

Staff recommends that the Minneapolis City Council endorse the D1 alignment for the Bottineau transitway, subject to an agreement among the City, Hennepin County, and Metro Transit to pursue an arterial transitway project, transit-oriented development, and livability initiatives in North Minneapolis, separate from the Bottineau Transitway project, as described below.

The Bottineau D1 LRT alignment through Theodore Wirth Park is a faster and less expensive alternative than the D2 LRT alignment via West Broadway and Penn Avenues, but it largely bypasses North Minneapolis and reduces the benefits provided by a transitway to North Minneapolis communities, communities which have long been underserved by transit. However, staff strongly believes that light rail on Penn Avenue (D2) is not compatible with an urban, single family setting. Significant additional right of way would be needed beyond the current 66' wide street; east - west car connections would be limited; east - west pedestrian connections would be limited and difficult; development opportunities would be challenging; the project would cost more; and travel times would be longer.

The conditions for Minneapolis' endorsement of the Bottineau D1 alignment, which would be commemorated in a memorandum of understanding (MOU) among the City, Hennepin County, and Metro Transit similar to the Central Corridor versions which involved the University, would include the following general terms, to be negotiated more specifically by the parties:

- Investments by the parties in transit and transit-related improvements connecting North Minneapolis to the region, potentially including an arterial transitway project on West Broadway, Emerson / Fremont, or Penn;
- Investments by all the parties in transit oriented development opportunities;
- Investments by all the parties in enhanced livability in North Minneapolis; and
- Hennepin County and Metro Transit agreement to participate in a working group to advance these improvements and create specific implementation plans.

This MOU must be executed prior to the City of Minneapolis approving a locally preferred alternative for the Bottineau Transitway project.