



West Broadway Transit Study

Metropolitan Council Transportation Committee

February 27, 2017

Gary Cunningham, Metropolitan Council Member and PAC Chair

Charles Carlson, Metro Transit BRT/Small Starts Project Office



Study Overview

Transit corridor study led by Metro Transit in partnership with City of Minneapolis and Hennepin County



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



Cost to Ride	some pay fare before	some
Proposed Route	downtown Minneapolis to Robbinsdale Transit Center (via North Memorial)	
Stops and Stations	same: new stops with lights, arrive at stop every	
Frequency and speed	about the	both more frequent than the 14 bus
Vehicle fuel	diesel or hybrid (diesel and electric) runs in the street with traffic	electric with overhead wires runs on poles in the street, with traffic
How many people can ride	about 60-105 per bus	about 115-160 people per streetcar
Time until it would be up and running	about 10 years, and it depends on funding	10-15 years, and it depends on funding
How likely is it to spur new development (housing, commercial, institutions)	likely	likely, but studies say streetcar will likely spur more development than BRT
Cost to build it	\$2-\$6 million per mile	\$30-\$60 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



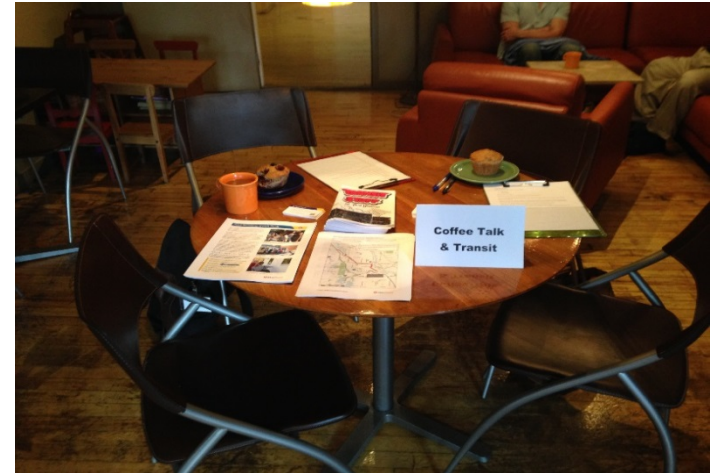
Phase 2 Activities (18 Events)

September – November:

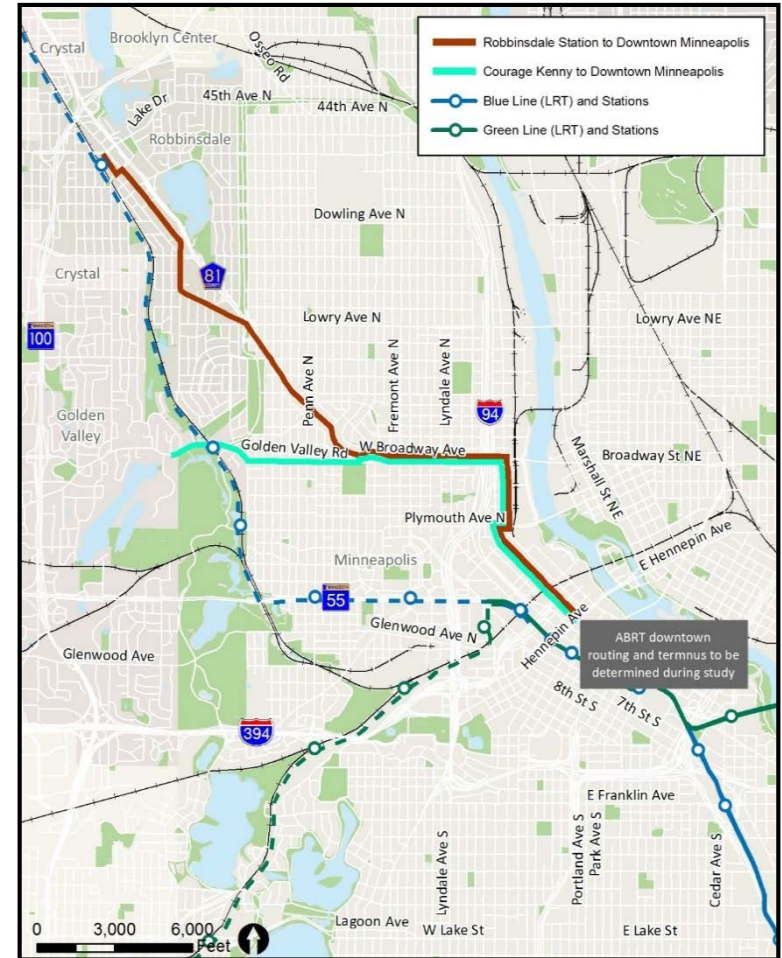
- Bus stops (8)
- Farmers Market (4)
- Open Streets (1)
- North Loop Whole Foods Pop-Up
- Mosque Day of Dignity
- North Memorial Vendor Fair
- Open House #2 – Video Premiere
- Coffee Talk – Corner Coffee

Focus of Engagement

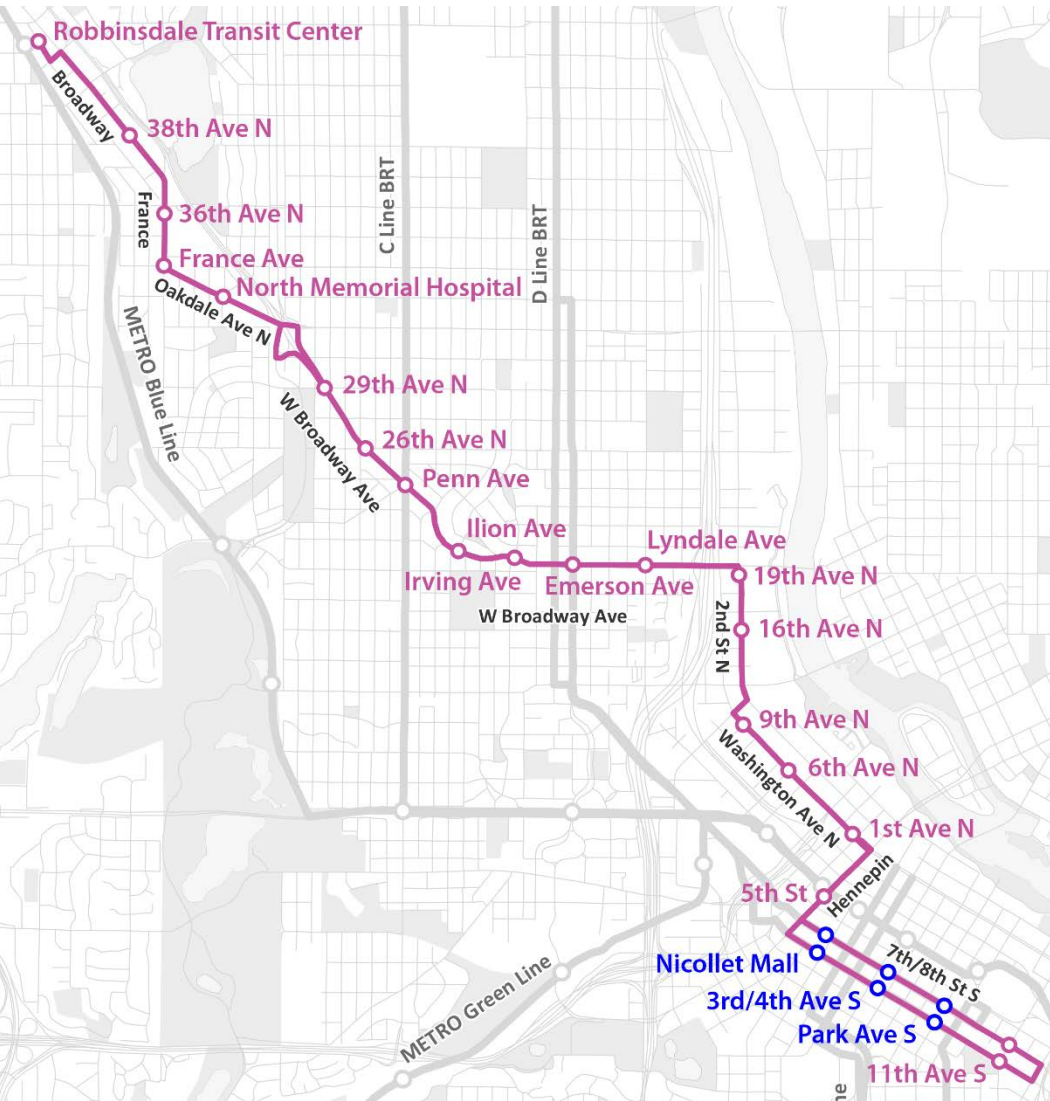
- Importance of Project Goals
- Importance of Transit Improvements



Transit Alternatives- Many options explored



Detailed Evaluation: 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

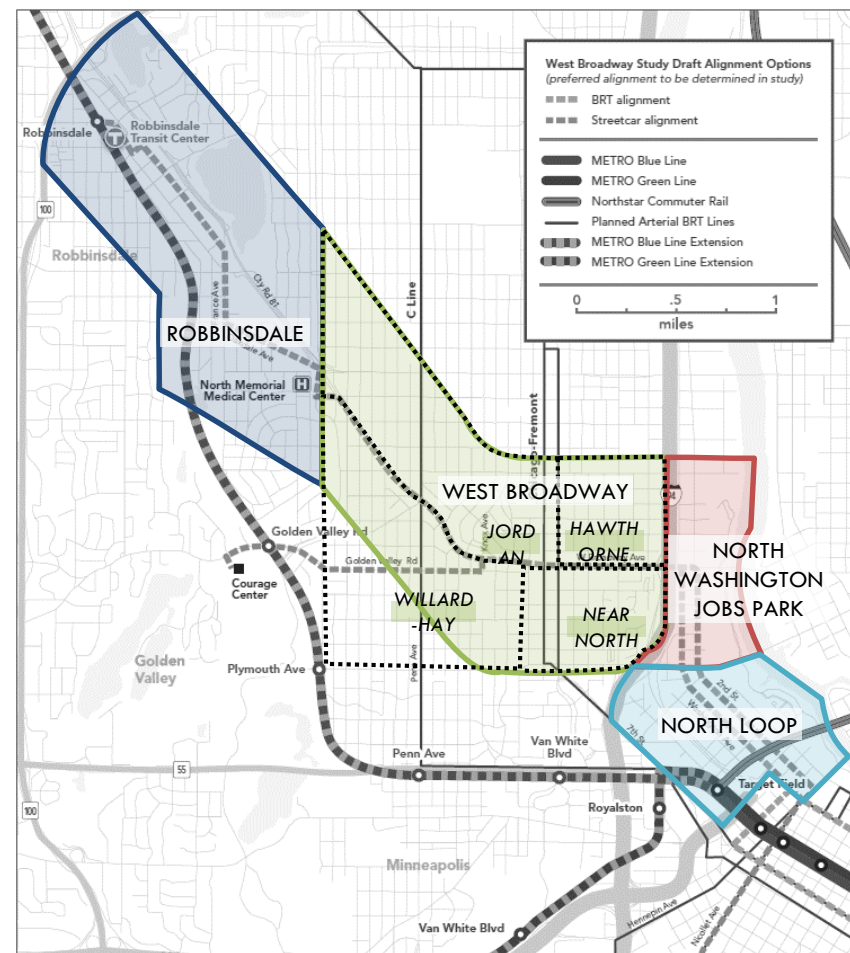
Detailed Evaluation: Streetcar from Nicollet Mall to North Memorial Hospital



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

Economic Development Evaluation:

- Identified corridor sub-markets
- Analyzed market conditions
- Sought developer input
- Region/mode case studies
- Development model to estimate residential, office, and retail development over 25-year horizon



Findings: Incremental Real Estate Growth

Increased real estate value occurs from:

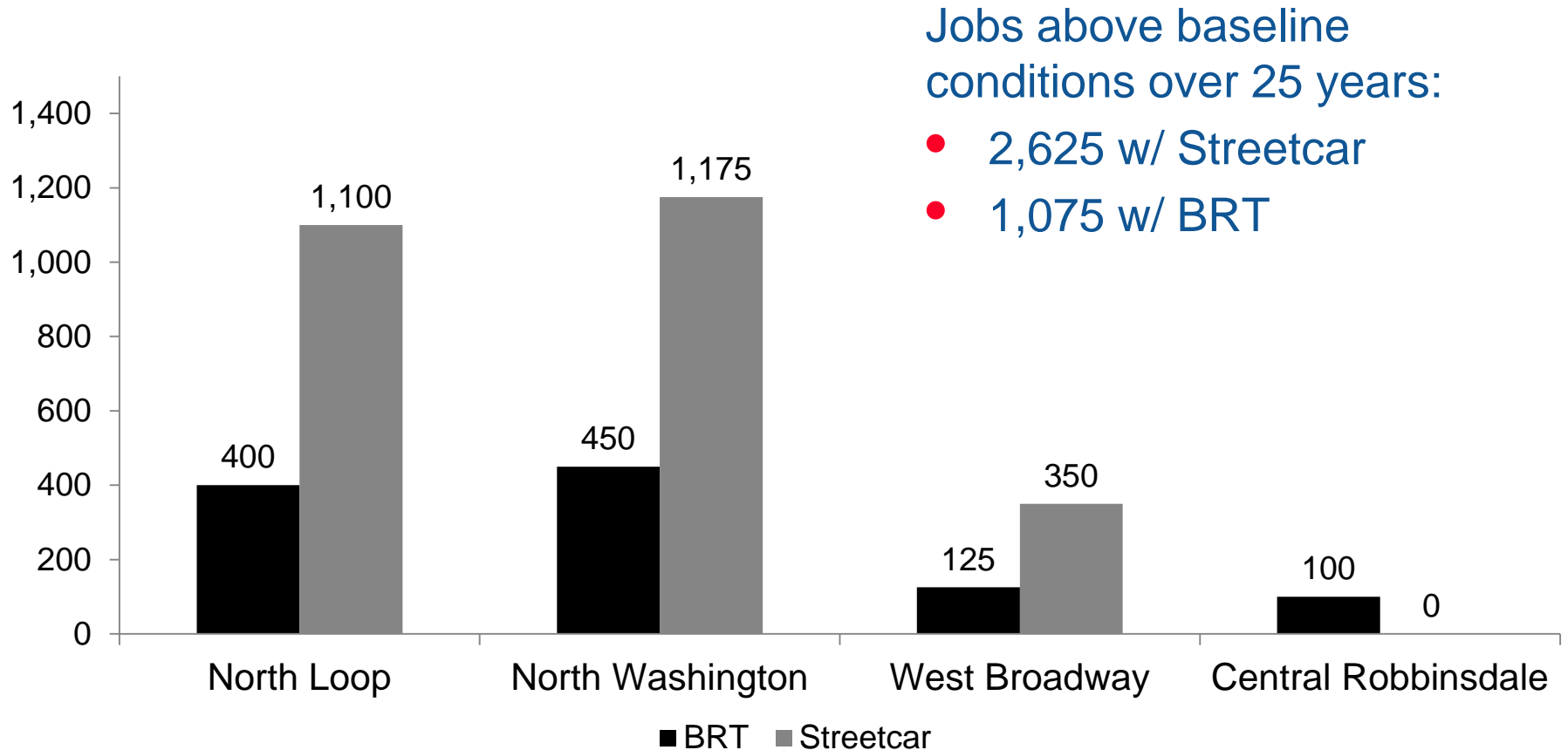
- Increased development pace and intensification
- Enhanced quality of public realm
- Increased mobility and connectivity from transit improvements

Estimated real estate value created (above baseline)

- BRT: \$220-\$300 million
- Streetcar: \$480-640 million

Source HR&A study finding, 25 year build out, 3%-7% discount rate

Findings: Incremental Job Growth on Corridor



Locally Preferred Alternative Recommendation

- Policy Advisory Committee voted to recommend streetcar alternative on February 2, 2017
- Strong support for ongoing corridor bus service and facility improvement
- Some members favor BRT over streetcar over funding path concerns
- Discussion to consider shorter streetcar in future work:
 - Penn Avenue suggested
 - Est. \$60M capital cost decrease (-25%)
 - Est. 300 fewer daily rides (-8%)
- Additional technical issues noted for further study



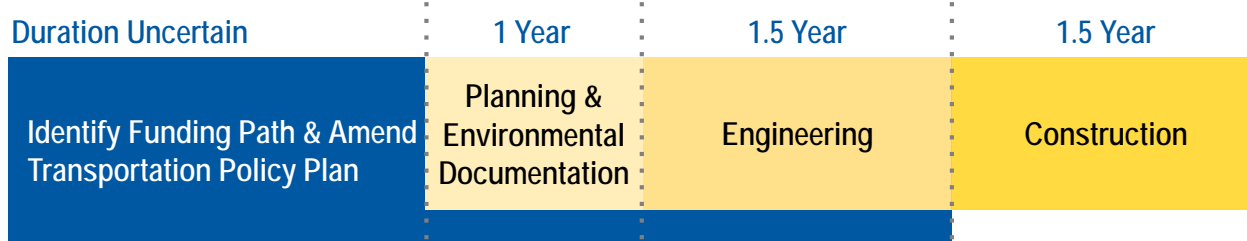
Next Steps: Funding

- The West Broadway Transitway is identified under the “Additional Transitways under Increased Revenue Scenario,” in the 2040 Transportation Policy Plan
 - Midtown, Nicollet-Central also have recommended LPAs in the “increased revenue scenario”
- Next steps would follow funding path identification
- 2040 TPP Update will note study completion



Potential Implementation Timeline

Arterial BRT Development Timeline



Streetcar Development Timeline

