

AGENDA

Technical and Community Advisory Committee Meeting

Date/Time: December 11, 2012 – 3:30-5:30pm

Location: City Hall Room 333

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|-------------|---|-------------|
| I. | Welcome and Introductions | 3:30 |
| | A. Introductions | |
| | B. Approve notes from November 13 meeting | |
| II. | Alternatives Recommended for Detailed Definition and Evaluation | 3:05 |
| | A. Downtown Alignment: Why Nicollet Mall? | |
| | B. Alternatives Recommended for Detailed Definition and Evaluation | |
| IV. | Overview of Defining Alternatives in Detail | 3:25 |
| | A. Conceptual Service Plan and Stop Locations | |
| | B. Vehicles | |
| | C. Stop Facilities | |
| | D. Streetcar Right-of-Way Requirements for Substations and Maintenance Facility | |
| | E. Street Design Considerations | |
| V. | Workshop: Street Design Considerations | 3:45 |
| | A. Introduction – Purpose, Ground Rules and Desired Outcomes | |
| | B. Preliminary List of Priorities for Street Design | |
| | C. Assigning Priorities to Major Alignment Segments – Group Exercise | |
| | D. Summary and Next Steps | |
| VI. | Next Meetings | 5:25 |
| | A. TCAC: January 8, 2013 | |
| | B. Open Houses: Tentatively January 15 and 16, 2013 | |
| VII. | Adjourn | 5:30 |

MEETING NOTES

Technical and Community Advisory Committee Meeting #03

Date/Time: November 13, 2012 – 4 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

Anna Flintoft welcomed Committee members. The Committee approved the notes from its October 9, 2012 meeting.

II. Initial Screening of Alternatives

First, the consulting team explained the change in approach in the initial screening; specifically, the starter line analysis is being deferred until after the Detailed Definition and Evaluation of Alternatives phase, when information such as cost, ridership and economic development/redevelopment potential will be developed. Gavin Poindexter of the consulting team then reviewed with the Committee the purpose of this phase of the project, alignment and transit mode alternatives included in the initial screening, evaluation criteria, and a summary of how each alternative fared against individual criteria.

The screening analysis resulted in three most promising modal alternatives (local bus, modern streetcar, and enhanced bus) and one primary alignment alternative (Central Avenue NE, Nicollet Mall, and Nicollet Avenue) with two alternative alignment options in short segments within the primary alignment (both a 3rd Avenue/Central and a 1st/Hennepin Avenue river crossing alternative and both a through-Kmart and around-Kmart Lake Street/Nicollet Avenue connection alternative).

Following are the comments and questions received from the Committee on this agenda item:

- Are the criteria weighted? The criteria have not been weighted. They have been developed to address the Purpose and Need (as approved by the PAC during its October 29, 2012 meeting). The Purpose and Need did not prioritize any of the needs or goals and objectives; as such, the evaluation criteria were also not weighted.
- Are there any issues with the sway of a suspension bridge, such as the Hennepin Avenue river crossing, carrying train tracks? The river bridges will be evaluated during the detailed evaluation phase.
- How will the downtown alignment be connected to the two River crossing options still on the table? This will be determined during the Detailed Definition of Alternatives phase. In evaluating these connection alternatives, will there be penalties for “jogs” in alignment, specifically the extent that Washington Avenue would be used to connect the downtown alignment to the river crossing alignments? Traffic impacts will be considered in the detailed evaluation. In addition to Washington Avenue, the connection might also be made via 1st Street S, similar to today’s bus service.
- Is Hennepin Avenue part of the City’s Streetcar Network? Yes.

Nicollet – Central Transit Alternatives

- Do we need to use the 11th/12th Street pair when connecting Hennepin and Nicollet in downtown for the D1 alignment alternative (Hennepin Avenue through downtown)? 11th/12th is the most southern east-west connection between Nicollet and Hennepin in downtown. Current city plans recommend that transit on the Mall run the full length of the Mall.
- How would the Nicollet Mall alignment connect in the vicinity of the proposed Gateway Park on the Nicollet Hotel Block? The connection between the D2 (Nicollet Mall) and C1 (1st/Hennepin river crossing) alignments will be developed in the detailed evaluation. There are still many scenarios to balance transit, park, and development objectives.
- What is the reason for Alignment Alternative D4 (3rd Avenue S through downtown) connecting to Nicollet Avenue S and not extending further south along 3rd Avenue toward the Minneapolis Institute of Arts? Nicollet Avenue has more destinations along it than 3rd Avenue and is more central to the core of downtown. 3rd Avenue is also not part of the priority transit corridors identified in Metro Transit's *Arterial Transitway Corridors Study*, the *Access Minneapolis Primary Transit Network* and *Minneapolis Streetcar Feasibility Study*.
- What are plans to improve access along Third Avenue South where there are museums? The detailed analysis will look at east-west bus connections that would feed into transit line along the Nicollet-Central corridor.
- Why is the option of First/Blaisdell going around the Kmart site recommended to be carried forward? Both alternatives are recommended for further evaluation because the redevelopment of Kmart is not a certainty at this time and to get an understanding of the potential costs and benefits associated with each of these options.
- Could a streetcar operate within the Mall's existing roadway width? Yes.
- Following are concerns discussed regarding carrying forward only Nicollet Mall as a downtown alignment option: impacts on underground utilities, areaways and service access/delivery on Nicollet Mall and the costs of mitigating these impacts. There is also concern that businesses along the Mall will be asked to contribute to the cost of streetcar. As such, why not carry a second alternative (specifically Hennepin Avenue) in downtown?
- What are impacts of snow on streetcar operations? Snow maintenance is similar to that of light rail.
- There was extensive discussion on the interface between streetcars and bikes, particularly bike tires getting caught in the flangeway.

III. Outreach Toolkit

Anna Flintoft and April Manlapaz of the consulting team reviewed the purpose of the outreach toolkit, i.e. to expand the breadth of public involvement for the project. Anna asked Committee members to get in touch with her to participate, particularly in the web-based training scheduled for November 16, 2012.

IV. Peer City Research

Anna distributed the peer review information that was part of the PAC meeting on October 29, 2012, and apprised the Committee of additional peer research and outreach activities coming as part of the Study.

Sign-In Sheet

Technical and Community Advisory Committee Meeting #03

Nov 13, 2012, 4 PM – 5:30 PM

Minneapolis City Hall, Room 333

Name	Agency/Group	Initial
Allan Klugman	Minneapolis Public Works – Traffic and Parking	ASK
Betty Folliard		BF
Becky Rolloff		
Bob Byers	Hennepin County	
Bob Greenberg		BG
Charles Carlson	Metro Transit	
Christine Levens		
Cole Hiniker	Metropolitan Council	CH
David Frank	Minneapolis CPED – TOD	DF
David Sternberg		
Dean Michalko	Hennepin County Transit and Community Works	DM
Dore Mead		DM
Ed Newman		EN
Erica Christ		EC
Henry Jimenez		HJ
Jason Orcutt	Anoka County	
Jeff Sargent	Columbia Heights	
Jen Wendland		JW
Joe Bernard	Minneapolis CPED – Community Planning	JB

Sign-in Sheet (Cont.)

Name	Agency/Group	Initial
Joe Surisook		
Katie Hatt		
Kevin Hansen	Columbia Heights	
Kevin Upton		<i>KU</i>
Mark Stenglein		<i>MS</i>
Matt Brown		
Michael Nelson		
Mike Corbett	MnDOT	<i>MJC</i>
Sheila Cartney	Columbia Heights	
Tom Johnson	Hennepin County Transportation	
<i>Adam Harrington</i>	<i>Tom Johnson</i>	

<u>Project Management</u>		
Anna Flintoft		<i>✓</i>
Peter Wagenius		<i>✓</i>
April Manlapaz		<i>✓</i>
Dan Meyers		<i>✓</i>
Gavin Poindexter		<i>✓</i>