



Target Field Traffic Management Action Plan



Final Draft (Version 1)
Prepared by
City of Minneapolis
Department of Public Works
Traffic & Parking Services Division



INTRODUCTION

The City of Minneapolis is in the process of transforming Downtown. This transformation includes the conversion of Hennepin Ave. and 1st Ave. N to two-way streets, new transit lanes on Marquette Ave. and 2nd Ave. S., new on-street bicycle lanes, construction of the Cedar Lake Trail extension, Northstar Rail service, the extension of LRT, and the new Twins Ballpark. To address the traffic impacts and needs of all these new developments, the City of Minneapolis has established a Downtown Traffic Management Team. This team is charged with improving the overall transportation experience in Downtown and to minimize the potential traffic impacts created by the many new developments.

With the Twins opening day at their new ballpark fast approaching (April 12, 2010), Public Works in cooperation with ABC Ramps, Regulatory Services, CPED, Minneapolis Police Department, Hennepin County, MnDOT, MetroTransit, the Minnesota Twins, and Ballpark Authority has drafted a plan for opening day traffic management. The key goal of this plan is to reduce transportation user conflicts for the purpose of safety and traffic efficiency. Further, it is essential to formulate a traffic plan that enhances the downtown environment as a place for event goers to experience.

Although there are many initiatives taking place with the new Ballpark, this document will primarily deal with on street applications of traffic management. To best address traffic management this plan will likely undergo numerous iterations until such time the traffic patterns are set and proper mitigation measures are implemented. Expectations regarding event traffic needs to be clear. The traffic volumes associated with a Ballpark event will be substantial, and events will cause delay for all transportation users. The City of Minneapolis has taken on this challenge and will proceed with implementing mitigation measures to minimize impacts and create an overall positive experience in conjunction with Ballpark events. This document will be an attachment to the Ballpark's Transportation Management Plan.

This plan outlines projects and tasks that are in process and are important to the success of on street traffic management.

BALLPARK DOWNTOWN TRAFFIC MANAGEMENT STRUCTURE

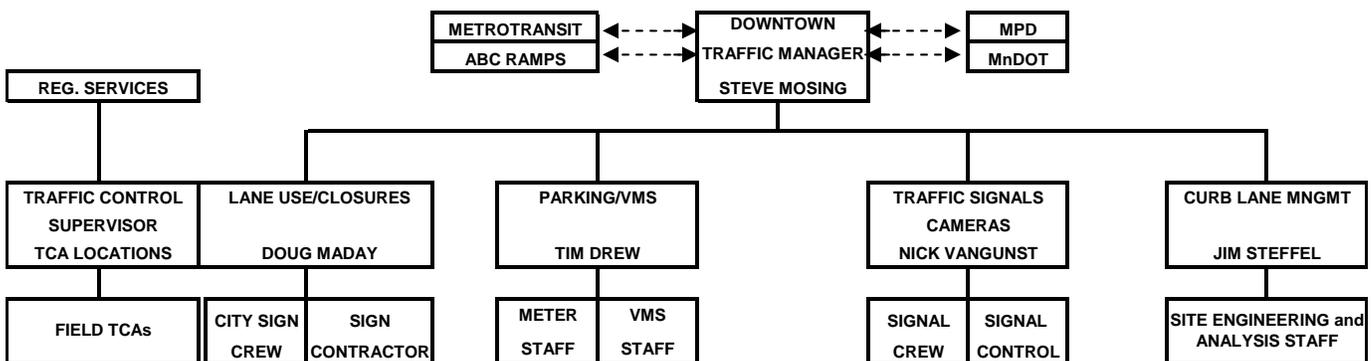


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1) Signal Timing



The City of Minneapolis has retained SEH Inc. for the purpose of developing and implementing an event signal timing plan. It is anticipated that up to eight different timing plans will be developed, which include both pre-event and post-event timing plans for four different event scenarios:

- weekday afternoon
- weekday evening
- weekend afternoon
- weekend evening.

The weekend evening plan is also expected to be implemented for multiple simultaneous events at Target Field, Target Center, Theatre District, etc. The goal of these plans is to serve all traffic (pedestrians, transit, charter buses, commercial and private vehicles) as efficiently as possible, given the unique characteristics of event-generated arriving and departing traffic combined with other “normal” traffic occurring at those times. SEH field staff will be communicating with City staff operating the computerized traffic control system, allowing rapid response to signal timing recommendations to deal with observed traffic operational problems. The 1st iteration of the event plan is expected to be completed for testing by March 15, 2010. (See Map 1)

2) Traffic Management Staffing

The Public Works Department has a preliminary list of intersection locations for the deployment of Traffic Control Agents (TCAs), MetroTransit Police, Police Reserves, and Public Works crews. The initial staffing setup is anticipated for the first 1-3 months of the season and will likely be changed as traffic patterns and routines develop. Public Works is discussing the possibility of using additional Police Reserves for traffic control. (See Maps 2A and 2B)

The primary benefits of this staffing effort includes:

- Facilitate traffic movement in the best interest of the street/sidewalk system
- Keep vehicles from impeding cross traffic movement (“Blocking the Box”)
- Facilitate pedestrian movement safely at intersections.

In addition to the use of manual intersection control, Public Works will provide staff to manage, document, and implement mitigation measures. Public Works staff will be housed at the Hawthorne Transportation Center, and will coordinate intersection control utilizing on street information. As part of the event management, Public Works will utilize existing staff to perform the following duties:

- Providing real time information to Variable Message Signs (VMS)s on parking ramp space availability and wayfinding to the freeway system
- Monitor cameras for possible Traffic Staffing realignment and providing info to VMSs
- Install and take down traffic control devices such as portable VMSs, barricades, static signs, and lane designations.
- Traffic Data Collection

- Observers
- Flaggers for Municipal Parking Ramps.

The Public Work's plan includes the following personnel commitments:

Intersection Traffic Control

- 3 MetroTransit Officers
- 3 Police Reserve Officers
- 17 Traffic Control Agents

Traffic Management (Signals, Signs, Lane Closures, VMS)

- 7 Downtown Traffic Management Team (Engineers and Technicians)
- 3 Sign Crew (Foreman and Maintenance Personnel)
- 8 Data Collection (Technicians)
- 10 Flaggers (Parking Ramps)

The uncertainty of need has influenced a staffing level that is estimated to be slightly over what may be required. Commitments to this level of staffing is critical in the first 1- 3 months. However, sustainability is a funding challenge, in addition the need may diminish as traffic patterns evolve.

3) Wayfinding

The City intends on utilizing variable message signs (VMS) and static signing as a means of providing information to transportation users on routes to parking ramp locations, parking ramp occupancy and routes to freeway access points. The Traffic and Parking Services Division, which manages the variable message sign system, is currently developing a plan for messages on the variable message signs for testing over the course of the next several weeks. The installation of such an expansive message system will be done in conjunction with staff training and VMS message plans that provide guidance as to what messages to display. (See Map 8)

- Existing Variable Message Signs (25)

The City has 25 existing variable message signs around Downtown that are controlled from the Hawthorne Transportation Center. These signs will be utilized to provide the timely and pertinent information to roadway users.

Public Works also intends on utilizing trailer mounted mobile VMSs. A mobile VMS can be placed at locations where information is needed, and can be moved to accommodate changing traffic conditions.



- New Variable Message Signs (8)



The City of Minneapolis is close to completing the installation of 8 new variable message signs. These signs will be mounted above the roadway at strategic locations. These signs are full matrix color LED signs and have the capability to exhibit standard sign symbols and 3 lines of text. The purpose of these signs is to provide real time guidance to vehicular traffic on parking ramp locations, parking availability, congestion and freeway access points. These signs will be controlled from the Hawthorne Transportation Center where information can be obtained from resources such as cameras, DID ambassadors, MPD, and TCAs for providing guidance to roadway users. These signs are scheduled to be operational in March of 2010.

- Dynamic Parking Lane (DPL) on 1st Ave. N.



The City of Minneapolis is currently making modifications to existing street light infrastructure for the purpose of installing variable message signs along 1st Ave. N. from 8th St. to Washington Ave. N. The objective of this installation is to better manage on street parking. These signs will guide and provide visible on street parking information to roadway users where parking restriction times are outside routine (M-F 7am-9pm and 4pm-6pm) peak traffic times. The ability to dynamically control parking on this portion of 1st Ave. N. will allow the flexible use of traffic and parking lanes during event traffic periods. This system is scheduled to be operational in May of 2010.

- Static Way Finding Signing



The City is currently installing approximately 70 static way finding signs to trail blaze event goers to multiple freeway access points, bike parking and Ballpark pedestrian access points. The sign installations are scheduled to be completed March 1, 2010.

- Skyway Way finding



A distinct benefit to the Ballpark, is that access to Target Plaza can be accomplished from the Minneapolis Skyway System. This system of above ground routes can be used from various locations Downtown to gain access to the Ballpark. (See map 12)

The City, in cooperation with its partners, is in the process of scheduling the installation of updated permanent skyway way finding signs. Until these signs are installed, temporary signs will be used to route event goers to Target Field.

4) Charter Buses

Charter bus parking will be managed by AMPCO, the City's contracted parking operator. This will include all parking locations internal to the ABC ramps and pre-designated on street locations. Any charter bus parking outside these locations will be coordinated through AMPCO on an as needed basis. Public Works is working on a web application to streamline the process. The web process will be available April 1, 2010 at www.MPLSparking.com or by calling 612-339-7557. A process is currently in place for walk up applications. Information regarding charter bus routing will also be available online. Signing for the on street locations will be installed over the course of the next several weeks. (See Map 3)

5) Taxi Zones

Ballpark event Taxi Zones will be located on 3rd Ave. N. between 4th St. N and 5th St. N. and on 5th St. between Hennepin and 1st Ave. N. The 5th St. Both zones will likely be a post event zones only. (See Map 3)

6) Roadway Closures

The reasoning for closing roadways to vehicles is to improve pedestrian movement and reduce pedestrian/vehicle conflicts, and to better utilize adjacent roadway capacity. The Target Plaza access point at 6th St. N. and 1st Ave. N. will generate substantial pedestrian flow. Recognizing that the volume of pedestrians will be beyond the capability of adjacent sidewalk width, actions will be necessary to maximize safety. Actions to maintain safety and pedestrian flow include:

(See Map 4A)

- Pre-event
 - 1st Ave. N. The closure of 1st Ave. N. will coincide with judgment of the Downtown Management Team and Traffic Control Agents. If the Team or Agents observes a possible safety condition resulting from pedestrians within the limits of 1st Ave. N. or congestion that is causing the significant delay of motor vehicles, the team will direct staff to close 1st Ave. N from 4th to 6th as a reactionary measure. Cross streets will remain open.
 - 6th St. N. from Hennepin Ave. to 1st Ave. N. will be narrowed 1 hr prior to game start by eliminating parking on the south side and utilizing this space for pedestrians to access Target Plaza.
- During event
 - All roadways will be open
- Post-event (1hr post game end)
 - 1st Ave. N. will be closed between 4th and 6th St. The intersection of 6th St. N. and 1st Ave. N will be closed. 5th St will remain open.

- 6th St. N. from 2nd Ave. N. to midblock between 1st Ave. N. and Hennepin Ave. will be closed to facilitate pedestrian traffic from Target Plaza. This would also allow the surface lot located on 6th to exit without conflicting with 6th St vehicles coming from 2nd Ave. N. and the freeway.

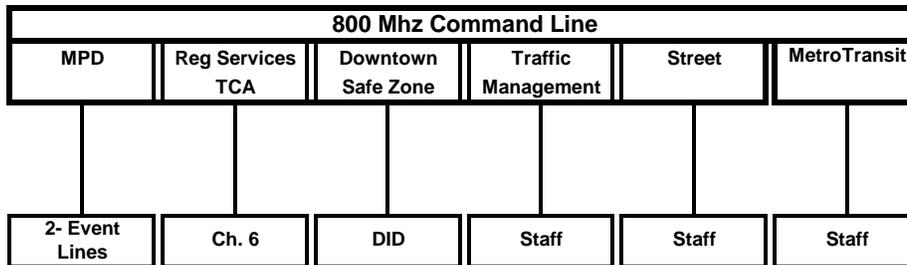
7) Shuttle Buses

Shuttle buses and vans from various establishments that do not qualify as charter buses, will be allowed to drop off and pick up in Ramp A. Entrance for qualifying shuttle buses to ramp A is on 10th St. N. (see Map 13). Shuttle buses will not be allowed to park or stage in Ramp A. Information associated with this service will be available April 1st, 2010 at www.MPLSparking.com or by calling 612-339-7557.

8) Communications

Daily communications as well as briefings will take place with all stakeholders including MPD, TCAs, MetroTransit, Downtown Improvement District (DID), Neighborhoods, Businesses, Twins, Target Center, and Hennepin County. Discussions have been occurring for sometime in the Event Management Committee, and Internal Ballpark Committee as well as the Downtown Traffic Management Team. These meetings will continue until such time that the value is minimal and that most adjustments are small. The City’s one call information system (311) will be utilized to document calls/comments associated with Ballpark events.

Public Works plans on utilizing 800Mhz radios as a means to communicate with key stakeholders on event days. The below diagram illustrates the proposed structure that includes a command line and branch links to outlying field personnel.



9) Cameras



Traffic and Parking Services (TPS) has access to Safe Zone cameras that are operated by MPD, and MnDOT’s freeway camera system. TPS also operates and manages a small number of cameras within 2-3 blocks from the Ballpark and 12 cameras installed as part of the Marq/2 Project along Marquette Ave. S and 2nd Ave. S. from Washington Ave. S. to 12th St. Public Works has viewing capability of the Safe Zone and MnDOT cameras and viewing and control of the remaining cameras from the Traffic Management Center located at 300 Border Ave. N. As stated in section 3, these cameras will be utilized to understand traffic flow patterns and provide information for display on the City’s VMS system. (See Map 10)

10) Roadway Traffic Operational Changes

(See Map 4B)

- 9th Street at Ramp A

9th St. is a one-way street at the Ramp A exit. All vehicles exiting Ramp A at this point are forced to turn left (westbound) on 9th to either Glenwood/2nd Ave. N. or 7th St. This congestion will be somewhat mitigated by allowing vehicles to exit on to 9th St. in the bus only lane and access Hawthorne or eastbound on 8th St during post events. It is expected that this change would be in place for 1 hour post event.

- Hawthorne Ave., 8th St. N. to 12th St. N.

With the 8th St. operational change, Hawthorne will be expanded to three lanes from 8th to 12th St. N. in a post event scenario. This would allow for additional capacity to accept ramp traffic and allow traffic to turn left off of Hawthorne without impacting the two through lanes. This change is also expected to facilitate traffic flow to 394. This change would be in place for 1 hour post event.

11) On Street Parking

Additional on street metered parking spaces are being planned for the North Loop area bordered by Washington Ave. N and 5th St. N. and 5th Ave. N. and 10th Ave. N.; and in the industrial area bordered by Royalston Ave., Lyndale Ave N., Glenwood Ave. N. and Olson Mem. Hwy. These areas would add approximately 900 new on street parking spaces. Completion is scheduled for 2010. (See Map 11)

To facilitate traffic flow and closed streets, parking will be restricted on 1st Ave. N. from Washington Ave. N. to 8th St. N. and on 6th Street from 2nd Ave. N. to Hennepin Ave. pre and post events. 1st Ave. N. is a Tow Away Zone.

- Pre Event Parking Restrictions (3 hours prior to game start)
 - 1st Ave. N., Washington Ave. N to 8th St. N. Both Sides
 - 6th St. N. 2nd Ave. N. to Hennepin Ave. Both Sides
- During Event Parking Restrictions
 - 1st Ave. N., Washington Ave. N to 8th St. N. Both Sides
 - 6th St. N. 2nd Ave. N. to Hennepin Ave. Both Sides
- Post Event Parking Restrictions (1 hour after game end)
 - 1st Ave. N., Washington Ave. N to 8th St. N. Both Sides
 - 6th St. N. 2nd Ave. N. to Hennepin Ave. Both Sides

12) Data Collection



Traffic data collection will be an important input to gauge success of this Management Plan. Tube counts, manual counts and observations from City of Minneapolis, TCA, MPD, DID, Metro Transit, County and others will provide information for continued enhancements of the plan. (See Map 10)

13) Ambassadors

The basis for much of this plan is providing information to motorist through signing. A desired element of information distribution is face to face interaction regarding all aspects of Downtown, not just directions to and from the ballpark. Ambassadors will be on the street providing that face to face contact. There are a number of contributors:

- Downtown Improvement District (DID) will have:
 - 4 Designated DID Ambassadors
 - 2 Additional DID Ambassadors funded by the Twins
- Minnesota Twins
 - 20 volunteer Ambassadors first 2 months of season
- ABC Ramp Ambassadors
 - 11 Ambassadors
- Metro Transit
 - 20 Ambassadors to start

14) Freeway Connections

MnDOT's partnership and approval is expected on the following mitigation measures:

- I-394 HOV/General traffic entrance switches on 394 (approved)
This includes changing the 3rd Ave. N. at 10th HOV entrance on to 394 to a general traffic entrance and the 3rd Ave. N. at 5th St. general traffic entrance to a HOV only entrance.

This change will provide a viable alternate to 1st Ave. N. for entrance on to 394 by and to facilitate carpool traffic in close proximity to carpool parking assigned in the ABC Ramps
- MnDOT and the City have developed a plan for the use of MnDOT's existing variable message sign system to provide Ballpark traffic information. The use of the system would allow Ballpark event traffic congestion points to be identified with a proposed alternate route. This information would be preplanned messages on all inbound freeway routes; I-35W, I-94, and I-394. (See Map 9)
- MnDOT is planning on replacing the non functional ramp parking sign on eastbound I-394 prior to ramp entrance points. The new sign will provide ramp occupancy status and divert I-394 traffic to alternate exits when ramps are full or if there is congestion. (See Map 9)

15) Mass Transit

- **LRT**
Metro Transit plans to expand LRT service by expanding to some train lengths from 2 to 3 car trains for Ball Park Events.

Metro Transit is proposing the use of express Buses to compliment LRT service during weekday day games in which train capacity will be challenging. These buses will stage in close proximity to the Target Field LRT Station for access by event goers.

- **Northstar Line**
Metro Transit has committed to providing Northstar Rail Service on weekday nights and weekends as well as the opening series April 12, 14th, and 15th. This service will accommodate 53 of the 81 home game schedule.
- **Bus**
Metro Transit has committed to provide route 679 from the Hopkins Crossroads Park-n-Ride to Ramp A for all home games. This service will be continuous starting 2 hours prior to event start and 1 hour post event end.

As part of an independent initiative, Metro Transit will create a free bus stop across the street from the convention center for those traveling north on the Mall. Free buses will be available every 10 minutes or better between 7 a.m. and 7 p.m. weekdays and every 15 to 20 minutes on weekends and weekday evenings. These free buses will be intermixed with regular buses that will continue to charge \$0.50 per ride on the Mall. Bus service will be able to pick up event goers in close proximity to various parking ramps and lots and drop off on Nicollet Mall, which is approximately two blocks away from the Ballpark. Some signing is being planned for installation in outlying municipal lots for guidance to bus route service. (See Map 6)

16) Bicycles

Bicycling to the Ballpark provides an overall benefit to event traffic management. The City has a number of bicycle trails, on street lanes, and bicycle parking facilities to accommodate bicycle riders. Providing these accommodations encourages travel mode shift thus reducing motor vehicle pollutants and congestion. See Map 7.

In 2009 the ABC Ramps and Twins operated a bike corral as a pilot near the Metrodome. The corral was open for five games in the 2009 season, one per month May through September. A variety of weekend, day and evening games were chosen to learn about the use. ABC Ramps purchased six portable Dero bike racks. These were set up in a square surrounded by temporary fencing before each game in a parking lot adjacent to the plaza. After set up, two to three staff and a security guard operated the corral. The corral opened one hour before game start and closed a half hour afterward. The same initiative will be discussed for 2010.

The Cedar Lake Trail extension, which extends the Cedar Lake Trail from Glenwood Ave. N. and 12th St. N. to the Mississippi River, is scheduled to be completed mid-summer. This trail will provide a off street route directly to the Ballpark. See map reference that illustrates the Cedar Lake Trail and the bike facilities that Minneapolis has to offer.

17) Off Street Parking

The A, B, C ramps along with the Hawthorne Transportation Center are expected to be heavily used during ballpark events due to their proximity to Target Field (See Map 12). These ramps have good access from I-394 as well as the City Street network. MnDOT and Public Works are anticipating the replacement of the Downtown inbound 394 corridor Ramp A/B/C signs during in the summer of 2010. These signs will provide ramp status information to inbound traffic on 394 prior to ramp entrance. The ABC Ramp Parking Facilities provide for parking spaces as stated in the below table:

Facility	Spaces
Ramp A	3,000
Ramp B	1,600
Ramp C	1,400
Hawthorne Transportation Center	1,000



Downtown Minneapolis Variable Message Signs

The ABC/HTC Ramps include

- Many parking spaces for motorcycles and scooters
- Bicycle parking with lockers and shower facilities
- Direct skyway access to Target Field, Target Plaza, Target Center and the downtown core
- Are convenient to other downtown destinations such as the Warehouse District, Block E, and the Hennepin Theater District
- Contain Transit areas for Metro Transit and Greyhound buses along with charter bus parking facilities.

Off street parking spaces in Downtown Minneapolis amounts to about 25,000 of which 10,000 are within a 15 minute walk of the Ballpark. ABC/HTC is the probable destination of early arrivers to the Ballpark. However, many spaces are available within Downtown and the real time VMS system will trail blaze vehicles to other parking locations.

The City of Minneapolis is partnering with other participating private ramps in the development of interactive web based map that allows for parking ramp information to be obtained over the web or on a computer or by a smart phone application. This initiative has just started and will not be available for the 2010 Ballpark season.

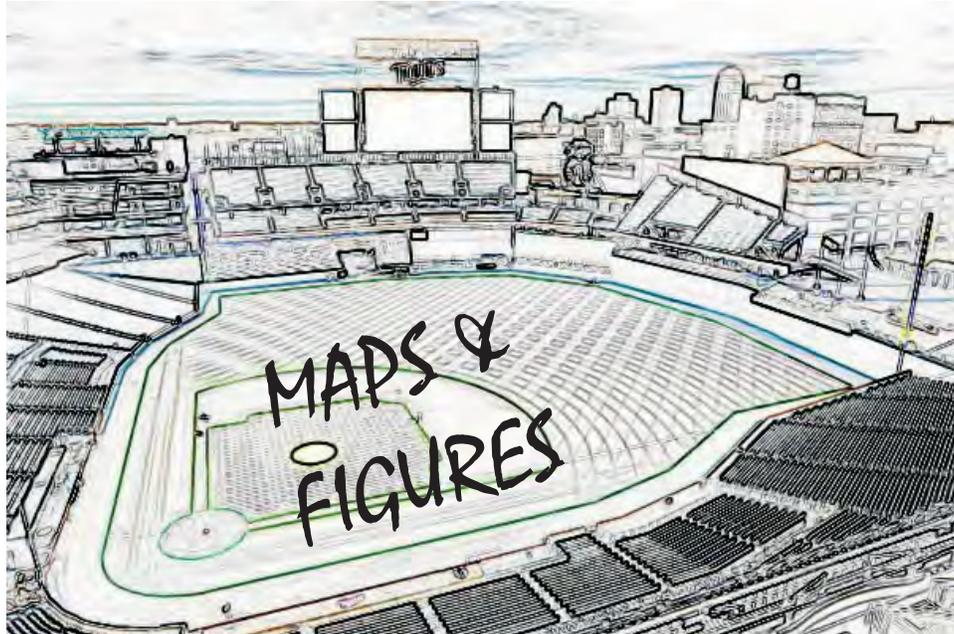
18) Traffic Operation Plan Scenarios

Ballpark event scenarios have been categorized below:

- Scenario A Weekday Night Games (7pm Start)
- Scenario B Weekend Games (any Start Time)
- Scenario C Weekday Afternoon Games (12 noon – 3pm Start)

Each scenario will require a specific application as explained within this document. Each game has been tabulated and concluded with an action as charted in Figure 14 and 15.

Target Field Traffic Management Action Plan



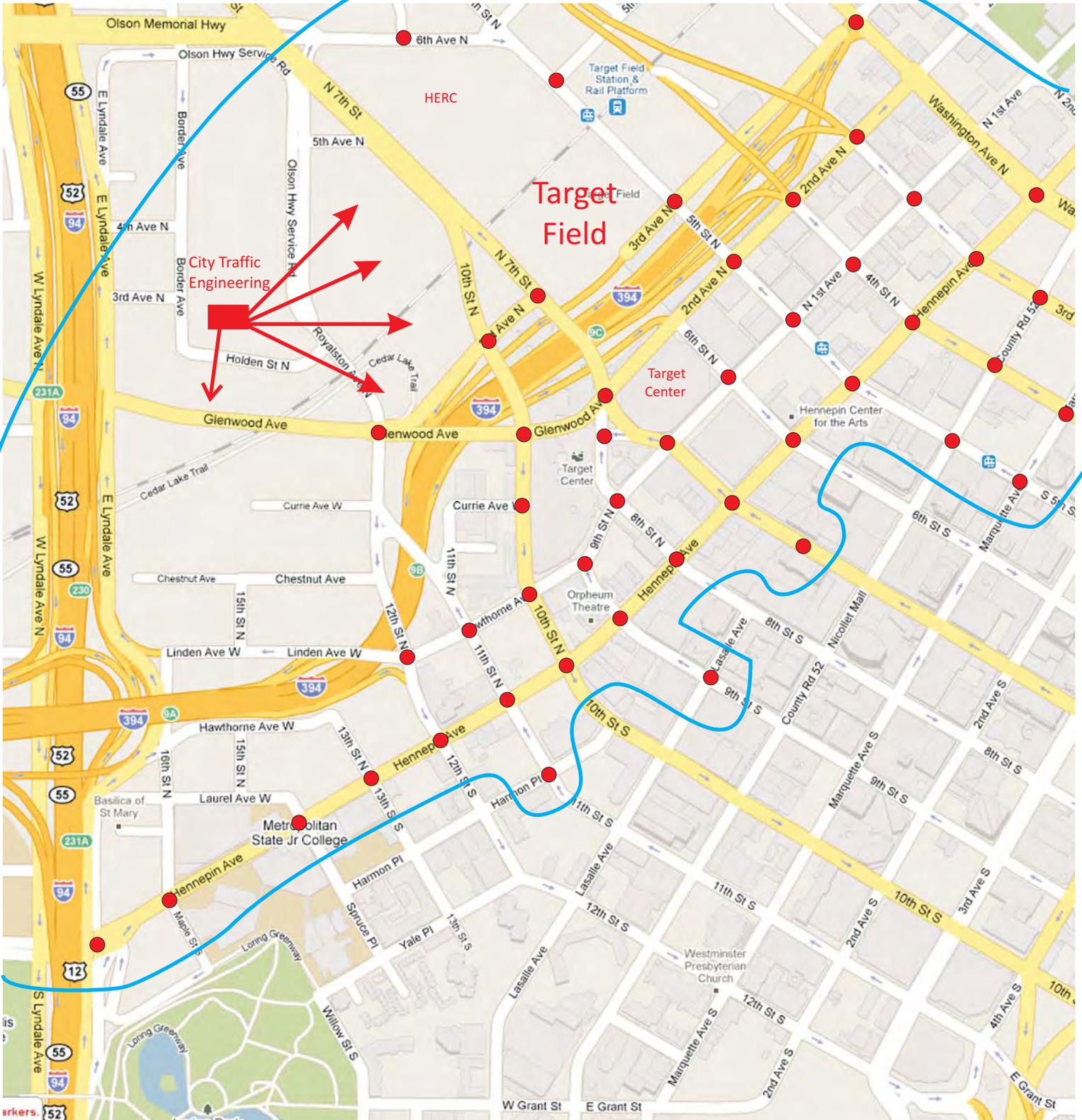
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*Subject to
Change*

Traffic Signal Timing Locations

Map 1



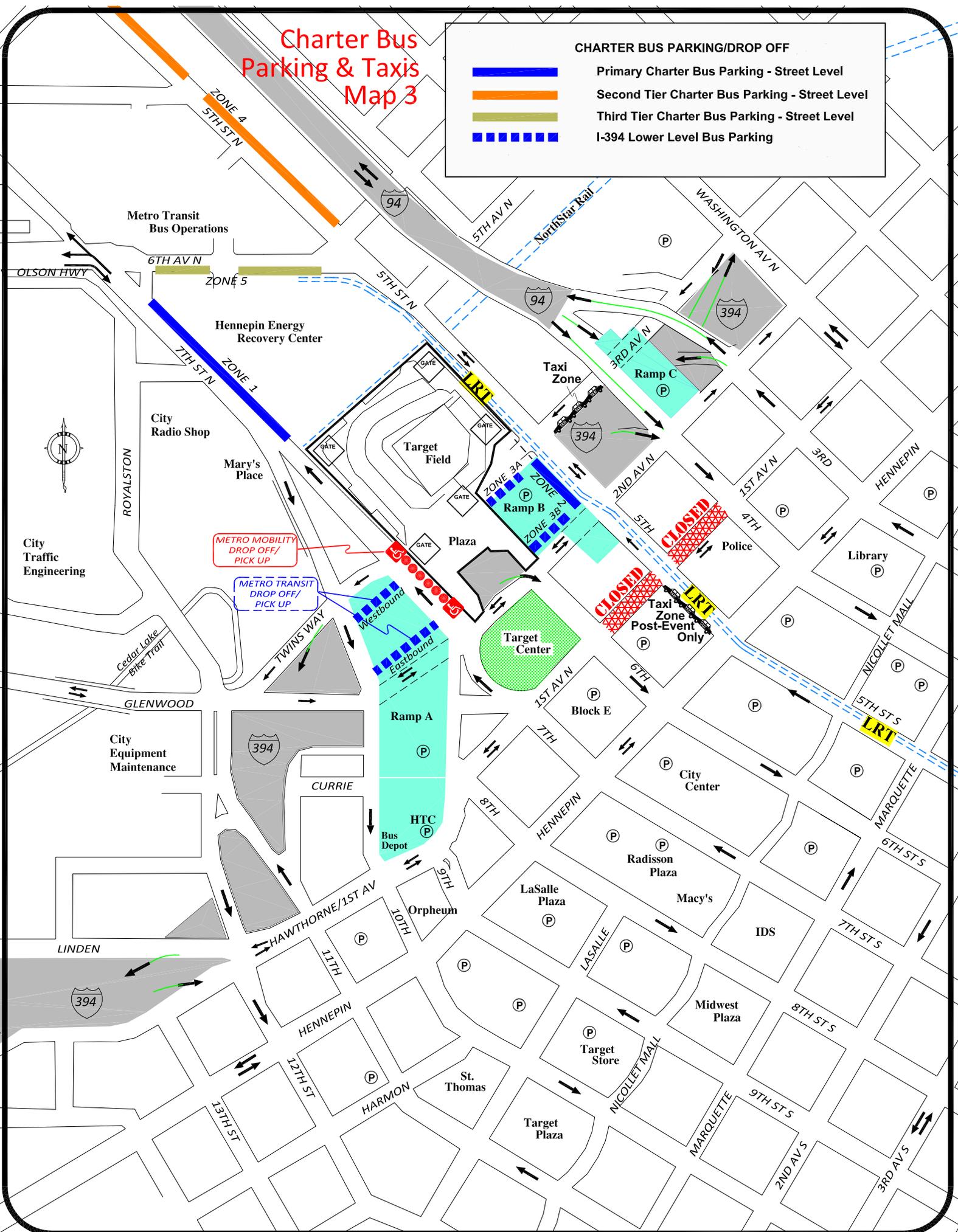
Project Boundaries

Some locations not shown on map:
Washington Av S (Hennepin - 2nd Av S)
3rd St S (Hennepin - 3rd Av S)
Washington Av N & 5th Av N

Charter Bus Parking & Taxis Map 3

CHARTER BUS PARKING/DROP OFF

- Primary Charter Bus Parking - Street Level
- Second Tier Charter Bus Parking - Street Level
- Third Tier Charter Bus Parking - Street Level
- I-394 Lower Level Bus Parking



METRO MOBILITY
DROP OFF/
PICK UP

METRO TRANSIT
DROP OFF/
PICK UP

Ramp A
HTC
Bus Depot

Ramp B

Ramp C

Taxi Zone
Post-Event
Only

CLOSED

LRT



Metro Transit
Bus Operations

OLSON HWY

6TH AV N

7TH ST N

ROYALSTON

City
Radio Shop

Mary's Place

City
Traffic
Engineering

Cedar Lake
Bike Trail

GLENWOOD

City
Equipment
Maintenance

394

CURRIE

HAWTHORNE/1ST AV

LINDEN

394

HENNEPIN

12TH ST

13TH ST

HARMON

15TH ST

Hennepin Energy
Recovery Center

5TH ST N

5TH AV N

Target Field

Plaza

Target Center

HTC
Bus Depot

Westbound

Eastbound

TWINS WAY

394

8TH

7TH

6TH

5TH

4TH

3RD

2ND

1ST

WASHINGTON AV N

394

Target Field

Plaza

Target Center

HTC
Bus Depot

Westbound

Eastbound

TWINS WAY

394

8TH

7TH

6TH

5TH

4TH

3RD

2ND

1ST

WASHINGTON AV N

394

3RD AV N

2ND AV N

1ST AV N

Target Field

Plaza

Target Center

HTC
Bus Depot

Westbound

Eastbound

TWINS WAY

394

8TH

7TH

6TH

5TH

4TH

3RD

2ND

1ST

WASHINGTON AV N

394

3RD AV N

2ND AV N

1ST AV N

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7TH

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WASHINGTON AV N

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2ND AV N

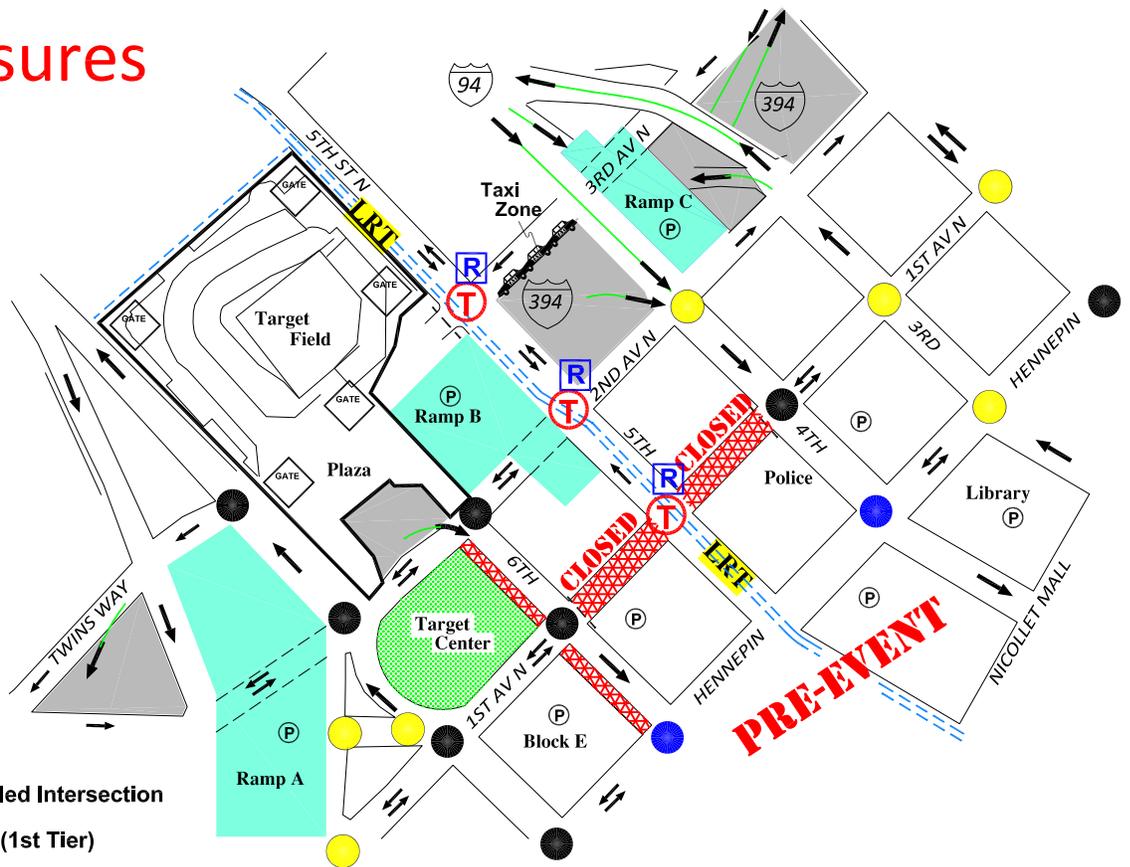
1ST AV N

Road Closures

Map 4A

PRE

1st Av N will be closed
IF CONDITIONS
WARRANT
between 4th & 6th St. 30
minutes - 1 hour prior to
weekday evening events

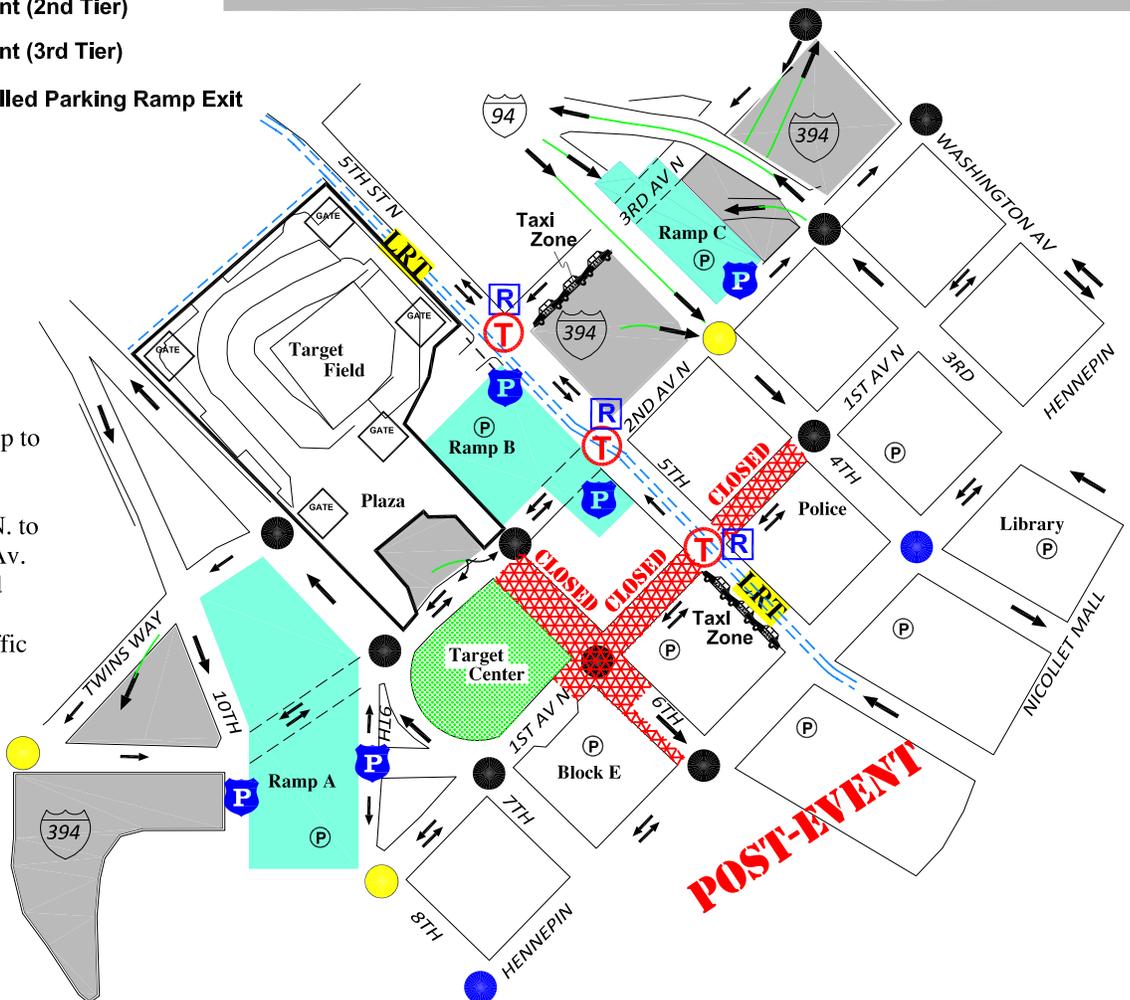


- T** Metro Transit Controlled Intersection
- Traffic Control Agent (1st Tier)
- Traffic Control Agent (2nd Tier)
- Traffic Control Agent (3rd Tier)
- P** Mpls Police Controlled Parking Ramp Exit
- R** Police Reserves

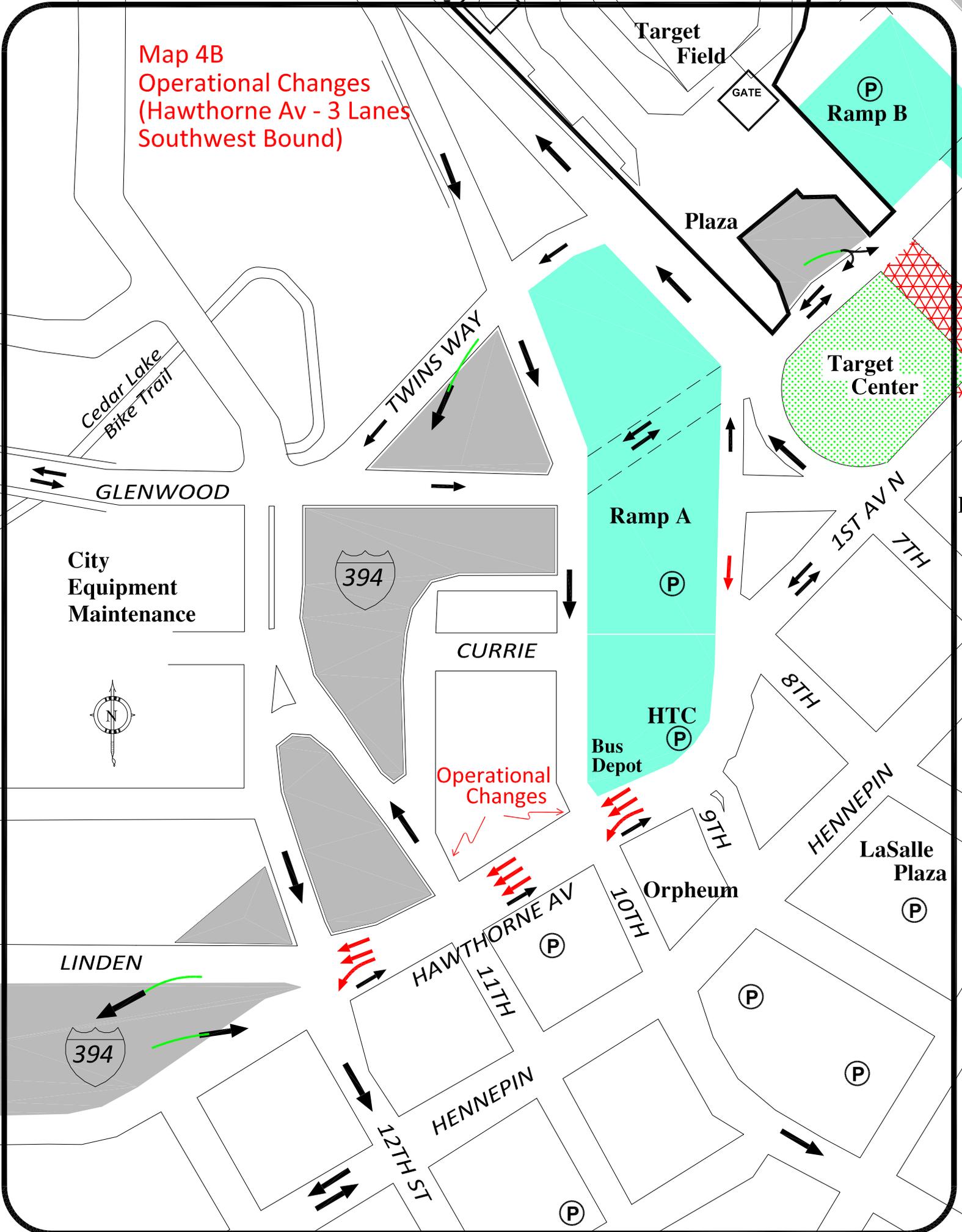
POST

1st Av N will be closed
between 4th & 6th St. up to
one hour after events.

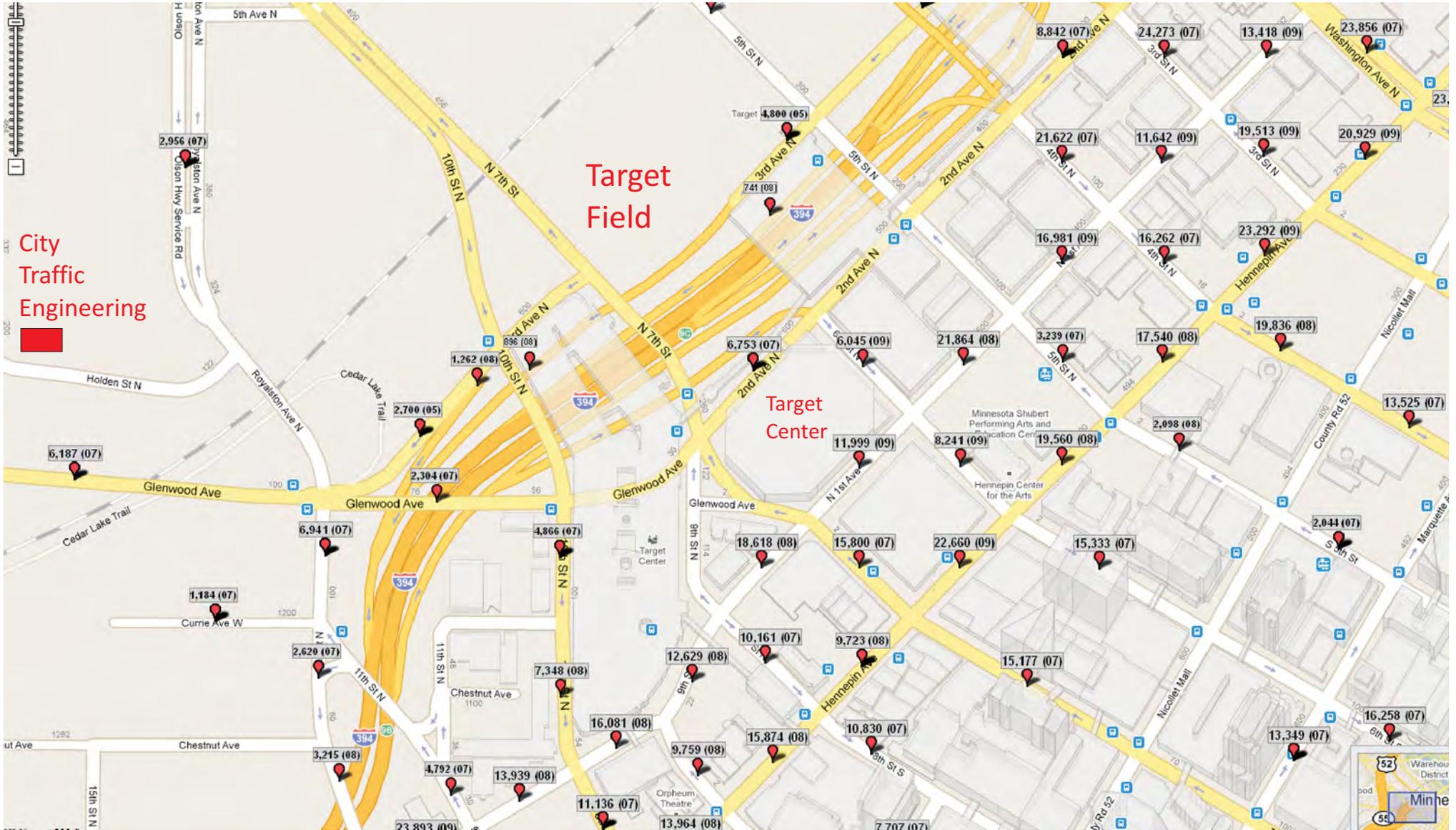
6th St N from 2nd Av N. to
midblock between 1st Av.
N. will be totally closed
one hour after events to
facilitate pedestrian traffic
from the Twins Plaza.



Map 4B
Operational Changes
(Hawthorne Av - 3 Lanes
Southwest Bound)



Map 5 - Daily Traffic Volumes (AADT) in Target Area



City Traffic Engineering

Target Field

Target Center

Key

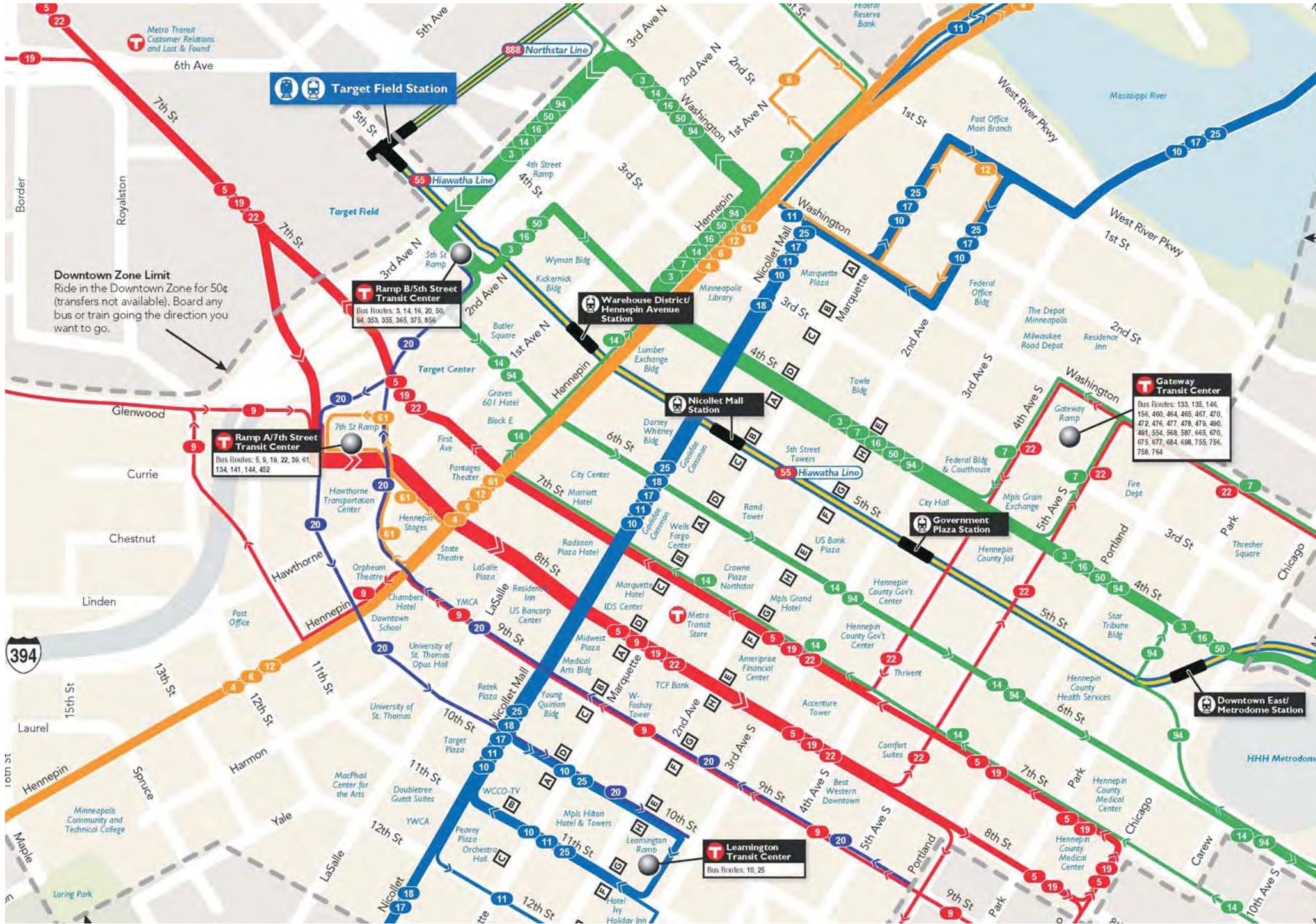
10,200 (08)

Average Annual Daily Traffic (AADT)

Year Counted

Some counts may be inaccurate due to abnormal conditions (e.g., road construction, 35W bridge rebuild, weather, etc.)

MAP 6 - Downtown Bus Routes



Downtown Zone Limit
 Ride in the Downtown Zone for 50¢ (transfers not available). Board any bus or train going the direction you want to go.

T Ramp A/7th Street Transit Center
 Bus Routes: 5, 9, 19, 22, 39, 61, 134, 141, 144, 452

T Ramp B/5th Street Transit Center
 Bus Routes: 3, 14, 16, 20, 50, 94, 353, 355, 365, 375, 856

Warehouse District/Hennepin Avenue Station

Nicollet Mall Station

Government Plaza Station

T Gateway Transit Center
 Bus Routes: 133, 135, 145, 155, 460, 464, 465, 467, 470, 472, 476, 477, 478, 479, 480, 491, 554, 568, 587, 695, 670, 675, 677, 684, 698, 755, 756, 758, 764

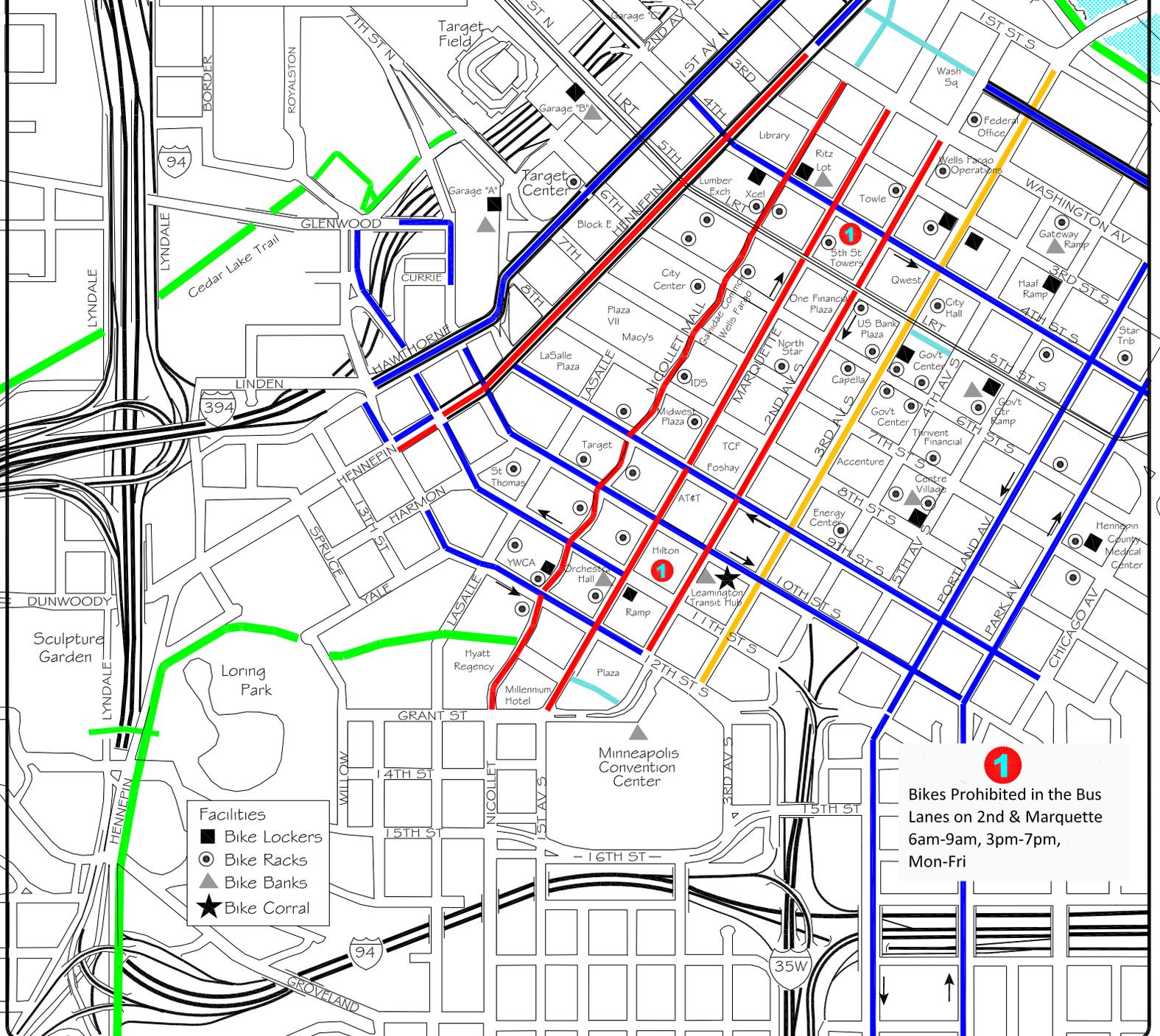
T Leamington Transit Center
 Bus Routes: 10, 25



HHH Metrodome

Bicycle Routes Map 7

-  Bike Trails (Off-Street)
-  Bike Lanes (On-Street)
-  On-Street (Both Sides)
-  Shared Lanes
-  Signed Routes
-  Recommended Routes
-  Pedestrian Shortcuts

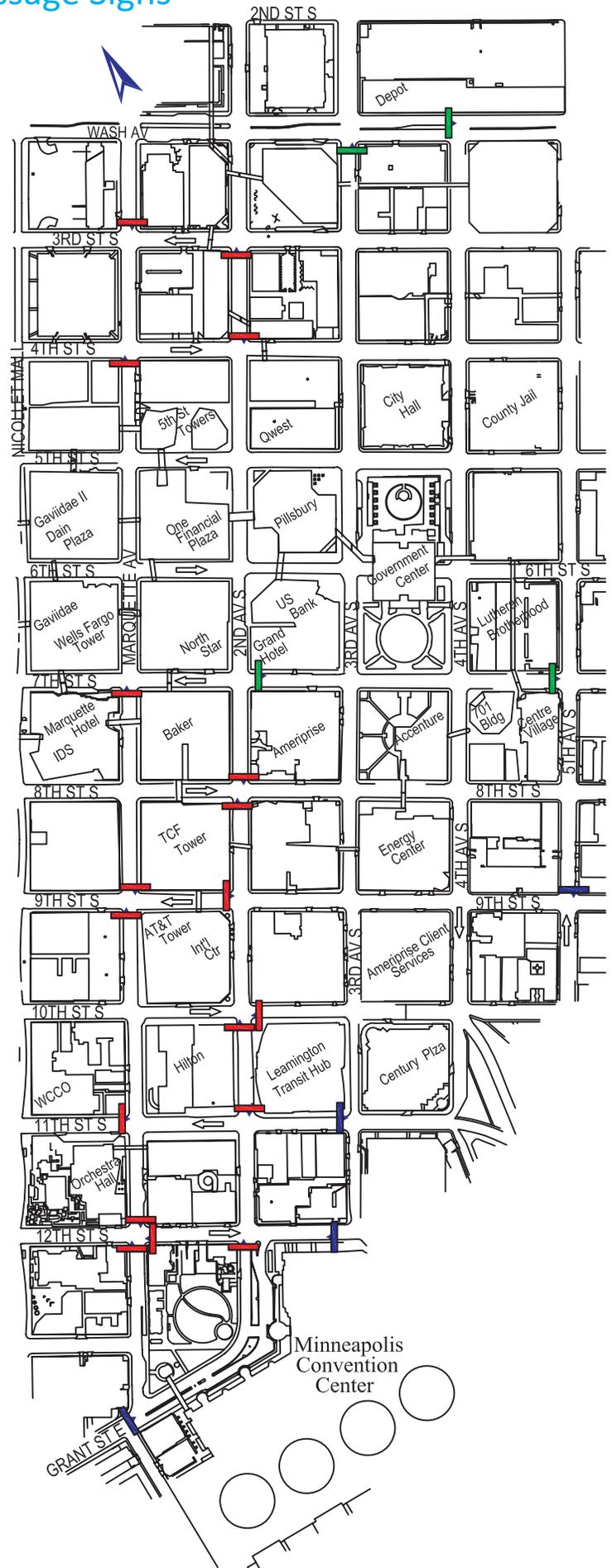
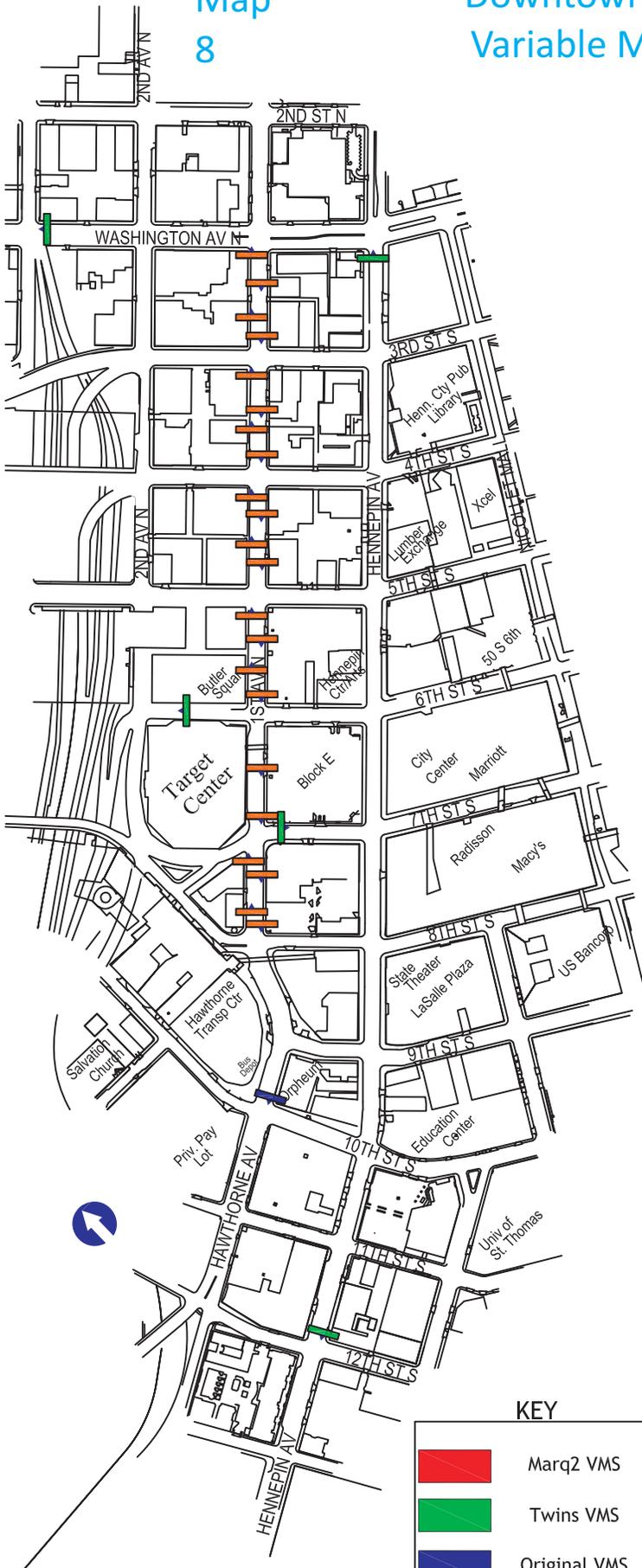


- Facilities
-  Bike Lockers
 -  Bike Racks
 -  Bike Banks
 -  Bike Corral

1
 Bikes Prohibited in the Bus Lanes on 2nd & Marquette
 6am-9am, 3pm-7pm,
 Mon-Fri

Map 8

Downtown Minneapolis Variable Message Signs



Freeway Variable Message Signs

From the North - use existing signs

94 SB @ Lowry Av

EVENT CONGESTION
AT 4TH ST EXIT
USE 7TH ST

94 SB @ Lowry Av

EVENT CONGESTION
AT 7TH ST EXIT
USE 4TH ST

394 EB West of Penn

EVENT CONGESTION
AT DOWNTOWN EXITS
USE DUNWOODY

394 EB West of Penn

EVENT CONGESTION
AT DOWNTOWN EXITS
USE 12TH ST

35W SB @ 4th St SE

EVENT CONGESTION
AT WASHINGTON AV
USE 11TH AV S

394 EB West of Penn

EVENT CONGESTION
AT DOWNTOWN EXITS
USE WASHINGTON AV

394 EB West of Penn

EVENT CONGESTION
AT 6TH ST EXIT
USE 12TH ST

From the South - use existing signs

35W NB @ 42nd St

EVENT CONGESTION
AT 5TH AV EXIT
USE 11TH ST

35W NB @ 42nd St

EVENT CONGESTION
AT 11TH ST EXIT
USE 5TH AV

94 WB West of 25th Av

EVENT CONGESTION
AT 11TH ST EXIT
USE 5TH ST

94 WB West of 25th Av

EVENT CONGESTION
AT 5TH ST EXIT
USE 11TH ST

From the West - EB Parking Signs Congestion Messages

394 EB Parking Sign

EVENT CONGESTION
AT 4TH ST EXIT
USE 6TH ST
OR 12TH ST EXIT

394 EB Parking Sign

EVENT CONGESTION
AT 6TH ST EXIT
USE 4TH ST
OR 12TH ST EXIT

From the West - EB Parking Signs Manual Messages - Operational June 2010

394 EB Parking Sign

PARKING INFORMATION
RAMP A OPEN
RAMP B FULL
RAMP C OPEN

394 EB Parking Sign

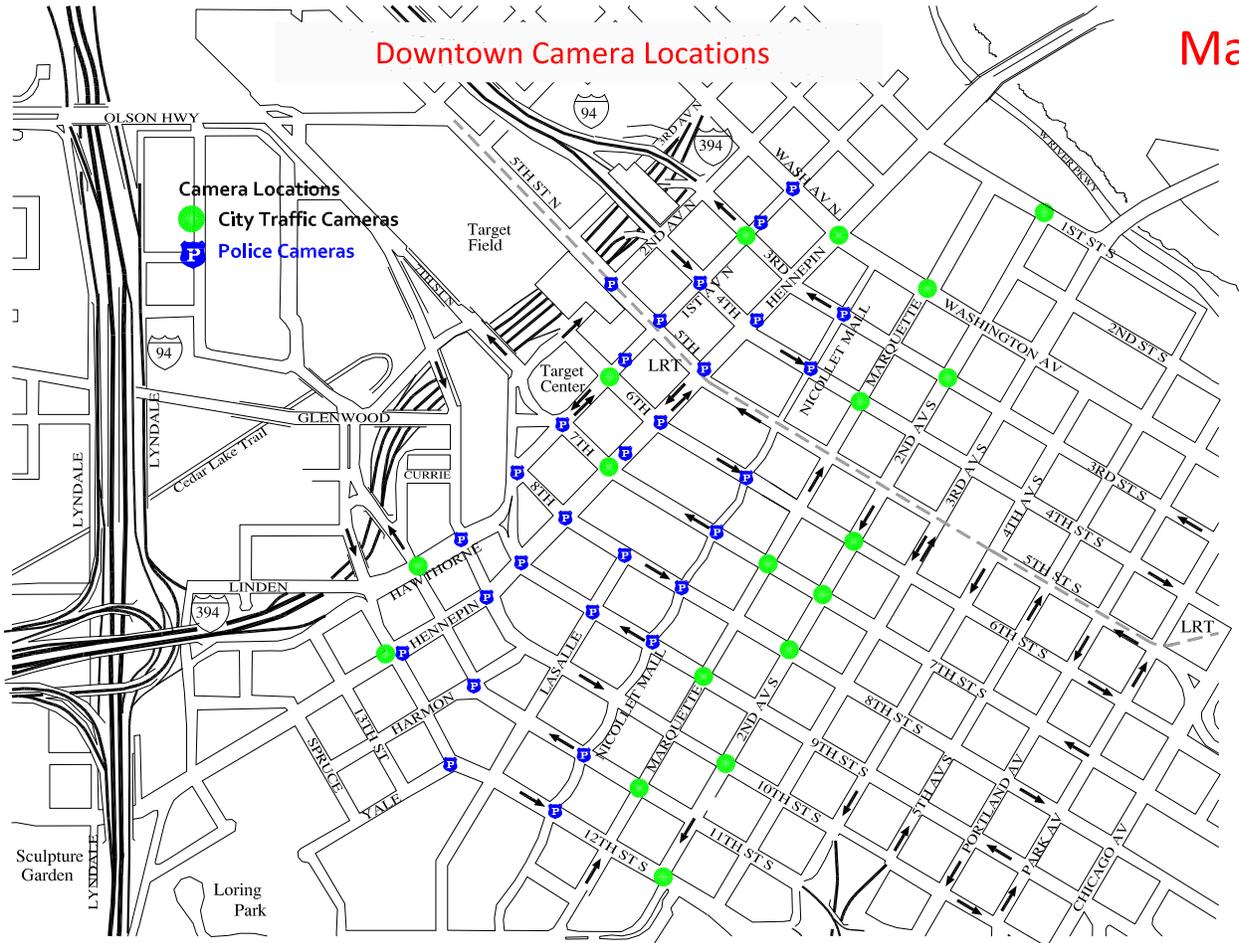
PARKING INFORMATION
RAMP A OPEN
RAMP B FULL
RAMP C FULL

394 EB Parking Sign

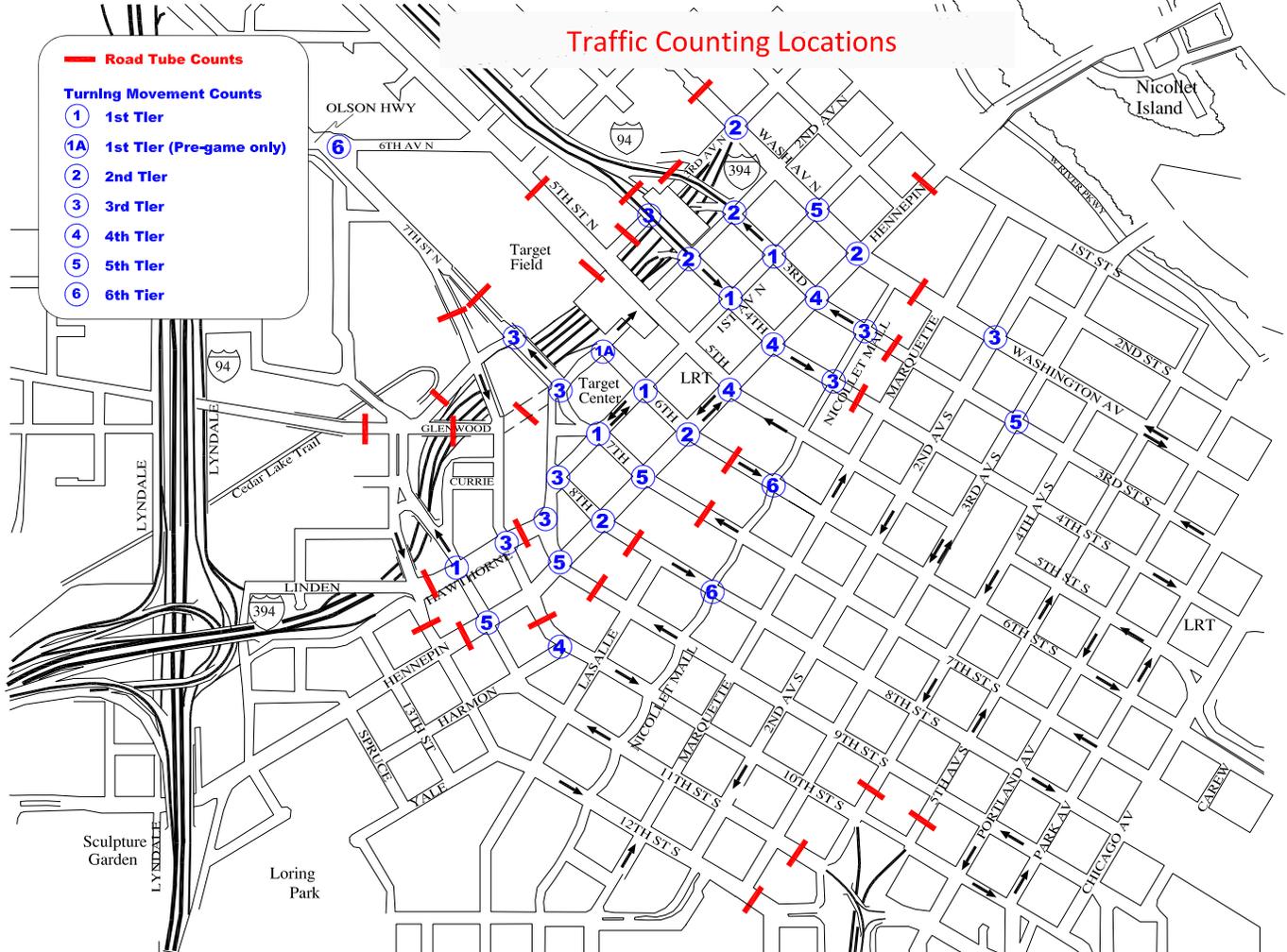
PARKING INFORMATION
RAMP A FULL
RAMP B FULL
RAMP C FULL

Downtown Camera Locations

Map 10



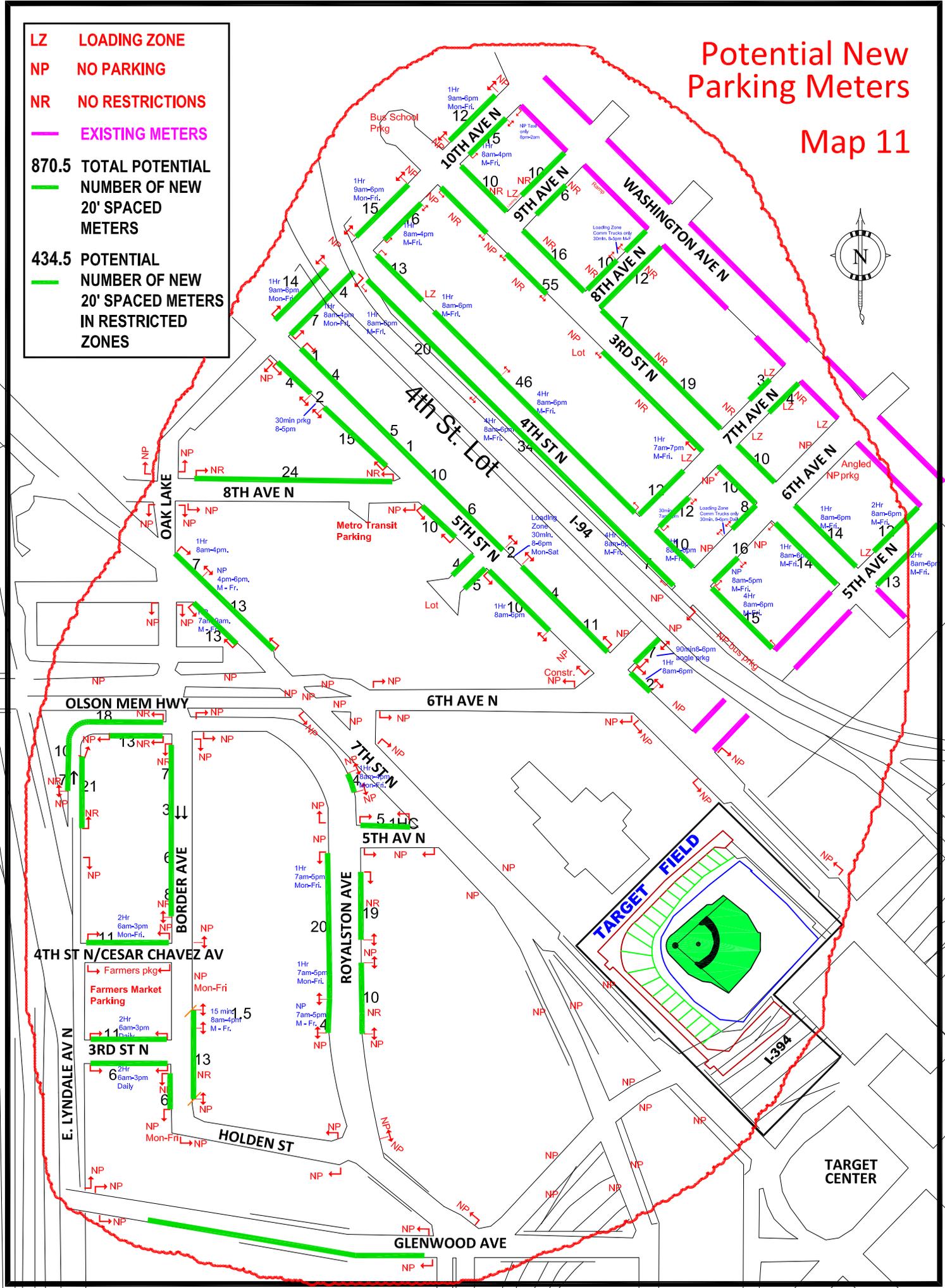
Traffic Counting Locations



Potential New Parking Meters

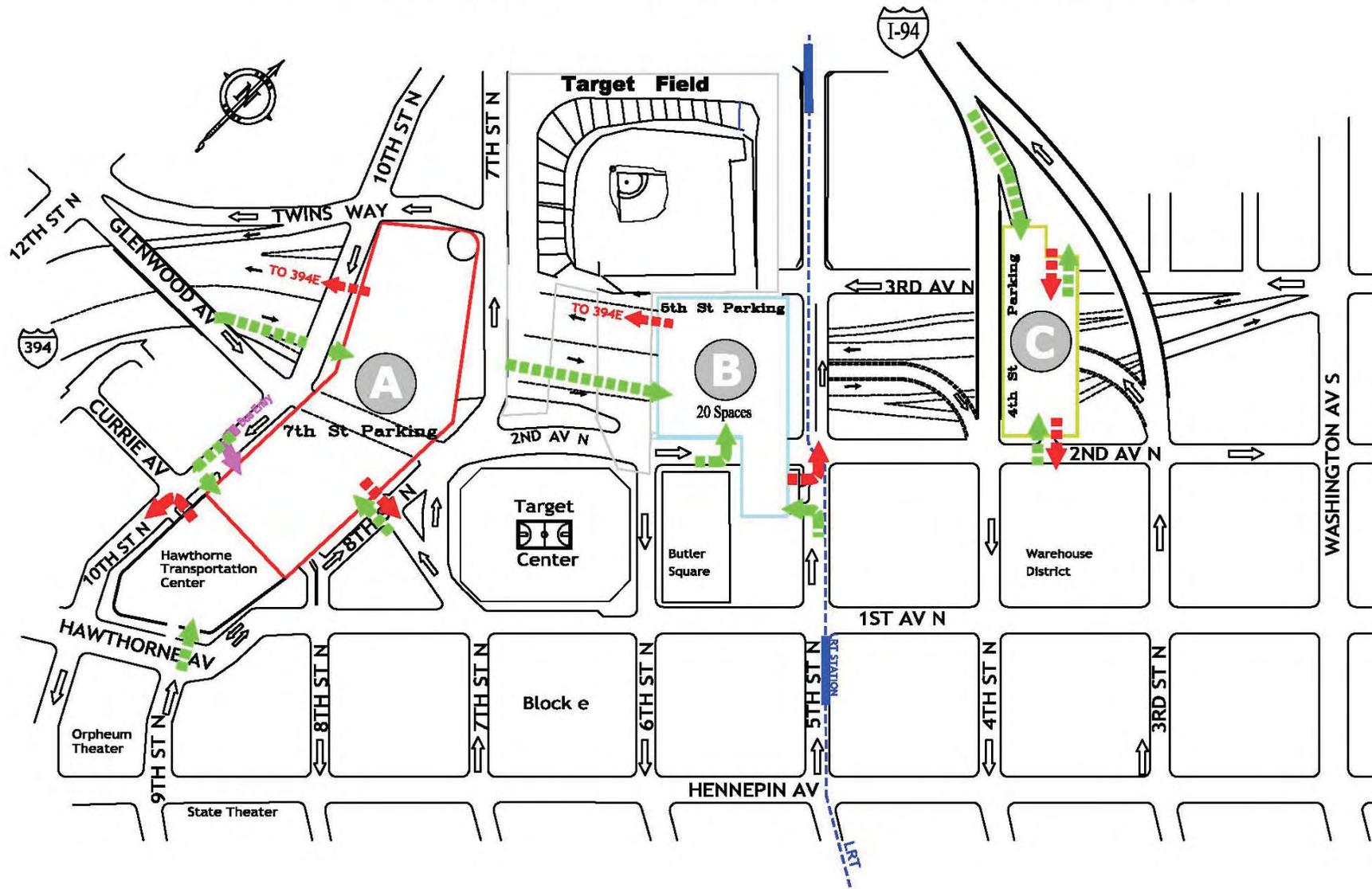
Map 11

- LZ** LOADING ZONE
- NP** NO PARKING
- NR** NO RESTRICTIONS
- EXISTING METERS**
- 870.5** TOTAL POTENTIAL NUMBER OF NEW 20' SPACED METERS
- 434.5** POTENTIAL NUMBER OF NEW 20' SPACED METERS IN RESTRICTED ZONES





ABC RAMPS/HAWTHORNE TRANSPORTATION CENTER



Scenario A - Weekday Night

	Closures		Road Narrowing	Operational Changes		Parking Restrictions	
	1st Av N 4th-6th	6th St N*	6th St N*	Hawthorne Av**	8th St N from Ramp A	1st Av N Wash-8th St	6th St N 2nd Av N- Henn
PRE-EVENT	30 min - 1 hr before game		30 min - 1 hr before game			Both Sides PM Rush - 10 pm	Both Sides 24 hours
POST-EVENT	30 min - 1 hr after game	30 min - 1 hr after game		30 min - 1 hr after game	Open EB 9th St Bus Lane to traffic 30 min - 1 hr after game	Both Sides PM Rush - 10 pm	Both Sides 24 hours



*6th St N
(from 2nd Av N
to midblock between
1st Av N & Hennepin)

**Southwest bound Hawthorne Av
Two lanes - three lanes
8th - 12th St N

Traffic Control Agents = 17
System Wide

Scenario B - Weekends

	Closures		Road Narrowing	Operational Changes		Parking Restrictions	
	1st Av N 4th-6th	6th St N*	6th St N*	Hawthorne Av**	8th St N from Ramp A	1st Av N Wash-8th St	6th St N 2nd Av N- Henn
PRE-EVENT	30 min - 1 hr before game		30 min - 1 hr before game			Both Sides 2 hours prior	Both Sides 24 hours
POST-EVENT	30 min - 1 hr after game	30 min - 1 hr after game		30 min - 1 hr after game	Open EB 9th St Bus Lane to traffic 30 min - 1 hr after game	Both Sides 2 hours prior	Both Sides 24 hours



*6th St N
(from 2nd Av N
to midblock between
1st Av N & Hennepin)

**Southwest bound Hawthorne Av
Two lanes - three lanes
8th - 12th St N

Traffic Control Agents = 17
System Wide

Scenario C - Weekday Day Game

	Closures		Road Narrowing	Operational Changes		Parking Restrictions	
	1st Av N 4th-6th	6th St N*	6th St N*	Hawthorne Av**	8th St N from Ramp A	1st Av N Wash-8th St	6th St N 2nd Av N- Henn
PRE-EVENT	30 min - 1 hr before game		30 min - 1 hr before game			Both Sides AM Rush - 6 pm	Both Sides 24 hours
POST-EVENT	30 min - 1 hr after game	30 min - 1 hr after game		30 min - 1 hr after game	Open EB 9th St Bus Lane to traffic 30 min - 1 hr after game	Both Sides AM Rush - 6 pm	Both Sides 24 hours



*6th St N
(from 2nd Av N
to midblock between
1st Av N & Hennepin)

**Southwest bound Hawthorne Av
Two lanes - three lanes
8th - 12th St N

Traffic Control Agents = 17
System Wide

Figure 15 - Twins Schedule w/Traffic Plan

Date	Team	Time	Traffic Plan	Date	Team	Time	Traffic Plan	Date	Team	Time	Traffic Plan
Fri., 4/2	St. Louis	Exh	B	Tue, 5/11	White Sox	7:10p	A	Fri, 6/18	at Phillies	6:05p	
Sat, 4/3	St. Louis	Exh	B	Wed, 5/12	White Sox	12:10p	C	Sat, 6/19	at Phillies	3:10p	
Mon, 4/5	at Angels	9:05p		Fri, 5/14	at Yankees	6:05p		Sun, 6/20	at Phillies	12:35p	
Tue, 4/6	at Angels	9:05p		Sat, 5/15	at Yankees	12:05p		Tue, 6/22	at Brewers	7:10p	
Wed, 4/7	at Angels	9:05p		Sun, 5/16	at Yankees	12:05p		Wed, 6/23	at Brewers	7:10p	
Thu, 4/8	at Angels	9:05p		Mon, 5/17	at Blue Jays	6:07p		Thu, 6/24	at Brewers	1:10p	
Fri, 4/9	at White Sox	7:10p		Tue, 5/18	at Blue Jays	11:37a		Fri, 6/25	at Mets	6:10p	
Sat, 4/10	at White Sox	12:05p		Wed, 5/19	at Red Sox	6:10p		Sat, 6/26	at Mets	12:10p	
Sun, 4/11	at White Sox	1:05p		Thu, 5/20	at Red Sox	6:10p		Sun, 6/27	at Mets	12:10p	
Mon, 4/12	Red Sox	3:10p		Fri, 5/21	Brewers	7:10p	B	Mon, 6/28	Tigers	7:10p	A
Wed, 4/14	Red Sox	12:10p	C	Sat, 5/22	Brewers	3:10p	B	Tue, 6/29	Tigers	7:10p	A
Thu, 4/15	Red Sox	12:10p	C	Sun, 5/23	Brewers	1:10p	B	Wed, 6/30	Tigers	12:10p	C
Fri, 4/16	Royals	7:10p	B	Tue, 5/25	Yankees	7:10p	A	Thu, 7/1	Rays	7:10p	A
Sat, 4/17	Royals	12:10p	B	Wed, 5/26	Yankees	7:10p	A	Fri, 7/2	Rays	7:10p	B
Sun, 4/18	Royals	1:10p	B	Thu, 5/27	Yankees	7:10p	A	Sat, 7/3	Rays	3:10p	B
Tue, 4/20	Indians	7:10p	C	Fri, 5/28	Rangers	7:10p	B	Sun, 7/4	Rays	1:10p	B
Wed, 4/21	Indians	7:10p	A	Sat, 5/29	Rangers	3:10p	B	Tue, 7/6	at Blue Jays	6:07p	
Thu, 4/22	Indians	12:10p	C	Sun, 5/30	Rangers	7:05p	B	Wed, 7/7	at Blue Jays	6:07p	
Fri, 4/23	at Royals	7:10p		Mon, 5/31	at Mariners	9:10p		Thu, 7/8	at Blue Jays	6:07p	
Sat, 4/24	at Royals	6:10p		Tue, 6/1	at Mariners	9:10p		Fri, 7/9	at Tigers	6:05p	
Sun, 4/25	at Royals	1:10p		Wed, 6/2	at Mariners	9:10p		Sat, 7/10	at Tigers	3:10p	
Tue, 4/27	at Tigers	6:05p		Thu, 6/3	at Mariners	9:10p		Sun, 7/11	at Tigers	12:05p	
Wed, 4/28	at Tigers	6:05p		Fri, 6/4	at Athletics	9:05p		Thu, 7/15	White Sox	7:10p	A
Thu, 4/29	at Tigers	12:05p		Sat, 6/5	at Athletics	8:05p		Fri, 7/16	White Sox	7:10p	B
Fri, 4/30	at Indians	6:05p		Sun, 6/6	at Athletics	3:05p		Sat, 7/17	White Sox	6:10p	B
Sat, 5/1	at Indians	6:05p		Tue, 6/8	Royals	7:10p	A	Sun, 7/18	White Sox	1:10p	B
Sun, 5/2	at Indians	12:05p		Wed, 6/9	Royals	7:10p	A	Mon, 7/19	Indians	7:10p	A
Mon, 5/3	Tigers	7:10p	A	Thu, 6/10	Royals	7:10p	A	Tue, 7/20	Indians	7:10p	A
Tue, 5/4	Tigers	7:10p	A	Fri, 6/11	Braves	7:10p	B	Wed, 7/21	Indians	12:10p	C
Wed, 5/5	Tigers	12:10p	C	Sat, 6/12	Braves	6:10p	B	Thu, 7/22	at Orioles	6:05p	
Thu, 5/6	Orioles	7:10p	A	Sun, 6/13	Braves	1:10p	B	Fri, 7/23	at Orioles	6:05p	
Fri, 5/7	Orioles	7:10p	B	Tue, 6/15	Rockies	7:10p	A	Sat, 7/24	at Orioles	3:10p	
Sat, 5/8	Orioles	12:10p	B	Wed, 6/16	Rockies	7:10p	A	Sun, 7/25	at Orioles	12:35p	
Sun, 5/9	Orioles	1:10p	B	Thu, 6/17	Rockies	12:10p	C	Mon, 7/26	at Royals	7:10p	

Date	Team	Time	Traffic Plan	Date	Team	Time	Traffic Plan
Tue, 7/27	at Royals	7:10p		Fri, 9/3	Rangers	7:10p	B
Wed, 7/28	at Royals	1:10p		Sat, 9/4	Rangers	3:10p	B
Fri, 7/30	Mariners	7:10p	B	Sun, 9/5	Rangers	1:10p	B
Sat, 7/31	Mariners	3:10p	B	Mon, 9/6	Royals	1:10p	B
Sun, 8/1	Mariners	1:10p	B	Tue, 9/7	Royals	7:10p	A
Mon, 8/2	at Rays	6:10p		Wed, 9/8	Royals	7:10p	A
Tue, 8/3	at Rays	6:10p		Fri, 9/10	at Indians	6:05p	
Wed, 8/4	at Rays	6:10p		Sat, 9/11	at Indians	6:05p	
Thu, 8/5	at Rays	11:10a		Sun, 9/12	at Indians	12:05p	
Fri, 8/6	at Indians	6:05p		Tue, 9/14	at White Sox	7:10p	
Sat, 8/7	at Indians	6:05p		Wed, 9/15	at White Sox	7:10p	
Sun, 8/8	at Indians	12:05p		Thu, 9/16	at White Sox	7:10p	
Tue, 8/10	at White Sox	7:10p		Fri, 9/17	Athletics	7:10p	B
Wed, 8/11	at White Sox	7:10p		Sat, 9/18	Athletics	12:10p	B
Thu, 8/12	at White Sox	7:10p		Sun, 9/19	Athletics	1:10p	B
Fri, 8/13	Athletics	7:10p	B	Mon, 9/20	Indians	7:10p	A
Sat, 8/14	Athletics	6:10p	B	Tue, 9/21	Indians	7:10p	A
Sun, 8/15	Athletics	1:10p	B	Wed, 9/22	Indians	12:10p	C
Tue, 8/17	White Sox	7:10p	A	Fri, 9/24	at Tigers	6:05p	
Wed, 8/18	White Sox	7:10p	A	Sat, 9/25	at Tigers	6:05p	
Thu, 8/19	White Sox	7:10p	A	Sun, 9/26	at Tigers	12:05p	
Fri, 8/20	Angels	7:10p	B	Mon, 9/27	at Royals	7:10p	
Sat, 8/21	Angels	3:10p	B	Tue, 9/28	at Royals	7:10p	
Sun, 8/22	Angels	1:10p	B	Wed, 9/29	at Royals	7:10p	
Mon, 8/23	at Rangers	7:05p		Thu, 9/30	Blue Jays	7:10p	A
Tue, 8/24	at Rangers	7:05p		Fri, 10/1	Blue Jays	7:10p	B
Wed, 8/25	at Rangers	7:05p		Sat, 10/2	Blue Jays	12:10p	B
Thu, 8/26	at Rangers	7:05p		Sun, 10/3	Blue Jays	1:10p	B
Fri, 8/27	at Mariners	9:10p					
Sat, 8/28	at Mariners	3:10p					
Sun, 8/29	at Mariners	3:10p					
Tue, 8/31	Tigers	7:10p	A				
Wed, 9/1	Tigers	7:10p	A				
Thu, 9/2	Tigers	7:10p	A				

Traffic Plan		
see Figure 12		
Scenario A	Weekday Night	
Scenario B	Weekend Day or Night	
Scenario C	Weekday Day	

Figure 16

Contacts

The list below includes members of the Event Management Committee. This committee has been meeting regularly to discuss a resolve challenges that are encountered.

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