

**RESOLUTION REGARDING THE IMPLEMENTATION OF A
STREETCAR LINE IN THE MIDTOWN GREENWAY**

Approved 4/28/11 by the Midtown Greenway Coalition board of directors

WHEREAS, the Midtown Greenway Coalition has advocated the long-term goal of streetcar transit in the Midtown Greenway since 1999 and did fund its own Streetcar Feasibility Study in 1999-2000 in response to a proposed busway, and

WHEREAS, the Midtown Community Works Partnership has supported the long-term goal of streetcar transit in the Midtown Greenway since 2003, and

WHEREAS, maintaining the "Green" in the Midtown Greenway is one of the Midtown Greenway Coalition's highest priorities, and

WHEREAS, "Turf tracks" (streetcar tracks embedded in grass) are common throughout Europe and are utilized in streetcar lines in both New Orleans and Kenosha, Wisconsin, and

WHEREAS "Turf tracks" preserve the "Green" in the Midtown Greenway through the beauty, water management, sound buffering, and heat reflecting capabilities of plants and soil as compared to a ballasted track, and,

WHEREAS, the 1999-2000 Streetcar Feasibility Study proposed a line that was 2/3 double track and 1/3 single track to minimize civil engineering work and protect environmentally sensitive segments while maintaining 10 minute headways with the understanding that the entire line would be double tracked when warranted by ridership, and

WHEREAS, the short length and private right-of-way of a streetcar line in the Midtown Greenway facilitate reliable meets of streetcars on single track segments, and

WHEREAS light rail systems in San Diego, Portland, Sacramento, and Baltimore all began operations with single track segments;

NOW THEREFORE BE IT RESOLVED that the Midtown Greenway Coalition makes the following recommendations to guide the planning and implementation of a streetcar line in the Midtown Greenway:

1. Wherever possible, turf track should be utilized.
2. There should be no net loss of greenspace.
3. Should funding of a streetcar line that is entirely double track prove problematic, single track segments should be considered where appropriate.
4. Planning and implementation of a streetcar line should minimize impacts on the existing pedestrian and bike trails.