AGENDA

Technical / Community Advisory Committee Meeting

Date/Time: April 23, 2013 – 4:00 PM to 5:30 PM

Location: Minneapolis City Hall, Room 333 (Mayor's Conference Room)

I.	**Welcome and Housekeeping**	**4:00 PM**
	A. Introductions	
	B. Approve March 12, 2013 Meeting Notes (attachment #1)	
II.	**Detailed Evaluation of Alternatives**	**4:10 PM**
	A. Alternatives for Detailed Evaluation B. Evaluation Measures (attachment #2) C. Preliminary Goal 1 Results	
III.	**Updates**	**4:40 PM**
	A. Developer Forum – May 6 B. Peer Review/Forums C. Ongoing Stakeholder Engagement	
IV.	**Next Meeting: May 28**	**5:25 PM**
V.	**Other/Adjourn**	**5:30 PM**

MEETING NOTES

Technical and Community Advisory Committee Meeting #06

Date/Time: March 12, 2013 – 4:00 PM to 5:30 PM

Location: Minneapolis City Hall, Room 350 South Fifth Street, Room 333

Attendees

See attached attendance sheet.

I. Welcome and Housekeeping

The Committee approved the notes from its January 22, 2013 meeting.

II. Initial Screening of Alternatives

Gavin Poindexter of the consulting team presented the cross-section concepts for a portion of the northeast segment, which were not presented at the last T/CAC meeting. This segment is on Central Avenue NE between University Avenue SE and 8th Street SE. Mark Nolan of the consulting team presented the results of public input at the February public open houses. Anna Flintoft, City project manager, reviewed the initial screening of modes and alignments and the Policy Advisory Committee's February 28 approval of alternatives for more detailed evaluation: a no-build alternative, a 9-mile streetcar alternative, a 9-mile enhanced bus alternative, and a preliminary starter streetcar line concept. Committee questions/discussion included:

- *Are there any examples of how transitions are made where lanes shift, or where parking changes to no-parking, or at station locations?* Rails and pavement markets would denote shifts and transitions. We have some photos from other cities that we could share showing streetcar tracks shifting lanes.
- *Have you assumed any use of the undeveloped land outside the public right-of-way, such as along properties with surface parking lots?* No, for this study we are assuming keeping transit facility improvements within the existing public right-of-way.
- *In the northeast segment – where several streets intersect at close, odd angles – is it being considered to close intersecting streets?* No, this study will not get into that level of design.

III. Upcoming Work

The project team reviewed the upcoming detailed evaluation of alternatives, peer review/webinar forums, and economic development and affordable housing plan tasks. Committee questions/discussion included:

A. Detailed Evaluation of Alternatives

- *Be sure to consider current assets in the corridor that could attract more visitors and riders to a corridor that is already densely developed in parts, rather than just economic development potential.*

B. Peer Review/Forums

- *Are you proposing approximately 20 attendees at each webinar?* Yes. They are anticipated to be held in May, 2013.
- *We should find out what were the major obstacles and what changes were made to address those obstacles – how much flexibility is or isn't there in a project like this? Also, the project should track "lessons learned" for future use.*
- *How long did this take to build? How long were businesses inconvenienced? We should be prepared to answer these in order to help ease the concerns of the business community. There is a good deal of misinformation in the public (e.g. "We're getting light rail!" and "The streetcar is being built next year!")*
- *Did you ask what mode do you prefer? In other words, do respondents consider everything besides just whether or not they would ride it once it is built?*
- *When looking at peer cities, was there an increase in ridership when gasoline went over $4 per gallon?* Transit ridership in general went up nationwide when this happened. Locally, there was a greater increase in longer transit trips and lesser in the shorter, urban trips.

C. Economic Development and Affordable Housing Plan

- *Will the affordable housing evaluation be applied to the whole corridor, or divided by segment? How will the evaluation of affordable housing be "spread out" across the corridor (e.g. Whittier has a great deal of affordable housing already and want to "share" it).* The evaluation of current and future affordable housing stock will be applied on a segment-by-segment basis.
- *Keep in mind that there are two parts to the affordable housing evaluation: what is in place, and what the potential/need is.* We will be doing developer interviews as well, which will help with economic development/affordable housing evaluation.
- *What is the area (width) that is being considered?* A one-half mile radius around each station, which essentially results in a one-half mile buffer on each side of the entire corridor.

IV. Ongoing Stakeholder Engagement

Anna Flintoft distributed the new outreach toolkit and asked committee members to assist in identifying events/meetings to solicit community input and volunteering to conduct small outreach meetings. Potential upcoming outreach opportunities discussed include:

- Downtown Council Board Meeting – March 28
- Whittier Open House – March 21
- Lyndale Open House – March 22
- Columbia Heights Central Avenue Business Association – 7am, 4th Tuesday of the month
- Distributing information to condo associations managed by Gittleman (a large manager of condo properties)

V. Next Meeting

Evaluation results will be available by the end of May. Anna proposed to move the T/CAC meetings to the 4th Tuesday of each month, starting in April. She will send out an email regarding this.

Sign-In Sheet

Technical and Community Advisory Committee Meeting #06

March 12, 2013, 4 PM – 5:30 PM

Minneapolis City Hall, Room 333

Name	Agency/Group	Initial
Adam Harrington	Metro Transit	
Allan Klugman	Minneapolis Public Works – Traffic and Parking	AK
Betty Folliard		BA
Bob Byers	Hennepin County	
Bob Greenberg		
Christine Levens		
Cole Hiniker	Metropolitan Council	
David Frank	Minneapolis CPED – TOD	
David Sternberg		
Michael Mechtenberg	Metro Transit	✓
Dean Michalko	Hennepin County Transit and Community Works	DRM
Dore Mead		
Ed Newman		
Erica Christ		EC
Henry Jimenez		
Jason Orcutt	Anoka County	
Jeff Sargent	Columbia Heights	
Jen Wendland		
Joe Bernard	Minneapolis CPED – Community Planning	✓

Sign-in Sheet (Cont.)

Name	Agency/Group	Initial
Joe Surisook		
Ethan ~~Katie Hatt~~ McCusker		✓
Kevin Hansen	Columbia Heights	✓
Kevin Upton		
Mark Stenglein		✓
Matt Brown	MCB	
Michael Nelson	Lyndale Neighborhood	MN
Mike Corbett	MnDOT	MJC
Sheila Cartney	Columbia Heights	
Tom Johnson	Hennepin County Transportation	

Project Management		
Anna Flintoft		✓
Peter Wagenius		
April Manlapaz		✓
Dan Meyers		
Gavin Poindexter		✓
Mark Nolan		✓

Detailed Evaluation Measures

Nicollet-Central Transit Alternatives

FINAL DRAFT – April 2013

Minneapolis
City of Lakes

1. Detailed Evaluation of Alternatives

To support the detailed evaluation, the alternatives will be developed in terms of:

- **Route Alignments and Station Locations:** Identify the route alignments and station locations on each candidate alignment. Station locations have been be determined using existing transit ridership and land-use data, together with typical stop spacing practices.
- **Operating Plans:** Develop conceptual operating scenarios for how the Nicollet-Central Corridor service would operate on each of the alternatives. This analysis will also consider how the new corridor service would integrate with the existing service. These conceptual operating plans will also support other aspects of the evaluation process such as system operating costs, ridership and potential system benefits.
- **Conceptual Design:** Assess how Nicollet-Central Corridor could be developed in each of the alternatives. Preliminary concepts and typical sections have been developed to assess how service could be implemented and to support the development of capital cost estimates.

As with the initial screening, the detailed evaluation measures are based on the project goals and objectives that the Policy Advisory Committee adopted on October 25, 2012, as follows:

- **Connect People and Places**
  - Connect downtown with nearby neighborhoods
  - Enhance connections between corridor activity centers and destinations
  - Improve connections between the corridor and the regional transit system
- **Increase the Attractiveness of Transit**
  - Provide transit capacity for future growth
  - Maximize transit ridership
  - Improve visibility and identification of the transit system
  - Provide improved passenger amenities and infrastructure
  - Provide reliable, frequent service
  - Provide transit service and facilities that are easy to use for people who live, and work and visit the corridor
  - Provide safe and comfortable transit service and facilities
  - Improve accessibility for people with mobility challenges
- **Catalyze and Support Economic Development**
  - Support the economic vitality of downtown
  - Support the economic vitality of small neighborhood businesses
  - Support local and regional goals to foster compact, mixed-used development along the corridor
- **Integrate with the Transportation System**
  - Integrate with the existing transit network
  - Provide acceptable traffic operations and reasonable parking options
  - Support walkable neighborhoods and multimodal transportation choices
- **Support Healthy Communities and Environmental Practices**
  - Minimize impacts to historical, cultural, and natural resources
  - Minimize impacts to low-income and minority communities
  - Minimize neighborhood and property impacts
  - Support improved transportation, housing and economic opportunities for all people

- **Develop an Implementable Project with Community Support**
  - Define transit improvements with strong public, stakeholder and agency support
  - Identify transit improvements that are financially feasible and competitive
  - Develop transit improvements that allow for phased implementation

The detailed evaluation will entail application of both quantitative and qualitative measures. Additionally, this study anticipates that some of the criteria and measures will likely not differentiate alternatives; these criteria or measures are indicated with a footnote. However, based on current understanding of Federal Transit Administration's (FTA) New Starts/Small Starts guidance under MAP-21, the study team recommends including this information. In particular, FTA requires preparation of some of this information (e.g. population and employment along the corridor) as part of the request to enter specific steps in its project development measures. Finally, some of the information will be prepared by major segment of the corridor (see Figure 1) to facilitate the analysis and refinement of a starter modern streetcar line.

Tables 1 through 6 on the following pages present the preliminary detailed evaluation criteria and measures.

In addition to the results of the detailed evaluation, this document will also present basic information about each alternative such as alignment length, number of stops, and estimated transit run time – relevant information although they are evaluation measures per se.

Figure 1: Major Analysis Segments

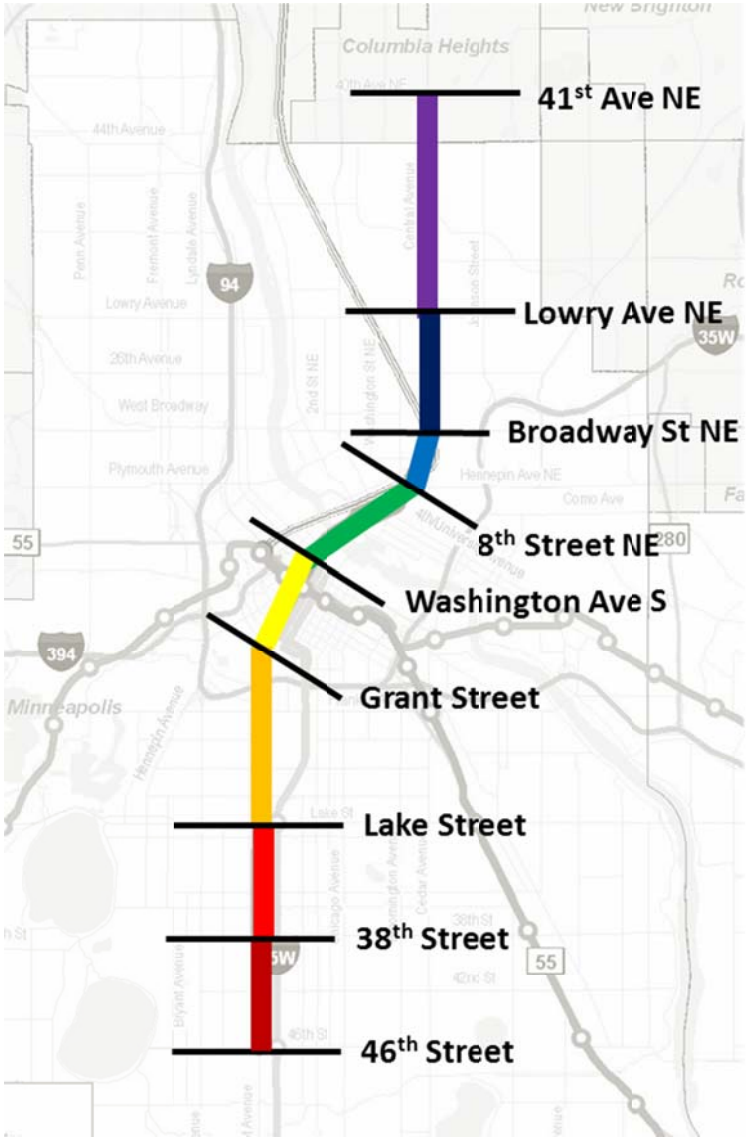

Table 1: Detailed Evaluation Criteria – Connect People and Places

Evaluation Criteria	Presentation/Methodology
1.1 2010 population served by study alignment[1, 2, 3]	• Total population - Within one-quarter mile of alignment - Within one-half mile of alignment • Population with no car[4] - Within one-quarter mile - Within one-half mile of alignment • Low-income population[4] - Within one-quarter mile of alignment - Within one-half mile of alignment
1.2 2030 population served by study alignment[1, 2, 3]	• Total population - Within one-quarter mile of alignment - Within one-half mile of alignment
1.3 2010 employment served by the study alignment[1, 2, 3]	• Total employment - Within one-quarter mile of alignment - Within one-half mile of alignment
1.4 2030 employment served by the study alignment[1, 2, 3]	• Total employment - Within one-quarter mile of alignment - Within one-half mile of alignment
1.5 Number of existing major activity centers served by the study alignment[1, 2, 3]	• Qualitative and quantitative assessment of of activity centers within one-half mile of the study alignment, defined as those that are anticipated to generate significant numbers of transit trips. Based on the Purpose and Need, these activity center are: - Minneapolis Institute of Arts - Children's Theatre Company - Hennepin Theatre Trust (Orpheum, State, Pantages, New Century Theatres) - Cowles Center for Dance and Performing Arts - Orchestra Hall - University of St. Thomas - Minneapolis Community and Technical College - Minneapolis College of Art and Design - Minneapolis Central Library - Minneapolis Convention Center - St. Anthony Main/Mississippi River - Nicollet Island - Target Center - Target Field - Downtown hotels (6,000 rooms) - Nicollet Mall shopping and restaurant district - "Eat Street" restaurant district - Central Avenue NE commercial district - East Hennepin commercial district - Northeast Arts District
1.6 Transit connections	• Assessment of quality of connections between the alternative and the

Evaluation Criteria	Presentation/Methodology
between the alternative and major existing and future transitways[1, 2, 3]	following major existing and future transitways: - Blue Line and Green Line LRT - Orange Line BRT - Marquette and Second Avenue bus lanes - Bottineau Corridor - Columbia Heights Transit Center - Nicollet/Lake Transit Center - Northstar commuter rail - Midtown Corridor - Access Minneapolis Primary Transit Network: o Franklin Avenue o Lake Street o 38th Street o University Avenue/Fourth St SE
1.7 Quality of pedestrian connections[1, 2, 3]	• Qualitative assessment of pedestrian connections associated with each alternatives and key activity centers using the following information: - Minneapolis digital orthophoto - Minneapolis pedestrian plan - Columbia Heights Pedestrian and Bicycle Mobility Plan
1.8 Quality of bicycle connections[1, 2, 3]	• Assessment of the quality of bicycle connections between an alternative and key activity centers, as well as an alternative's ability to incorporate planned bike lanes. This assessment will use the following information: - Minneapolis digital orthophoto - Minneapolis bike plan - Columbia Heights Pedestrian and Bicycle Mobility Plan

Table 2: Detailed Evaluation Criteria – Increase the Attractiveness of Transit

Evaluation Criteria	Presentation/Methodology
2.1 2030 ridership projections	• Year 2030 average weekday ridership projections[5] - No-Build forecasts will be summarized as follows: o Corridor – For Routes 10 , 18, and 59[3] o System-wide - Build forecasts will be summarized as follows o Enhanced bus or modern streetcar [3] o Corridor – Enhanced bus/modern streetcar together with limited-stop service, local bus service on Nicollet Avenue south of 46th Street and Central Avenue north of 41st Avenue NE, and Grand Avenue circulator o System-wide
2.2 Ability to accommodate growth in transit ridership	• Capacity at peak load point • Unused capacity at peak load point

Table 3: Detailed Evaluation Criteria – Catalyze and Support Economic Development[6]

Evaluation Criteria	Presentation/Methodology
3.1 Estimate of development potential[1, 2, 3]	• Comparison of existing and maximum allowable Floor Area Ratio (FAR) per current zoning by type (e.g. residential, commercial) using the following information: - GIS database with land use, zoning and mapping for Minneapolis and Columbia Heights
3.2 Potential value of development[1, 2, 3]	• Estimated assessed value of development potential using the following information: - GIS database with land use, zoning and mapping for Minneapolis and Columbia Heights - Average assessment values by general category for Minneapolis and Columbia Heights
3.3 Potential for alternative to spur development[3]	• Qualitative assessment of an alternative's potential to spur development based on peer review/research and/or business/developer forum

Table 4: Detailed Evaluation Criteria – Integrate with the Existing Transportation System

Evaluation Criteria	Presentation/Methodology
4.1 Transit ridership per vehicle revenue hour	• 2030 ridership per vehicle revenue hour, defined as follows: - No-Build o Corridor – For Routes 10, 18 and 59 o System-wide - Build o Enhanced bus/modern streetcar o Corridor – Enhanced bus/modern streetcar together with limited-stop service, local bus service on Nicollet Avenue south of 46th Street and Central Avenue north of 41st Avenue NE, and Grand Avenue circulator o System-wide
4.2 O&M cost per passenger	• 2013 O&M cost per 2030 passenger, defined as follows: - No-Build o Corridor – For Routes 10, 18 and 59 o System-wide - Build o Enhanced bus/modern streetcar o Corridor – Enhanced bus/modern streetcar together with limited-stop service, local bus service on Nicollet Avenue south of 46th Street and Central Avenue north of 41st Avenue NE, and Grand Avenue circulator o System-wide
4.3 Impact on corridor traffic[2, 3, 7]	• Potential measures include the following, based on Metropolitan Council travel demand model output, Hennepin County's Washington Avenue redesign project, and others to be determined: - Segment planning level of service (LOS) - Planning LOS for key intersections such as: o Washington Avenue at Central/Third Avenue o Washington Avenue at Hennepin Avenue o Washington Avenue at Nicollet Mall - Change in auto travel time by segment relative to o Existing conditions o No-Build alternative
4.4 Impact on parking[2, 3, 7]	• Potential number of on-street parking spaces impacted by segment based on the following information: - Inventory of on-street parking - Digital orthophoto - Typical sections - Select conceptual representative segments - *Detailed Definition of Alternatives* report
4.5 Impact on freight railroads[3]	• Qualitative assessment of the potential impact to freight railroads

Table 5: Detailed Evaluation Criteria – Support Healthy Communities and Environmental Practices

Evaluation Criteria	Presentation/Methodology
5.1 Potential impacts on historical, cultural and natural resources	• Qualitative assessment of potential impacts on the following historic, cultural and natural resources: - Central Avenue bridge - Mississippi National River and Recreation Area - Midtown Greenway - Historic districts to be determined (including those identified in map "Overview of the Corridor") - Parks - Others to be determined by consultant team This assessment will be based on information such as literature research of historic properties (National Register of Historic Places, SHPO inventory data, City of Minneapolis inventory potentially historic properties, SWLRT DEIS); digital orthophoto; MetroGIS data; and others to be determined.
5.2 Year 2030 transit-dependent ridership	• 2030 average weekday ridership by transit dependent persons: - No build[8] - Enhanced bus service - Modern streetcar service
5.3 Benefits to low-income and minority population[1, 2, 3]	• Comparison of low-income and minority population composition by segment of the Nicollet-Central corridor to city and regional figures based on 2010 U.S. Census and Metro Transit Title VI information.
5.4 Affordable housing[1, 2, 3]	• Corridor's share in the number of legally binding affordable housing relative to region's share
5.5 Environmental benefits	• Based on FTA's January 9, 2013, New Starts and Small Starts guidance, quantitative assessment of the following factors using estimate of vehicle miles traveled (VMT) from the travel demand model and operations plan: - Air quality - Energy use - Greenhouse gas emissions - Crash rate

Table 6: Detailed Evaluation Criteria – Develop an Implementable Project with Community Support

Evaluation Criteria	Presentation/Methodology
6.1 Public sentiment	• Qualitative assessment of public support or opposition to an alternative based on feedback online, at open house and toolkit meetings, and other means still to be determined
6.2 Business/developer community sentiment	• Qualitative assessment of business community support or opposition to an alternative based on feedback obtained online, at open house and toolkit meetings; peer review/research; and others still to be determined (such as business/developer forum)
6.3 Annual O&M cost estimate	• Year 2013 annual O&M cost estimate - No Build o Corridor – Routes 10, 18, and 59 o System-wide - Build o Enhanced bus/modern streetcar o Corridor o System-wide
6.4 Capital cost estimate[3]	• Year 2013 capital cost estimate - Alternative - Total transit service in the corridor[9]
6.5 Cost-effectiveness	• Based on FTA guidance dated January 9, 2013, for New Starts projects: $\frac{\text{Annualized Capital Cost + Annual O\&M Cost}}{\text{Total Project Trips + Project Trips by Transit-Dependent Persons}}$

1 Results will be based on Metropolitan Council's population and employment data at the transportation analysis (TAZ) level. Year 2010 population and employment data are also based on 2010 U.S. Census while 2030 data are based on forecasts that have been adopted by the Metropolitan Council.

2 Criterion/measure is not anticipated to differentiate alternatives using the same alignment.

3 Criterion/measure will be presented by segment for comparison within the corridor.

4 Measure indicates transit-dependent population as currently defined by FTA's January 9, 2013 guidance as follows: persons with no cars or by persons in the lowest income bracket defined locally. As for the latter, persons below poverty level will be used for purposes of this study, Metro Council is confirming if a regional standard, possibly 150 percent of poverty is consistent with other projects and easily available.

5 2030 ridership forecasts will use the Metropolitan Council travel demand model, Midtown Corridor validation of the model, 2010 Travel Behavior Inventory, and Metro Transit's Automatic Passenger Counter data from Fall 2012.

6 At the April 15, 2013 PMT meeting, this analysis will be completed using the following definitions of poverty: People whose income is below the poverty level and people whose income is below 150 percent of the poverty level.

[7] Criteria/measures are under review pending meeting on April 22, 2013between PMT, consultant team traffic operations lead, and TAC traffic operations representatives.

[8] As of April 2, 2013, criteria are still under developed pending discussion with Ridership Forecasting task lead.

[9] Definition of "corridor" needs further discussion with PMT to facilitate consistent presentation of information to stakeholders and public.