

# Downtown East-West Transit Spine Plan

*Access Minneapolis* Ten-Year Transportation Action Plan

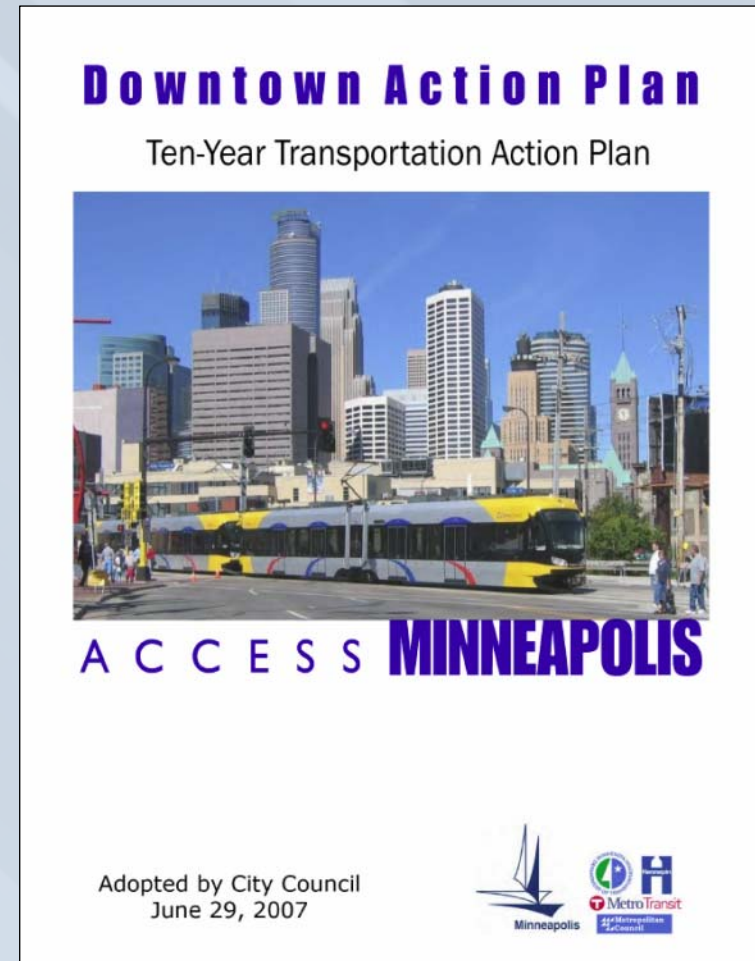


*Public Open House  
December 13, 2010*



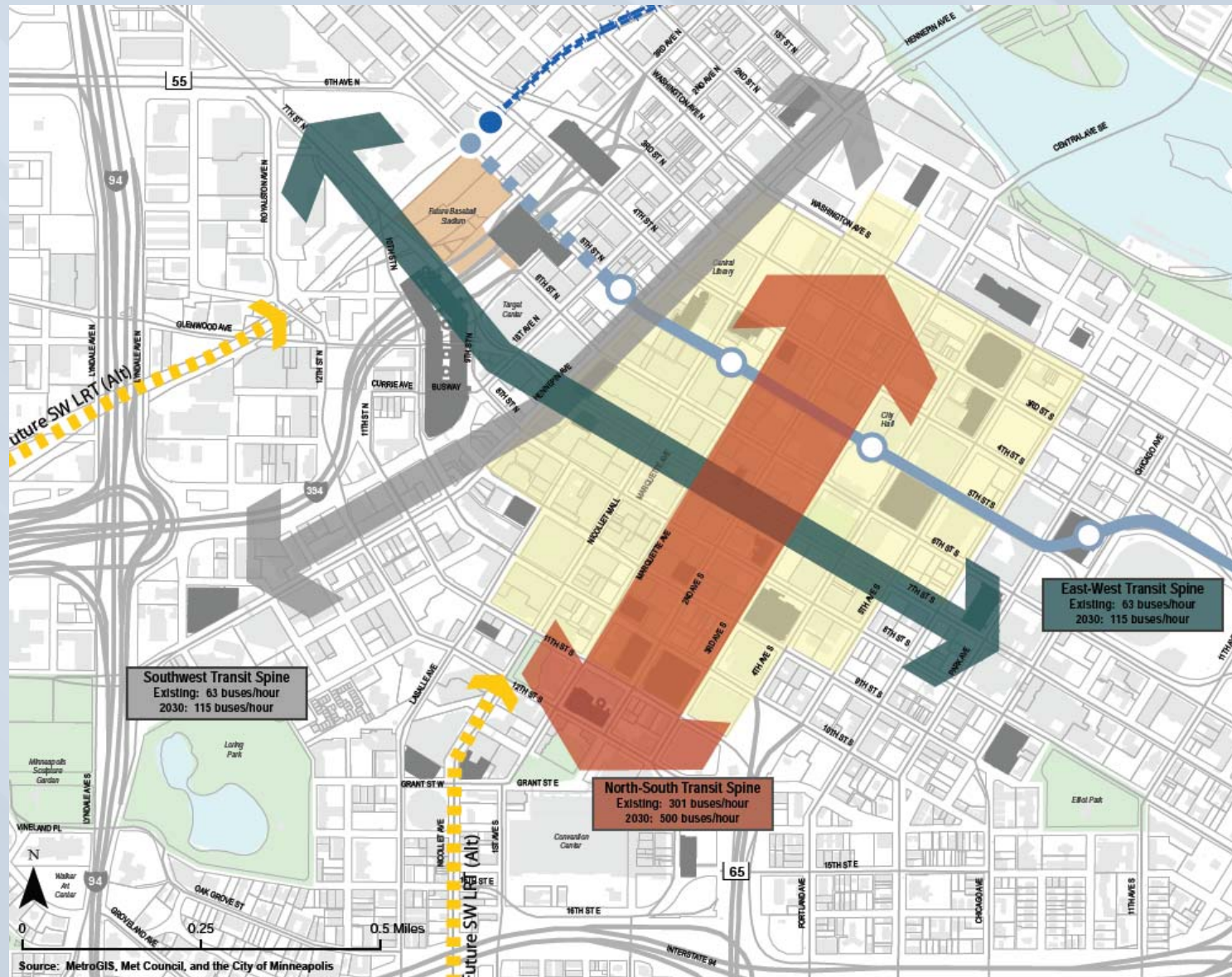
# Access Minneapolis Downtown Plan

- June 2007, City approves *Downtown Action Plan*.
- Plan Vision
  - Thriving economic center
  - Livable and walkable streets
  - High-quality transit system
  - Transportation choices
- Transit “spine” recommended to consolidate financial resources, simplify for users and improve transit operations.



ACCESS  
MINNEAPOLIS

# Access Minneapolis Downtown Plan





# Access Minneapolis Downtown Plan

- Marquette and 2<sup>nd</sup> Ave
  - Double-wide bus lanes
  - Shelters and real-time signs
- Hennepin/1<sup>st</sup> Ave
  - Conversion to two-way traffic
- Nicollet Mall
  - All hybrid buses
  - Free ride service
  - Local routes only
- East-West Spine
  - Initial two-way 8<sup>th</sup> Street concept rejected
  - *“Continue to evaluate alternatives for local east-west service.”*

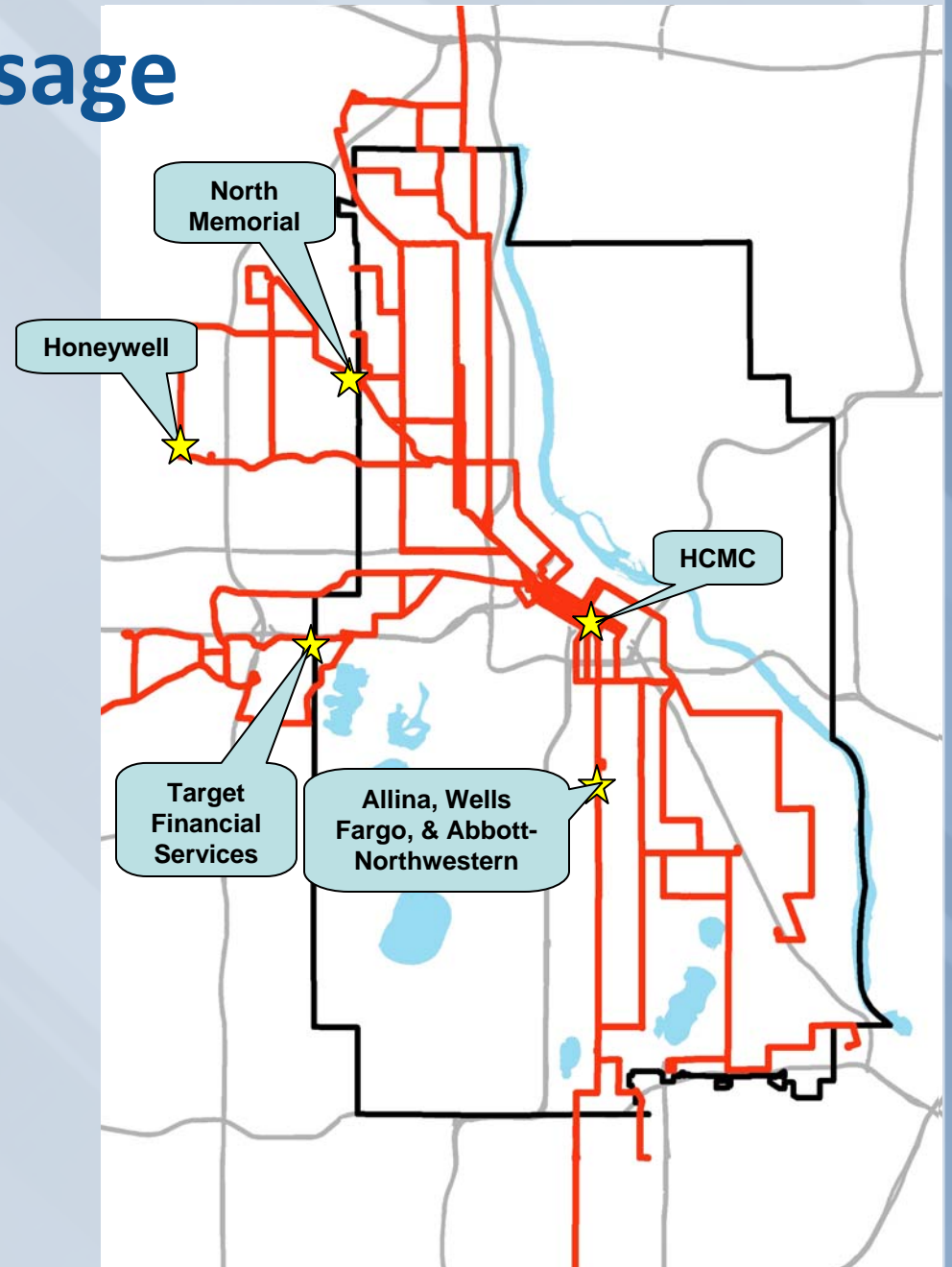


# Existing Transit Usage

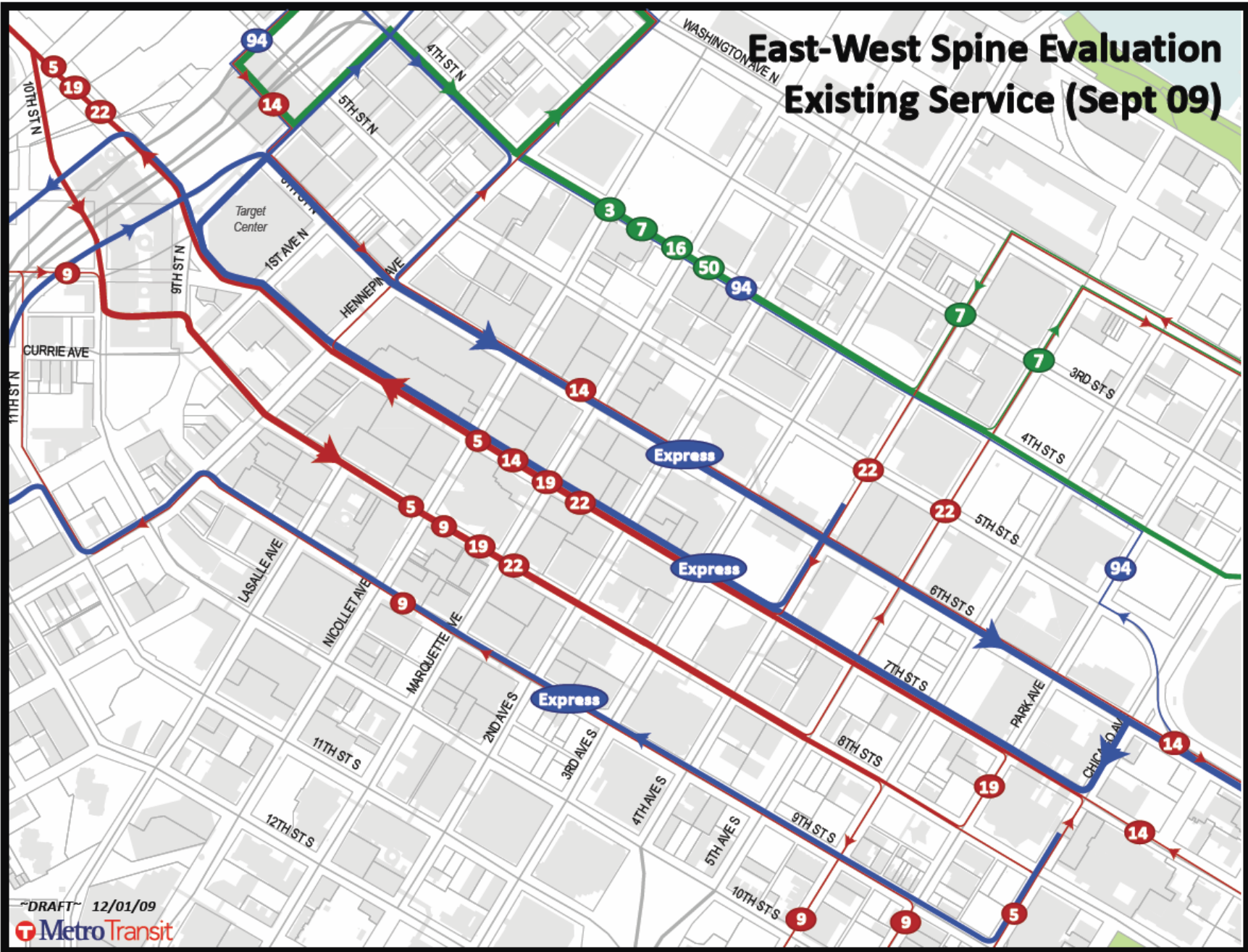
- Serve city neighborhoods and suburbs north and south of downtown
- More daily boardings than Hiawatha LRT

Route	Daily Boardings
5	16,000
9	2,700
14	6,500
19	5,500
22	5,800
<b>Total</b>	<b>36,500</b>

- Serves major employers outside downtown core



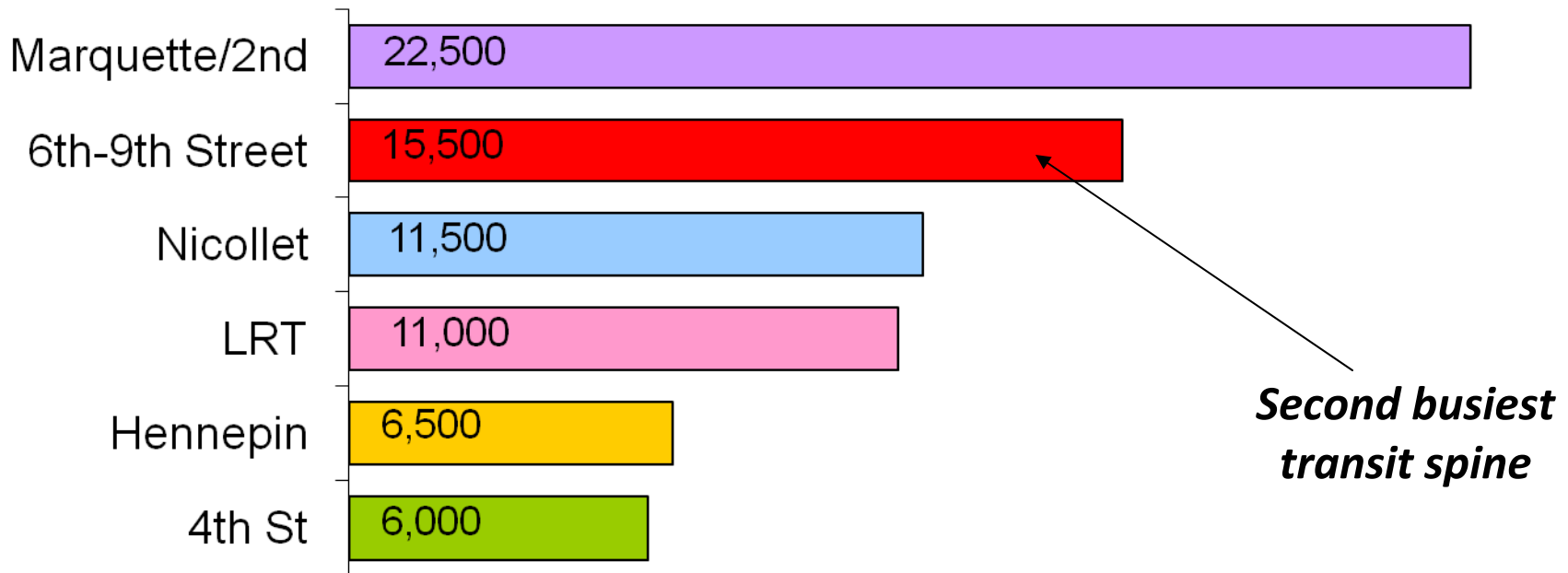
# East-West Spine Evaluation Existing Service (Sept 09)





# Existing Transit Usage

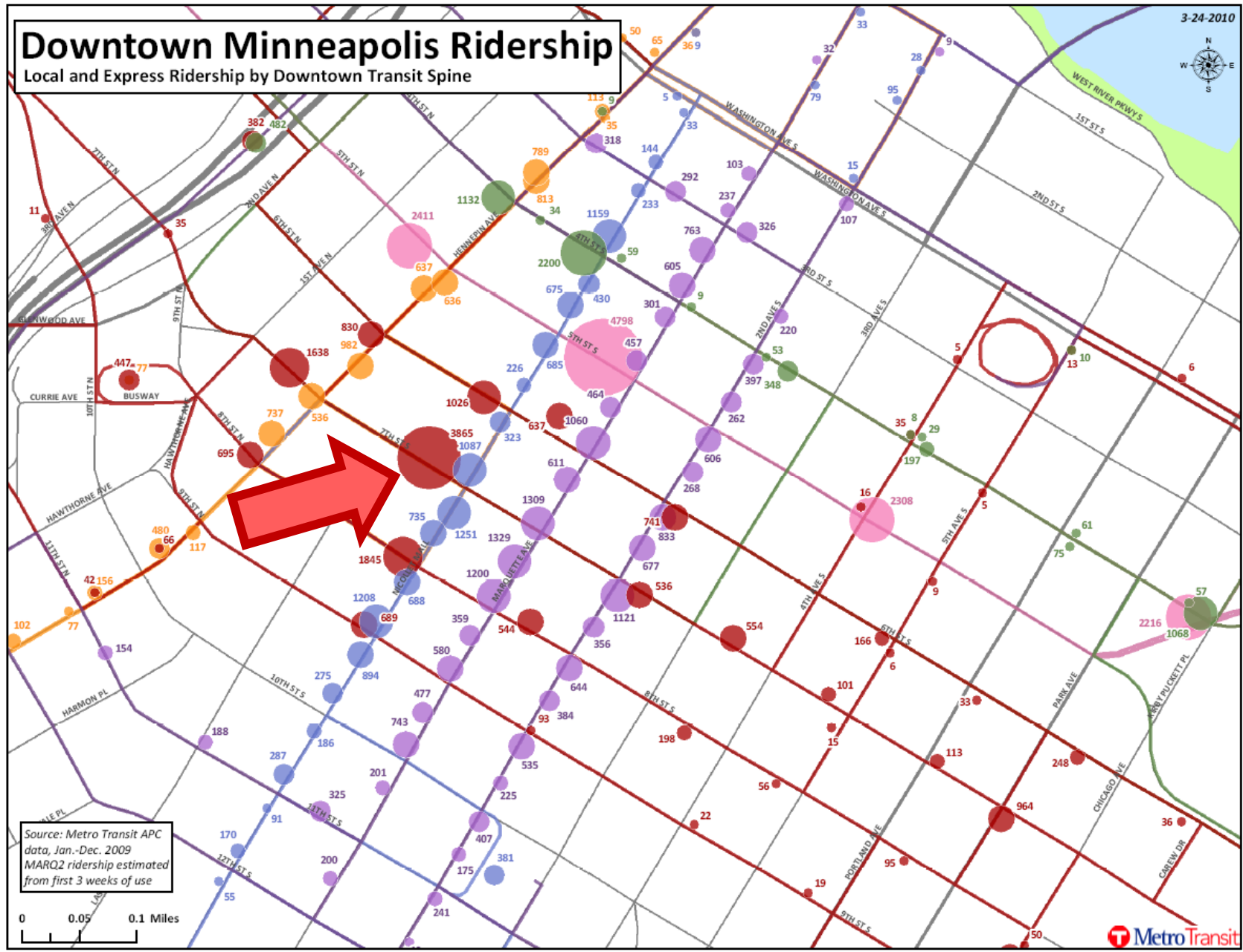
## Weekday Boardings by Transit Spine



# Downtown Minneapolis Ridership

Local and Express Ridership by Downtown Transit Spine

3-24-2010



Source: Metro Transit APC data, Jan.-Dec. 2009  
MARQ2 ridership estimated from first 3 weeks of use

0 0.05 0.1 Miles

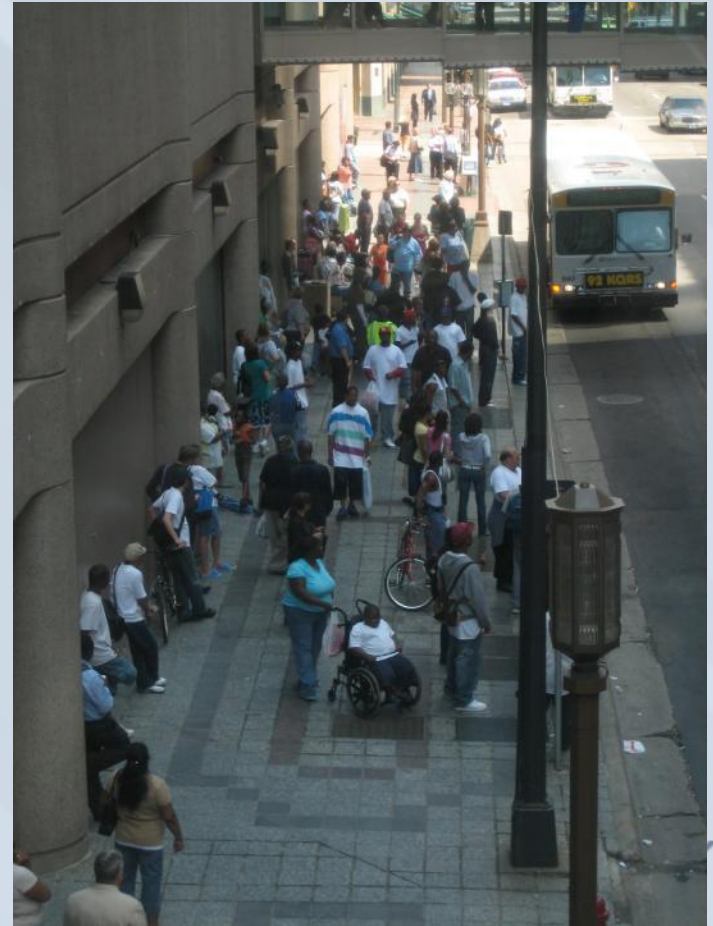


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# Objectives East-West Spine Study

- Provide an improved level of transit service that is fast, reliable and direct.
- Provide a high quality waiting environment for transit passengers.
- Provide a transit corridor with the capacity to grow.
- Provide a high quality environment that is safe and welcoming for all pedestrians.



# East-West Spine Evaluation

- Ten alternatives evaluated:
  - One-way pairs from 6th-10th streets (4 alternatives)
  - Contraflow lanes from 4th-9th streets (5 alternatives)
  - Two-way operation on 8th Street (1 alternative)





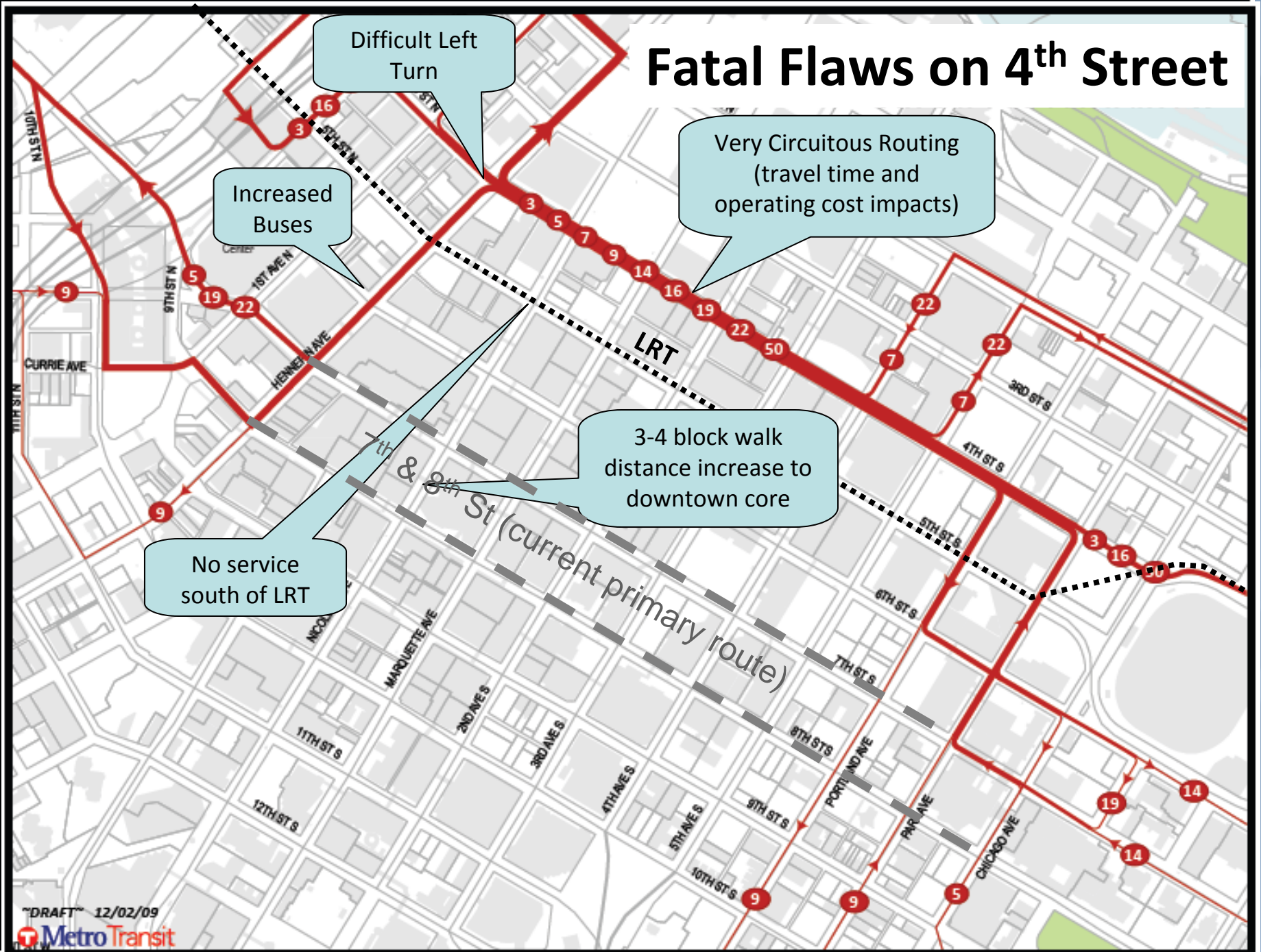
# East-West Spine Evaluation Results

- Screen 1 – Impacts to transit, physical constraints
- Screen 2 – Impacts to traffic
- Screen 3 – Impact to curbside uses and pedestrian space





# Fatal Flaws on 4<sup>th</sup> Street



Difficult Left Turn

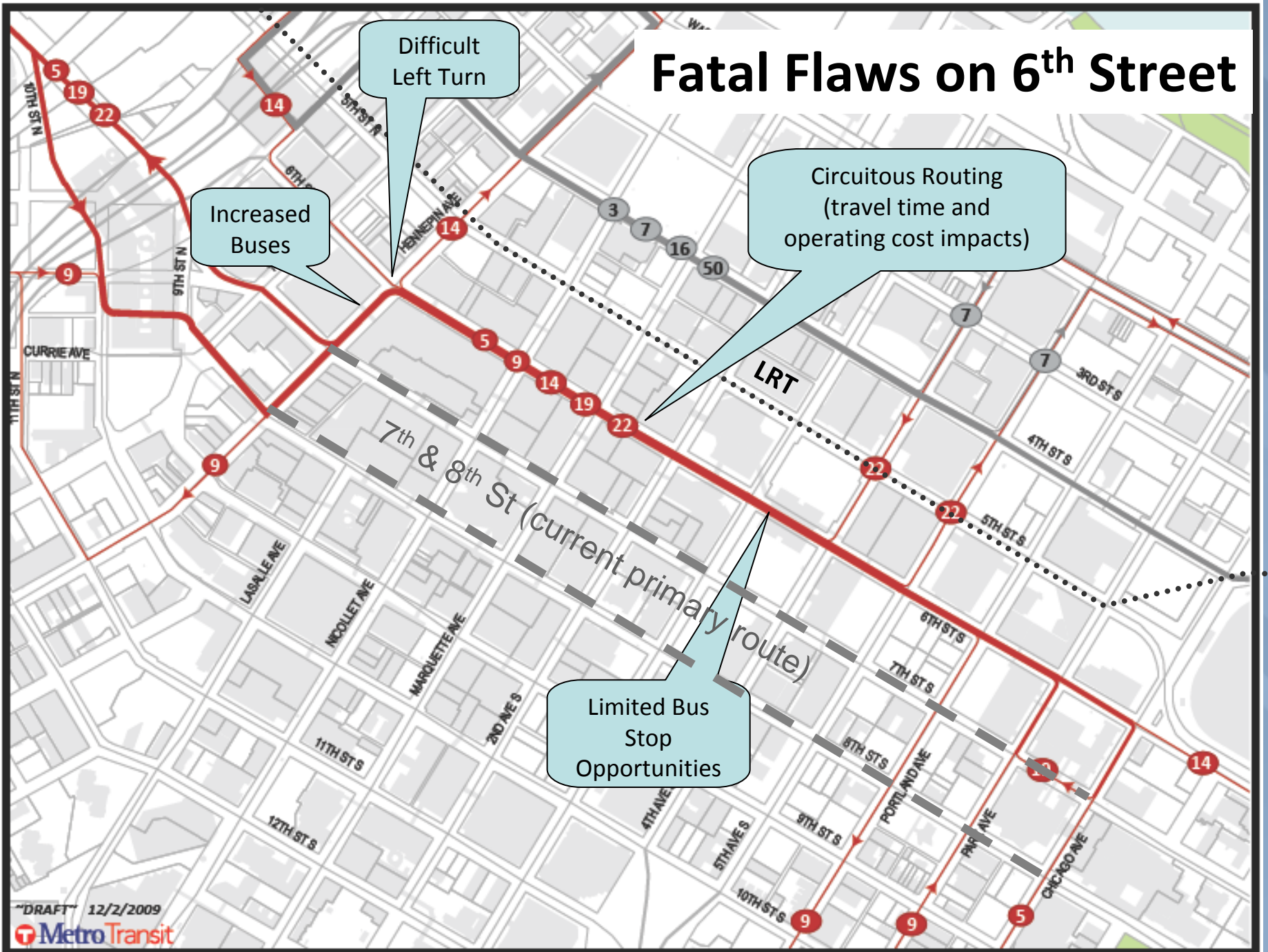
Increased Buses

Very Circuitous Routing (travel time and operating cost impacts)

3-4 block walk distance increase to downtown core

No service south of LRT

# Fatal Flaws on 6<sup>th</sup> Street





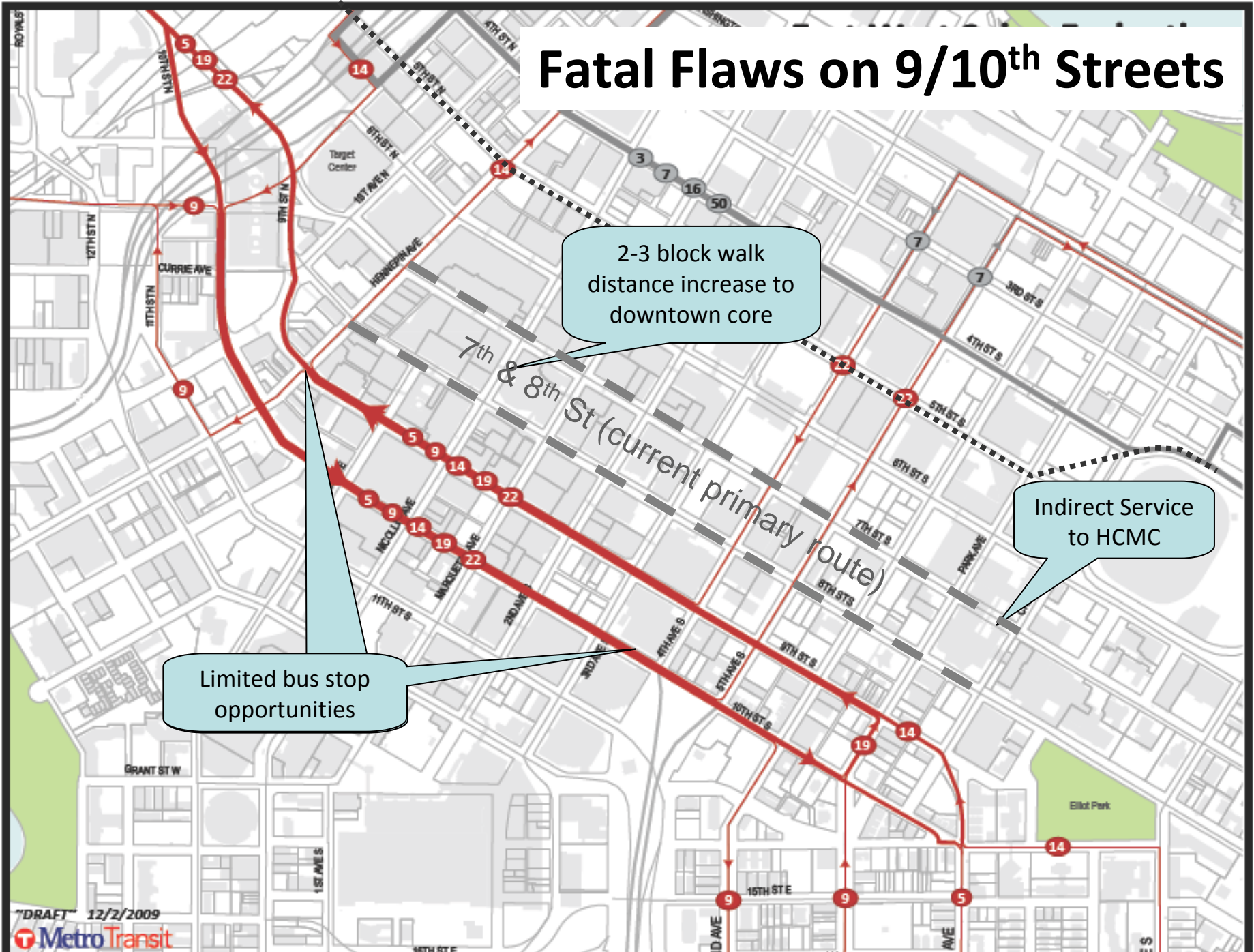
# Fatal Flaws on 9/10<sup>th</sup> Streets

2-3 block walk distance increase to downtown core

Indirect Service to HCMC

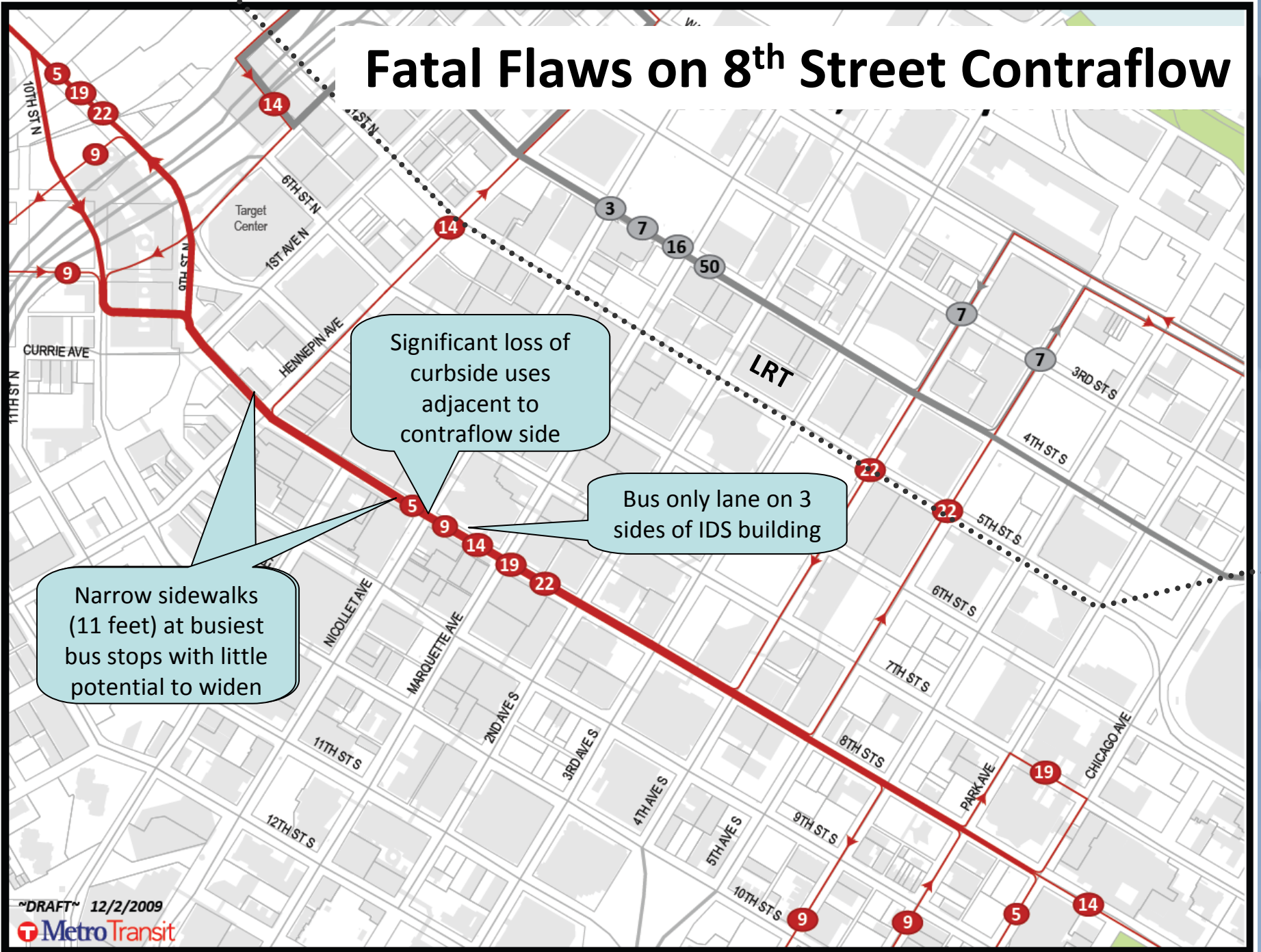
Limited bus stop opportunities

7th & 8th St (current primary route)





# Fatal Flaws on 8<sup>th</sup> Street Contraflow



"DRAFT" 12/2/2009



# Advantages of 7<sup>th</sup>/8<sup>th</sup> One-way Pair

Direct routing is fast for passengers and economical to operate

21 foot sidewalks possible on busiest 7<sup>th</sup> Street bus stops

15-17 foot sidewalks possible on busiest 8<sup>th</sup> Street bus stops

Maintains existing traffic level of service and three peak hour through lanes plus mixed bus/traffic lane

Curb extensions organize loading/valet uses between bus stops

Serves HCMC



# Design Objectives

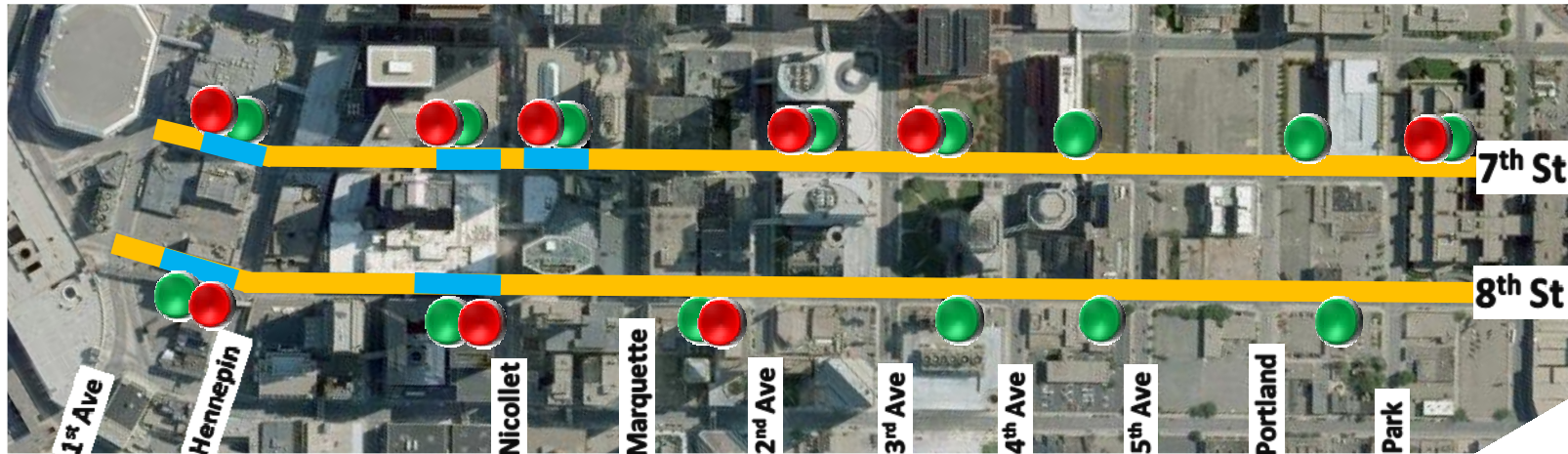
- Improve transit experience with existing service
- Reduce crowding on sidewalks due to high pedestrian and waiting passenger volumes at 7<sup>th</sup> and Nicollet
- Improve security and crowd management at 7<sup>th</sup>/Nicollet
- Keep open views of retail windows and doors (blockage by vehicles, shelters and/or crowds)
- Improve quality of pedestrian space (attractiveness)
- Manage street congestion (buses, vehicles, curbside uses)
- Maintain and better organize property services (deliveries and other curbside uses)



# Improve Transit Experience

## Recommended improvements:

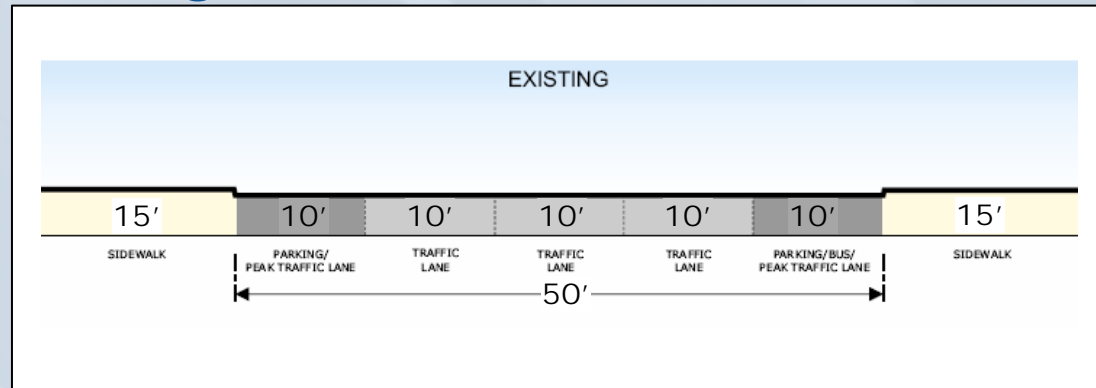
- Shelters
- Real-time arrival signs
- Curb extensions
- Greening/Streetscape



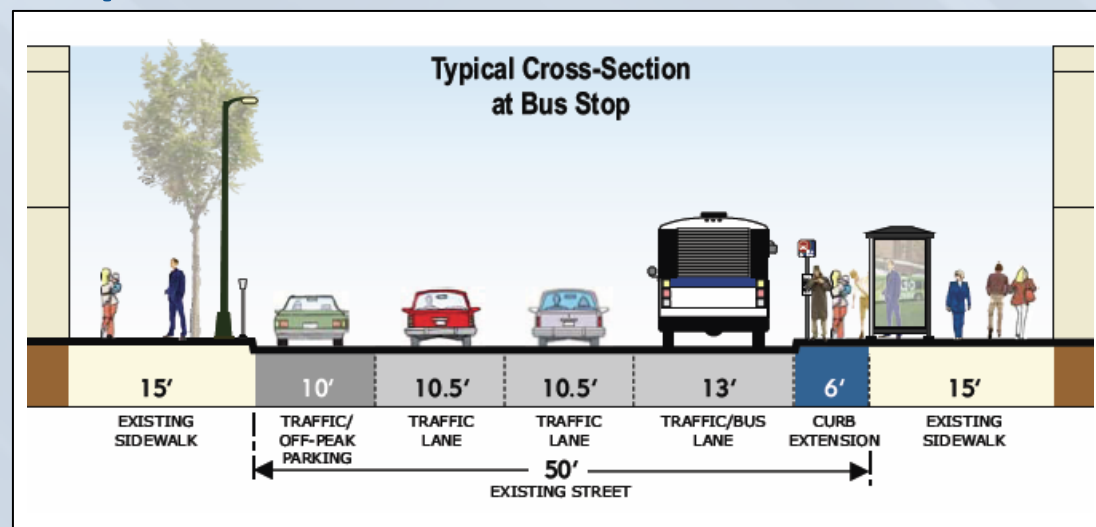
# Reduce Sidewalk Congestion: Curb Extensions



## Existing

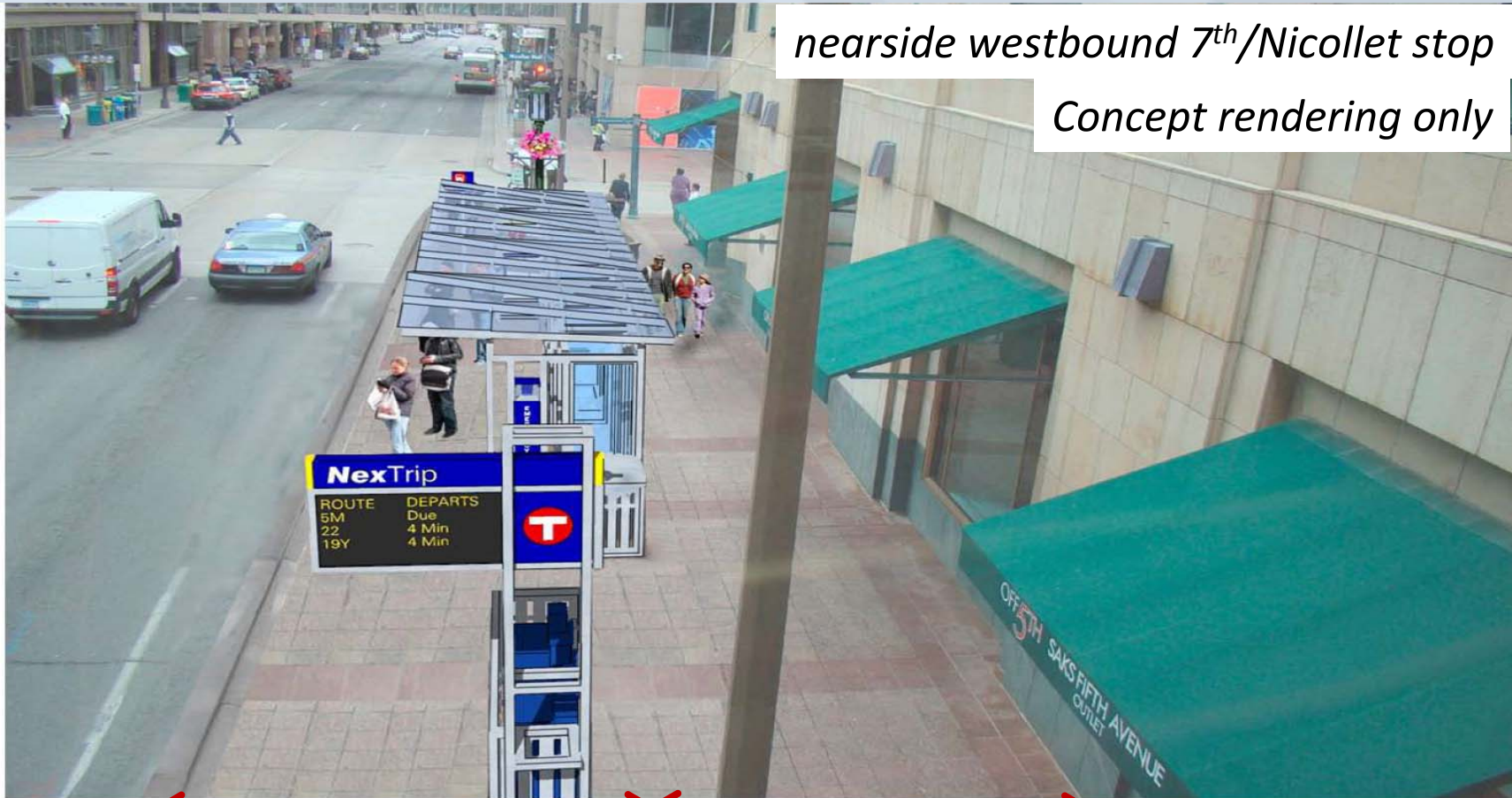


## Proposed (at bus stops)



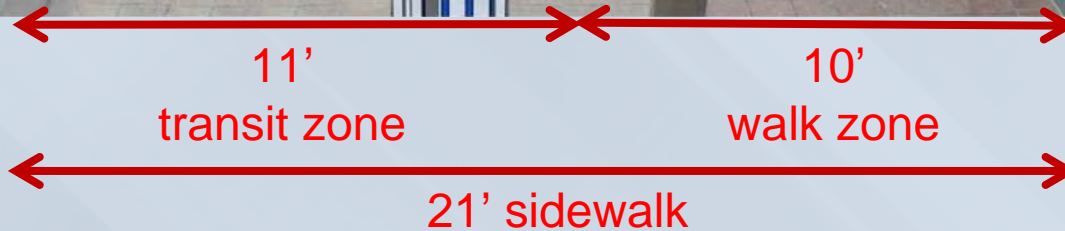


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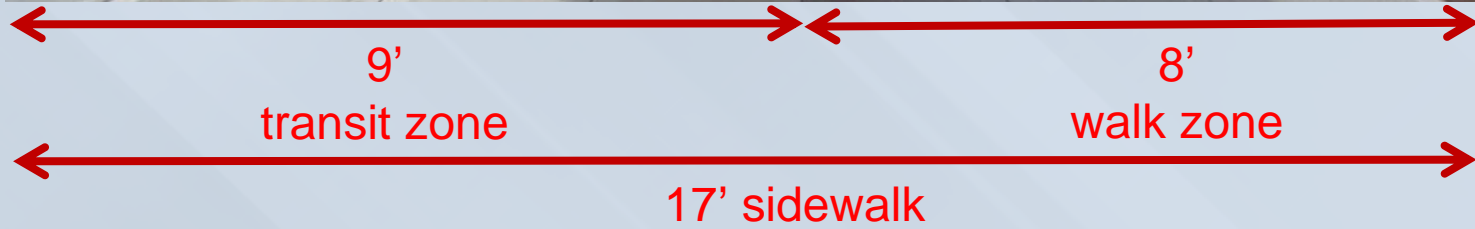


*nearside westbound 7<sup>th</sup>/Nicollet stop*

*Concept rendering only*

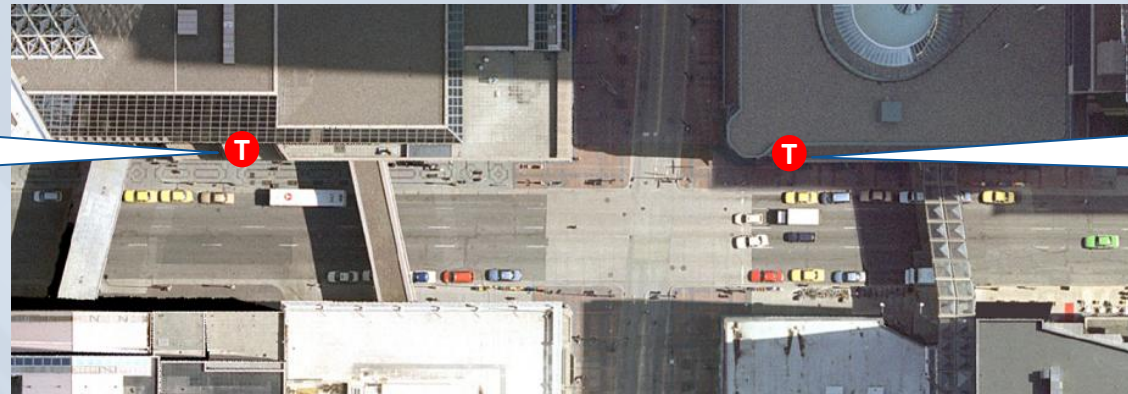


# MARQ2 Sidewalk Comparison





# Reduce Sidewalk Congestion: 7<sup>th</sup>/Nicollet Split Stop



**Farside**  
(existing)

**Nearside**  
(new)

	Before		After	
	Farside	Nearside	Farside	Nearside
Routes	5, 14, 19, 22, 39, expresses	none	14, 22, 39, expresses	5, 19
Midday Hourly Bus Volumes	19	0	7	12
PM Peak Hour Bus Volumes	36	0	19	17
Daily Boardings	3,800	0	1,400	2,400

# Support Security Through Design

- Camera surveillance
- Real-time connection to control center
- On-street presence
- Transparent design
- Reduced crowding



911-0 03/25/2008 17:05:05.84  
Rear camera Surveillance



04.09.2008



04-11-2008



# Work with Property Owners Regarding Views and Curbside Uses

*7th St @ Hennepin Ave Concept rendering only*



*8th St @ Nicollet Mall*

*Concept rendering only*

# Seek Funding for Landscaping/Streetscaping

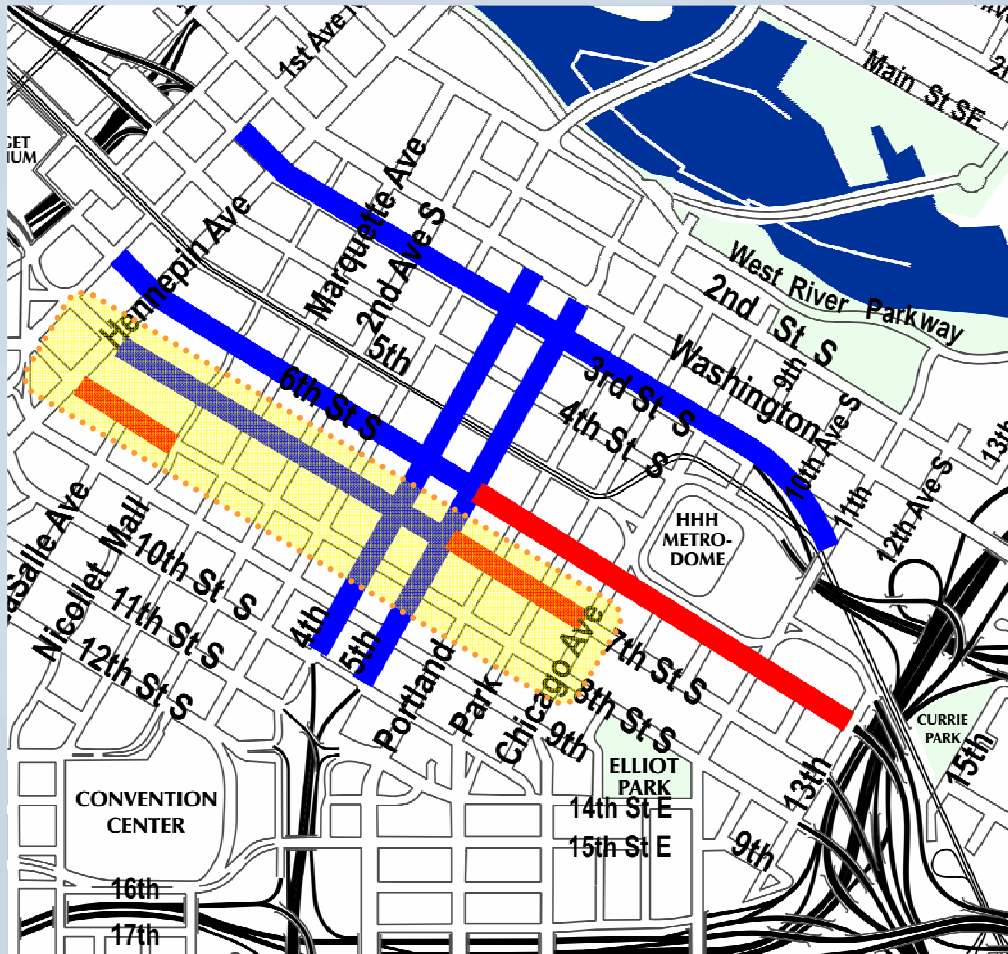





*7<sup>th</sup> St @ Nicollet Mall (farside)*

*Concept rendering only*



# Why Now? Street Resurfacing in 2011



-  35W Bridge Detour Rehabilitation Projects
-  High Volume Corridor Reconditioning Projects
-  E-W Spine Project

# Project Funding

- **Transit Improvements**

- Metro Transit has funding to construct all curb extensions, shelters and real-time signs.

- **Roadway Improvements**

- Roadway surface typically must be re-graded after construction of curb extensions.
- The City of Minneapolis will be resurfacing 12 of the 22 blocks in 2011 (all the 7<sup>th</sup> Street blocks and two blocks of 8<sup>th</sup> Street).
- The rest of the 8<sup>th</sup> Street blocks are to be resurfaced in 2013.

- **Greening Improvements**

- Funds have not yet been identified for greening improvements.
- Greening improvements could be implemented in a later timeframe.





# Next Steps

Activity	Dates	2010			2011								
		N	D	J	F	M	A	M	J	J	A	S	Fall
<b>Planning</b>	<b>Nov-Jan</b>												
Downtown Stakeholder Meetings	Nov-Dec												
Project Steering Committee review	Nov 15		☆										
City Council T&PW committee receive and file draft plan	Nov 30		☆										
Public input period	Dec												
Public open house at Central Library	Dec 13			☆									
City Council T&PW committee approves final plan	Jan 18												
<b>Funding Approvals</b>	<b>Nov-April</b>												
<b>Design</b>	<b>Dec-March</b>												
Perform survey work	Dec												
Property owner engagement & design preparation	Dec-March												
<b>Contracting</b>	<b>April-June</b>												
<b>Construction</b>	<b>July-Sept</b>												
<b>Project Opening</b>	<b>Fall</b>												



# Your Comments

- **Public Comments are due December 31, 2010**
  - Complete comment card today
  - Or email [anna.flintoft@ci.minneapolis.mn.us](mailto:anna.flintoft@ci.minneapolis.mn.us)
- **Read the draft plan online:**
  - [www.ci.minneapolis.mn.us/public-works/trans-plan](http://www.ci.minneapolis.mn.us/public-works/trans-plan)

