



West Broadway Transit Study

Policy Advisory Committee Meeting #7

February 2, 2017 11:00 AM – 12:00 Noon

Minneapolis City Hall

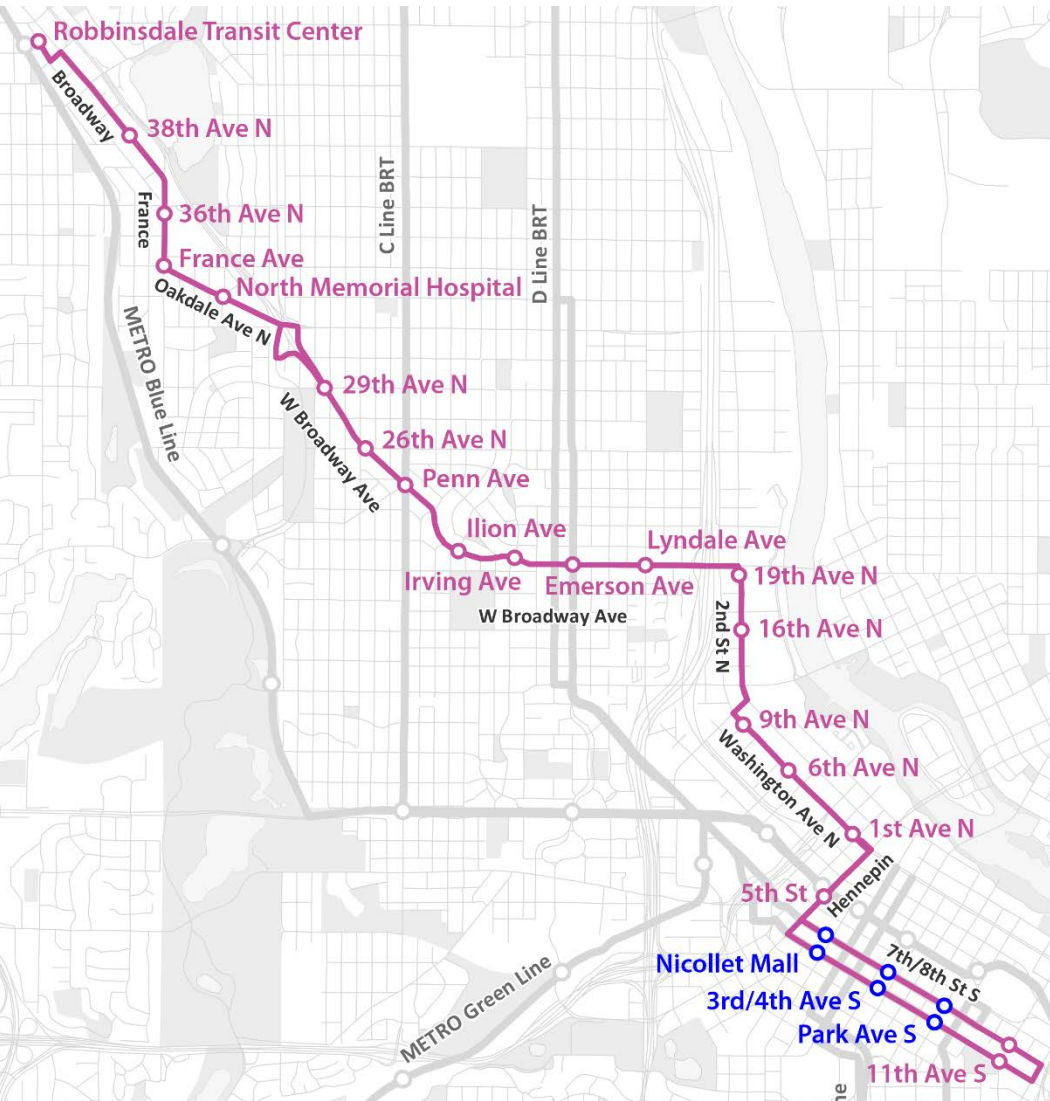
350 S 5th St, Minneapolis MN 55415

Room 333

Meeting Agenda

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|---|---------------|-------------|
| 1. Introductions | 11:00 – 11:05 | |
| 2. Recap 10/31/2016 PAC #6 Discussion | 11:05 – 11:10 | Information |
| a. Locally Preferred Alternative (LPA) recommendation resolution discussion | | |
| 3. LPA Recommendation | 11:10 – 12:00 | Action |
| a. Review revised LPA recommendation resolution language | | |
| b. Final discussion | | |
| c. LPA recommendation vote | | |

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
- \$220-300 million increased real estate value vs/ baseline

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
- \$480-640 million increased real estate value vs/ baseline

Consideration- Streetcar from Nicollet Mall to Penn Ave N



- 16 stations (-3 stations)
- 3.8 miles long (-1.1 miles)
- Est. \$180 million capital cost
 - Saving of \$59 million
- Est. 3,600 average weekday rides (-300 rides/weekday)

Locally Preferred Alternative Recommendation

Updates since 10/31/2016 PAC Discussion

- 10/31/2016 PAC Recap
 - Shared local transit project cost/ridership information
 - Strong support for streetcar mode
 - North Memorial tunnel issue/findings impact study alternative developed
 - Consideration of alternative termini locations in future phase
 - Questions about parking impacts along corridor
 - Interest in community benefits agreements in future phases/construction
- LPA Resolution Changes
 - Removed draft/discussion-only language
 - CAC “Whereas” clause text revisions to include additional topics discussed at CAC
 - Referenced pre-streetcar bus service planning with Blue Line Extension connecting service plans
 - Referenced parking as one issue for further evaluation, also reflected in study final report

Next Steps

- Locally Preferred Alternative Recommendation Vote
- Metropolitan Council receipt of LPA Recommendation
 - Receive LPA recommendation through information item Q1 2017
 - Reflect study outcomes in future 2040 Transportation Policy Plan update (2018)
- Subsequent Steps
 - Identify funding path (duration unknown)
 - Advanced streetcar planning and environmental documentation
 - Project development and engineering
 - Construction and Implementation



Existing and Planned Modern Streetcar Deployments- United States (partial list based on available data)

State	City	Length (mi)	Status	Capital Cost (\$ Millions)	Daily Ridership	Capital/Daily Passenger	O&M Cost (\$M/yr)
AZ	Tempe	3	Planned	\$ 183	800	\$ 229,000	\$ 4.0
CA	Santa Ana	4.1	Planned	\$ 298	7,500	\$ 40,000	\$ 6.3
CA	Sacramento	3.3	Planned	\$ 150	2,800	\$ 54,000	\$ 3.5
DC	Washington	2.4	Operating	\$ 190	2,800	\$ 68,000	\$ 8.0
FL	Ft. Lauderdale	5	Planned	\$ 173	1,460	\$ 118,000	\$ 4.9
GA	Atlanta	2.7	Operating	\$ 93	1,000	\$ 93,000	\$ 4.8
MI	Detroit	3.3	Construction	\$ 137	6,000	\$ 23,000	\$ 5.1
MN	Mpls- Nicollet-Central	3.7	Planned	\$ 200	9,200	\$ 22,000	\$ 10.0
MN	West Broadway to Penn	3.8	Studied	\$ 180	3,600	\$ 50,000	NA
MN	West Broadway- Study	4.9	Studied	\$ 239	3,900	\$ 61,000	\$ 9.6
MO	Kansas City	2.2	Operating	\$ 100	6,600	\$ 15,000	\$ 4.0
OH	Cincinnati	3.6	Operating	\$ 148	1,600	\$ 93,000	\$ 1.2
OR	Portland	4.8	Operating	\$ 251	16,000	\$ 16,000	\$ 9.8
TX	Dallas	1.6	Operating	\$ 57	1,000	\$ 57,000	\$ 0.5
UT	Salt Lake City	2	Operating	\$ 55	1,000	\$ 55,000	\$ 1.5
WA	South Lake Union	1.3	Operating	\$ 52	2,200	\$ 24,000	\$ 2.0
WA	Seattle Connector	1.2	Planned	\$ 135	11,000	\$ 12,000	\$ 5.1
	<i>Average</i>	3.1		\$ 155	4,600	\$ 33,700	\$ 5.0
	<i>Median</i>	3.3		\$ 150	2,800	\$ 54,000	\$ 4.8

At the October 31, 2016 PAC meeting, members requested information on existing and upcoming streetcar projects for comparison to study alternatives
 Costs shown vary between current year and past/future year-of-construction figures.
 Ridership varies between observed and forecast, current and horizon year estimates



West Broadway Transit Study

Locally Preferred Alternative (LPA) Recommendation –

WHEREAS, the West Broadway corridor is identified in the Metropolitan Council’s 2040 Transportation Policy Plan (adopted January 14, 2015) as a future transitway in the “increased revenue scenario”, with the appropriate mode and alignment to be determined through further study, and

WHEREAS, West Broadway is identified in the Metropolitan Council’s 2040 Transportation Policy Plan as a future arterial BRT corridor in the “increased revenue scenario”, and

WHEREAS, on April 2, 2010 the City of Minneapolis identified the West Broadway corridor as part of a long-term rail network, and

WHEREAS, the City of Minneapolis has identified the West Broadway corridor as a recommended primary transit network corridor in the Access Minneapolis: Citywide Transportation Action Plan (published July 2009), and

WHEREAS, on June 26, 2012 the Hennepin County Regional Rail Authority adopted resolution 12-HCRR-0038 recommending the alignment and mode for the Bottineau Transitway which resolved to “work closely with project stakeholders, including cooperating and participating agencies, in addressing issues and concerns”, and

WHEREAS, on June 15, 2012 the City of Minneapolis approved a resolution of support for the Bottineau Transitway to the Hennepin County Regional Railroad Authority and the Metropolitan Council that included reference to key initiatives to advance other transit initiatives in north Minneapolis, including the West Broadway Study to “advance the vision shared by many in the community of a vibrant commercial corridor served by transit”, and

WHEREAS, the City of Minneapolis, Hennepin County Regional Railroad Authority, and the Metropolitan Council entered into an agreement to advance a study of transit options along West Broadway, developed as the West Broadway Transit Study (Transit Study), and

WHEREAS, the Transit Study identified seven needs to address: economic and physical revitalization, service to high proportion of residents who rely on transit, transit facilities and amenities commensurate with transit demand, predictable transit service, service to forecast population and employment growth, and consistency with city and regional policy, and

WHEREAS, the Transit Study identified seven goals to achieve with the West Broadway transitway, stated as more businesses and affordable housing, better public transportation to jobs activities and other places to go, more access to opportunities for people of color living in the corridor, no impacts to



parks and the environment, improved transit service, more transit riders, and an inclusive public outreach process, and

WHEREAS, the Transit Study has shown that the streetcar alternative or arterial BRT alternative addresses the corridor needs and achieve project goals, but Transit Study results indicate the streetcar alternative has significantly higher potential for economic development effects with transitway implementation, and

WHEREAS, through a robust public engagement process the study process found strong community support for transitway improvements along the West Broadway corridor, including by participants serving on the project's Community Advisory Committee (CAC) who voiced support for project alternatives that encourage business growth, that transition to alternative energy sources in transportation, and allow corridor transportation investment ahead of LPA implementation, and

WHEREAS, the technical advisory committee (TAC), with representatives from Metro Transit, the Metropolitan Council, Hennepin County, the City of Minneapolis, the City of Robbinsdale, and the City of Golden Valley, has provided input in this resolution,

NOW, THEREFORE, BE IT RESOLVED that the West Broadway Transit Study Policy Advisory Committee (PAC) has taken into consideration the technical information on each of the alternatives, along with input from the TAC, CAC and community, and recommends the streetcar mode and alignment as the locally preferred alternative.

BE IT FURTHER RESOLVED that further evaluation of the length of the streetcar project corridor should be developed in future phases of project implementation, and that the PAC recommends development and consideration of advancing a streetcar alternative along the study alignment from West Broadway Avenue and Penn Avenue North to downtown Minneapolis.

BE IT FURTHER RESOLVED that in addition to optimizing corridor length, subsequent phases of technical analysis will continue to engage policymakers, technical experts, adjacent property owners and the community to address key issues not covered in the LPA recommendation, including parking impacts.

BE IT FURTHER RESOLVED the PAC encourages parallel investment in improved bus service and additional transit infrastructure in the West Broadway corridor as funding allows and as demand warrants, including in relation to bus service connecting to the planned Blue Line LRT Extension.

BE IT FURTHER RESOLVED that this resolution for the recommended locally preferred alternative by the West Broadway Transit Study PAC be forwarded to the Metropolitan Council for consideration in the 2040 Transportation Policy Plan.