



Intra-Downtown Transportation Concept

jvh021707

A new intra-downtown transportation network should be created that builds on the current Downtown 50 Cent Zone and which also includes important new elements and goals being put forth in the Access Minneapolis Transportation Plan. Chief among these are the establishment of a network of primary transit corridors and second is the commitment to a system that will serve both the visitor/consumer market and the resident/employee market with easy access not just to the Nicollet Mall and the convention center, but also to the renowned institutions and thriving downtown neighborhoods that ring the business core.

A comprehensible and convenient downtown transit network will be a critical component of a successful downtown pedestrian system and a pedestrian oriented lifestyle.

Concept Elements

1. Current area defined 50 Cent Zone would be replaced with a corridor defined system (see bottom of page). The resulting "map" would provide a base for a unified transit and pedestrian way-finding system for Downtown Minneapolis.
2. Network corridors would include primary local transit routes plus the downtown stretch of the Hiawatha LRT line. Express corridors (i.e. Marquette, 2nd Ave.) would not be part of the downtown fifty cent zone.
3. Network would include current bus routes but could be replaced by streetcar lines in the future.
4. The Downtown Zone would be extended beyond its current boundaries to serve more of downtown's important institutions and the downtown residential areas where they are located.
5. New incentives for use of the downtown zone by visitors, workers and residents might include features such as - Making monthly downtown fare passes available (\$20?) - Making day-long downtown fare passes available (\$2?). These daily passes could be sold in group packets to convention organizers as an amenity to convention goers. Also, Several shuttle route buses could be added into the local route mix along Nicollet and Hennepin (evening) if and when required to meet desired frequency levels.
6. Actual corridors included in system may vary depending on planning decisions regarding the city's primary transit corridor network.



Current area based downtown zone



Proposed corridor based downtown zone