

CITY OF MINNEAPOLIS OVERVIEW OF THE CITY-WIDE TRANSPORTATION ACTION PLAN

INTRODUCTION & OVERVIEW

A balanced, linked and sustainable multi-modal transportation system is vital for the City of Minneapolis quality of life and to safely provide

- ◆ Access to land uses
- ◆ Mobility options

for all residents, workers and visitors. This basic goal is supported by the “Minneapolis Plan” direction of:

- Moving people, goods and information
- Providing basic street infrastructure for land use needs
- Creating attractive pedestrian environments
- Providing alternative transportation choices
- Supporting an economically and culturally vibrant city

Striving towards the goals that provide accessibility and mobility in the most safe and cost effective manner to the most people, while improving the environment and livability is a difficult and changing challenge. To meet this goal and the “Minneapolis Plan” directions, the City of Minneapolis should:

- Maximize existing transportation corridors through efficient use of land, infrastructure and facilities to move people and goods
- Conduct land use planning that responds to real estate markets for transit/pedestrian-oriented communities (e.g. the co-location and concentration of housing, goods, and services near transit corridors/facilities). Support implementation of land use plans linked to public infrastructure.
- Utilize technologies to provide enhanced superior transportation operations and service (e.g. travel time and information) in a safe and cost effective manner
- Manage systems to improve livability (e.g. better air quality, reduce noise impacts)
- Utilize innovative financing and pricing mechanisms to improve the efficiency of the limited infrastructure as well as to finance transportation alternatives
- Work with private and public partners to keep Minneapolis and the region economically competitive
- Prioritize investments to improve transportation efficiency and choice

ACTIONS AND FORCES

Applying the above tenets, the City of Minneapolis has identified various transportation actions and forces (corridors, projects and planning efforts) that will influence the City's transportation planning efforts as follows:

Hiawatha LRT -- Ensure successful Hiawatha LRT through on-going public and private partnerships that takes advantage of transportation investment to connect major generators of Downtown Minneapolis, U of M West Bank, MSP Airport, and Mall of America area. Support future convenient connections to transit advantages on south TH 77/Cedar Ave.

I-35W South -- Pursue existing I-35W South policy statement on Bus Rapid Transit and HOV that ensures free flow transit priority and expands transit service (Resolution 2004R- 035)

I-394 -- Ensure transit advantage on I-394 HOV/HOT that will expand transit services (bus, car-pooling, and vanpooling) while retaining the transit advantage at posted speeds.

Northstar Commuter Rail -- Support Northstar Commuter Rail that takes advantage of existing transportation corridor, develops a public-private partnership, improves access to the corridor land uses, reduces the peak commuter travel needs along the TH 10, I-94, I-694, and TH 252 corridors, provides access to major downtown events and allows for alternative travel during major highway reconstruction. (Resolution 2001R-560))

Northwest BRT -- Develop service/facilities that support the Northwest County Road 81 Bus Rapid Transit that takes advantage of existing transportation corridor, improves access to the corridor land uses and reduces the peak commuter travel needs along the I-94, I-694 and County Road 81. Transit shelters and traffic signal technology enhancements should be provided along Broadway, Lowry and Lyndale Avenues.

Central Corridor -- Continue to support the next steps for Central Corridor LRT that connects major generators of Downtown Minneapolis, U of M East and West Bank campuses, Midway, State Capitol, and Downtown St Paul to improve access for corridor land uses and reduce the peak commuter travel demands on I-94 and University Avenue.

I-35W/I-94 Commons -- Determine needs for I-94/I-35W Downtown Commons (River to Franklin, 394 to Hiawatha) that will retain and improve downtown access, improve congested flow and safety, and address livability concerns

TH 62 -- Determine with Crosstown improvements the design flexibility for TH 62 HOV connections to/from I-35W HOV that will supports region-wide HOV system, build as part of future TH 62 improvements

I-35W North -- Address Mississippi River Bridge replacement and determine transit and downtown access needs/provisions

International Airport -- Potential changes to the International Airport related to freight activities will affect the City

High Speed Rail to Chicago -- Support and plan for future high speed rail between Chicago and Minneapolis

Red Rock Commuter Rail -- Support and plan for future commuter rail between Hastings and Minneapolis

CITY WIDE TRANSPORTATION PLAN

The City, in partnership with other key agencies, authorizes the development of a new study, working title “MOBILITY -- Minneapolis.” The purpose of this new study is to develop a ten-year implementation/action plan while addressing challenges within a major metropolitan area. The Plan’s draft vision statement (working purposes only) for City includes:

- A vibrant mix of uses including residential, commercial, services, retail, public spaces, and cultural, entertainment, research and learning opportunities that create a sustainable and livable community now and in the future.
- An interconnected, multi-modal transportation system that sustains the above citywide character while connecting to the larger region and state.
- An urban pedestrian-oriented place that is characterized by ease of access, placemaking, and manageable congestion by vehicles.

Anticipated Draft Action Plan Subject Areas include:

Arterial Corridor Management

Arterial Roles

Transit operations and traffic impacts

Reflective of TOD plus the commercial and community corridors

Address livability and streetscape guidelines

CBD Management

Transit operations and traffic impacts (e.g. LRT, etc.)

Circulation and access needs (e.g. 1 vs. 2-way, Nicollet Mall, etc.)

Accounting for the 2030 growth needs

Pedestrian and Bicycle Plans

Complete the Bicycle Plan

Develop a Pedestrian Plan similar to the Bicycle Plan

Parking Management Plan

Develop, refine and document the parking system management standards and guidelines

Anticipated Cost and Timeline:

Estimated cost is \$600,000 plus in-kind services to be shared among the City, other public agencies, and private entities.

Date	Activity
May-August 2004	Hire project manager, form Project Management Team and Advisory Committee, secure all funding, and finalize work scope, prepare and issue RFP
September 2004	Hire study consultant and begin project
Oct 2004-Sept 2005	Consultant performs study analysis
Sept 2005	Spot check and update the 2003 cordon count after LRT is operational
Oct 2005-Feb 2006	Public review and comment, draft findings
March 2006	Produce final Plan