

AGENDA

Policy Advisory Committee Meeting

Date/Time: September 24, 2012 – 3:30 PM to 5:30 PM

Location: Minneapolis City Hall, 350 S. 5th Street, Room 319

-
- | | | |
|-------------|---------------------------------------------------------------------|-------------|
| I. | Welcome and Introductions | 3:30 |
| II. | Vision for Transit in the Corridor | 3:40 |
| | A. North of the River (Hennepin/1 st /Central Avenue NE) | |
| | B. Downtown (Nicollet Mall) | |
| | C. South of I-94 (Nicollet Avenue) | |
| II. | Overview of Study | 4:30 |
| | A. Previous Study to Date | |
| | B. Alternatives Analysis Process | |
| | C. Modal Alternatives | |
| | D. Policy Advisory Committee Role | |
| | E. Public & Stakeholder Engagement | |
| | F. Timeline and Key Decisions | |
| III. | Developing the Project Rationale | 4:50 |
| | A. Formal Purpose & Need Requirement | |
| | B. Draft Purpose & Need Statement (attached) | |
| IV. | Next Meeting | 5:15 |
| | A. Date/Time | |
| | B. Action Item: Approve Purpose and Need Statement | |
| V. | Adjourn | 5:30 |

Upcoming Public Open Houses

11 A.M.-1 P.M., Wednesday, September 26, 2012, Minneapolis Central Library, 300 Nicollet Mall

5:30-7:30 P.M., Wednesday, September 26, 2012, 5th Precinct Police Station, 3101 Nicollet Avenue S

5:30-7:30 P.M., Thursday, September 27, 2012, Eastside Food Co-Op, 2551 Central Avenue NE



Draft Purpose and Need Statement Summary

The purpose of the Nicollet-Central Transit Alternatives project is to improve connectivity, enhance the attractiveness of transit service, and catalyze development within the Nicollet-Central Corridor.

Minneapolis is a dense urban built environment with a growing network of transportation alternatives. The Twin Cities region has several major transit investments in various stages of implementation, most of which directly serve downtown Minneapolis and are primarily oriented to serving long and medium distance trips. The Nicollet-Central corridor includes some of the region's most densely-developed and transit-oriented activity centers, including downtown, and is planned to continue to grow with compact, mixed-use development. The corridor has a significant demand for shorter distance transit trips and is currently served directly by several high-ridership bus routes. While bus service in the corridor is frequent, it does not connect the activity centers and destinations in the corridor with a legible, easy-to-use, reliable transit service that can serve the growing travel demand and support economic development objectives.

The need for the Nicollet-Central Transit Alternatives project is based upon:

- **Strong and growing travel demand**
 - Population and employment are densely concentrated in the corridor and projected to grow significantly in and near downtown Minneapolis.
 - Existing bus riders make a lot of short trips in the corridor already, and demand for short trips is expected to grow with population and employment growth.
 - The corridor serves a diverse range of destinations and reasons that people travel, contributing to a strong, all-day transit market.
 - A lot of people living in the corridor rely on public transportation for access to jobs and economic opportunities and contribute to a strong transit market in the corridor.
- **Economic development trends and objectives**
 - Local land use policies direct compact, mixed-use development to the corridor, and the development market has shown that those policies are being implemented.
 - Nicollet Mall is a central component of economic vitality in downtown Minneapolis, and the public and private sector have prioritized improving infrastructure, the pedestrian experience, and connectivity along and beyond Nicollet Mall.
- **Deficiencies in existing bus service**
 - The existing bus service in the corridor is not clearly distinguishable from other bus service in the region and does not connect all of the activity centers in the corridor in a way that makes it attractive and easy to use for both regular and occasional riders.
 - The quality of existing passenger facilities in the corridor is basic and not commensurate with passenger demand.
 - Existing vehicles and service frequency contribute to capacity constraints for future growth.
 - Boarding and fare payment on existing bus service is slow and contributes to inconsistent reliability of service in the corridor.

Nicollet – Central Transit Alternatives

The goals of the Nicollet-Central Transit Alternatives project are to:

- **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 both regular and occasional riders
- **Catalyze and Support Economic Development**
 - Support the economic vitality of downtown
 - Support the economic vitality of small neighborhoods 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 and cultural resources and to disadvantaged communities
 - Minimize neighborhood and property impacts
 - Support improved transportation, housing and economic opportunities for people of all income levels
- **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