



PROJECT STEERING COMMITTEE (PSC) MEETING Meeting Minutes

Date: January 25, 2007
Time: 4:00 PM to 6:00 PM
Location: Room 319, City Hall
Attendees: See attached roster

Agenda

1. Housekeeping
 - a. Minutes from last meeting
2. Discussion of Downtown Action Plan
3. Update on Citywide Action Plan

Summary of Items Discussed

Housekeeping

Minutes of December 14, 2006 PSC meeting were handed out to the PSC members. Comments on the minutes were requested to be sent to Charleen Zimmer.

Ms. Zimmer provided an update on the meetings with downtown hotel organizations and business owners. The discussion with these groups mostly focused on traffic impact and access changes to properties on 2nd Ave, Marquette Ave and 8th St.

Discussion of Downtown Action Plan

Charleen Zimmer provided a summary of the activities to date regarding the Downtown Ten-Year Transportation Action Plan. The summary focused on the following:

- What are problems we are trying to solve
- Goals/Vision Statement – agreed to by PMT and PSC
- How did we arrive at recommendations
- What are key facility recommendations
- Major issues to be resolved.

Please refer to handout for details. Comments from the PSC included the following:

- MVST collection is declining, VMT has remained flat; to what extent are these factors included in the Plan? *The Plan emphasizes transit and encourages mode shift to transit.*
- How has transit ridership changed with respect to gas prices? *Metro Transit indicated that ridership increased in 2006 due to increase in gas prices. Ridership has not declined since then. This might be due to passengers seeing the benefits/convenience of riding transit and using transit even after the drop in gas prices.*

- 8th Street has been shown as the preferred east-west transit street. Have you looked at other alternatives? *Other alternatives have been evaluated including 6th, 7th, 8th and 9th Streets. As of now, 8th St is the preferred alternative.*
- The Downtown Circulator Task Force recently issued a letter/memo with their comments on the Action Plan. Can this letter be circulated to the PSC? *Yes. (The letter was sent to PSC meetings after the January meeting.)*
- Has alternate fuel – auto technology been discussed as part of the Action Plan? *We have not discussed alternative fuel, but we have looked at bus technology i.e., inclusion of hybrid buses in Metro Transit fleet. The goal is to have 100% hybrid buses on Nicollet Mall within five years.*

Charleen Zimmer then went through the handout showing action items and implementation plan for downtown strategies. The table listed the action item, responsible agency, partner agency, and unresolved issues for action item. Estimated capital costs for facilities and timeframe within which the action item will be completed will be added to table in the next draft. The matrix will be updated continuously through the ten years.

The proposed cross-sections for Marquette and 2nd Ave (please refer to handout) were discussed. Professional drivers will be allowed on the transit side of the street for loading and unloading purposes as they are today. Adam Harrington provided a summary of the test that Metro Transit conducted on January 20th and 21st to see how double-width transit lanes would operate. The test was conducted on Marquette Ave between Washington Ave to 12th St. The buses operated on a skip-stop operation. The double-width transit lanes require a lot of weaving between the buses and the test showed that this was possible. PSC comments on Action Items included the following:

Double-width Transit Lanes on Marquette and 2nd Ave

- What is the width of the bike-lane? *Currently it is 5-6 feet.*
- Will there be traffic officers in the future to control traffic? *Yes.*
- Parking bays beside the bike lane (second option) was a concern due to more interaction with vehicles at curbside. Another concern was the transition from middle bike lane to curb lane.
- Middle bike lane might not attract casual riders who prefer curb-side.
- There was safety concern for bikes when cars come out of parking garage due to blind spots.
- Are left-turns allowed for vehicles? *Yes*
- What is current sidewalk width? *10-12 feet*
- Would curb-side parking be allowed on weekends? *Yes*
- What will be done about personal safety at bus stops. *Metro Transit is working to address safety concerns.*
- Has any research been done regarding bike lane locations on streets in other cities? *Yes. Bike lanes are going to BAC meeting for discussion next week.*
- Would you rather put bike lanes on another street, like 3rd Ave? *There is not enough width on 3rd Avenue for bike lanes since construction of the planted median.*

- BAC representative indicated that he would prefer the bikes on Marquette Ave. Another option might be to put bikes back on Nicollet Mall.
- Bikers going the wrong way are a huge problem. Traffic officers should regulate this. Two-way bike lanes on Hennepin Ave are more preferred than one-way bike lanes on separate streets.
- What are the concerns for putting bike lanes on Nicollet Mall? *Metro Transit indicated that the goal is to improve speed and reliability of transit on Nicollet Mall. Introducing bikes in that tight right-of-way will become problematic. Interaction between bikes and buses in that narrow space is a safety concern.*
- One-way bus and two-way bike lane option on Nicollet Mall should be looked into. *Bus service on Nicollet Mall needs to remain two-way. A bike lane could be added to Nicollet Mall if it were reconstructed but this would reduce the width of sidewalks.*

Local Bus Services on Nicollet Mall

- Need better communication system regarding bus re-routings during events. Would like to show transit re-routing on bus-stops. *We are proposing to move all events other than Holidazzle to other locations.*
- Downtown task force has not agreed to this concept yet.
- Need better signage on buses. On-bus electronic signs showing connecting routes are helpful. *Metro Transit is working on providing improved detour information, route information on cell phone or PDA, and better lighting in shelters. Electronic signage on buses might or might not work.*
- When will conceptual drawings be ready by engineer/consultant? *Conceptual drawings are available. These drawings do not show specific proposed locations for delivery bays. These decisions will not be made until after general concept is approved and preliminary design work is done.*
- Who have you identified as business partner? *Business partners refers to the business community in general but could become specific service districts or specific organizations such as the TMO, Downtown Council, Meet Minneapolis, etc..*
- What is the 13th Street connection? *It is a visible pedestrian plaza connecting the Convention Center to Nicollet Mall along 13th Street. A consultant (Edwards and Kelsey) is preparing conceptual drawings.*
- Has Metro Transit looked into local bus re-routing near the Convention Center? *Metro Transit does not support rerouting of local buses due to the travel time impacts for regular transit customers..*
- Has the option of a circulator bus on Nicollet Mall been discussed? *Yes. Details on this evaluation are provided in the Downtown Transit Study (available on the project website)*
- Has re-routing on Nicollet Mall been worked out? *All existing local service will stay on Nicollet Mall. All express routes will move to Marquette and 2nd Ave.*
- Can two to three minute frequency be met with only existing local service on Nicollet Mall? *Yes.*
- Can we mix local service with a circulator service? *Yes, that is what was proposed with the original circulator study. This would increase the number of buses on the Mall and might be confusing to potential customers.. Pat Scott requested that a letter from the*

Circulator Task Force be distributed to the PSC. *The letter was distributed by email to PSC members following the meeting.*

8th Street Transit Corridor

- Safety concern regarding delivery bay interaction with transit loading. *Delivery bays will not be provided where there are transit stops on 8th Street. The location of bays and transit stops will be worked out on a block-by-block basis during preliminary engineering.*
- Are right-turns allowed for autos in the transit lanes? *Yes*
- Will the number of buses on 8th Street be the same? *The number of buses on 8th Street will be slightly higher than today. Only westbound local buses from 7th and 9th would be located to 8th Street. Most of these buses already operate eastbound on 8th Street today.*
- Have other streets been looked at related to parking ramps access/egress? *Consultant has looked at 6th, 7th, and 8th Streets. 8th Street had the least number of access/egress issues, but still has some.*

Hennepin Avenue

- Will the location/design of bike lanes will be discussed at the upcoming BAC meeting? *Yes.*
- How long will it take to amend the State Implementation Plan (SIP) regarding air quality? *About 6 to 12 months.*

1st Avenue N.

- Will the 1st Avenue decisions be coordinated with the Ballpark? *Yes.*
- Has City staff met with business owners? *City staff met with the 1st Avenue Business Association but has not yet met with individual business owners. Their concerns were similar to the concerns that we have heard on 8th Street, 2nd and Marquette.*
- Could Hennepin Ave be two-way and 1st Ave one-way? *There is a better balance of traffic if both are changed to two-way. 1st Ave would transition from two-way to one-way somewhere between 9th and 11th..*
- Traffic management during games when new Ballpark comes in should be discussed. *This is being addressed as part of the work on the Ballpark.*

Park/Portland

- Jim Grube indicated that Hennepin County does not object to Park and Portland Aves becoming two-way in Downtown but this issue still needs to be discussed south of Downtown. *A methodology for evaluating one-way versus two-way operation will be included in the citywide action plan.*

Freeway Ramps

- There should be a reference to BRT access to/from I-35W under Freeway Ramps. *This will be added.*
- Did you get any input from Elliot Park neighborhood regarding the Action Plan? *We have met with the downtown neighborhood associations but have not held public*

meetings. The neighborhood association representatives have indicated support for Park/Portland Avenues changing to two-way in Downtown.

Bike Lanes

- Some of the lanes are in the Bike Plan, some are not; similarly, some are funded and some are not – how is this distinguished in the plan. *Unfunded routes are identified as gaps in the Action Plan.*
- Providing better bike lane connections around the core would likely reduce intra-downtown and cross-downtown movements on Marquette and 2nd Avenues.
- Connections for Marquette and 2nd Avenues could use 1st and LaSalle south of downtown – *these routes are under consideration*
- Can 1st south of downtown be striped for bicycle lanes – *the roadway is currently too narrow to meet MSA standards for a bike lane*

Sidewalks

- What is the connection between Elliot Park and downtown? *The connection between Elliot Park and downtown is focused on easing the crossing of the “no man’s land” of parking that separates the two districts. The physical connection is present, but the adjacent environment discourages walking.*
- Walking Minneapolis should be added as a partner in the table
- What is the Pedestrian Advisory Committee? *The Pedestrian Advisory Committee is being established next month to assist the City in preparing a Pedestrian Master Plan.. Funding for the master plan is coming from the Non-motorized Transportation Pilot Project and Blue Cross Blue Shield of MN. The plan will look at policy and design guidelines and establish a Capital Improvement Program (CIP) for pedestrians*
- How is the Pedestrian Advisory Committee constituted and how were the committee members selected – *recruited via open solicitation to groups like the NRP and from outreach to the PSC. The committee is made up of city staff, partner agency staff, representatives of the Bicycle Advisory Committee, the senior community and the disabled community, and five community positions.*
- Add improve pedestrian connections along primary pedestrian corridors across freeways and bridges to the table.

The committee was asked to review the remaining elements of the Action Plan and forward comments to Charleen Zimmer at the City of Minneapolis. Modifications will be made and a draft report issued prior to the next committee meeting.

Schedule Update

The next PSC meeting will be rescheduled to February 22, 2007.

The meeting adjourned at 6:30 P.M.

**PROJECT STEERING COMMITTEE
RECORD OF ATTENDANCE**

Meeting Date/Time: January 25, 2007, 4:00-6:00 pm

Location: Room 319, City Hall

OFFICIAL MEMBER	NAME	ORGANIZATION	PRESENT
X	Akre, John	Northeast Sub-Area	X
X	Anderson, Richard	Mpls Bicycle Advisory Committee	X
X	Brown, Tim	Mpls Parks	
X	Davis, Douglas	Mpls Senior Citizens Adv Commission	
X	Dewar, Caren	Southwest Sub-Area	X
X	DeWitt, John	East Sub-Area	X
X	Eikaas, Gary	Minnesota Freight Advisory Comm	
X	Gerber, Darrell	Southwest Sub-Area	X
X	Greenberg, Bob	Downtown Sub-Area Business Rep	
X	Grube, Jim	Hennepin County Alternate	X
X	Harrington, Adam	Metro Transit – Service Development	X
X	Indieke Cross, Margot	Mpls Advisory Committee on People with Disabilities	
X	Johnson, William	Transit Rider Representative	
X	Keysser, Janet	Transit Rider Representative	
X	Kjonaas, Rick	Mn/DOT – SALT	
X	Kotke, Steve	Minneapolis Public Works	
X	Kozlak, Connie	Metropolitan Council	X
X	Larson, Mike	Minneapolis CPED	
X	McLaughlin, Mike	Downtown Council	X
X	Moe, Susan	FHWA	
X	Morlock, Jan	University of Minnesota	
X	O’Keefe, Tom	Mn/DOT – Metro	
X	Pearce Ruch, Kerri	Northwest Sub-Area	X
X	Qvale, Pat	Opt-Out Transit Representative	
X	Scallen, Maureen	Meet Minneapolis	X
X	Schuster, Lea	Southeast Sub-Area	
X	Scott, Pat	Mpls TMO	X
X	Thorstenson, Tom	Metro Transit – Eng and Facilities	
X	VanHeel, John	Downtown Sub-Area Resident Rep	X
X	Walker, Katie	Hennepin Community Works	
X	Walter, Doug	Southeast Sub-Area	
X	Warden, Kent	BOMA Minneapolis	X
Mailing	Byers, Jack	Minneapolis CPED	
Mailing	Caddock, Andrew	Close Landscape Architects	
Mailing	Fey, David	Minneapolis CPED	

OFFICIAL MEMBER	NAME	ORGANIZATION	PRESENT
Mailing	Martens, Michael		
Mailing	Schmidt, Stacy	Mpls Senior Citizens Adv Comm	
Mailing	Sheehy, Lee	Minneapolis CPED	
Mailing	Sporlein, Barbara	Minneapolis CPED	
Mailing	Wagenius, Peter	Mayor's Office	X
Mailing	Wernecke, Teresa	Minneapolis TMO	
Mailing	Willlette, Pierre	Minneapolis	
PMT	Abegg, Michael	Minnesota Valley Transit	
PMT	Rae, Rhonda	Minneapolis Public Works	X
PMT	Wertjes, Jon	Minneapolis Public Works	X
Alternate/PMT	Byers, Bob	Hennepin County Transportation	
Alternate/PMT	Gieseke, Mark	Mn/DOT – Metro State Aid	
Alternate/PMT	Stine, Paul	Mn/DOT- SALT	
Alternate/PMT	Elliott, Beth	Minneapolis CPED	
Alternate/PMT	Griffith, John	Hennepin County Transportation	
Alternate/PMT	Johnson, Tom	Hennepin County Transportation	
Alternate/PMT	Mahowald, Steve	Metro Transit – Service Development	X
Alternate	Olson, Glenn	Mpls TMO Alternate	X
Alternate	Opatz, Mike	Op-Out Provider Alternate	
Project Mgr	Zimmer, Charleen	Mpls Public Works (Zan Associates)	X
Staff	Flintoft, Anna	Minneapolis Public Works	X
Consultant	Buss, Jaimie	Richardson Richter	
Consultant	Dock, Fred	Meyer Mohaddes	X
Consultant	Gondringer, Linda	Richardson Richter	
Consultant	Kost, Bob	SEH	
Consultant	Messner, Gina	Meyer Mohaddes	
Consultant	Plum, Roger	SEH	
Consultant	Pidaparathi, Praveena	Meyer Mohaddes	X
Consultant	Richter, Trudy	Richardson Richter	
Consultant	Lutey, Paul	Nelson Nygaard	
Consultant	Nelson, Bonnie	Nelson Nygaard	
	Burg, Brian	Marquette Plaza	X
	Hall, Terry	Minneapolis Club	X
	Durda, Jim	IDS	X