

Public Outreach Summary Report for Phase 3: Detailed Evaluation

November 2013



Prepared for:
City of Minneapolis

Prepared by:



Table of Contents

Table of Contents	i
1. Phase 3: Detailed Evaluation of Alternatives	1
1.1. POLICY ADVISORY COMMITTEE (PAC) MEETINGS	1
1.2. TECHNICAL AND COMMUNITY ADVISORY COMMITTEE (T/CAC) MEETINGS.....	1
1.3. PUBLIC HEARING AND MINNEAPOLIS CITY COUNCIL	2
1.4. OPEN HOUSES AND ONLINE COMMENT FORM	2
1.4.1. Open Houses.....	2
1.4.2. Open House Advertising and Notification Strategy.....	1
1.4.3. Comment Forms	1
1.5. BROCHURE	4
1.6. STAKEHOLDER MEETINGS	4
1.7. ADDITIONAL INPUT RECEIVED	6
1.8. SUMMARY OF PUBLIC COMMENT RECEIVED.....	6

List of Figures

Figure 1: Where do you reside?	4
Figure 2: Where do you work?	4
Figure 3: What is your preferred transit mode?	7
Figure 4: What is your preferred river crossing?.....	8
Figure 5: Would you support a 3.4-mile long starter segment?	8

List of Tables

Table 1: Phase 3 Stakeholder Meetings	5
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List of Appendices

Appendix A	Open House Materials
Appendix B	Brochure
Appendix C	Project Media Coverage
Appendix D	Technical and Community Advisory Comments
Appendix E	Neighborhood Resolutions
Appendix F	Stakeholder Comments



1. Phase 3: Detailed Evaluation of Alternatives

The first phase of the Nicollet-Central Transit Alternatives Study developed the purpose and need for the transit improvements in the corridor and culminated in the Public Advisory Committee's (PAC's) approval of the study's purpose, and need and goals and objectives on October 25, 2012.

The second phase of the study identified and preliminarily defined a series of transit alternatives within the study corridor. At its conclusion in February 2013, Phase 2 resulted in the identification and definition of two alternative transit modes (in addition to No Build) – **Enhanced Bus and Modern Streetcar** - and two alternative river crossings - **Hennepin/1st Avenues and Central/3rd Avenue** - for detailed evaluation in Phase 3.

Phase 3: Detailed Evaluation of Alternatives, the final phase of the Nicollet-Central Alternatives study, evaluated in detail the two alternative transit modes (plus No Build) and the two alternative river crossings, resulting in a recommended Locally Preferred Alternative (LPA). Opinions expressed by the public on these alternatives were carefully considered during Phase 3.

This report summarizes the public outreach activities and public input received during Phase 3 of the project (between March and September 2013). These include:

- Two Policy Advisory Committee meetings and five Technical/Community Advisory Committee meetings
- Four public open houses attended by 91 people
- An online comment card completed by 142 people
- Comment cards distributed at the open house meetings, which were completed by 35 people
- Presentations at 36 standing community and stakeholder meetings attended by over 500 people
- One public hearing before the Minneapolis City Council Transportation and Public Works Committee

1.1. Policy Advisory Committee (PAC) Meetings

The Policy Advisory Committee met twice during this phase of the project: June 10, 2013 and September 19, 2013. The purpose of these meetings was to review the detailed alternatives and evaluation results, review public comments, discuss funding strategies and final technical analyses, and pass a resolution approving the Locally Preferred Alternative. The PAC approved the following LPA resolution on September 19, 2013:

That the Policy Advisory Committee recommend the Locally Preferred Alternative as modern streetcar running between Lake Street and approximately 5th Street NE on Nicollet Avenue, Nicollet Mall, and Hennepin/1st Avenues, using the Hennepin Avenue Bridge to cross the Mississippi River. Be it Further Resolved that an extension of modern streetcar further northeast of downtown is desirable, the length of which depends on funding availability and the location of an Operations and Maintenance Facility.

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

The T/CAC met five times during this phase of the project (March 12, 2013; April 23, 2013; May 28, 2013; July 23, 2013; and August 19, 2013). During these meetings, the T/CAC reviewed the alternatives development and evaluation process and provided input, and provided feedback regarding their preference for mode, alignment, and length of starter line. The TCAC provided the following input on the LPA to the PAC on August 19, 2013:

- modern streetcar is the preferred mode
- the Hennepin Avenue bridge is the preferred river crossing



Nicollet – Central Transit Alternatives

- a starter streetcar line should extend from Lake Street on the south to as far northeast of downtown as is financially feasible

Written comments submitted by T/CAC members at the August 19 meeting are included in the appendix section of this report.

1.3. Public Hearing and Minneapolis City Council

The Minneapolis City Council's Transportation and Public Works (TPW) Committee held a public hearing on September 24, 2013 to receive public comment on the LPA for the Nicollet-Central Transit Alternatives Study. The Minneapolis City Council took action on August 30 to establish the public hearing. The public hearing was advertised through a number of outlets, including publication in *Finance and Commerce*, an email to over 800 individuals who had signed up for the project email list, and posting on the City's website. Nine people spoke at the public hearing – eight in favor of the LPA and one opposed to the LPA. Minutes from the public hearing are attached in Appendix D.

Following the public hearing, the Transportation and Public Works (TPW) Committee forwarded a resolution to the full City Council recommending the following LPA:

Now, Therefore, Be It Resolved by the City Council of the City of Minneapolis that the City of Minneapolis recommends that the Locally Preferred Alternative for the Nicollet-Central Transit Corridor be modern streetcar running between Lake Street and at least 5th Street NE on Nicollet Avenue, Nicollet Mall and Hennepin/1st Avenues, using the Hennepin Avenue bridge to cross the Mississippi River.

Be It Further Resolved that an extension of modern streetcar further northeast of downtown is desirable, the length of which depends on funding availability and the location of an operations and maintenance facility.

Be It Further Resolved that the City of Minneapolis will coordinate with the Metropolitan Council to approve and amend this LPA into the Regional Transportation Policy Plan, to complete an Environmental Assessment and preliminary engineering for the LPA, to negotiate a funding plan, and to negotiate appropriate interagency agreements for the continued implementation of modern streetcar in the Nicollet-Central Corridor.

The full Minneapolis City Council adopted the recommended LPA at its meeting on October 4, 2013. The recommended LPA will be forwarded on to the Metropolitan Council for inclusion in the Transportation Policy Plan.

1.4. Open Houses and Online Comment Form

1.4.1. Open Houses

Four public open house meetings were held between August 6 and September 9, 2013. The meetings were held in different parts of the corridor (Northeastern Segment, northeast of Downtown Minneapolis; Central Segment in Downtown Minneapolis; and Southern Segment, south of Downtown) and at slightly different times of the day to allow a wide variety of people to learn about the study and provide input. Open house locations, dates, and the number of attendees at each event are provided below.



- Central Segment
Tuesday, August 6, 2013
Central Library
300 Nicollet Mall
11:30 AM to 1:30 PM
18 attendees
- Southern Segment
Wednesday, August 14, 2013
Colin Powell Center
2924 4th Ave S, Minneapolis
5:30 to 7:30 PM
12 attendees
- Northeastern Segment
Wednesday, August 7, 2013
East Side Co-Op
2551 Central Avenue NE, Minneapolis
5:30 to 7:30 PM
26 attendees
- All Segments
Monday, September 9, 2013
Central Library
5:00 to 7:00 PM
35 attendees

Total attendance at these events was 91 (based on individuals who signed in).

1.4.2. Open House Advertising and Notification Strategy

As with the February 2013 Open Houses, the City pursued a multi-prong strategy of notification related to the Open Houses. For the August/September 2013 Open Houses, this approach included press releases, email blasts, posting of flyers at transit stops, and a project website as follows below.

- Two press releases were issued by the City for the open houses to a variety of media outlets, including those who serve traditionally under-represented communities.
- Notification of the open houses was posted on the City's Facebook page (which had over 14,000 followers in September) and Twitter feed (which had over 27,000 followers in September) on August 5, August 14, August 27, September 6, and September 9, 2013.
- City staff sent three open house notification emails to all the neighborhood organizations, business organizations, and stakeholder organizations in the corridor that requested further distribution to each organization's membership. Many organizations forwarded the information to their contact lists via email, websites and social media.
- City staff sent three blast emails advertising the Open Houses to over 700 individuals who had signed up for the project email list before the open houses.
- Notification of the open houses was posted on the project website (www.minneapolismn.gov/nicollet-central) in English, Spanish and Somali, as well as on the News and Events section of the City website.
- All announcements were printed in three languages (English, Spanish and Somali), interpreters were provided at the public open houses (Spanish and Somali), and news releases and other information provided contact information for people who need assistance with language or ADA needs. All venues were ADA accessible.

1.4.3. Comment Forms

Members of the public had an opportunity to provide project input via comment forms that were distributed at each open house meeting and through an electronic, online comment form that was posted on the project website between August 8 and September 15, 2013. The online comment form was advertised through an email to individuals on the project email list, as well as postings on the City's Facebook page and Twitter feed. The content of the two comment forms was identical and was designed to garner feedback on a variety of topics, including the preferred transit mode, preferred river crossing, and support (or not) for a proposed 3.4 mile-long starter segment between Lake Street and 5th Street NE. Respondents were also given an opportunity to submit



Nicollet – Central Transit Alternatives

open-ended comments and ask specific questions. Over twenty emails were also received in addition to the comments submitted on the comment forms.

177 comment forms were received (35 were submitted at the open houses, and 142 were completed online). A summary of public input is provided below. Open house and online comment form respondents were asked if they live, work, or own a business within the corridor and, if so, to indicate the appropriate zip code. The zip codes were then grouped into four categories: Northeast of the Mississippi River, Downtown Minneapolis, South of Downtown Minneapolis, and Other. Responses are shown below in Figures 1 and 2.

Figure 1: Where do you reside?

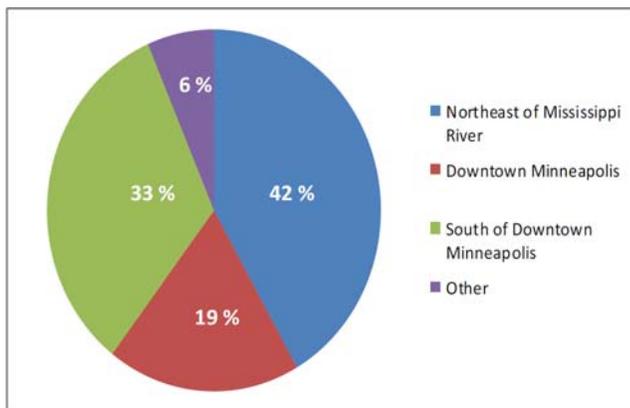
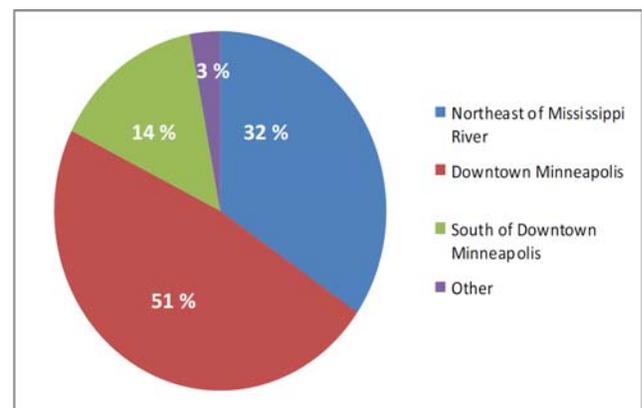


Figure 21: Where do you work?



As shown in Figures 4 and 5, 42 percent of the respondent live northeast of the Mississippi River, while 33 percent live in areas south of Downtown, and 19 percent live in Downtown. Not surprisingly, places of employment are concentrated in the Downtown with 51 percent of respondents reporting that they work downtown.

1.5. Brochure

A newsletter was prepared at the conclusion of Phase 3 to announce key findings from the detailed evaluation. The newsletter was published online and posted on the project website and is included in Appendix C. It was printed in English, Spanish and Somali. Over 400 copies of the newsletter were distributed at the public open houses and stakeholder meetings.

1.6. Stakeholder Meetings

In addition to project-specific meetings, city staff have attended 36 community/business organization meetings between March and September, distributed information at several National Night Out events, and attended other meetings held with elected officials and interest groups. It is estimated that these events were attended by more than 600 people. Staff's participation in these meetings and events served to educate the public about the project, encourage further public involvement, and ensure that elected officials and agency staff were well informed about the project.

Table 1, on the following two pages, lists meetings with stakeholder organizations and agencies that were held over the six-month period between March and September.



Table 1: Phase 3 Stakeholder Meetings

ORGANIZATION	MEETING DATE	ESTIMATED ATTENDANCE
Metropolitan Council Transit Accessibility Advisory Committee	Wednesday, March 06, 2013	15
Metro Transit Senior Management Meeting	Tuesday, April 09, 2013	30
Metropolitan Council Transportation Committee	Monday, May 13, 2013	20
Whittier Business Alliance	June 12, 2013	10
Midtown Greenway Coalition	Thursday, July 11, 2013	15
Holland Neighborhood Improvement Association	Thursday, July 11, 2013	5
Hennepin County Board	Tuesday, July 16, 2013	20
Logan Park Neighborhood Association	Wednesday, July 17, 2013	15
Lyndale Neighborhood Association	Monday, July 22, 2013	15
Northeast Business Association	Tuesday, July 23, 2013	20
Downtown Minneapolis Transportation Management Organization	Thursday, July 25, 2013	15
Nicollet Island-East Bank Neighborhood Association	Tuesday, July 30, 2013	60
Beltrami Neighborhood Council	Monday, August 5, 2013	15
Stevens Square Community Organization Neighborhood Development Meeting	Tuesday, August 6, 2013	15
Metropolitan Council Transit Accessibility Advisory Committee	Wednesday, August 7, 2013	15
St Anthony West Neighborhood Association	Thursday, August 8, 2013	20
Whittier Alliance Community Issues Committee	Monday, August 12, 2013	30
Northeast Minneapolis Chamber of Commerce	Tuesday, August 13, 2013	15
Downtown Minneapolis Neighborhood Association	Tuesday, August 13, 2013	30
Central Ave. Special Services District	Thursday, August 15, 2013	5
Minneapolis Pedestrian Advisory Committee Infrastructure Subcommittee	Thursday, August 15, 2013	10

Nicollet – Central Transit Alternatives

ORGANIZATION	MEETING DATE	ESTIMATED ATTENDANCE
Columbia Park Neighborhood Association	Monday, August 19, 2013	10
Minneapolis Bicycle Advisory Committee Infrastructure Subcommittee	Tuesday, August 20, 2013	15
Columbia Park Neighborhood Association		
North Loop Neighborhood Association	Wednesday, August 21, 2013	10
Lake Street Council	Thursday, August 22, 2013	15
Minneapolis Downtown Council	Thursday, August 22, 2013	50
Transit for Livable Communities	Monday, August 26, 2013	10
St Anthony East Neighborhood Association	Monday, August 26, 2013	15
Neighborhood & Community Engagement Commission	Tuesday, August 27, 2013	15
Lyndale Neighborhood Business Association	Tuesday, September 10, 2013	10
Northeast Park Neighborhood Association	Tuesday, September 11, 2013	15
Senior Citizens Advisory Committee to the Mayor and City Council	Thursday, September 12, 2013	10
Windom Park Citizens in Action	Tuesday, September 17, 2013	25
Nicollet East Harriet Business Association	Wednesday, September 18, 2013	10
Citizens for a Loring Park Community Land Use Committee	Monday, September 23, 2013	10
Estimated Total Attendance		615

1.7. Additional Input Received

In addition to input received through the open houses and the online comment cards, the project team received 22 email messages directly from community members and letters from the Marcy-Holmes Neighborhood Association, the North Loop Neighborhood Association, and the Nicollet Island East Bank Neighborhood Association. These letters are attached in Appendix E.

1.8. Summary of Public Comment Received

Several common themes emerged from public input. These key themes are summarized below.

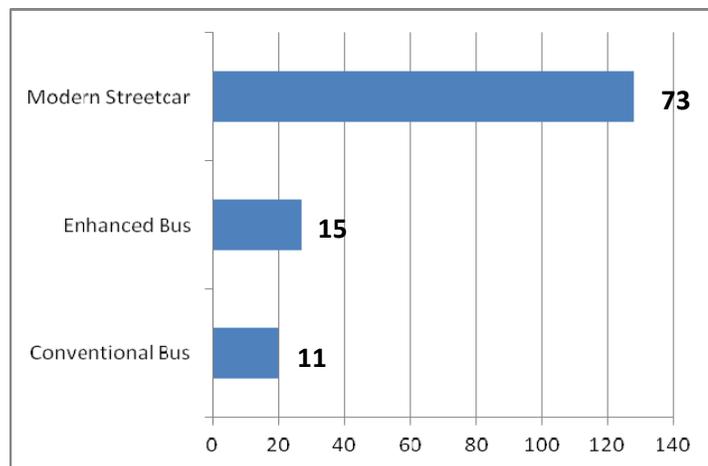


Three opinions about transit mode, river crossing, and a starter line emerged from public input. As shown in Figures 1, 2, and 3, the majority of the input indicated support for:

- Modern streetcar as the preferred transit mode, compared to enhanced bus and conventional bus;
- 1st Avenue/Hennepin Avenue Bridge as the preferred river crossing, compared to the 3rd Avenue/Central Bridge
- The 3.4-mile long starter line

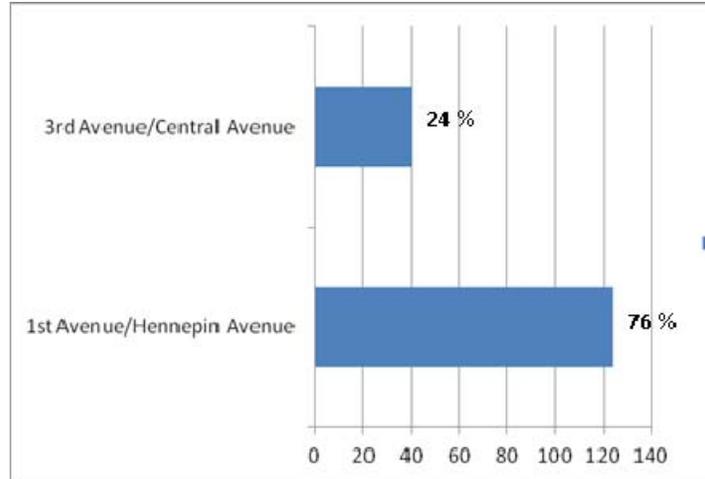
Support for Modern Streetcar: Almost three-quarters of respondents indicated a preference for modern streetcar. As shown in Figure 3, 73 percent (128 of 175 respondents) prefer the modern streetcar mode.

Figure 3: What is your preferred transit mode?



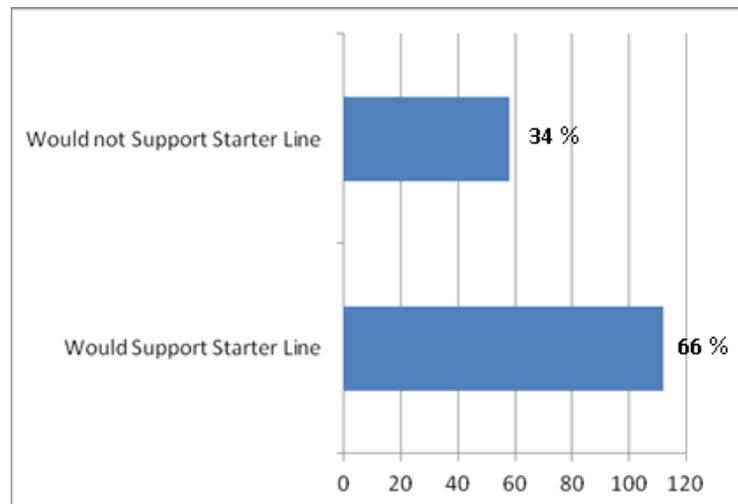
Support for Hennepin Avenue River Crossing: As shown in Figure 4, 76 percent of respondents (124 out of 164) prefer the 1st Avenue/Hennepin Avenue river crossing.

Figure 4: What is your preferred river crossing?



Support for Modern Streetcar Starter Line: As shown in Figure 5, 66 percent of the respondents (112 out of 70) would support the shorter starter segment, defined as a 3.4 mile line running from Lake Street to approximately 5th Street NE. However, a number of people indicated a desire to see a longer line, particularly one extending further northeast along Central Avenue. Individuals indicated a desired northeastern terminus at Broadway Avenue, 14th Street (Northeast Arts District) or Lowry Avenue.

Figure 5: Would you support a 3.4-mile long starter segment?



In addition to these three opinions, commonly expressed concerns were raised during the public input meetings. These included:

- **Business Concerns about Traffic, Parking and Construction Impacts:** Several individuals expressed concern that there would be traffic, parking and construction impacts associated with both modern streetcar and enhanced bus. The provision of curb extensions (bump-outs) at transit stops would require the transit vehicle to stop in the mixed traffic lane; therefore, people had concerns that this would have a negative impact on traffic. There was also concern that these transit stops would eliminate on-street parking in front of businesses. Several individuals noted the business impacts of construction along University Avenue (for Central LRT) and expressed concern that there would be similar impacts during construction of modern streetcar.
- **Concerns about Bicycles and Modern Streetcar:** Several individuals raised questions about how bicycles would operate on the same streets as modern streetcar, particularly along Nicollet Mall.
- **Concerns about Cost and Funding:** Several respondents indicated concern about the cost of modern streetcar, noting that the enhanced bus alternative would be much less expensive. Respondents expressed concerns about an increase in taxes to cover the additional cost and had questions regarding the funding sources that would be used to pay for construction, operation and maintenance.
- **Technical Questions:** Several individuals had specific questions about the technical analysis or requested certain documents. These questions were responded to individually and the documents were provided as requested.



Appendix A

Open House Materials



Transit Open Houses August 6, 7 and 14th

The City of Minneapolis is hosting three public open houses to share new information on the enhanced bus and modern streetcar being considered on Central Avenue NE, Nicollet Mall, and Nicollet Avenue S.

Tuesday, August 6

11:30 a.m. to 1:30 p.m.
 Minneapolis Central Library
 300 Nicollet Mall
 Presentation at 12:00 p.m.

Wednesday, August 7

5:30 p.m. to 7:30 p.m.
 Eastside Food Co-op
 2551 Central Ave NE
 Presentation at 6:00 p.m.

Wednesday, August 14

5:30 p.m. to 7:30 p.m.
 Colin Powell Center
 2924 Fourth Ave S
 Presentation at 6:00 p.m.

The purpose of Nicollet-Central Transit Alternatives Study is to evaluate a variety of transit improvements in the Nicollet-Central corridor and select a preferred alternative for implementation. The City of Minneapolis is leading the study in partnership with Metropolitan Council and Metro Transit. For more information, visit

www.minneapolismn.gov/nicollet-central.



Modern Streetcar



Enhanced Bus

The City of Minneapolis invites and encourages participation by every resident to each program, service and event within our city. There will be Somali and Spanish interpreters at the open houses. The open houses are wheelchair accessible. Should you require an accommodation for you to fully participate or interpreter services for language(s) other than Somali or Spanish, please contact Charleen Zimmer at 612-251-1920 or czimmer@zanassoc.com at least 48 hours in advance.





Jornadas de puertas abiertas sobre el transporte public el 6, 7 y 14 de agosto

La Ciudad de Minneapolis celebrará tres jornadas de puertas abiertas al público para compartir nueva información sobre el autobús mejorado y el tranvía moderno que están siendo considerados para la Central Avenue NE, Nicollet Mall y Nicollet Avenue S.

Martes, 6 de agosto

11:30 a.m. a 1:30 p.m.

Minneapolis Central Library
300 Nicollet Mall

Presentación a las 12:00 p.m.

Miércoles, 7 de agosto

5:30 p.m. a 7:30 p.m.

Eastside Food Co-op
2551 Central Ave NE

Presentación a las 6:00 p.m.

Miércoles, 14 de agosto

5:30 p.m. a 7:30 p.m.

Colin Powell Center
2924 Fourth Ave S

Presentación a las 6:00 p.m.

El propósito del Estudio sobre las Alternativas del Transporte Público de Nicollet-Central es evaluar una variedad de mejoras del transporte público en la ruta Nicollet-Central y seleccionar la alternativa preferida para su implementación. La Ciudad de Minneapolis está dirigiendo un estudio en asociación con el Consejo Metropolitano y Metro Transit. Para más información, visite www.minneapolis.gov/nicollet-central.

La Ciudad de Minneapolis invita y anima a la participación de cada residente en cada programa, servicio y evento dentro de nuestra ciudad. En las jornadas de puertas abiertas habrá intérpretes de somalí y español. Las jornadas de puertas abiertas tendrán acceso para las sillas de ruedas. Si necesita acomodados para poder participar plenamente o servicios de interpretación para otros idiomas que no sean somalí o español, por favor póngase en contacto con Charleen Zimmer en el 612-251-1920 o czimmer@zanassoc.com con al menos 24 horas de antelación.

Madal Dadwyne oo Gaadiidka ku Saabsan oo la Qabanayo August 6, 7 iyo 14keeda

Minneapolis waxay marti gelinaysaa sedex kulan oo madal dadweyne ah si ay ula wadaagto beesha akhbaar ku saabsan basaska iyo tareenada casriga ah ee dadka qaada ee hada laga damacsan yahay in la marsiiyo wadooyinka Central Avenue NE, Nicollet Mall, iyo Nicollet Avenue S.

Talaado, August 6

11:30 a.m. to 1:30 duhurnimo

Minneapolis Central Library
300 Nicollet Mall

Kulanku waa 12:00 duhurnimo

Arbaco, August 7

5:30 p.m. to 7:30 fiidnimo

Eastside Food Co-op
2551 Central Ave NE

Kulanku waa 6:00 fiidnimo

Arbaco, August 14

5:30 p.m. to 7:30 fiidnimo

Colin Powell Center
2924 Fourth Ave S

Kulanku waa 6:00 fiidnimo

Ujeedada daraasada kale loogu sameynayo wadiiqada Nicollet-Central Transit waa in lagu qiimeeyo hagaajinta gaadiidyo badan oo mara wadiiqada Nicollet-Central iyo in lagu xusho kuwa la rabo in laga dhaqan geliyo wadiiqada. Minneapolis ayaa hagaysa daraasada iyadoo ay weheliyaan Metropolitan Council iyo Metro Transit. Wixii akhbaar faahin ah booqo www.minneapolis.gov/nicollet-central.

Magaalada Minneapolis waxay ku boorisaa dadka oo dhami in ay ka qayb galaan wax kasta oo adeegyo ama dhacdo ah oo ka jirta magaaladayada Madasha dadweynaha waxaa heegan kuugu ah turjumaano Soomaali iyo Isbaanishka ah. Kuraasta la isku riixaa waa geli karaan madasha. Hadii aad u baahan tahay turjumaan kolka kulanka aad ka qayb galaysid aan ahayn afafka Soomaaliga iyo Isbaanshka, fadlan wac Charleen Zimmer at 612-251-1920 ama czimmer@zanassoc.com ugu yaraan 48 saacadood ka hor xiliga la balamay.

Nicollet-Central Transit Alternatives

Open House September 2013

Presentation will begin at 5:30 PM



Study Overview

- Evaluate costs, impacts and benefits of a variety of alternative transit options
- Select a locally preferred alternative for transit improvements on Nicollet-Central corridor

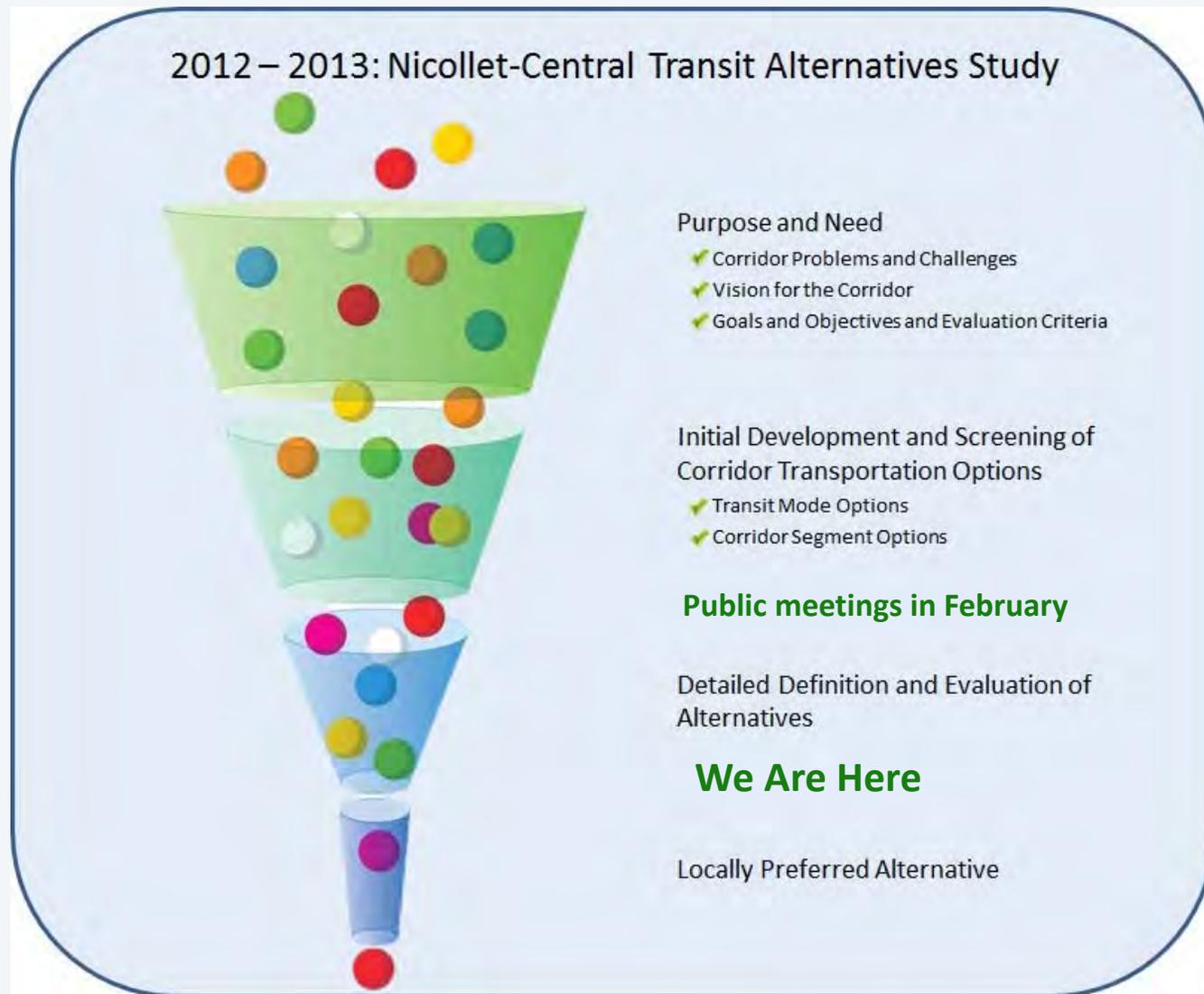


Project Purpose

(approved by Policy Advisory Committee 10/25/2012)

- The purpose is to...
 - improve transit connectivity,
 - enhance the attractiveness of transit service,
and
 - catalyze development through an investment in transit infrastructure within the Nicollet-Central Corridor.

Nicollet-Central Alternatives Analysis



Alternatives for Detailed Evaluation

<p>No Build (existing bus)</p> 	<p>Enhanced Bus (9-mile)</p> 	<p>Streetcar (9-mile)</p> 	<p>Streetcar (Preliminary starter line)</p> 
			

Common Elements of Enhanced Bus and Modern Streetcar

- Use same lanes as cars and trucks
- Larger, easily recognizable vehicles
- Fewer stops
- Frequent, all-day service and complementary bus service
- Fewer signal delays
- Faster boarding
- Better stop amenities



Enhanced Bus Differs from Arterial BRT

Enhanced Bus

- Short trips/local circulation
- Slower speed
- Frequent stops (~¼ mile)

Arterial BRT

- Long trips/regional nature
- Higher speed
- Limited stops (½ mile +)

...yet similar in many other ways:

- Frequent service
- Reliable service
- Improved passenger experience



Three Key Questions

to identify a Locally Preferred Alternative:

- What Transit Mode is Best?
- What River Crossing is Best?
- What is the “Streetcar Starter Line”?

WHAT TRANSIT MODE IS BEST?



Goals and Evaluation Criteria

Connect People and Places

- Population and jobs
- Activity centers
- Pedestrian and bicycle connections

Increase Attractiveness of Transit

- Ridership
- Ability to accommodate growth

Catalyze and Support Economic Development

- Development capacity
- Ability to spur development

Integrate with Transportation System

- Traffic
- Parking
- Freight railroads

Support Healthy Communities and Environmental Practices

- Cultural, historic and natural resources
- Transit-reliant population
- Environmental benefits

Develop Implementable Project with Community Support

- Capital cost
- Annual operating and maintenance cost
- Public and business support

Summary of Evaluation

Connect People and Places

- No difference between alternatives; they connect the same number of people and jobs and places

Increase Attractiveness of Transit

- Streetcar has higher weekday ridership in 2030 than Enhanced Bus (19,900 vs. 13,400)
- Enhanced Bus and Streetcar would accommodate growth in transit demand
- No-Build would require current Route 10, 18 and 59 use of larger buses

Catalyze and Support Economic Development

- Same development capacity and value
- Streetcar has greater potential to spur development than Enhanced Bus
- No-Build has lowest potential

Integrate with Transportation System

- All alternatives would operate in mixed traffic
- Enhanced Bus and streetcar would have minimal/similar impacts on traffic, parking and freight rail operations



Comparison of Results for Enhanced Bus and Modern Streetcar

Support Healthy Communities and Environmental Practices

- Streetcar would serve more people who rely on transit than Enhanced Bus (7,500 vs. 4,500 per day in 2030)

Develop Implementable Project with Community Support

- Cost
 - Lower capital cost for Enhanced Bus than Streetcar (\$94 million vs. \$393 million)
 - Lower annual O&M cost for Enhanced Bus than streetcar (\$13.6 million vs. \$20.1 million)
 - Similar O&M cost per passenger
 - Enhanced Bus and Streetcar both appear competitive for federal funding
- Community Support
 - Streetcar has more community support through February 2013;
 - Additional feedback sought August/September 2013

What Mode Is Best?

	Enhanced Bus	Modern Streetcar
Capital Cost	\$94 million	\$393 million
O&M Cost	\$13.6 million	\$20.1 million
Ridership	13,400/weekday	19,900/weekday
Transit Reliant Riders	4,500/weekday	7,500/weekday
Economic Development Potential	Moderate	High

WHAT RIVER CROSSING IS BEST?



River Crossing Alternatives



Mississippi River Crossing Options

	Hennepin/1st	3rd/Central
1.4 Connections with Transitways	<ul style="list-style-type: none"> • Share river crossing with Hennepin/University streetcar 	
1.5 Major Activity Centers	<ul style="list-style-type: none"> • Full access to riverfront • Access to Nicollet Island 	<ul style="list-style-type: none"> • Partial access to riverfront
1.7 Pedestrian Connections	<ul style="list-style-type: none"> • Accessible connections to both sides of river and Nicollet Island 	<ul style="list-style-type: none"> • Partial access to riverfront
1.8 Bicycle Connections	<ul style="list-style-type: none"> • Does not preclude planned bike lanes • Direct access to riverfront 	<ul style="list-style-type: none"> • No room for bike lane without parking impacts • Indirect access to riverfront
2.1 Ridership	<ul style="list-style-type: none"> • +1,000 boardings for streetcar 	<ul style="list-style-type: none"> • Shorter walk distance for some existing riders
4.3 Traffic	<ul style="list-style-type: none"> • 3 travel lanes/direction • Would not preclude traffic operation changes 	<ul style="list-style-type: none"> • 2 travel lanes/direction
5.1 Historic Resources		<ul style="list-style-type: none"> • Bridge is on NRHP
6.3 Annual O&M Cost (varies by alternative)	<ul style="list-style-type: none"> • \$10.6 - \$20.1 million 	<ul style="list-style-type: none"> • \$11.4 - \$20.6 million
6.4 Capital Cost (varies by alternative)	<ul style="list-style-type: none"> • \$94 - \$393 million 	<ul style="list-style-type: none"> • \$100 - \$409 million

WHAT IS THE STREETCAR STARTER LINE?



Why a Streetcar Starter Line?

- Experience of other US streetcar systems
- Competitive for federal funding
- Serve as downtown spine of future streetcar network
- Capture majority of benefits of 9.2-mile streetcar

Initially defined as 3.4-mile segment between Eighth St NE to Lake St

PEER SYSTEM	OPENING YEAR	ROUTE LENGTH (MI)
Portland Phases 1-4	2001-2007	4.0
Portland - Phase 5	2012	3.3
Seattle South Lake Union	2007	1.3
Seattle First Hill	2014	2.5
Tucson	2013	3.9
Atlanta	2014	1.3

Additional Priorities for Identifying a Starter Line

- Strong existing and future development anchors
- Strong east-west transit connections
- Potential to replace existing buses

Eighth St NE-Lake Streetcar Starter Line



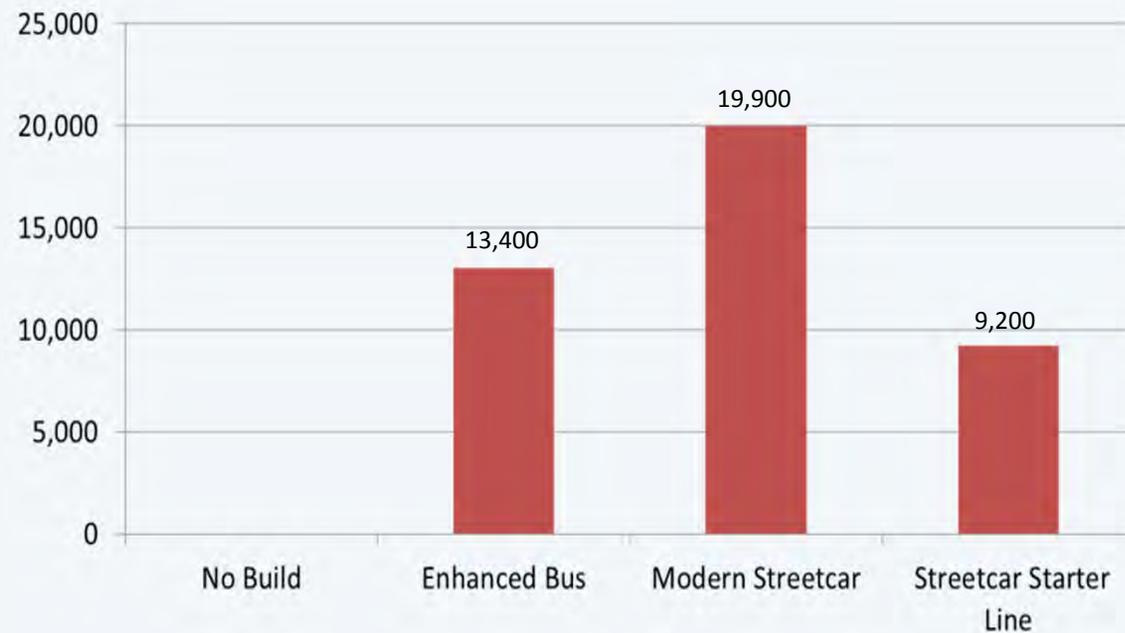
Connection between bridge and Nicollet Mall to be determined during environmental review/ advanced concept design

High Transit Ridership

Increase Attractiveness of Transit

- One-third the length but about one-half of ridership

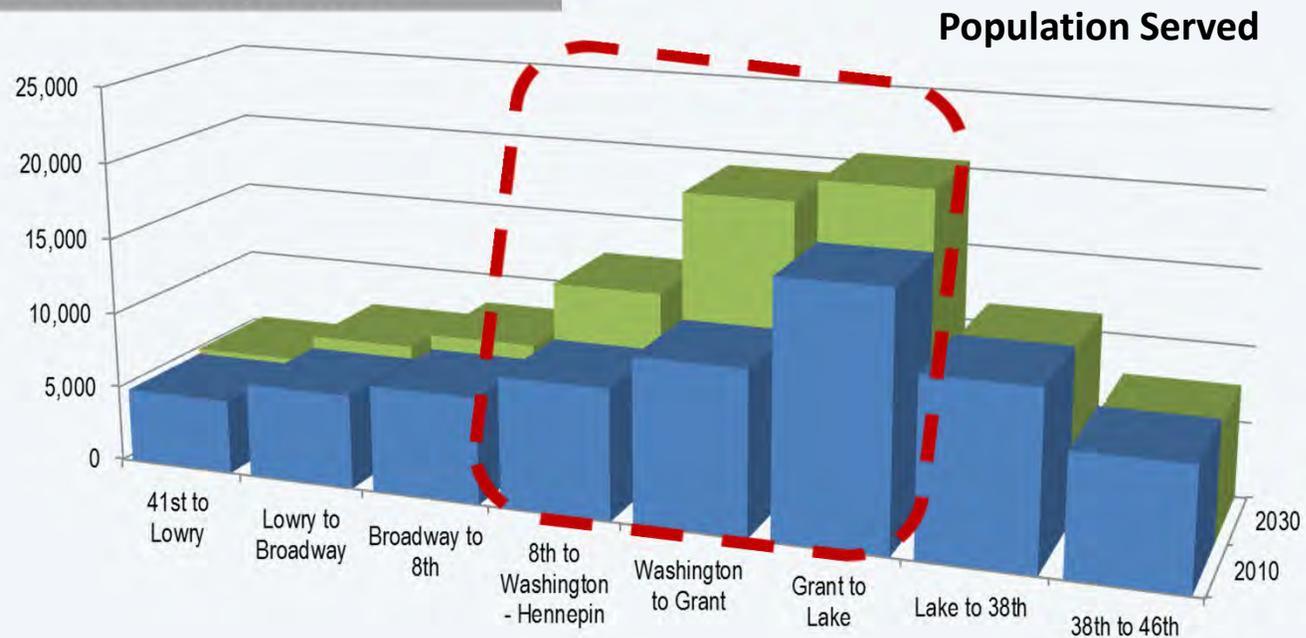
2030 Average Weekday Boardings



Serves Most People and Jobs

Connect People and Places

- 90% of growth in population and employment
- Connects all but two activity centers

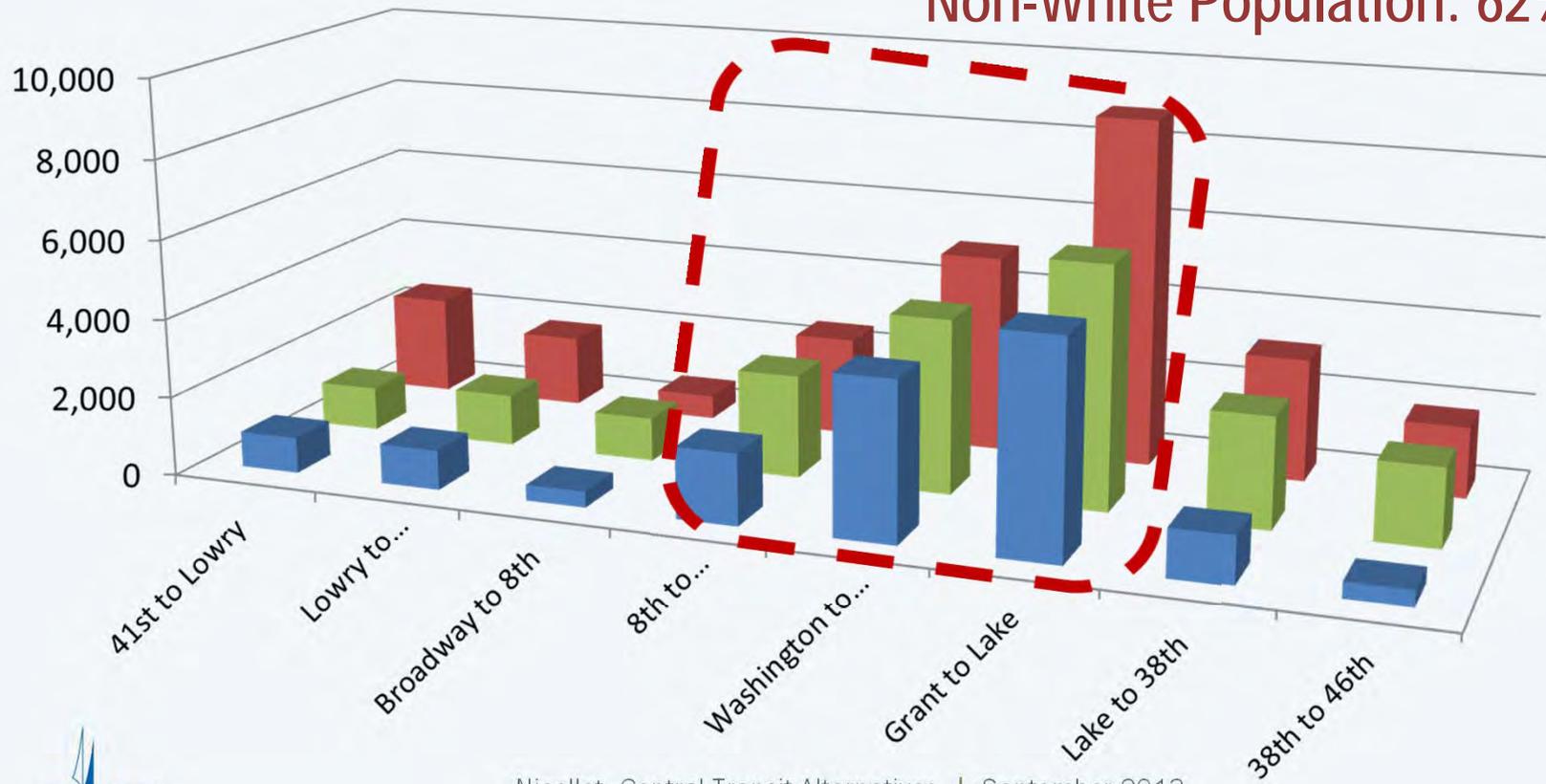


Serves Most Transit-Reliant People

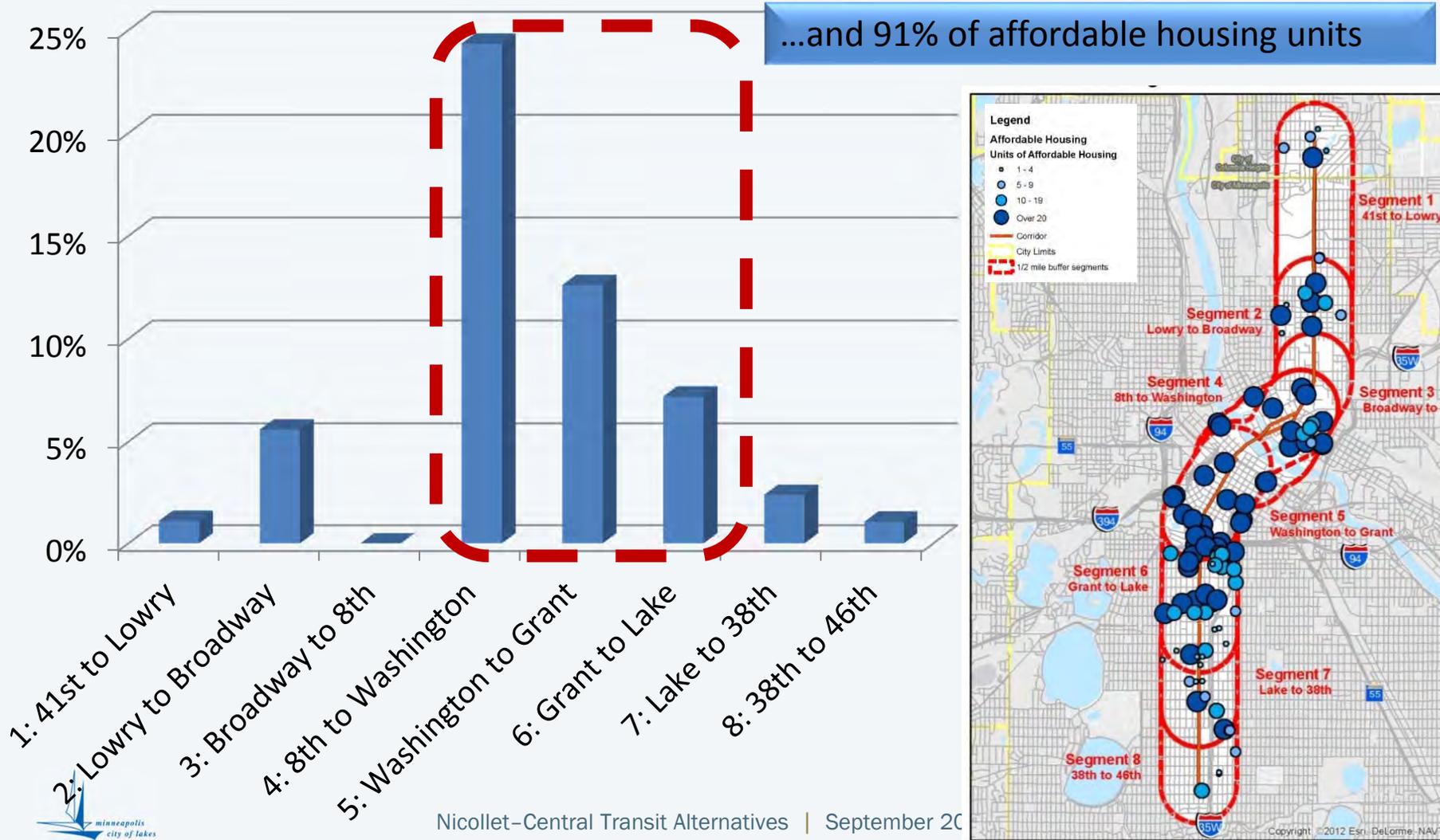
Support Healthy Communities and Environmental Practices

- Serves 60%+ of transit-reliant population

No Vehicle Population: 62%
 Population Living In Poverty: 74%
 Non-White Population: 62%



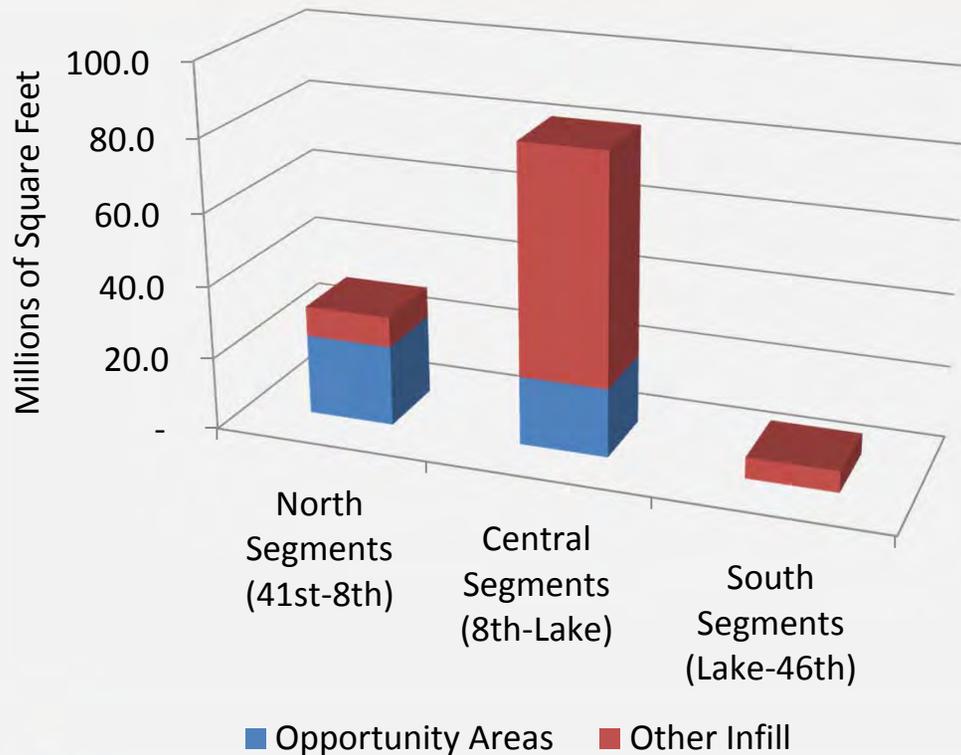
Serves Most Affordable Housing



Best Economic Development Potential

Catalyze and Support Economic Development

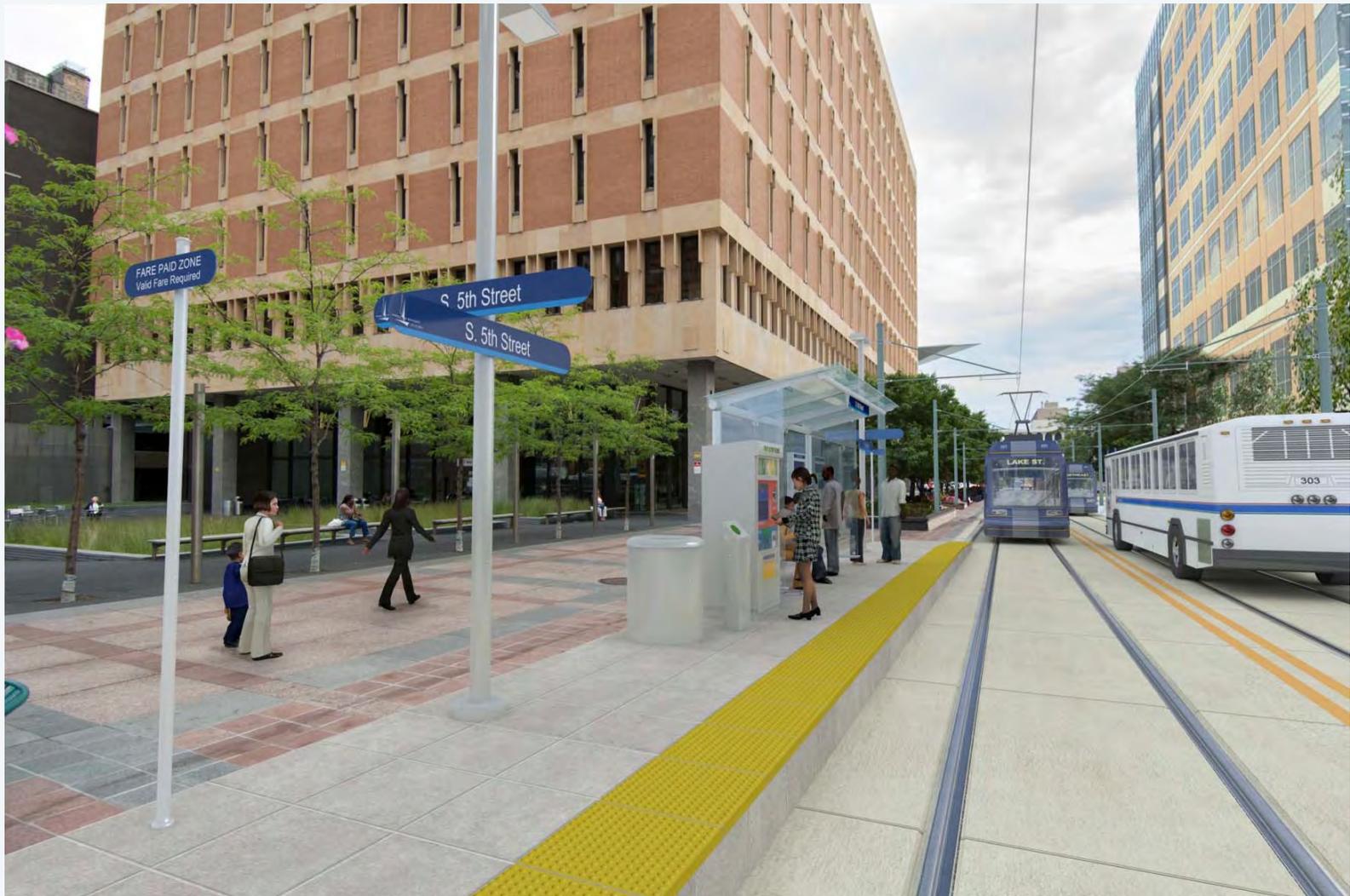
- 69% of development capacity
- Serves 5 of 9 opportunity sites



Streetcar Starter Line

- 9,200 weekday boardings
- Annual O&M Cost: \$10.6 million
- Capital Cost: \$180-\$200 million
- Potential FTA cost-effectiveness rating:
Medium or better

What Streetcar Might Look Like



What Streetcar Might Look Like



Next Steps

- Obtain Public and Agency Feedback through September 15th
 - Online: www.minneapolis.gov/nicollet-central
 - Presentations to neighborhood and business associations
- Select Locally Preferred Alternative – September
- Complete Environmental Assessment
- Amend Regional Transportation Policy Plan to include LPA
- Funding Plan and Interagency Agreements

Thank You

www.minneapolis.gov/nicollet-central

Charleen Zimmer
(612) 251-1920
czimmer@zanassoc.com

**Please fill out survey/comment
cards**



Q&A





August 2013

IMPROVING TRANSIT IN THE CORRIDOR

On October 25, 2012, the Policy Advisory Committee approved the following purpose for improving transit in the Corridor:

The purpose of the Nicollet-Central Transit Alternatives Project is to improve transit connectivity, enhance the attractiveness of transit service, and catalyze development through an investment in transit infrastructure within the Nicollet-Central Corridor.

The goals of the Project are to:

- *Connect people and places*
- *Increase the attractiveness of transit*
- *Catalyze and support economic development*
- *Integrate with the transportation system*
- *Support healthy communities and environmental practices*
- *Develop an implementable project with community support.*



Overall Study Area

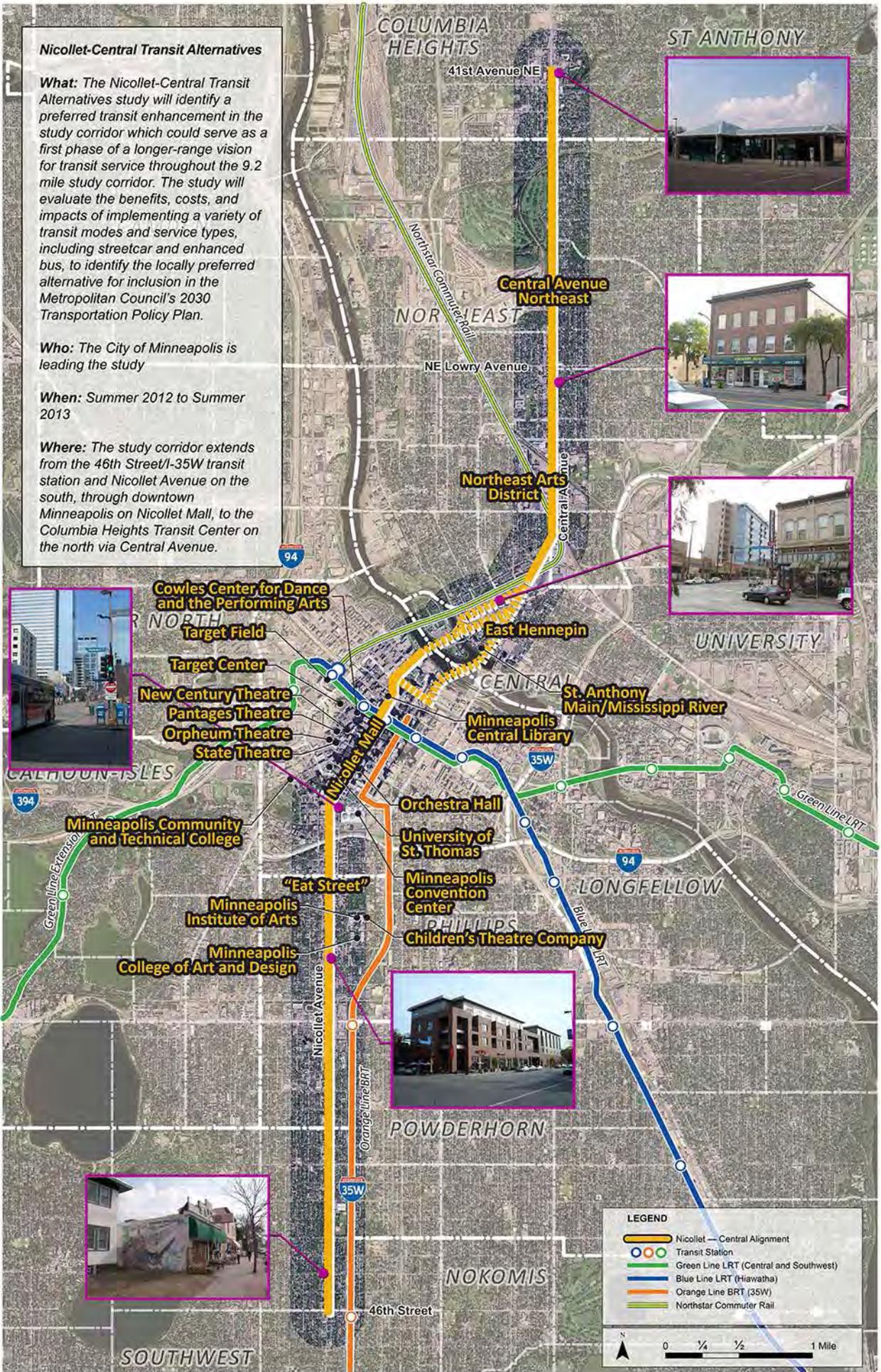
Nicollet-Central Transit Alternatives

What: The Nicollet-Central Transit Alternatives study will identify a preferred transit enhancement in the study corridor which could serve as a first phase of a longer-range vision for transit service throughout the 9.2 mile study corridor. The study will evaluate the benefits, costs, and impacts of implementing a variety of transit modes and service types, including streetcar and enhanced bus, to identify the locally preferred alternative for inclusion in the Metropolitan Council's 2030 Transportation Policy Plan.

Who: The City of Minneapolis is leading the study

When: Summer 2012 to Summer 2013

Where: The study corridor extends from the 46th Street/I-35W transit station and Nicollet Avenue on the south, through downtown Minneapolis on Nicollet Mall, to the Columbia Heights Transit Center on the north via Central Avenue.



LEGEND

- Nicollet - Central Alignment
- Transit Station
- Green Line LRT (Central and Southwest)
- Blue Line LRT (Hiawatha)
- Orange Line BRT (35W)
- Northstar Commuter Rail

0 1/4 1/2 1 Mile

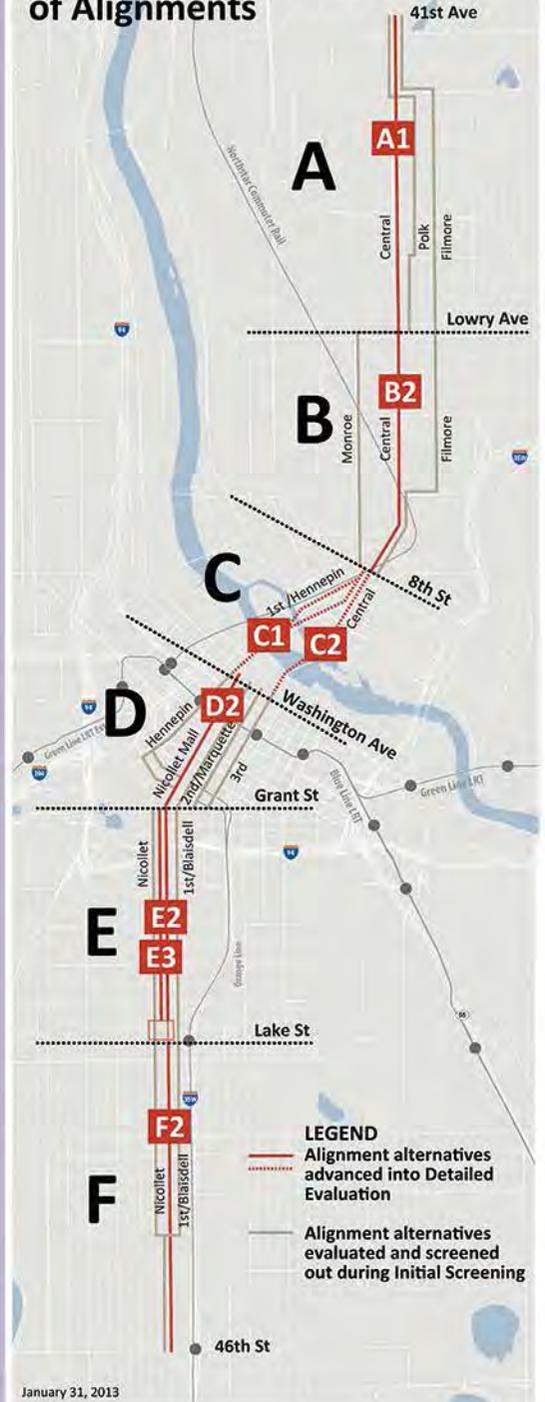


Initial Screening of Alignments

- Connects activity centers
- Compatible with local and regional plans
- Community and stakeholder sentiment
- Effective alignment that provides for direct access
- Consistent with existing community character
- Overall Rating
- Advanced into Detailed Evaluation

		41st Ave						
		Good	Best	Best	Good	Best	Best	
A1	Central	Good	Best	Best	Good	Best	Best	A1
A2	Polk	Good	Fair	Fair	Poor	Fair	Fair	
A3	Filmore	Best	Fair	Fair	Fair	Fair	Fair	
		Lowry Ave						
		Best	Fair	Fair	Poor	Fair	Fair	
B1	Monroe	Best	Fair	Fair	Poor	Fair	Fair	
B2	Central	Good	Best	Best	Best	Best	Best	B2
B3	Filmore	Fair	Fair	Fair	Poor	Fair	Fair	
		8th St						
		Good	Good	Good	Good	Good	Good	
C1	1st/Hennepin	Good	Good	Good	Good	Good	Good	C1
C2	Central	Good	Good	Good	Good	Good	Good	C2
		Washington Ave						
		Good	Fair	Fair	Fair	Good	Fair	
D1	Hennepin	Good	Fair	Fair	Fair	Good	Fair	
D2	Nicollet Mall	Good	Best	Good	Best	Best	Best	D2
D3	2nd/Marquette	Good	Fair	Fair	Fair	Fair	Fair	
D4	3rd	Good	Fair	Fair	Fair	Fair	Fair	
		Grant St						
		Good	Fair	Fair	Fair	Fair	Fair	
E1	1st/Blaisdell	Good	Fair	Fair	Fair	Fair	Fair	
E2	Nicollet (reconnected at Lake)	Best	Best	Best	Best	Good	Best	E2
E3	Nicollet (assuming no reconnection of Nicollet)	Good	Good	Good	Good	Good	Good	E3
		Lake St						
		Good	Fair	Fair	Fair	Fair	Fair	
F1	1st/Blaisdell	Good	Fair	Fair	Fair	Fair	Fair	
F2	Nicollet	Best	Best	Best	Best	Best	Best	F2
		46th St						

Results of Initial Screening of Alignments



Initial Screening of Modes

Screening Criteria	Local Bus	Enhanced Bus	Bus Rapid Transit	Modern Streetcar	Light Rail Transit*	Heavy Rail*	Commuter Rail	Maglev	Monorail	Personal Rapid Transit
										
Potential right-of-way impacts	Best	Good	Poor	Good	Poor	Poor	Poor	Poor	Poor	Poor
Provides access to community	Good	Best	Good	Best	Fair	Fair	Poor	Poor	Fair	Good
Compatible with local and regional plans	Good	Best	Fair	Best	Fair	Poor	Poor	Poor	Poor	Poor
Consistent with existing community character	Best	Best	Fair	Good	Fair	Poor	Poor	Poor	Poor	Poor
Provides appropriate level of transit capacity	Best	Best	Good	Best	Good	Poor	Fair	Poor	Fair	Poor
Community and stakeholders sentiment	Poor	Good	Fair	Best	Fair	Poor	Poor	Poor	Poor	Poor
Overall Rating	Good	Best	Fair	Best	Fair	Poor	Poor	Poor	Poor	Poor
Advanced into Detailed Evaluation	Local Bus	Enhanced Bus		Modern Streetcar						

*Potentially at-grade or with grade separation (subway/elevated tracks)

Alternatives for Detailed Evaluation

No Build (existing bus)



Enhanced Bus (9-mile)



Streetcar (9-mile)



Streetcar (Preliminary starter line)



Proposed Alignment, Stop Location and Service Frequency

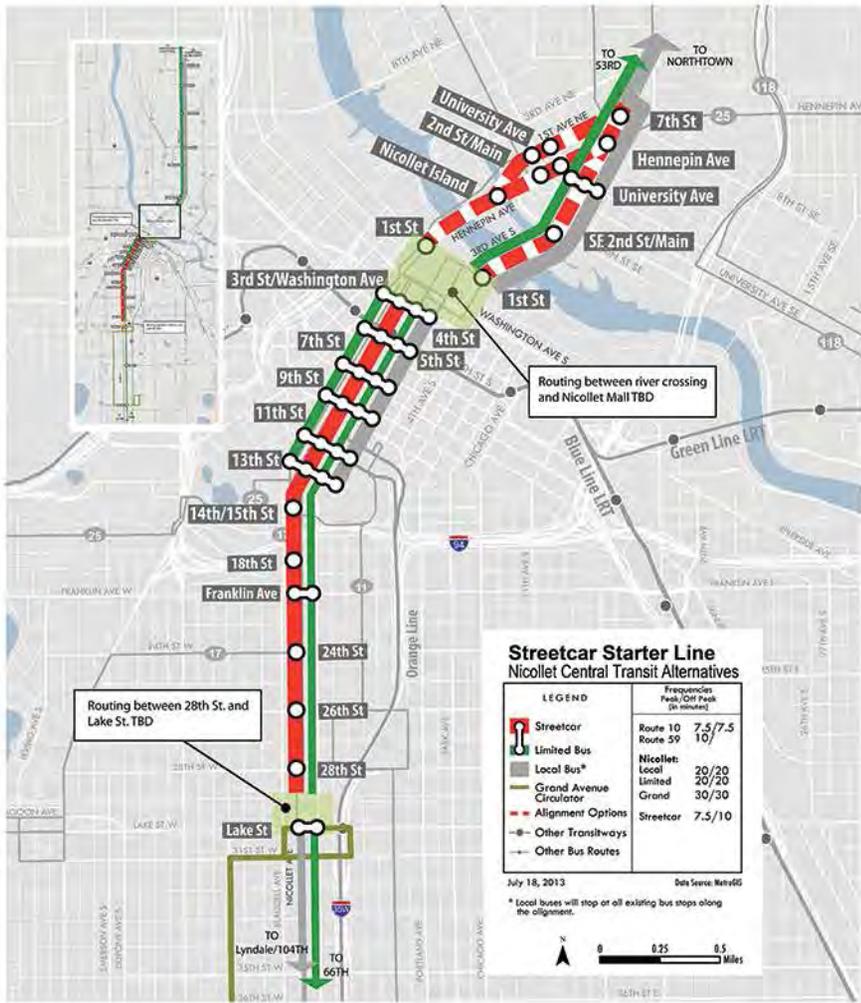
Enhanced Bus



Modern Streetcar



Streetcar Starter Line



Common Elements of Enhanced Bus and Modern Streetcar

Use Same Lanes as Cars and Trucks



Tacoma



Portland

Fewer Signal Delays



Transit signal priority

A little more green time or a little earlier green time for transit

Not transit signal preemption, as on Hiawatha LRT

Larger, More Easily Recognizable Vehicles



Seattle



Seattle (photo credit zargoman)



Portland



Cleveland



Kansas City (Bus)



Portland (Modern Streetcar)



Seattle (Modern Streetcar)



Everett, WA (Bus)

Common Elements of Enhanced Bus and Modern Streetcar

Better Stop Amenities

Curb extensions



Raised curb / Platform



Easily recognizable stops



Real time information



Faster Boarding

Pay fares before you get on the vehicle



Enter through any door



Enhanced Bus Differs from Arterial BRT

Enhanced Bus

- Short trips/local circulation
- Slower speed
- Frequent stops (~¼ mile)

Arterial BRT

- Long trips/regional nature
- Higher speed
- Limited stops (½ mile +)



Modern Streetcar Differs from Light Rail Transit

Modern Streetcar

- Mixed traffic lanes with cars
- Single car trains (~70' long)
- Stops ~60' long
- ¼ to ½ mile stop spacing
- Short route distance
- Activity center circulation
- Less construction impacts

Light Rail Transit

- Tracks separate from cars
- 2-3 car trains (each ~90' long)
- Stations 270' long
- ½ to 1 mile stop spacing
- Long route distance
- Regional, long-haul service
- More extensive construction



...yet similar in these ways:

- Frequent service
- Reliable service
- Improved passenger experience

Evaluation of Enhanced Bus and Modern Streetcar indicate the alternatives are similar in these ways:

Dense Growing Corridor

- More than 90,000 people lived in the corridor 2010; expected to add 25,000 more residents by 2030
- More than 125,000 people work in the corridor; employment is expected to grow to over 175,000 by 2030



Corridor Residents Rely On Transit

- 4,600 legally binding affordable housing units
- 1 in 4 residents is living in poverty, compared to 1 in 9 in the region
- 1 in 6 residents do not have access to an automobile



High Development Potential Under current Zoning

- Capacity for an additional 118.5 million square feet
- Estimated value of development: \$4.8 billion (year 2013 dollars)

Diverse Community

- 1 in 4 residents are non-white, compared to 1 in 5 in the region

Select Features

- Approximately 9.2 Miles
- 39 Proposed Stops

Integration with Transportation System

- Dense urban environment with extensive sidewalk grid that encourages walking
- Numerous connections to the region's extensive bicycle network
- Minimal impacts to corridor traffic on-street parking, and freight railroad operations



Evaluation of Enhanced Bus and Modern Streetcar indicate the alternatives are different in these ways:

Enhanced Bus



Modern Streetcar



2030 Projected Ridership

Project Boardings	13,400	19,900
Boardings by Transit-Reliant Persons	4,800	7,500

Annual Operating and Maintenance Costs (Year 2013 \$)

\$13.6 million	\$20.1 million
----------------	----------------

Capital Cost (Year 2013 \$)

\$94 million	\$393 million
--------------	---------------

Potential to Spur Development

Moderate	High
----------	------

How do the River Crossings Differ?



Hennepin Avenue Bridge
(facing north)



Central Third Avenue Bridge
(facing south)



Hennepin Avenue Bridge
(north approach/facing north)



Central Third Avenue Bridge
(facing south)



Hennepin Avenue @ University
(facing south)



Central Third Avenue Bridge
(facing north)



Types of Existing Pedestrian/Bicycle Access between Bridge and Riverfront

- S Stairs Only
- ♿ Stairs and Accessible Ramp
- ♿ Accessible At-Grade
- ⊘ No Direct Access

Hennepin/First Avenue Bridge

- More riders
- Faster travel time
- Lower cost
- More options for pedestrian and bicycle access to Riverfront, Nicollet Island and St. Anthony Main
- Existing roadway width north of the River would accommodate traffic, bike land, streetcar tracks and on-street parking
- Would increase walk time for current Route 10 riders
- Would not preclude conversion of Hennepin/First Avenue two-way traffic

Central/Third Avenue Bridge

- Historic bridge; built in 1916
- Longer route, bridge design and historic designation add to cost
- Mostly indirect pedestrian and bicycle access to Riverfront, Nicollet Island and St. Anthony Main
- Existing roadway width north of the River limits ability to accommodate traffic, bike land, streetcar tracks and on-street parking
- Same walk time for current Route 10 riders
- No effect on conversion of Hennepin/First Avenue to two-way traffic



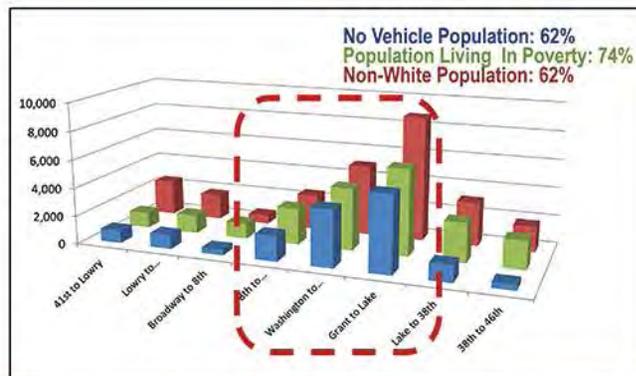
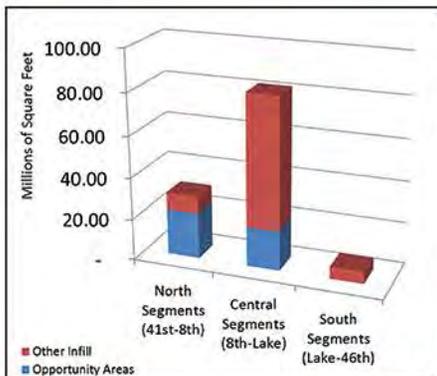
What is the Streetcar Starter Line?

The evaluation indicates that a starter line between Lake and Eighth St NE would capture the most benefits

Features of a streetcar starter line between Eighth Street NE and Lake:

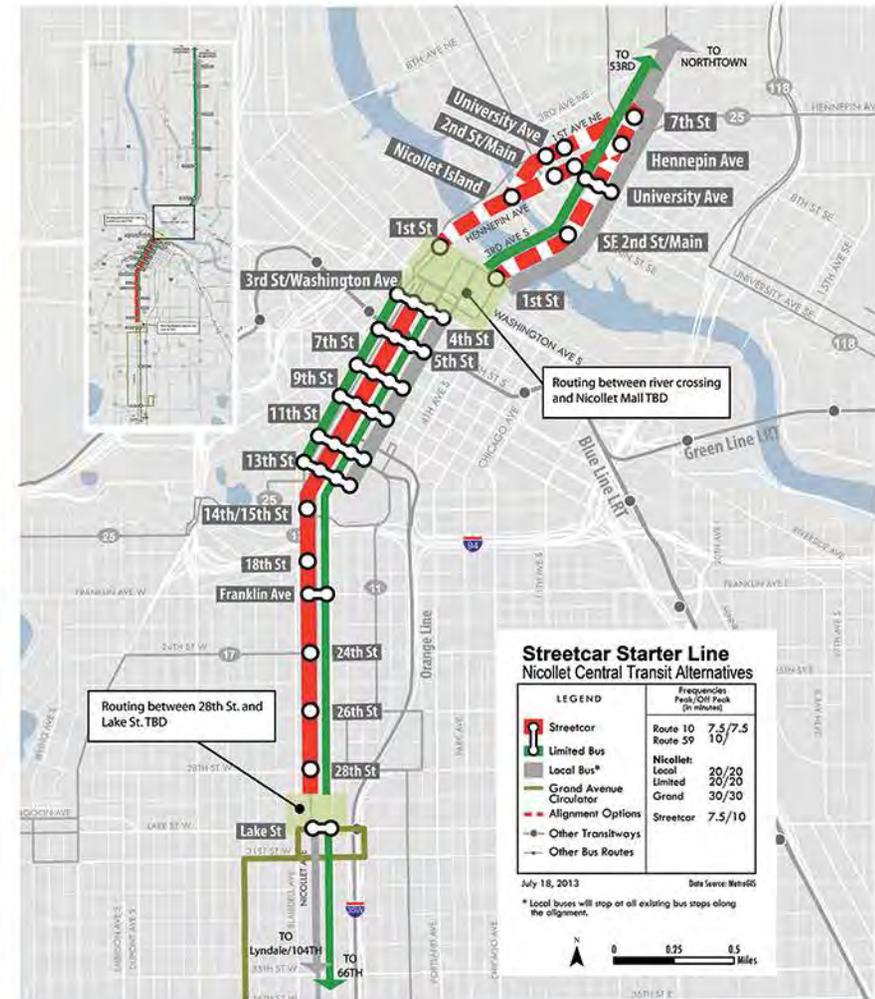
- 3.4 miles long (one-way)
- Serves over 90% of corridor's population and employment
- 9,200 boardings per day in 2030 (50% of 9.2-mile streetcar)
- 69% of corridor's development potential (82.2 billion SF or or \$3.3 billion)
- Serves two-thirds or more of transit-reliant population
- 91 percent of affordable housing
- Competitive for federal funding
 - Estimated capital cost: \$182 million*
 - Estimated annual operating and maintenance cost: \$10.6 million*

* In Year 2013 dollars



Priorities for Identifying the Starter Line

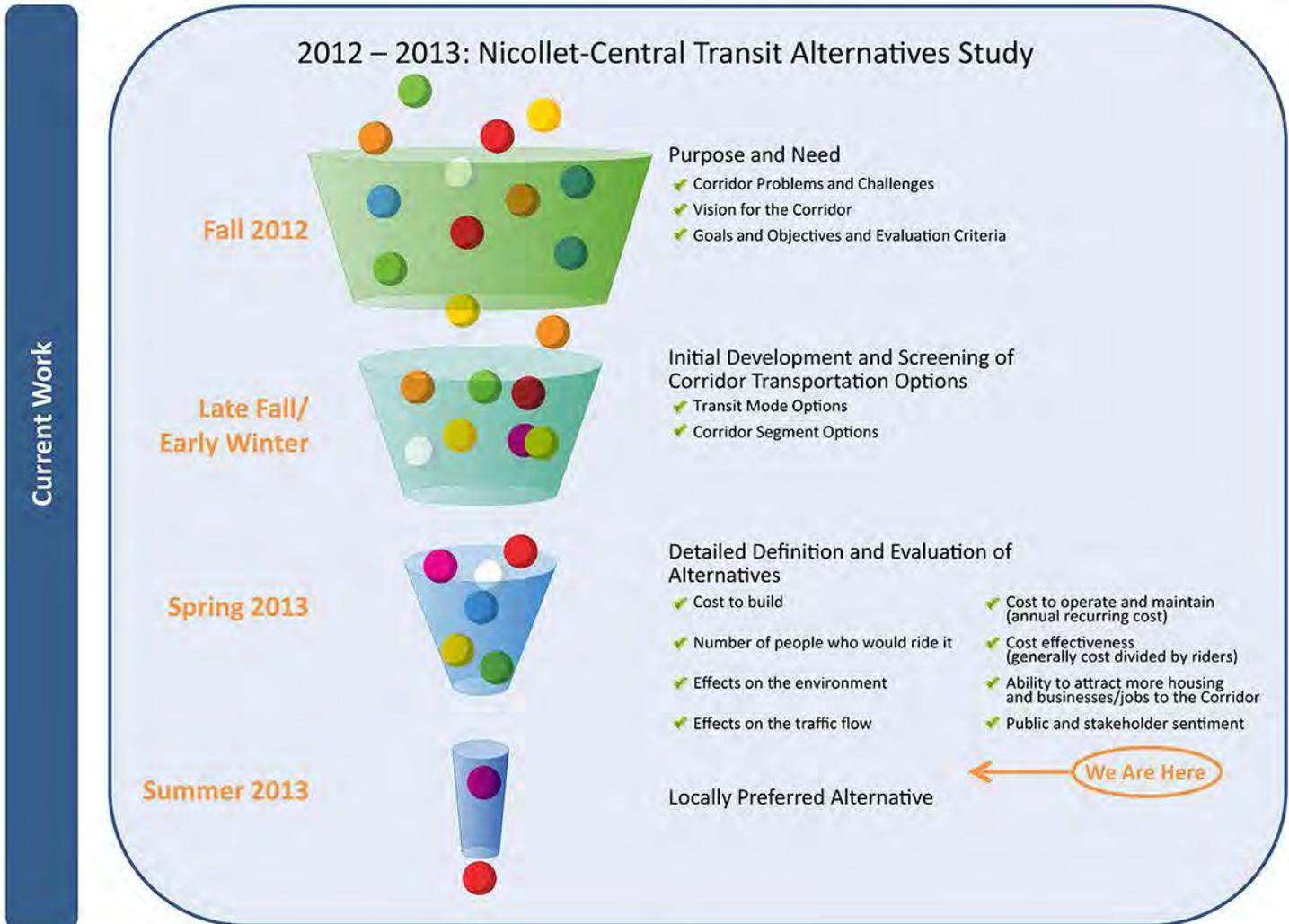
- Serve as the downtown spine for future streetcar lines
- Capture the majority of the benefits of a 9.2-mile streetcar investment
- Strong existing and future development anchors
- Strong east-west transit connections
- Potential to replace existing buses



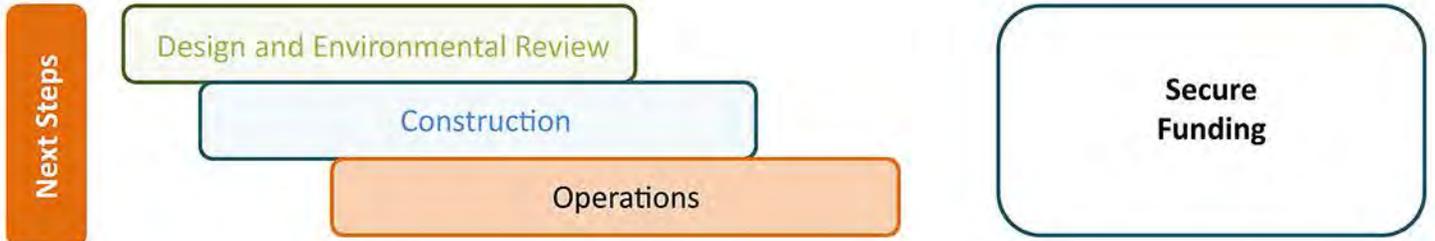
Why Study a Streetcar Starter Line?

- Most starter lines in the U.S. have been 1 to 3 miles long
- To compete for federal funding, define construction cost of \$200 million (2013 dollars)

Project Development Process



Metropolitan Council - Approval of LPA



Appendix B

Brochures

Evaluation of Initial Starter Streetcar Line

An evaluation of an initial starter line for the modern streetcar alternative was completed to identify a “minimal operable segment”. Modern streetcar systems are relatively new in the United States and most starter lines have been 1-3 miles in length. To compete for Small Starts funding, the project should have a capital cost in 2013 dollars of no more than \$200 million. Additionally, it is important that this starter line be able to serve as the downtown hub or spine for future streetcar lines, have strong anchors (both existing and future development density), and have strong east-west transit connections.



Multiple options for a starter line were evaluated based on population and employment served, economic development opportunity, capital cost, and the ability to replace existing bus service. The section between “Lake and 8th Street NE” was identified as the best starter line because it:

- Serves the highest population and employment

- Serves the highest number of people currently living in poverty, the highest number of transit reliant persons, and the legally binding affordable housing units.
- Serves 5 of 9 identified development opportunity sites and has the highest potential development capacity (square feet and dollars).
- Has the highest potential for replacing existing buses.
- The initial streetcar starter line is anticipated to have capital cost of \$182 million in Year 2013 Dollars and annual operating cost of \$10.6 million in Year 2013 Dollars.
- The initial streetcar starter line is forecast to have 9,200 boardings in 2030.

Next Steps

Following the public comment period, the next steps in the project development process are:

- Recommendation of Locally Preferred Alternative (LPA) by Project Advisory Committee
- Adoption of LPA by City Council
- Complete environmental review process as outlined in FTA rules
- Amend Regional Transportation Policy Plan to include LPA
- Develop funding plan and secure interagency agreements to allow study to continue in federal project funding process

Let us know your opinions:

Go to www.minneapolismn.gov/nicollet-central to participate in an on-line survey. For additional information or to submit comments, contact Charleen Zimmer, acting project manager at:

czimmer@zanassoc.com
612-251-1920



August 2013

Detailed Evaluation of Alternatives

Vol. 3

Characteristics of the Nicollet-Central Transit Corridor

The Nicollet-Central Transit Corridor is a very promising corridor for transit improvements. It is 9.2 miles long and stretches between 46th Street/Nicollet Avenue (I-35W transit station) and 41st/Central Avenues (Columbia Heights transit station).



The Nicollet-Central Transit Corridor is home to 90,000 residents and is expected to see an increase of 25,000 residents between now and 2030. Twenty-five percent of households within one-half mile of the corridor are without cars, and 24 percent of residents live in poverty. There are currently 125,000 jobs within the corridor, and by 2030, there are projected to be 50,000 more.

Alternatives

Following the initial screening of alternatives, three alternatives were selected for detailed evaluation:

No Build – conventional buses operating as they do today along Routes 10, 18 and 59.

Modern Streetcar – modern streetcar vehicles that stop approximately every 1/4 mile (about every two blocks), with off-board fare collection, improved transit stops/shelters, signal adjustments for improved transit speed, and other transit and pedestrian amenities.



Enhanced Bus – hybrid electric articulated buses designed to mimic streetcar service and facilities.



Purpose of Alternatives Study

On October 25, 2012, the Policy Advisory Committee (PAC) approved the following statement of purpose for improving transit in the Nicollet-Central Corridor:

“The purpose of the Nicollet-Central Transit Alternatives Project is to improve transit connectivity, enhance the attractiveness of transit service, and catalyze development through an investment in transit infrastructure within the Nicollet-Central Corridor.”

Goals and Evaluation Measures

Six goals were identified, along with numerous evaluation measures related to those goals, for the purposes of evaluating how well transit alternatives addressed the above stated purpose of the project. Those goals are:

- **Connect people and places** (measured by the number of people, jobs and activity centers served as well as the quality of transit, bicycle and pedestrian connections)
- **Increase the attractiveness of transit** (measured by projected transit ridership and potential for future growth in ridership)
- **Catalyze and support economic development** (measured by potential development capacity and potential to spur economic development)
- **Integrate with the existing transportation system** (measured by impacts on traffic, parking and freight railroads)
- **Support healthy communities and environmental practices** (measured by impacts to historic, cultural, and natural resources, benefits to environmental justice communities and transit-reliant population, and environmental benefits)
- **Develop an implementable project with community support** (measured by capital costs, operating and maintenance cost, cost-effectiveness, and public/business support)



Evaluation of Modal Alternatives

The following are results of the detailed evaluation when comparing streetcar and enhanced bus:

- **Goal 1** - Connecting people and places: There is no difference between the alternatives because both serve the same population, employment and activity centers and both provide the same transit, pedestrian and bicycle connections.
- **Goal 2** - Increase the attractiveness of transit: Streetcar has higher projected ridership (19,900 boardings per weekday compared to 13,400 boardings on enhanced bus, in 2030).
- **Goal 3** - Catalyze and support economic development: Streetcar has greater potential to catalyze development based on a review of peer cities and discussion at a local developer forum.
- **Goal 4** - Integrate with existing transportation systems: Both streetcar and enhanced bus operate in the same lanes as general traffic. Enhanced bus and streetcar will stop in traffic and this will have some impact on traffic. However, both will have faster boardings and will have signal timing improvements that will benefit traffic. Both may have a small impact on parking at some stops but may have no impact or a positive impact at others.
- **Goal 5** - Support healthy communities and environmental practices: Streetcar is expected to serve a higher number of transit-reliant riders (7,500 weekday riders compared to 4,500 weekday riders for enhanced bus). It is not anticipated that there will be a significant difference in the air pollutant or energy used between the alternatives.
- **Goal 6** - Develop an implementable project with community support: Enhanced bus has a lower capital cost (\$94 million compared to \$393 million for streetcar) and a lower annual operating and maintenance cost (\$13.6 million compared to \$20.1 million for streetcar). However, the O&M cost per passenger boarding are approximately the same. The degree of public/business support will be assessed following public meetings and a public comment period during August 2013.

Evaluation of River Crossing Alternatives

The Hennepin Avenue Bridge and the Central/Third Avenue Bridge were evaluated as alternative river crossings. The evaluation results are:

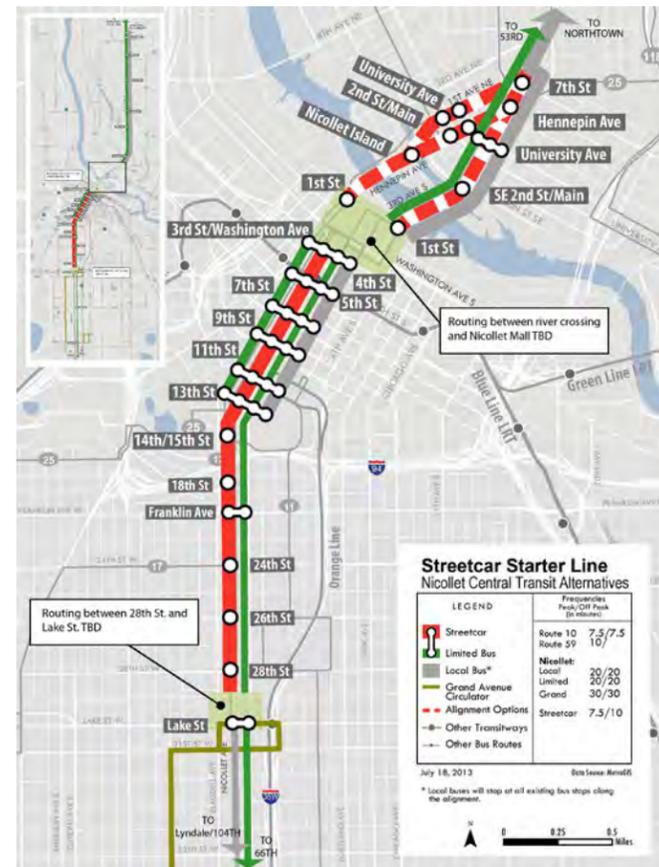
- The Hennepin alignment has higher projected transit ridership and faster transit travel times.
- The Central alignment is the current route for Route 10 (Central Avenue service), resulting in increased walk distances for some existing riders if the alignment were shifted to Hennepin.



- The Central/Third Avenue Bridge is listed in the National Register of Historic Places. Due to its age and historic status, it will be more expensive to modify for streetcar.
- There are better existing pedestrian and bicycle connections to the River from Hennepin Avenue and Hennepin Avenue provides a direct connection to Nicollet Island.
- Installing streetcar on Hennepin/First would not preclude future two-way operation on Hennepin/First Ave.
- Installing streetcar and bicycle lanes tracks on this section of Central Avenue (currently sharrows) would require the removal of on-street parking. There is sufficient existing right-of-way on Hennepin and First Avenues to install streetcar tracks without impacting on-street parking or bicycle lanes.

Daraasada Hore ee Abyida ah ee khadka Tareenku maro

Daraasada hore ee abyida khadka ah ee kala dooradka tareenada casriga ah waa la dhameystiray. Sababtoo ah nidaamka kharash bixinta e dowlada dhexe ayaa u baahan in la cadeeyo “ugu yaraan labo qaybood oo hawl geli kara”. Tareenada casriga ah ee noocaan ahi waa ku yare cusub yihiin wadanka United States khadadkaan cusub oo la abyeey intooda badani dhererkoodu waa 1-3 mayl. Si loo dhameystiro kharaska hore ee abyiga ah wuxuu u baahan yahay kharash maal gelineed oo aan ka badnayn \$200 oo malyuun oo doolarka 2013 ah. Intaa waxaa dheer, waa muhiim in khadka abyiga ahi oo awoodi karo in uu noqdo xarun baladka hoose ah ama laf dhabar u noqon karta Khadadka tareenada ee mustaqbalka la sameeyanayo lehna tiirar xoogan, (ama hada jira ama hormar mustaqbalka ah oo cufan), sidoo kalena lehna isku xirnaan gaadiid oo axoogan oo bariga iyo galbeedka ah.



Xulashooyin badan ee khadka hore ee abyida ah ayaa la darsay, iyadoo daraasadaas lagu saleeyey, dadka iyo shaqaalaha loo adeegayo. fursadaha horumarinta dhaqaalaha, kharashka, iyo bedelida la bedeli karo basaska adeegyada ee hada jira. Qaybta u dhexeysa Lake ilaa iyo

8th street NE. waxaa loo qorsheeyey in ay noqoto meesha khadka abyiga ah ka bilaabanayo. Sababtoo ah: “Lake ilaa iyo 8 NEth”:

- Khadku wuxuu u adeegaa dadka iyo shaqooyinka ugu badan.
- Khadku wuxuu u adeegaa dadka ugu badan ee saboolka ah hada. Dadka ugu badan ee gaadiidka dadweynaha ma ahee aan gaadiid kale haysan, iyo guryaha dowlada.
- Wuxuu u adeegaa 5 ka mid ah 9kiiba ruga la aqoonsaday wuxuu leeyahay muga ugu weyn ee lagu horumarin karo meesha (fiit isku wareegiiba doolaar ahaan).
- Wuxuu leeyahay fursada ugu weyn ee lagu bedeli karo basaska hada jira.
- Khadka ugu horeeeya ee tareenka ee abyida ah waxaa la filayaa in maal gelintiisu ay noqoto \$182 malyuun sanadka 2013 \$ ka iyo kharash maalgelinta ah ee sanad kastaa baxaa uu noqdo 10.6 malyuun sanadka 2013 ka \$.
- Khadka hore ee tareenka ee abyid ah waxaa la saadaaliyey in uu yeelan doono dad raacid rakaab oo tiradoodu tahay 9,200 sanadka 2030.

Talaabada Xigta

Ka dib faalooyinka dadweynahu arintaan ka bixiyaan ka, talaabooyinka xiga ee nidaanka horumarinta mashruucu waa sidan soo socota:

- Talooyinka Kala Doorashada ee Hoose ahaan ay u Door bidaan (LPA) Gudiga Qaban Qaabada Mashruuca (aakhirka August)
- Ansixinta talooyinka gudiga ay ansixiyaan golaha magaaladu
- Soo dhameystirka nidaanka muraajacada ee saameynta deegaanka ee mashruucu sida ay qabaan xeerarka FTA
- Wax ka bedelida Qorsheyaasha Gaadiidka ee Nawaaxiga si loogu darro LPA da.
- Qaabeynta qorshe maal gelineed iyo in la soo gacan geliyo heshiisyo dhex mara hay'adaha si loo sii wado daraasada nidaanka maal gelinta mashruuca dowlada dhexe

Fadlan Nala wadaag ra'yigaaga:

Booqo www.minneapolis.mn.gov/nicollet-central si aad aftida ugu qayb qaadid adigoo isticmaalaya khadka onlineka, wixii kahbaar ah oo dheeraad ah ama si hadii aad dooni in aad faalo soo gudbiso, fadlan la xiriir Charleen Zimmer, maamulaha ku meel gaarka ah ee mashruuca:

czimmer@zanassoc.com
612-251-1920



Augusto 2013

Daraasada Faahfaahsan ee Kala Doorsiga

Vol. 3

Astaamaha Wadiiqada Gaadiidka ee Nicollet-Central

Wadiiqada Nicollet-Central waa mid aad ugu haboon gaadiidka. Dherarkeedu waa 9.2 waxayna isku xirtaa 46th Street/Nicollet Avenue (saldhiga gaadiidka ee I-35W) iyo 41st/Central Avenues (Saldhiga gadiidka ee Columbia Heights).



Wadiiqada Gadiidka ee Nicollet-Central. Waxaa ku nool 90,000 qof waxaana la filayaa in dadka ku nool dariiqasi tiradoodu ay kororto oo ay gaarto 25,000 qof inta u dhexeysa hada iyo 2030. Boqolkiiba labaatan iyo shan qoysaska ku nool aaga u jira hal mayl wadiiqada ma ay laha gawaari, boqolkiiba 24 ka mid ahani waa dad dan yar Hada waxaa ka jira 125,000 shaqo wadiiqada sanadka 2030 waxa la saadaaleyey in ay wadiiqada ka jiri doonaan 50,000 oo shaqo.

Kala Doorashada

Kala soocii hore ka dib, sedex kala doorsi ayaa loo xushay daraasada faah faahsan ee kala doorsiga:

Dhisid La'aan – Basaska caadiga ahi sida ay hada uga hawl galaan wqadooyinka 10, 18 iyo 59.

Tareenada Casriga ah – Tareenada dadka qaada ee casriga ah ee istaaga qiyaastii 1/4 mayl (labadii sekadoodba hal mar), sidadka lacag looga aruuriyo, hagaajinta boosteejooyinka/gabaadyada, toosin ishaarooyinka, lugta si xawaaraha iyo haboonaanta kale ee gaadiidka loo sii hagaajiyo.



Basaska La casriyeyey – Basaska korontada ku shaqeyya waxaa loogu tala galay inay u shaqeyyaan sida tareenada dadka qaada oo kale.



Ujeedada Daraasada Kala Doorsiga

Bishii October 25, 2012, Gudiga tala bixinta (PAC) ayaa ansixiyey oraahtan ujeedo ee soo socoto ee ku saabsan hagaajinta gaadiidka dadweynaha ee wadiiqada Nicollet-Central:

“Ujeedada Mashruuca kala doorshada gaadiidka dadweynaha ee wadiiqada Nicollet-Central waa in lagu hagaajiyo isku xirnaanta adeegyada gaadiidka,, iyo in lagu dadajiyo horumarnta iyagoo la maal geliyo tas’hiilaadka gaadiidka mara wadiiqada Nicollet-Central.”

Hadafyada iyo Cabirka Daraasada

Lix hadaf ayaa la isla meel dhigay iyo waliba 28 daraasado cabiraad ah oo la xiriira hadafyadaas ujeedoodu tahay darsida sida kala dooradka gaadiidku uu wax uga qabanayo ujeedooyinka kor lagu xusay ee mashruuca. Hadafyaasina waa:

- **Isku xirka dadka iyo goobaha** (iyadoo taas ay cabiri tirade dadka, shaqooyinka ama xarumaha xarakada ee loo adeegay iyo tayada gaadiidka, isku xirka lugta iyo bushkuleetiga)
- **Kordhinta Rabida Gaadiidka** (iyadoo taas lagu cabiri inta dad ah ee la odorosay in ay raacaan iyo inta musqabalka laga yaabo in ay raacaan).
- **Dedejinta horumarinta dhaqaalaha** (iyadoo taas lagu cabiri muga horumarka dhaqaalaha iyo sida ay u kobcin karto dhaqaalaha)
- **Ku xirid Hababka Gaadiidka ee hada jira** (iyadoo taas lagu cabiri saameynta ay ku yeelan samxada baarkinka iyo meesha tareenada)
- **Gargaarka beelaha Caafimaadka qaba iyo deegaanka suuban** (iyadoo taas lagu cabiri saameynta ay ku yeelan ilaha dabiiciga ah ama taariikhiga ah faa’iidada ay u leedahay xaqa beelaha ee deegaanka iyo dadka ku xiran gaadiidka iyo faa’iidada deegaaneed)
- **Qaabeynta mashruuc la dhaqan gelin karo oo beeshuna taageeri karto** (iyadoo taas lagu cabirayo taabo galnimada kharashka hawl galeed iyo taageerada deweynaha/ganacsiga)



Noocyada Daraasada Kala Doorashada

Kuwaan soo socdaa waa natiijooyinkii ka soo baxay is bar bardhig lagu sameeyey busaska casriga ah iyo tareenada:

- **Hadafka 1** – isku xirka dadka iyo xarumaha: Wax faraq ah oo u dhexeeya gaadiidka ka duwan ma jiraan maadaama ay dadka uun u wada adeegaan, shaqooyinka iyo xarumaha iyo labaduna waxay bixiyaan isku xirnaan isla mid ah oo gaadiid, lug iyo bushkuleetiba ah.
- **Hadafka 2** – Kordhinta rabitaanka gaadiidka: Tareenada ayaa la odorosayaa in ay raacitaankoodu badnaano doono (19,900 oo raacid ah asbuuc walba marka la bar bardhigo 13,400 ee raacid ah basaska carsiga ah).
- **Hadafka 3** – Dedejinta horumarinta dhaqaalaha: Tareenadu waxay keeni karaan horumar dhaqaale oo deg deg ah taasi waxay u saleysan tahay muraajaco lagu sameeyey magaalooyin kale iyo falan qeyno la sameeyey.
- **Hadafka 4** – Isku xirka hababka gaadiidka ee hada jira: tareenada iyo basaska casriga ah waxay xayiri doonaa gaadiidka kale, taasoo saameyn ku yaalanaysa gawaarida, labaduba waxaa lagu fuuli doonaa degdeg waxayna yeelan doonaan ishaaro faa’iido u leh gaadiidka kale. Waxaa laga yaabaa labaduba sidoo kale in ay ku yeeshaan saameyn yar baarkinada meelaha qaarkood. Waxaase kale oo laga yaabaa inaysan wax saameyn ah ku yeelan.
- **Hadafka 5** – Gargaarka beelaha Caafimaadka qaba iyo deegaanka suuban: Tareenada waxaa la filayaa in ay u adeegi doonaan tiro badan oo dad ah oo raaceyaal ah (7,500 maalintiiba marka la bar bardhigo 4,500 raaceyaal ah maalintiiba ee basaska la casriyeeyey).
- **Hadafka 6** – Qaabeynta mashruuc la dhaqan gelin karo oo beeshuna taageeri karto: Basaska la casriyeeyaa waxay yareeyaan kharashka (\$94 malyuun marka la bar dhigo \$393 malyuun ee tareenada) waxayna yareeyaan kharashka sanadlaha ah (\$13.6 malyuun marka la bar bardhigo \$20.1 malyuun ee tareenka). Laakiin O&M ee qof kasta ee rakaab ah ee raaca waa isku mid qiyaastii. Xadka taageerada dadweynah/ganacsiyada ee mashruucana waxaa lagu cabirayaa faalooyinka dadwynahu ay bixiyaan xiliga kulanka Augusto 2013.

Daraasada Kala Dooradka ee is goyska Wabiga

Buundooyinka wadada Hennepin iyo wadada Central/3rd waxaa loo darsay si loo ogaado in ay noqon karaan meel kale oo laga goyn karo wadada. Natiijadii daraasadaasina waa sidan soo socota:

- Safka Hennepin waxaa la filayaa in uu yeelan doono dad badan oo raaceyaal ah iyo waqtiyo socdaal oo deg deg ah.
- Safka Central hada waa Dariiqa la yiraa 10 (adeega wadada Central), taasi keeni kordhin ay kordhi masafooyinka la isaga lugeyn karo ee ah raaceyaasha hada jira hadii safka loo wareejiyo dhanka Hennepin.



- Buunada wadada Central/3rd waxay ka diiwaan gashan tahay meelaha goobaha Taariikhiga ah ee Qaranka lagu qoro. Marka la eego da’deeda iyo doorkeeda taariikhiga ah aad bay qaali u tahay in tareen la mariyo.
- Waxaa jira dariiqo kale oo ka fiican isaga oo lug iyo buskuleetigaba ku xiri kara wabiga oo ah dhanka wadada Hennepin, wadada Hennepin waxay si toos kuugu xiri Nicollet Island.
- Ku rakibida meel tareenku maro lagu rakiyo Hennepin/1st kama reebayso mustaqabalka wado labo qaybood u hawgasha in laga dhigo Hennepin/1st Ave.
- Sidoo kale ku rakibida meel tareenku maro qaybtan ka tirsan wadada Central iyo ku rakibida khadadka buskuleetigu wuxuu (hada feer socda) wadada Central waxay u baahnaan lahayd in baarkinka wadada hareenteeda ah in la qaado. Waxaa jirta meel kale oo dheeraad ah oo ka jira Hennepin iyo 1st Avenues oo lagu rakibi karo xadiidka tareenadu raacaan iyadoon saameyn taasi ku yeelanayn baarkinka wadada hareeraheeda ah ama khadadka bushkuleetiga.

Evaluación de la Línea Inicial de Salida del Tranvía

Se completó una evaluación de una línea inicial de salida para la alternativa del tranvía moderno para identificar un “segmento mínimo operable”. Los sistemas de tranvía moderno son relativamente nuevos en los Estados Unidos y la mayoría de las líneas de salida tienen de 1 a 3 millas de longitud. Para competir por la financiación Small Starts, el proyecto debe tener un gasto de inversión en el 2013 no superior a \$200 millones. Además, es importante que esta línea de salida pueda prestar servicio como centro o columna vertebral del centro de la ciudad para futuras líneas de tranvías, que tenga fuertes anclajes (densidad de desarrollo existente y futuro), y que tenga conexiones buenas con el transporte público de este a oeste.



Se evaluaron múltiples opciones para una línea de salida basándose en la población y el empleo a los que se presta servicio, oportunidad de desarrollo económico, gasto de inversión, y la posibilidad de reemplazar el servicio de autobuses existente. La sección entre “Lake y 8th Street NE” se identificó como la mejor línea de salida porque:

- Presta servicio a la mayor población y al mayor empleo
- Presta servicio al mayor número de personas que viven actualmente en la pobreza, al mayor número de personas que dependen del transporte público y las unidades de vivienda asequible vinculante.
- Presta servicio a 5 de 9 lugares identificados con oportunidad de desarrollo y tiene la capacidad de desarrollo de mayor potencial (pies cuadrados y dólares).
- Tiene el mayor potencial para reemplazar los autobuses existentes.
- La línea de salida inicial del tranvía se anticipa que supondrá un gasto de inversión de \$182 millones en 2013 y un costo de operación anual de \$10.6 millones en \$2013.
- La línea de salida inicial del tranvía se prevé que tenga 9,200 abordajes en 2030.

Siguientes Pasos

Después del período de comentarios del público, los siguientes pasos del proceso de desarrollo del proyecto son:

- Recomendación de la Alternativa Preferida Localmente (LPA) por el Comité Asesor del Proyecto
- Adopción de la LPA por parte del Consejo de la Ciudad
- Proceso de revisión medioambiental completo tal como se indica en las normas de la FTA
- Plan de Política de Transporte Regional Enmendado para incluir la LPA
- Desarrollo de un plan de inversión y conseguir acuerdos interagenciales para permitir que el estudio continúe en el proceso de financiación federal del proyecto

Denos sus opiniones:

Vaya a www.minneapolismn.gov/nicollet-central para participar en una encuesta en-línea. Para más información o para dar sus comentarios, póngase en contacto con Charleen Zimmer, gerente del proyecto interino en:

czimmer@zanassoc.com
612-251-1920



Agosto 2013

Evaluación Detallada de las Alternativas

Vol. 3

Características de la Ruta de Transporte Público Nicollet-Central

La Ruta de Transporte Público Nicollet-Central es una ruta muy prometedora para las mejoras del transporte público. Tiene una longitud de 9.2 millas y se extiende entre la 46th Street/Nicollet Avenue (estación de tránsito de la I-35W) y 41st/Central Avenue (estación de tránsito de Columbia Heights).



La Ruta de Transporte Público Nicollet-Central alberga a 90,000 residentes y se espera ver un aumento de 25,000 residentes entre ahora y el 2030. El veinticinco por ciento de los hogares dentro de media milla de la ruta no tienen autos y el 24 por ciento de los residentes viven en la pobreza. En la actualidad existen 125,000 trabajos dentro de la ruta y para el 2030 se proyecta que habrá 50,000 más.

Alternativas

Después del estudio inicial de las alternativas, se seleccionaron tres alternativas para una evaluación detallada:

Sin construcción – autobuses convencionales que operan tal como lo hacen en la actualidad a lo largo de las Rutas 10, 18 y 59.

Tranvía moderno – tranvías modernos que tienen una parada aproximadamente cada 1/4 de milla (cada dos calles aproximadamente), con cobro del precio del pasaje fuera del autobús, paradas/marquesinas del tránsito mejoradas, ajustes de señales para una velocidad de tránsito mejorada y otras amenidades para peatones y transporte público.



Autobús mejorado – autobuses articulados eléctricos e híbridos diseñados para simular el servicio y las instalaciones del tranvía.



Propósito del Estudio de Alternativas

El 25 de octubre de 2012, el Comité Asesor de Políticas (Policy Advisory Committee, PAC) aprobó la siguiente declaración de propósitos para mejorar el tránsito en la Ruta Nicollet-Central:

“El propósito del Proyecto de Alternativas de Transporte Público para Nicollet-Central es mejorar la conectividad del tránsito, mejorar el atractivo del servicio de transporte público, y catalizar el desarrollo mediante una inversión en la infraestructura del transporte público dentro de la Ruta Nicollet-Central.”

Objetivos y Medidas de Evaluación

Se identificaron seis objetivos, junto con 28 medidas de evaluación relacionadas con esos objetivos, con el fin de evaluar lo bien que las alternativas de transporte público abordan el propósito del proyecto mencionado anteriormente. Esos objetivos son:

- **Conectar personas y lugares** (medido por el número de personas, trabajos y centros de actividad que reciben el servicio así como la calidad de las conexiones del transporte público, bicicletas y peatones)
- **Mejorar el atractivo del transporte público** (medido por la cantidad de pasajeros proyectada y el potencial de aumento futuro en la cantidad de pasajeros)
- **Catalizar y apoyar el desarrollo económico** (medido por la capacidad potencial de desarrollo y el potencial de estimular el desarrollo económico)
- **Integración con el sistema de transporte existente** (medido por los impactos en el tráfico, estacionamientos y trenes de mercancías)
- **Apoyar comunidades sanas y prácticas medioambientales** (medido por los impactos en recursos históricos y naturales, beneficios para las comunidades con justicia medioambiental y población dependiente del transporte público, y beneficios medioambientales)
- **Desarrollar un proyecto implementable con el apoyo de la comunidad** (medido por los gastos de inversión, costos de operación y mantenimiento, rentabilidad, y apoyo público/comercial)



Evaluación de las Alternativas Modales

Lo siguiente son los resultados de la evaluación detallada al comparar el tranvía y el autobús mejorado:

- **Objetivo 1** – Conectar personas y lugares: No existe ninguna diferencia entre las alternativas debido a que ambas prestan servicio a la misma población, a los mismos empleos y a los mismos centros de actividad y ambas proporcionan las mismas conexiones para el transporte público, peatones y ciclistas.
- **Objetivo 2** – Mejorar el atractivo del transporte público: El tranvía tiene una cantidad más alta de pasajeros proyectada (19,000 abordajes por semana comparado con los 13,400 abordajes en el autobús mejorado).
- **Objetivo 3** – Catalizar y apoyar el desarrollo económico: El tranvía tiene mayor potencial para catalizar el desarrollo basándose en una revisión de ciudades iguales y una discusión en un foro local de promotores.
- **Objetivo 4** – Integración con sistemas de transporte existentes: Tanto el tranvía como el autobús mejorado operan en los mismos carriles que el tráfico general. El autobús mejorado y el tranvía se detendrán en el tráfico y esto tendrá cierto impacto sobre el tráfico. Sin embargo, ambos tendrán abordajes más rápidos y tendrán mejoras de tiempo de señalización que beneficiarán al tráfico. Ambos podrán tener un pequeño impacto sobre el estacionamiento en algunas paradas pero puede que no tengan ningún impacto o un impacto positivo en otras.
- **Objetivo 5** – Apoyar comunidades sanas y prácticas medioambientales: Se espera que el tranvía preste servicio a un mayor número de pasajeros dependientes del transporte público (7,500 pasajeros por día hábil comparado con 4,500 pasajeros por día hábil para el autobús mejorado). No se anticipa que haya una diferencia significativa en la contaminación del aire o en la energía usada entre las alternativas.
- **Objetivo 6** – Desarrollar un proyecto implementable con el apoyo de la comunidad: El autobús mejorado tiene menores gastos de inversión (\$94 millones comparado con los \$393 millones para el tranvía) y un menor costo anual de operación y mantenimiento (\$13.6 millones comparado con los \$20.1 millones para el tranvía). Sin embargo, el costo de operación y mantenimiento por pasajero es aproximadamente el mismo. El grado de apoyo público/comercial se evaluará después de las reuniones públicas y de un período de comentarios públicos durante agosto de 2013.

Evaluación de las Alternativas de Cruce del Río

Se evaluaron el Puente de Hennepin Avenue y el Puente de Central/3rd Avenue como alternativa para cruzar el río. Estos son los resultados de la evaluación:

- La alineación de Hennepin tiene una cantidad de pasajeros proyectada mayor en el transporte público y tiempos de desplazamiento más rápidos en el transporte público.
- La alineación de Central es la ruta actual para la Ruta 10 (servicio de Central Avenue), con mayores distancias para caminar para algunos de los pasajeros existentes si la alineación se fuera a cambiar a Hennepin.



- El Puente de Central/3rd Avenue aparece en el Registro Nacional de Lugares Históricos. Debido a su antigüedad y condición histórica, será más caro de modificar para el tranvía.
- Hay mejores conexiones existentes para peatones y bicicletas con el río desde Hennepin Avenue y Hennepin Avenue proporciona una conexión directa con Nicollet Island.
- La instalación del tranvía en Hennepin/1st Ave. no impedirá la operación futura de dos direcciones en Hennepin/1st Ave.
- La instalación de vías para el tranvía en esta sección de Central Avenue y la instalación de carriles de bicicletas (actualmente son señales de bicicletas con doble punta de flecha sobre el pavimento que indican que puede haber ciclistas compartiendo la carretera) a lo largo de la Central Avenue requeriría la eliminación del estacionamiento en la calle. Existe suficiente derecho de paso en las Avenidas de Hennepin y 1a para instalar vías de tranvía sin impactar en el estacionamiento en la calle o en los carriles de bicicletas.

Appendix C

Project Media Coverage

List of Project Media Coverage

Instances of project media coverage are listed below.

- February 16, 2013: Twin Cities Daily Planet, Chris Lautenschlager, “Neighbors want to know: Streetcars or buses for Minneapolis Nicollet-Central Corridor, and when are they coming?”: <http://www.tcdailyplanet.net/news/2013/02/15/transit-options-explored-nicollet-central-corridor>
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- March 20, 2013: Finance & Commerce, Drew Kerr, “Nicollet Ave. streetcar could come through TIF”: <http://finance-commerce.com/2013/03/nicollet-ave-streetcar-could-come-through-tif/>
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- April 28, 2013: Twin Cities Daily Planet, Meg Tuthill, “Streets.mn voter guide: Meg Tuthill, Minneapolis Ward 10”: <http://www.tcdailyplanet.net/news/2013/04/28/community-voices-streetsmn-voter-guide-meg-tuthill-minneapolis-ward-10>
- May 21, 2013: MinnPost.com, Joe Kimball, “No bonding bill largesse, but Legislature gives St. Paul and Minneapolis some help”: <http://www.minnpost.com/two-cities/2013/05/no-bonding-bill-largesse-legislature-gives-st-paul-and-minneapolis-some-help>
- May 21, 2013: Minneapolis/St. Paul Business Journal, Sam Black, “Minneapolis streetcars win legislative boost”: http://www.bizjournals.com/twincities/blog/real_estate/2013/05/minneapolis-streetcars-legislative-boost.html
- May 23, 2013: Twin Cities Daily Planet, Conrad deFiebre, “Streetcar desire heats up in the Twin Cities and across the U.S.”: <http://www.tcdailyplanet.net/news/2013/05/23/streetcar-desire-heats-twin-cities-and-across-us>
- May 23, 2013: Keystone Politics, Jon Geeting, “Value Capture Transit Funding in Minneapolis”: <http://www.keystonepolitics.com/2013/05/value-capture-transit-funding-in-minneapolis/>
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- May 30, 2013: Southwest Journal, Emma Cummings-Krueger, "Cam Winston rejects streetcar proposal for Nicollet Avenue": <http://www.southwestjournal.com/news-feed/cam-winton-rejects-streetcar-proposal-for-nicollet-avenue>
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- June 18, 2013: MPR News, Brandt Williams, "New tax district brings streetcars in Minneapolis one step closer to reality": <http://minnesota.publicradio.org/display/web/2013/06/18/business/minneapolis-streetcar-tax-district>
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- June 25, 2013: MPR News, Curtis Gilbert, "Minneapolis streetcar plan wins unanimous support from City Council": <http://minnesota.publicradio.org/display/web/2013/06/25/news/minneapolis-streetcar>
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Appendix D

Technical and Community Advisory Comments

8/19

Technical and Community Advisory Committee

Feedback

Your feedback will help the City of Minneapolis identify a Locally Preferred Alternative for implementation in the corridor.

Name: EQ Newman

Representing Agency/Group: Loring Park

Based on information you have heard and seen today, which alternative(s) do you prefer and why?

- Conventional Bus
- Enhanced Bus
- Modern Streetcar

Based on information you have heard and seen today, which Mississippi River crossing would you prefer and why?

- Hennepin Avenue/1st Avenue
- Central Avenue/3rd Avenue

Based on information you have heard and seen today, would you support a 3.4-mile, Initial Streetcar Starter Line that runs between Lake Street/Nicollet Avenue and 8th Street NE? Why or why not?

- Yes
- No

It is a great economic and people mover. It is an important start to reducing what we have to spend on expanding public transportation.

What specific questions do you have regarding the study?

I think it has been well done. I am a little concerned about the need for more public input.

Other comments (use the back of this sheet as needed):

Thank you for your participation! For more information, visit <http://www.minneapolismn.gov/nicollet-central> or contact Charleen Zimmer, acting project manager. 612-354-2101 czimmer@zanassoc.com

Charleen Zimmer, c/o ZAN Associates, Inc., 105 Fifth Avenue South, Suite 490, Minneapolis, MN 55401.



Technical and Community Advisory Committee

Feedback

Your feedback will help the City of Minneapolis identify a Locally Preferred Alternative for implementation in the corridor.

Name: Matt Brown

Representing Agency/Group: NE Mpls resident

Based on information you have heard and seen today, which alternative(s) do you prefer and why?

- Conventional Bus
- Enhanced Bus
- Modern Streetcar

- development potential
 - greater ridership

Based on information you have heard and seen today, which Mississippi River crossing would you prefer and why?

- Hennepin Avenue/1st Avenue
- Central Avenue/3rd Avenue

- development potential
 - river access
 - lower cost

Based on information you have heard and seen today, would you support a 3.4-mile, Initial Streetcar Starter Line that runs between Lake Street/Nicollet Avenue and 8th Street NE? Why or why not?

- Yes
- No

practical, most potential

What specific questions do you have regarding the study?

none

Other comments (use the back of this sheet as needed):

Thank you for your participation! For more information, visit <http://www.minneapolismn.gov/nicollet-central> or contact Charleen Zimmer, acting project manager. 612-354-2101 czimmer@zanassoc.com

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Technical and Community Advisory Committee

Feedback

Your feedback will help the City of Minneapolis identify a Locally Preferred Alternative for implementation in the corridor.

Name: David Frank

Representing Agency/Group: City of Minneapolis

Based on information you have heard and seen today, which alternative(s) do you prefer and why?

- Conventional Bus Enhanced Bus Modern Streetcar

Based on information you have heard and seen today, which Mississippi River crossing would you prefer and why?

- Hennepin Avenue/1st Avenue Central Avenue/3rd Avenue

Based on information you have heard and seen today, would you support a 3.4-mile, Initial Streetcar Starter Line that runs between Lake Street/Nicollet Avenue and 8th Street NE? Why or why not?

- Yes No

What specific questions do you have regarding the study?

Other comments (use the back of this sheet as needed):

let's go!

Thank you for your participation! For more information, visit <http://www.minneapolismn.gov/nicollet-central> or contact Charleen Zimmer, acting project manager. 612-354-2101 czimmer@zanassoc.com

Charleen Zimmer, c/o ZAN Associates, Inc., 105 Fifth Avenue South, Suite 490, Minneapolis, MN 55401.



Technical and Community Advisory Committee

Feedback

Your feedback will help the City of Minneapolis identify a Locally Preferred Alternative for implementation in the corridor.

Name: Jen Wendland

Representing Agency/Group: of the Whittier neighborhood

Based on information you have heard and seen today, which alternative(s) do you prefer and why?

- Conventional Bus
- Enhanced Bus
- Modern Streetcar

- Ridership potential
- Less of a need to convince people to try it

Based on information you have heard and seen today, which Mississippi River crossing would you prefer and why?

- Hennepin Avenue/1st Avenue
- Central Avenue/3rd Avenue

\$10,000 / ~~5000~~ additional rider savings

Connectivity options

Based on information you have heard and seen today, would you support a 3.4-mile, Initial Streetcar Starter Line that runs between Lake Street/Nicollet Avenue and 8th Street NE? Why or why not?

- Yes
- No

PLEASE get to Lowry if possible (or at least Broadway), but it has to go to Lake Street for reasons already made

What specific questions do you have regarding the study? *clear in previous discussions.*

How the bikers fit into all of this.

Other comments (use the back of this sheet as needed):

Thank you for your participation! For more information, visit <http://www.minneapolismn.gov/nicollet-central> or contact Charleen Zimmer, acting project manager. 612-354-2101 czimmer@zanassoc.com

Charleen Zimmer, c/o ZAN Associates, Inc., 105 Fifth Avenue South, Suite 490, Minneapolis, MN 55401.



Technical and Community Advisory Committee

Feedback

Your feedback will help the City of Minneapolis identify a Locally Preferred Alternative for implementation in the corridor.

Name: KEVIN UATON

Representing Agency/Group: NIC ISLAND - EAST BANK

Based on information you have heard and seen today, which alternative(s) do you prefer and why?

- Conventional Bus
- Enhanced Bus
- Modern Streetcar

Based on information you have heard and seen today, which Mississippi River crossing would you prefer and why?

- Hennepin Avenue/1st Avenue
- Central Avenue/3rd Avenue

Based on information you have heard and seen today, would you support a 3.4-mile, Initial Streetcar Starter Line that runs between Lake Street/Nicollet Avenue and 8th Street NE? Why or why not?

- Yes
- No

BUT GO AS FAR NORTH OF 8th AS POSSIBLE

What specific questions do you have regarding the study?

TWO WAY STREETS ON HENN/1st / BIKE ROUTES

Other comments (use the back of this sheet as needed):

Thank you for your participation! For more information, visit <http://www.minneapolismn.gov/nicollet-central> or contact Charleen Zimmer, acting project manager. 612-354-2101 czimmer@zanassoc.com

Charleen Zimmer, c/o ZAN Associates, Inc., 105 Fifth Avenue South, Suite 490, Minneapolis, MN 55401.



Technical and Community Advisory Committee

Feedback

Your feedback will help the City of Minneapolis identify a Locally Preferred Alternative for implementation in the corridor.

Name: ERICA CHRIST

Representing Agency/Group: WHITTIER

Based on information you have heard and seen today, which alternative(s) do you prefer and why?

- Conventional Bus
- Enhanced Bus
- Modern Streetcar

*easy access to many destinations
clean, comfortable ride*

Based on information you have heard and seen today, which Mississippi River crossing would you prefer and why?

- Hennepin Avenue/1st Avenue
- Central Avenue/3rd Avenue

Central is bigger and easier to navigate

Based on information you have heard and seen today, would you support a 3.4-mile, Initial Streetcar Starter Line that runs between Lake Street/Nicollet Avenue and 8th Street NE? Why or why not?

- Yes
- No

*It would serve many of the transit riders that I currently take.
I would encourage exploring a farther north terminus*

What specific questions do you have regarding the study?

I don't think anyone really seriously advocated for the bus options

Other comments (use the back of this sheet as needed):

Please choose the most modern, efficient, forward looking technology

Thank you for your participation! For more information, visit <http://www.minneapolismn.gov/nicollet-central> or contact Charleen Zimmer, acting project manager. 612-354-2101 czimmer@zanassoc.com

Charleen Zimmer, c/o ZAN Associates, Inc., 105 Fifth Avenue South, Suite 490, Minneapolis, MN 55401.



1

Technical and Community Advisory Committee

Feedback

Your feedback will help the City of Minneapolis identify a Locally Preferred Alternative for implementation in the corridor.

Name: Ethan McCusker

Representing Agency/Group: Long Park (resident)

Based on information you have heard and seen today, which alternative(s) do you prefer and why?

- Conventional Bus
- Enhanced Bus
- Modern Streetcar

- increased ridership
- ~~economic~~ environmental benefit
- aesthetics + curb appeal

Based on information you have heard and seen today, which Mississippi River crossing would you prefer and why?

- Hennepin Avenue/1st Avenue
- Central Avenue/3rd Avenue

- serve maximum density of population
- cost benefits (capital expenditure + operating expenses)

Based on information you have heard and seen today, would you support a 3.4-mile, Initial Streetcar Starter Line that runs between Lake Street/Nicollet Avenue and 8th Street NE? Why or why not?

- Yes
- No

- Go as far North as possible
- I think this 3.4 mi route is proven to be a more likely way to get the project implemented

What specific questions do you have regarding the study?

- how many people work downtown? who may have exhausted all other funding sources?
- not use structure for commuting but open lunch, etc? what are opportunities here?

Other comments (use the back of this sheet as needed):

- what other funding sources are available - specifically are the large businesses downtown sources of \$ given the huge benefits

Thank you for your participation! For more information, visit <http://www.minneapolismn.gov/nicollet-central> or contact Charleen Zimmer, acting project manager. 612-354-2101 czimmer@zanassoc.com

Charleen Zimmer, c/o ZAN Associates, Inc., 105 Fifth Avenue South, Suite 490, Minneapolis, MN 55401.

existing business benefit



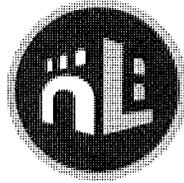
[Handwritten signature]

that their employees will care? It will make
London a more desirable place to work.

②

Appendix E

Neighborhood Resolutions



**NORTH
LOOP**
NEIGHBORHOOD

Motion – Streetcar Initiative

P&Z Meeting
February 20, 2013

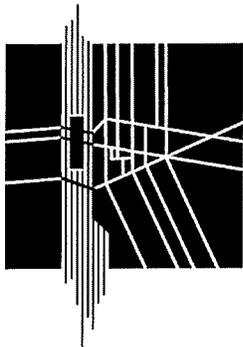
RE: Motion for Streetcar Nicollet Transit Alternatives

The North Loop Neighborhood Association (NLNA) strongly supports the Nicollet-Central Streetcar initiative. The NLNA believes it is essential that the river crossing be at Hennepin Avenue designated as the C1 alignment. Alignment C1 would allow the fast growing North Loop neighborhood walkable access to the streetcar. The C1 alignment would provide walkable access to Downtown West, the Hennepin Cultural Corridor patrons and Riverfront patrons.

Sincerely,
North Loop Neighborhood Association

DJ Heinle
Digitally signed by DJ Heinle
DN: cn=DJ Heinle, o=CMA, ou,
email=djheinle@cmarch.com, c=US
Date: 2013.02.28 09:10:10 -06'00'

DJ Heinle, AIA Co-Chair P+Z Committee



Nicollet Island – East Bank Neighborhood Association

132 Bank St SE
Minneapolis, MN 55414

Date: June 14, 2013

To: Whom it may Concern

RE: Streetcar route and track alignment

At its meeting on June 13, 2013 the NIEBNA Board of Directors passed the following resolution:

Resolved: The NIEBNA Board strongly supports building a streetcar route through the East Bank on East Hennepin (northbound) and 1st Ave NE (southbound). We feel that this investment in new transportation facilities will be a great positive factor in the future development of the neighborhood.

At the same, we regard as the single worst aspect of traffic and transportation on the East Bank the fact that East Hennepin and 1st Ave NE are one-way streets. This will inhibit the full development of the area into the high-density, mixed-use, transit-oriented, pedestrian-friendly fully urban 21st century neighborhood that is envisioned in the Minneapolis Comprehensive Plan and in the NIEBNA Small Area Plan now in development.

Returning East Hennepin and 1st Ave NE to their historic two-way traffic pattern is a major goal of our Small Area Plan. Not only will this correct one of the mistakes of the past in handling traffic in the City, two-way streets will be one important factor achieving the full potential for retail, commercial and residential development in the area.

Therefore, we strongly favor locating the tracks on an alignment that supports return of two-way traffic on East Hennepin and 1st Ave NE unless insuperable engineering difficulties preclude this track alignment.

Please contact me with any questions.

For the Nicollet Island – East Bank Neighborhood Association

/s/ P. Victor Grambsch

P. Victor Grambsch

President

Email: pvictor@eudaemonics.com

Voice: 612-702-7211

September 12, 2013

Charlene Zimmer
Nicollet Central Streetcar Alternatives Assessment

Delivered by email



Re: Marcy-Holmes Comments on Nicollet Central Streetcar Alignment Assessment

Dear Ms. Zimmer:

The MHNA Board of Directors supports the streetcar as the preferred transit strategy, recommends service supporting redevelopment in Marcy-Holmes, and supports the short start-up line. Our Board of Directors reviewed the Streetcar study materials and attended public meetings, and considered master planning context for this public investment.

The study considered economic development potential within a defined distance from the line, including the General Mills site but not all of the west side of Marcy-Holmes. It did not closely consider the relative economic development or rider impacts of using the Central Avenue or Hennepin bridges.

Motion:

Resolved, the Marcy-Holmes Neighborhood Association **supports long-term development of a streetcar network linking East Hennepin to the Green Line LRT (Central Corridor LRT) along University and 4th Street SE**, as reflected in regional transportation plans; and be it further

Resolved, **streetcar is preferred as a transit alternative on the Nicollet Central corridor**, as compared to enhanced bus or no changes; and be it further

Resolved, the Marcy-Holmes Neighborhood Association **favors an alignment on the 3rd Avenue bridge for the Nicollet-Central street car project**, as it will serve the growing density planned and partially approved between 2nd and 5th Streets SE and the economic study did not closely consider the relative economic development or rider impacts of using Central Avenue or Hennepin bridges; and be it further

Resolved, **high frequency public transportation service on Central between 2nd and 5th Streets SE remains important** to Marcy-Holmes density development, and should not be diminished if the East Hennepin/1st Avenue NE alignment is selected; and be it further

Resolved, the **Marcy-Holmes Neighborhood Association supports the short-start funding request** for the line from 8th Street NE to Lake Street.

Thank you for your consideration.

Cordelia Pierson, President
Marcy-Holmes Neighborhood Association

Appendix F

Stakeholder Comments

Comments

Your comments will help the City of Minneapolis identify a Locally Preferred Alternative for implementation in the corridor.

Based on information you have heard and seen today, which alternative(s) do you prefer and why?

- Conventional Bus
- Enhanced Bus
- Modern Streetcar

I feel it has more potential to bring development along these corridors. It also has a similar O&M cost due to higher ridership.

Based on information you have heard and seen today, which Mississippi River crossing would you prefer and why?

- Hennepin Avenue/1st Avenue
- Central Avenue/3rd Avenue

Access to Nicollet Island would be great.

Based on information you have heard and seen today, would you support a 3.4-mile, Initial Streetcar Starter Line that runs between Lake Street/Nicollet Avenue and 8th Street NE? Why or why not?

- Yes
- No

I would support it but am disappointed the entire length is not being proposed. I will be living two blocks off of central in NE Minneapolis & that area has a lot of development potential. Its also more costly to do phases due to contractors mobilizing twice.

What specific questions do you have regarding the study?

Why can't two projects be created to get small start funding for the starter line & other funding for the rest of the length?
Can you make it come to NE sooner?

Other comments (use the back of this sheet as needed):

Tell us about yourself: (Check all that apply.)

- I live in the corridor Zip code: 55418
- I work in the corridor Zip code: _____
- I own a business in the corridor Zip code: _____

Thank you for your participation! For more information, visit <http://www.minneapolismn.gov/nicollet-central> or contact Charleen Zimmer, acting project manager. 612-354-2101 czimmer@zanassoc.com

Charleen Zimmer, c/o ZAN Associates, Inc., 105 Fifth Avenue South, Suite 490, Minneapolis, MN 55401.



Charleen Zimmer

From: Christine Levens
Sent: Wednesday, September 04, 2013 12:36 PM
To: Charleen Zimmer
Subject: Thank You-Maintenance Facility Info?

Hi Charleen-

A belated note of thanks for attending both the NE Board meeting and the Central Ave meeting. I think both groups-and myself-have a much better understanding of where "upper NE" falls in the preferred option process.

At the Central Avenue group you mentioned that you may be able to share information in regard to the possible maintenance parcels that are being vetted? I meet with my board again next week and would like to "take a second swing" at them again so to speak with this new information before they weigh in...

Best,

Christine

Christine Levens
President
Northeast Minneapolis Chamber of Commerce
An Affiliate of the Minneapolis Regional Chamber of Commerce

p. 612 378-0050 f. 612 378-8870
2329 Central Avenue NE
Minneapolis, MN 55418
www.northeastminneapolischamber.org



Charleen Zimmer

From: Dave Van Hattum
Sent: Wednesday, August 28, 2013 8:36 PM
To: czimmer@zanassoc.com
Subject: mpls streetcar study

Charlene,

It's my understanding that once the first Minneapolis Streetcar is built it will be operated by Met Council/Metro Transit. Is that correct?

Thanks, Dave

Dave Van Hattum, Senior Policy Advocate
Transit for Livable Communities
2356 University Avenue West, Suite 403
Saint Paul, MN 55114
Desk: 651-789-1418 | Cell: 612-879-8743
davevh@tlcminnesota.org
www.tlcminnesota.org
www.transit4mn.org

Charleen Zimmer

From: Jim Kumon
Sent: Tuesday, August 27, 2013 9:01 AM
To: Glidden, Elizabeth A.
Cc: Charleen Zimmer (czimmer@zanassoc.com); Wagenius, Peter D.; Jenkins, Andrea D.; Rybak, R.T.
Subject: Re: FEEDBACK FORM RE: Nicollet/Central Streetcar Outreach

I just got back from my vacation and see that an additional public session has been scheduled for next week and the comment deadline pushed back. Thank you very much for your consideration on this matter.

-Jim Kumon

On Sun, Aug 11, 2013 at 9:21 PM, Glidden, Elizabeth A. <Elizabeth.Glidden@minneapolismn.gov> wrote:
Dear Jim

Thanks for this note. And if you, and extremely engaged activist knowledgeable and supportive of transit are concerned about the lack of notice and ability to digest the written report, we should definitely listen

I don't know what is involved in potentially extending the comment period. I will ask.

However, I will say that you are right, Council Members - who probably have the best lists to reach engaged neighbors in the area of the proposed route - did not receive proper notice of the open houses in my opinion. Thus, we were unable to help in a timely way to get the word out, etc. This is clearly concerning.

And to know that you have signed up on the project e-mail list and still didn't get a notice e-mail is also concerning.

I've copied here some key people from the project and will discuss your comments.

Elizabeth

Elizabeth Glidden
Ward 8 Councilmember
[\(612\) 673-2208](tel:(612)673-2208)

From: Jim Kumon [jimkumon@gmail.com]
Sent: Sunday, August 11, 2013 1:27 PM
To: Glidden, Elizabeth A.
Subject: RE: Nicollet/Central Streetcar Outreach

Hi Elizabeth,

I'm emailing to ask you if you could request that the Nicollet-Central Streetcar Public Comment period be extended to September 20. I'm on the Nicollet-Central project email list and didn't get notified of the recent open houses directly. The very poor advance notice on the first two Open Houses (I understand there were even some issues getting the information on the dates to the council members – so I'm not pointing the finger at

you!) means that most people are going to have read the draft and attend a later neighborhood/business meeting to ask questions about the project. I know that NEHBA is hosting an event on September 18 for its members on the subject.

I happened to hear about the first open house the night before from a facebook post and was able to squeeze it in the next day. There were only about 10 non-staff members in attendance. I know you and others are attempting to play catchup in publicizing the last open house, but it is the middle of August, most folks are on vacation or not paying attention. Having the due date the Friday after Labor Day means many people may not tune in until days before. I'm then skeptical of the quality of feedback we are going to get.

For instance, the ridership numbers in the report are pretty hard to understand and may be easy to misconstrue. The tables at first glance seem to indicate that a No Build scenario has higher number of boardings than the Streetcar. After speaking with the modeling engineer at the open house, there is a stacking effect in the overall number boardings that causes the subcategories to look funny. However, even when read correctly, the additional riders on the streetcar scenario aren't much higher, percentage wise. If a transit wonk like myself I can't see that clearly, I'm worried someone could pick this up and turn it into a headline like: \$430 million dollars to decrease transit ridership on Nicollet/Central.

I'm heading out on vacation on Monday but in any case I will be sure to comment on the report draft when I return. I'm sure you are on top of this situation, I just think an extension of the comment period would be a good gesture for the botched initial outreach and allow some time for people to digest this very dense report.

Thanks,
-Jim

From: Council Member Elizabeth Glidden [mailto:minneapolis@public.govdelivery.com]
Sent: Friday, August 09, 2013 1:28 PM
To: jimkumon@gmail.com
Subject: Ward 8 Newsletter August 9, 2013

[News of the 8th Ward]

August 9, 2013

Congressman Ellison to Host Meeting about Airport, August 27 <UrlBlockedError.aspx>

Congressman Ellison, in collaboration with the City, is hosting a community meeting to talk about the status of RNAV - a type of navigation that puts planes on a more precise track, leading to consolidation of airplane traffic and noise. The meeting is August 27, from 5:30 to 7:00 at Washburn High School, 201 W. 49th Street in Minneapolis.

Congress has directed the FAA to have RNAV used at as many airports as possible, as quickly as possible. They believe that there are benefits from an ease of navigation standpoint as well as potential fuel savings. Minneapolis successfully halted implementation of RNAV over our city back in November, with the support of State and Federal elected representatives, citing insufficient information and unanswered questions about how the consolidation of flights would affect residents in an urban setting.

Congressman Ellison's meeting, he will ask what expect, in terms of information and public engagement, if or when the FAA tries to move forward with RNAV. The meeting will help identify questions about RNAV, such as- will the altitude of planes be affected? Will there be more planes? Where will the RNAV tracks be? Can

Charleen Zimmer

From: Maura Trout
Sent: Tuesday, August 27, 2013 11:55 AM
To: czimmer@zanassoc.com
Subject: No on Street Car plan

Hi, and thanks for taking public comment on the Street Car plan.

We are still recovering from having the Vikings stadium shoved down our throats, and now we have to deal with this. I think the funding scheme is suspect, and that we can improve transit with an enhanced bus system.

Please, let's put this off 10-15 years. There's enough on our plates with Vikings, Target Center, Block E, the Convention Center, endless bike paths...

Make it stop!

Thank you,

Maura Trout
2726 Fillmore St NE
Mpls 55418

Charleen Zimmer

From: Gayle Bonneville
Sent: Monday, August 26, 2013 12:53 PM
To: czimmer@zanassoc.com
Subject: Nic-Central Streetcar -- where is online survey?

Your e-mail notes an online survey, but I don't see any link on the web page -- just a link to send comments to you. Is there an actual online survey?

Charleen Zimmer

From: John Kueck
Sent: Wednesday, August 21, 2013 3:09 PM
To: czimmer@zanassoc.com
Cc: Lisa R. Goodman
Subject: Modern Streetcar and Enhanced Bus Options Comments

In assessing the detailed evaluation report, I offer these comments and point-of-view:

- The lower cost enhanced bus option is favored if you discount the higher streetcar ridership and impact of economic development. Both of these factors are subjective based on future projections. Investment decisions of this magnitude made by the City Council need to be based on detailed analysis, worse case scenarios and absent of opinions. Are there business models supporting the analysis including operating profits / loses?
- Why is there higher ridership on streetcars than on enhanced bus, what prevents achieving the same ridership on the bus? Considering only the type of vehicle, I see no reason why I would not board a bus, but would board a streetcar. What bias is built into this assessment? Will both have the same fare? Will both accommodate handicap and bikes?
- Increased economic development along a streetcar route versus the bus option is quoted as having "**greater potential**". These are key words. Obviously this is an opinion offering hope that can not be quantified before the decision to choose an option. I would argue that the City Council should follow an approach to limit risk ... no more Block E's, etc.
- Based on the figures quoted in the study a bus option would cost \$404 million less over 30 years. Based on this savings alone the bus option should be pursued and the "potetntial"

\$404 million dollar savings be channeled to other lower risk priorities and / or economic development opportunities. The city has no lack of these opportunities. I understand that Federal grants may have an influence on sources and amount of available dollars. Even so limiting costs and risks by doing the bus option will provide enhanced transportation and insure lower operating costs and make some investment dollars available for other opportunities. The bus option may well provide an earlier operating date too.

- One argument I've heard is that streetcar routes are more permanent which encourages development.
 - Why can't bus routes be permanent? Why would a route change - to improve ridership? Then streetcars lock us into a potentially limiting solution. How can we foresee that the chosen route is preferred over the next 30 years?
- What type of development is perceived? Why hasn't this development occurred before? Is the perceived development consistent with historical trends and projections or just an opinion? Is this route where we want development to occur? What will it replace since the area is already developed. How will this route enhance Hennepin avenue which needs improvement. Why wasn't Hennepin Avenue considered as a route? Is this area more attractive rather than encouraging development elsewhere?
- What issues exist for streetcars in the Minneapolis climate...snow and ice. Are any streetcars operating in these conditions. What operating issues have they experienced?
- Are modern streetcars a fad or is there long term operating experience that proves their viability and reliability? They disappeared once before.

Thanks for the opportunity to comment.

Sincerely,

John Kueck

-

1201 Yale Pl

mplsjohn@gmail.com

Run to live!

Live to run!

Charleen Zimmer

From: beth megas
Sent: Monday, August 19, 2013 11:02 AM
To: Charleen Zimmer
Subject: Re: Nicollet - Central Transit Alternative Study

Thank you, Charleen! I will post the survey link to our association intranet and hopefully you will gain a few more responses.

Beth

From: Charleen Zimmer <czimmer@zanassoc.com>
To: 'beth megas' <bethmegas@yahoo.com>
Sent: Friday, August 16, 2013 6:17 PM
Subject: RE: Nicollet - Central Transit Alternative Study

Thank you for the positive comments. We will definitely add you to the mailing list and include your comments in the public comment package. Please be sure to fill out the on-line survey if you haven't already done so and please share your ideas and information about the project with your neighbors. We are adding an additional public meeting in early September and will be extending the comment period to mid-September. We will publish information about this on the project website when the time and location have been confirmed.

Charleen Zimmer
Acting City Project Manager for Nicollet-Central Alternatives Study
czimmer@zanassoc.com
612-251-1920

From: beth megas [<mailto:bethmegas@yahoo.com>]
Sent: Thursday, August 15, 2013 1:21 PM
To: czimmer@zanassoc.com
Subject: Nicollet - Central Transit Alternative Study

Hello-

I just read the elevation report draft for the proposed Nicollet street car. I live on Nicollet Ave. and 33rd and am so happy this advancing along. As a homeowner, what can I do to aid in passing the project to the next stage? Additionally, can you please add me to your mailing list for updates?

Best regards,

Beth Megas

Nicollet-Central Alternatives Analysis – Public Comments

Phone call – August 13, 2013

From: Anonymous (did not want to leave name)

“A little too much for downtown. Too much money for the bridge.”

Charleen Zimmer

From: Fourgene4@aol.com
Sent: Wednesday, August 14, 2013 6:34 PM
To: czimmer@zanassoc.com
Subject: (no subject)

The city is always short of funds to run transit after they build transit. Light rail always is need for additional funding because the fairs don't cover the cost of running the lines.

The so call funding for the new line is tied in federal funding,we are tax payers and federal funding as well as city and states taxies hits our pockets and more transit is not needed-we can not keep up with we have.

We don't need this line clogging up traffic,and nothing about street car barns to make repairs .
I think we should take another look. We have great new busies that do a great job.

Charleen Zimmer

From: Karolyn Redoute
Sent: Wednesday, August 14, 2013 9:33 AM
To: Charleen Zimmer
Subject: Re: Nicollet Streetcar

Thanks, I did the survey, Karolyn

On Wed, Aug 14, 2013 at 9:27 AM, Charleen Zimmer <czimmer@zanassoc.com> wrote:

I have asked that the link be checked on the website and it should be working. Please refresh your internet and try again. If you are still not able to reach the survey, please let me know and I will make sure that we have a working link for everyone!!

Thank you.

Charleen Zimmer

Acting City Project Manager for Nicollet-Central Alternatives Study

czimmer@zanassoc.com

[612-251-1920](tel:612-251-1920)

From: Karolyn Redoute [<mailto:redou001@umn.edu>]
Sent: Monday, August 12, 2013 10:17 AM
To: czimmer@zanassoc.com
Subject: Nicollet Streetcar

I think the idea of operating a modern streetcar on Nicollet is a great idea, and wanted to take the survey in English, but the link on the site and the one on Elizabeth Glidden's newsletter didn't work. Can you send a link that does? Karolyn

--

Karolyn Redoute, MFA
University of Minnesota-Degree/Credit Programs

20 Ruttan Hall, 1994 Buford Avenue
St. Paul MN 55108

612 624 5897/ 612 625 2402 fax

East Bank appts.: Tuesday mornings

--

Karolyn Redoute, MFA
University of Minnesota-Degree/Credit Programs

20 Ruttan Hall, 1994 Buford Avenue
St. Paul MN 55108

612 624 5897/ 612 625 2402 fax

East Bank appts.: Tuesday mornings

Charleen Zimmer

From: Brock, Lisa A
Sent: Tuesday, August 13, 2013 11:24 AM
To: czimmer@zanassoc.com
Subject: Nic-Central Public Open Houses

Hello,

CM Reich has received some calls from Ward 1 constituents who felt that they didn't receive adequate notice of the public meeting at Eastside Food Co-op. He is wondering if there is any possibility of hosting another meeting.

Thanks,
Lisa Brock

Lisa Brock
Associate
Minneapolis City Council – First Ward
612-673-2201
Lisa.Brock@minneapolismn.gov
[Sign up for Ward 1 E-News](#)

Charleen Zimmer

From: Karen Lee Rosar
Sent: Tuesday, August 13, 2013 3:12 PM
To: czimmer@zanassoc.com
Cc: 'DJ Heinle'
Subject: North Loop Neighborhood Motion of Support: Detailed Evaluation of Alternatives for the Nicollet-Central transit corridor
Attachments: Streetcar 02-20-13.pdf

Greetings Charleen

I am forwarding to you the North Loop Neighborhood Association motion of support previously submitted and dated February 20, 2013, regarding the Detailed Evaluation of Alternatives for the Nicollet-Central transit corridor.

Thank you,

Karen Lee Rosar

612-220-5390

karen.rosar@comcast.net



**NORTH
LOOP**
NEIGHBORHOOD

Motion – Streetcar Initiative

P&Z Meeting
February 20, 2013

RE: Motion for Streetcar Nicollet Transit Alternatives

The North Loop Neighborhood Association (NLNA) strongly supports the Nicollet-Central Streetcar initiative. The NLNA believes it is essential that the river crossing be at Hennepin Avenue designated as the C1 alignment. Alignment C1 would allow the fast growing North Loop neighborhood walkable access to the streetcar. The C1 alignment would provide walkable access to Downtown West, the Hennepin Cultural Corridor patrons and Riverfront patrons.

Sincerely,
North Loop Neighborhood Association

DJ Heinle
Digitally signed by DJ Heinle
DN: cn=DJ Heinle, o=CMA, ou,
email=djheinle@cmarch.com, c=US
Date: 2013.02.28 09:10:10 -06'00'

DJ Heinle, AIA Co-Chair P+Z Committee

Charleen Zimmer

From: Karen Lee Rosar
Sent: Tuesday, August 13, 2013 3:02 PM
To: czimmer@zanassoc.com
Subject: Comments: Detailed Evaluation of Alternatives

Greetings Charleen

I am submitting my comments regarding the Detailed Evaluation of Alternatives for the Nicollet-Central transit corridor.

I strongly support the Nicollet-Central Streetcar initiative. I believe it is essential that the river crossing be at Hennepin Avenue designated as the C1 alignment. Alignment C1 would allow the fast growing North Loop neighborhood walkable access to the streetcar. The C1 alignment would provide walkable access to Downtown West, the Hennepin Cultural Corridor patrons and Riverfront patrons.

Thank you,

Karen Lee Rosar

612-220-5390

karen.rosar@comcast.net

Charleen Zimmer

From: murphyk314@aol.com
Sent: Sunday, August 11, 2013 4:51 PM
To: czimmer@zanassoc.com
Subject: Comments to the Nicollet Mall Street Car Project

Hello,

I would like to say that I am very excited that this project is going through. I feel that what this project is doing is to get buses off of the downtown Nicollet Mall and put a STREET CAR system on the mall, not to put more buses on the mall.

I am hearing from the public and people coming in from out of town, for conventions and to visit the Twin Cities and enjoying one of the restaurants on the Mall, that having the buses on the mall makes no sense! How can you hear what your friends are saying when you are at one of the many restaurants on the patio with noisy buses coming by, and block the view of the downtown area.

We need to take it into consideration that the buses do take forever to get from one end of the Mall to the other. You can actually walk down to the opposite end of the mall that you are on a bit faster than a bus. They stop at every stop light and those stop lights are LONG! When you have a lot of things to carry, it is nice to have that Street Car to hop on to and get to where you need to go a bit quicker. I think that a Street Car is a far better choice when you are talking about the whole idea, as Mayor Rybeck says moving more quickly down the mall, as well. Easy access on and off and getting down the mall quickly. Not to be in the middle of bus traffic. And when you are at a restaurant out on the patio, you don't want to look out and see a long line of buses and hear all of the noise!

You really want to look around and enjoy the view you get while walking and sitting on the Mall, not hear the noise and see the long lines of the buses. Street Cars are cleaner, better for the environment and attract people to come and enjoy what is there in the location that the street car is at. The Nicollet Mall was never meant for a long line of buses for people to do nothing but stand around at bus stops hoping that their bus is not at the end of the line being held up because of the long street lights.

I am a long time Metro Transit Bus and Light Rail rider. I have never been able to drive. Less congestion on the Nicollet Mall is the best thing that could and should happen. I am in Downtown Mpls in the summer a lot, and a nice stroll down the mall without the bus congestion and noise would be a dream come true.

Kathleen Murphy
6601 5th Avenue So.
Richfield, Minnesota 55423
Murphyk314@aol.com

Charleen Zimmer

From: SUSAN DENUCCIO
Sent: Monday, August 12, 2013 3:09 PM
To: czimmer@zanassoc.com
Subject: Streetcar, smartbus running time ?

Charlene, I attended the last meeting on the streetcar/smartbus project. I have a question on runningtime.

Most of the individuals in the centre core of the city who are working there criticize bus riding because it is so slow. Reading the running time analysis, even with the short segment analysis and TSP assumptions, it looks like the enhanced bus and streetcar options have only a small time savings. Like 9% time savings. I think this is the critical sweet spot to ridership. What alternatives have been considered to increase the time savings?

I live near the Central Avenue and 3rd Ave Bridge. One of the concerns voiced by my neighborhood is increased traffic during the build out phase if the Hennepin option is chosen. Any data on the increased number of cars at peak?

We have a neighborhood which enjoys the cultural offerings in the downtown centre city but there are criticisms of the "type" of people who ride the bus later in the day. Often this is loud, and sometimes vulgar behavior and even threatening at times. One of the nice things about the lite rail is the increased presence of transit officers. Any plans for that type of staffing? I know the cost would not be offset in the grant so when will that be discussed.

Sue DeNuccio
222 2nd Street SE #304
Minneapolis, MN 55414-5185
612.810.4674 (CT)

Charleen Zimmer

From: jeffrey siegel
Sent: Friday, August 09, 2013 7:49 PM
To: Charleen Zimmer
Subject: Re: Nicollet/Central Study

Thanks again. And I'll stop filling your inbox. If the end of the line is 7th or 8th you will see it serving a natural development loop that is the East Hennepin and 1st Avenue NE (one way streets) traffic circle, sometimes referred to "Downtown Northeast".

Jeff

On Thu, Aug 8, 2013 at 7:05 AM, Charleen Zimmer <czimmer@zanassoc.com> wrote:

Thank you for your comments. We will make sure they are included in the public comments documented for the project. The starter streetcar line is currently proposed to end at approximately 5th Street. Due to the complexity of the streets in this area, additional design work will be needed to determine the exact location of the end of the line but it will likely be somewhere in the area between 5th and 8th Streets.

Charleen Zimmer

Acting City Project Manager for Nicollet-Central Alternatives Study

612-251-1920

czimmer@zanassoc.com

From: jeffrey siegel [<mailto:jeffreysiegel01@gmail.com>]
Sent: Wednesday, August 07, 2013 7:59 PM
To: czimmer@zanassoc.com
Subject: Nicollet/Central Study

Thank you for considering my comments in the larger mix of considerations.

I will hope the River crossing is located on Hennepin Avenue with a stop on Nicollet Island. I believe this to be more direct, more interesting and most attractive for our city. I also believe this would have the larger ridership potential for downtown and Riverfront users, and for visitors.

When the Hennepin Avenue Bridge was first debated (there was a movement to save the existing bridge) a rendering of the new bridge distributed by the city showed a rail transportation line as a potential for the new (now built) bridge. It is my understanding that the bridge cable system is decorative, not structural – symbolic of the history of the first two bridge crossings – purportedly the bridge was built with a steel span, constructed with the intention of maintaining rail lines. I do not know if that is factual and will hope this is investigated and considered when the river crossing is determined.

My second comment; I will hope it may be possible to build the first leg to 7th Street NE/SE rather than stopping at University. There is an emerging “Downtown NorthEast” (the East Hennepin/1st Avenue NE) with an existing traffic and development loop that would grow more rapidly if this occurred in the first phase.

Jeff Siegel

Charleen Zimmer

From: Eleonore Wesslerle
Sent: Thursday, August 08, 2013 8:21 AM
To: Charleen Zimmer
Subject: RE: Nicollet-Central preferences survey?

Thanks for the reply, Charleen. I live in Stevens Square. I'd say the most convenient part of the corridor for me would be anywhere from downtown to 38th street. Have you already met with the Stevens Square Community Organization? That would be most appropriate for me, but the Whittier Alliance and whatever the Loring Park organization is would also work.

Thanks,
Eleonore

On Aug 8, 2013 6:49 AM, "Charleen Zimmer" <czimmer@zanassoc.com> wrote:

My apologies for the late notice – this was a mistake on my part. Thanks for letting me know about the problem with the link. We are checking out the problem and will get it fixed today. We are meeting with most business and neighborhood organizations along the corridor as well so perhaps there is a meeting you can attend. If you'd like to do that, let me know what geographic location would be most convenient and I'll let you know what we have scheduled in that area.

Charleen Zimmer

Acting City Project Manager for Nicollet-Central Alternatives Study

[612-251-1920](tel:612-251-1920)

czimmer@zanassoc.com

From: Eleonore Wesslerle [<mailto:eleonore.wesslerle@gmail.com>]
Sent: Wednesday, August 07, 2013 4:42 PM
To: czimmer@zanassoc.com
Subject: Nicollet-Central preferences survey?

Hello,

I was forwarded an email from you about open houses on the Nicollet-Central alternatives study. It's unfortunate that I received it with such late notice, I would have liked to participate. Your email states that a link to a preferences survey is provided, but I couldn't find such a link on the site. Can you please point me to

the survey? I would like to add my input even if I can't make it to an open house.

Thank you,

Eleonore Wesslerle
Mobile 651 785 7636
Skype eleonore.wesslerle

Charleen Zimmer

From: Stephen Norton
Sent: Thursday, August 08, 2013 8:09 AM
To: czimmer@zanassoc.com
Subject: Nicollet-Central Corridor
Attachments: Street Car Comment.pdf

Charleen,

Thank you for your presentation last night. I'm an engineer myself and find myself compare alternatives quite a bit and I think you did a great comparing the options on a level playing field.

I support a street car alternative but just wish we could do the NE section in this first phase. If it has the second most economic development potential than the starter line, I would suggest that every year they prolong not building that section are potential lost revenue dollars to the City.

Anyway, attached are comments, thanks again!

Stephen Norton

--

Stephen Norton
309-712-4930
Minneapolis, Minnesota

Comments

Your comments will help the City of Minneapolis identify a Locally Preferred Alternative for implementation in the corridor.

Based on information you have heard and seen today, which alternative(s) do you prefer and why?

- Conventional Bus
- Enhanced Bus
- Modern Streetcar

I feel it has more potential to bring development along these corridors. It also has a similar O&M cost due to higher ridership.

Based on information you have heard and seen today, which Mississippi River crossing would you prefer and why?

- Hennepin Avenue/1st Avenue
- Central Avenue/3rd Avenue

Access to Nicollet Island would be great.

Based on information you have heard and seen today, would you support a 3.4-mile, Initial Streetcar Starter Line that runs between Lake Street/Nicollet Avenue and 8th Street NE? Why or why not?

- Yes
- No

I would support it but am disappointed the entire length is not being proposed. I will be living two blocks off of Central in NE Minneapolis & that area has a lot of development potential. Its also more costly to do phases due to contractors mobilizing twice.

What specific questions do you have regarding the study?

Why can't two projects be created to get small start funding for the starter line & other funding for the rest of the length?
Can you make it come to NE sooner?

Other comments (use the back of this sheet as needed):

Tell us about yourself: (Check all that apply.)

- I live in the corridor Zip code: 55418
- I work in the corridor Zip code: _____
- I own a business in the corridor Zip code: _____

Thank you for your participation! For more information, visit <http://www.minneapolismn.gov/nicollet-central> or contact Charleen Zimmer, acting project manager. 612-354-2101 czimmer@zanassoc.com

Charleen Zimmer, c/o ZAN Associates, Inc., 105 Fifth Avenue South, Suite 490, Minneapolis, MN 55401.



Charleen Zimmer

From: Chris Bubser
Sent: Thursday, August 08, 2013 9:45 AM
To: czimmer@zanassoc.com
Subject: I have briefly reviewed the draft report on the detailed evaluation of alternatives for the Nicollet-Central Transit Alternatives study, so I may be missing something in my haste, but I see no mention of the public comments and results of the survey that

Charleen Zimmer

From: Valdez, Deacon Carl
Sent: Thursday, August 08, 2013 1:02 PM
To: czimmer@zanassoc.com
Subject: survey Nic-Central corridor

Hi, Charleen,

I went to the survey and realized I didn't have current information on the topic. Where do I go to get it? For instance, I wouldn't know the advantages of bus, extended bus or streetcar, except that my preference would be that the boarding and deboarding should be the quickest possible. I wouldn't know which is more advantageous regarding the river crossing. Thanks.

Deacon/Diácono Carl R. Valdez
Church of the Incarnation-Sagrado Corazón de Jesús
3817 Pleasant Ave., Minneapolis, MN 55409
cell: 612-209-3532

Charleen Zimmer

From: Michael Wilson
Sent: Wednesday, August 07, 2013 9:19 PM
To: Charleen Zimmer
Cc: John DeWitt; Soren Jensen
Subject: Nicollet-Central

Hello Charleen --

Just a note to thank you again for your presentation to the Midtown Greenway Coalition Improvements Committee last month.

I would very much like to attend next Wednesday's Open House, but unfortunately it occurs at the same time as the CIDNA monthly meeting, which I am chairing.

I am very interested in the progress of the Nicollet-Central project as a transit believer, a member of the MGC board, and a participant on both the Nicollet Avenue Reopening Task Force and the Midtown Corridor Alternatives Analysis. Please keep me informed!

Thanks.

Mike Wilson



"Plant shade trees under which you know you will never sit."

-- David Elton Trueblood (1900-1994), noted 20th Century American Quaker author and theologian, former chaplain to both Harvard and Stanford universities.

We cannot ignore immovable facts. Holding your breath till you turn purple is not a rational argument.

Charleen Zimmer

From: John Barber
Sent: Wednesday, August 07, 2013 4:03 PM
To: czimmer@zanassoc.com
Subject: Nicollet-Central Urban Circulator Study

There is no link to your preference survey for this project, (at the URL provided in your email).

John Barber
johnabarber@me.com

Charleen Zimmer

From: Maura Trout
Sent: Monday, August 05, 2013 5:14 PM
To: czimmer@zanassoc.com
Subject: Against Street Car Plan

Hello,

I am a resident & taxpayer in Minneapolis. I oppose the plan for street cars - let's focus on an enhanced bus system to improve our public transit.

I weary from so many giant public plans shoved down our throats. The Vikings stadium handout, Target Center, Block E, the Convention Center.. all loom too large in our fiscal future.

Thank you,

Maura Trout

thefamilytrout@gmail.com
2726 Fillmore St NE
Minneapolis, MN 55418