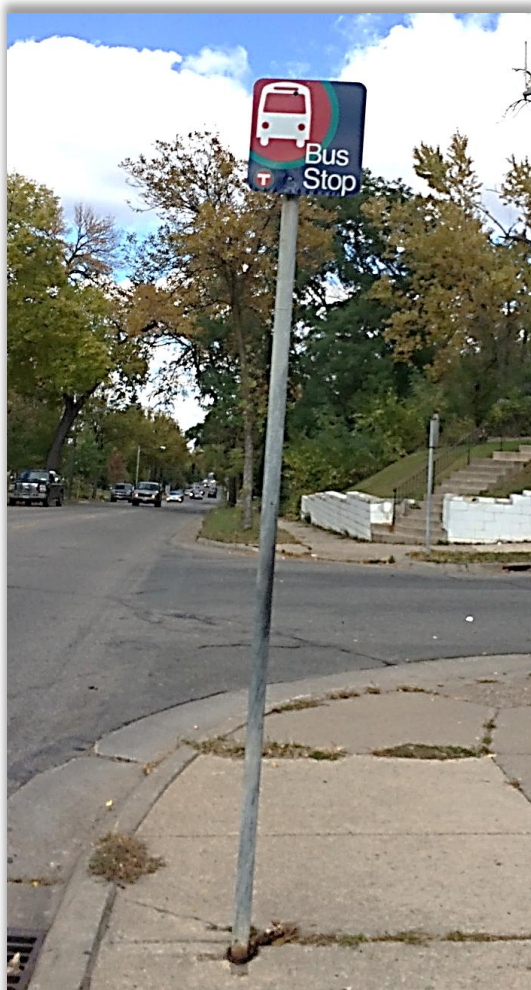


2016 Metro Transit Initiatives- Lights and Safety

- Up to 19 new north Minneapolis shelters with lights, including 10 solar lights
- Add light at up to 6 existing north Minneapolis shelters
- 3 new Robbinsdale shelters with lights (W Broadway Corridor)
- North Mpls MTPD police beat continues work, safety improvements recognized along W. Broadway bus stops



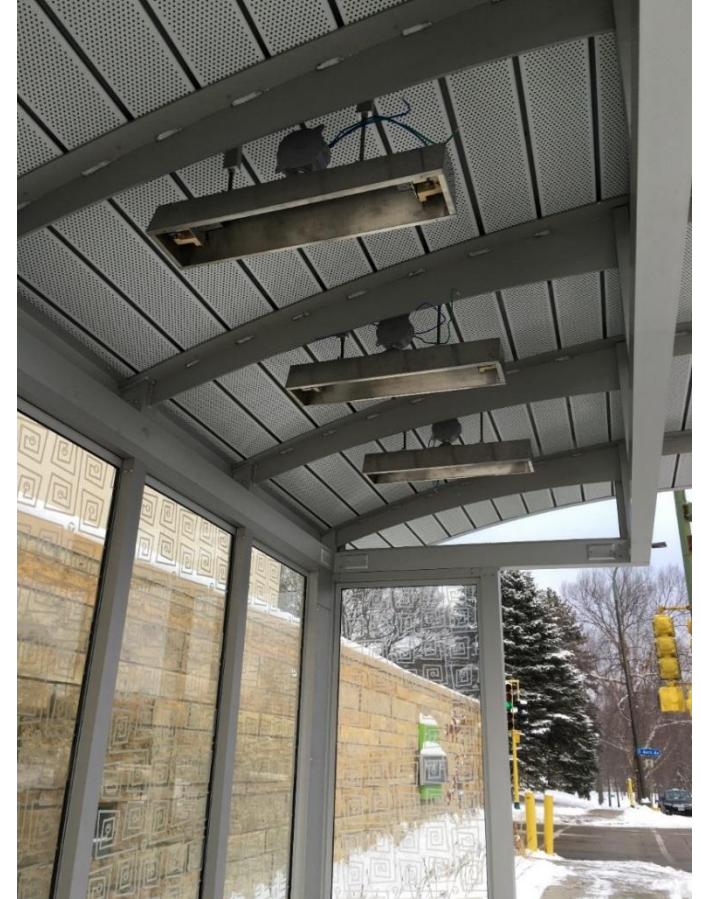
2016 Metro Transit Initiatives- Real time info



- Significant signage improvements coming to all routes in study area
- Real time sign project scope work beginning for higher ridership locations
- Metro Transit Mobile App in development

2016 Metro Transit Initiatives- Heating

- Up to 19 new north Minneapolis heated shelters coming 2016
- C Line BRT station design beginning 2016; will have heated shelters



Planned 2016 W. Broadway Improvements



Street	Dir	At	New Light?	New Heat?	Shelter?
Lyndale	NB	W. Broadway	Yes	Yes	New
Lyndale	SB	W. Broadway	Yes	Yes	Existing
W. Broadway	EB	Aldrich	Yes	Yes	Existing
W. Broadway	WB	5 th St./4 th St.	Yes	No	New
W. Broadway	WB	Lyndale/Aldrich	Yes	Yes	New
W. Broadway	EB	Lyndale	Yes	Yes	Existing
W. Broadway	EB	Fremont	Yes	Yes	Existing
Fremont	SB	W. Broadway	Yes	Yes	Existing
France	SB	34 th Ave	Yes	No	New
France	SB	36 th Ave	Yes	No	New
W. Broadway	SB	#3815	Yes	No	New
W. Broadway	WB	Fremont	Yes	No	New
W. Broadway	EB	Oliver/Logan	No	No	New
W. Broadway	WB	Emerson	Yes	Yes	Existing
26 th Ave	EB	W. Broadway	Yes	No	Existing

LPA DISCUSSION AND POTENTIAL RECOMMENDATION

FINAL COMMITTEE MEETINGS

Final Committee Meetings

- Technical Advisory Committee: March 17, 2016
- Community Advisory Committee: March 22, 2016
- Policy Advisory Committee: April 15, 2016



FINAL REPORT


West Broadway Transit Study

West Broadway Transit Study

Final Report

3/1/2016

Prepared by the
SRF Consulting Group Team
for



Metro Transit