



PROJECT STEERING COMMITTEE (PSC) MEETING Meeting Minutes

Date: June 7, 2006
Time: 4:00 PM to 6:00 PM
Location: Room 333, City Hall
Attendees: See attached roster

Agenda

1. Housekeeping
 - a. Approval of minutes from last meeting
 - b. Status of Action Items
2. Downtown Transit Alternatives
3. Streetcar Corridor Evaluation

Summary of Items Discussed

Housekeeping

Charleen introduced consultants Bonnie Nelson, Jarrett Walker, and Paul Lutey from Nelson Nygaard to the PSC group.

The May 11, 2006 PSC meeting minutes were approved.

Action Items from the last meeting were reviewed. The consultant will work directly with the Park Board to obtain the GIS layer for trees.

Downtown Transit Alternatives

Jarrett Walker provided a brief summary of the transit elements of the Minneapolis Ten-Year Action Plan. He indicated that the study is responsive to the goals and objectives of the City of Minneapolis Comprehensive Plan in creating a denser city, increasing the degree of mixed use, and the importance of transit for economic vitality.

Identifying transit needs for buses to get through downtown is an important part of the Ten-Year Action Plan. Currently, 500 buses enter downtown during the peak hour. This number is expected to increase to 800 buses per peak hour by 2030. Most of the buses run in the north-south spine. Currently there are 190 buses running in the peak hour in the north-south spine. Based on a capacity requirement of 50-60 buses per hour for one-lane facilities, three contraflow bus lanes are needed to accommodate the current peak hour bus volumes in the north-south spine. The one-lane contraflow bus lanes on Marquette Avenue and 2nd Avenue have low speed reliability (less than five miles per hour). In order to maintain reasonable speed reliability (greater than eight miles per hour) double-width transit lanes recommended. Double-width

transit lanes provide triple the capacity in double the space when compared to a one-lane facility. Double-width lanes allow buses to pass each other and alternate stopping of buses reduces queuing at bus stops. Jarrett handed out maps showing the three alternatives: Alternative A – Peak interception with Nicollet Mall Shuttle; Alternative B – Local services on Nicollet, no peak interception; Alternative C – Local services on Marquette, no peak interception.

Alternative A – Peak hour buses are intercepted at north and south (Lemington Garage) terminals. An all-day high-frequency shuttle operates on Nicollet Mall between the two terminals. Local and some express buses operate in double-width transit lanes in both directions on Marquette Ave.

Alternative B – Local service buses operate on Nicollet Mall (a reduction in number of buses from today). Over the long-term, these bus routes would use hybrid buses which are cleaner and less noisy. Express buses and peak hour suburban buses would operate on Marquette and 2nd Avenues in double-width contraflow lanes.

Alternative C – Two-way express and local service is on Marquette Ave, operating in double-width transit lanes in both directions. Some peak hour express service would operate on Nicollet Mall.

Jarrett also handed out a table showing a comparison of alternatives in terms of service characteristics, operating costs, capital cost differential, and service quality. Comments from the PSC on the Downtown Transit alternatives included the following:

- Convention planners reserve coach buses to act as shuttles during the convention season (April to October) because buses don't go directly to the convention center. Alternative A works better in terms of service to the convention center.
- Nicollet Mall has always been and will be a transit mall. The issue is not the transit on the mall, but the kind of buses on the mall. Hybrid buses are better.
- Capital cost differential should include the cost of hybrid buses.
- Can we measure the inconvenience caused by the right-in/right-out parking access if Marquette becomes a transit-only street?
- Alternative B supports hybrid buses best.
- Marquette Ave reserved for transit only is a concern for the downtown task force members.
- Security at bus stops is a concern.
- Need to provide parking close to the downtown core for visitors.

Streetcar Corridor Evaluation

Bonnie Nelson provided an overview of the streetcar corridor evaluation being conducted by the consultant team through field studies of the corridors. A map showing candidate streetcar corridors was handed out. The geometric feasibility of each corridor was reviewed. Turns less than 90 degrees are difficult for streetcars to maneuver. Vertical clearance may be an issue in downtown due to skyways. There are skyways in downtown which have less than 15 feet vertical clearance. In mixed-use streetcar lane, there should be enough vertical clearance for

fire-trucks to pass without making contact with the high-power overhead streetcar lines. The consultant is working on this issue with the fire department.

Land use along the candidate streetcar corridors is also being reviewed during the field studies. Initial thoughts from the consultants' field study of the candidate streetcar corridors included:

- Route A (Broadway from Robbinsdale to Downtown) might not go all the way to Robbinsdale; might go only to North Memorial Hospital.
- Routes M (Penn Ave) and F (Freemont Ave/44th Ave N/Osseo Rd) may not have enough development along them to justify streetcar. Several turns on the south end of Route F are difficult for streetcars to make. Washington Ave corridor is a better option.
- Bottlenecks in the Hennepin and Lyndale triangle make it difficult for streetcars to access downtown.
- K-Mart is a big physical barrier along the Nicollet Ave corridor.
- Franklin Ave connects directly to LRT but has bottleneck problems and grade issues.
- Midtown Greenway has advantages and disadvantages. Streetcar operation in the Greenway can be more reliable and faster because it is an exclusive right-of-way with no obstructions. However, from a transit rider perspective, the corridor is "hidden" and difficult to get to. Riders will need to make a conscious decision to go to the streetcar. Ramps, stairs and/or elevators to the Greenway will add cost. There are historic railroad bridges where bridge reconstruction or single-track operation may be required. . There are challenges to putting streetcar on Lake Street, but land-use is very suitable for streetcar.
- Intersections at Riverside and Cedar Ave and at Cedar and Washington Ave (Seven Corners) is problematic in terms of turning movements. The Cedar/Riverside corridor would potentially compete with Central and Hiawatha for riders.
- The University Ave/4th St corridor would not compete with the Central Corridor LRT route, does not appear to have any physical constraints, and could potentially through route with Hennepin Avenue as the bus service does today.
- It would be difficult to run streetcars on Nicollet Mall in downtown given the existing curves. Some sections of the Mall would likely need to be reconstructed if streetcars were to operate on the Mall.
- The 15th Ave railroad bridge on the Como Ave corridor has a very low clearance (13 feet).
- Central Ave corridor is fine until Lowry Ave. Problematic from north of Lowry Ave. The at-grade railroad crossing near 37th Ave is an issue.

The initial evaluation of the streetcar corridors will be documented by the consultant team and will be discussed at the August meeting. This evaluation will be followed by a much more detailed evaluation considering a much wider range of evaluation criteria.

Schedule Update

Charleen Zimmer will send out a schedule with future PSC meeting dates.

The meeting adjourned at 6:00 P.M.

Action Items

Tim Brown	Consultant to contract Tim directly for GIS tree layer.
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**PROJECT STEERING COMMITTEE
RECORD OF ATTENDANCE**

Meeting Date/Time: June 7, 2006, 4:00-6:00 pm

Location: Room 333, City Hall

OFFICIAL MEMBER	NAME	ORGANIZATION	PRESENT
X	Akre, John	Northeast Sub-Area	X
X	Anderson, Richard	Mpls Bicycle Advisory Committee	
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	Gerber, Darrell	Southwest Sub-Area	X
X	Greenberg, Bob	Downtown Sub-Area Business Rep	X
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
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	Miner, Pam	Minneapolis CPED	
X	Moe, Susan	FHWA	
X	Morlock, Jan	University of Minnesota	
X	O’Keefe, Tom	Mn/DOT – Metro	X
X	Pearce Ruch, Kerri	Northwest Sub-Area	X
X	Qvale, Pat	Opt-Out Transit Representative	X
X	Scallen, Maureen	Mpls Convention & Visitors Assoc	X
X	Schuster, Lea	Southeast Sub-Area	X
X	Scott, Pat	Mpls TMO	X
X	Thorstenson, Tom	Metro Transit – Eng and Facilities	X
X	VanHeel, John	Downtown Sub-Area Resident Rep	
X	Walker, Katie	Hennepin Community Works	
X	Walter, Doug	Southeast Sub-Area	X
X	Warden, Kent	BOMA Minneapolis	X
Mailing	Wagenius, Peter	Mayor’s Office	X
Mailing	Wernecke, Teresa	Minneapolis TMO	X
PMT	Abegg, Michael	Minnesota Valley Transit	X

OFFICIAL MEMBER	NAME	ORGANIZATION	PRESENT
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	X
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	Dock, Fred	Meyer Mohaddes	X
Consultant	Gondringer, Linda	Richardson Richter	
Consultant	Kost, Bob	SEH	
Consultant	Lutey, Paul	Nelson Nygaard	X
Consultant	Nelson, Bonnie	Nelson Nygaard	X
Consultant	Pidaparathi, Praveena	Meyer Mohaddes	X
Consultant	Richter, Trudy	Richardson Richter	
Consultant	Thompson, Will	Meyer Mohaddes	
Consultant	Tumlin, Jeff	Nelson Nygaard	
Consultant	Walker, Jarrett	Nelson Nygaard	X
	Hay, Steven	Minneapolis CPED	X
	Diaz, Nacho		X