Minneapolis Downtown Council
June, 2007

Access Minneapolis Policy Position and Recommendations

The Minneapolis Downtown Council appreciates and supports much of the Access Minneapolis 10-Year Transportation report and recommendations. The following points should be emphasized further.

Access Minneapolis: Fundamental Tests.

1. We must not harm today's successful businesses or buildings by adopting a plan that places future economic projections ahead of today's stakeholders.
2. Next, we must avoid damaging downtown's fragile retail environment. Retail is highly dependent on the traffic environment around it, and is impacted greatly by transit stops.
3. Next, we must avoid harming major new projects started or announced.
4. We must have confidence that the proposal accommodates downtown's future needs well.
5. We must understand the financial feasibility of the plan.

Policy Recommendation One: The Two-Way Hennepin Avenue/First Avenue

This Proposal Should Move Forward.

Policy Recommendation Two: Marquette/Second Roadway & Transit Service

A. The dedicated bicycle lanes should be removed from Marquette Avenue and Second Avenue.
B. The sidewalks/roadway dimensions on these streets should remain as they are today.
C. All of the traffic signals should be retimed to promote traffic flow.
D. Mid-block traffic signals for parking ramp access/egress should remain optional until we try the system without them.
E. The city's policy that sworn police officers only may be hired as traffic coordinators should be repealed.

Policy Recommendation Three: 8th Street Proposed Roadway Changes & Transit Service

A. This proposal should be abandoned.
B. The concentration of transit on this street is too damaging to Macy's.
C. Transit and safety issues are unsolved in this proposal.
D. No building owner or major tenant has come forward to support this proposal.
E. The Minneapolis Club opposes this proposal.
F. HCMC opposes this proposal.

Policy Recommendation Four: East/West Transit Corridor

A. We recommend that **Fourth Street** should be the major east/west corridor for bus service in downtown.
B. The location coincides with MetroTransit's busiest route (#16) and is near the most popular transit option (LRT).
C. The location is very convenient to LRT, the Central Corridor and NorthStar Commuter Rail.
D. The location has far fewer competing demands than 7th or 8th Streets have.
E. The 1st Precinct recommends 4th Street is a superior policing location.

Policy Recommendation Five: Transit Stop & Corridor Safety

We recommend the Minneapolis Police Department become entirely responsible for safety at downtown transit stops.

Policy Recommendation Six: Nicollet Mall Transit Service

A. We support the proposal to move express routes to the Marquette/Second Avenue locations.
B. We recommend that bicycles be allowed to use Nicollet Mall all of the time.
C. We support the proposal that supplies modified free bus service on Nicollet Mall.
D. Transit safety on Nicollet Mall must be vigorously enforced.
E. Service to the Convention Center must be excellent.
F. To promote the pedestrian and customer experience on Nicollet Mall on evenings, seven days per week, we would like to see bus service moved to alternate locations at 6:30 PM nightly.