

**VISION STATEMENT\***  
*(revised based on Council Member comments at Study Session)*

**“ACCESS MINNEAPOLIS” – TEN-YEAR TRANSPORTATION ACTION PLAN**

The purpose of *Access Minneapolis*, the city’s Ten-Year Transportation Action Plan, is to identify *specific* actions that the City and its partner agencies (Metro Transit, Metropolitan Council, Hennepin County, Minnesota Department of Transportation) need to take within the next ten years to implement the transportation policies articulated in *The Minneapolis Plan*. The policies and implementation steps outlined in *The Minneapolis Plan* regarding movement will govern the work accomplished in this project (see Chapter 8 of *The Minneapolis Plan*). Based on these guiding policies, the Vision for *Mobility Minneapolis* is:

1. Transportation is important to the economic viability of the city, the region and the state. *Access Minneapolis* will lay the transportation groundwork for achieving the long-range vision of Minneapolis as a vital and thriving metropolitan urban center that is a great place to live, work, play, visit and conduct business.
2. *Access Minneapolis* will result in a citywide transportation system that is multi-modal (pedestrian, bicycle, transit, automobile, freight), providing **good** transportation choices to people, including people with disabilities.
3. *Access Minneapolis* will result in a citywide transportation system that serves anticipated employment and residential growth and optimizes access to destinations by all modes (pedestrian, bicycle, transit, automobile, freight) throughout the city, between neighborhoods, to/from and within downtown.
4. Although all modes of transportation are important, transit is critical for maximizing the people-carrying capacity of the transportation system. *Access Minneapolis* will result in a transit system that ~~is competitive with the automobile and~~ operates efficiently and effectively in downtown and throughout the city. Transit will become the mode of choice for **downtown Minneapolis** residents, workers and visitors, ~~and transit will be a realistic option for citywide trips by Minneapolis residents, workers and visitors.~~
5. The city must remain livable and walkable to maintain its regional and national competitiveness. In most cases, it is not feasible or desirable to increase the curb-to-curb width of roadways in the city. However, there are many opportunities for improving the operational capacity of the transportation system without street widening. *Access Minneapolis* will result in a city that is livable and walkable while optimizing the operational capacity of the transportation system.

Note: This document is based on the goals and objectives related to transportation as outlined in *the Minneapolis Plan* (updated April 2004)

