

2. Vision for the Future: A Multi-Modal City

“Minneapolis will build, maintain and enhance access to multi-modal transportation options for residents and business through a balanced system of transportation modes that supports the city’s land use vision, reduces adverse transportation impacts, decreases the overall dependency on automobiles, and reflects the city’s pivotal role as the center of the regional transportation network.”
The Minneapolis Plan for Sustainable Growth, 2008.²

Transportation Vision for Minneapolis

The Project Steering Committee, a 34-member advisory committee for Access Minneapolis, described the transportation vision for Minneapolis as described in the following bullets. This vision is consistent with the transportation policies set forth in *The Minneapolis Plan for Sustainable Growth* (detailed transportation policies provided in Appendix A).

- Transportation is important to the economic viability of the city, the region and the state. *Access Minneapolis* will lay the transportation groundwork for achieving the long-range vision of Minneapolis as a vital and thriving metropolitan urban center that is a great place to live, work, play, visit and conduct business.
- The city must remain livable and walkable to maintain its regional and national competitiveness. In most cases, it is not feasible or desirable to increase the curb-to-curb width of roadways in the city. However, there are many opportunities for improving the operational capacity of the transportation system without street widening. *Access Minneapolis* will result in a city that is livable and walkable while optimizing the operational capacity of the transportation system.
- *Access Minneapolis* will result in a citywide transportation system that is multi-modal (pedestrian, bicycle, transit, automobile, freight), providing good transportation choices to people, including people with disabilities.
- *Access Minneapolis* will result in a citywide transportation system that serves anticipated employment and residential growth and optimizes access to destinations by all modes (pedestrian, bicycle, transit, automobile, freight) throughout the city, between neighborhoods, to/from and within downtown.
- Although all modes of transportation are important, transit is critical for maximizing the people-carrying capacity of the transportation system. *Access Minneapolis* will result in a transit system that operates efficiently and effectively in downtown and throughout the city. Transit will become the mode of choice for Minneapolis residents, workers and visitors.



Purpose of Access Minneapolis Ten-Year Transportation Action Plan

The purpose of *Access Minneapolis*, the city’s Ten-Year Transportation Action Plan, is to identify *specific* actions that the city and its partner agencies (Metro Transit, Metropolitan Council, Hennepin County, Minnesota Department of Transportation) need to take within the next ten years to implement the transportation policies articulated in *The Minneapolis Plan for Sustainable Growth* to improve the city’s current transportation system and to ready it for the growth to come. While the Action Plan is based on a long-term (2030) view of transportation needs, it focuses on a ten-year timeframe and emphasizes what can be accomplished in the next five years. Along with action steps, study products include tools that can be used to guide decision-making as action steps are implemented.

² *The Minneapolis Plan for Sustainable Growth*, approved by City Council on July 11, 2008, contingent on the successful completion of formal plan review by the Metropolitan Council.

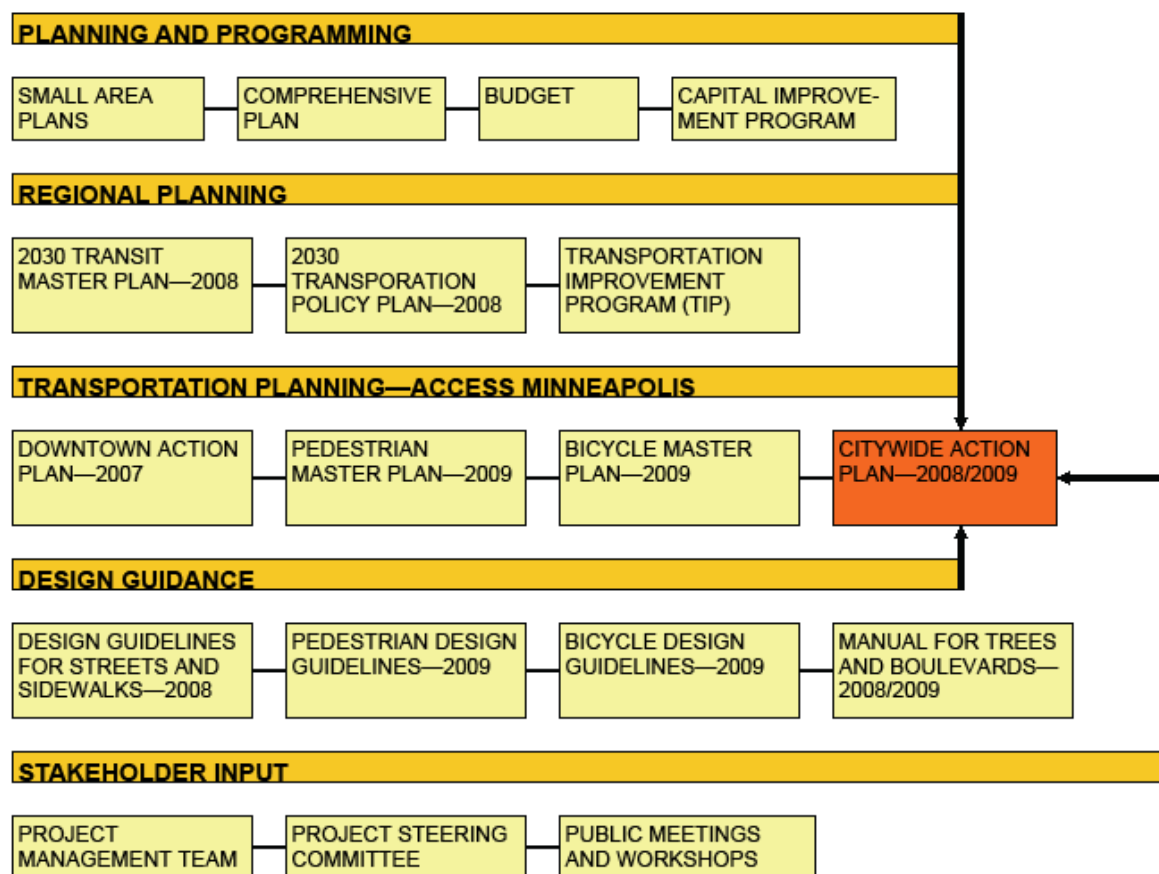
The Citywide Action Plan is one of six documents comprising *Access Minneapolis*. Other elements of the Ten-Year Transportation Action Plan include a Downtown Action Plan, Design Guidelines for Streets and Sidewalks, and a Streetcar Feasibility Study. The Downtown Action Plan was approved by City Council on June 29, 2007. The final Streetcar Feasibility Study and the draft Citywide Action Plan were presented to City Council for “receive and file” in January 2008. The final *Design Guidelines for Streets and Sidewalks* was presented to City Council for “receive and file” in April 2008. Work is underway to complete the *Pedestrian Master Plan* and the *Bicycle Master Plan*. Both will be presented to City Council for approval in 2009. Recommendations in these two important companion plans are reflected in the Citywide Ten-Year Transportation Action Plan.

The Citywide Action Plan is intended to provide direction on actions that will implement the policies of the city’s comprehensive plan and to provide tools that can be used in the capital improvement project (CIP) process, the development review process and the infrastructure design process. It also provides direction for transit service planning and the operation and maintenance of all transportation systems within the city.

Planning Context

The Citywide Action Plan fits within, and is informed by, a much broader range of city and regional planning as shown in Figure 3. The plan’s recommendations are consistent with the direction of *The Minneapolis Plan for Sustainable Growth*, the city’s comprehensive plan, and the Metropolitan Council’s regional 2030 Transportation Policy Plan.³ The plan is also informed by the Downtown Action Plan, the Pedestrian Master Plan, the Bicycle Master Plan, and multiple elements of the city’s new Guidelines for Streets and Sidewalks, which includes design guidance for pedestrian and bicycle facilities as well as for trees and boulevards.

Figure 3 – Planning Context for Citywide Action Plan



³ 2030 Transportation Policy Plan, Metropolitan Council, 2008.

The Citywide Action Plan was developed with the assistance of a Project Management Team (PMT) and a 34-member Project Steering Committee (PSC). The PMT was made up of representatives from the Department of Public Works, Community Planning and Economic Development, Hennepin County (Transportation and Community Works), Metro Transit (Service Planning and Facilities), Metropolitan Council, Mn/DOT, Downtown Council and a representative of the suburban transit providers. The PSC, appointed by the City Council, was made up of representatives from partner departments and agencies, city advisory committees, key stakeholder organizations, transit rider representatives, and citizen sector representatives. The names of the individuals involved in these advisory groups are provided on the inside cover of this report. Several public meetings were held during the development of the plan to provide information and receive broad public input into the planning process.

Funding the Transportation Plan

Operating and maintaining the existing transportation system could easily use all of the city's transportation resources and more. The city must address safety concerns, provide mobility by operating the transportation system as efficiently as possible, extend the life of infrastructure through ongoing maintenance, provide for the needs of bicyclists and pedestrians, improve accessibility for the disabled population, support new development, protect the environment and use natural resources prudently, manage parking resources to support businesses, and in some cases provide expanded transportation facilities and services. In order to provide these services, the city must take advantage of every opportunity to leverage funding, promote economic development, and increase efficiency. The *Citywide Action Plan* provides specific recommendations for actions that the city plans to undertake over the next ten years, but it should be recognized that many of these recommendations are not currently funded. The plan acknowledges that this timeframe and the implementation of the recommended actions will be subject to the availability of funds and to decisions that are made through the CIP and Capital Long-Range Improvement Committee (CLIC) process.

Navigating the Document

The Citywide Ten-Year Transportation Action Plan document is organized as follows:

Chapter 1: Executive Summary is a brief summary of the findings and recommendations of the Action Plan.

Chapter 2: Vision outlines the goals of the plan and the relationship of the plan to other city and regional planning and programming activities.

Chapter 3: Transportation Needs describes existing conditions in the city and provides the facts, figures and data resources used to define future transportation needs.

Chapter 4: Action Plan identifies recommended actions related to the transportation needs identified in Chapter 3.

Chapter 5: Funding describes the local, regional, state and federal context for funding transportation facilities and programs.

Chapter 6: Implementation describes implementation processes, challenges and recommendations and provides a summary of proposed projects and programs for the next five years.

Appendices: The appendices provide several tools for making transportation decisions. These include:

- A. Transportation Policies from “*The Minneapolis Plan for Sustainable Growth*”
- B. Description of Place Types
- C. Street Needs Assessment
- D. Description of Street Design Type Characteristics
- E. Regional Transit Standards
- F. Checklist for Evaluating Bus Stops
- G. Methodology for Evaluating One-Way vs. Two-Way Streets