



Integrated, multimodal transportation choices border-to-border

What's working

We're making progress on transit-related initiatives.

- Urban Partnership money is allowing us to move forward on the downtown Marquette Avenue and Second Avenue project.
- Transit for Livable Communities secured federal funds for bike/walk improvements.
- A one-quarter-cent sales tax for transit improvements was instituted by a number of metro counties.
- The Central Corridor and Northstar train lines will happen.
- We're making headway on the conversion of Hennepin Avenue to a two-way street.
- We're seeking input on ballpark transit from stakeholders.
- The City's Access Minneapolis plan is helping us move forward on transportation options.
- Elected officials took a risk and fought for a moratorium on car dealerships.
- We were quick to make construction adjustments to accommodate the Republican National Convention.

Transit is improving.

- The Hiawatha light-rail corridor was a bold step. Its success makes it easier to take the next step with light rail.
- Metro Transit's high frequency routes offer better service.

Our planning and policy environment is improving.

- There's greater regional cooperation on transit.

- A new level of cooperation and coordination set the stage for the Urban Partnership Agreement. It has benefited our work with the Minnesota Department of Transportation.
- The City does a good job of bringing players to the table.
- Thanks to the willingness to try more density along the corridor, there's enough density to support high frequency buses as well as shops, retail and groceries within walking distance.

The Midtown Greenway and bike station are great successes.

- The Midtown Greenway is a mind-altering transformation.
- The greenway is a reality because of the goodwill of so many partners. People didn't give up on this even though this project died so many times.

Streetscape improvements are transforming Lake Street.

- This was an aging corridor where people didn't want to walk or open a business. Its appearance said, "We don't care." Now it looks like we really care about Lake Street.

The City is willing to examine parking requirements and test new parking meter technology.

- We're testing new technology to evaluate time of day and event parking options. These options can provide disincentives to driving and enable us to charge for the real cost of driving.

What isn't working

Mass transit isn't easy to use.

- There's no map or transit information at bus stops. If you're unsure about how to use mass transit, then your car looks good.
- Park & Ride lots are full by 7 a.m.
- It's easier to bring your car downtown for a lunch meeting than busing, walking or biking.
- Bus service is terrible on Sunday.

Buses aren't viewed in a positive light.

- The business community is too focused on getting cars into their ramps and doesn't yet view people waiting for buses as a positive.
- People don't perceive buses in the same positive light as trains.

Funds are inadequate and dwindling.

- The City needs more money for maintenance: plowing bike lanes, patching potholes, fixing streetlights, etc.
- Funding for operations is needed to protect what we have, and there are even darker clouds ahead.

There are many hurdles to increasing mass transit and walking and biking opportunities.

- We give priority to mass transit, biking and walking only when it's relatively easy. We're pro-bike until it's time to shrink a car lane. It's hard to make choices with limited space.
- Biking as transit remains a challenge.

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What isn't working *continued from previous page*

- What will happen with bikes when Hennepin becomes a two-way street? What about bikes on Nicollet Mall?
- Some places don't want park and rides because of safety concerns.
- North Minneapolis doesn't have the transit it needs.
- Perceptions of equity across the metro area, especially in the east metro, result in political questions instead of logistical questions.
- Instead of pulling in the same direction, we have conflict.
- There are no geographic limitations in the metro area, so housing construction occurs in all four directions. As a result, we need systems for commuting in all four directions.
- It's too easy to build and buy housing far away. Making seniors dependent on cars doesn't make sense, yet they're building senior housing out past Interstate-694.

What should be done next

Take steps to encourage more people to take mass transit or bike or walk.

- Make transit more foolproof. Place rider information along bus routes.
- Provide real-time bus arrival information on mobile phones and at bus stops.
- Institute a fare freeze in downtown.
- Provide incentives to bus, walk or bike to downtown. Look beyond commuter trips and try to capture the lunch and meeting trips as well. Help people view mass transit as more convenient than driving.
- Ensure that mass transit is good looking, safe and timely.
- Make mass transit support a 24-7 urban lifestyle.
- Provide a Metropass for all Minneapolis residents.
- Have high school kids ride Metro Transit buses.
- Have a "CEO Bike to Work" day.
- Add amenities and streetscaping to make walking more attractive and pedestrian-friendly.

Require more of businesses and developers.

- Make bike showers mandatory for some development projects.
- Make the connection between transit and development, especially along rail corridors.
- Make it harder to build in outlying areas. Charge developers an impact fee. We shouldn't be afraid to say it costs more to build and buy housing far away.
- Make Transportation Demand Management requirements stricter.
- Require Transportation Demand Management

measures as part of any remodeling or building project.

- Require all employers with more than 20 employees to have a Transportation Demand Management plan.
- Have developers set aside Transit Demand Management funds for the downtown district instead of their own property. Then, when ownership changes, the original commitment could still be honored.
- Put limits on drive-throughs.
- Improve integration of Access Minneapolis with development review for greater consistency.

Push for change.

- Institute a transportation utility – create a demand charge.
- Reestablish Minneapolis as a transit hub.
- Reform the Metropolitan Council's transit funding.
- Name streets so we don't have addresses that are Third Avenue and Third Street.
- Lobby for transit funding. Changes need to occur on the national side. Increase the gas tax and put more money in transit capital.
- Get the Minnesota Department of Transportation on board with the Complete Streets Movement, which aims to broaden the use of streets from a cars-only focus to a broader focus that would ensure streets that can safely be used by pedestrians, bicyclists, motorists and transit riders.
- Connect air quality and transportation in people's minds; promote mass transit, walking, biking, car-sharing and energy conservation.

"\$4-a-gallon gas helped people see that the status quo isn't sustainable. The high price of gas was a blessing for mass transit. Peoples' eyes were opened."

- Intergovernmental Relations employee