

Nicollet-Central Transit Alternatives

Technical / Community Advisory Committee

March 12, 2013

INITIAL SCREENING

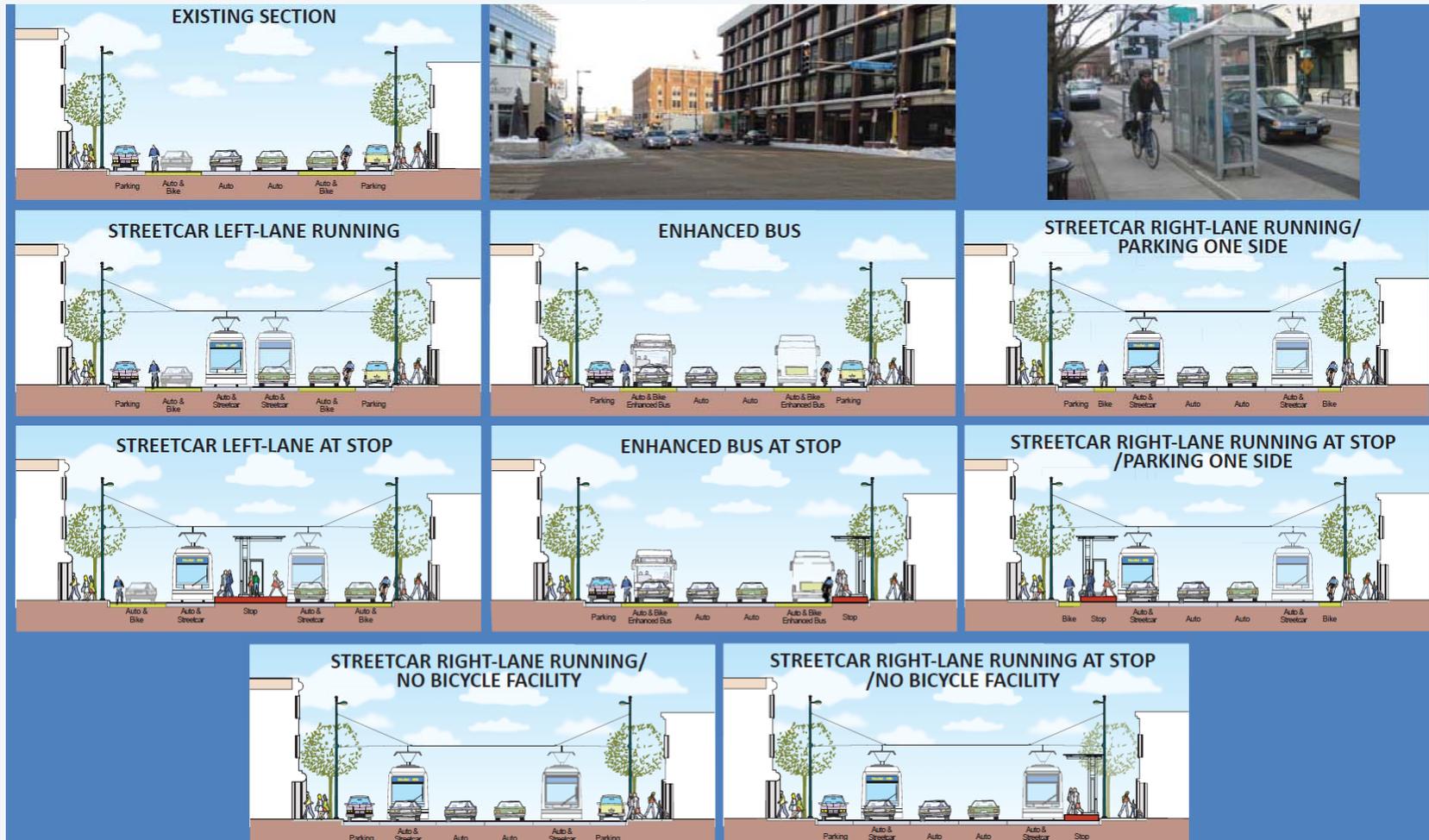


Since the January 22 T/CAC Meeting

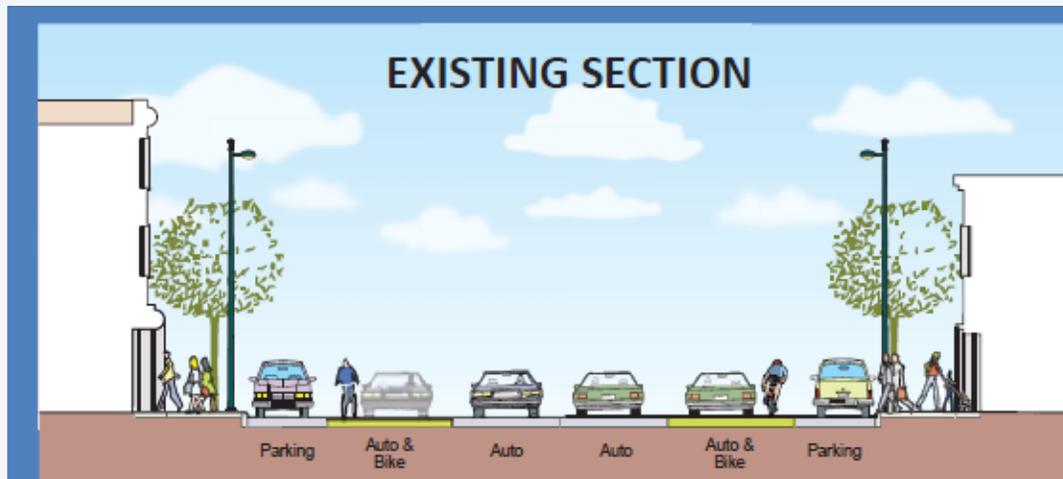
- Completed street design options on Central Avenue segment not presented to T/CAC
- Public open houses – Feb. 12, 13, 14
- Online public comments taken – Feb. 15-28
- Policy Advisory Committee – meeting Feb. 28



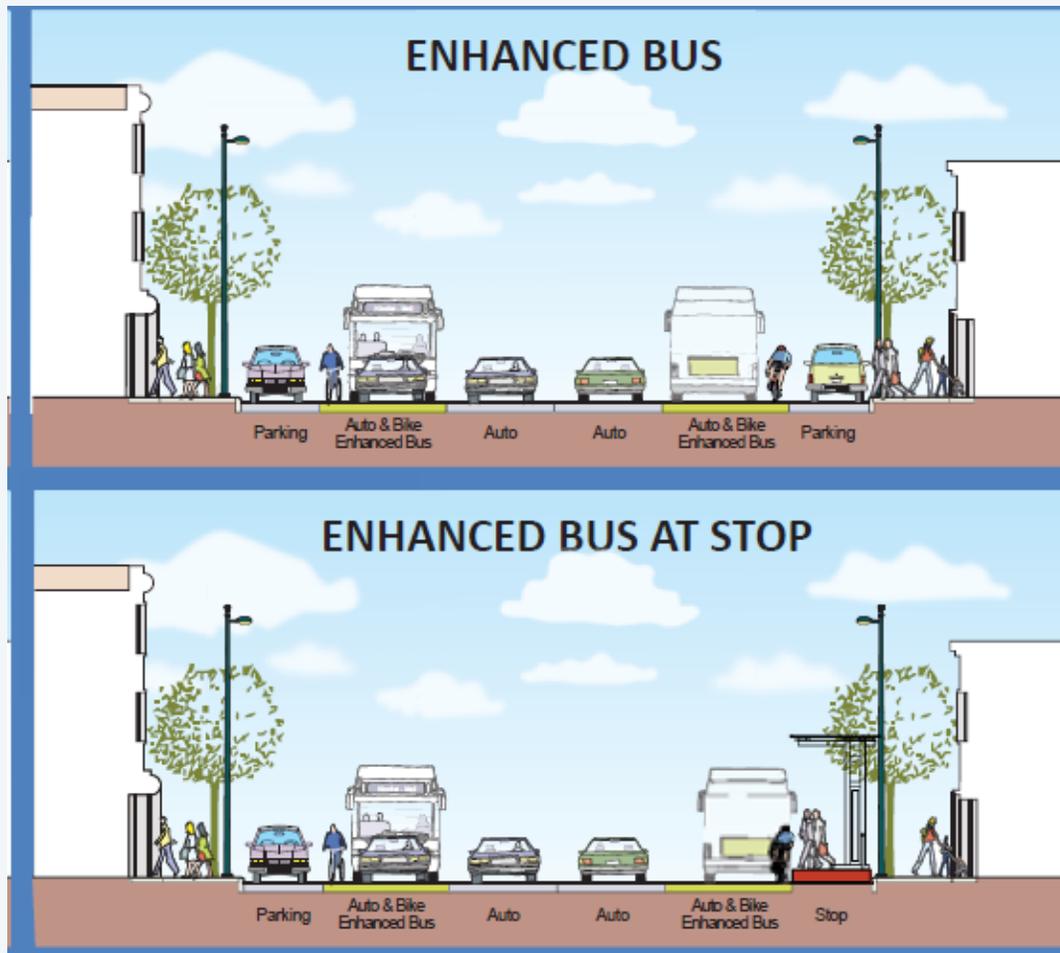
Street Design Options on Central Avenue (University to 8th Street)



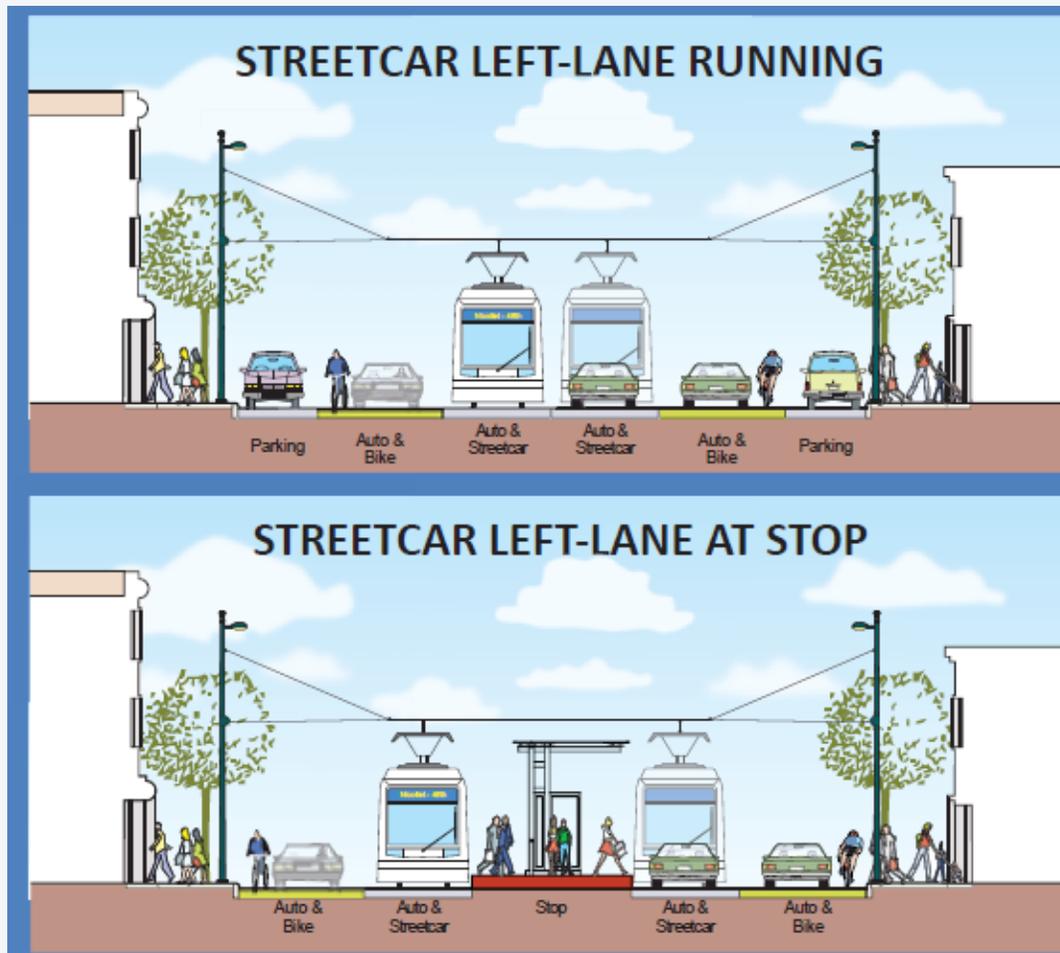
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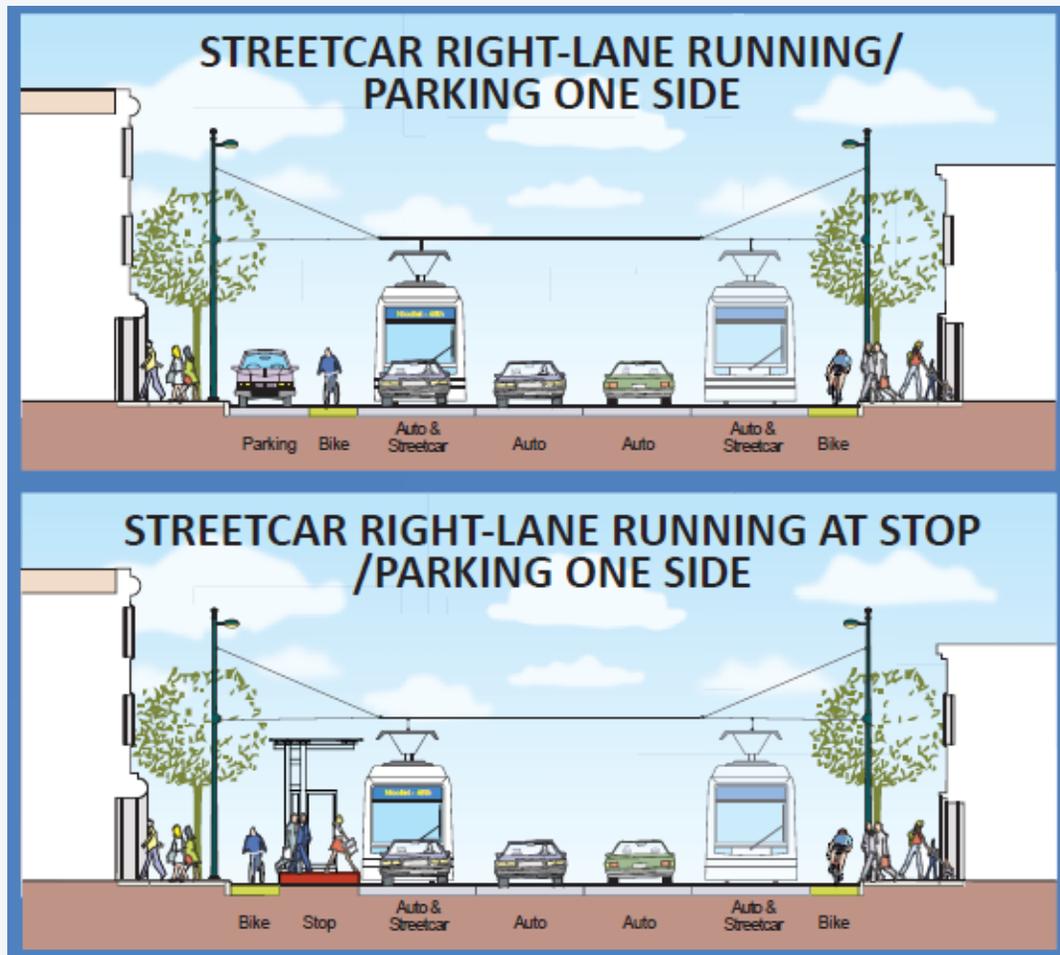
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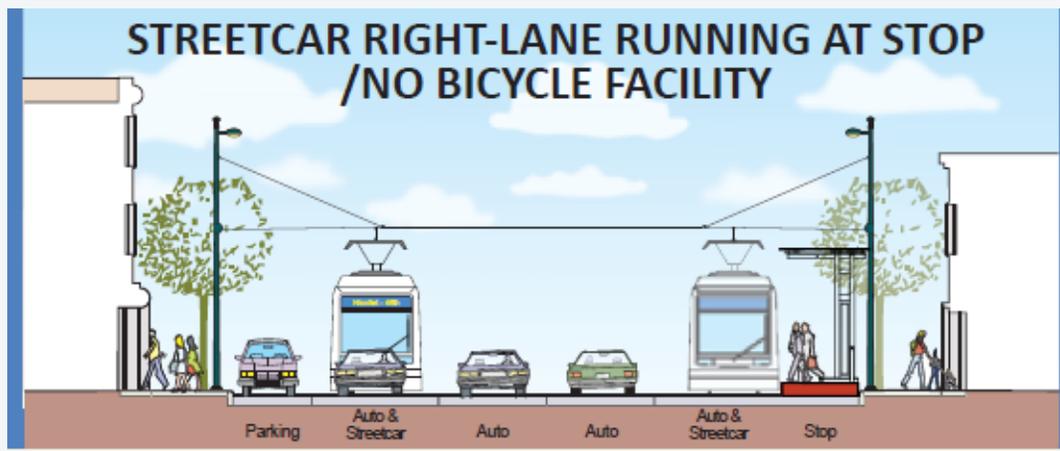
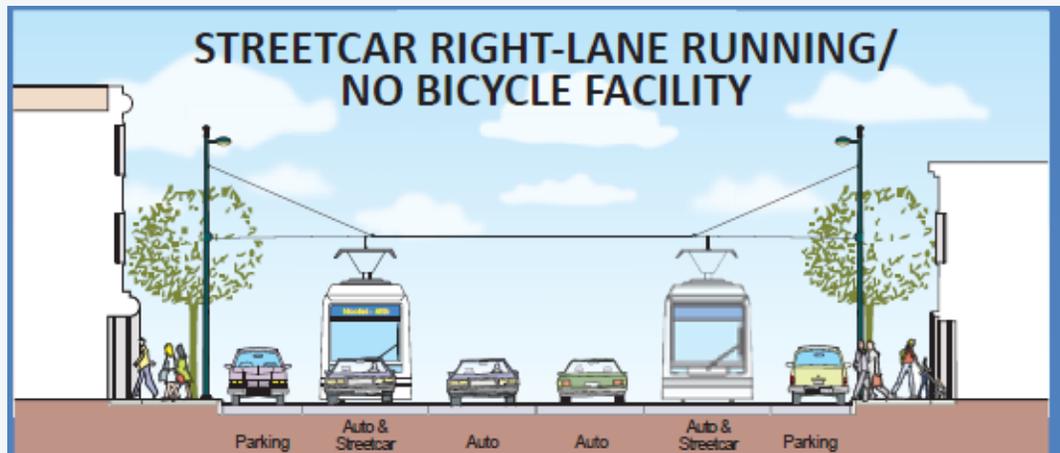
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Street Design Options on Central Avenue (University to 8th Street)



Street Design Options on Central Avenue (University to 8th Street)



Open Houses - Advertising

- Press Release
- Facebook and Twitter
- Email to neighborhood, business, stakeholder organizations
- Metro Transit *CONNECT* on-vehicle newsletter
- City Council constituent emails
- Email to 450 people on Nicollet-Central email list
- Door-to-door poster/flyer distribution to businesses on Eat Street and Central Avenue NE (English, Spanish, Somali)
- Posters in Nicollet Mall kiosks and selected Metro Transit-owned bus shelters



Open Houses - Information

1. Open house boards

- Most details on initial screening results, service plan, street design concepts

2. Presentation

- Most detailed photos of enhanced bus and streetcar modes

3. Project Handout/Newsletter

- Eight-page summary - English, Somali, Spanish versions

Materials can be used this spring for continued public engagement.

All information on website: www.minneapolis.gov/nicollet-central



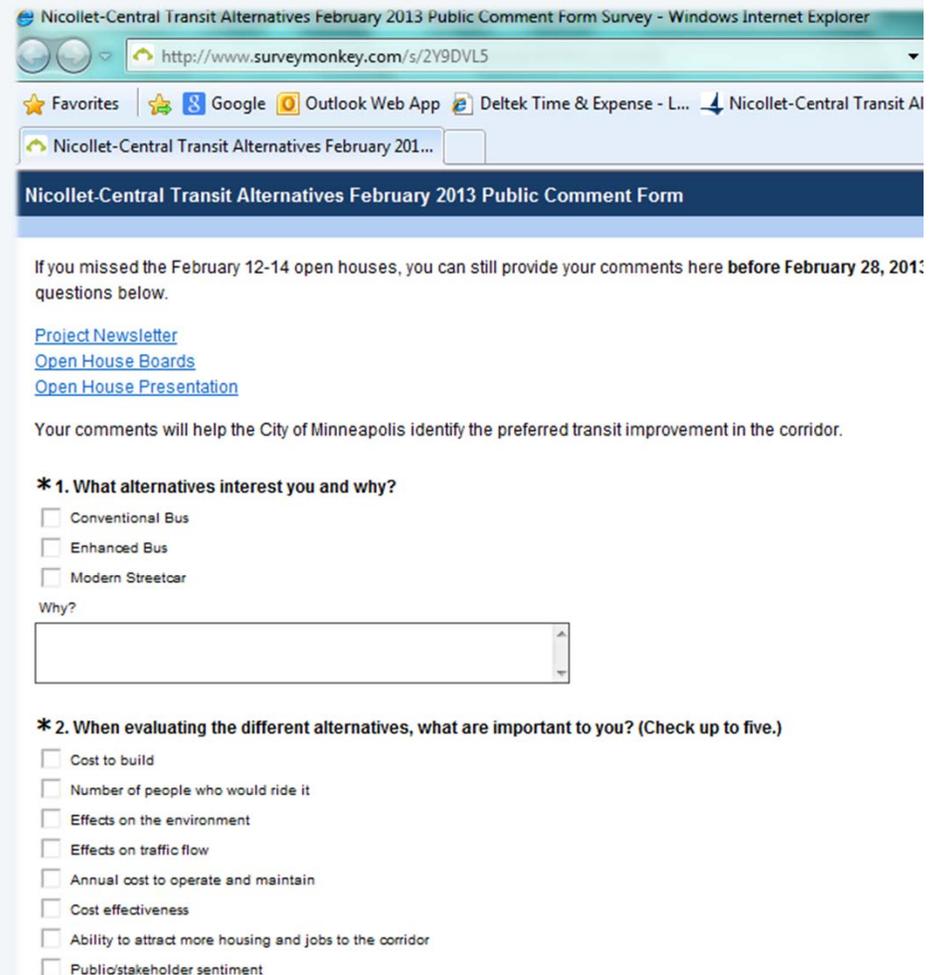
Open Houses - Participation

- Public open houses on February 12-14, 2013
 - Three venues, 171 attendees signed in
 - Northeast (MPHA Parker Skyview): 66
 - South (HCMC Whittier Clinic): 51
 - Downtown (Central Library): 54
 - 78 comment forms received



Open Houses - Participation

- Comment form posted online February 15th to the 28th
- Same as open house comment forms
- 65 received



Nicollet-Central Transit Alternatives February 2013 Public Comment Form Survey - Windows Internet Explorer

http://www.surveymonkey.com/s/2Y9DVL5

Nicollet-Central Transit Alternatives February 2013 Public Comment Form

If you missed the February 12-14 open houses, you can still provide your comments here before February 28, 2013 questions below.

[Project Newsletter](#)
[Open House Boards](#)
[Open House Presentation](#)

Your comments will help the City of Minneapolis identify the preferred transit improvement in the corridor.

*** 1. What alternatives interest you and why?**

Conventional Bus
 Enhanced Bus
 Modern Streetcar

Why?

*** 2. When evaluating the different alternatives, what are important to you? (Check up to five.)**

Cost to build
 Number of people who would ride it
 Effects on the environment
 Effects on traffic flow
 Annual cost to operate and maintain
 Cost effectiveness
 Ability to attract more housing and jobs to the corridor
 Public/stakeholder sentiment



Open Houses – Common Themes

- Strong support for modern streetcar
- Need to integrate bicycle infrastructure with improved transit
- Transit ridership is an important factor
- Support for attracting jobs and housing to the corridor
- New transit service should integrate well with existing bus routes

Open Houses – Common Themes

- Concern for the environment
 - Noise
 - Burning fossil fuels
- Cost effectiveness
- Minimize negative impacts on pedestrian experience especially Nicollet Mall
- Interest in the length of time it would take to implement the new system
- Support for re-opening Nicollet Avenue at Lake Street

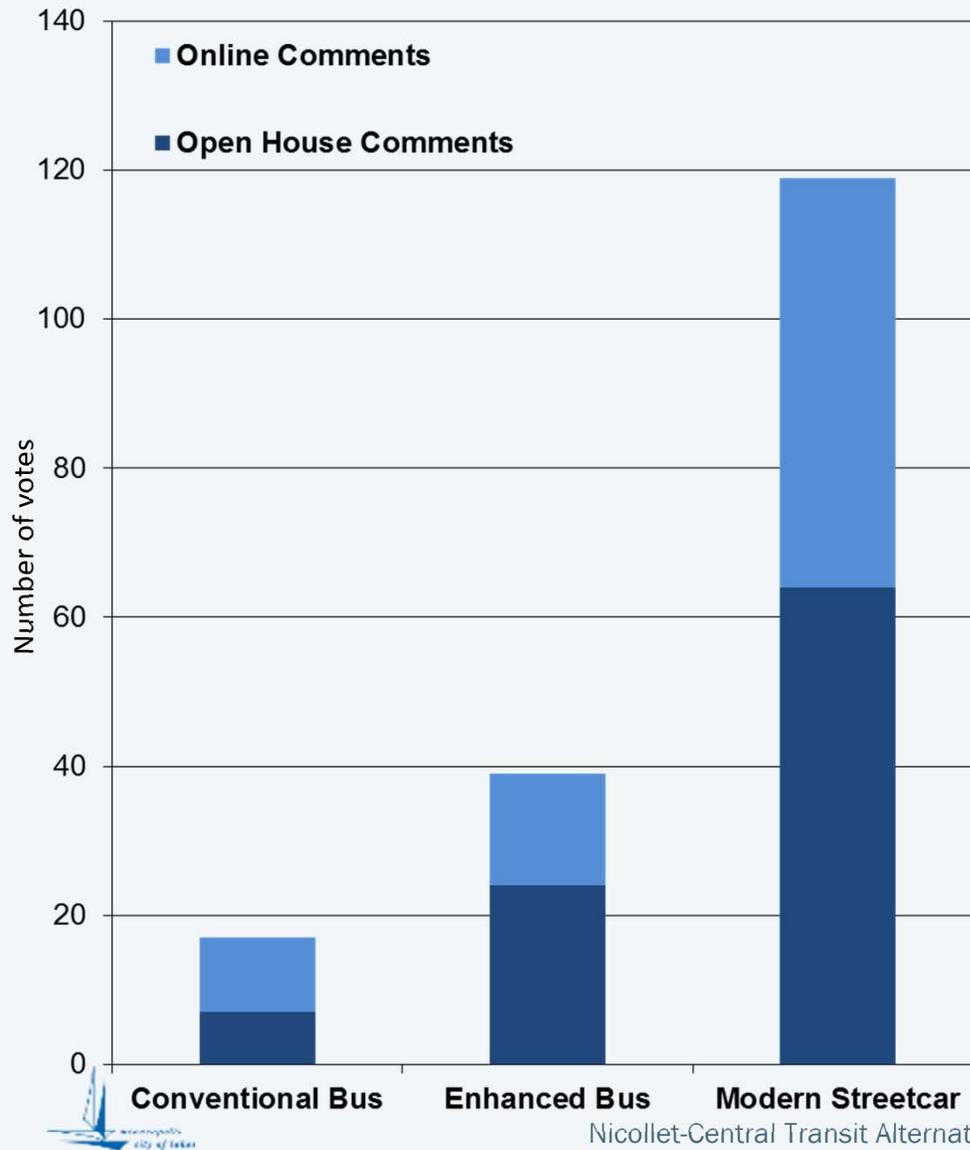


Open Houses – Common Themes

- Concern that the Twin Cities’ transit system is “falling behind” other peer cities
- Interest in extending the corridor south to 66th Street (Richfield)
- Appeal not only to local users, but also visitors to the City
- Minimize automobile traffic conflicts and delays

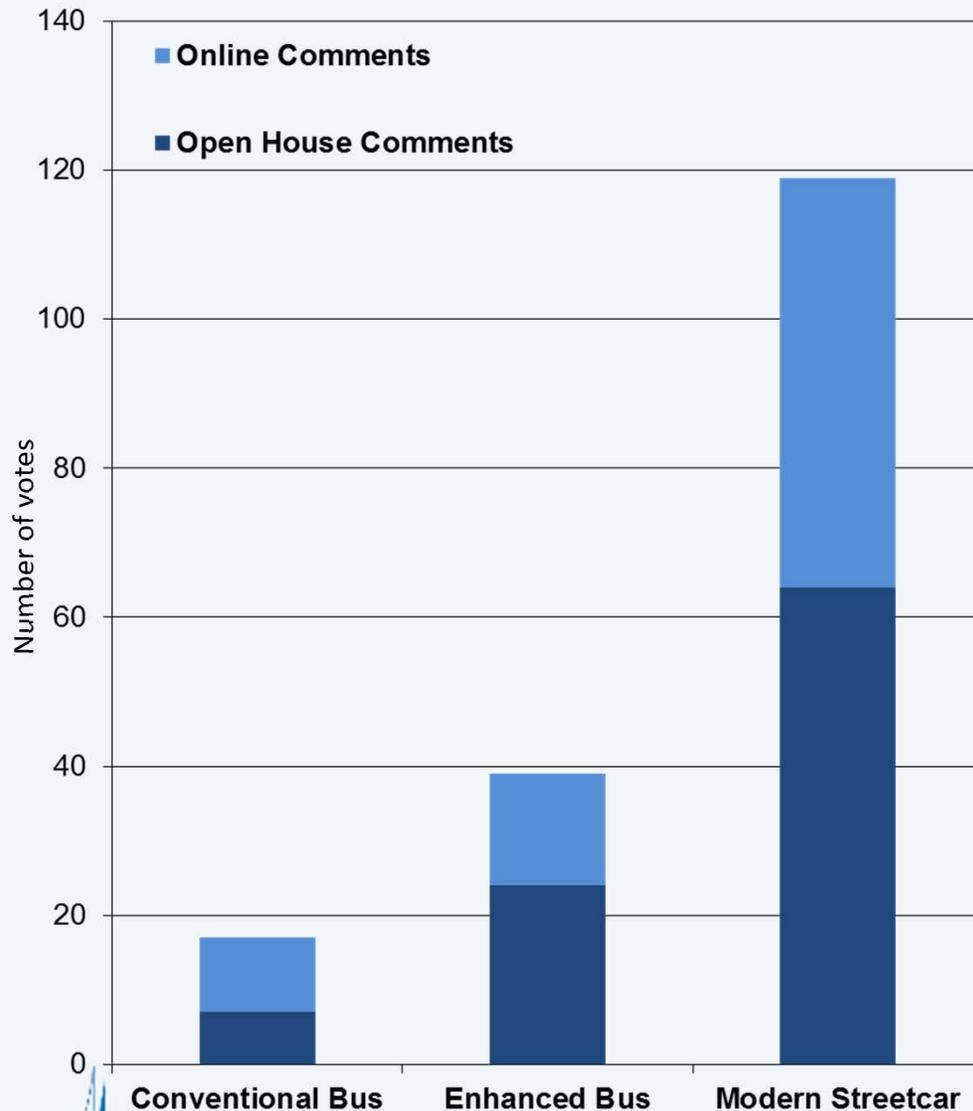


What alternative(s) interest you and why?



- Respondents could select more than one alternative
- 143 respondents answered this question
- 175 total selections were made
- Modern Streetcar was selected by 83% of all respondents
- 77% of those who selected Modern Streetcar chose only one alternative

What alternative(s) interest you and why?



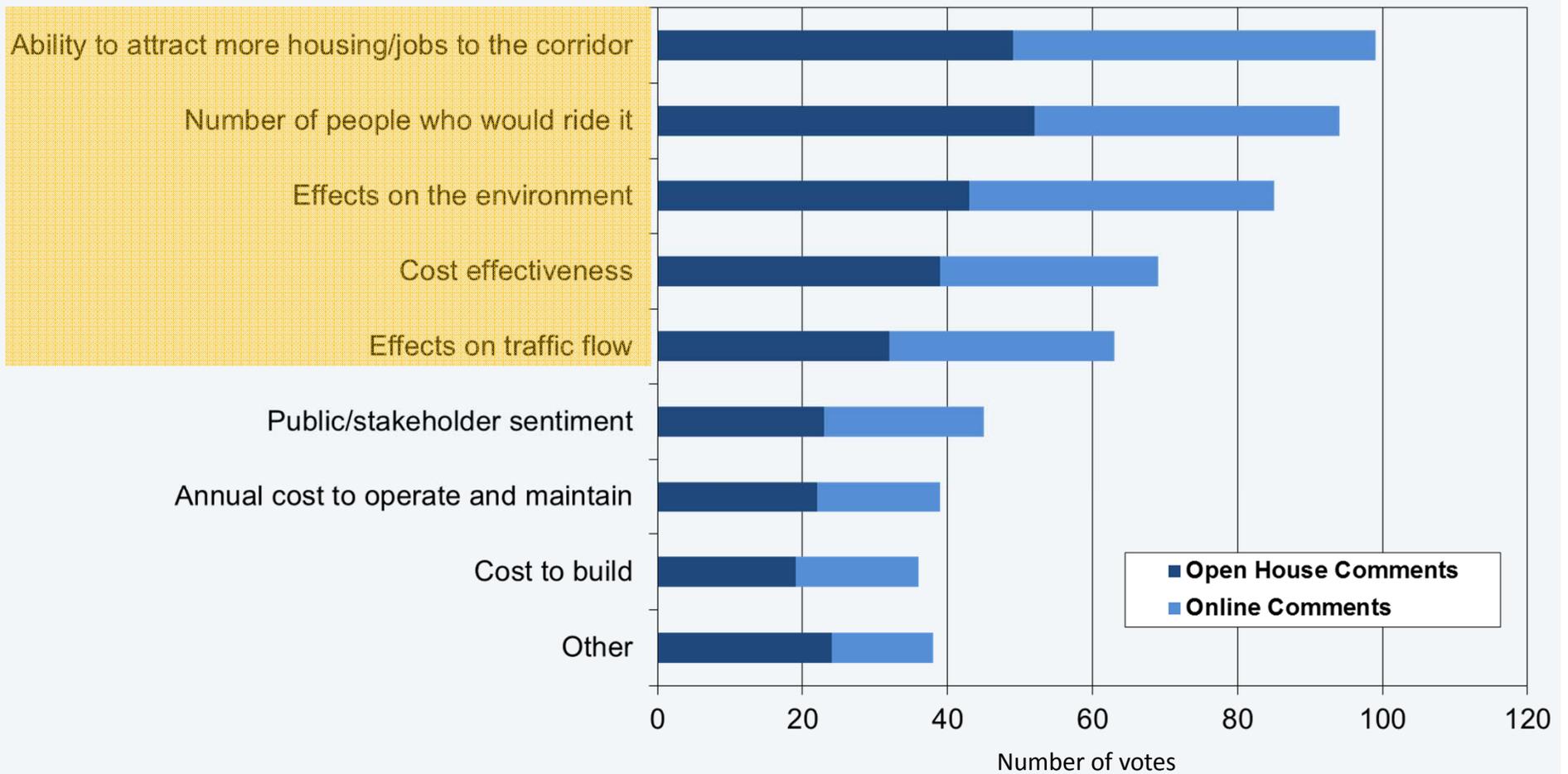
Modern Streetcar:

- Permanence of investment
- Quieter, smoother ride
- Greater economic impact
- Better for the environment
- Modern and reliable
- More accessible

Enhanced Bus:

- Less expensive to build with similar benefits
- Greater flexibility
- Less intrusive construction and infrastructure

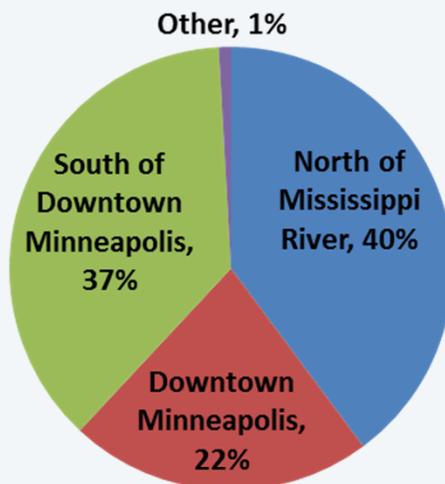
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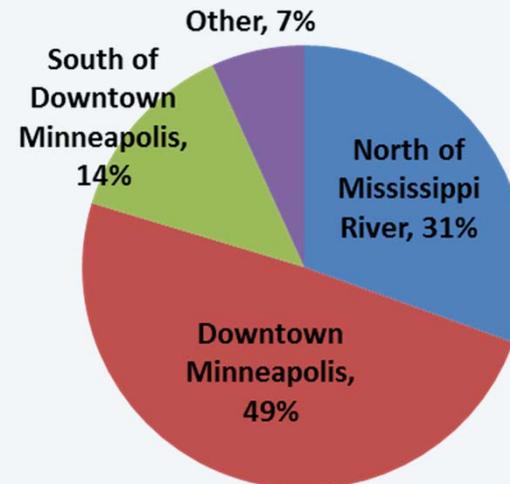
Where comment form respondents live and work by zip code

Total of all respondents (open house and online)

Area	Zip Codes	I live in the corridor	I work in the corridor	I own a business in the corridor	Total
North of Mississippi River	55413, 55414, 55418	45	18	5	68
Downtown Minneapolis	55401, 55403, 55405	25	29	8	62
South of Downtown Minneapolis	55404, 554017, 55408, 55409, 55423	42	8	4	54
Other		1	4	0	5
Total		113	59	17	189



Residence



Employment



Initial Screening of Modes

- Modes Considered
 - conventional bus*
 - enhanced bus (in mixed traffic)*
 - modern streetcar*
 - bus rapid transit (in a dedicated busway)
 - light rail transit
 - heavy rail
 - maglev
 - monorail
 - personal rapid transit
 - commuter rail

**Recommended for detailed analysis*

Conventional Bus



Enhanced Bus

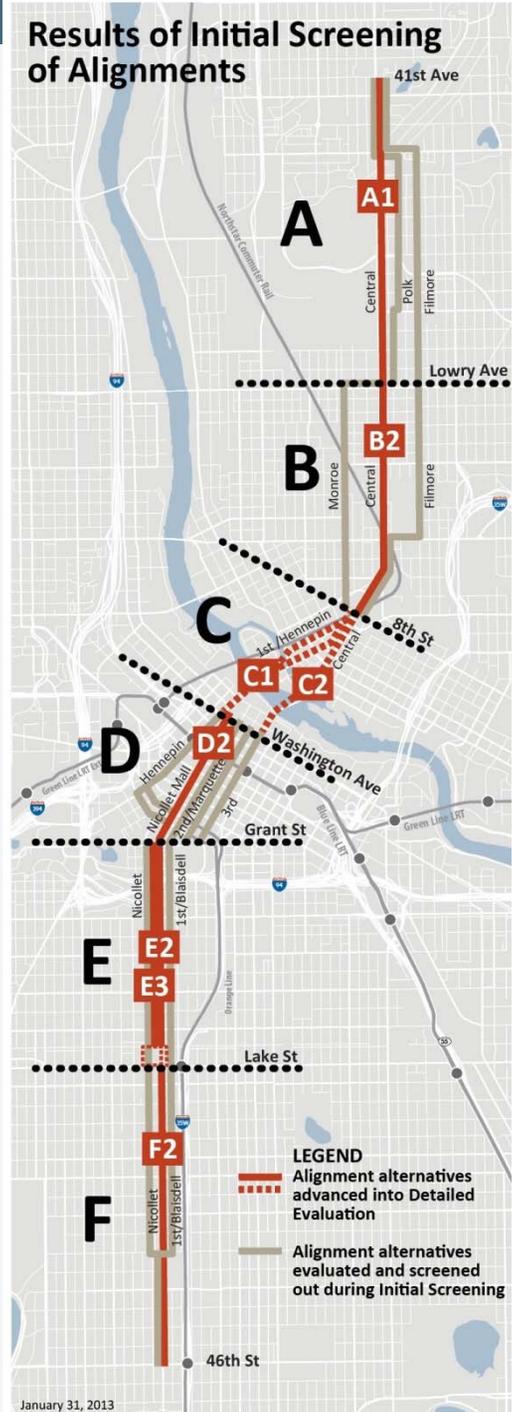


Modern Streetcar



Initial Screening of Alignments

- Variety of parallel alignments considered
- Recommended Alignment
 - Nicollet Avenue S, Nicollet Mall, Central Avenue NE
 - Two river crossing options (Hennepin/First vs. Third/Central)
 - Two Lake Street connection options (through Kmart, around Kmart)



Detailed Evaluation of Alternatives

Modern Streetcar



Enhanced Bus



No Build (existing local bus)



Initial Starter Line Concept for Comparison

- Will likely need to phase implementation due to cost and experience of peer modern streetcar systems
- Initial concept: Lake St to East Hennepin Avenue (3½ miles)
- Length and end points may be refined based on evaluation results



2012 – 2013: Nicollet-Central Transit Alternatives Study



Metropolitan Council - Approval of LPA



Secure Funding

Funding to be determined
Conceptual goal is:

- 50% federal government
- 50% local (city, regional, state)

Policy Advisory Committee Action

- Approved Alternatives for Detailed Evaluation at February 28 meeting
 - “No Build”
 - Enhanced bus
 - Modern streetcar, including the preliminary starter line concept



UPCOMING WORK



Information for Detailed Evaluation

- Cost to build
- Number of people who would ride it
- Effects on the environment
- Effects on traffic flow
- Annual cost to operate and maintain
- Cost effectiveness (cost divided by riders)
- Ability to attract more housing and businesses/
jobs to the corridor
- Public and stakeholder sentiment

Peer City Research

- Purpose
 - Educational/outreach
 - Inform detailed evaluation of alternatives
 - Focus: Breadth of information
- Product: Technical memorandum
- Peer Cities
 - Modern Streetcar – Portland, Seattle, Tucson, Atlanta
 - Enhanced Bus - Kansas City; Everett, WA; New York City SBS
- Potential Topics

• Project Purpose and Need

• Construction impacts

• Integration with existing bus service and other modes

• Ridership (projected vs. actual)

• Economic development and business partnerships

✓ Sub-topic: Gentrification?

• Governance and funding

• Community support

• Land use planning/zoning process



Peer City Forums

- Purpose
 - Educational/outreach
 - Inform detailed evaluation of alternatives
 - Focus: Depth of information
- Product
 - Chapter in *Outreach Summary Report, Evaluation of Alternatives Report*
- Potential Topics
 - “Purpose and Need, Governance and Funding”
 - “Integration with Other Modes and Ridership Impacts”
 - “Economic Development, Business Partnerships and Construction Impacts”
- Format
 - Three to four panelists
 - No more than 20 attendees, by invitation only?
 - Series of two to three webinars, no more than 90 minutes long
 - Recorded for website



Economic Development and Affordable Housing Plan

- Detailed evaluation criteria
 - Project goal
 - Economic development is one of six federal criteria
 - Affordable housing is in two of six federal criteria
 - Number of legally binding affordable housing for corridor vs. region
 - Tools/incentives in place
- Economic development potential and benefits
 - Quantitative estimate of potential and value
 - Qualitative assessment of alternative's ability to spur development (peer research, peer city forum, etc.)
- Potential recommendations for improving local landscape for development, federal project rating?



ONGOING STAKEHOLDER ENGAGEMENT



Stakeholder Organization Engagement

- September 2012 to February 2013
 - Presentations to 38 stakeholder organizations
- Committee help needed
 - Identifying stakeholder groups and community events
 - Being the presenter for small groups
 - Scheduling/inviting city staff to present to larger groups
- Updated Outreach Toolkit



Toolkit Meeting Basics

- An opportunity to:
 - Provide information about the project using existing meetings established for other purposes
 - Reach underserved communities which historically do not attend large public forums
 - Connect to your community without needing to be a technical expert
- Toolkit
 - Check out with Anna so we can track meetings
 - Includes instructions, handouts, forms and envelope for returning surveys

