

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 plaza 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”.

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 following matrix, 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 18 is a key map that shows the locations of the action items for downtown.

Unresolved Issues



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)* 13th Street Ped Plaza 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* 	<ul style="list-style-type: none"> Extend Hennepin bike lanes to Loring Park Cedar Lake Trail connection 2nd Street connection Hiawatha connection 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*

*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



Figure 17 – Key to Downtown Actions

