Nicollet-Central Transit Alternatives

Public Outreach Summary Report for
Phase I: Purpose and Need

November 2012

Minneapolis
City of Lakes

Prepared for:

City of Minneapolis

Prepared by:

URS

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1. Introduction

The City of Minneapolis, in partnership with Metropolitan Council and Metro Transit, is conducting an Alternatives Analysis study to evaluate a variety of transit options within the Nicollet-Central Corridor. The 9-mile study area runs primarily along Nicollet and Central Avenues through downtown Minneapolis between 46th Street (near the I-35W Transit Station) and Columbia Heights Transit Center at 41st Avenue NE. Major outreach efforts are tied to key study deliverables to ensure that the widest possible range of voices is heard at key study decision points. The key decision points that will be targeted for concentrated outreach activities include:

- Phase I: Finalizing a statement of purpose and need and performance measures for project evaluation, completed in fall 2012;
- Phase II: Finalizing alternatives to be considered, to be completed in winter 2013;
- Phase III: Evaluation of alternatives, including refinement of alternatives, as needed, in spring 2013; and
- Phase IV: Selection of an LPA in summer 2013.

This report summarizes the public outreach activities and public input received during Phase I of the project (between August and October 2012), during which the Project Purpose and Need, Goals and Objectives, and evaluation criteria were developed. These include:

- Two Policy Advisory Committee meetings and two Technical/Community Advisory Committee meetings
- Three public open houses attended by 115 people
- An online survey completed by nearly 1,400 people
- Interviews with 14 key stakeholders
- Presentations at 29 standing community meetings and events attended by over 500 people

2. Advisory Committee Meetings

This study is being guided by a Policy Advisory Committee and supported by a Technical/Community Advisory Committee and a Project Management Team that is supported by a team of consultants. The overall decision making process for this project is outlined in Figure 2-1 below.

Figure 2-1: Decision-Making Structure

2.1. Policy Advisory Committee (PAC) Meetings

For this phase of the project, the PAC met twice - on September 24, 2012, and on October 29, 2012. Topics that were addressed at these two meetings are included in the Meeting Schedule, which is included as Appendix A of this report. Phase I of the study was concluded at the end of October when the PAC approved the final Purpose and Need and Goals and Objectives.

2.2. Technical and Community Advisory Committee (T/CAC) Meetings

For this first phase of the project, the T/CAC met twice - on September 11, 2012, and October 9, 2012. Topics that were addressed at these two meetings are included in the Meeting Schedule, which is included as Appendix A of this report.

3. Online Survey and Open Houses

3.1. Open Houses

During the week of September 24, 2012, a series of three public open houses were held in different parts of the corridor and different times of the day to allow a wide variety of people to learn about the study and provide input. One hundred and fifteen people signed in at the three open houses.

Central Library
300 Nicollet Mall
Minneapolis
Wednesday, September 26, 2012
11:00 a.m. to 1:00 p.m.
46 people signed in

Fifth Police Precinct
3101 Nicollet Avenue S
Minneapolis
Wednesday, September 26, 2012
5:30 p.m. to 7:30 p.m.
29 people signed in

Eastside Food Cooperative
2551 Central Avenue NE
Minneapolis
Thursday, September 27, 2012
5:30 p.m. to 7:30 p.m.
40 people signed in

Figure 3-1: Open House at the Central Library

Figure 3-2: Open House at the Eastside Food Cooperative

Figure 3-3: Open House at the Fifth Police Precinct

The open houses were advertised through press releases, email blasts, social media updates, and a project website as follows:

- Two press releases were issued by the City for the Open Houses: the first on August 29, 2012 and the second on September 25, 2012. These press releases were issued to a variety of media outlets, including those who serve traditionally under-represented communities. A list of these media outlets is included as Appendix B of this report and a list of the media coverage during this phase of the project is included in Appendix C.

- City staff sent an Open House and online survey notification email to all the neighborhood organizations, business organizations, and stakeholder organizations in the corridor on September 5, 2012 that requested further distribution to each organization's membership. Many organizations forwarded the information to their contact lists via email, websites and social media.

- Several City Council members posted information on the Open Houses and online survey in their regular email newsletters.

- City staff sent an email on September 20, 2012 advertising the Open House and online survey to 140 individuals who had signed up for the project email list before the Open Houses (either through the project website or when City staff presented at stakeholder organizations meetings).

- Notification of the Open Houses and online survey was posted on the project website (www.minneapolismn.gov/nicollet-central), as well as on the News and Events section of the City website.

The primary focus of the Open Houses was to engage and educate the public about the study and to solicit input on existing conditions. The Open Houses were set up so attendees went to four stations: (1) welcome, (2) study overview and process, (3) modes, and (4) Purpose and Need. The information presented at each of the stations is included as Appendix D. A project summary handout was also distributed at the open houses and made available in English, Spanish and Somali, as shown in Appendix F.

3.2. Online Survey

An online survey was available on the project website between September 5, 2012 and October 31, 2012, and 1,395 responses were received. The survey was advertised in coordination with the public open houses as described above, as well as through the following efforts:

- City staff posted an invitation to complete the online survey on September 6, on the City's Facebook page (which had over 12,000 "likes" or follower in September) and Twitter feed (which had over 17,000 followers in September).

- In early October 2012, the Minneapolis Downtown Council included an invitation and link to complete the online survey on the last page of their online survey for downtown employees.

3.3. Input Received

Open House attendees were asked to complete two separate surveys. The first survey asked respondents what they thought were major transportation problems, their impression of the existing bus service, and why they feel transit should be improved in the Nicollet-Central corridor, as well as their thoughts on which portion(s) of the corridor should be the highest priority for transit improvements. The second survey asked respondents which modes they felt are most promising and should be study further for their applicability to the Nicollet-Central corridor. The online survey was very similar to the open house survey. A summary of the questions asked in both surveys is shown in Table 3-1. Online and open house participants were also given an opportunity to submit open-ended comments and specific questions.

Table 3-1: Survey Questions

QUESTION	ONLINE (1,395 RESPONSES)	OPEN HOUSE (59 RESPONSES)
What mode of travel do you use the most often for trips in the Nicollet-Central Corridor	✓	
If you use transit in the corridor, what route do you ride most often?	✓	
Did you know that there is a free ride bus service on Nicollet Mall?	✓	
What is your opinion of existing bus service in the Nicollet-Central Corridor?	✓	✓
What are the major transportation problems in the corridor?	✓	✓
What are the 3 most important reasons to improve transit in this corridor?	✓	✓
What are the highest priority segments for implementing transit improvements in the short term?	✓	✓
What is your zip code of residence?	✓	✓
What is your zip code of work?	✓	✓
What is your race or ethnic identification?	✓	
What is your annual household income?	✓	
Is there anything else you would like to tell us about the Nicollet-Central Corridor?	✓	✓
Which of these modes (conventional bus, enhanced bus, modern streetcar, BRT in dedicated busway, LRT, other) do you think are the most promising in the Nicollet-Central Corridor and why?		✓

Several common themes emerged from the public input:

- Strong support for streetcar
- Need to improve speed of transit service (shorter travel time)
- Concern for bicycle safety
- Support for re-opening Nicollet Avenue at Lake Street
- Desire to encourage redevelopment/enhance neighborhoods
- Interest in reducing dependence on cars
- Grow the city around transit
- Improve transit reliability
- Cost effectiveness
- Preserve/improve the pedestrian character of Nicollet Mall

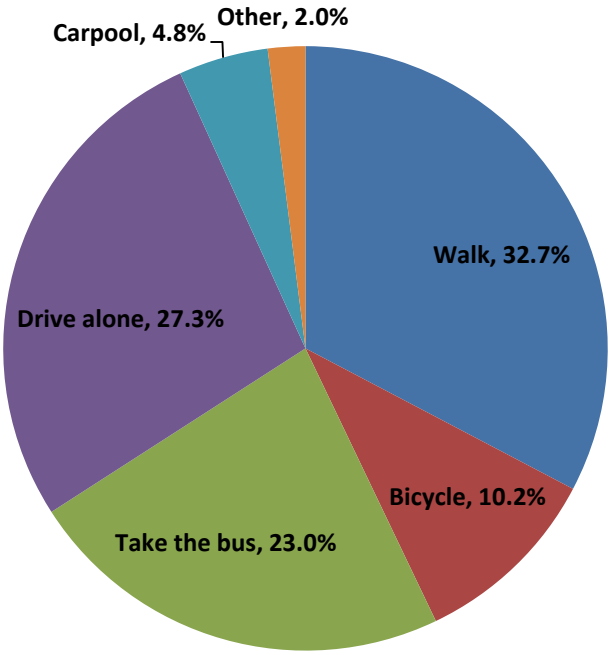
A summary of public input is below.

3.3.1. Travel behavior

As shown in Figure 3-4, a plurality of online survey respondents (32.7 percent) choose to walk for most of their trips within the Nicollet-Central corridor. 27.3 percent choose to drive alone within the corridor, and 23 percent take the bus. Bicycling, carpooling, and "other" comprise the balance of the respondents. The mode share of "transit-friendly" options that are currently used within the corridor (walking, taking the bus and biking) indicate a high level of comfort with non-auto transportation modes.

This question was not asked on Open House surveys.

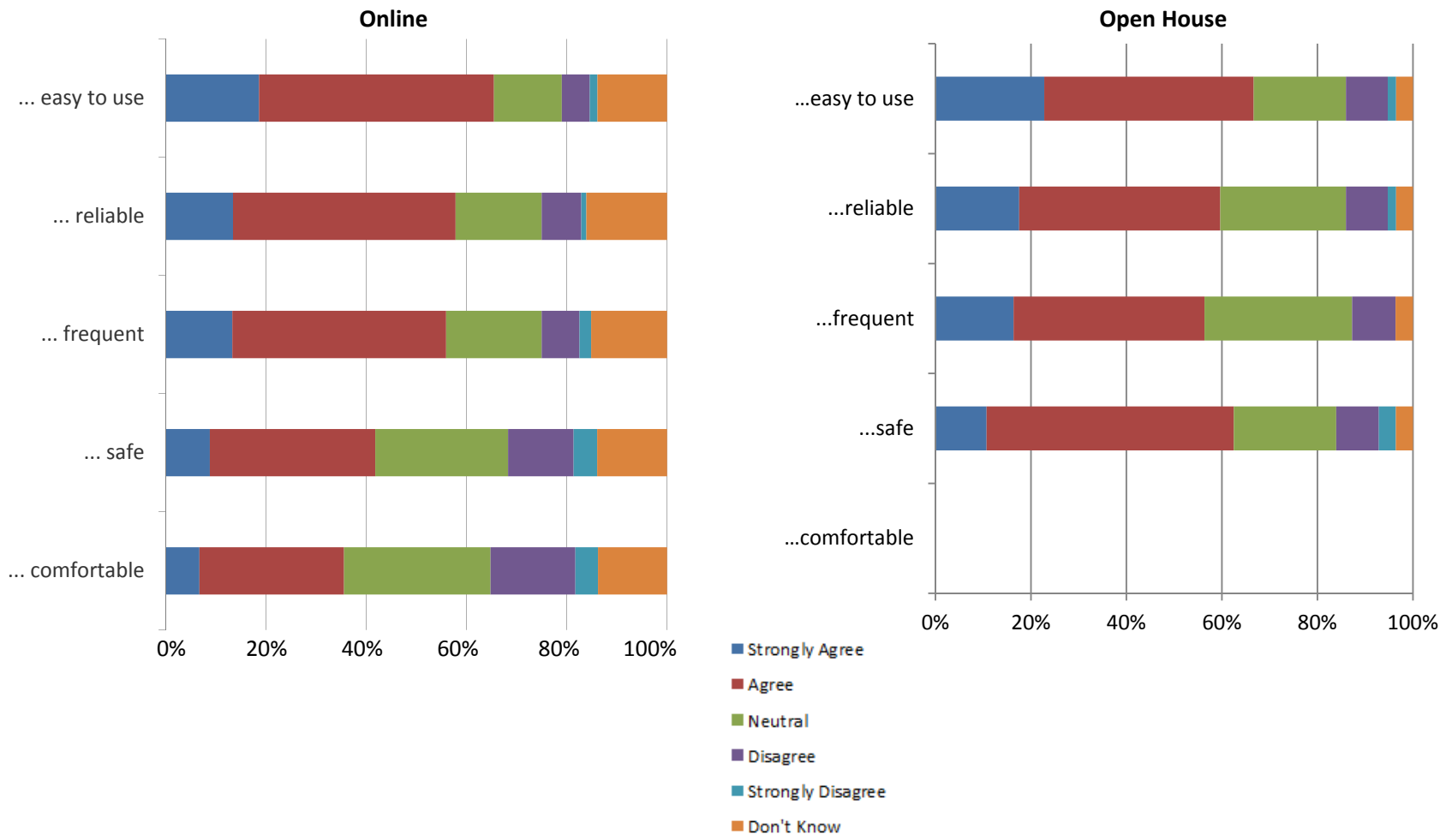
Figure 3-4: What mode of travel do you use most often for trips in the Nicollet-Central Corridor?



3.3.2. Existing transportation problems

Survey respondents were asked to identify the degree to which they agreed with a series of statements about transit service within the corridor: "existing bus service is… easy to use; reliable; frequent; safe; comfortable." A majority of respondents strongly agreed or agreed with each of the statements, with the exception of "existing bus service is safe" and "existing bus service is comfortable." The majority of respondents to these two statements either agreed with the statement or were neutral; only online respondents were asked for their opinion regarding comfort.

Figure 3-5: What is your opinion of existing bus service in the Nicollet-Central Corridor? The transit service is...

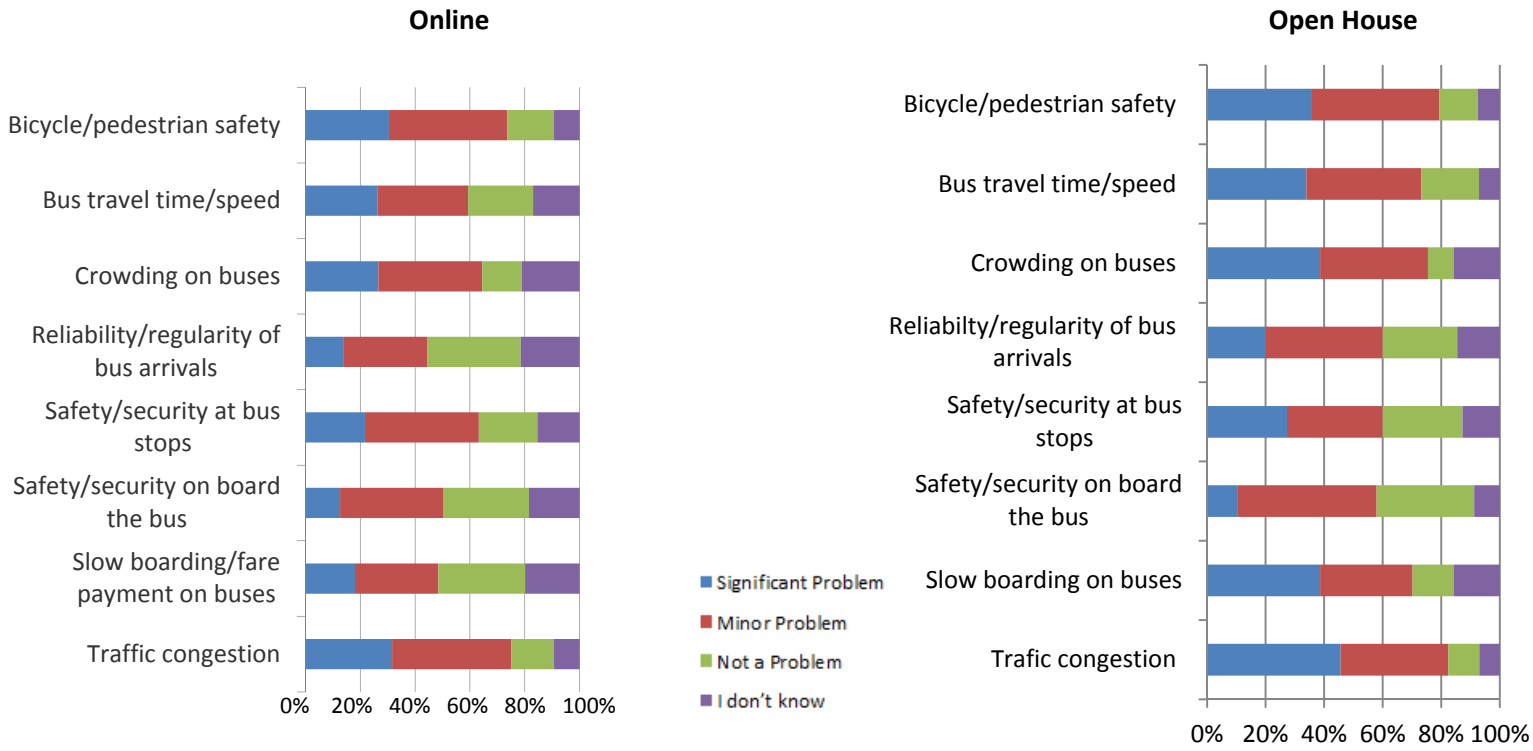


Respondents were also asked to identify the major transportation problems in the corridor from a series of eight options, including:

- Bicycle/pedestrian safety
- Bus travel time/speed
- Crowding on buses
- Reliability/regularity of bus arrivals
- Safety/security at bus stops
- Safety/security on board the bus
- Slow boarding/fare payment on buses
- Traffic congestion

The greatest number of online and Open House respondents identified traffic congestion as a significant transportation problem within the corridor (32 and 46 percent, respectively). Bicycle/pedestrian safety and crowding on buses were the second and third most commonly cited transportation problems in the corridor by online survey respondents. Open House survey respondents identified slow bus boarding and crowding on buses as the second and third most commonly identified significant transportation problems in the corridor.

Figure 3-6: What are the major transportation problems in the corridor?



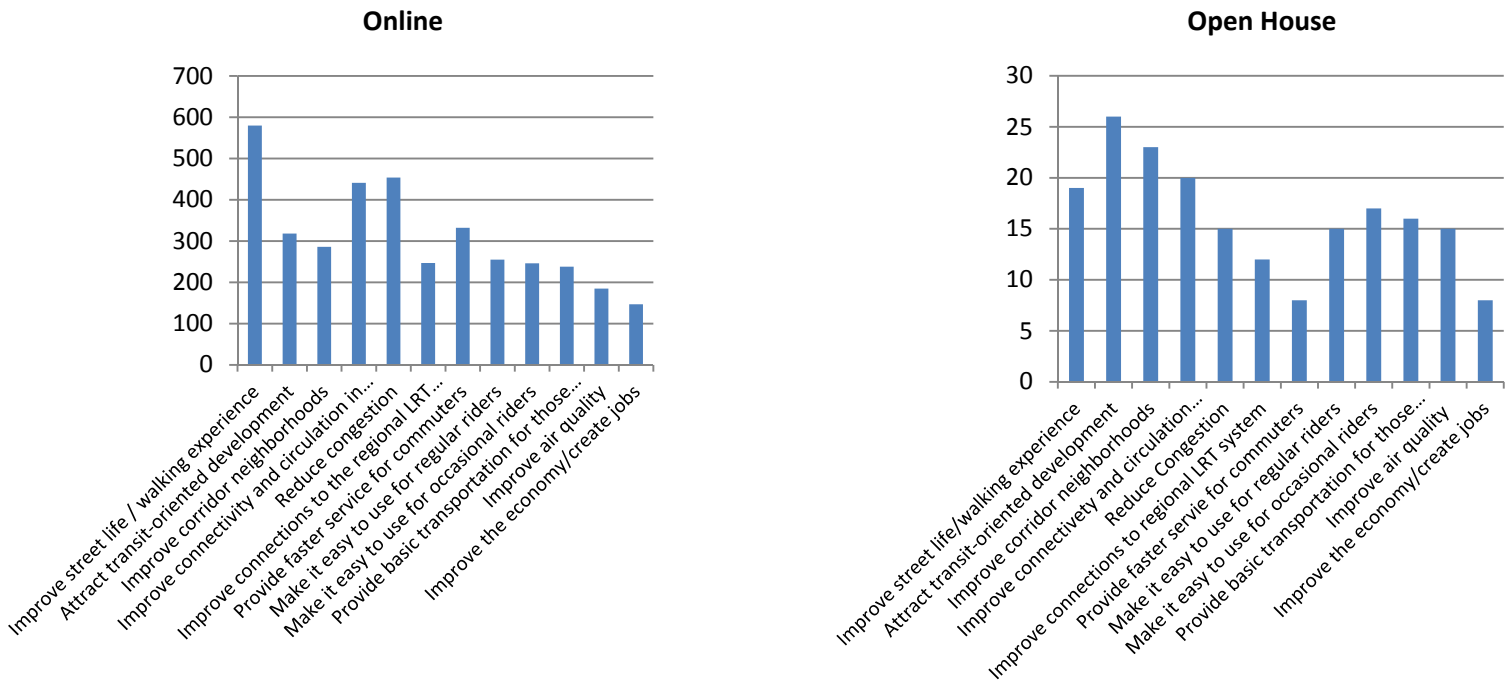
3.3.3. Reasons to improve transit

Survey respondents were given 12 potential reasons that transit should be improved within this corridor, and asked to identify the three most important:

- Improve street life/walking experience
- Attract transit-oriented development
- Improve corridor neighborhoods
- Improve connectivity and circulation downtown
- Reduce congestion
- Improve connections to regional LRT system
- Provide faster service for commuters
- Make it easy to use for regular riders
- Make it easy to use for occasional riders
- Provide basic transportation for those who cannot afford a car
- Improve air quality
- Improve the economy/create jobs

The greatest number of online survey respondents found improved street life/walking experience as the most important reason to improve transit within the corridor, followed by reduced congestion and improved connectivity and circulation within the downtown. Open House survey respondents identified the attraction of transit-oriented development, improvement of corridor neighborhoods, and improved connectivity and circulation in the downtown as the top three most important reasons to improve transit in this corridor.

Figure 3-7: What are the 3 most important reasons to improve transit in this corridor?



3.3.4. Priority segments

Respondents were shown as map with the study corridor divided into six segments (see Figure 3-8) and asked to rank the six by priority for short-term transit improvement implementation. Segments C, D and E received the highest average score (were ranked the highest priority), with Segment D identified as the highest priority by both online and Open House survey respondents. Segment A was identified as the lowest priority.

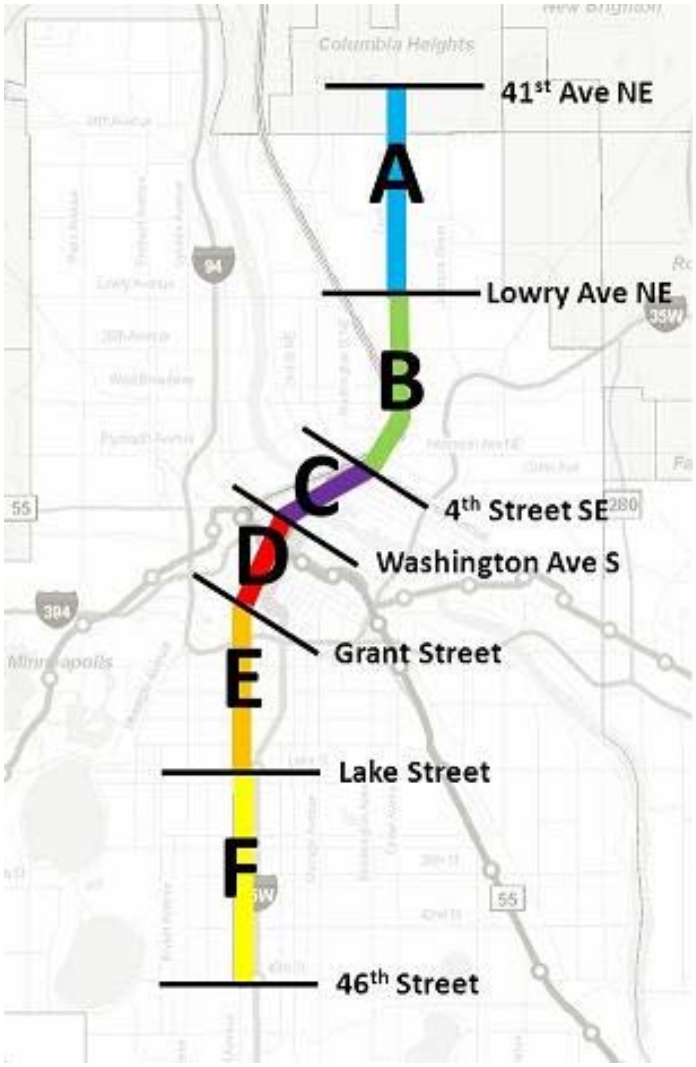
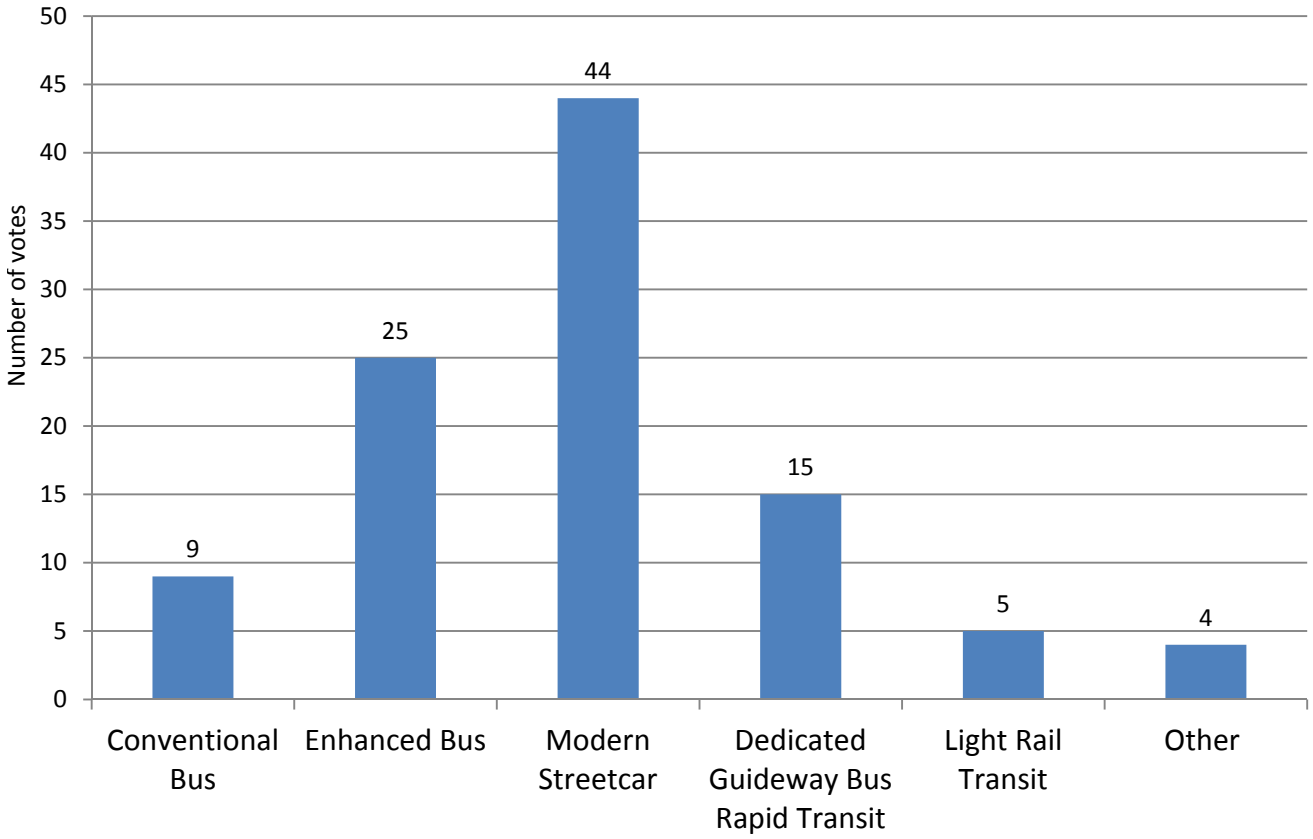


Figure 3-8: Map of Study Corridor Segments

3.3.5. Priority modes

Open House attendees were asked to identify which of the following modes are most promising for the Nicollet-Central corridor: conventional bus, enhanced bus, modern streetcar, dedicated guideway bus rapid transit, light rail transit, and other. Respondents were allowed to select more than one mode. Modern streetcar garnered the largest number of votes (44), while enhanced bus received 25 votes. Light rail received the fewest votes of the modes identified (five). Online survey respondents were not asked this question.

Figure 3-9: Which of these modes listed below do you think are most promising in the Nicollet-Central Corridor and why?



3.3.6. Where people live and work

Survey respondents identified their place of residence and employment by zip code, which was then grouped into four categories: east, Downtown Minneapolis, south, and outside of corridor. A plurality of respondents live in the area outside of the corridor (42 percent), while Downtown Minneapolis (20 percent) and residents from areas south of the corridor (22 percent) together comprise 42 percent of the respondents; 16 percent of respondents live to the east of the corridor.

These responses indicate that while places of residence are fairly distributed throughout the metropolitan area, places of employment are largely concentrated in Downtown Minneapolis.

Figure 3-10: Where respondents work

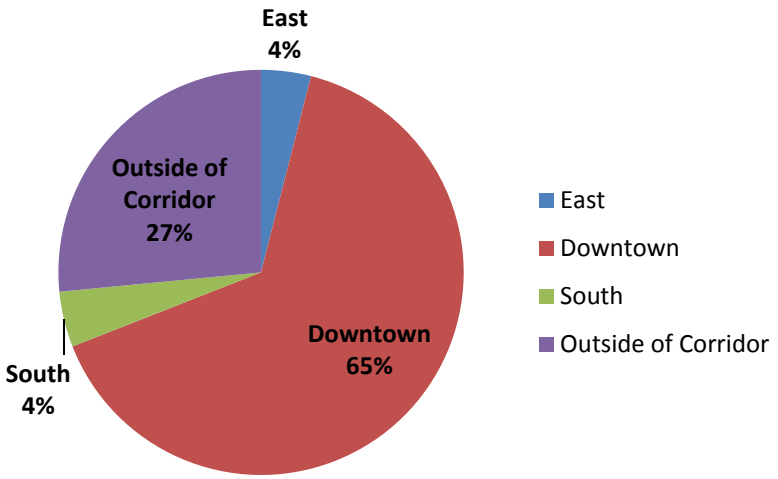
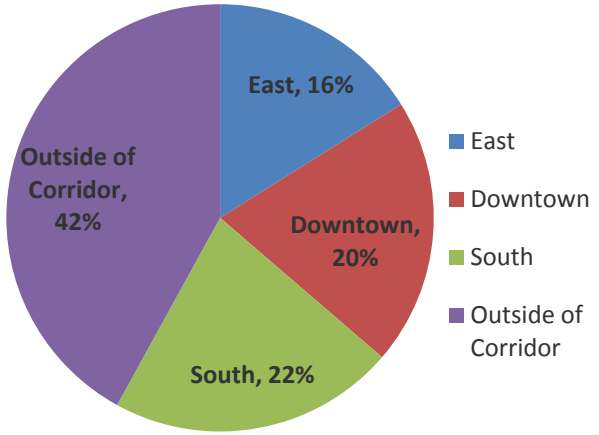


Figure 3-11: Where respondents live



3.3.7. Demographic information

The majority of on line respondents (93.6 percent) self-identified as white/Caucasian and reported annual household income that exceeds $100,000 (41.3 percent). Open House survey respondents were not asked demographic information.

Figure 3-12: What is your race or ethnic identification?

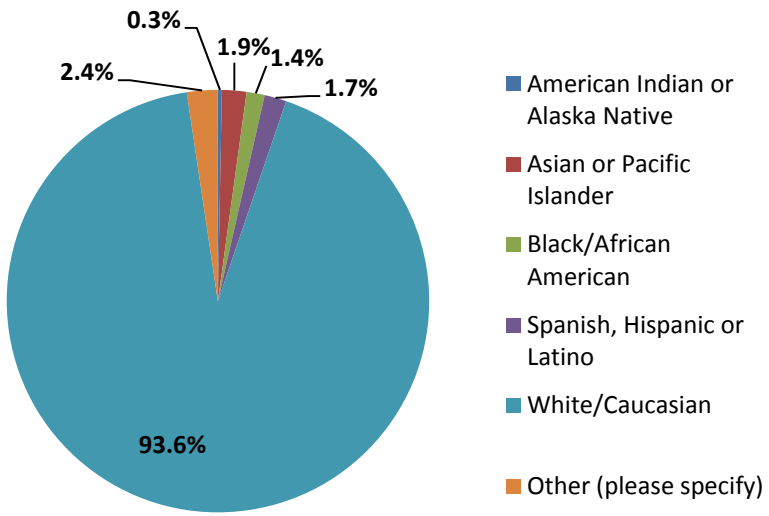
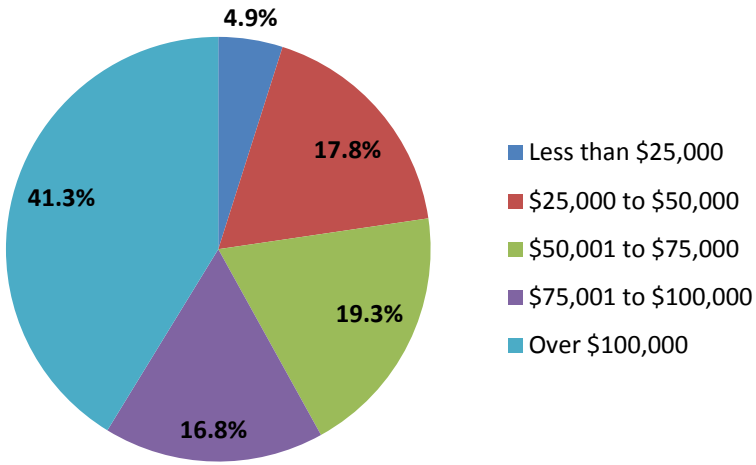


Figure 3-13: What is your annual household income?



3.3.8. Written comments

Open House and online survey respondents offered a variety of written comments and questions:

- Overall comments about the project (supportive or not supportive that it is being conducted)
- Mode comments (preferences for or against certain modes)
- Development and land use comments (general community and economic development comments, or site-specific comments)
- Recommendations and comments regarding existing and future transit service (service frequency, passenger experience, bicycle/pedestrian accommodations, transportation network integration, etc.)
- Project outreach comments (structure of the survey, suggestions about how to expand outreach)

Overall, respondents are supportive of the project, and wanted to provide specific comments or suggestions related to an element or aspect of the project.

Online and Open House comments were supportive of streetcar implementation. Open house survey respondents' were also supportive of faster and more frequent service and the potentially positive economic development/neighborhood impacts of a corridor transit investment. Online surveys respondents' second and third most commonly submitted comments were related to Nicollet Mall and in general support of the project.

Many respondents support the redevelopment of the Kmart site, and there were a number of comments regarding the future of Nicollet Mall – some strongly supported improved transit service, some don't want any transit on Nicollet Mall, and some don't want any change at all.

A small sample of online and Open House survey comments are included below.

- "Go for it! It will make our city more attractive to residents, potential residents and visitors. A streetcar line will bring us up to other cities such as Portland Seattle and others."
- "I think an enhanced bus system or street-car system would go a long way to improving travel times in this corridor - stopping every block is not needed. Additionally, focusing on appropriate development of business in this corridor to benefit residents and rider would be a huge boost to the local economy and greatly improve the neighborhoods."
- "Please be attentive to overall travel times. A big reason many choice riders do not use the bus is that is stops so frequently, contributing to very long travel times relative to vehicles and, downtown, the same travel speed as walking."
- "Central has a lot of bright possibilities and AMAZING ethnic diversity, and would love to show case that more, however the crime issues along Lowry Ave/Central are big deterrents for my friends/family from the suburbs to come to dinner with me at any of the fine establishments along the corridor!"
- "Nicollet Mall should be PEDESTRIAN-ONLY! Most European cities have pedestrian-only malls. They add greatly to ambiance and vibrance, are hugely popular, and are wonderful."
- ""Getting rid of KMart, and making Nicollet an actual vital and valid corridor should be the MOST important change that the city could make. Modern Street-cars and dedicated bike lanes would not only heighten safety, but would also help to revitalize the corridor."
- ""Tear down the K-Mart. The bus wastes more time going around that building. The building was a mistake and has become a blight on the landscape."

4. Stakeholder Interviews

A series of 14 stakeholder interviews were conducted in August 2012 as a part of the Nicollet-Central Transit Alternatives Study. Interviewees were identified by the Project Management Team. The majority of interviews were conducted in person by Project Consultant staff during the week of August 13, 2012. Some interviews were conducted by telephone in late August 2012, as scheduling constraints did not allow for in-person interviews. This summary is a collection of the comments made by interviewees, organized by theme.

The list of stakeholder interviewees, created by City staff and the consultant team, included representatives from a mix of public, private, and community/nonprofit interests along both the Nicollet and Central corridors. The interviewed stakeholders included:

- R.T. Rybak, Mayor
- Peter Wagenius, Policy Director, Office of the Mayor
- Kevin Reich, Councilmember, Ward 1
- Diane Hofstede, Councilmember, Ward 3
- Robert Lilligren, Councilmember, Ward 6
- Meg Tuthill, Councilmember, Ward 10
- Gail Dorfman, Hennepin County Commissioner
- Brian Lamb, General Manager, Metro Transit
- Jim Grube, County Engineer, Hennepin County
- Marian Biehn, Executive Director, Whittier Alliance
- Ethan Fawley, Minneapolis Bicycle Coalition
- Christine Levens, Executive Director, Northeast Chamber of Commerce
- John VanHeel, Citizens for a Loring Park Community
- John Wheaton, Board Member, Minneapolis Downtown Council

Each 45-minute interview was guided by a consistent set of questions. The stakeholders interviewed mentioned various key themes repeatedly through all categories of questions. These key themes, as detailed below, pertain to various more general, high-level questions. Major questions and response themes are summarized below.

- **Is the corridor ready for an immediate transit investment? When should a transit enhancement be made in the corridor?**
  - A transit enhancement is justified in the corridor now
  - Portions of the corridor are ready for a transit enhancement now
- **Where within the corridor should an investment be made both in the short- and long-term?**
  - A connection from downtown to Nicollet/Lake appears to be the most important first segment, but no strong consensus exists
  - Despite strong development momentum on Nicollet, Central may be more in need of a transit enhancement
  - The Nicollet Mall is the most likely connection through downtown
- **What type of transit enhancement should be made in the corridor?**
  - Strong interest and support for modern streetcar
  - Only moderate interest in bus modes
  - Not supportive of light rail in the corridor

- Existing transit services are generally well regarded
- Technology can play an important role in making transit more attractive

- **Why should this transit enhancement be made? What is the main purpose of a transit enhancement in the corridor?**
  - A transit enhancement should be viewed as both a tool for stimulating economic development as well as a way to improve mobility
  - Modern streetcar is preferred over buses as an economic development tool
  - Modern streetcar is more effective at attracting "choice" riders, but may also provide better access and more comfortable ride for seniors and people with disabilities
  - Strong support among local businesses for modern streetcar
- **How should a transit enhancement be made (e.g., funding, construction impacts/details, etc.)?**
  - Funding is a key challenge
  - Transit enhancement in this corridor could be a good opportunity to coordinate regional improvement projects (streets, transit, pedestrian, bike, etc.)
  - There are big concerns about construction impacts and mitigation
  - There are also concerns about the visual impacts and noise associated with various transit investments
  - Integration with bikes is critical
  - There are opportunities to reduce the impact of parking

5. Stakeholder Meetings

In addition to project-specific meetings, City and consulting team staff have attended 29 community organization meetings and events attended by over 500 people to educate the public about the project and to encourage public involvement. Organization name, meeting date, and number of attendees is summarized in the table below. This outreach will continue through all subsequent phases of the project.

Table 5-1: Stakeholder Meetings to Date

ORGANIZATION	MEETING DATE	NUMBER OF ATTENDEES
Downtown Minneapolis Neighborhood Association	8/14/2012	*30*
Downtown Minneapolis Transportation Management Organization	8/23/2012	*20*
Citizens for a Loring Park Community Land Use Committee	8/27/2012	*35*
Stevens Square Community Organization Neighborhood Development Committee	9/4/2012	*10*
Whittier Alliance Community Issues Committee	9/10/2012	*25*
Beltrami Neighborhood Council	9/10/2012	*10*
Northeast Minneapolis Chamber of Commerce	9/11/2012	*10*
Business Association of Whittier	*9/12/2012*	*10*
Kingfield Neighborhood Association	*9/12/2012*	*25*
Midtown Greenway Coalition	9/13/2012	*10*
Columbia Park Neighborhood Association	9/17/2012	*14*
Minneapolis Bicycle Advisory Committee Infrastructure Subcommittee	9/18/2012	*12*
Marcy Holmes Neighborhood Association	9/18/2012	*12*
Windom Park Citizens in Action	9/18/2012	*30*
Nicollet East Harriet Business Association	*9/19/2012*	*25*
Lake Street Council	9/20/2012	*15*
Minneapolis Pedestrian Advisory Committee Infrastructure Subcommittee	9/20/2012	*8*
St Anthony East Neighborhood Association	9/24/2012	*8*
Northeast Business Association	9/25/2012	*30*
Waite Park Community Council	10/3/2012	*15*
Midtown Community Works Partnership	*10/5/2012*	*20*
Northeast Park Neighborhood Association	10/9/2012	*7*
3rd Ward Neighborhood Fest	10/10/2012	*35*
Senior Citizens Advisory Committee to the Mayor and City Council	*10/11/2012*	*12*

	Holland Neighborhood Improvement Association	10/11/2012	*25*
	Loring Business Association	10/16/2012	*40*
	Logan Park Neighborhood Association	10/17/2012	*12*
	North Loop Neighborhood Association	10/24/2012	*10*

Common discussion topics and questions at the stakeholder meetings include:

- Confusion over differences among bus options – local bus, enhanced bus, BRT in dedicated busway
- Confusion over differences among LRT, modern streetcar and Minneapolis' historic streetcar system
- What is the advantage of streetcar and enhanced bus over existing bus service?
- Concern with bicycle safety if introducing streetcar tracks into the street
- Concern with on-street parking impacts among business stakeholders
- Concern with construction impacts: many people are familiar with the ongoing LRT construction on University Avenue and are concerned with similar impacts on Nicollet-Central
- How does the streetcar work in snow?
- Will you consider electric trolley bus?
- What is the visual impact of overhead wires for streetcars?
- What is the operating speed of streetcar?
- Interest in more information on the economic benefits of various alternatives
- Concern with impacts of both construction and gentrification on existing local businesses along Eat Street
- Several people at different meetings commented that they feel Route 10 is crowded, dirty, and/or unsafe
- Concern among stakeholders on Central Avenue with implementing transit improvements that do not serve the local community and do not enhance the quality-of-life for local residents; many people commented that Central Avenue and 1st and Hennepin Avenues are too oriented to long-distance travel and not to local community

Appendix A
Meeting Schedule

Meeting Schedule

DATE	TYPE OF MEETING	EXPECTED TOPICS	OUTCOMES
July 31, 2012 *Completed*	*TAC*	*Overview of AA Process* *Public Outreach and Decision-Making* *Role of TAC* *Review of Relevant Issues* *Schedule*	
September 11, 2012 *Completed*	*T/CAC*	*Overview of AA Process* *Likely Alternatives* *Role of T/CAC* *Public and Stakeholder Engagement* *Key Decision Points* *Purpose and Need Discussion* *Schedule*	
September 24, 2012 *Completed*	*PAC*	*Overview of AA Process* *Likely Alternatives* *Role of PAC* *Public and Stakeholder Engagement* *Key Decision Points* *Purpose and Need Discussion* *Schedule*	
September 26 and 27, 2012 *Completed*	*Public Meetings*	*Purpose and Need* *Work Completed To-Date* *Likely Alternatives* *Developing Alternatives*	
October 9, 2012 *Completed*	*T/CAC*	*Review of Public and Stakeholder Engagement* *Review of Purpose and Need* *Discussion of Alternatives Evaluation*	

DATE	TYPE OF MEETING	EXPECTED TOPICS	OUTCOMES
October 29, 2012 Completed	*PAC*	*Review of Public and Stakeholder Engagement* *Approve Purpose and Need, Goals andObjectives, Evaluation Criteria* *Discussion of Alternatives Evaluation* *Peer Review*	

* Additional committee meetings may be scheduled after the July 2013 PAC meeting related to Metropolitan Council LPA adoption, initiation of NEPA evaluation and other project advancement activities.

Appendix B
Project Press Release Recipients

Project Press Release Recipients

Two press releases were issued by the City for the September 2012 Open Houses: the first on August 29, 2012 and the second on September 25, 2012. These press releases were issued to a variety of media outlets, including those who serve traditionally underrepresented communities. These media outlets are listed below.

- Access Press
- Asian American Press
- Asian Pages
- Associated Press
- Black Radio Network
- Bring Me the News
- Business Journals
- Camden Community News
- City Pages
- CNN
- Corcoran Neighborhood News
- Downtown Journal/Southwest Journal
- Finance & Commerce
- Fox 9
- Hmong Times
- Insight News
- KARE 11
- KFAI
- KMOJ
- KSTP-AM
- KSTP-TV
- KTLK
- La Prensa
- Longfellow Nokomis Messinger
- Lyndale Neighborhood News
- Minneapolis Spokesman-Recorder
- Minneapolis/St. Paul Magazine
- Minnesota Daily
- Minnesota Monitor
- Minnesota Monthly
- Minnesota Public Radio
- MinnPost
- Northeaster/North news
- Pioneer Press
- Radio K
- Southside Pride
- Southwest Patch
- Star Tribune
- The Alley
- The Circle
- The Journal
- The Line
- The Morning Take
- The Sentinel
- The Uptake
- The Voice
- TMZ
- Twin Cities Business
- Twin Cities Daily Planet
- Univision
- Uptown Neighborhood News
- Warsan Times
- WCCO-AM
- WCCO-TV

Appendix C
Project Media Coverage

List of Project Media Coverage

Instances of project media coverage through October 2012 are listed below.

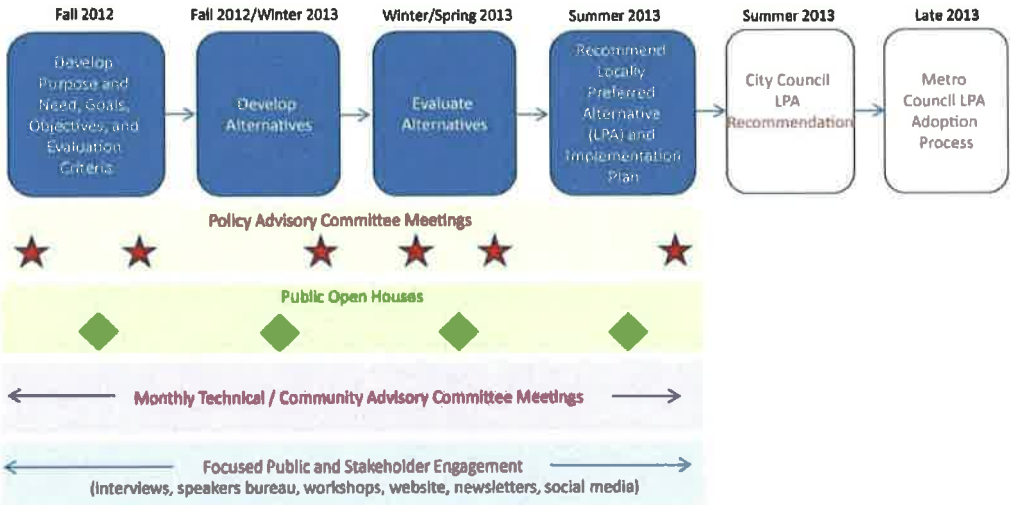
- September 19, 2012, Northeast KSTP, "Improving Transportation Is The Focus of Upcoming Meetings," http://northeast.kstp.com/news/news/163908-improving-transportation-focus-upcoming-meetings
- September 26, 2012, NBC KARE 11, "Will streetcars make a return to Minneapolis?" http://www.kare11.com/news/article/992735/396/Will-streetcars-make-a-return-to-Minneapolis
- October 2012, UrbanMSP blog "Minneapolis Streetcar System," http://urbanmsp.com/viewtopic.php?f=18&t=6
- October 4, 2012, *Minneapolis StarTribune,* "A streetcar corridor in Minneapolis?" www.startribune.com/business/172712201.html
- October 5, 2012, Reconnecting America, "News: FTA Endorses Honolulu Plan, Minneapolis Streetcar Plan, Presidential Debate & Cities, SF Affordable Housing, North Korean Oz," reconnectingamerica.org/.../news-fta-endorses-honolulu-plan-...
- October 5, 2012, Secrets of the City, "Does Minneapolis Desire a Streetcar?" www.secretsofthecity.com/secrets/view/does-minneapolis-desire-a-streetcar
- October 25, 2012, Finance and Commerce, "St. Paul puts streetcars in its sights," http://finance-commerce.com/2012/10/st-paul-puts-streetcars-in-its-sights/
- October 29, 2012, Minnesota Public Radio News, "St. Paul mulls return of streetcars," http://minnesota.publicradio.org/display/web/2012/10/29/news/saint-paul-mulls-return-of-streetcars/
- October 29, 2012, Reuters, "New Orleans sees revival of historic streetcars," http://www.reuters.com/article/2012/10/29/uk-usa-streetcars-neworleans-idUSLNE89S00W20121029

Appendix D
Open House Boards

What is an Alternatives Analysis?

- Required by the Federal Transit Administration (FTA)
- Builds on previous locally-led planning work
- Evaluates modes and alignments within a study corridor
  - Alternatives are developed to meet locally-defined purpose and need for project
  - Alternatives are subjected to multiple levels of evaluation against pre-defined criteria, which may include:
    - Cost
    - Operations
    - Ridership
    - Land use and economic development impacts
    - Environmental impacts
  - Best-performing alternative becomes the Locally-Preferred Alternative (LPA)
- The Metropolitan Council needs to adopt the LPA
- Public input is critical

How long will it take?



Project Development Process

Previous Work

December 2007:
Minneapolis Streetcar Feasibility Study

April 2012:
Arterial Transitway Corridors Study

Current Work

2012 – 2013: Nicollet-Central Transit Alternatives Study

Fall 2012

Purpose and Need ← We Are Here
- ✔ Corridor Problems and Challenges
- ✔ Vision for the Corridor
- ✔ Goals and Objectives and Evaluation Criteria

Late Fall/ Early Winter

Initial Development and Screening of Corridor Transportation Options
- ✔ Transit Mode Options
- ✔ Corridor Segment Options

Spring 2013

Detailed Definition and Evaluation of Alternatives

Summer 2013

Locally Preferred Alternative

Metropolitan Council - Approval of LPA

Next Steps

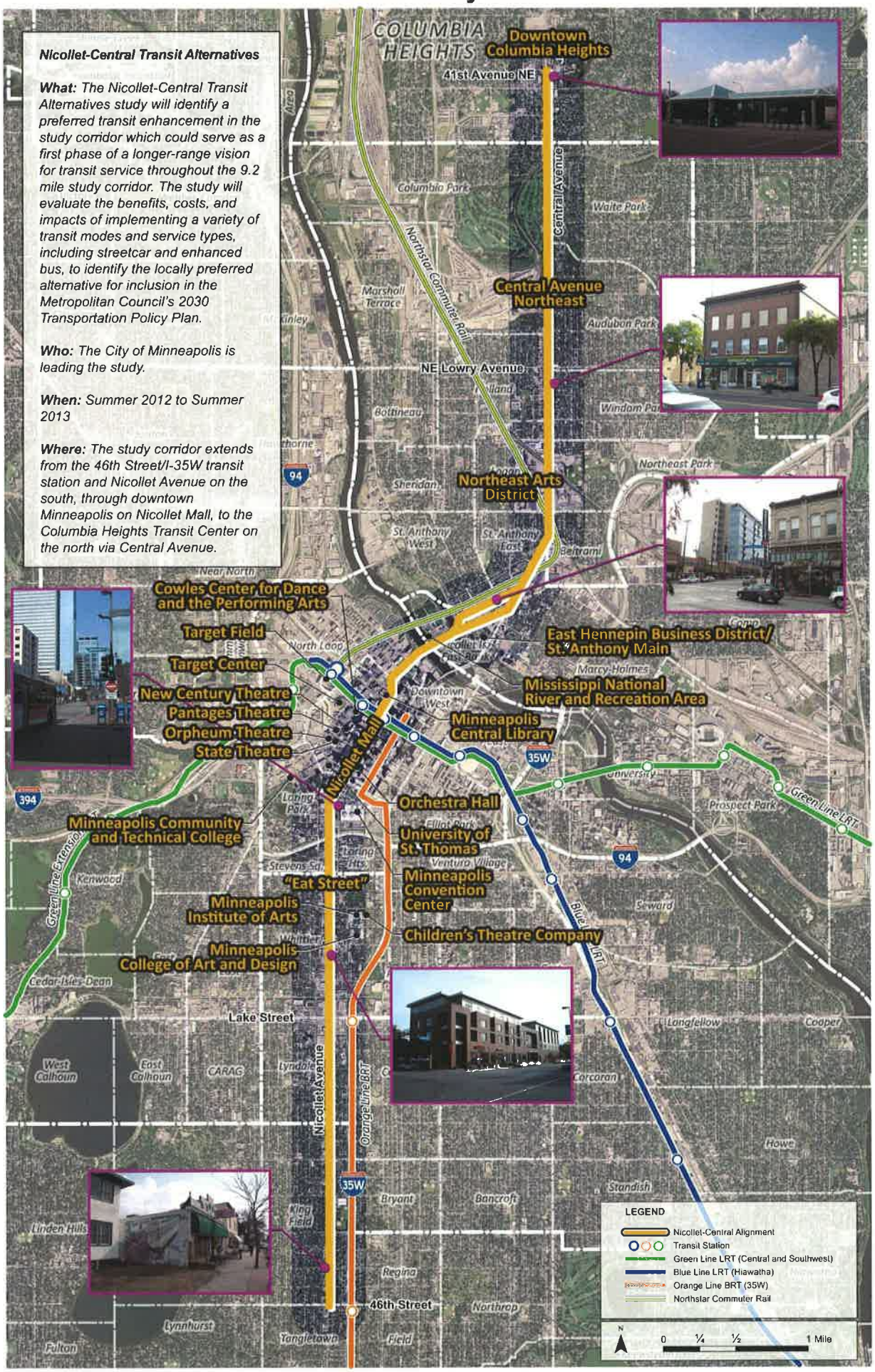
Design and Environmental Review

Construction

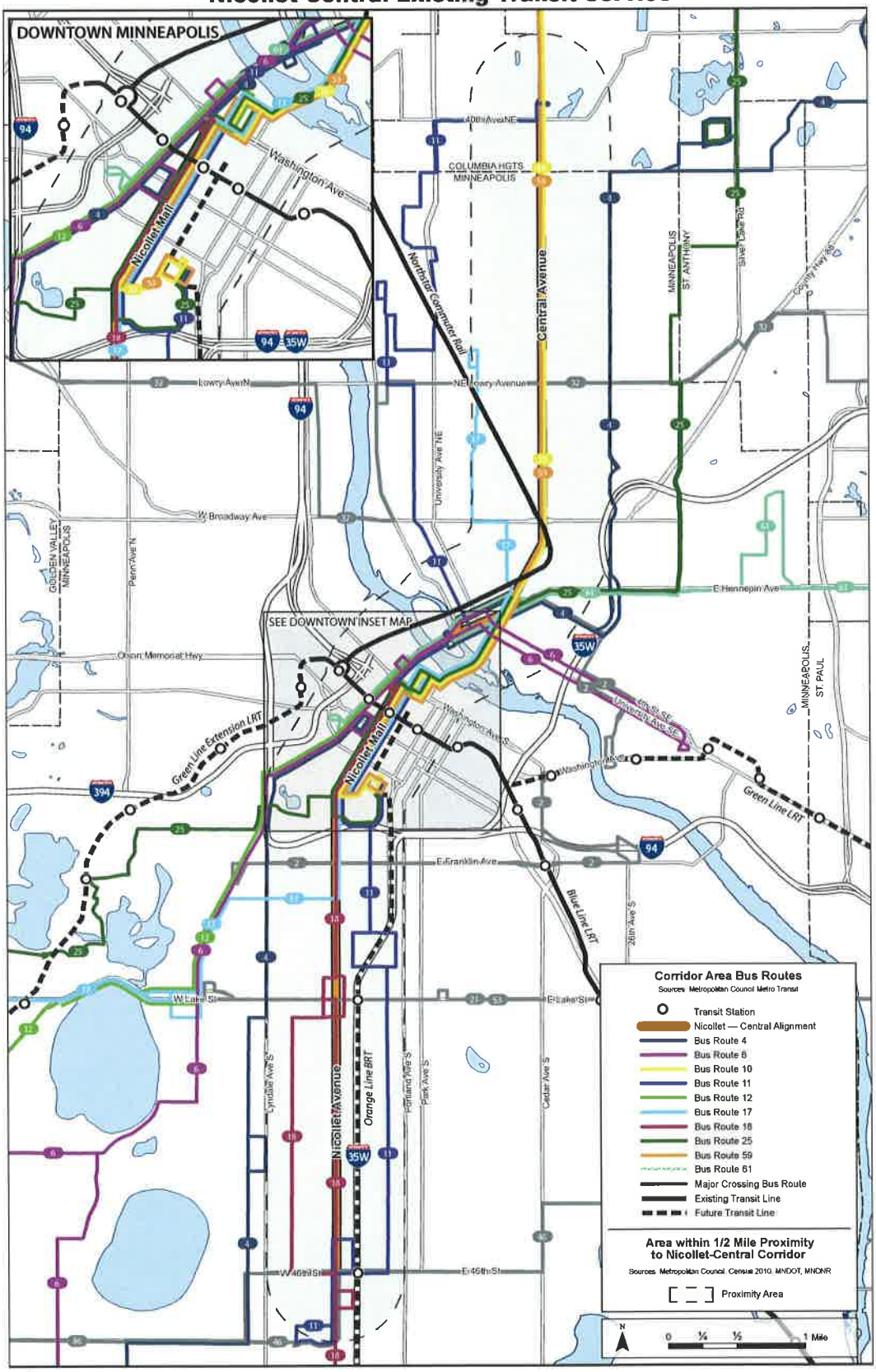
Operations

Secure Funding

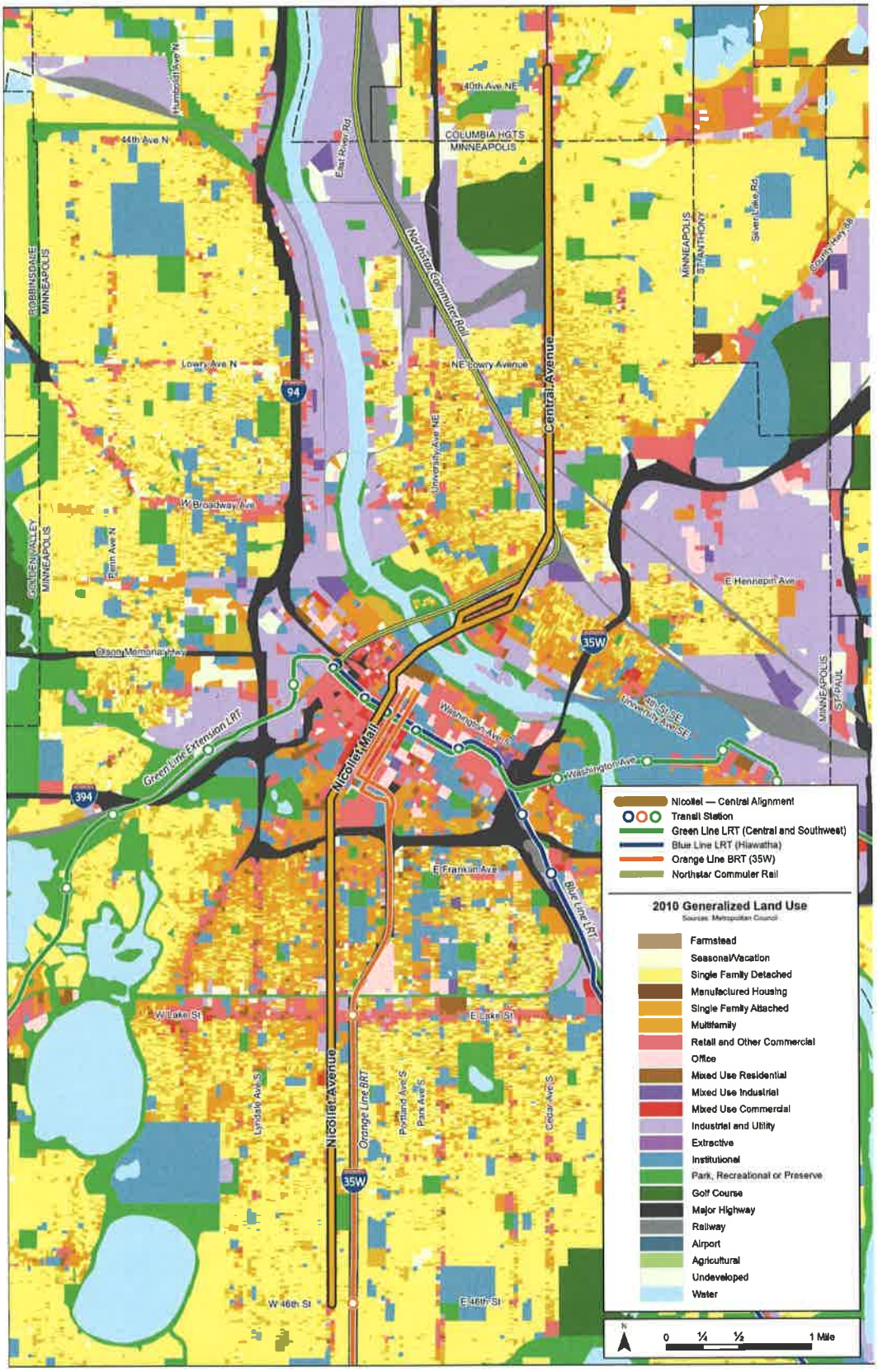
Overall Study Area



Nicollet-Central Existing Transit Service



2010 Generalized Land Use



Potential Transit Options

These forms of transit could operate within the Nicollet-Central Transit Corridor.

	Conventional Bus	Mixed Traffic		Dedicated Guideway	
		Enhanced Bus	Modern Streetcar	Bus Rapid Transit in Dedicated Busway	Light Rail Transit
	Hybrid Bus Minneapolis, Minnesota	Silver Line Boston, Massachusetts	Portland, Oregon	HealthLine BRT Cleveland, Ohio	Hiawatha Line Minneapolis, Minnesota
	Hybrid Bus Minneapolis, Minnesota	MAX Kansas City, Missouri	Seattle, Washington	EmX Eugene, Oregon	DART Dallas, Texas
Vehicle type/configuration	Single or articulated bus	Single or articulated bus	Single car train	Single or articulated bus	One to four car trains
Right-of-way	Mixed traffic lanes or bus-only lanes	Operates in mixed traffic	Rail tracks embeded within mixed traffic lane	Exclusive traffic lane or separate roadway; buses accomodate travel on streets beyond guideway	Exclusive rail corridor or tracks embedded within lane of roadway
Power source	Diesel, diesel/electic hybrid, or overhead electrical system	Diesel or diesel/electric hybrid	Overhead electrical system	Diesel or diesel/electric hybrid	Overhead electrical system
Top speed	Same as posted speed limit	Same as posted speed limit	Same as posted speed limit	55 mph	55 mph
Average corridor length	Varies	5 to 20 miles	2 to 5 miles	5 to 20 miles	10 to 20 miles
Station or stop spacing	1 to 3 blocks	1/4 to 1/2 mile	1/4 to 1/3 mile	Typically 1/2 to 1 mile	Typically 1 mile
Capital cost per mile	Vehicle cost plus shelter costs (<$1 million)	$1 to $6 million	$30 to $60 million	$10 to $50 million	$80 to $125 million
Noteworthy operating locations	Cities throughout North America	*Operating:* New York Kansas City Los Angeles Oakland Boston Las Vegas Seattle *In Development:* El Paso Chicago Jacksonville San Diego	*Operating:* Portland Seattle Toronto *In Development:* Tucson Charlotte Atlanta Salt Lake City Washington DC	*Operating:* Boston Cleveland Los Angeles Orlando Ottawa Pittsburgh Sacramento Salt Lake City Eugene *In Development:* Fort Collins	*Operating:* Baltimore Buffalo Cleveland Dallas Los Angeles Minneapolis Portland San Diego San Jose St. Louis Salt Lake City

Potential Transit Options

These forms of transit could not operate within the Nicollet-Central Transit Corridor

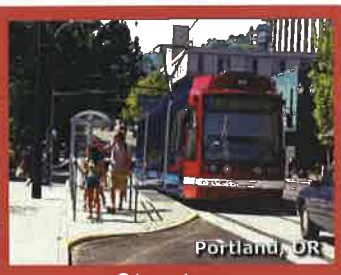
	Heavy Rail	Maglev	Automated Guideway Transit		Commuter Rail
			Monorail	Personal Rapid Transit (PRT)	
	CTA Chicago, Illinois	Shanghai, China	Las Vegas, Nevada	Heathrow Airport London, England	Northstar Minneapolis, Minnesota
	Metro Washinton, D.C.	Yamanashi, Japan	Seattle, Washington	London, England (Visualization)	Sounder Seattle, Washington
Vehicle type/configuration	Multiple car train	Multiple car train	Multiple car train	Small, single car vehicles	Locomotive unit plus three to ten passenger cars
Right-of-way	Underground or elevated network of corridors	Underground or elevated corridor	Elevated beam	Elevated guideway network	Freight rail corridor
Power source	Electrified third rail	Electromagnetism	Electrified third rails, contact wires, or channels attached to guidance beam	Battery	Diesel or overhead electrical system
Top speed	80 mph	268 mph	60 mph	30 mph	80 mph
Average corridor length	5 to 20 miles	300 miles	4 miles	3 miles	20 to 100 miles
Station or stop spacing	1 to 2 miles in outlying areas, closer in urban centers	50 to 100 miles	1 to 2 miles	<1/2 mile	2 to 5 miles
Noteworthy Operating Locations	Atlanta Chicago New York San Francisco Washington D.C.	Shanghai Maglev Train (No systems in operation in North America)	Disney World Las Vegas Newark Airport Seattle	Morgantown, West Virginia (1975) Heathrow Airport, London (2010) Masdar City, UAE (2011)	New York Chicago Philadelphia Dallas Los Angeles Minneapolis San Francisco

Elements of Enhanced Bus and Modern Streetcar

Mixed Traffic Operations

Enhanced Bus | Streetcar

Station & Urban Environment



Enhanced Bus | Streetcar | Streetcar

Boarding

Enhanced Bus | Streetcar

Power System

Streetcar

Vehicle Interior

Streetcar | Enhanced Bus | Enhanced Bus

DRAFT - Purpose of Proposed Action

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.

DRAFT - Problem Statement

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.

DRAFT - Project Goals and Objectives

Based on the Purpose and Need for transit improvements in the Nicollet-Central Corridor, the following Goals and Objectives have been developed:

- **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 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 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

DRAFT - Project Need: Strong and Growing Travel Demand

Population and employment are densely concentrated in the corridor and projected to grow significantly in and near downtown Minneapolis.

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.

People who Rely on Transit

% Zero Car Households:

- ½ mile Corridor: 25%
- Minneapolis: 19%
- 7-County Metro: 8%

% Population Living in Poverty:

- ½ mile Corridor: 24%
- Minneapolis: 22%
- 7-County Metro: 10%

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.

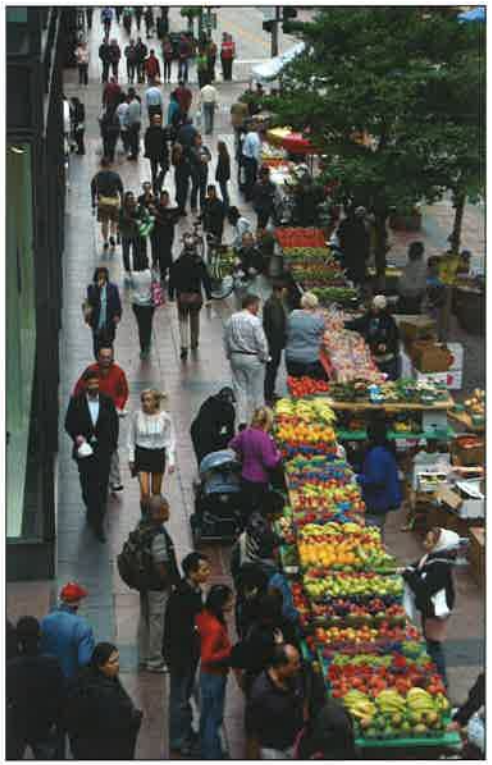
Weekday Passenger Trips on Routes 10 and 18 by Segment

CULTURAL	INSTITUTIONAL/ EDUCATIONAL	RECREATIONAL/ TOURISM	SHOPPING/DINING
Minneapolis Institute of Arts	University of St. Thomas	Minneapolis Convention Center	Nicollet Mall shopping and restaurant district
Children's Theatre Company	Minneapolis Community and Technical College	St. Anthony Main/Mississippi River	"Eat Street" restaurant district
Hennepin Theatre Trust (Orpheum, State, Pantages, New Century Theatres)	Minneapolis College of Art and Design	Target Center	Central Avenue NE commercial district
The Cowles Center for Dance and the Performing Arts	Minneapolis Central Library	Target Field	East Hennepin commercial district
Orchestra Hall		6,000 hotel rooms in downtown	Northeast Arts District

The corridor serves a diverse range of destinations and reasons that people travel, contributing to a strong, all-day transit market.

DRAFT - Project Need: Economic Development Trends and Objectives

Local land use policies direct compact, mixed-use development to the corridor, and the development market has shown those policies are being implemented.



Nicollet Mall is a central component of economic vitality in downtown Minneapolis, and the public and private sectors have prioritized improving infrastructure, circulation options, and the pedestrian experience on the Mall.

DRAFT - Project Need: Deficiencies in Existing Bus Service

- The quality of existing passenger facilities in the corridor is basic and not commensurate with passenger demand.

- Boarding and fare payment on existing bus service is slow and contributes to inconsistent reliability of service in the corridor.

- 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.

- Existing vehicles and service frequency contribute to capacity constraints for future growth.

Project Study Process

Fall 2012

Purpose and Need ← WE ARE HERE

- ✔ Corridor Problems and Challenges
- ✔ Vision for the Corridor
- ✔ Goals and Objectives and Evaluation Criteria

Late Fall/ Early Winter

Initial Development and Screening of Corridor Transportation Options

- ✔ Transit Mode Options
- ✔ Corridor Segment Options

Potential Evaluation Criteria

- *Potential right-of-way impacts*
- *Ability to service corridor transit demand*
- *Compatibility with local and regional plans*
- *Conceptual capital cost of alternative*
- *Community and stakeholder sentiment*

Spring 2013

Detailed Definition and Evaluation of Alternatives

Potential Evaluation Criteria

- *Employment*
- *Land use and economic development opportunities*
- *Estimated vehicle hours travelled*
- *Bicycle and pedestrian safety*
- *Cost effectiveness*
- *Community and stakeholder sentiment*
- *Consistency with local and regional plans and policies*
- *Environmental impacts/benefits*
- *Number of passengers per service hour*
- *Capital cost*
- *Operating and maintenance (O&M) cost*
- *Parking impacts*
- *Traffic impacts*
- *Transit-dependent population served*
- *Ridership*
- *Population density*

Summer 2013

Selection of Locally Preferred Alternative

Appendix E
Summary of Survey Results

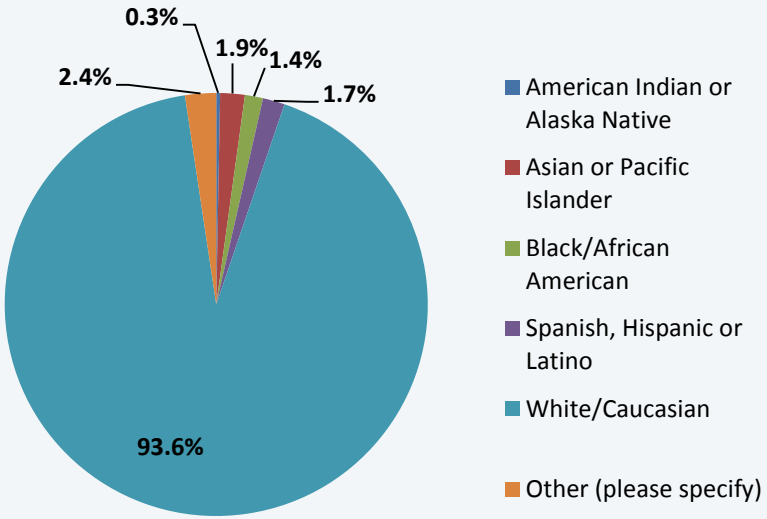
Public Outreach Surveys

How did we obtain surveys?

- Online Survey - http://www.minneapolismn.gov/nicollet-central/index.htm (1,395 surveys)
- Public Open Houses (59 surveys)
  - Central Library – 25 surveys
  - Fifth Precinct – 14 surveys
  - Eastside Coop – 20 surveys
- Various neighborhood business association meetings (not included at this time due to sample size)

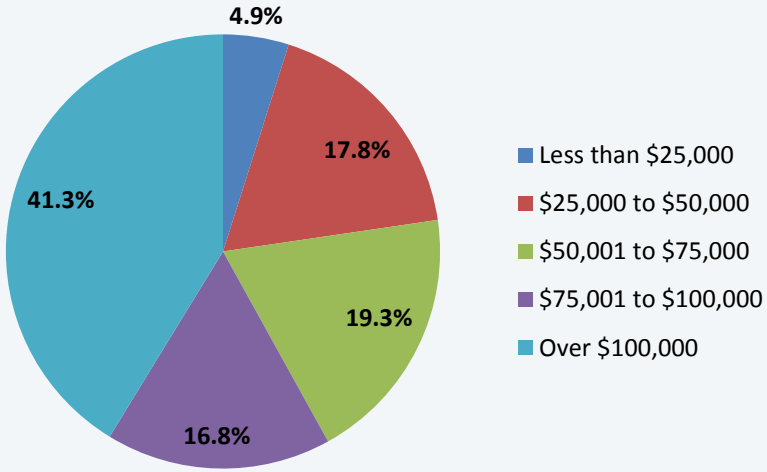
Who participated in the on-line survey?

What is your race or ethnic identification?



1,145 respondents

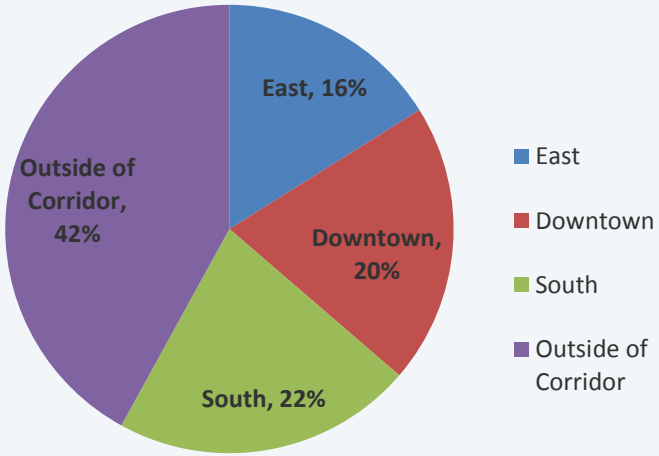
What is your annual household income?



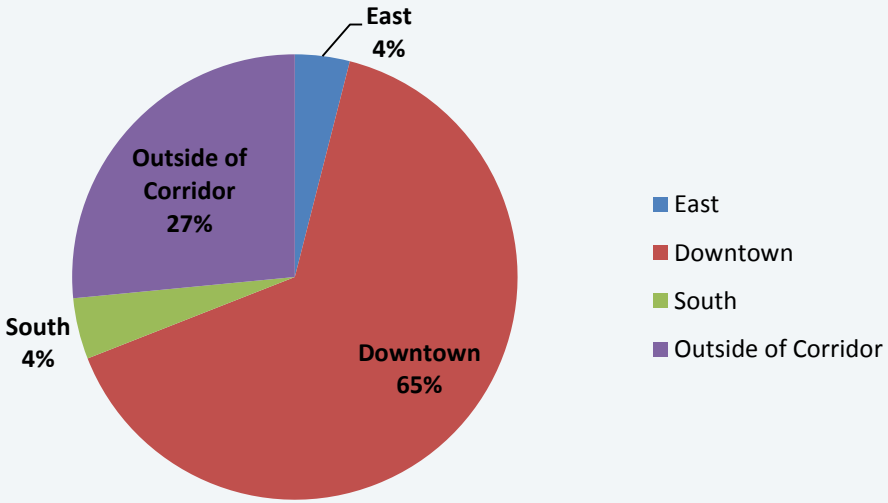
1,115 respondents

Where survey respondents live and work by zip code

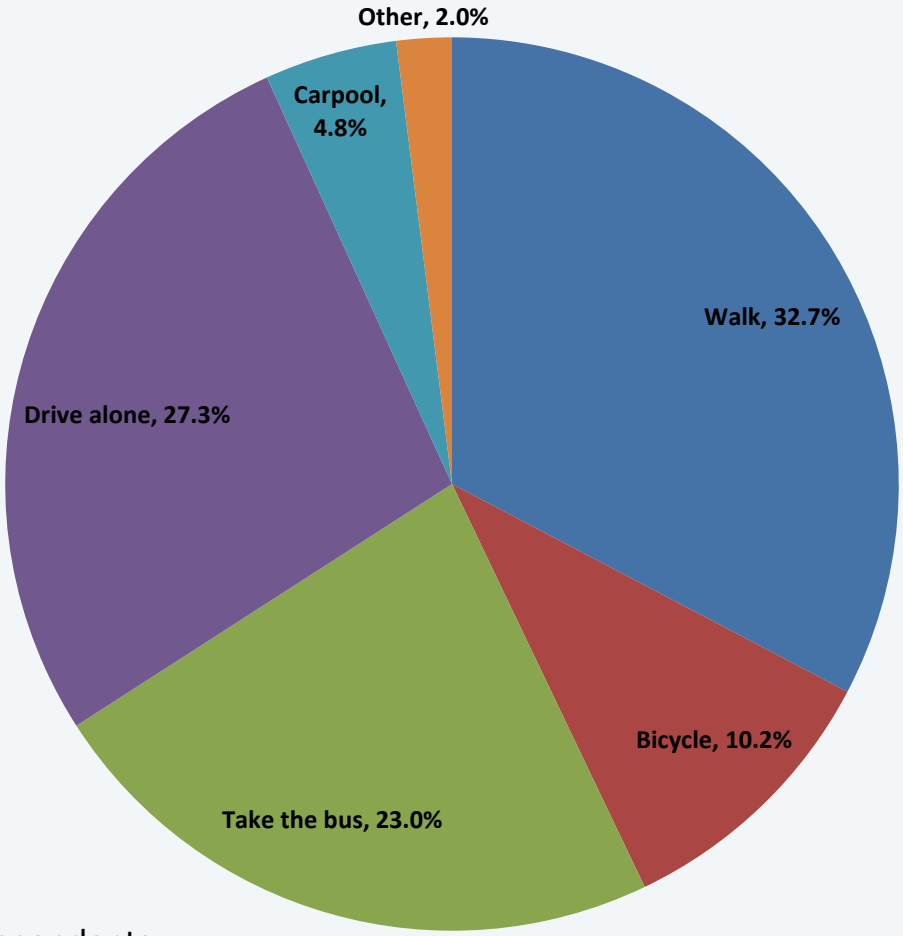
RESIDENCE



EMPLOYMENT

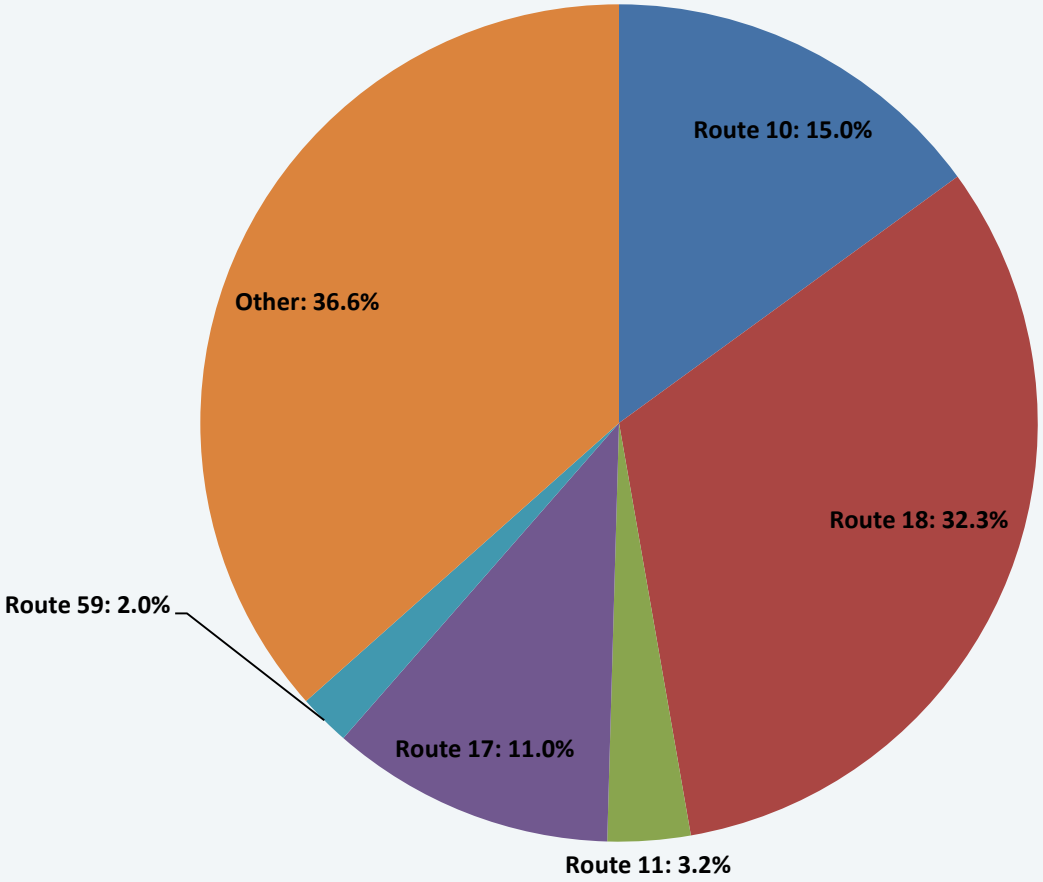


What mode of travel do you use the most often for trips in the Nicollet-Central Corridor?



Online: 1,384 respondents

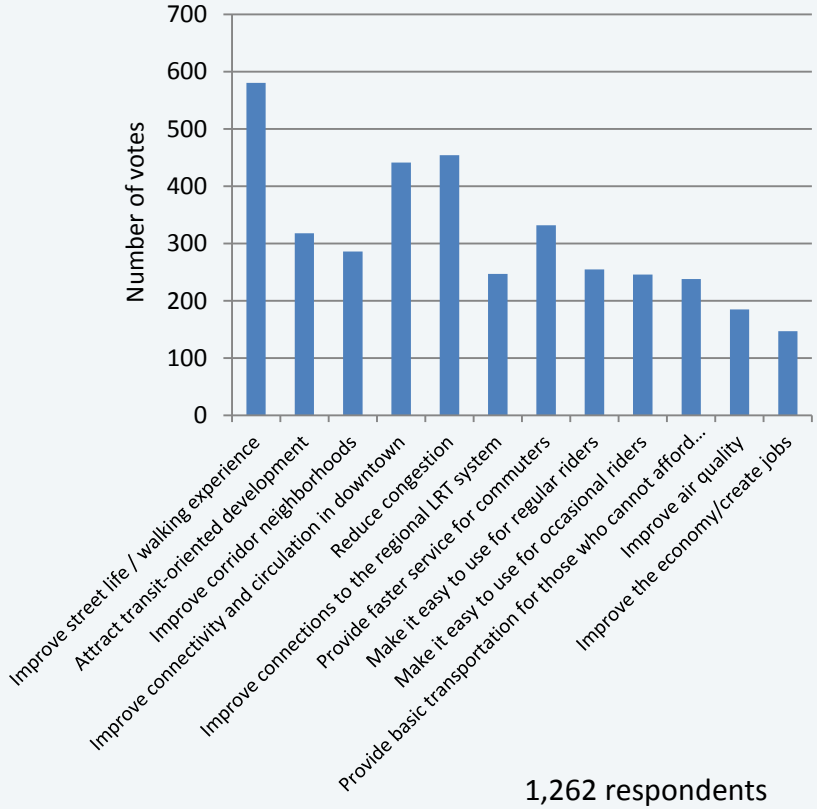
If you use transit in the corridor, what route do you ride most often?



Online: 1,384 respondents

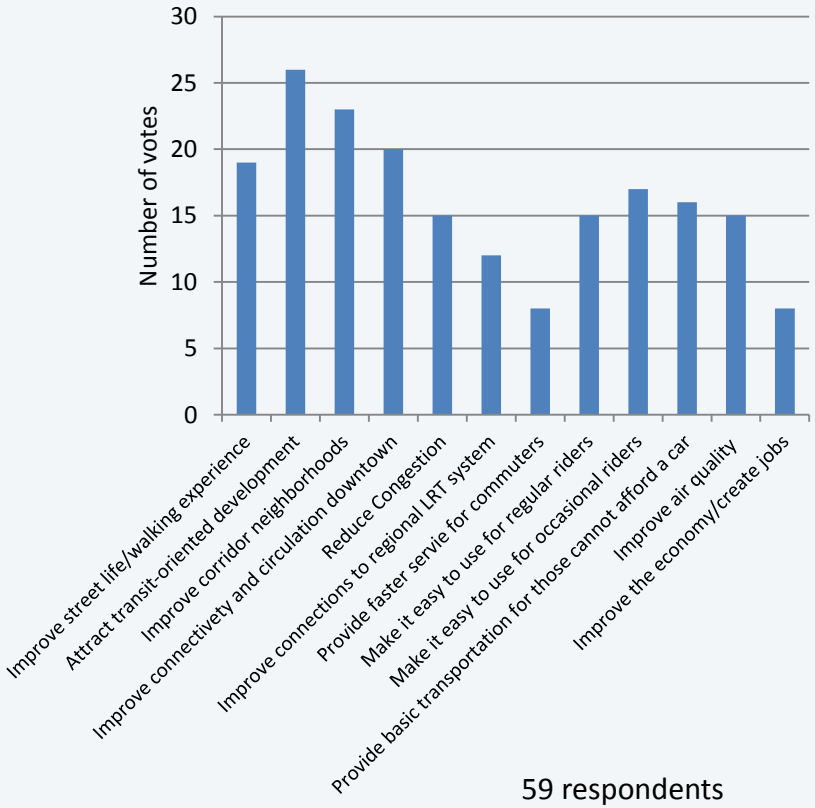
What are the 3 most important reasons to improve transit in this corridor?

Online



1,262 respondents

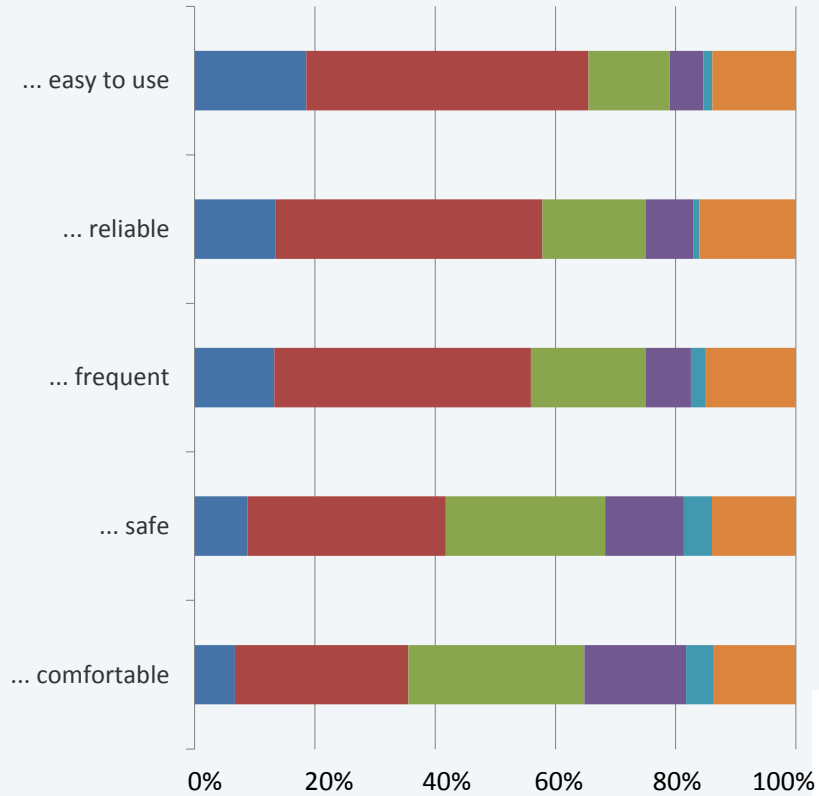
Open Houses



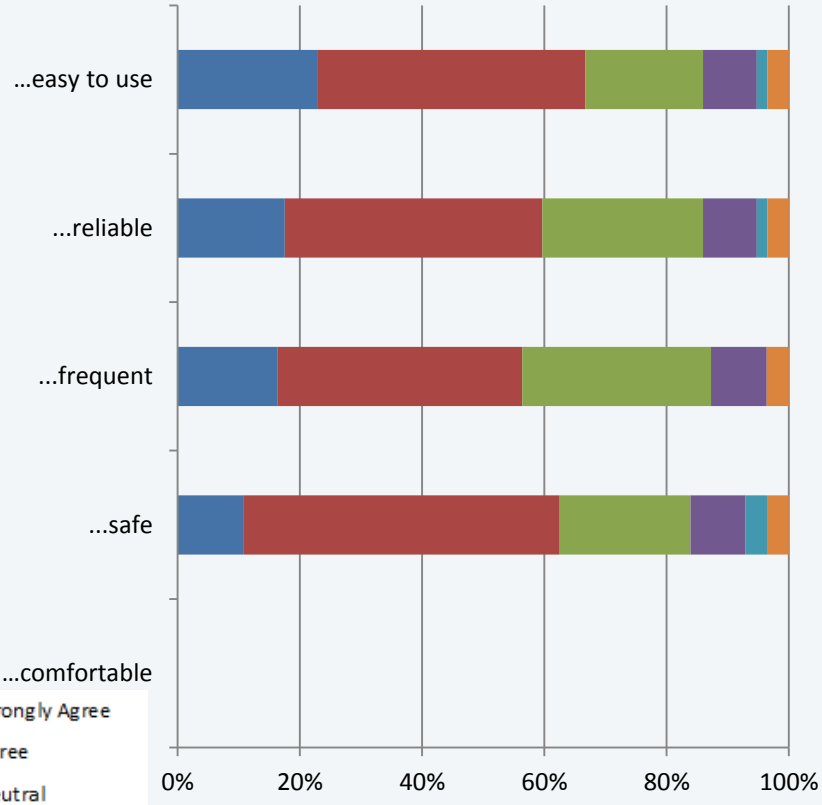
59 respondents

What is your opinion of existing bus service in the Nicollet-Central Corridor? The transit service is…

Online



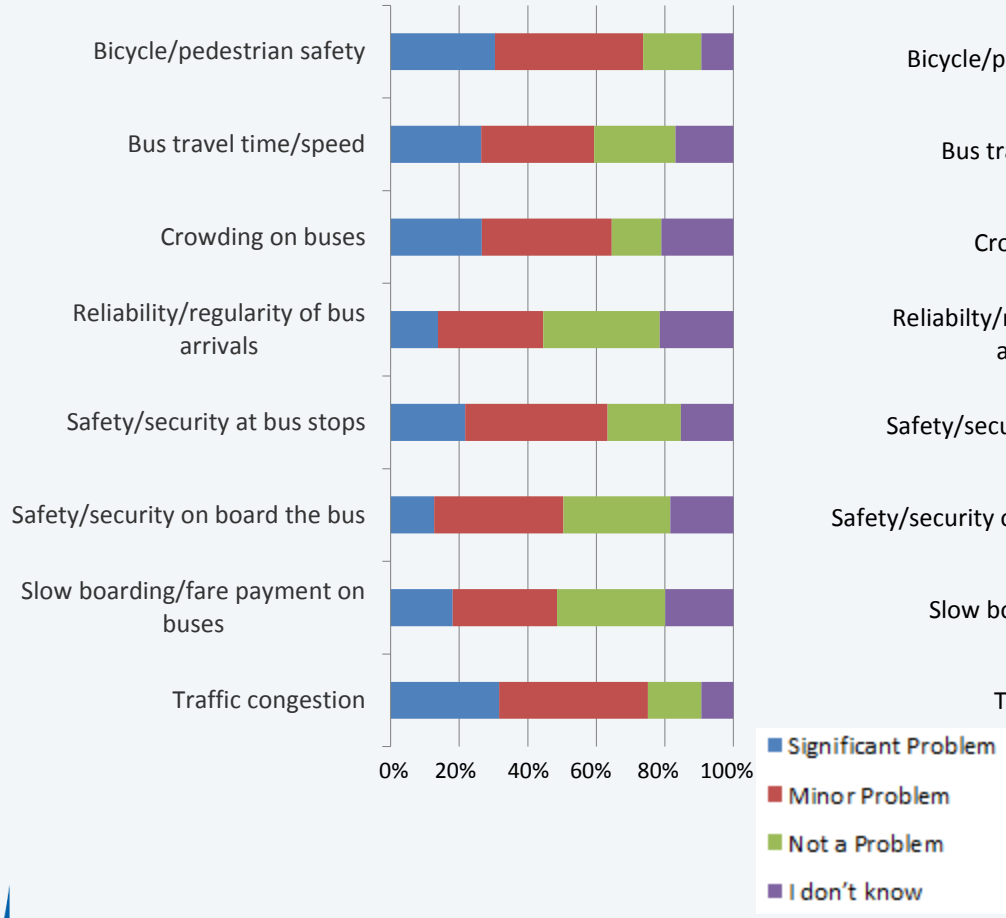
Open Houses



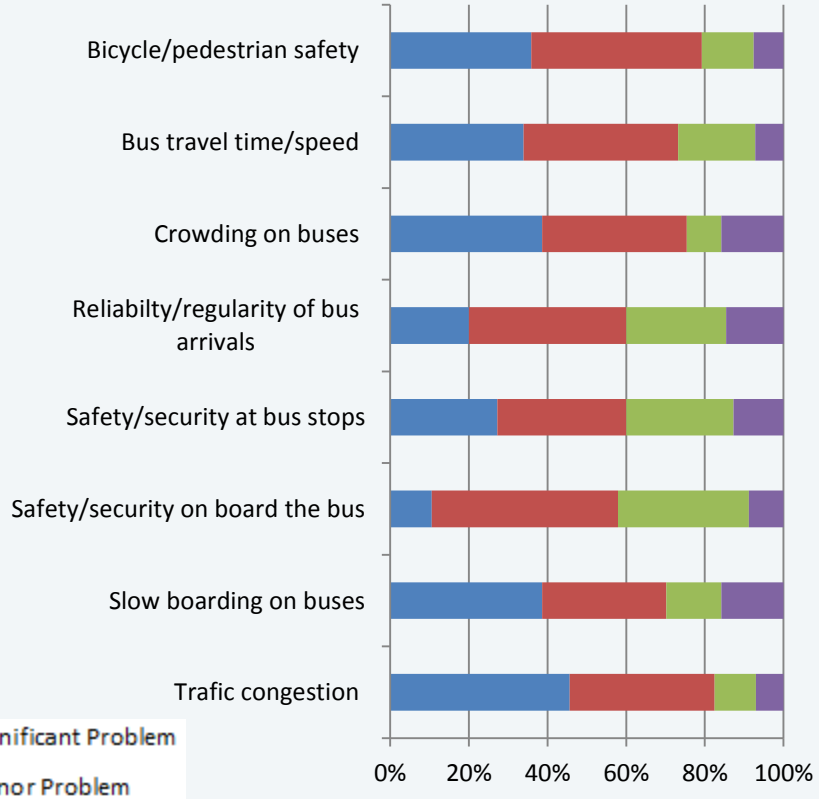
Strongly Agree
Agree
Neutral
Disagree
Strongly Disagree
Don't Know

What are the major transportation problems in the corridor?

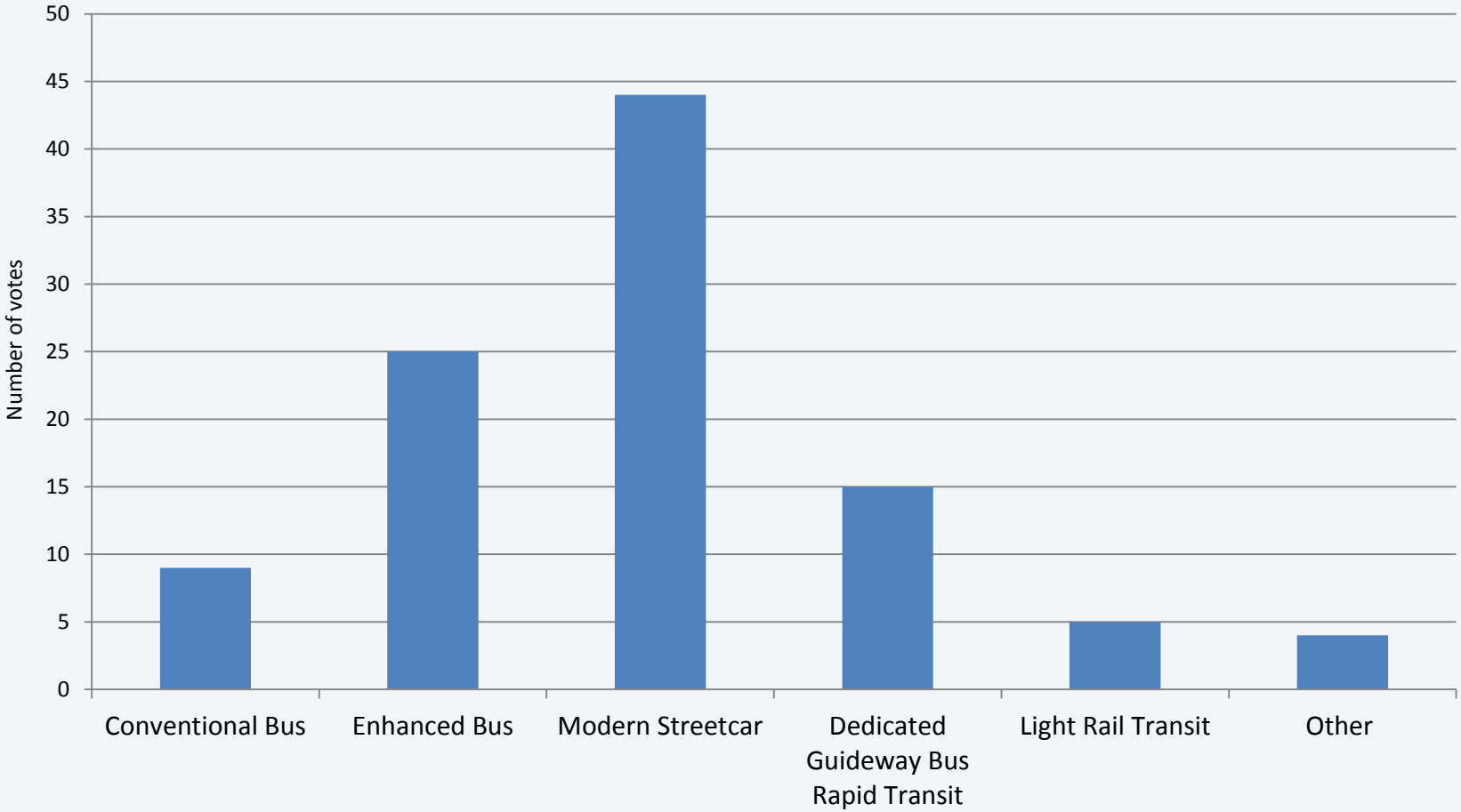
Online



Open Houses



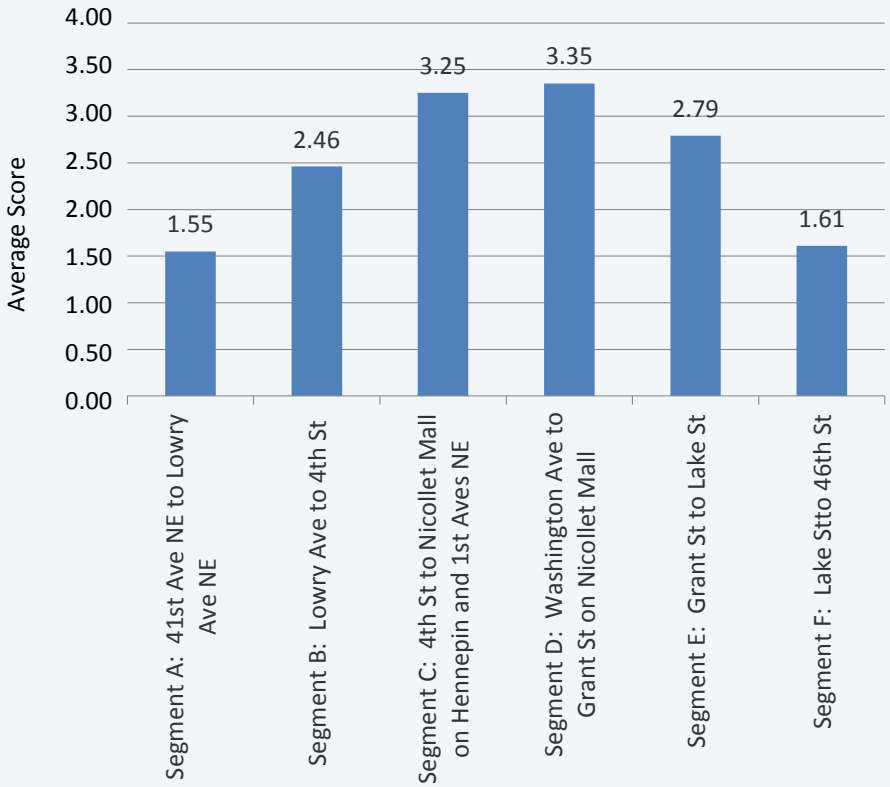
Which of these modes listed below do you think are most promising in the Nicollet-Central Corridor and why?



Only asked at the Open Houses, respondents could vote for more than one, 59 surveys completed, there were 102 votes for mode which are promising.

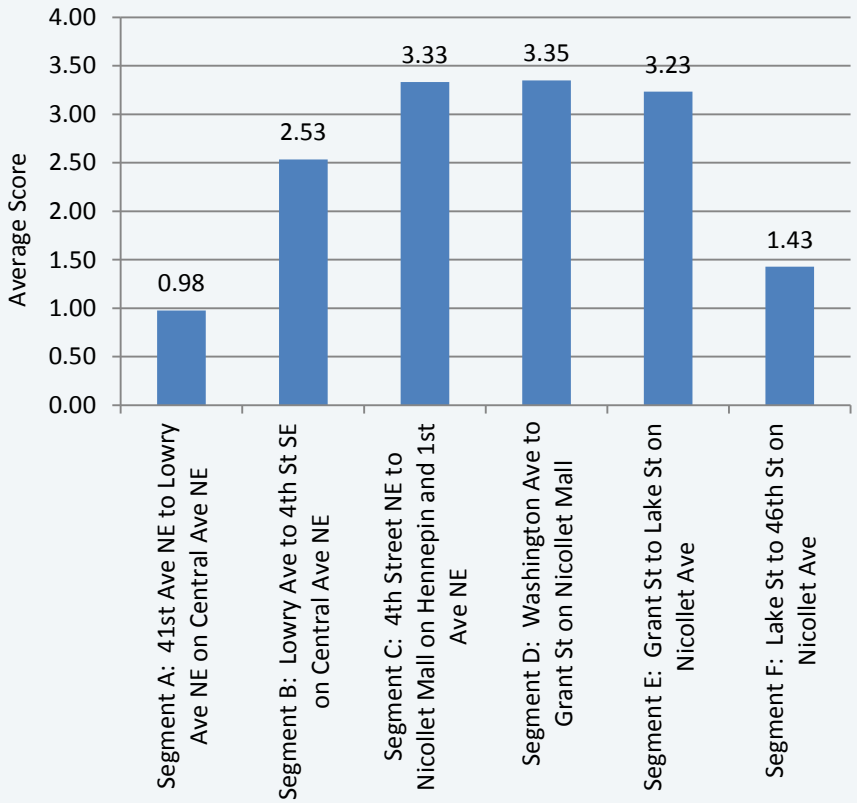
What are the highest priority segments for implementing transit improvements in the short term? (Higher scores mean higher priority)

Online



1,193 respondents

Open Houses



45 respondents

Appendix F
One-Pagers

Nicollet – Central
Transit Alternatives

September 2012

Overview of the Project

1

What is this Project?

The City of Minneapolis, in partnership with Metropolitan Council and Metro Transit, will study a variety of alternatives to provide enhanced transit services within the Nicollet-Central Corridor. This nine-mile study area runs primarily along Nicollet and Central Avenues, between the 46th Street (near the I-35W Transit Station) and the Columbia Heights Transit Center at 41st Avenue NE.

The corridor includes major activity centers and destinations such as Nicollet Mall and downtown Minneapolis; the Minneapolis Convention Center; the Central Business District; "Eat Street"; the Northeast Arts District; the East Hennepin area; the Minneapolis Institute of Arts; and Central Library.

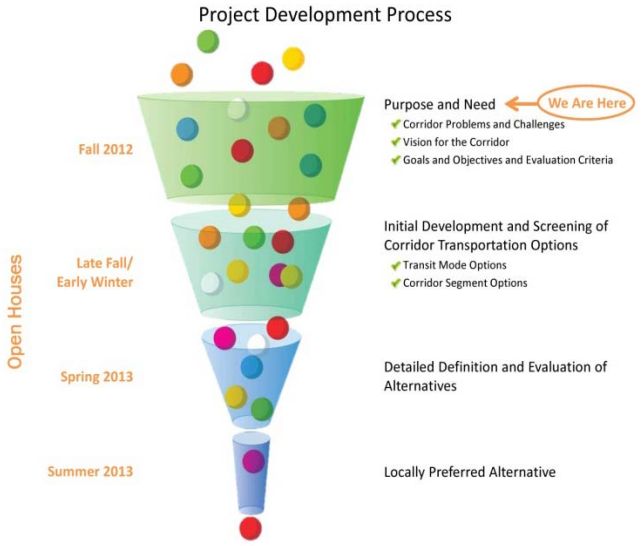
Why study the Nicollet-Central Corridor?

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

What is the Project process?

The Project has just entered the first of a multi-step, federally-defined project development. This first phase is called an Alternatives Analysis. Prior to construction, the next steps include design and environmental review.



Current Activities

The Project Team will work with stakeholders during the fall of 2012 to define the Project's Purpose and Need and Goals and Objectives. These will inform the development and evaluation of Project alternatives, which will occur in the winter of 2012/13 and spring of 2013.

How can I get involved?

Public input will be solicited during all phases of the study. Opportunities for input are identified on the Project website:

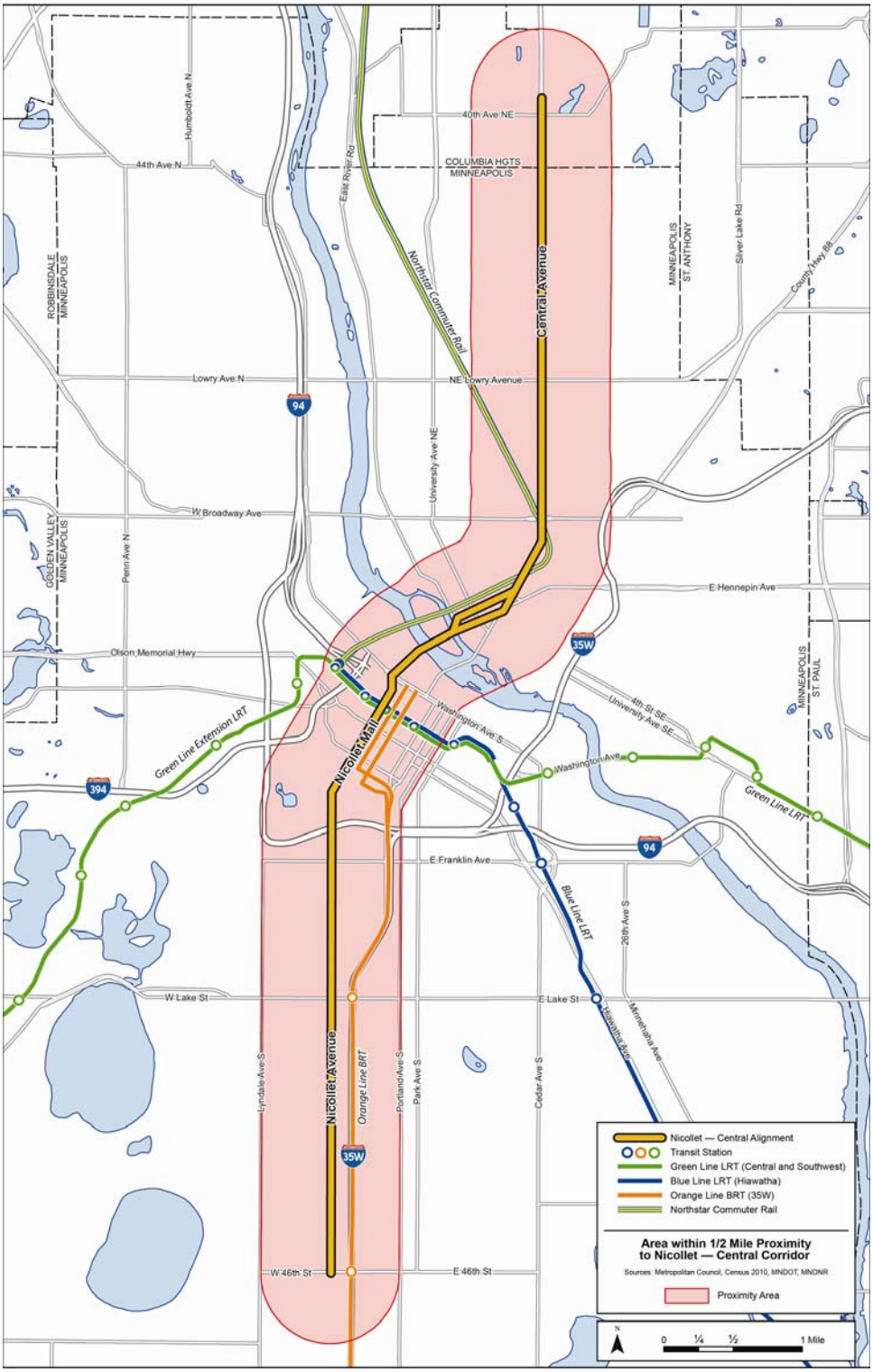
http://www.minneapolismn.gov/nicollet-central/

Nicollet – Central
Transit Alternatives

September 2012

Overview of the Project

1



Nicollet – Central
Transit Alternatives

Septiembre del 2012

Visión General del Proyecto

1

¿En qué consiste este proyecto?

La Ciudad de Minneapolis, en asociación con Metropolitan Council y Metro Transit, estudiará una variedad de alternativas para mejorar el servicio de transporte público en el Corredor Nicollet-Central. El área de 9 millas a ser estudiada abarca primordialmente las avenidas Nicollet y Central, entre la calle 46th Street (cerca de la estación de tránsito I-35W Transit Station) y el centro de tránsito Columbia Heights Transit Center en la 41st Avenue NE.

El corredor incluye centros de actividades y destinos importantes tales como Nicollet Mall y el centro de Minneapolis; el Centro de Convenciones de Minneapolis; la zona comercial Central Business District; la zona de restaurantes "Eat Street"; la zona artística Northeast Arts District; la zona de East Hennepin; el museo Minneapolis Institute of Arts; y la biblioteca Central Library.

¿Por qué se debe estudiar el Corredor Nicollet-Central?

Aunque el servicio de autobuses en el corredor es frecuente, no conecta los centros de actividades y destinos en el corredor con un servicio de transporte público legible, fácil de usar y confiable, que pueda dar servicio a la creciente demanda de transporte y apoyar los objetivos de desarrollo económico.

El fin del proyecto es mejorar la interconexión, hacer más atractivo el servicio de transporte público y estimular el desarrollo en la zona del Corredor Nicollet-Central.

¿En qué consiste el proceso del proyecto?

El Proyecto recién comienza el primer paso de un desarrollo de proyecto de muchos pasos definido por normas federales. Esta primera etapa se conoce como Análisis de Alternativas. Antes de la construcción, los siguientes pasos incluyen revisión del diseño y medioambiental.

Actividades Actuales

El equipo a cargo del proyecto trabajará con los interesados durante el otoño del 2012 para definir el fin, las necesidades, las metas y los objetivos del proyecto. Con esto se obtendrá información para el desarrollo y la evaluación de las alternativas del proyecto, y se llevará a cabo en el invierno del 2012/13 y la primavera del 2013.

¿Cómo puedo participar?

Se solicitará la opinión del público durante todas las etapas del estudio. Puede obtener información acerca de las oportunidades para dar su opinión en el sitio Web del proyecto:

http://www.minneapolismn.gov/nicollet-central/

Nicollet – Central
Transit Alternatives

Septiembre del 2012

Visión General del Proyecto

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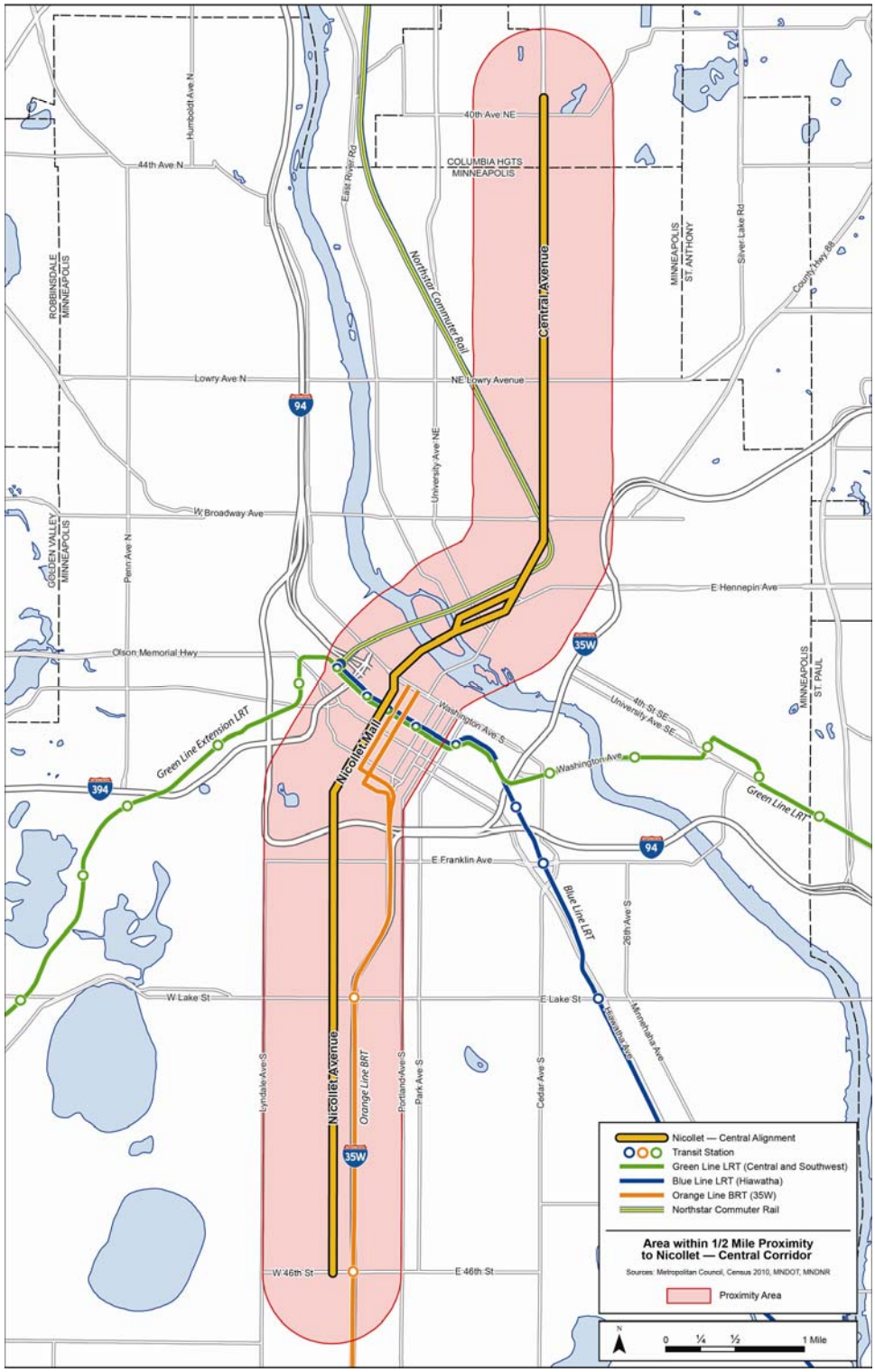

Nicollet – Central
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September 2012

Guud marka Mashruuca

1

Muxuu Yahay Mashruucani?

Magaalada Minneapolis, oo ay iskaashanayaan Metropolitan Council iyo Metro Transit, ayaa darsaya hawlo kale duwan si loo siiyo dadka ku safra wadiiqada Nicollet-Central adeegyo gaadiid dadwayne oo bilan. Daraasadaan waxaa lagu samayn wadiiqo 9 miles ah laga bilaabo Nicollet iyo Central Avenues, inta u dhaxeysa 46th Street (oo u dhow I-35W Transit Station) iyo Columbia Heights Transit Center ee 41st Avenue NE.

Wadiiqadu waxay martaa xarumo waaweyn oo ganacsi waxayna ku dhamaataa Nicollet Mall iyo beladka hoose ee Minneapolis; xarunta shirarka ee Minneapolis; Xarunta dhexe ee ganacsiga; "Eat Street"; the Northeast Arts District; agagaarka bariga Hennepin; the Minneapolis Institute of Arts; iyo maktabada dhexe.

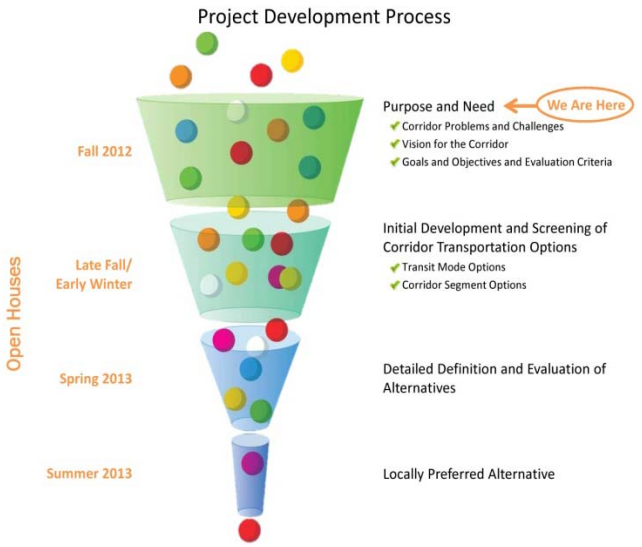
Maxaa loo darsi wadiiqada Nicollet-Central?

In kastoo wadiiqada busaskoodu ay mar kasta socdaan, hadana adeegyadaasi si fudud oo laysku halays karo ugu ma adeegaan dadka socdaalaya ama gargaarka ujeedada horumarinta dhaqaale ee la rabo, kumana xidho xarumaha iyo goobaha dhamaadka waaweyn dadka socdaaleyaasha ah.

Ujeedada mashruucani waa in la hagaajiyo isku xirida, la bilo bilicda gaadiidka u adeega dadweynaha, iyo dedejinta lagu sameeyo horumarinta wadiiqada Nicollet-Central.

Muxuu yahay Hanaanka Mashruucu?

Mashruucu hada wuxuu galay wajigii hore ee ay dowlada-dhexe u dejisay mashaariicadan noocan ah. Wajiga hore waxaa la yiraa qaadaa-dhiga, waan ka hor dhismaha, talaabada xiga waxaa ka mid ah naqshada iyo deegaan dib u eegida.



Hawlaha hada socda

Koox Mashruuca ka mid ah ayaa la shaqaynaysa saamileyaasha xiliga dayrta 2012 si u dejiyaan Mashruuca Ujeedadiisa iyo baahidiisa, iyo hadafkiisa iyo dulucdiisa. Kuwaasi waxay wargelin doonaaan hormarinta iyo qiimaynta Mashruucyada kale, kuwaas oo dhici doona xiliga qaboobaha ee 2012/13 iyo gu'ga of 2013.

Sidee ugu lug yeaalan karaa?

Dadwaynaha taladooda ayaa la waydiin dhamaan waqtiga ay socdo daraasadu. Fursadaha aad taladaada ku bixin kartid waxaa lagu tilmaamay Mashruuca bartiisa kulan ee website:

http://www.minneapolismn.gov/nicollet-central/

Nicollet – Central
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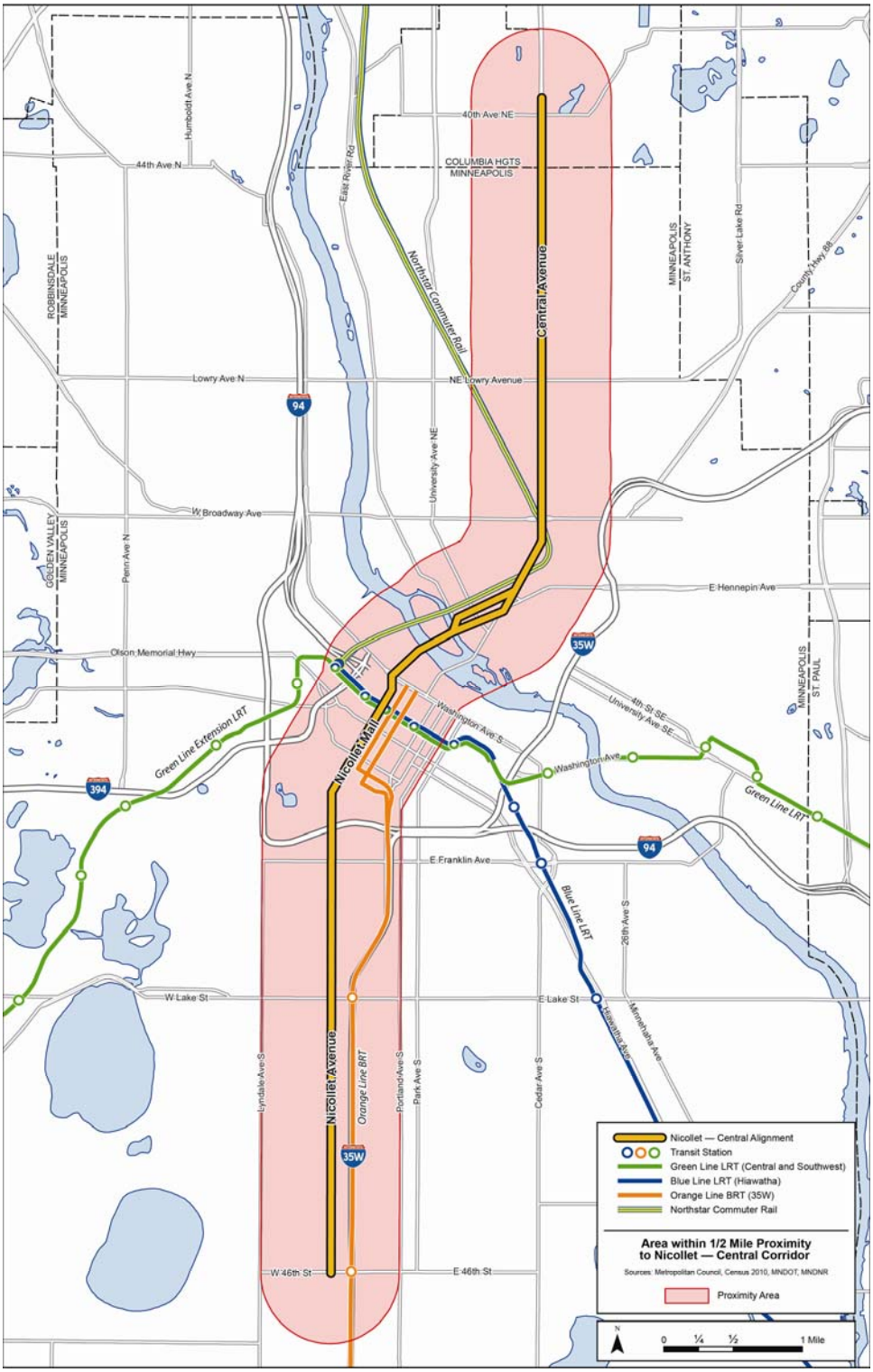
Guud marka Mashruuca

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