



# Midtown Corridor Transitway Alternatives Analysis

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## **11/30/12 PAC Meeting Notes & Visioning Exercise Summary**

Prepared by the  
SRF Consulting Group Team



# Midtown Corridor AA

## PAC Meeting

November 30, 2012, 2:30 PM – 4:30 PM

5<sup>th</sup> Precinct Community Room

### PAC Members in Attendance

Name	Organization	Present	Alternate	Absent
Peter Wagenius	City of Minneapolis - Mayor's Office	X		
Gary Schiff	City of Minneapolis - City Council		X	
Robert Lilligren	City of Minneapolis - City Council	X		
Peter McLaughlin	Hennepin County			X
Gail Dorfman	Hennepin County		X	
Dave Burrill	Lake Street Council		X	
Ronald Lezama	Latino Economic Development Center	X		
Gary Cunningham	Metropolitan Council - <b>PAC Chair</b>	X		
Adam Duinick	Metropolitan Council			X
Janet Olson	MCWP	X		
Adam Juul	MCWP		X	
John DeWitt	Midtown Greenway Coalition	X		
Andrew Rankin	Mpls Bicycle Advisory Committee	X		

### PAC Alternates in Attendance

Name	Substituting for:
Heidi Ritchie	Gary Schiff - Minneapolis City Council
Faith Cable Kumon	Adam Juul - MCWP
Anne Mavity	Gail Dorfman - Hennepin County
Joyce Wisdom	Dave Burrill - Lake St. Council

### PMT Members in Attendance

		Present	Absent
Dean Michalko	Hennepin County - HCWT	X	
Michael Mechtenberg	Metro Transit - Serv Dev	X	
Jonathan Ehrlich	Metropolitan Council		X
Anna Flintoft	Minneapolis Public Works	X	
Charles Carlson	Metro Transit - BRT	X	
Katie Walker	Met Council	X	



## OTHER ATTENDEES

Name	Organization
Connie Kozlak	Met Council

## CONSULTANTS

Name	Organization
Joe Kern	SRF
Liz Heyman	SRF
Joy Miciano	ZAN
Mona Elabbady	SRF

## Meeting Notes

### 1. Introduction

- Councilmember Gary Cunningham, PAC chair, introduced the project.
  - i. He asked the group to agree to attend all meetings (or send an alternate) and to treat all PAC members civilly. He also asked that PAC members recognize the chair before addressing the group in order to maintain the flow of the meeting. Meeting attendees introduced themselves and described their connection the project or corridor.

### 2. PAC Roles and Responsibilities

- Mike Mechtenberg reviewed the roles and responsibilities of the PAC members
  - i. It was clarified that the project team will provide PAC members with project summaries and other information to facilitate information sharing between PAC members and their constituencies.

### 3. AA Process Overview

- Joe Kern gave an overview of the Alternatives Analysis (AA) process.
  - i. It was clarified that the Southwest LRT and the 35W BRT transitways can be used to project ridership numbers for the project. Connie Kozlak informed the PAC that any transitways shown in the most recent Transportation Policy Plan with an identified locally preferred alternative (LPA) can be used in the Midtown Corridor analysis.
  - ii. Joe clarified that although MAP-21 no longer requires an official AA process, the Midtown Corridor AA project will still follow the traditional AA steps. A question was asked about how the project team was taking advantage of the new federal procedures to help streamline the process and expedite project schedules. Joe clarified that although steps have been made by the feds to help expedite project schedules, the AA process still involves a lot of work and an essential part of the process involves an involved stakeholder engagement process. It was



recommended that the schedule not be compressed in order to not affect the integrity of the process.

#### 4. Midtown Corridor Overview

- Mike Mechtenberg gave an overview of the Midtown Corridor.
  - i. A committee member asked why location of low-income and minority populations are important to the study. The project team gave the following reasons:
    - FTA takes note of whether new transit projects serve these populations.
    - When the project advances to further stages, a Title VI analysis will be required. This analysis determines if there will be adverse effects to low-income and minority populations based on proposed transit service changes.
    - Knowing the diversity of the study area also helps the project team tailor public outreach materials to best fit the needs of the community. It was suggested that materials should be translated into Spanish and Somali at a minimum.
  - ii. Councilmember Rob Lilligren suggested using the term “car free” instead of “transit dependent populations.”

#### 5. Outreach Overview

- Joy Miciano gave an overview of the project’s outreach strategies.
  - i. Joyce Wisdom said the Lake Street Council would be happy to help with any flyering or other face-to-face interactions that could help spread information about the project along Lake Street.
  - ii. Ronald Lezama also volunteered to help get the news out to the Latino news outlets.
  - iii. Ronald Lezama asked if the Greenway was already identified as the preferred alignment. The PMT clarified that the project is just beginning, and that both alignments are being studied. Peter Wagenius stated that while he respected the study process his preference will be streetcar on the Greenway. A short discussion ensued.
  - iv. A PAC member pointed out that there is a significant Native American population along Lake Street and efforts should be made to reach out to this group.
  - v. Joy discussed the potential makeup of the CAC. Councilmember Cunningham stated that he would like to attend the first meeting of the CAC.
  - vi. Ronald Lezama mentioned that the LEDC can help with introductions to potential CAC members, particularly in the Latino and Somali communities.
  - vii. It was mentioned that Corcoran has translation services that could be used for this project.



## 6. Visioning Exercise

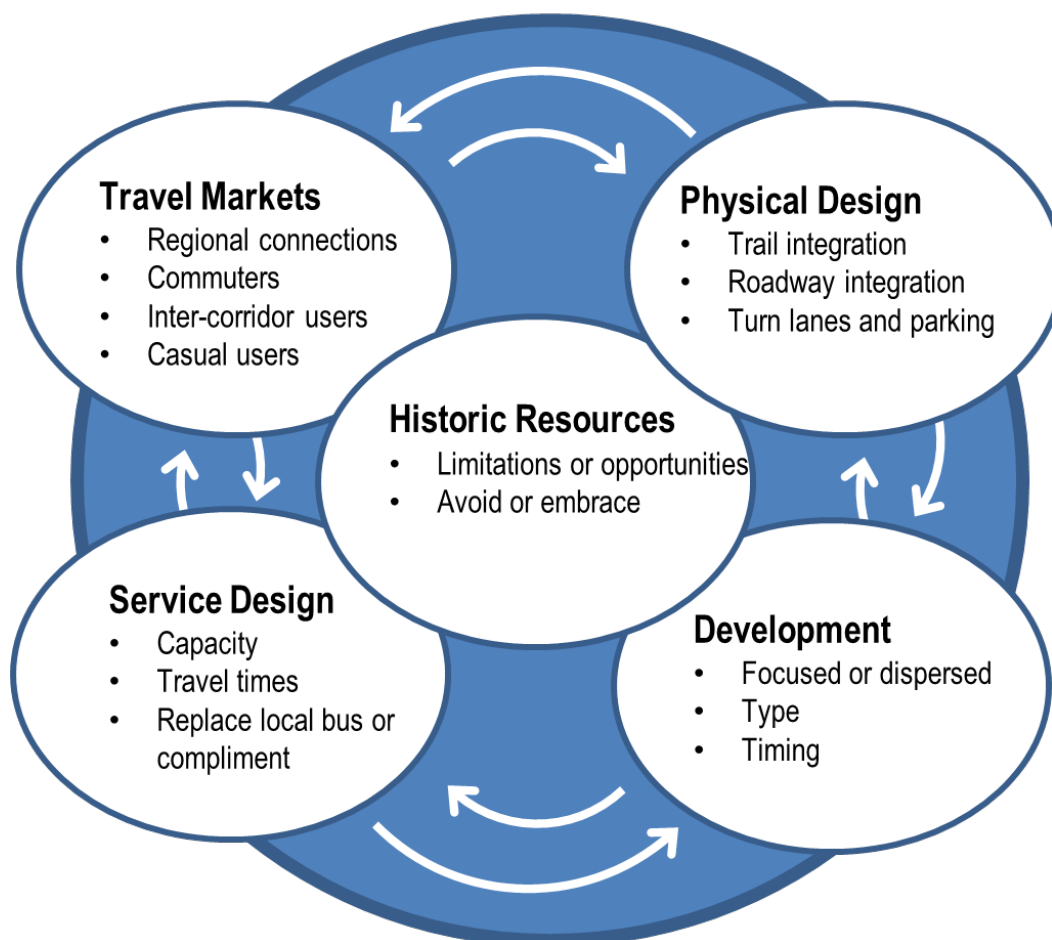
- Joy Miciano led a facilitated visioning exercise. Please see the PAC visioning summary for more detail.

# 11/30/12 PAC Visioning Exercise Summary

The goal of the Visioning Exercise was to introduce participants to factors that influence policy choices within the Midtown Corridor as well as the tradeoffs between potential policy choices.

The exercise gathered participants' thoughts and opinions on how tradeoffs should be balanced. Participants answered a series of questions addressing tradeoffs in the five subject areas shown on the graphic below. Participants recorded their answers on sticky notes and facilitators sorted their answers to reveal areas of consensus, disagreement and overall themes.

## Influencing Factors and Potential Tradeoffs



# HISTORIC RESOURCES

Darker color = more mentions from participants

## How should the project deal with historic resources?

Preserve

Celebrate

Replace Greenway bridges

Preserve where practical

Embrace

## Specific strategies for dealing with historic resources

Expand Museums in the Streets

Develop a history and architecture tour

Do not create large areas of historic designation

## What are the important historic resources in the corridor?

**Rail corridor "feel"**

Lake Street storefronts

Bridge arches

Pioneer Cemetery

Small businesses

### Take away thoughts

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- The group generally wanted to preserve historic resources, however there was a call for preservation to be balanced with the needs of a sustainable future.
- The greatest number of respondents called out the rail corridor and industrial "feel" of the Midtown Greenway as a important historic resource.

# PHYSICAL DESIGN

Darker color = more mentions from participants

## How do we utilize the corridor space?

### IN THE MIDTOWN GREENWAY

#### Encroach on...

Side slopes

#### Preserve...

Bikeway

OK to move, but still preserve bikeway

### ON LAKE STREET

#### Encroach on...

Parking

Travel lanes

#### Preserve...

Existing space allocation

### Take away thoughts

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- There was no dominant space that participants felt comfortable encroaching on.
- Three participants wrote they wanted to encroach on the Greenway, but did not specifically state how to allocate the space.
- Preserve parking over travel lanes, because it buffers pedestrians from traffic



# TRAVEL MARKETS

Darker color = more mentions  
from participants



## What travel markets should the Midtown Corridor serve?



### Take away thoughts

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- Intra-corridor users was the dominant choice for targeted travel markets.

# SERVICE DESIGN

Darker color = more mentions from participants

## What should Midtown Corridor transit improvements aim to accomplish?

<b>Improve Speed</b>	Increase community health
<b>Spur Economic Development</b>	Provide better accessibility to people with disabilities
Increase transit use	Provide better accessibility to low income populations
Increase frequency	Strengthen the connection between Lake Street and the Greenway
Attract customers	Decrease vehicle miles traveled
Increase density	Make regional connections

### Take away thoughts

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- The dominant themes were to improve the speed of service and spur economic development, but there were also a long list of other desired goals mentioned.

# DEVELOPMENT

Darker color = more mentions  
from participants



## Where should development occur along the corridor?

**At Key Nodes**

At the “gateways” to the corridor

Along entire corridor

Seward industrial area

## What type of development should occur along the corridor?

**Residential**

Retail

**Small businesses**

Mixed use

**Businesses**

High density

Mid density

### Take away thoughts

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- The largest number of participants wanted development at key nodes, but a preference for supporting development along the entire corridor was a close second.
- Participants were split between promoting residential, business and *small* business development.
- Development should include and promote affordable housing.
- A emphasis should be placed on maintaining current businesses and residents, so they can reap the benefits of their contributions to the corridor’s current economic and social successes.