



Access Minneapolis: 10-year action plan Update

April 25, 2007

Access Minneapolis Goals

- Sustained economic vitality and competitiveness
- Improved walkability and livability
- Transportation choices – ability to live and work in city without a car if desired
- Serve future growth



The Downtown Challenge

- 50% increase in downtown population
- 40,000 additional downtown jobs
- 150,000 additional daily trips
- Shrinking space for traffic & parking with increasing demand

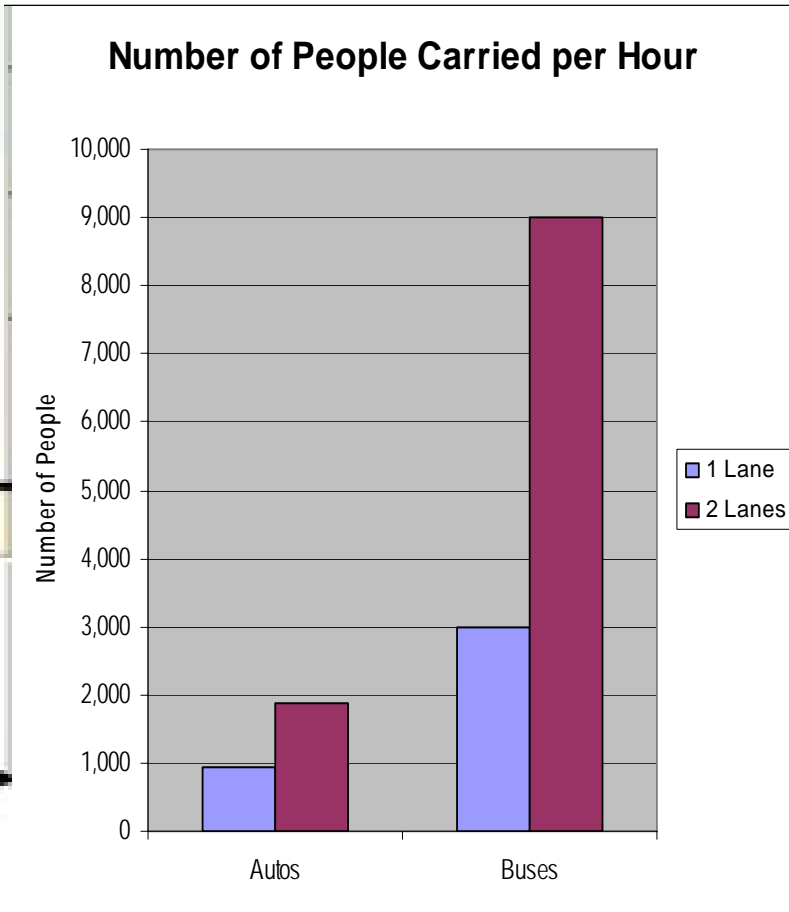
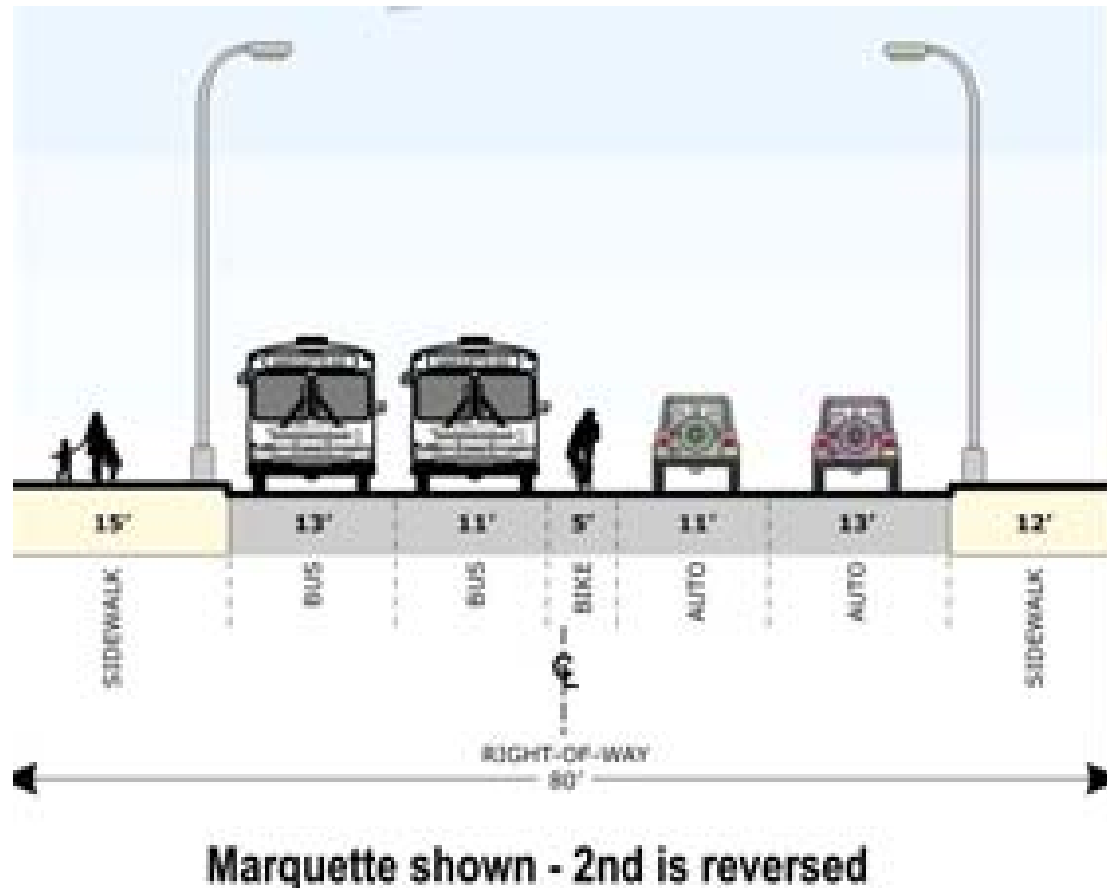


Downtown Transit Solutions

- Marquette/2nd Ave S
 - Double-width transit lanes
- Nicollet Mall Transit Only
 - Local routes only
 - Low-floor hybrid buses
 - Easy to use service
- Hennepin Ave
 - Two-way traffic

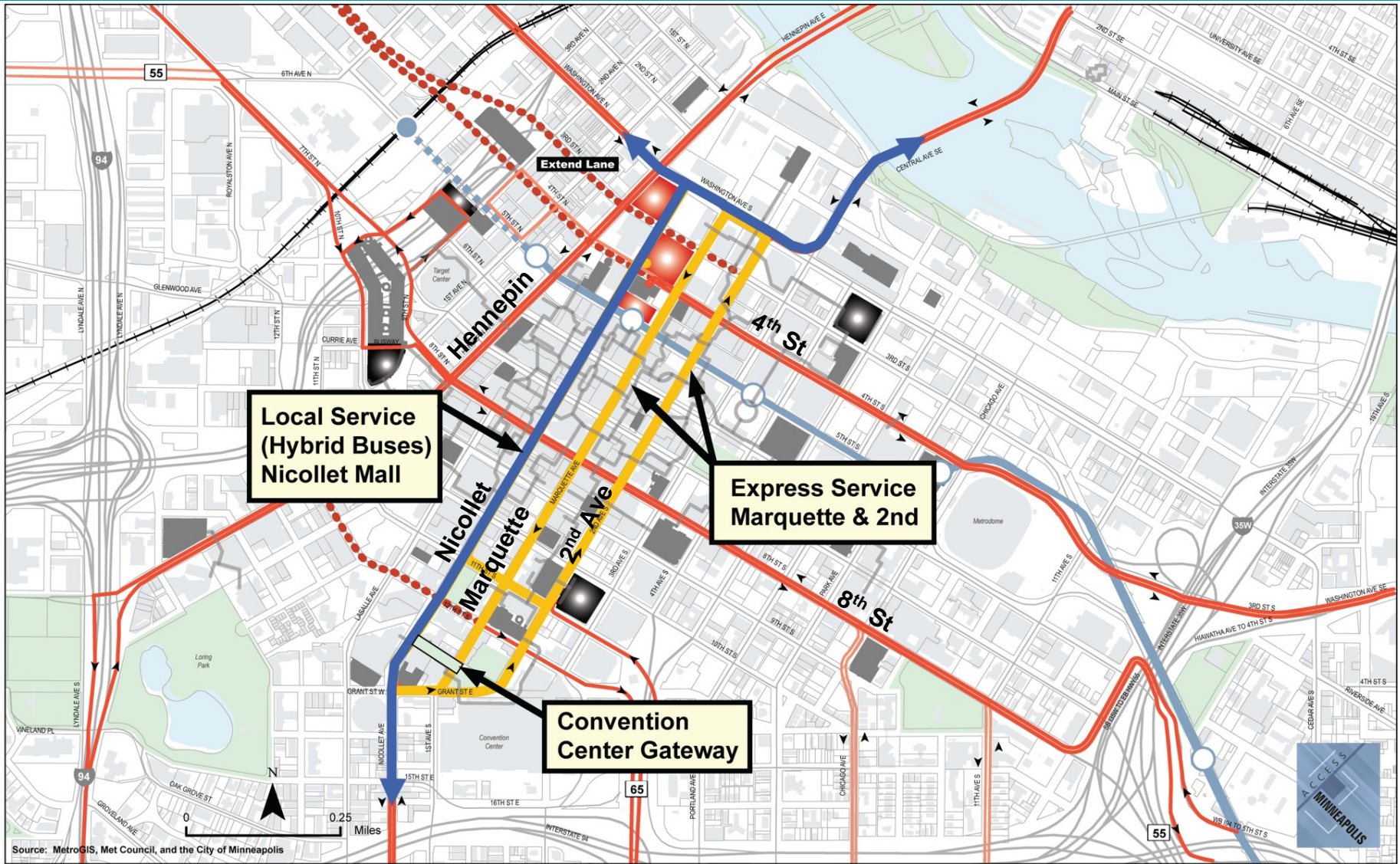


Marquette/2nd Ave South – Contraflow Transit Lanes



East-west streets additional review

- 7th & 8th one-way as today
- 8th one-way auto; two-way bus w/ contra-flow lane
- 8th & 9th one-way pairs autos and buses
- 8th St two-way autos and buses



Source: MetroGIS, Met Council, and the City of Minneapolis

Street Network Changes

- Maintain bike lanes on core streets
- Enhance sidewalk and skyway connectivity and way-finding
- Convert One-way streets to two-way
 - Hennepin & First Avenue
 - 8th Street
 - Park & Portland Avenue (downtown)

Concept Investment: Transit Element

- City of Minneapolis/Hennepin County
Streets, lights, sidewalks, traffic controls
- Metro Transit
Route extensions, layover facilities,
customer facilities, hybrid buses, marketing
- Business Partners
Marketing, communication

2007 Process

- Downtown Plan Public Review
 - April 11th: 100 attend Mpls Central Library
 - April 12th: 65 attend St. Olaf Catholic Church
- Plan will be updated to respond to comments in concept and detailed planning phase
 - Clarify customer info/marketing/skip stop operation
 - Downtown fare zone policy and communication
 - Detail review of block by block impact on transit streets to address parking, traffic, turn movements, noise impacts, property access

2007 Process

- May/June - Minneapolis Transportation & Public Works committee and City Council approve concept plan
- May/June - Met Council endorses concept plan
- June – Begin detailed plan refinement/preliminary design phase
- End of 2007 – interagency agreement with City of Minneapolis on timing and funding