

AGENDA

Policy Advisory Committee Meeting

June 10, 2013 – 2 PM to 4 PM

Minneapolis City Hall, 350 South Fifth Street, Room 333

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| I. | Welcome & Housekeeping Items | 2:00 |
| | A. Introductions | |
| | B. Action Item: Approve notes from February 28, 2013 meeting (attachment #1) | |
| II. | Update on Funding | 2:10 |
| | A. Value Capture | |
| | B. Other Activities | |
| III. | Evaluation of Alternatives | 2:30 |
| | A. Alternatives (No-Build, Enhanced Bus, Modern Streetcar, Starter Line Modern Streetcar) | |
| | B. Evaluation Goal 1 – Connect People and Places | |
| | C. Evaluation Goal 2 – Increase the Attractiveness of Transit | |
| | D. Evaluation Goal 3 – Catalyze and Support Economic Development | |
| | E. Evaluation Goal 4 – Integrate with the Transportation System | |
| | F. Evaluation Goal 5 – Support Healthy Communities and Environmental Practices | |
| | G. Evaluation Goal 6 – Develop an Implementable Project with Community Support | |
| <p>Proposed Motion:
 That the Policy Advisory Committee approve the evaluation of alternatives, pending final review by partner agencies, for public review and comment.</p> | | |
| IV. | Next Steps | 3:45 |
| | A. Technical Reviews | |
| | B. Approval of Draft Locally Preferred Alternative (LPA) | |
| | C. Public Open Houses and Comment Period | |
| | D. Schedule for Adoption of LPA | |
| V. | Next Meeting: Late June/Early July 2013 | 3:55 |
| | A. Purpose: Recommend Draft Locally Preferred Alternative | |
| VI. | Adjourn | 4:00 |

MEETING NOTES

Policy Advisory Committee Meeting #3

February 28, 2013 – 2 PM to 4 PM

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

Attendees

PAC Members

Mayor R.T. Rybak, City of Minneapolis
Kevin Reich, City of Minneapolis
Tamera Diehm, Columbia Heights
Gary Cunningham, Metropolitan Council
Gail Dorfman, Hennepin County
Scott McBride, MnDOT
Adam Duininck, Metropolitan Council
John Wheaton, Downtown Council
Patrick Sadler, City of Minneapolis (for Lisa Goodman)
Elizabeth Glidden, City of Minneapolis
Brian Shekleton (for Peter McLaughlin)

Other Attendees

Peter Wagenius, City of Minneapolis
Anna Flintoft, City of Minneapolis
Dan Meyers, URS
April Manlapaz, URS
Mark Nolan, Biko
Mike Mechtenberg, Metro Transit
Cole Hiniker, Metropolitan Council
David Frank, City of Minneapolis
Steve Kotke, City of Minneapolis

I. Welcome and Housekeeping

Mayor R.T. Rybak welcomed attendees and kicked off the meeting. The committee approved the meeting notes from the October 29, 2012 committee meeting.

II. Alternatives for Detailed Definition and Evaluation

Project Manager Anna Flintoft shared the results of the initial screening of modes and alignments and recommended options to be carried forward for detailed evaluation. The presentation included the same information presented at the February 12-14 public open houses. Mark Nolan from Bike Associates also presented a summary of the public input received at the public open houses and through an online comment form following the open houses.

Committee discussion included:

- *Why was the Hennepin Avenue alignment through downtown screened out?* Hennepin serves a different travel market than Nicollet Mall and does not provide a direct connection to Nicollet Avenue to the south. Hennepin provides access to Uptown and the Walker Art Center area, while Nicollet provides access to Eat Street and K-Mart site.
- *Why was the 3rd Avenue alignment through downtown screened out?* The 3rd Avenue alignment is farthest from the core of downtown and the shopping and visitor destinations along Nicollet Mall.
- *Why does streetcar need a curb? Can streetcars operate in a curb-less pedestrian environment?* Streetcars need a level- or near-level platform to board wheelchair users and reduce delay in boarding passengers; however, it does not require a continuous curb. The Portland streetcar

Nicollet-Central Transit Alternatives

travels through a pedestrian plaza at Portland State University. The project team can share a photo with the Committee.

- *Would there still be bus service in the corridor with streetcar?* Yes, the streetcar would become the primary local service, but there would continue to be a need for limited stop buses to provide a faster, one-seat ride from outside of the corridor to downtown and major transit connections along the route.
- *Can all the Nicollet Mall buses be moved to Marquette and 2nd?* No. Marquette and 2nd do not have enough capacity in peak hours to accommodate local bus volumes.
- *What would be the reduction in bus volumes on Nicollet Mall?* We don't have that information yet. It would depend on the alternative. There are also some Nicollet Mall routes not proposed for any changes, such as routes 11, 17 and 25.
- *Will stop locations take into account where seniors and people with disabilities live, such as locating a stop near Horn Towers on Nicollet Avenue and 31st Street or Parker Skyview on Central Avenue?* Stop locations are not yet being identified to that level of detail; however, it will be important to take into account existing and future land uses and access for transit-dependent populations.
- *What is the crash rate for modern streetcar?* The project team will check into this.
- *It's important to account for both bikes and streetcar in the design.*
- *Are you planning to evaluate the full 9-mile streetcar or just the shorter starter line concept?* Yes, we will evaluate both the 9-mile streetcar and the 3.5 mile starter concept.
- *Why are you considering a shorter starter line?* The experience in other cities is to develop streetcar in shorter 1-3 mile segments. There are no modern streetcar lines in the US that are 9 miles long. Starting with a short line is more financially feasible and paves the way for future extensions.
- *Are you considering where Midtown and Nicollet-Central will meet? It is important to define the intersecting stations for these two lines, as well as 35W BRT.* A general station location has been identified for the AA. More detailed analysis will need to be done during the EA and/or preliminary engineering.
- *When considering the priorities for a short vs. long streetcar what consideration will the City give to other streetcar corridors under study?* The evaluation in the AA will look at transit connections and will also look at consistency with the Streetcar Feasibility Study.

The Committee approved the following alternatives for detailed evaluation:

- "No-Build" alternative with bus service as it exists today with planned schedule changes on Central Avenue
- Enhanced bus
- Modern streetcar, including the preliminary starter line concept. The length and end points of the starter line may be refined based on the results of the evaluation.

Prior to approving these alternatives for detailed evaluation, the Committee also considered adding additional recommendations to the motion related to connections to other transit improvements, such as the Midtown Greenway, and service to transit-dependent populations, but decided to table further discussion of these issues until the next meeting.

III. Funding Opportunities

Peter Wagenius from Mayor Rybak's office presented an introduction to funding tools for a potential streetcar investment, including potential city, regional and federal sources.

IV. Adjourn

The meeting was adjourned at 4 PM.