



## PROJECT STEERING COMMITTEE (PSC) MEETING Meeting Minutes

**Date:** September 15, 2005  
**Time:** 4:00 PM to 6:00 PM  
**Location:** Room 319, City Hall  
**Attendees:** See attached roster

### Agenda

1. Housekeeping
  - a. Approval of minutes from last meeting
  - b. Reschedule of Public Workshops to October 18<sup>th</sup> – 26<sup>th</sup>
    - i. e-Newsletter 1
    - ii. Locations
2. Council Study Session
  - a. Summary of Presentation
  - b. Vision Statement
3. Downtown Themes Workshop
  - a. Potential Big Moves
  - b. Downtown themes that combine Big Moves

### Summary of Items Discussed

#### Housekeeping

Minutes of the August 2, 2005 meeting were approved by the PSC.

Charleen Zimmer reported on the locations and times of the Public Workshops. The North Open House was proposed for 6:30 to 8:30 PM on October 18<sup>th</sup> at the North Commons Recreation Center, 1801 James Ave. N. The South Open House was proposed from 6:30 to 8:30 PM on October 19<sup>th</sup> at Keewaydin Recreation Center, 3000 53<sup>rd</sup> Street East. The Downtown Open House was proposed for 6:00 to 8:00 PM on October 20<sup>th</sup> at Butler Square. It was noted that the Public Workshops on the 19<sup>th</sup> and 20<sup>th</sup> were being rescheduled to avoid conflicting with other meetings that are occurring in South Minneapolis for the Lake Street project on October 19<sup>th</sup> and the annual MEA conference and subsequent school holidays that start on October 20<sup>th</sup>, which may depress attendance. The agreed-upon dates for the Public Workshops are:

North - October 18, 6:30 – 8:30 p.m.  
Downtown - October 19, 5:00 – 7:00 p.m.  
South - October 26, 6:30 – 8:30 p.m.

Linda Gondringer briefed the PSC on the process for the Public Workshops and the role of the PSC in the Public Workshops. Questions were raised about the intent of the Public Workshops. Fred Dock explained that the meetings were intended to obtain transportation issues and opportunities/desires from the public and that the project will be presented as citywide. Input is expected to be geographically focused by the three meeting locations. The PSC noted that downtown transit riders are best reached with a mid-day session. It was also suggested that the Public Workshops be advertised on the Metro Transit pull-off flyer on buses. Arlene McCarthy volunteered to handle this with input from the consultant team. The accessibility of Butler Square needs to be checked and ASL/other language services should be provided.

Questions were raised about what materials can be made available to the public. Charleen Zimmer noted that any materials distributed to the PSC could be made publicly available and would be available on the project's website once it is ready. It was noted that Adobe Acrobat files on the website need to also be posted as text only to be accessible to the visually impaired.

The availability of email lists was discussed for purposes of distributing the newsletter and Public Workshop announcements. PSC members are to send lists to Charleen Zimmer. The intent is to send materials to the list holders first for redistribution. Material about the Public Workshops will be made available within two weeks.

### **Council Study Session**

Charleen Zimmer made a brief report of the Council Study Session held on August 26, 2005 and noted that favorable comments had been received from Council Members and partner agencies in attendance. The Council also suggested revisions to items 2 and 4 of the Vision Statement. The changes to Item 4 were read. An updated version of the Vision Statement with the changes highlighted was distributed to the PSC prior to the meeting. A link to an ftp site containing the PowerPoint presentation was provided to the PSC prior to the meeting. The Council also informally agreed to changing the name of the study to Access Minneapolis. An updated logo is being prepared by the consultant.

The Council's desire for the PSC to be an active link with the public at large was reiterated.

### **Downtown Themes Workshop**

Jeff Tumlin and Jarrett Walker introduced the themes for downtown by noting that the current conditions spread transit over all of the downtown streets except LaSalle. These conditions are stretching available funding for transit amenities and reducing the amount that can be spent on an individual location. Additionally, the current pattern increases the exposure of transit route miles to congestion-related traffic delay. It was noted that the downtown transit system has three types of service – all-day, high frequency routes, local routes, and peak express routes – each of which has different operational needs. Each type of service is addressed separately for the downtown alternatives development. A starting point for this analysis is where routes enter the downtown and how they traverse or terminate downtown.

**All Day Service**

The all day, high frequency routes were addressed first, since they form the Primary Transit Network (PTN). To achieve the level of operational efficiency required by the PTN concept, it will be necessary to shift thinking about transit coverage/operations to consolidate transit operations on fewer streets while increasing the amount of investment on that limited number of streets. The optimum layout will move the most number of people on the fewest number of streets.

Four series of parallel bands of all-day (as opposed to peak express) routes were then identified – one group operates east/west north of Fifth Street, another operates east/west on Fifth through Eighth Streets, a third operates north/south on Marquette and Second Avenue, and a fourth operates north/south on Hennepin Avenue. Using these sets of routes as the basis for the PTN, the downtown PTN potential alternatives need to be developed to increase the legibility of the system by simplifying route patterns and emphasizing corridors. Within this concept, one-way streets were discussed from the standpoint of simplicity for users – with two-way streets, the return trip is always on the same street.

**Peak Express Service**

The peak express service, whether Metro Transit or other providers, was discussed next. The Denver model of intercepting peak service was discussed, first noting that it doesn't affect the need for a downtown PTN, as it only addresses peak express service. Denver's approach was described as a potential layer of the system, not a solution to current problems. On a larger scale, the differences in Denver's downtown (largely linear) and Minneapolis's (rectangular) cannot be ignored as the larger downtown area in Minneapolis complicates the shuttle component of the Denver approach. Express service was addressed on a corridor basis – I-35W to the south (including future BRT), I-394 to the west, I-94 to the north and I-94 to the east. The initial thinking on the peak service network is to explore a variant of Denver's approach as one alternative that would focus on transit terminals at the north end of the Nicollet Mall and at the Leamington Garage. This alternative would include utilization of the freeway flyer stops on the Third Avenue Distributor (from I-394) for better distribution of trips into the downtown core. A high-frequency shuttle component would be necessary for this alternative.

**Downtown Circulator**

Discussion of shuttles and downtown circulators noted that circulation needs in downtown need to be explored regardless of the peak express service model. The PSC emphasized the need to explore circulator service since the downtown live-work trip is not being served adequately by transit. Circulator service was noted to compete with funding for downtown service on the PTN. Concerns were raised about the need for multiple transfers for peak trips to non-downtown job centers and the University. Free-fare and pre-paid models for circulator service were discussed in response to questions about fare practices in other cities.

The downtown themes were developed and focused on four major streets for transit as follows:

- The block of east/west routes that operate north of Fifth Street on the east side of downtown would be served by a contra-flow transit lane and a with-flow transit lane on

Fourth Street from the east edge of downtown to a terminal near the northern edge of the downtown core.

- The block of east/west routes that operate south of Fifth Street would be served by a contra-flow transit lane and a with-flow transit lane on Eighth Street, which would be threaded through the First Avenue area to interline with service on Seventh and Tenth Streets that serves the north side
  - Hennepin would continue to serve as a north/south transit street through downtown
  - Marquette would continue to serve as a southbound transit street, picking up Central Avenue routes and Bottineau Boulevard BRT service via Washington Avenue.
- Potential interlining of routes from I-35W could occur at the Leamington Transit Center.

Three alternatives for northbound PTN service were identified – one would use Nicollet and Marquette Avenues as a one-way pair, one would use Marquette Avenue as a two-way transit street, and one would use Marquette and 2<sup>nd</sup> Avenues as a one-way pair. These alternatives would use two-lane transitways. These alternatives would use two-lane transitways. The operation of two-lane transit streets in Portland, OR was described –skip stop operations are used in conjunction with passing allowed to maximize bus throughput on the streets. The stop operations are further stratified by four stop types for different regional service. The regional routes are effectively braided on the Portland transit mall.

Another alternative for the Nicollet Mall was identified that would through route 18 service on the Mall with the potential for this route to become streetcar service in the future. It was noted that the Southwest Transit Corridor is considering an alternative for LRT operation on Nicollet. Concerns about what the bicycle alternatives are were raised, particularly in relation to bicycles on the Nicollet Mall – these issues were noted as still to be studied. Similarly, issues about Nicollet and Lake Street are still to be studied

The above themes will form the basis for developing the downtown PTN alternatives. Downtown peak service alternatives will be similarly developed in more detail and a layer of local/circulator routes will be identified.

Questions were raised about whether Third Avenue South was considered – the answer was yes, but Third is further from the downtown core, which works against locating service adjacent to demand. Additional concerns about the effects of consolidating service (under the PTN) on pedestrians and the disabled were raised in relation to longer access trips for individuals as the number of streets with transit routes is reduced. Concern was expressed that longer walks during the winter would make transit inaccessible to some people, particularly persons with disabilities.

The concept of a contra-flow transit lane on 12<sup>th</sup> Street was raised as part of the service alternatives.

Downtown parking policies and satellite parking were noted as elements that need to be considered. The consultant team noted that future study would include recommendations about parking policy/locations with regard to managing congestion by matching commuter parking to roadway capacity and a shifting of emphasis on pricing of parking to manage demand.

**General Discussion Items**

The general comfort level of the PSC with the progress to date was polled. The PSC noted that the work to date was a good start, but a lot more work is needed to address issues.

Requests were made for more round robin discussion time among PSC members and for use of background in the PowerPoint slides that are compatible with black/white printing.

The meeting was adjourned at 6:00 PM.

**Action Items**

Arlene McCarthy	Coordinate pull-off flyer notice for public workshops
All	Send email lists to Charleen Zimmer

**PROJECT STEERING COMMITTEE  
RECORD OF ATTENDANCE**

**Meeting Date/Time:** September 15, 2005, 4:00-6:00 PM

**Location:** Room 319, City Hall

OFFICIAL MEMBER	NAME	ORGANIZATION	PRESENT
X	Abadi, Fred	Minneapolis Public Works	X
X	Akre, John	Northeast Sub-Area	X
X	Anderson, Richard	Mpls Bicycle Advisory Committee	X
X	Brown, Tim	Mpls Parks	X
X	Dewar, Caren	Southwest Sub-Area	
X	DeWitt, John	East Sub-Area	X
X	Eikaas, Gary	Minnesota Freight Advisory Comm	
X	Fabry, Klara	Minneapolis Public Works	X
X	Gerber, Darrell	Southwest Sub-Area	X
X	Greenberg, Bob	Downtown Sub-Area Business Rep	X
X	Grube, Jim	Hennepin County Alternate	X
X	Indieke Cross, Margot	Mpls Advisory Committee on People with Disabilities	X
X	Johnson, William	Transit Rider Representative	X
X	Keysser, Janet	Transit Rider Representative	X
X	Kjonaas, Rick	Mn/DOT – SALT	
X	Kozlak, Connie	Metropolitan Council	
X	Larson, Mike	Minneapolis CPED	X
X	McCarthy, Arlene	Metro Transit – Service Devpt	X
X	McLaughlin, Mike	Downtown Council	X
X	Moe, Susan	FHWA	
X	O'Keefe, Tom	Mn/DOT – Metro	
X	Pearce Ruch, Kerri	Northwest Sub-Area	
X	Rovang, Richard	Metro Transit – Eng & Facilities	
X	Scallen, Maureen	Mpls Convention & Visitors Assoc	X
X	Schuster, Lea	Southeast Sub-Area	
X	Scott, Pat	Mpls TMO	X
X	Simich, Len	Opt-Out Provider Representative	
X	VanHeel, John	Downtown Sub-Area Resident Rep	X
X	Walter, Doug	Southeast Sub-Area	X
Alternate	Byers, Jack	Minneapolis CPED Alternate	
Alternate	Olson, Glenn	Mpls TMO Alternate	X
Alternate	Opatz, Mike	Op-Out Provider Alternate	
Project Mgr	Zimmer, Charleen	Mpls Public Works (Zan Associates)	X
Mailing	Gieseke, Mark	Mn/DOT – Metro State Aid	

