

# **Access Minneapolis**

## **Ten-Year Transportation Action Plan**

### **April 11-12, 2007**

#### **Partner Agencies:**

- Metro Transit/Metropolitan Council
- Hennepin County
- Mn/DOT

#### **For More Information:**

[www.ci.minneapolis.mn.us/public-works/trans-plan](http://www.ci.minneapolis.mn.us/public-works/trans-plan)

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#### **What Do We Want to Achieve?**

- Sustained economic vitality and competitiveness of downtown – serve future growth
- Improved walkability and livability – safe, comfortable and attractive walking environment
- Transportation choices – ability to live and work in city without a car if desired
- Multi-modal transportation system (walking, biking, transit, autos) that is integrated and works well

#### **Why?**

- 50% increase in downtown population by 2030
- 40,000 additional jobs in downtown by 2030
- 150,000 additional daily trips by 2030
- Very poor bus speeds in downtown and dispersed service
- Perception that downtown is not a comfortable/safe place to walk or bike
- Downtown neighborhoods a little too far away for a comfortable walk

#### **Public Meetings:**

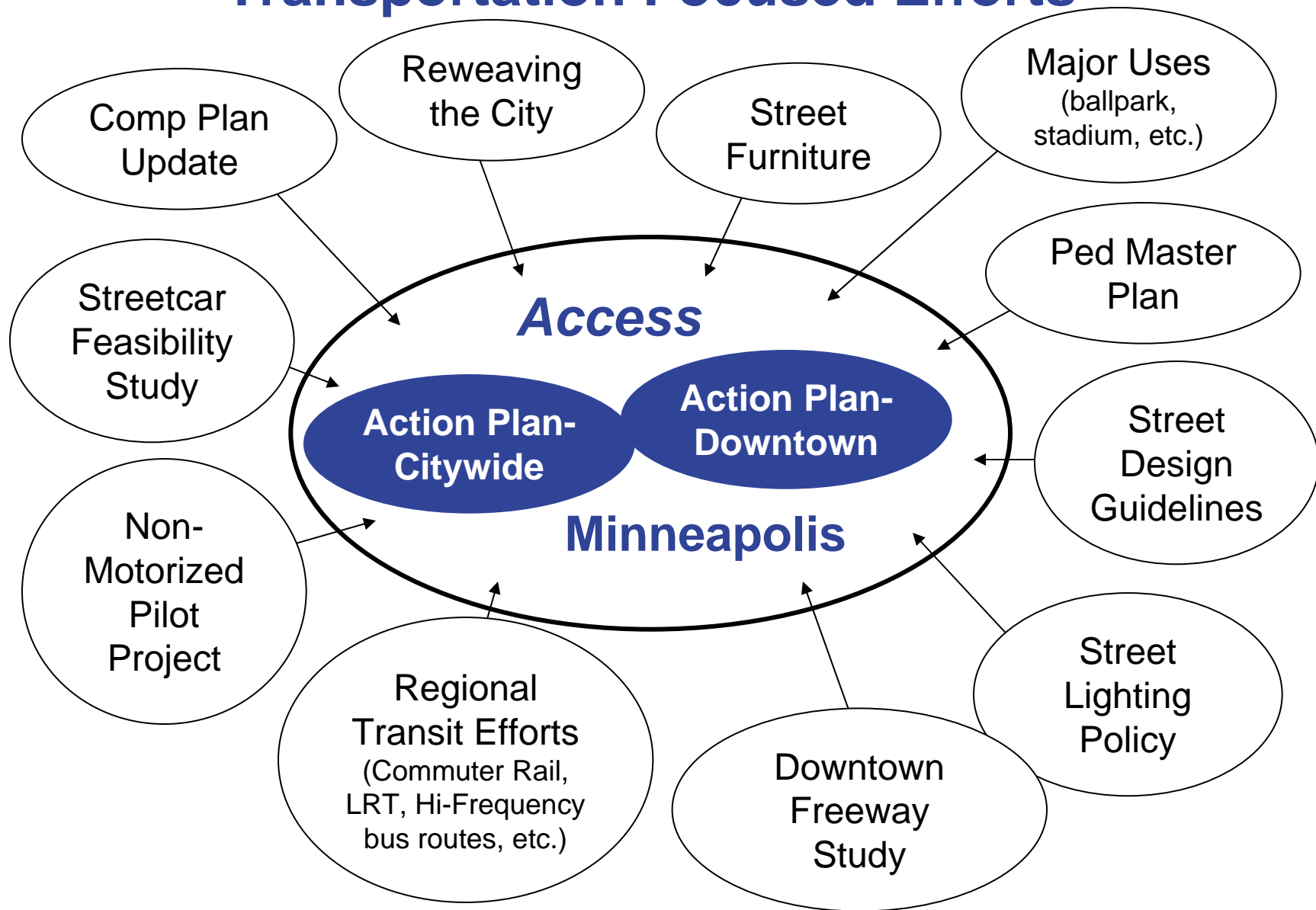
April 11, 11:30 am – 1:00 pm  
Central Library, Doty Room

April 12, 5:00 pm – 7:00 pm  
St. Olaf Church

#### **Products:**

- Downtown Action Plan
- Citywide Action Plan
- Street and Sidewalk Design Guidelines
- Streetcar Feasibility Study

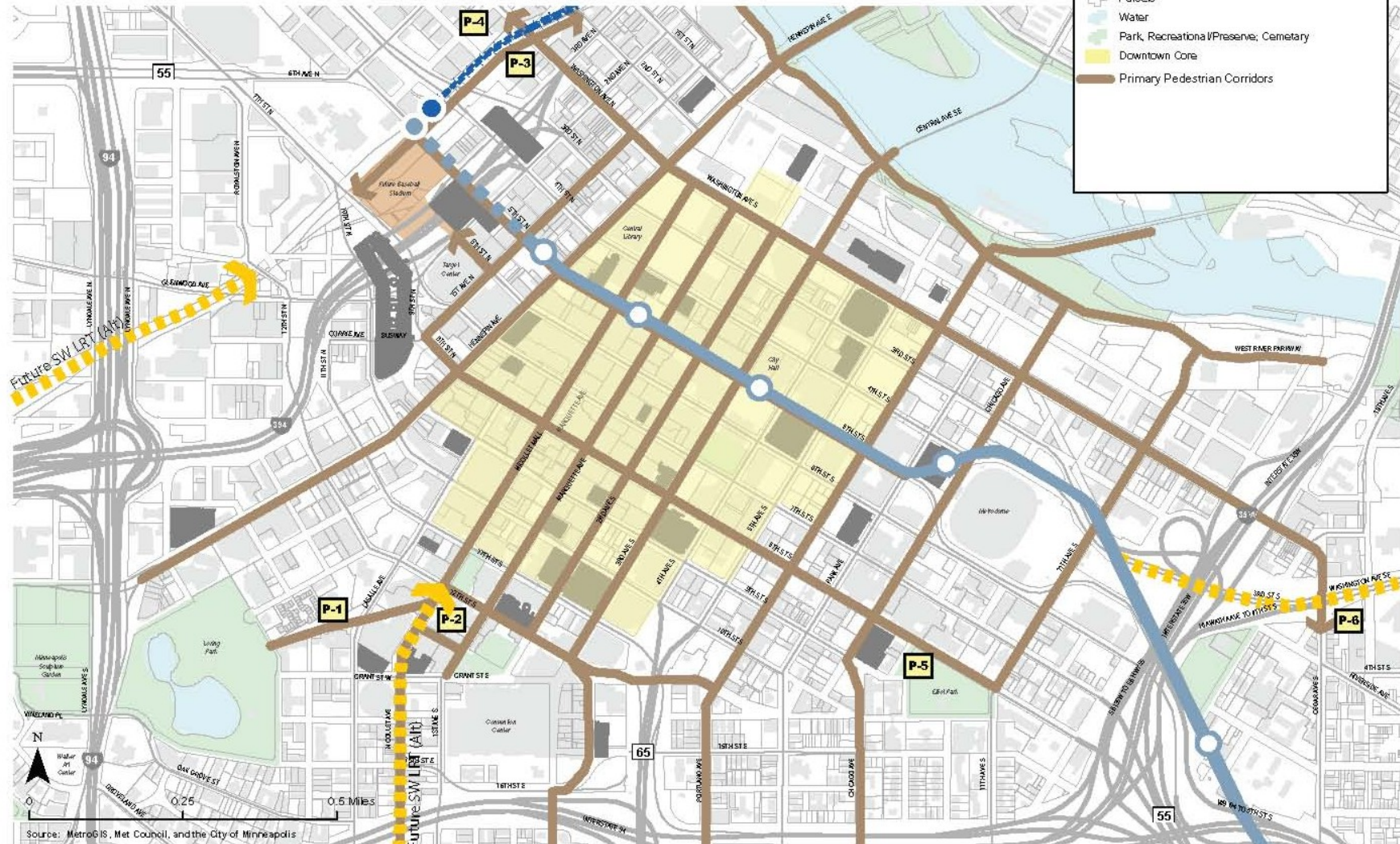
# City of Minneapolis Transportation Focused Efforts



# Pedestrian System

## Pedestrian Action Items

- P-1** Complete improvements to Loring Greenway and linkage to Nicollet Mall
- P-2** Design and Construct 13th Street plaza between Nicollet Mall and Convention Center
- P-3** Provide a linkage between West River Parkway and the Cedar Lake Trail
- P-4** Design and construct North Loop pedestrian connection(s) between 2nd St N and Washington Avenue for better transit connections
- P-5** Provide an improved pedestrian connection between Elliott Park and downtown
- P-6** Provide an improved pedestrian connection between Cedar Riverside and downtown





# Bicycle System

## Bicycle Action Items

### B-1 Install bike lanes per plan

- a Marquette Avenue South (replace)
- b 2nd Avenue South (replace)
- c Hennepin Avenue (replace)
- d 3rd Street South

### B-2 Construct link between West River Parkway and Cedar Lake Trail

### B-3 Extend Hennepin Avenue bike lanes to East Hennepin and Loring Park

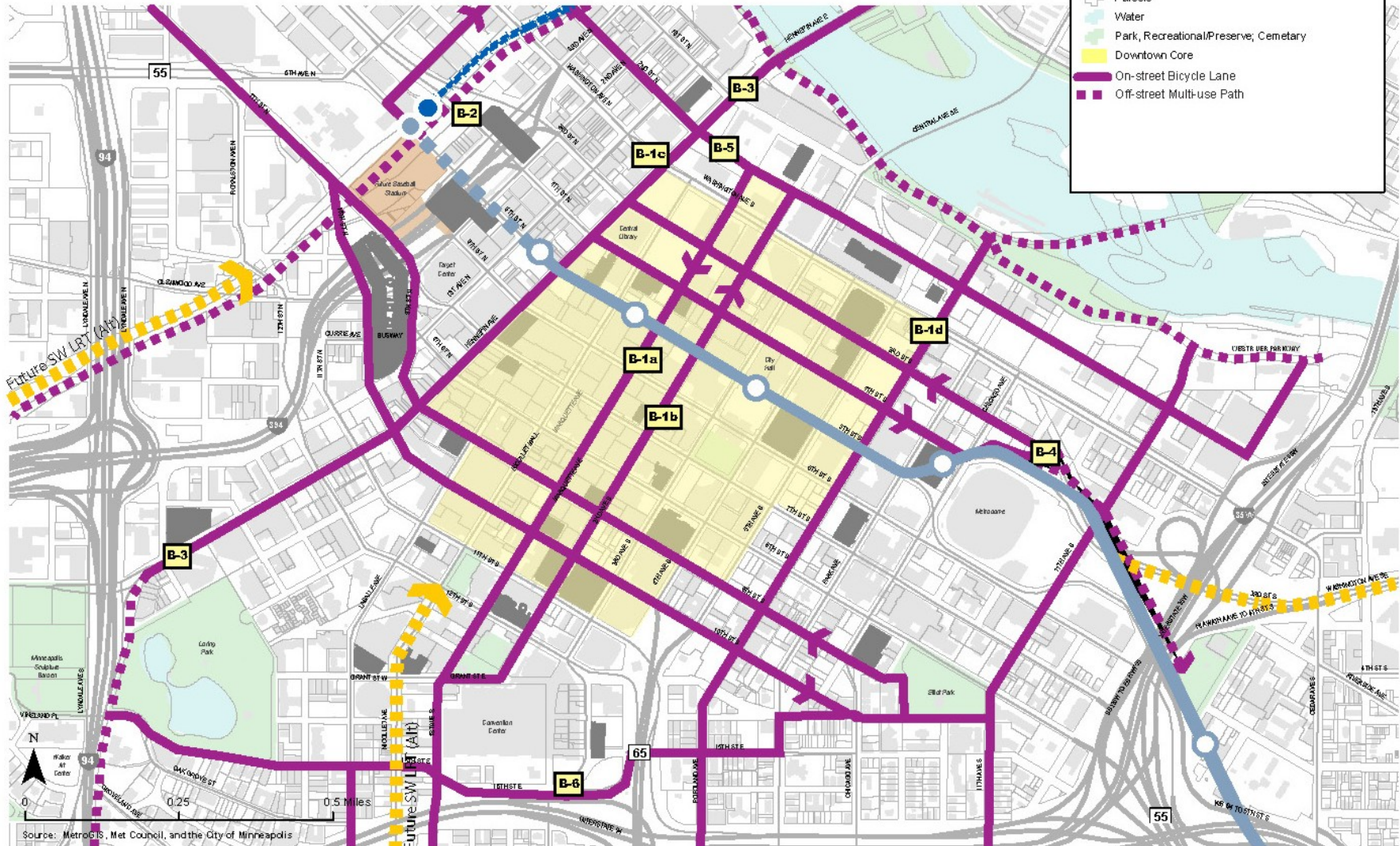
### B-4 Provide bike lane connection to UM West Bank across I-35W

### B-5 Complete 2nd Street North connection to North Loop (may require easement)

### B-6 Extend bike lane along 15th Street to connect Oak Grove, Loring Park and Elliot Park

## Legend

- Hiawatha Corridor Light Rail & Stations (Existing)
- Hiawatha Corridor Light Rail & Stations (Future)
- Central/SW Corridor Light Rail & Stations (Future)
- Northstar Commuter Rail & Stations (Future)
- Building Footprints
- Parcels
- Water
- Park, Recreational/Preserve; Cemetery
- Downtown Core
- On-street Bicycle Lane
- Off-street Multi-use Path





# Transit System

## Transit Action Items

**T-1** Double-Width Contraflow Transit Lanes on Marquette and 2nd Avenues South

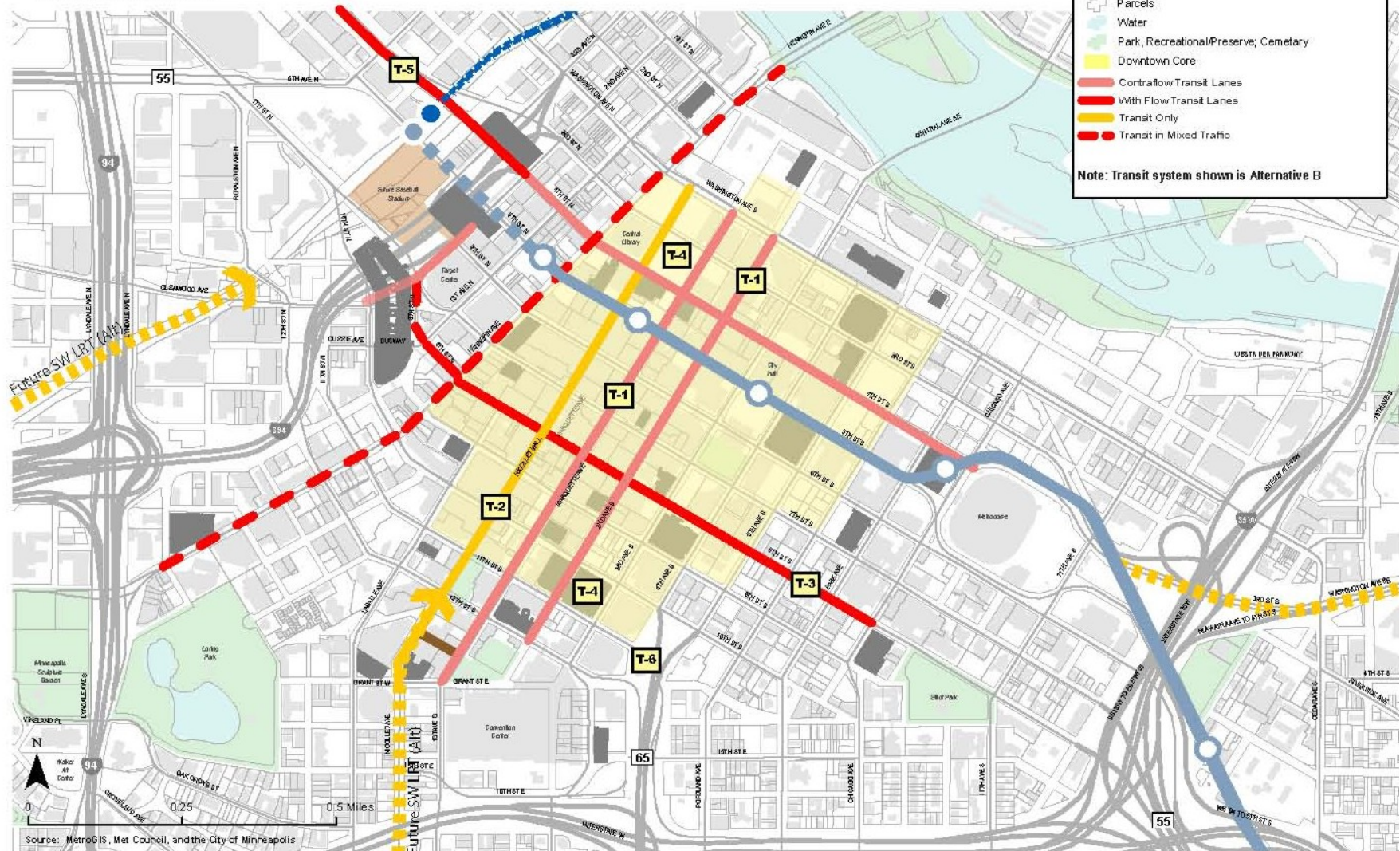
**T-2** Local Bus Services Nicollet Mall, Pedestrian Connector on 13th St. Center

**T-3** 8th Street Transit Corridor, Extended Contra-flow lane on 2nd Avenue North

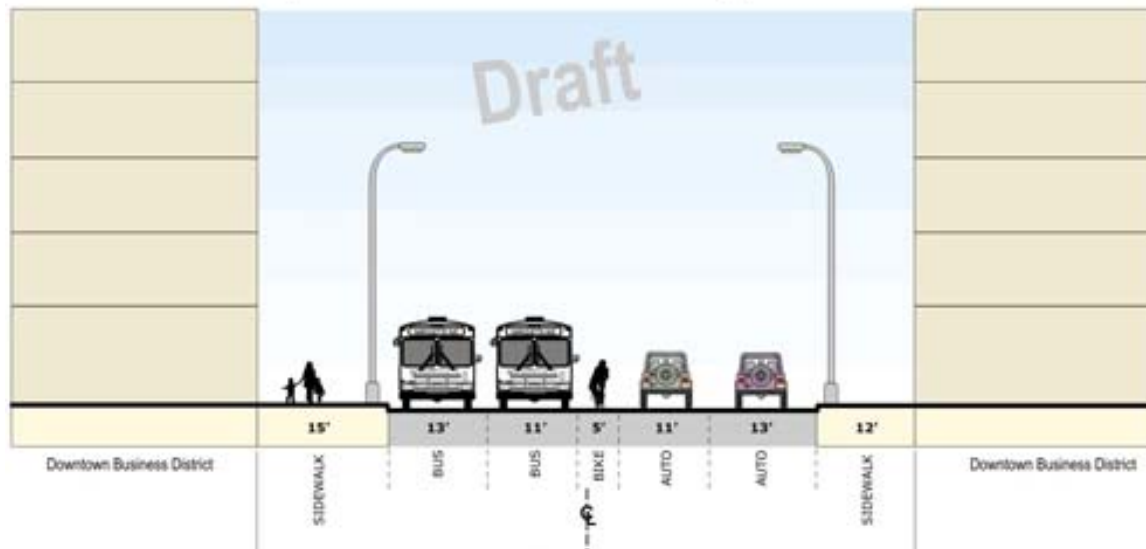
**T-4** Siting of Layover Facilities

**T-5** Re-establish Shoulder Bus Lane on I-94 Off-ramp to 4th Street North

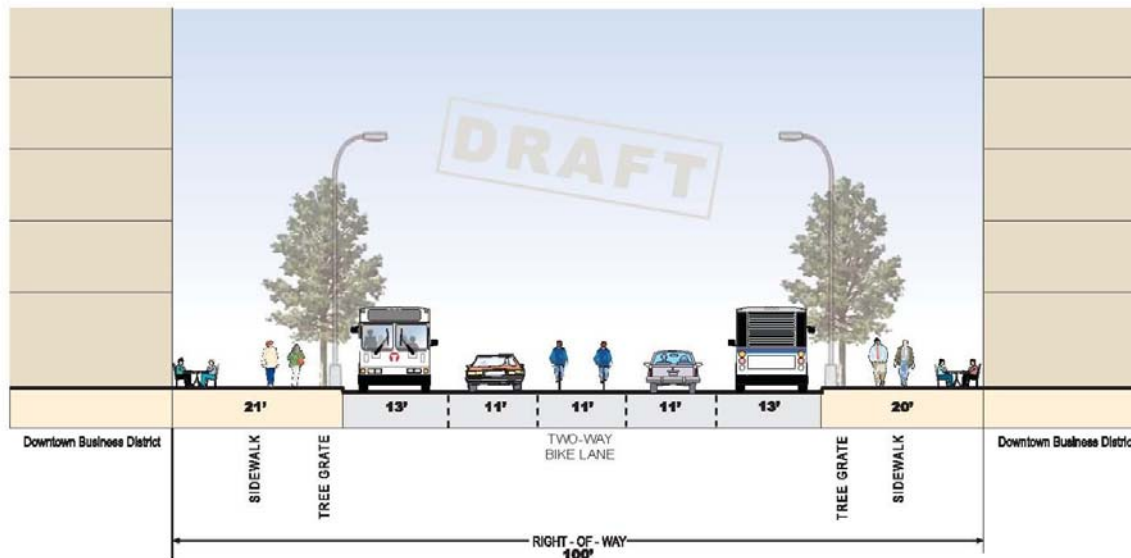
**T-6** Provide Direct Connection Between I-35W South HOV Lanes and North-South Spine



## Proposed Cross-Section: Marquette & 2<sup>nd</sup> Ave S



## Proposed Cross-Section: Hennepin Ave



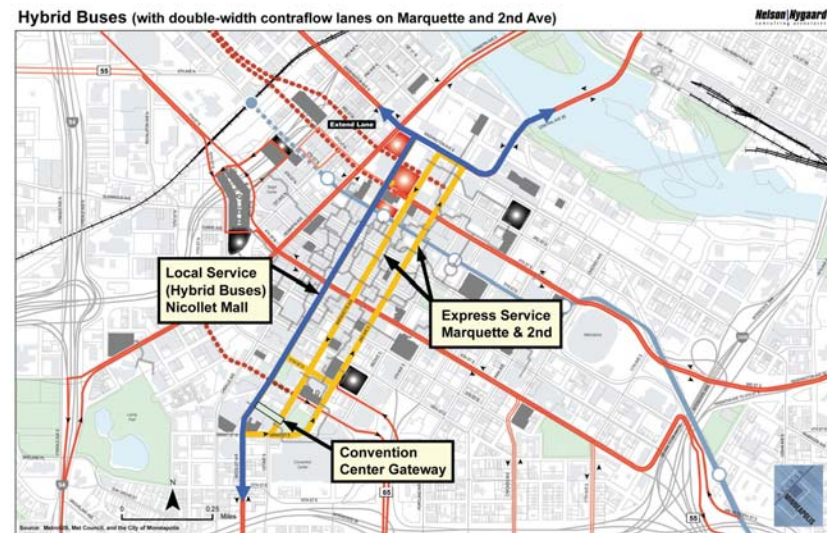
### Options for East-West Spine

- Service on two-way 8<sup>th</sup> Street
- Service on 7<sup>th</sup>/8<sup>th</sup> Street one-way pair
- Service on 8<sup>th</sup>/9<sup>th</sup> Street one-way pair
- Contraflow bus lane on one-way 8<sup>th</sup> Street



# Nicollet Mall

- 1/3 fewer buses in peak periods
- 100% Low-Floor Hybrid Buses
- Regularly Spaced, Reliable Service
- 13<sup>th</sup> Street Pedestrian Plaza
- Maps and Real-Time Information in Shelters
- Free stop at Convention Center
- Secure, Clean and Legible
- Marketing as Downtown Shuttle



# Street System

## Streets Action Items

**S-1** Hennepin Avenue to two-way operation

**S-2** 1st Avenue North to two-way operation

**S-3** Park and Portland Avenues South - north of Franklin Avenue to two-way operation

**S-4** 9th and 10th Streets South east of 5th Avenue South to two-way operation

**S-5** LaSalle and 1st Avenues South - north of Franklin Avenue to two-way operation

**S-6** Change 10th Street HOV ramp to mixed use

**S-7** Design and implement changes to 10th Ave South to create connection to 7th Street

**S-8** Design and construct new 7th Street ramp from I-94 East

**S-9** Design and construct changes to 3rd Street and Washington Ave interchanges at I-35W

**S-10** Design and construct changes to I-394 / Third Avenue Distributor 'bottleneck'

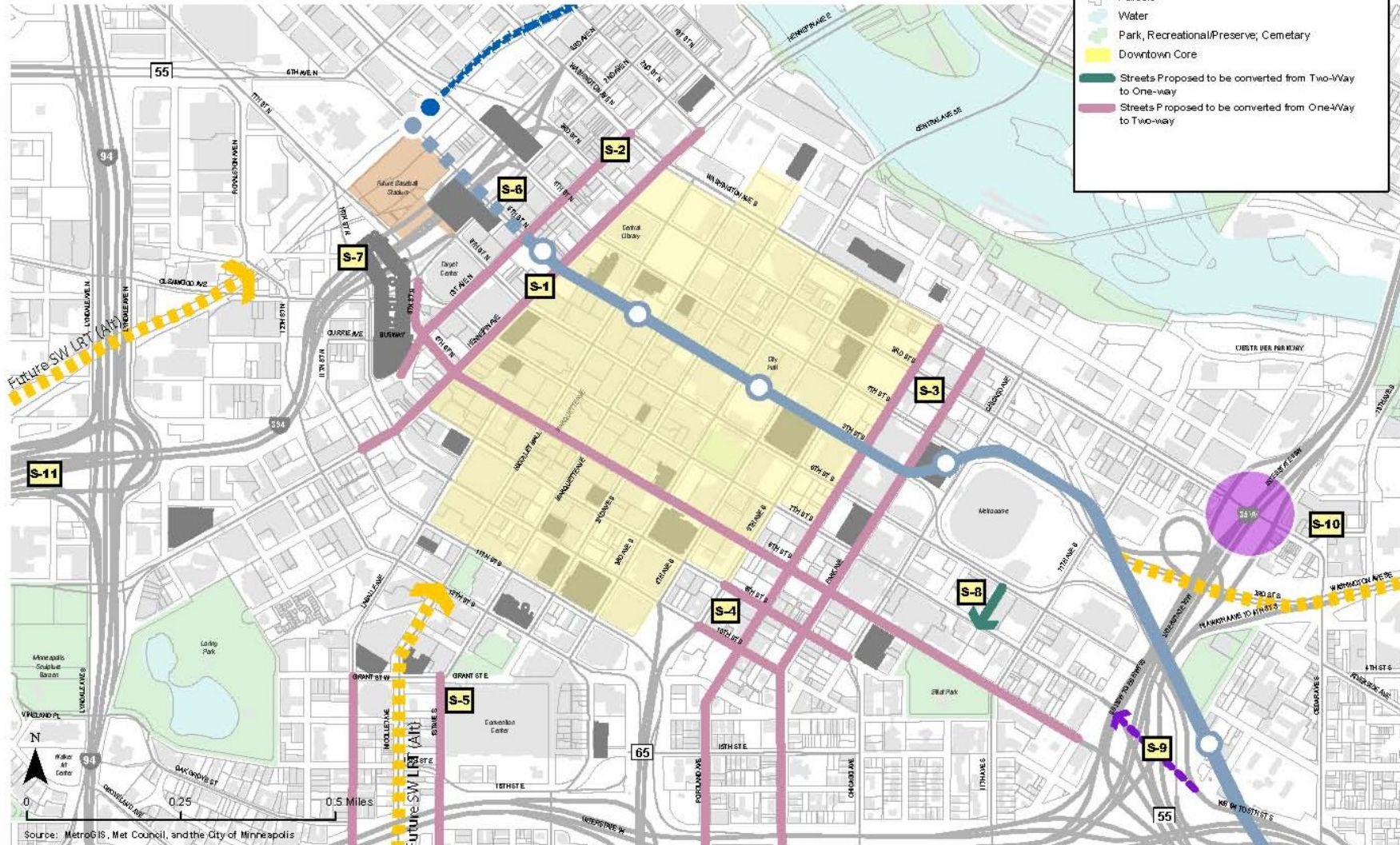
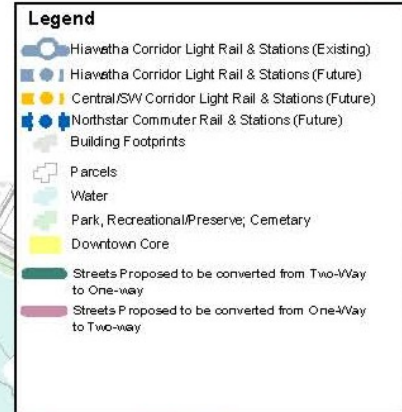




Figure 17. Short-Term Implementation Strategy - Downtown Action Plan

YEAR**	2007-2008	2008-2009	2009-2010	2010-2017
THEME	CLEAN-GREEN-SEEN	COME, PLAY AND STAY	CONNECTING TO OUR DOWNTOWN	INVESTING IN OUR INFRASTRUCTURE
FOCUS	Making Downtown Safe, Attractive and Comfortable	Tourists, Visitors, Customers and Conventioneers (RNC)	Connections to/from Downtown	Major Infrastructure Investments (preparing for in previous years)
<b>Pedestrian System</b>	<ul style="list-style-type: none"> <li>Loring Park Greenway</li> <li>Sidewalk "Green and Clean" Program*</li> <li>Incentive Program*</li> <li>Security strategies (e.g., Hassle Factor, SafeZone, Security Ambassadors)</li> <li>Street Furniture Program*</li> <li>Sidewalk snow removal program*</li> <li>Pedestrian Master Plan</li> </ul>	<ul style="list-style-type: none"> <li>Wayfinding (streets and skyways)*</li> <li>13<sup>th</sup> Street Ped Plaza</li> <li>Ped improvements at freeway ramp entrances/exits</li> <li>Special walking events*</li> <li>Sidewalk activities*</li> </ul>	<ul style="list-style-type: none"> <li>Improve Pedestrian Crossings over Freeways *</li> <li>North Loop Connection</li> <li>Elliot Park Connection</li> </ul>	<ul style="list-style-type: none"> <li>Identified in Pedestrian Master Plan and through PAC process</li> <li>Cedar-Riverside Connection</li> </ul>
<b>Bikeway System</b>	<ul style="list-style-type: none"> <li>Test intersection markings and signals on Hennepin Ave</li> <li>Extend Hennepin bike lanes to East Hennepin</li> <li>Incentive Program*</li> <li>Bicycle Parking*</li> </ul>	<ul style="list-style-type: none"> <li>Extend Hennepin bike lanes to Loring Park</li> <li>Cedar Lake Trail connection</li> <li>2<sup>nd</sup> Street connection</li> <li>Hiawatha connection</li> <li>Special biking events*</li> </ul>	<ul style="list-style-type: none"> <li>15<sup>th</sup>/16<sup>th</sup> Street bike lanes</li> <li>7<sup>th</sup> Street bike lanes</li> <li>10<sup>th</sup> Ave bike lanes</li> <li>9<sup>th</sup>/10<sup>th</sup> Street bike lane modifications</li> <li>Improve bicycle crossings over freeways*</li> </ul>	<ul style="list-style-type: none"> <li>Identified through BAC process</li> <li>Bike lanes on 2<sup>nd</sup>, Marquette, Park and Portland</li> </ul>
<b>Transit System</b>	<ul style="list-style-type: none"> <li>Surveillance cameras*</li> <li>Shelter cleaning*</li> <li>Increase transit police presence*</li> <li>Signing/mapping in shelters*</li> <li>Incentive program*</li> <li>Adjust signal timing on key routes*</li> <li>Snow plowing on priority transit routes*</li> </ul>	<ul style="list-style-type: none"> <li>Nicollet Mall shuttle service and fare changes</li> <li>Marketing for downtown fare zone and Nicollet Mall shuttle service*</li> <li>Hybrid buses</li> </ul>	<ul style="list-style-type: none"> <li>Design improvements for 2<sup>nd</sup> and Marquette</li> <li>I-94 shoulder bus lane</li> <li>Hybrid buses</li> <li>Northstar Commuter Rail &amp; LRT extension</li> </ul>	<ul style="list-style-type: none"> <li>Double-width transit lanes on 2<sup>nd</sup>/Marquette</li> <li>East-West spine (depends on preferred solution)</li> <li>Hybrid buses</li> <li>Central &amp; Southwest LRT</li> <li>Layover facilities</li> </ul>
<b>Street System</b>	<ul style="list-style-type: none"> <li>Crosswalk markings*</li> <li>Update codes, guidelines and practices re. parking and curbside uses*</li> <li>Update training and procedures for traffic control officers*</li> </ul>	<ul style="list-style-type: none"> <li>Variable message signs for parking*</li> <li>Anti-gridlock measures*</li> </ul>	<ul style="list-style-type: none"> <li>Hennepin Ave and 1<sup>st</sup> Ave N -signals (in preparation for two-way)</li> <li>Optimize signal timing*</li> <li>Real-time info in ramps*</li> <li>10<sup>th</sup> Street Ramp to I-394</li> <li>2<sup>nd</sup> Ave N.</li> <li>10<sup>th</sup> Ave connection to 7<sup>th</sup> St</li> </ul>	<ul style="list-style-type: none"> <li>Hennepin Ave and 1<sup>st</sup> Ave N Two-Way - seal coat and striping</li> <li>Park and Portland two-way</li> <li>9<sup>th</sup> and 10<sup>th</sup> Streets two-way</li> <li>LaSalle and 1<sup>st</sup> Ave two-way</li> <li>Institute regular downtown street mill &amp; overlay program*</li> </ul>

\*Ongoing annual activities

\*\*Timing is subject to availability of funds; some capital projects may occur earlier or later than indicated. All capital projects require advance design work in year(s) preceding the implementation year