

TEN-YEAR TRANSPORTATION ACTION PLAN PROJECT STEERING COMMITTEE (PSC) MEETING Meeting Minutes

Date: August 2, 2005
Time: 4:30 PM to 6:00 PM
Location: Room 319, City Hall
Attendees: See attached roster

Agenda

1. Introductions
2. Roles and Responsibilities
3. Schedule
4. Objectives
 - a. Vision Statement
 - b. System Planning Process
5. Community Open Houses
6. Process
7. PSC meeting dates

Summary of Items Discussed

Agenda Item #1: Introductions

PSC members introduced themselves by noting the organization they represented. They were then asked to update their contact information and a sign-in sheet was circulated.

Agenda Item #2: Roles and Responsibilities

Klara Fabry welcomed the members and noted that the PSC's role is that of an advisory committee. Members' comments will be used to help shape the Ten-Year Action Plan.

Agenda Item #3: Schedule

Fred Dock introduced the schedule and summarized the overlapping nature of the work flow. Meeting dates were identified briefly and it was noted that the schedule will be discussed at each meeting. The September meeting for the PSC will be linked to the Open House dates to allow the PSC meeting to occur prior to the Open House.

Agenda Item #4: Objectives

Charleen Zimmer read the text of Attachment A (Desired Outcomes of *Mobility Minneapolis*) to the Committee. Ms. Zimmer noted that the plan is a city-wide plan and plans for sub areas will not be developed. However, if specific local issues arise that are beyond the scope of the project, those issues will be forwarded to the Minneapolis Public Works Department or other appropriate agency.

A. Vision

Charleen Zimmer introduced the Vision Statement (Attachment C) to the Committee and explained its relationship to the transportation goals of Chapter 8 of the *Minneapolis Plan*. Committee comments on the vision included the following:

- 1) There needs to be a greater focus on the 25 million visitors arriving in the City each year.
- 2) Environmental issues need to be considered, especially issues related to emissions, global warming and sustainability.
- 3) A stronger statement about transit being fully accessible is needed.
- 4) The transit issues need to be connected to land use. There needs to be more focus on the vitality of the city and the impact transit has on the community.
- 5) The quality of life issues should be stressed.
- 6) The walking option should be given equal priority to the auto option.
- 7) Efficiency of the system is important.

B. System Planning Process

Fred Dock summarized the approach to developing the Action Plan following the system planning process chart in Attachment B. The plan development approaches the overall connectivity and mobility aspects of the city as a series of layers – first pulling those layers apart to identify the individual contribution of each mode (pedestrian, transit, bicycle, auto, freight), then identifying the unifying elements or context that integrate the modes. The *Minneapolis Plan* identifies Community and Commercial Corridors that form the basis for context at the local level. Transitways, freeways and other principal arterials exert regional influences on the local context that enter the analysis to establish a balance between local connectivity and walkability and regional mobility. The outcome of the systems planning process will be a citywide needs analysis that will guide the Action Plan development. Funding and financing will enter into the analysis. A street planning and design guideline will be developed.

Jarrett Walker introduced the approach to using transit as an organizing element of the Action Plan by pointing out that the plan is about what transit can be in the transportation framework of the city. The concept of the primary transit network was introduced and discussed from the standpoint that it focuses on the 30 percent of transit route-miles that move 70-80 percent of the transit riders in the city. The network includes those streets that have high frequency transit routes as well as the transitways that are not on street. It was noted that the analysis is focusing on service types not technologies, with the intent of identifying patterns of service that could be met either by bus, rail or streetcar as appropriate. Service quality is tied with land use intensity (and density) since the objective is to place the high frequency routes in close proximity to the highest number of potential riders. This means that there are large areas where the primary network will not be. In those lower density areas local service will continue to be provided and will link with the primary network.

In response to a question about other cities with primary transit networks, Mr. Walker mentioned that the concept had first been applied to Portland, OR. Other cities with such networks are Reno, NV and Seattle, WA. A request for maps of other cities' networks to be brought to the next meeting was made. Connie Kozlak mentioned that the 2030 Transportation Policy Plan prepared by the Metropolitan Council has a map of the region's primary transit network in

Chapter 4. Figure 4-1 shows the arterial transit network and is available at the following URL: http://www.metrocouncil.org/planning/transportation/TPP/2004/TPP04Chapter4_Final.pdf .

In response to a question regarding the impact on density in the City, Ms. Zimmer responded that the City has developed density plans through its Comprehensive Plan, and the Action Plan will review that approved plan and take it into consideration as it evaluates the transit options.

A request was made to incorporate I-35W as a transit corridor and particularly to include the proposed Bus Rapid Transit (BRT) system that was discussed as part of the Crosstown and Lake Street Access projects.

A request to incorporate existing NRP-based neighborhood transportation plans was made. It was noted that these existing plans would be used to guide the Action Plan to the extent that they address other than local streets.

Regarding a question on how the City will address financial constraints, Ms. Zimmer and the consultants responded that the goal is to develop a transit plan that best meets the City's needs and then to focus on the priorities. An interest in having short term solutions was expressed by some members.

The downtown plan specifics were discussed briefly. It was noted that the downtown portion of the study is at a block by block level of detail and that three scenarios will be developed and tested. Mr. Dock mentioned the dual modeling efforts included in the work – one for forecasting and one for simulation of downtown vehicle movement and signal operation. Mr. Walker addressed a request to the Committee to send any ideas to him that they have about concepts for the downtown. The Downtown Council representative requested that the plan emphasize shorter term (2 year) action items over longer term (10 year) items.

A question was raised about the boundaries of areas within the study. It was noted that a map is available on the City website at the following URL: <http://www.ci.minneapolis.mn.us/news/docs/10YrPlanRepBoundaryMap.pdf>.

Agenda Item #5: Community Open Houses

Due to time constraints, discussion on this item was postponed. It was noted that the target date for the first round of open house meetings is the week of September 26, 2005.

Agenda Item #6: PSC Meeting Dates

The schedule for future PSC meetings will be distributed following this meeting. Meetings will be held every other month and will usually be held on the Thursday following the second Wednesday of the month (the date set for Project Management Team meetings) from 4:00 - 6:00 p.m. The September meeting will be held on September 15, 2005 from 4:00 - 6:00 p.m. All meetings will be held at Minneapolis City Hall in Room 319.

**PROJECT STEERING COMMITTEE
RECORD OF ATTENDANCE**

Meeting Date/Time: August 2, 2005, 4:30-6:00 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	Byers, Jack	Minneapolis CPED Alternate	X
X	Dewar, Caren	Southwest Sub-Area	X
X	DeWitt, John	East Sub-Area	X
Consultant	Dock, Fred	Meyer Mohaddes	X
X	Eikaas, Gary	Minnesota Freight Advisory Comm	X
X	Fabry, Klara	Minneapolis Public Works	X
X	Gerber, Darrell	Southwest Sub-Area	X
Mailing	Gieseke, Mark	Mn/DOT – Metro State Aid	
Consultant	Gondringer, Linda	Richardson Richter	X
X	Greenberg, Bob	Downtown Sub-Area Business Rep	
Mailing	Griffith, John	Mn/DOT – Metro	
X	Grube, Jim	Hennepin County Alternate	X
X	Indieke Cross, Margot	Mpls Advisory Committee on People with Disabilities	X
Mailing	Johnson, Tom	Hennepin County Transportation	
X	Johnson, William	Transit Rider Representative	X
X	Keysser, Janet	Transit Rider Representative	X
X	Kjonaas, Rick	Mn/DOT – SALT	
Consultant	Kost, Bob	S.E.H.	
X	Kozlak, Connie	Metropolitan Council	X
X	Larson, Mike	Minneapolis CPED	X
Mailing	Loetterle, Frank	Metropolitan Council	X
Mailing	Mahowald, Steve	Metro Transit – Service Developmentt	
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	
Alternate	Olson, Glenn	Mpls TMO Alternate	X
Alternate	Opatz, Mike	Op-Out Provider Alternate	
X	Pearce Ruch, Kerri	Northwest Sub-Area	X
Mailing	Rae, Rhonda	Minneapolis Public Works	
Consultant	Richter, Trudy	Richardson Richter	
X	Rovang, Richard	Metro Transit – Eng & Facilities	X
X	Scallen, Maureen	Mpls Convention & Visitors Assoc	X

