



PROJECT STEERING COMMITTEE (PSC) MEETING Meeting Minutes

Date: April 17, 2006
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. Status of Action Items

2. Small Group Work on Street Reclassification
 - a. Downtown
 - b. North
 - c. Northeast/Southeast
 - d. South
 - e. Southwest

3. Public Workshops

Summary of Items Discussed

Housekeeping

- Minutes of the February 2, 2006 meeting were approved by the PSC.

Action Items from the last meeting were reviewed. The Park Board task to provide a GIS layer for trees will remain on the list.

Small Group Work on Street Reclassification

Small group discussions were used to discuss in more detail the place types, street types and transit proposals for each of five geographic sectors. The PSC members were asked to distribute themselves into five groups – Downtown, South Sector, Southwest Sector, North Sector, and Northeast Sector. Each small group discussion was facilitated by a member of the consultant team. PTN, Sidewalk Gaps, Bike Gaps, Place Type and Street Type maps by sectors were reviewed by each group. For the Downtown area, maps showing the different intra-downtown transit alternatives were also included in the discussion. Comments/input from each group is listed below briefly –

South Sector

- No changes
- Another way to describe Commuter streets is as regional roads.
- The description of the streets needs to clarify that the design is building to building, not just curb to curb. Use a terminology that is easily understood. For example, use 'busy', 'not busy', 'can I park in front of my house?' to describe rather than technical terms related to capacity.

Southwest Sector

- Blaisdell Ave and 1st Ave S are commuter streets from 28th St to 38th St
- 46th St W and I-35W BRT station?
- Improve pedestrian facilities on Nicollet and Lake St.
- Remove left-turns on Lyndale Ave
- Take into consideration access changes to I-35W on 36th St east of Nicollet
- Midtown greenway
- Show designation for I-94 south frontage road between Theodore Wirth Pkwy and Penn Ave

North Sector

- Show 26th Ave N between Washington Ave and West Broadway Ave as a Neighborhood Connector

Northeast Sector

- The neighborhoods along Marshall Street envision it as a Parkway
- 13th Ave NE between Washington St and Marshall St is an activity center – Needs more pedestrian and bike paths, add streetcar.
- Show 18th Ave NE between Monroe St and Stinson Pkwy as a Neighborhood Connector
- Show Monroe St between Lowry Ave and Broadway St as a Neighborhood Connector
- Show 29th Ave NE between Central Ave and Stinson Blvd as a Neighborhood Connector
- More buses needed for east to west connections – for example, it is very difficult to get from Stinson Pkwy to Lyndale Ave
- Lowry Ave needs more buses
- Need neighborhood circulators
- University area has to be more bike friendly

Downtown

- While it may not be necessary to designate freeways as their own street type, it will be critical to set standards and goals as to how each street type interfaces with freeway infrastructure. A commercial corridor for instance should bridge a freeway corridor in a different way than a neighborhood connector.
- Some of the city's important feature streets (Nicollet Mall, 5th Street, Hennepin-Lyndale, etc.) should not be forced into a street typology meant for "typical conditions". These are unique streets that should be individually labeled. Land use and street profile guidelines should likewise depend on existing or future plans developed for these individual streets.

- Not many comments on street types as most streets are activity center streets in downtown
- Should coordinate downtown street type designations with areas outside downtown and address connections
- The two-way vs. one-way street operations analysis may impact decisions on street types
- Most discussion was about intra-downtown transit alternatives. Comments included:
 - o How many peak hour buses will be intercepted for the peak intercept-shuttle alternative and what share of people will walk?
 - o How will transfers for through-trips (for example, to the University) be handled with the peak intercept-shuttle alternative?
 - o How many buses will be on Nicollet Mall for each alternative?
 - o How likely is it that the buses on Nicollet Mall will actually be hybrid technology for the Hybrid alternative?
 - o What specific improvements will be made for the Convention Center connection on 13th? Will there be a skyway connection? Will there be a street connection to the skyway? Will this alternative work if the service is not directly in front of the Convention Center?
 - o Will there be a free fare zone downtown?
 - o How will parking ramp access/egress be handled on Marquette and 2nd Avenue, particularly if Marquette is a transit-only street?
 - o Will the bike lanes continue to be on Marquette and 2nd Avenue?
 - o How will two-way operation on Hennepin or other streets affect decisions on transit operations? How will the transit alternatives impact street operations?
 - o There needs to be better transit service for the near-downtown neighborhoods.

Public Workshops

The dates and locations of the upcoming public workshops are:

- 6:30 p.m. – 8:30 p.m., Wednesday, April 19, 2006
St. Olaf Catholic Church, 215 South 8th St., Minneapolis
- 6:30 p.m. – 8:30 p.m., Thursday, April 20, 2006
Communications Workers of America Hall, 3521 East Lake St., Minneapolis
- 6:30 p.m. – 8:30 p.m., Tuesday, April 25, 2006
Harrison Recreation Center, 503 Irving Avenue N., Minneapolis
- 6:30 p.m. – 8:30 p.m., Thursday, April 27, 2006
Martin Luther King Park Recreation Center, 4055 Nicollet Ave. S., Minneapolis
- 6:30 p.m. – 8:30 p.m., Tuesday, May 2, 2006
East Side Neighborhood Services, 1700 2nd Street N.E., Minneapolis

The next PSC meeting is on May 11, 2006.

Street Car Study

Charleen Zimmer presented an overview of the Street Car Study that will be started soon. She indicated that this will be presented at the workshops after the small group discussions.

The meeting adjourned at 6:20 P.M.

Action Items

Tim Brown	Provide Tree GIS layer
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**PROJECT STEERING COMMITTEE
RECORD OF ATTENDANCE**

Meeting Date/Time: April 17, 2006, 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	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	Johnson, William	Transit Rider Representative	
X	Keysser, Janet	Transit Rider Representative	X
X	Kjonaas, Rick	Mn/DOT – SALT	
X	Kozlak, Connie	Metropolitan Council	X
X	Larson, Mike	Minneapolis CPED	X
X	McCarthy, Arlene	Metro Transit – Service Dept.	
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 and Facilities	
X	Scallen, Maureen	Mpls Convention & Visitors Assoc	X
X	Schuster, Lea	Southeast Sub-Area	
X	Scott, Pat	Mpls TMO	X
X	Qvale, Pat	Opt-Out Provider Representative	X
X	VanHeel, John	Downtown Sub-Area Resident Rep	X
X	Walter, Doug	Southeast Sub-Area	
X	Miner, Pam	Minneapolis CPED	
Alternate	Olson, Glenn	Mpls TMO Alternate	
Alternate	Opatz, Mike	Op-Out Provider Alternate	
Project Mgr	Zimmer, Charleen	Mpls Public Works	X
PMT	Gieseke, Mark	Mn/DOT – Metro State Aid	
PMT	Griffith, John	Mn/DOT – Metro	
PMT	Johnson, Tom	Hennepin County Transportation	

