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Future Growth in Downtown

Downtown Minneapolis is a vibrant urban center that is home to over 20,000 residents, the workplace of over 140,000 employees, and a great destination for visitors, shoppers and conventioners. People make over 520,000 trips per day to and from downtown. Many additional trips occur each day within downtown. During a 2003 cordon count along a line forming the perimeter of downtown approximately 72% of trips crossing the cordon line were vehicle trips; 21% were transit; and 8% were walking or biking. Many additional trips, particularly walking trips, occur every day within the core of downtown. These are trips that do not cross the cordon line and, therefore, are not included in the cordon counts.

The Minneapolis Plan states that about half of downtown trips currently are walk, bike or transit trips. One of the downtown transportation targets of the city's Sustainability Plan is to increase the use of alternative transportation modes in downtown to 67% by 2013. It will require aggressive actions to support walking, biking and transit to achieve this goal within the next six years.

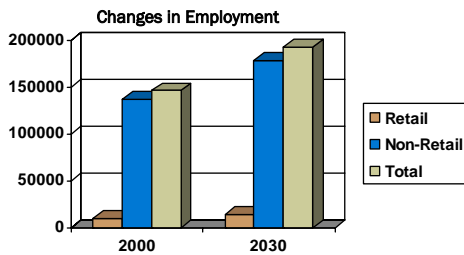


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It is critical to the City and the entire Twin Cities region that downtown continues to grow and continues to improve its reputation as a world class city that is a safe, interesting, fun and economically vital place. Downtown also needs to be a place where people like to walk, a place that is easy to get to and get around in, and a place that has a very good transit system.

Stronger linkages are also needed between the downtown and surrounding neighborhoods, such as

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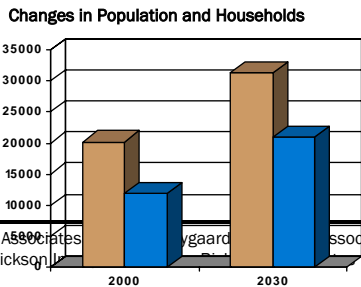


Source: Metropolitan Council - Central Corridor Study; for TAZs in Downtown Minneapolis

North Loop, Downtown East, East Hennepin, Cedar Riverside, Square/Loring Heights, Elliot Park Loring Park, which are experiencing a renaissance in residential development. The Downtown Action Plan proposed creates the framework for meeting needs now and in the future.

Both the project that, by 2030, the downtown area will experience a 50 percent increase in residential population and an additional 40,000 jobs, which will generate 150,000 more

trips a day. In keeping with recent development trends, the City anticipates clustering employment and commercial growth in the downtown core where it has concentrated historically. Special events facilities and residential growth will



Source: Metropolitan Council - Central Corridor Study; for TAZs in Downtown Minneapolis



continue to be directed to the outer core and edges of downtown where there is easy access to amenities such as cultural and recreation resources and to regional transportation networks.

Critical to nurturing this development pattern is an environment in which people feel safe and find it easy to get around. The transportation system helps create this environment by organizing movement into patterns that are easily understood and orderly. It also offers people a range of choices that best suit individual needs and preferences.

Planning Process

Within the system planning framework developed for Access Minneapolis, the downtown is identified as an Activity Center that has unique transportation needs. A layered analysis was utilized for the downtown transportation system to develop a strategy for meeting these multi-modal needs. Different system studies were conducted to answer the following questions:

- Which streets need to be modified to encourage more biking?
- Which streets need to be modified to encourage more walking?
- Which pattern of transit service works best for the downtown and which streets need to emphasize the movement of transit?
- Which streets are critical for moving traffic in and out of downtown and which are important for circulating traffic within downtown?
- Where is better freeway connectivity needed?
- What curbside changes or management strategies are needed to address property access needs, such as access to parking ramps, deliveries, drop-off/pick-up, valet and on-street parking?

Infrastructure Needs

One of the outcomes of answering the above questions was an understanding of what types of needs are present in the downtown for each of the system elements. These needs are illustrated in the following graphics:

- Figure 1 shows the extent of transit operations that are affected by low operating speeds
- Figure 2 shows the gaps identified in the pedestrian and bicycle systems in downtown
- Figure 3 shows the condition of the physical infrastructure (pavements and bridges) and
- Figure 4 shows locations where safety and congestion need to be addressed.

The results of these studies were synthesized into an integrated strategy with complementary system components and action plans. The new transportation strategy for downtown places particular emphasis on walking, biking and transit (bus, light rail and commuter rail) and pedestrians, while also retaining automobile access. This approach ensures that automobile access is always accommodated, but gives appropriate priority to walking, biking and transit, which must take on a rising share of travel in and through the downtown as growth continues to occur. And since all trips include some walking, the



Figure 2. Pedestrian and Bicycle System Gaps in Downtown



Figure 3. Pavement and Bridge Needs in Downtown



Figure 4. Safety and Congestion Needs in Downtown



Key Objectives

Several key objectives guided the development of the downtown strategy including:

- Sustain continued growth.
- Maintain and improve the quality of life and the character of downtown.
- Use limited space efficiently and effectively – move more people using the existing infrastructure.
- Make it practical to live without a car if desired.
- Make downtown attractive and easy to navigate for visitors, customers, residents, and workers.
- Take actions now that set us on the right path for the future.

Although the planning process used to develop the Downtown Action Plan was iterative and dynamic among different modes, the street and sidewalk network provides the underlying infrastructure for all modes of travel. Without adequate use of walking, biking and transit, the street network cannot accommodate the level of travel projected for the downtown in the future.

The description of the Downtown Action Plan which follows is organized by modal network—pedestrian, bicycle, transit and auto. Each network is introduced with an opening discussion, which is followed by a description of recommended strategies and specific action steps.

Pedestrian Network

A principal goal of *Access Minneapolis* is to achieve a downtown where walking and bicycling are dominant activities. A robust pedestrian network is critical to improving the livability of downtown for its growing residential population, as well as for visitors, employees and shoppers. It is also very supportive of increased transit use. Although there are sidewalks on all streets in downtown and an extensive skyway network, there are several immediate actions needed to strengthen their function as a pedestrian network and to enhance the walkability of downtown.

Pedestrian Realm in Downtown

All streets in downtown need to support and encourage more people to walk, to walk more often and to walk farther. Improvements to pedestrian facilities in downtown will vary by location and opportunity, but may include wider sidewalks, [sidewalk repair](#), curb extensions, pedestrian level lighting, landscaping, street furniture, and other amenities. The street and sidewalk design guidelines developed for *Access Minneapolis* address the desired dimensions for the pedestrian realm and will be used to guide improvements to the pedestrian system in downtown.

Other needed improvements to the pedestrian environment throughout downtown include crosswalk safety improvements, a more aggressive sidewalk cleaning program, lower cost “greening” improvements by private property owners, and wayfinding systems. In addition,



Figure 5. Priority Pedestrian Corridors



- **North Loop – between 5th and 10th Avenues North** – provide a pedestrian connection(s) between 2nd Street North and Washington Avenue., connecting to transit service along Washington Avenue.
- **Elliot Park** – provide an improved pedestrian connection between Elliot Park and the downtown core.
- **Cedar Riverside** – provide an improved pedestrian connection between Cedar Riverside and downtown.
- **Complete the Pedestrian Master Plan.**
- **Sidewalk Greening and Sidewalk Cleaning Programs.** A sidewalk greening program will be implemented that encourages private property owners to “green” the sidewalks in front of their properties using strategies such as green walls, public art, and planters. An improved sidewalk cleaning program will also be implemented.
- **Incentive Programs.** Incentive programs will be implemented that encourage people to walk. These programs will be targeted to both downtown employers and residential neighborhoods.

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Skyways

Downtown Minneapolis has an extensive skyway system (see Figure 6). This largely privately-operated indoor pedestrian network provides convenient access between offices, retail, hotels and parking ramps in the core of downtown. It is a unique attraction and has supported downtown Minneapolis’ economic competitiveness as an employment center. However, the skyway system also poses a challenge for the goals of Access Minneapolis to increase transit use, walking and bicycling.

For those who use them regularly, skyways are a convenient and comfortable way to move around downtown, but for those who don’t use them regularly, they can be confusing and difficult to navigate. The skyways provide direct access to parking ramps, but they are not designed to provide direct access to public transit. The skyways are heavily used during business hours, causing pedestrian traffic on street-level sidewalks to be lighter than in typical downtowns, which hurts opportunities for street-level retail, isolates transit riders waiting for buses and trains, and generally diminishes the comfort of walking on downtown streets.

To support the underlying modal-shift goals of Access Minneapolis and the continued residential and employment growth in downtown Minneapolis, better integration of the skyway system with the street-level sidewalk and transit systems is needed. The adopted 2003 Downtown East/North Loop Master Plan provides a good basis for this integration, including the following recommendations for new developments:

- **Skyway Expansion** - Encourage skyway expansion only within the downtown core and other key high-intensity uses, such as the new Ballpark. This strategy promotes street-level pedestrian activity in growing downtown neighborhoods and historic areas and ensures that new skyways will have high levels of use.



Figure 6. Skyway System



In addition to these recommendations for new developments, the following actions will be taken to address existing buildings and skyways:

- **Physical and Visual Connections** - Promote building architecture and skyway bridge design in new developments to physically and visually connect the sidewalk with the skyway, through the use of highly visible vertical circulation and skyway concourses located along the outside perimeter of buildings, such as in the new Target store on Nicollet.
- **Connections Between Sidewalks and Skyways** - Construct skyway stair towers at the edges of the Skyway System to facilitate interface with the sidewalk system and proposed green spaces.
- **Wayfinding** - Expand the use of skyway wayfinding signage. The standard “Blue Water” signage exists throughout much of the skyway system; it will continue to be used and expanded in buildings that do not use it. In addition, the wayfinding signage program will be expanded to identify points of access between the street and the skyway system through wayfinding strategies located at both levels. This will be coordinated with any other wayfinding programs for transit or walking in downtown.
- **Vertical Access** - Work with individual property owners to improve vertical access between the existing skyway and sidewalk systems at key transit nodes downtown through signage, operating procedures, street level uses, etc. It is especially important to ensure that there is convenient access from major transit stops into the skyway system.
- **Hours of Operation** – Work with property owners to implement and maintain more consistent hours of operations throughout the skyway system.
- **Maintenance** – Work with property owners to ensure a consistent high level of maintenance throughout the skyway system.
- **Security** – Work with property owners to ensure that skyways are safe and comfortable for people to use.

Bicycle Network

The growing regional network of off-street bike trails plus the addition of on-street bike lanes has proven successful in promoting the bicycle for both recreational use and for commuting. Minneapolis is one of the nation’s highest ranked cities for bicycle use as a mode of transportation and the downtown is a popular destination for cyclists.

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The Downtown Action Plan is guided by the Minneapolis Bike Plan Map², which integrates with the Hennepin County Bicycle Plan³ for regional connectivity. The bicycle network identifies streets that provide safe access to all areas of the downtown. The city’s Bicycle Advisory Committee is the city’s vehicle for making most recommendations for bicycle facilities. Therefore, this study focused primarily on gaps in the system. Both on-street lanes and off street bicycle paths/trails were included in the development of action steps for the proposed downtown bike lane system (see Figure 7).

² *Bikeways Master Plan*, City of Minneapolis, Department of Public Works, 2001
³ *Hennepin County Bicycle Transportation Plan*, Hennepin County Department of Public Work – Transportation Division, January 1997, reprinted September 2001



Figure 7. Bicycle Network



Recommended actions related to the bicycle network include:

- **Cedar Lake Trail** – connect with West River Parkway.
- **Hiawatha LRT Trail** – connect with existing 4th Street South bike lane and add new 3rd Street South bike lane between Chicago and Hennepin.
- **Portland Avenue South** – consolidate existing Park and Portland bike lanes onto Portland when these streets are converted to two-way operation in downtown.
- **2nd Avenue South and Marquette Avenue South** – retain existing one-way bike lanes and extend to the south of downtown.
- **Hennepin Avenue** – retain existing two-way bike lane in center of street. These bike lanes will be extended north across the river to Main Street and south to the existing bike path along the west side of Loring Park. Due to the unique safety problems associated with the proposed bicycle lane configuration on Hennepin, additional study will be done to explore different bike lane configurations (for example, cycle tracks) and improved intersection treatments (pavement markings, signing and signalization) for bicyclists, and transitions between center-running and side-running bike lanes.
- **2nd Street North** – connect existing bike lanes from 2nd Avenue South to 3rd Avenue North across Gateway Park and Hennepin Avenue. This may require an easement through private property.
- 10th and 11th Street South – widen bike lanes to standard bike lane width.
- **15th/16th Streets** – provide on-street bike lane between Elliot Park and Loring Park.
- **Downtown-University of Minnesota connection** – provide bicycle connection from the east side of downtown to Cedar Riverside and the University of Minnesota.
- **Bicycle Parking** - provide additional bicycle parking, lockers and shower facilities in downtown to ensure that convenient bicycle parking is available at all major employment centers.
- **Incentive Programs** – incentive programs, including special events, that encourage bicycling will be developed and targeted to downtown employers and residential neighborhoods.
- Bicycle Master Plan – prepare a bicycle master plan for the city, including the downtown area.
- Additional Bike Lanes Downtown – as sealcoating or other projects are done on downtown streets, the street will be evaluated for the inclusion of bike lanes, considering lane widths, competing uses for space, connectivity to streets outside downtown, presence of freeway ramps, and possibly other factors. Where space is available within the existing curbs and the street is suitable for high levels of bicycle use, a bike lane will be included in the project.

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Transit Network

Encouraging the use of transit is extremely important to maintaining mobility and sustaining the economic vitality of downtown and the City as a whole. High quality transit service encourages denser development, which in turn increases ridership, which provides the justification for providing an even higher level of transit service. There is limited physical space available for transportation infrastructure in a built urban environment and transit provides a markedly improved efficiency in the use of available space and financial



- *Variety of transit markets.* There are three distinct downtown transit markets:
 - Primary Transit Network (all-day regional and citywide and downtown services that provide local 24/7 service, particularly to near downtown neighborhoods)
 - Peak Period Express Commuter Service
 - Consumer/Visitor Market (intra-downtown circulation)

Service levels on the Primary Transit Network and for the peak period express commuter market are quite good. Intra-downtown circulation service, particularly for the visitor/consumer market and downtown neighborhoods, is not well defined, is infrequent in some areas, and in several areas does not provide the desired levels of service.

- *Confusing transit system,* particularly for new users, largely due to the distribution of transit service throughout downtown, the predominantly one-way street system and the limited route and schedule information offered on the street.
- *Particularly heavy concentration of north-south service.* Bus service to and from downtown is concentrated in three primary directions: north-south, east-west, and from the southwest (Hennepin Avenue). These transit spines are illustrated in Figure 8. Nearly half of the peak period bus trips in downtown are concentrated in the north-south spine. Recommended strategies for improving transit service in downtown are organized around serving these three major transit service spines.

Key Strategies for Downtown Transit Service

The recommended downtown transit strategy (illustrated in Figure 9) reflects four basic principles for serving the multiple transit markets in downtown:

- Consolidate commuter service onto streets where transit is given modal priority and resources for transit services and facilities can be concentrated.
- Re-configure Primary Transit Network and local service routes to take advantage of designated transit spines.
- Provide an intra-downtown circulation service focused on Nicollet Mall.
- Re-arrange bus stops so that buses stop no more frequently than every other block.

The concept of consolidating transit service on transit spines (see Figure 8) as a means of organizing service delivery and making the transit network easier to understand and use is a new approach that has worked well in other metropolitan downtowns (Seattle and Portland). Transit priority on streets

Number of People Carried per Hour

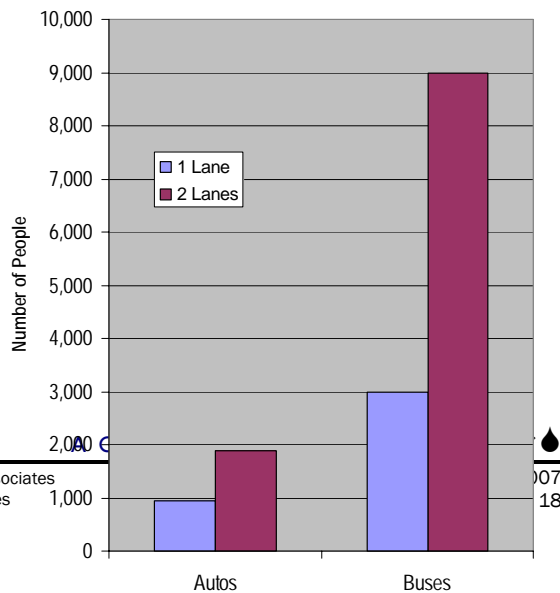


Figure 8. Major Transit Service Spines



North-South Spine

The north-south direction of travel, which currently includes buses on Nicollet, Marquette, 2nd Avenue S, and 3rd Avenue S, is the most challenging to accommodate as it has approximately 150 buses/peak hour/peak direction, which is about five times the demand carried on the southwest and east-west spines. Three alternatives were evaluated for this spine (see the *Downtown Transit Circulation Concept* technical report for details):

- Interception of peak express buses (traveling in the north-south direction) at transit terminals with a shuttle operating on Nicollet Mall between the terminals.
- Double-width transit lanes on Marquette – with two transit lanes in each direction.
- Double-width contraflow bus lanes on Marquette and 2nd Avenues South with two transit lanes on each street.

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Third Avenue South was also considered but is further from the downtown core where most transit commuters need to go and where transfers are most easily accommodated and it has recently been reconstructed with planted medians.

It was determined that double-width transit lanes on Marquette or Marquette and 2nd were needed, due to the volume of buses, even with peak interception of express buses. It was also determined that some buses would need to continue to operate on Nicollet Mall due to the high number of buses in the north-south demand spine.

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Use of Marquette for transit lanes in each direction was dismissed because it would have had greater impacts on properties along Marquette and would have had significant impacts on traffic circulation in downtown which is already affected by the one-way system of streets and the restriction of traffic on Nicollet Mall. Thus, the recommended location for the north-south transit spine is a pair of contra-flow double-width transit lanes along Marquette Avenue (southbound) and 2nd Avenue South (northbound). The double width lanes are illustrated in Figure 10.

There are several important issues that will require additional analysis as the double-width lanes are designed and constructed. These issues include:

- Parking ramp access/egress during peak periods
- Sidewalk capacity for transit passengers
- Location of bus shelters/stops to avoid conflicts with other sidewalk uses such as sidewalk cafes
- Design, operation and safety of the bike lanes
- Provision for necessary curbside uses, particularly passenger drop-off/pick-up and deliveries
- Management of peak period traffic at intersections, particularly left-turning vehicles

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Southwest Spine

There are approximately 30 buses per peak hour in each direction operating along Hennepin Avenue in downtown today. This peak-hour bus volume is expected to grow to about 55 buses in each direction in the future. Currently buses operate in mixed traffic in the



East-West Spine

Four streets were evaluated initially as a potential east-west transit spine: 6th, 7th, 8th and 9th Streets (see *Downtown Transit Circulation Concept* technical report for details). Each street was evaluated based on its centrality to the core, its continuity with transit corridors outside downtown, potential speed and reliability, usefulness for internal circulation in downtown, and impact on existing curb uses. In addition, several operational strategies were evaluated, including: (1) operation on a pair of one-way streets, (2) operation in contraflow lanes, (3) operation in same-direction transit lanes, and (4) operation in mixed traffic. Based on this evaluation, the following was recommended:

- Continue to use 4th Street for central corridor buses until Central LRT is constructed – many of these buses will be replaced by the LRT service.
- Continue to operate peak period I-94 express buses on 6th St. (outbound in the afternoon) and 7th St (inbound in the morning) because these streets provide direct access to/from I-94 East.
- Continue to evaluate alternatives for local east-west service. Alternatives that will continue to be investigated include:
 - (1) Operation in mixed traffic on two-way 8th Street
 - (2) Operation in one-way mixed traffic on 7th/8th Streets
 - (3) Operation in one-way mixed traffic on 8th/9th Streets
 - (4) Operation eastbound in mixed traffic and westbound in a contraflow lane on one-way 8th Street.

Issues that will be considered in the evaluation include infrastructure needs/costs, traffic impacts, transit service impacts, ability to accommodate curbside uses, parking ramp access/egress, sidewalk space, ability to provide personal security, and perhaps other issues.

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Intra-Downtown Circulation Service

The downtown business community has sought resources for many years for a “downtown circulator” that would provide transit service along Nicollet Mall targeted to the downtown visitor/consumer market and would provide a north-south connection between the Hiawatha LRT line, the Convention Center and key hotels and other points of interest in downtown. This proposed system was detailed in a 2003 report,⁵ but funds have never been available to implement the service. Concurrently, there has been significant interest in removing all buses from Nicollet Mall. Three alternatives were evaluated for meeting the unique transportation needs of this market (see *Downtown Transit Circulation Concept* technical report for details):

- Alternative A: A shuttle bus operating along Nicollet Mall connecting two peak interception terminals at the north and south ends of downtown. This alternative is similar to the downtown circulator concept but has somewhat different routing and higher frequency of service. This alternative is expected to have a capital cost of approximately \$10 million and an annual operating cost of \$3-5 million.

⁵ *Downtown Minneapolis Circulator*, Downtown Circulator Task Force, October 2003.



- Alternative B: Local bus service operating on Nicollet Mall with all express service relocated to Marquette and 2nd Avenue South. Local service would be configured to provide a similar or better frequency of service than Alternative A at very little additional cost.
- Alternative C: Local bus service operating concurrently with express service on Marquette with some peak period express buses operating on Nicollet Mall. Local service would be configured to provide a similar or better frequency of service than Alternative A at very little additional cost.

Based on a detailed evaluation of the three alternatives (see *Downtown Transit Circulation Concept* technical report for details), Alternative B was recommended as the preferred strategy because it has the best potential for providing a high level of intra-downtown circulation service at a reasonable cost. Because this alternative uses local PTN service, it also helps to provide improved cross-downtown service for downtown residential neighborhoods, particularly when coupled with service on the east-west and southwest spines. To achieve these goals, the following service and facility **actions will be taken:**

- All buses operating on the Mall will be low-floor hybrid buses.
- All express buses will be moved from the Mall to Marquette and 2nd Avenue South **after construction of the double-width transit lanes.**
- All buses will enter Nicollet south of Grant and north of Washington, and all buses will stop only at existing shelters (every other block).
- Service will be regularly spaced, reliable and fast (approximately 2-3 minute service during peak periods and approximately 4-5 minute service during off-peak periods).
- **A greenway will be constructed** between Nicollet Mall and the Convention Center along 13th Street South and **the bus stop at this location will be identified as the Convention Center stop.**
- **Fares on Nicollet Mall** will be free (**approximately one-third of buses**) or very low cost (**downtown 50 cent fare zone**). **The stop in front of the Convention Center will become a free stop.**
- Buses and shelters will be secure and well-maintained.
- Service will be very easy to understand – transparent for the out-of-town visitor.
- Service **on Nicollet Mall** will be marketed as a downtown shuttle.

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Near Downtown Neighborhood Service

On all four corners of downtown, dense residential areas are adding to the vibrancy of the core, providing a base of customers for the diversity of services and activities that makes for a great downtown. These dense areas also have the potential to be attractive **neighborhoods** for people who choose not to own cars, or to use their cars rarely. The four corners of development, roughly, are:

- Loring Park in the southwest, by far the oldest and most built-out of the four.
- The North Loop area, whose residential component runs generally from Washington **Avenue** to the river, and extends out to around 9th Avenue North.
- The Downtown East area, which includes the area between Washington and the river from Hennepin to I-35W.

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minutes. This dwell, called layover, has two purposes: It provides a regular break time for the driver, and it provides time to catch up to the schedule if the bus is running late.

Some Metro Transit routes currently layover at the 5th and 7th Street Transit Centers, the Gateway, and the Leamington, while others have designated on-street areas at the edges of downtown. The 5th and 7th Transit Centers will be needed in the future and will continue to serve a layover function for routes on the east-west spine. The proposed change on 2nd Avenue North to two-way operation (Twins Ballpark proposal) will serve the 5th Street Transit Center once the Twins Ballpark is in place.

New layover space at the north and south edges of the downtown core and in the southeast corner of downtown will be needed to support the transit spines. Metro Transit and city staff will need to jointly determine the appropriate locations for those facilities.



Summary of Recommended Actions for Transit

The following are actions required to implement the recommendations described above (see “Implementation” section for details):

- Design and construct double-width transit lanes and associated passenger facilities on Marquette and 2nd Avenues South, and work with suburban transit system partners to implement route changes and marketing.
- Purchase hybrid buses for Nicollet Mall (phased over up to five years).
- Implement changes to transit service on Nicollet Mall including routing, scheduling, marketing, fares, etc.
- Design and construct the Convention Center Greenway along 13th Street.
- Further evaluate alternatives for the east-west transit spine including two-way 8th Street, one-way pair on 7th/8th, one-way pair on 8th/9th, and contraflow lane on 8th.
- Make facility and operational adjustments to Hennepin Avenue to provide for two-way street operation with transit operating in mixed traffic.
- Make other service changes as needed to focus downtown transit service on the major transit spines (see Figure 8).
- Re-establish the shoulder bus lane on the I-94 North off-ramp to 4th Street N.
- Provide as direct a connection as possible between the proposed I-35W South BRT lanes and the downtown north-south spine.
- Provide additional layover facilities in downtown to support the transit spines.
- Provide maps of transit routes, downtown fare zone, and skyway system and real-time service information in downtown shelters.
- Market the downtown fare zone and the revised service on Nicollet Mall.
- Conduct additional studies to address current and future transit service needs of downtown and near-downtown neighborhoods.

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Auto/Street Network

Past transportation policies placed a priority on expediting automobile movement into and out of downtown. The intent was to accommodate high volumes of traffic, such as commuters and people attending special events, in short peak periods of time. In general, traffic congestion in downtown occurs only during peak periods and only along short segments of streets in the downtown core or at access points to the freeway system. The one-way street was and still is an important tool for meeting these peak period needs. However, a two-way street also offers advantages that may have greater *all-day* benefits as the downtown becomes more residential and transit is given modal priority. Two-way streets offer the following advantages that might directly benefit the downtown area:

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- Provide better internal downtown circulation
- Make the street system more legible to visitors and customers unaccustomed to the downtown and, thereby, easier to find destinations, parking, etc.
- Provide traffic calming where slower speeds are desirable.
- Increase access to properties making it easier to drop-off passengers, to enter and exit parking ramps, and to utilize loading dock and loading/deliver zones.
- Maximize movement alternatives when construction detours occur.



- **11th and 12th Streets** will continue to serve the I-35W/TH 65 and I-394 ramps on the south and west sides of downtown, respectively



Figure 12. One-Way Street Network



Figure 13. Two-Way Street Network



- **4th and 5th Avenues South** will continue to connect to the I-35W/TH 65 ramps on the south side of downtown and will be one-way to Washington Avenue.
- **Marquette and 2nd Avenues South** will serve one-way auto traffic on the contra-flow transit spines. These streets do not provide freeway access but operate better as one-ways due to the contraflow transit lanes.

Two-Way Network

Four streets in the downtown core —Hennepin Avenue, 1st Avenue North, 3rd Avenue South (existing two-way), and 8th Street—are proposed to become two-way, and most streets on the edges of downtown will be two-way. Following are specific strategies for streets that will be changed from one-way to two-way:

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- **Hennepin Avenue** will become a two-way street (two lanes in each direction (as shown in Figure 14) with transit in mixed flow. A two-way Hennepin will allow for shortened “around the block” circulation that now cannot occur between 1st Avenue North and 2nd Avenue South because of the one-way streets and the transit-only lanes on Hennepin, Nicollet and Marquette Avenue South.
- **1st Avenue North**, which currently functions as a one-way couplet with Hennepin Avenue, will become two-way with two travel lanes in each direction north of 9th Street.
- **8th Street**, is proposed to become a two-way street with two travel lanes in each direction for mixed traffic, providing for east-west bi-directional circulation through the core. However, this decision is tied to a decision on the east-west transit spine. Therefore, additional study is recommended before a final decision is made on the directional flow of traffic on 8th Street.
- **1st Avenue S. and LaSalle Avenue** south of downtown are proposed to become two-way streets to Franklin Avenue but this decision is linked to the operation of these streets outside of downtown. A methodology for evaluating one-way vs. two-way operation will be discussed as part of the Citywide Ten-Year Transportation Action Plan.
- **Portland and Park Avenues**, in downtown only, are proposed to become two-way streets with two lanes of traffic in each direction north of Franklin. This decision is linked to redevelopment of the east downtown area and to directional operation of these streets outside of downtown. A methodology for evaluating one-way vs. two-way operation will be discussed as part of the Citywide Ten-Year Transportation Action Plan.
- **9th and 10th Streets east of 5th Avenue South** will become two-way streets to better serve residential development in the Elliot Park neighborhood.

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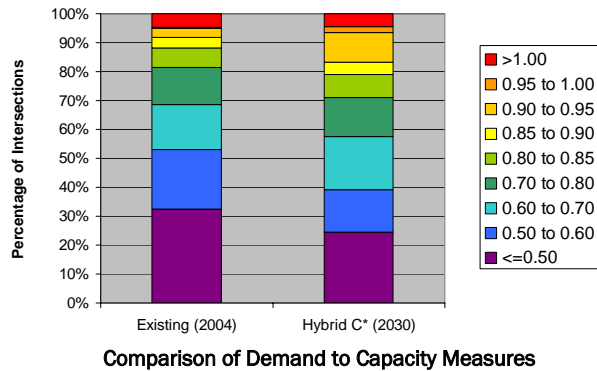


Figure 14. Proposed Two-Way Hennepin Avenue



Traffic Operations

The downtown street system is a grid network of short blocks that is particularly sensitive to sudden changes in traffic demand. Detailed analysis was done to assess the impacts of future growth and proposed changes in street operation on overall traffic operations in downtown. A critical factor in the 2030 analysis was the retiming of signals to address changing demand patterns. With this retiming and the modifications to various streets as noted above, the downtown street system can accommodate future traffic volumes at levels of operation similar to those experienced today (see chart below).



The City uses a mix of strategies and technologies to manage traffic signals that control vehicle, bicycle and pedestrian movement at downtown intersections. The signal system is augmented by traffic control (off-duty police) officers during peak periods and special events at key intersections and parking ramp exits. The outcomes noted above require continued emphasis on honing these operating techniques, which include the following action steps:

- Optimize signal timing and make adjustments to signals as needed.
- Update special event traffic management to address new stadium locations, new events, and the proposed change in transit operations on Nicollet Mall, Hennepin Avenue, and 2nd and Marquette Avenues.
- Establish required training and procedures for traffic control officers who manage traffic at key intersections and driveways to parking garages to ensure the most efficient traffic flow.
- Implement anti-gridlock measures such as “don’t block the box” striping and enforcement at intersections.

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A number of traffic management strategies are recommended for implementation as part of the ten-year action plan, including the following:

- Update codes and ordinances related to parking and curbside uses
- Update special event traffic management procedures
- Examine and update training and required procedures for traffic control activities
- Implement gridlock measures such as “don’t block the box”
- Optimize Central Business District signal timing and make adjustments to signals as needed

Figure 15 illustrates the proposed changes to the downtown street system.



Figure 15. Proposed Changes in Downtown Street System



Air Quality

The intersection of 7th Street South and Hennepin Avenue requires particular attention to air quality issues. During the development of the State Implementation Plan (SIP)⁷ to respond to the Clean Air Act in the early 1980’s, the conversion of Hennepin Avenue to one-way northbound flow was identified as a required measure to remediate conditions at the intersection that were adversely affecting air quality. To determine the feasibility of returning Hennepin Avenue to two-way mixed traffic, it was necessary to re-evaluate the air quality conditions at this location. The findings of an updated air quality analysis indicate that the projected conditions for two-way operation on Hennepin Avenue will not cause air quality problems. This is due primarily to the significant reduction in vehicle emissions that has occurred since the early 1980’s when the SIP was first prepared. Since the SIP is a federally required plan, it must be formally amended before changes to traffic operations can occur. Accordingly the action step for air quality is the following:

- Initiate amendment of the State Implementation Plan to remove the one-way operation of Hennepin Avenue as a required Traffic Control Measure.

Management of Curbside Uses

In a built urban environment like downtown Minneapolis, there are many property services that need to occur in the curb lanes of public streets. Some older buildings do not have off-street loading docks, for example. Uses such as hotels need front door access for customers with luggage and uses such as theatres and restaurants often desire valet parking. These “curbside” uses include deliveries and package pick-up, passenger drop-off/pick-up, taxi stands, valet parking, and tour bus staging. In addition, curb lanes are often used for on-street parking, sometimes with parking restricted during peak periods to provide additional traffic capacity. While they may be difficult to deal with, large trucks are important to the economic vitality of the downtown and they need to be accommodated on the streets and when loading and unloading. During off-peak periods, particularly in evenings and on weekends, allowing on-street parking increases the presence of street activity, providing a safer and more comfortable place for people to walk. The increasing demand for street space by all modes of transportation emphasizes the need to employ an organized management plan for how the curb lanes are used for these curbside activities. Options for providing for these curbside uses include:

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- Provide parking and/or loading bays by widening sidewalks at bus stops and intersections (sometimes referred to as “bump-outs”). It is the city’s practice to provide bays only by use of bump-outs, not by narrowing existing sidewalks. This is an extremely important distinction as, in most cases, downtown sidewalks are already too narrow and a linear clear zone needs to be maintained for pedestrian flow and to meet Americans with Disabilities Act (ADA) requirements.
- Allow use of curb traffic lanes during off-peak hours, evenings and weekends for truck loading and unloading, on-street parking and other curbside uses.
- Permit the use of transit lanes by professional drivers (such as delivery vehicles, taxis and limo drivers) during off-peak hours, evenings and weekends

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⁷ Minnesota State Implementation Plan, Federal Register Citation 70 FR 8930, February 24, 2005. Air Quality Control Plan for Transportation, Metropolitan Council, January 1980.



- Provide for curbside uses in shared zones and/or on cross-streets
- Use pricing to limit on-street parking to short-term uses

Where modifications to streets are proposed to provide for transit lanes, bike lanes, and/or wider sidewalks, the city will work with individual property owners during preliminary engineering to make decisions about how to accommodate needed curbside uses. Criteria which will be used to determine if a permit will be granted for curbside uses other than metered parking will include at least the following:

- Direct link to land use operations (for example, hotel drop-off/pick-up)
- Transit use limits available curb space (for example, Nicollet Mall)
- Building does not have a viable off-street truck loading dock
- A cross-street option is not available
- There is an existing permit
- There is adequate sidewalk width

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Proposed action items are:

- Work with directly impacted property owners along streets where major changes are proposed during preliminary engineering to determine the most appropriate design and location for accommodating needed curbside uses.
- Re-evaluate and create a revised downtown system for managing on-street parking, loading and deliveries, valet parking, taxi stands, tour bus staging and other curbside uses to reduce conflicts with the movement of vehicles, transit, bicycles and pedestrians on streets and sidewalks.
- Revise and update guidelines and ordinances as necessary for designation of passenger drop-off and pick up areas, valet parking locations, loading zones for delivery vehicles, taxi stands, tour bus staging and other curbside uses. This is particularly important on the major transit spines.
- Evaluate the pricing structure for, and placement of, on-street parking.
- Determine strategies for providing on-street motorcycle and scooter parking.

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Travel Demand Management

A number of strategies for encouraging walking, bicycling and transit use have identified throughout the Downtown Action Plan. There are also a variety of activities that help to reduce automobile travel, many currently encouraged by the Minneapolis Transportation Management Organization (TMO) that will continue to be supported by the City, including:

Carsharing

Carsharing is a relatively new concept that is becoming popular in major cities throughout the United States and around the world. A fleet of automobiles is owned by the carshare company and the vehicles are parked at convenient locations around the city. Individuals or businesses pay a fee to become a carshare member. Members reserve a vehicle, pick up and drop off the car, and pay for the miles used. The car is unlocked with a personal card or

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key and fees are charged automatically based on usage. In Minneapolis, Hourcar currently has ten hubs and Zipcar currently has three. The City of Minneapolis provides space in the Haaf parking ramp for a carshare hub.

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Carshare vehicles promote transit use by making it both possible and convenient for residents and commuters to use transit knowing that a vehicle is available for an unexpected trip or an off-site meeting that requires driving. The utility of carshare is directly linked to the availability and proximity of vehicles. The city can promote carshare in a variety of ways to support transit – reserve on-street (and off-street) parking spaces near transit stations and in activity centers for carshare vehicles, encourage property owners to bundle carsharing subscriptions with tenants’ rent/lease payments and encourage employers to subscribe to carsharing services for mid-day employee use.

The city will designate on-street parking spaces near major transit stops and in municipal parking ramps for carshare parking and will work with carshare companies, employers and neighborhoods to increase the number of hubs in the city and encourage city residents to reduce their auto ownership by using these services along with increasing walking, bicycling and transit use.

Carpooling

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Carpooling is simply sharing an automobile ride with someone else. The city will continue to support carpooling, particularly through the use of reduced parking fees in municipal parking ramps. The city will also continue to work with the Minneapolis TMO and major employers to create incentive programs for carpooling and to encourage commuters to share the ride. Carpooling is supported regionally through the use of High Occupancy Vehicle (HOV) lanes on freeways and ramp meter bypass lanes.

Telecommuting and Flextime

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The city will continue to work with the Minneapolis TMO and major employers to encourage increased opportunities for telecommuting and flextime.

Incentives

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Another aspect of travel demand management is the provision of incentives to encourage residents and employees of the city to use transit, walk and bicycle in place of driving. Employer-based incentives like MetroPass, which offer discounted transit passes to employees and tax breaks to employers, are already available and in use. The city, which is already working with the Minneapolis TMO, will further encourage the use of these programs by working to expand the concept to other groups.

Parking

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The management of parking in downtown, both in terms of location and pricing will also need to reflect the population and employment growth expected to occur. As shown in Figure 16, parking in downtown is a mix of public and private surface lots and parking structures. In addition, a large amount of on-street parking is provided throughout downtown. Future development will decrease the amount of surface parking lots in



Figure 16. Parking Facilities in Downtown



Continued residential development in and near downtown introduces new parking needs and resources that need to be integrated into a strategy for shared use of parking space among downtown residents, visitors and workers to support transit use, walking and biking. Action steps are the following:

- The City will encourage private property owners to locate parking facilities, particularly those for employees, outside the core area along one-way streets that provide direct access to/from freeway ramps. New parking facilities will be discouraged along transit spines and primary pedestrian corridors.
- The City will encourage new parking ramps to have active uses at street level.
- The city will implement pricing practices that encourage parking outside the core, particularly for long-term commuter parking.
- The city will continue to expand the use of electronic message signs to provide direction to available parking facilities to minimize the amount of “search and park” circulating traffic.
- The city will continue to encourage the use of motorcycles and scooters by designating free parking spaces in municipal parking ramps.

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Implementation

The following Implementation Plan identifies the steps required to implement the Downtown Action Plan, the needed financial resources, the proposed timeframe for implementation and briefly describes unresolved issues. The timeframe for implementation will be dependent on available funding and not all funding sources have been identified at this time.

Short-Term Actions

Funding will need to be assembled, property owner issues will need to be resolved, and design work will need to be completed before many of the major infrastructure changes can be constructed. This process could take up to 2-3 years. Thus, an emphasis over the next three years will be on initiatives that can be implemented quickly and on the establishment of a number of ongoing activities that are considered important to achieving the long-term goals for a vibrant, safe, comfortable and attractive downtown as well as maintaining a multi-modal transportation system that functions in an integrated and effective manner.

The short-term (1-3 years) action plan is built around key themes that focus each year’s activities around specific objectives. The short-term plan is summarized in Figure 17 and described briefly below.

2007-2008: Clean-Green-Seen

The actions undertaken in 2007-2008 will focus on making downtown safe, attractive and comfortable, particularly for people walking in the core area. Many of these recommended activities are consistent with the objectives of the proposed Downtown Service District. A great deal can be done to improve the overall safety, attractiveness and comfort of downtown through actions that do not require major reconstruction of infrastructure. Financial resources are required, of course, and the active involvement of private property



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)
Pedestrian System	<ul style="list-style-type: none"> Loring Park Greenway Sidewalk "Green and Clean" Program* Incentive Program* Security strategies (e.g., Hassle Factor, SafeZone, Security Ambassadors) Street Furniture Program* Sidewalk snow removal program* Pedestrian Master Plan 	<ul style="list-style-type: none"> Wayfinding (streets and skyways)* 1st Convention Center Greenway on 13th St Ped improvements at freeway ramp entrances/exits Special walking events* Sidewalk activities* 	<ul style="list-style-type: none"> Improve Pedestrian Crossings over Freeways * North Loop Connection Elliot Park Connection 	<ul style="list-style-type: none"> Identified in Pedestrian Master Plan and through PAC process Cedar-Riverside Connection
Bikeway System	<ul style="list-style-type: none"> Test intersection markings and signals on Hennepin Ave Extend Hennepin bike lanes to East Hennepin Incentive Program* Bicycle Parking* Widen 10th and 11th Street bike lanes 	<ul style="list-style-type: none"> Extend Hennepin bike lanes to Loring Park Cedar Lake Trail connection 2nd Street connection Hiawatha connection and bike lane on 3rd St Special biking events* 	<ul style="list-style-type: none"> 15th/16th Street bike lanes 7th Street bike lanes 10th Ave bike lanes 9th/10th Street bike lane modifications Improve bicycle crossings over freeways* 	<ul style="list-style-type: none"> Identified through BAC process Bike lanes on 2nd, Marquette, Park and Portland
Transit System	<ul style="list-style-type: none"> Surveillance cameras* Shelter cleaning* Increase transit police presence* Signing/mapping in shelters* Incentive program* Adjust signal timing on key routes* Snow plowing on priority transit routes* 	<ul style="list-style-type: none"> Nicollet Mall shuttle service and fare changes Marketing for downtown fare zone and Nicollet Mall shuttle service* Hybrid buses 	<ul style="list-style-type: none"> Design improvements for 2nd and Marquette I-94 shoulder bus lane Hybrid buses Northstar Commuter Rail & LRT extension 	<ul style="list-style-type: none"> Double-width transit lanes on 2nd/Marquette East-West spine (depends on preferred solution) Hybrid buses Central & Southwest LRT Layover facilities
Street System	<ul style="list-style-type: none"> Crosswalk markings* Update codes, guidelines and practices re. parking and curbside uses* Update training and procedures for traffic control officers* 	<ul style="list-style-type: none"> Variable message signs for parking* Anti-gridlock measures* 	<ul style="list-style-type: none"> Hennepin Ave and 1st Ave N -signals (in preparation for two-way) Optimize signal timing* Real-time info in ramps* 10th Street Ramp to I-394 2nd Ave N. 10th Ave connection to 7th St 	<ul style="list-style-type: none"> Hennepin Ave and 1st Ave N Two-Way - seal coat and striping Park and Portland two-way 9th and 10th Streets two-way LaSalle and 1st Ave two-way Institute regular downtown street mill & overlay program*

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*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



- Working with private property owners to “green” building fronts and sidewalks through the use of planters, green walls, public art and other strategies.
- Working with the Police Department and Metro Transit Police to provide enhanced personal security
- Improving, through both public and private actions, the overall cleanliness of downtown sidewalks.
- Implementing strategies that improve intersection safety.
- Implementing programs, through downtown employers and residential neighborhoods, that will encourage walking, biking, and transit.
- Updating development controls to ensure that new development and redevelopment projects incorporate the city’s new design guidelines for sidewalks and streets and reflect the city’s downtown greening objectives.

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2008-2009: Come, Play and Stay

Attracting visitors, customers and conventioners to downtown is important to the short and long-term economic vitality of the downtown. It is important, therefore, that actions are put into place that make it easy for people who only come to downtown occasionally to get around downtown. This will be the focus of activities in 2008-2009. Many of the programs initiated in 2007 will also be continued. Key activities in this timeframe will focus on making downtown easy to navigate and will include actions such as:

- Provide signing to help people find key destinations. Examples include signing to connect Nicollet Mall to the river and signing between the Metrodome LRT Station and the Guthrie.
- Constructing a pedestrian greenway that connects Nicollet Mall and the Convention Center.
- Providing bike lane connections (Hennepin Avenue to Loring Park and East Hennepin, Cedar Lake Trail to West River Parkway, 2nd Street North between Marquette and Hennepin, and a connection to the LRT bikeway.
- Implementing service and fare changes on Nicollet Mall and implementing a marketing program related to the downtown fare zone and the improved service on Nicollet Mall
- Adding variable message signs to direct drivers to available parking
- Testing and implementing anti-gridlock measures such as “don’t block the box”.

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2009-2010: Connecting to Our Downtown

While some actions in the 2007-2009 timeframe will focus on improving access around downtown, actions in the 2009-2010 will be more focused on multi-modal connections to downtown. The most significant change in this time period will be the opening of the Northstar Commuter Rail and the extension of LRT. In addition, design work will be underway to prepare for the implementation of more significant infrastructure improvements, including the double-width transit lanes on 2nd and Marquette. Some of the key strategies for the 2009-2010 timeframe include:

- Improving pedestrian and bicycle connections across freeways



- Providing improved pedestrian connections between the North Loop and Elliot Park neighborhoods and the downtown core
- Extending the bike lane system
- Providing improved freeway ramp access for buses (I-94 at 4th Street) and mixed traffic (10th Street ramp at I-394 Third Avenue Distributor)
- Implementing the changes to two-way operation on Hennepin Avenue, 1st Avenue N. and 2nd Avenue N.
- Providing additional real-time traffic information in municipal parking ramps.

It is anticipated at this time that funding can be assembled to construct the double-width transit lanes on 2nd and Marquette beginning in 2010-2011. This timeframe is contingent on the successful application for federal funds.

Ten-Year Implementation Plan

Both short-term (1-3 years) and long-term (4-10 years) actions are listed in the matrix in Figure 18, which identifies the responsible agency, partner agencies, estimated cost, estimated timeframe and key unresolved issues. Each of the major action items is labeled by mode and numbered. Figure 19 is a key map that shows the locations of the action items for downtown.

Design Guidelines

New design guidelines for sidewalks and streets are being developed as part of the Access Minneapolis Ten-Year Transportation Action Plan. These guidelines, which will be completed over the next few months, should be applied whenever street and/or sidewalk reconstruction occurs in the downtown area.

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Unresolved Issues

There are still important issues that require additional work to complete the Ten-Year Action Plan for downtown. Staff will continue to work with partner agencies and key stakeholders to resolve these issues. The most important issues include:

- Security issues in downtown
- Transit operation in the east-west spine (four alternatives are still being considered)
- Curbside uses along streets where major changes are being proposed (many of these issues will not be resolved until preliminary design work is completed)

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Agency Coordination

Many of the proposed actions will require interagency coordination, both internally and externally, for successful and timely implementation. Therefore, three actions have been recommended to specifically address coordination needs:

- Establish an ongoing coordination team between Minneapolis Public Works and Metro Transit to address common issues related to transit service, facilities, operations and maintenance.



Figure 18. Implementation Plan – Downtown Action Items

No.	Action	Responsible Agency	Partners	Estimated Capital Cost	Estimated Timeframe (dependent on available funds)	Unresolved Issues
PEDESTRIAN ACTIONS						
P-1	Complete improvements to Loring Greenway and linkage to Nicollet Mall	Minneapolis		\$2 million	2007-2008	
P-2 (T-2)	Design and construct 13th Street plaza between Nicollet Mall and Convention Center	Minneapolis		See T-2	2007-2008	
P-3 (B-2)	Provide a linkage between West River Parkway and the Cedar Lake Trail	Minneapolis		See B-2	2007-2009	
P-4	Between 5 th and 10 th Avenues N., design and construct North Loop pedestrian connection(s) between 2nd Street North and Washington Avenue for better transit connections	Minneapolis	Metro Transit	\$1 million	2008-2009	
P-5	Provide an improved pedestrian connection between Elliott Park and downtown	Minneapolis		\$3 million	2007-2009	Appropriate routing needs to be determined; may be along 8 th or 9 th Street
P-6	Provide an improved pedestrian connection between Cedar Riverside and downtown	Minneapolis		TBD	TBD	Location to be determined
P-7	Develop and implement citywide street furniture program	Minneapolis		Ongoing staff time	2007-ongoing	Relates to Street Design Guidelines, affects existing and future furniture
P-8	Improve pedestrian crossings at freeway entrance exit ramps (e.g., 10 th Street) and on freeway bridges	Minneapolis		\$50,000/yr	2007-2010	
P-9	Skyways					
	<ul style="list-style-type: none"> Expand skyway wayfinding signage within and to/from skyway system 	Minneapolis	Property owners	Ongoing staff time	Ongoing	
	<ul style="list-style-type: none"> Work with property owners to improve vertical access to skyway system 	Minneapolis	Property owners	Ongoing staff time	Ongoing	
	<ul style="list-style-type: none"> Provide stair towers at the edges of the skyway system 	Minneapolis	Property owners	Ongoing staff time	Ongoing	



No.	Action	Responsible Agency	Partners	Estimated Capital Cost	Estimated Timeframe (dependent on available funds)	Unresolved Issues
	<ul style="list-style-type: none"> Work with property owners to establish consistent hours of operation (public and private), consistent maintenance and security practices 	Minneapolis	Property owners	Ongoing staff time	Ongoing	
	<ul style="list-style-type: none"> Work with private property owners and developers to provide skyway connections between existing and new parking ramps located outside the core and office buildings in the core 	Minneapolis	Property owners	Ongoing staff time	Ongoing	
P-10	Pedestrian Master Plan (part of citywide master plan)	Minneapolis		\$250,000 (Non-motorized Grant)	2007-2008	
P-11	Implement sidewalk "greening" program	Minneapolis	Property owners and service districts	Ongoing staff time	2007-ongoing	Program Format (examples: Adopt-A-Block, Blooming Boulevards)
P-12	Improve crosswalk visibility (tape)	Minneapolis		\$800,000	2007-2017	Establish annual program for expansion, 50 downtown core and 200 CBD intersections
P-13	Implement aggressive sidewalk cleaning program	Minneapolis	Service districts	Ongoing staff time	2007-ongoing	Establish ongoing program; Sentence to Serve
P-14	Develop & Implement incentive program with employers and neighborhoods to encourage walking	Minneapolis	Minneapolis TMO, Walking Minneapolis	\$20,000/yr	2007-2008	
P-15	Install signing or mapping where wayfinding is needed <ul style="list-style-type: none"> Bike lane and sidewalk gaps Metrodome LRT station and Guthrie Nicollet Mall and River Convention Center Skyway maps at transit shelters 	Minneapolis	Walking Minneapolis	\$20,000/yr	2007-2017	



No.	Action	Responsible Agency	Partners	Estimated Capital Cost	Estimated Timeframe (dependent on available funds)	Unresolved Issues
P-16	Review and update development controls to ensure that the city's design guidelines for sidewalks and streets are reflected and the city's objectives for greening the downtown are achieved.	Minneapolis		Ongoing staff time	2007-2008	
BICYCLE ACTIONS						
B-1	Modify/reconstruct existing bike lanes with seal coating or street reconstruction projects (costs included in street projects)					
B-1a	• 2nd Avenue S.	Minneapolis		See T-1	2011-2012	
B-1b	• Marquette Avenue S.	Minneapolis		See T-1	2011-2012	
B-1c	• Hennepin Avenue	Minneapolis		See S-1	2013	Implement with change to two-way operation
B-1d	• Portland Avenue	Minneapolis	Hennepin County	See S-3	TBD	Implement with change to two-way operation
B-2 (P-4)	Construct Cedar Lake Trail Phase 3 link to West River Parkway	Minneapolis		\$8 million	2008-2009	
B-3	Connect Hennepin Avenue bike lanes to East Hennepin and Loring Park	Minneapolis		\$500,000	2007-2008	Implement with Hennepin Avenue two-way operations
B-4	Complete connection to Hiawatha LRT Bikeway, providing a connection to 4 th St and a new bike lane on 3 rd St between Chicago and Hennepin	Minneapolis		\$1.5 million	2007-2008	
B-5	Complete 2nd Street connection to North Loop	Minneapolis		\$150,000	2007-2008	May require easement through private property
B-6	Restripe bike lanes on 10 th and 11 th Streets South to achieve standard bike lane width	Minneapolis		\$20,000	2007	
B-8	Complete bike lane along 15th/16th Streets to connect Loring Park and Elliot Park neighborhoods	Minneapolis		\$150,000	2008-2009	
B-9	Install bike racks and lockers as recommended in Downtown Bicycle Parking Study	Minneapolis	Property owners	\$20,000/yr	2007-2017	Enhance the annual program

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No.	Action	Responsible Agency	Partners	Estimated Capital Cost	Estimated Timeframe (dependent on available funds)	Unresolved Issues
B-10	Work with employers to install showers for bicyclists	Minneapolis	Minneapolis TMO; property owners	Ongoing staff time	2007-2008	
B-11	Implement incentive program for employers and neighborhoods to encourage bicycling	Minneapolis	Minneapolis TMO; employers; neighborhood associations	\$20,000/yr	2007-2008	
B-12	Test intersection markings and/or bike signals on Hennepin Avenue	Minneapolis		\$100,000	2007-2008	
B-13	Evaluate streets scheduled for sealcoating or other projects to incorporate bike lanes where feasible	Minneapolis		Ongoing staff time	Ongoing	

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TRANSIT ACTIONS

T-1	Double-Width Transit Lanes on Marquette and 2nd Avenue South				Open late 2012	
	<ul style="list-style-type: none"> Design street improvements to create double-width transit lanes 	Minneapolis	Metro Transit	\$5 million	2008-2009	High priority to meet with individual property owners during preliminary engineering-resolve issues related-curbside uses (loading bays, taxi stands, valet parking, on-street parking, deliveries, etc.)
	<ul style="list-style-type: none"> Reconstruct both streets and revise signal systems 	Minneapolis	Metro Transit	\$23 million	2011- 2012	Pursue federal funding
	<ul style="list-style-type: none"> Design, procure and install or construct passenger facilities on both streets 	Metro Transit	Minneapolis	\$5 million	2010-2012	Shelter design, Street Furniture Program
	<ul style="list-style-type: none"> Prepare and implement communications materials 	Metro Transit	Minneapolis; Suburban Transit Systems	\$200,000	2009- 2012	
	<ul style="list-style-type: none"> Implement route/ schedule changes 	Metro Transit	Suburban Transit Systems	TBD	2011-2012	



No.	Action	Responsible Agency	Partners	Estimated Capital Cost	Estimated Timeframe (dependent on available funds)	Unresolved Issues
	<ul style="list-style-type: none"> Consolidate bus stops and remove stops/shelters from former transit streets 	Metro Transit	Minneapolis; Suburban Transit Systems	TBD		
T-2	Local Shuttle Bus Service on Nicollet Mall					
	<ul style="list-style-type: none"> Purchase hybrid buses (phased over five years) 	Metro Transit		\$11 million	2007-2011	Part of Metro-wide program
	<ul style="list-style-type: none"> Changes to downtown fare structure 	Metro Transit	Minneapolis	\$50,000/year	2007-2017	
	<ul style="list-style-type: none"> Design and reconstruct 13th Street pedestrian "front door" connection between Nicollet Mall and Convention Center 	Minneapolis		\$1.2 - \$1.8 million	2007-2008	Design concept being developed, full reconstruction without and with elevator skyway connection
	<ul style="list-style-type: none"> Real-time electronic information boards, route mapping, signing and other facilities 	Metro Transit	Minneapolis; Nicollet Mall Service District	\$50,000/yr	2007-2017	
	<ul style="list-style-type: none"> Design and implement "Branding" Communications Plan 	Metro Transit	Minneapolis, Meet Minneapolis, BOMA, Downtown Council and other Business Partners	\$200,000	2007-2008	
	<ul style="list-style-type: none"> Extend Route 10 	Metro Transit		\$120,000 /yr	2008-2012	
	<ul style="list-style-type: none"> Implement route and fare changes 	Metro Transit		\$50,000/yr	2008-2012	
T-3	8th Street Transit Spine (2-way Operations Hennepin to Chicago)					
	<ul style="list-style-type: none"> Design 8th Street including wider sidewalks, pedestrian and passenger facilities and streetscaping 	Minneapolis	Metro Transit	\$2 million	2011-2012	High priority to meet with individual property owners during preliminary engineering to resolve issues related to curbside uses (loading bays, taxi stands, valet parking, on-street parking, deliveries, etc.) Security plan for bus stops
	<ul style="list-style-type: none"> Reconstruct 8th Street and revise signal systems 	Minneapolis		\$7 million	2012-2013	Complete reconstruction with two way operations, two mixed flow lanes in each direction with adjacent parking lanes as needed



No.	Action	Responsible Agency	Partners	Estimated Capital Cost	Estimated Timeframe (dependent on available funds)	Unresolved Issues
	<ul style="list-style-type: none"> Design and implement Communications Plan 	Metro Transit		\$200,000	2012	
	<ul style="list-style-type: none"> Design, procure and install, or construct passenger facilities on 8th Street 	Metro Transit	Minneapolis	\$4 million	2012-2013	Street Furniture Program; shelter design
	<ul style="list-style-type: none"> Implement route and stop changes 	Metro Transit	Suburban Transit Systems	TBD	2013	
	<ul style="list-style-type: none"> Consolidate bus stops and remove stops/shelters from former transit streets 	Metro Transit	Suburban Transit Systems	TBD		
T-4	Layover Facilities					
	<ul style="list-style-type: none"> Determine locations for layover facilities 	Metro Transit	Minneapolis	TBD	TBD	
T-5	Re-establish shoulder bus lane on I-94 North off-ramp to 4th Street North	Mn/DOT	Minneapolis Metro Transit	\$50,000	2008-2009	Coordination with Ballpark
T-6	Provide direct connection between I-35W BRT lanes and North-South Spine	Mn/DOT	Minneapolis Metro Transit	TBD	TBD	Coordination with I-35W reconstruction
T-7	Downtown Transit System Strategies					
	<ul style="list-style-type: none"> Develop and implement bus stop security measures (on-street and on bus) 	Metro Transit	Minneapolis	TBD	2007	Who, what, when, where
	<ul style="list-style-type: none"> Design, procure and install, or construct passenger facilities on 3rd, 11th and 12th Streets 	Metro Transit	Minneapolis	\$1 million	2010-2012	Shelter design
	<ul style="list-style-type: none"> Re-evaluate the boundaries of the downtown fare zone and implement marketing of the downtown fare zone 	Metro Transit		\$200,000	2007-2008	Fare zone boundaries
	<ul style="list-style-type: none"> Route information in downtown shelters (signage, schedules, maps, etc.) 	Metro Transit	Minneapolis	\$50,000/yr	2007-2017	
	<ul style="list-style-type: none"> Conduct additional study to assess current and emerging transit service needs in downtown and near-downtown neighborhoods 	Metro Transit	Minneapolis	Ongoing staff time	2007-2008	

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No.	Action	Responsible Agency	Partners	Estimated Capital Cost	Estimated Timeframe (dependent on available funds)	Unresolved Issues
STREET ACTIONS						
S-1	Hennepin Avenue					
	<ul style="list-style-type: none"> Design changes to make a two way street 	Minneapolis	Metro Transit; Hennepin County; BAC	\$200,000	2007-2008	Meet with property owners during preliminary engineering to resolve issues related to curbside uses (loading bays, taxi stands, valet parking, deliveries, etc.)
	<ul style="list-style-type: none"> Amend State Implementation Plan 	Minneapolis	Metropolitan Council; MPCA; EPA	\$50,000	2007-2008	Approval of SIP amendment by MPCA and EPA
	<ul style="list-style-type: none"> Seal coat and restripe to make two-way and revise signal system 	Minneapolis		\$800,000	2008-2009	Coordination with Ballpark
S-2	1st Avenue North					
	<ul style="list-style-type: none"> Design changes to make a two-way street 	Minneapolis		\$300,000	2008-2009	High priority to meet with individual property owners to resolve issues related to curbside uses (loading bays, taxi stands, valet parking, on-street parking, deliveries, etc.) Coordination with Ballpark
	<ul style="list-style-type: none"> Seal coat and restripe to make two-way and revise signal systems 	Minneapolis		\$1.3 million	2009-2010	Coordination with Ballpark
S-3	Park and Portland Avenues South – north of Franklin Avenue					
	<ul style="list-style-type: none"> Complete planning studies 	Hennepin County	Minneapolis	\$100,000	2008-2009	<ul style="list-style-type: none"> Determination of one-way vs. two-way south of downtown and relationship of this decision to downtown segments Relationship to redevelopment planning in Downtown East area
	<ul style="list-style-type: none"> Complete design 			\$500,000	2012-2013	<ul style="list-style-type: none"> Meet with individual property owners to resolve issues related to curbside uses (loading bays, taxi stands, valet parking, on-street parking, deliveries, etc.)
	<ul style="list-style-type: none"> Seal coat, restripe to make two-way and adjust signal systems 	Hennepin County	Minneapolis	\$2.7 million	2014-2015	
S-4	9th and 10th Streets South east of 5th Avenue South					
	<ul style="list-style-type: none"> Complete planning and design studies 	Minneapolis		\$200,000	2012-2013	



No.	Action	Responsible Agency	Partners	Estimated Capital Cost	Estimated Timeframe (dependent on available funds)	Unresolved Issues
	<ul style="list-style-type: none"> Seal coat, restripe to make two-way and adjust signal systems 	Minneapolis		\$800,000	2013-2014	
S-5	LaSalle and 1st Avenues South – north of Franklin					
	<ul style="list-style-type: none"> Complete planning and design studies 	Minneapolis		\$200,000	2013-2014	
	<ul style="list-style-type: none"> Seal coat, restripe to make two-way and adjust signal systems 	Minneapolis		\$800,000	2014-2015	
S-6	2nd Avenue North	Hennepin County	Minneapolis	TBD	2009-2010	Potential Ballpark mitigation measure for 3 rd Ave N closure
FREEWAY RAMP ACTIONS						
S-7	Change 10th Street HOV ramp at I-394 TAD to mixed use	Mn/DOT	Minneapolis; Metropolitan Council; Hennepin County	\$50,000	2009-2010	Coordination with Ballpark
S-8	Complete Feasibility Study to determine appropriate changes to 10th Ave. S. to create connection to 7th	Minneapolis		\$50,000	2008-2009	
S-9	Design new 7th Street ramp from I-94 East	Mn/DOT	Minneapolis; Metropolitan Council	TBD	2015 or later	Work with Mn/DOT to program, design and construct various elements of Downtown Freeway study
S-10	Design changes to 3rd /4th Streets and Washington Avenue interchanges at I-35W	Mn/DOT	Minneapolis; Metropolitan Council; Hennepin County	TBD	2007-2010	Work with Mn/DOT and other agencies to develop designs along with Central Corridor LRT; construct when funding is located
S-11	Develop, design and construct changes to I-394/Third Avenue Distributor “bottleneck”	Mn/DOT	Minneapolis, Metro Council	TBD	2007-2008 (develop and design)	Work with Mn/DOT to program, design and construct
MANAGEMENT ACTIONS						
M-1	Parking and Curbside Use Actions					
	<ul style="list-style-type: none"> Update codes and ordinances related to parking and curbside uses 	Minneapolis		\$50,000	2007-2008	Curbside uses includes loading, valet, hotel, truck and other zones
	<ul style="list-style-type: none"> Update guidelines related to on-street and off-street parking, pricing and location 	Minneapolis		\$50,000	2008-2009	



No.	Action	Responsible Agency	Partners	Estimated Capital Cost	Estimated Timeframe (dependent on available funds)	Unresolved Issues
	<ul style="list-style-type: none"> Develop and implement new on-street parking technology when meters are removed 			\$20,000/yr	2007-2017	
	<ul style="list-style-type: none"> Review, develop and implement systematic update to policies and procedures for management of curbside uses 	Minneapolis		\$50,000	2007-2009	
	<ul style="list-style-type: none"> Expand real-time information in ramps 	Minneapolis		\$20,000/yr	2008-2017	
	<ul style="list-style-type: none"> Expand variable message signs 	Minneapolis		\$20,000/yr	2008-2017	
	<ul style="list-style-type: none"> Work with private property owners to coordinate skyway connections between existing and new parking ramps located outside the core and office buildings within the core consistent with area plans 	Minneapolis	Property Owners	Ongoing staff time	Ongoing	
M-2	Traffic and Travel Demand Management Actions					
	<ul style="list-style-type: none"> Update special event traffic management 	Minneapolis	Metro Transit	\$25,000	2007-2008	<ul style="list-style-type: none"> Most events except Holidazzle will be relocated off Nicollet Mall – new locations need to be identified and approved Continue to development and implement Ballpark event management plan
	<ul style="list-style-type: none"> Examine and update training and required procedures for traffic control activities 	Minneapolis PW & MPD	Parking ramp owners and operators	\$25,000	2007-2008	
	<ul style="list-style-type: none"> Implement gridlock measures (e.g., “don’t block the box”) 	Minneapolis		\$20,000/yr	2008-2017	<ul style="list-style-type: none"> Applicable fines Appropriate intersections
	<ul style="list-style-type: none"> Optimize CBD signal timing and make adjustments to signals as needed 	Minneapolis		\$500,000	2009-2010	Approximately 200 signals



No.	Action	Responsible Agency	Partners	Estimated Capital Cost	Estimated Timeframe (dependent on available funds)	Unresolved Issues
	<ul style="list-style-type: none"> Work with the TMO, downtown employers and downtown neighborhoods to expand carsharing, carpooling, telecommuting, flextime and other travel demand management strategies 	Minneapolis	TMO		Ongoing	
M-3	Agency Coordination					
	<ul style="list-style-type: none"> City/Metro Transit coordination team 	Minneapolis	Metro Transit Suburban Transit Systems	Ongoing staff time	2007-ongoing	Operations, maintenance, facilities, services
	<ul style="list-style-type: none"> Public Works/CPED coordination team 	Minneapolis		Ongoing staff time	2007-ongoing	Infrastructure and development issues; codes, ordinances; planning and design
	<ul style="list-style-type: none"> Participate in Safe Zone programs and other public safety/security activities 	Minneapolis	Metro Transit, Public and private security efforts	Ongoing staff time	2007-ongoing	Public safety and security issues



Figure 19. Key Map for Downtown Strategies

