Taken from Minnesota Twins Website

Minnesota Twins Ballpark Transportation management Plan

December 27, 2006

Taken from Minnesota Twins Website

DRAFT

Introduction

This document is a proposed transportation management plan for the new Minnesota Twins Ballpark. The site for the new ballpark is bounded by 7th Street North on the southwest, 5th Street North on the Northeast, 3rd Avenue North on the southeast, and the BNSF railroad tracks on the northwest.
This 40,000 seat ballpark is located on the Northwest fringe of downtown Minneapolis, two blocks north of the Warehouse District along 1st Avenue North and one block north of the Target Center an arena existing between 2nd Avenue North and 1st Avenue North. Major public and private parking facilities exist within a 15 minute walk of the new ballpark. I-394 is directly adjacent to the southerly side of the ballpark and has entry/exit ramps from the adjacent street system as well as the public parking ramps located over this highway (see figures 1 and 2)
.
It is anticipated that key elements of a successful ballpark operation will be the I-394/ABC ramps relationship, usage of the expanded 5th Street LRT line, and effective traffic control management of vehicles in the vicinity of the Ballpark and of pedestrians into and out of the site. Effective promotion and use of existing parking facilities, Metro Transit bus service, charter buses, park and ride system shuttles, taxis and limousines will also be major components of this transportation plan. Lastly, a well-functioning event management plan would not be complete without a comprehensive public information effort, efficient use of electronic variable message signs (VMS), state of the art Intelligent Transportation System (ITS) applications, as well as an on-going Event Management Committee.

This transportation management plan is intended to be a dynamic document that will evolve over time as new and more complete information becomes available. Once the Ballpark opens, real life experience might also trigger updates to the plan.

Stadium Event Scenarios

The following are the general classifications of game time scenarios that need to be considered when developing a Transportation Management Plan for the new Minnesota Twins Stadium.

Weekday	Afternoon	Noon - 3pm
Weekday	Night (Mon-Thurs)	7pm - 10pm
Weekday	Night (Friday)	7pm - 10pm
Weekend	(Saturday)	6pm - 9 pm
Weekend	(Sunday)	1pm - 4 pm

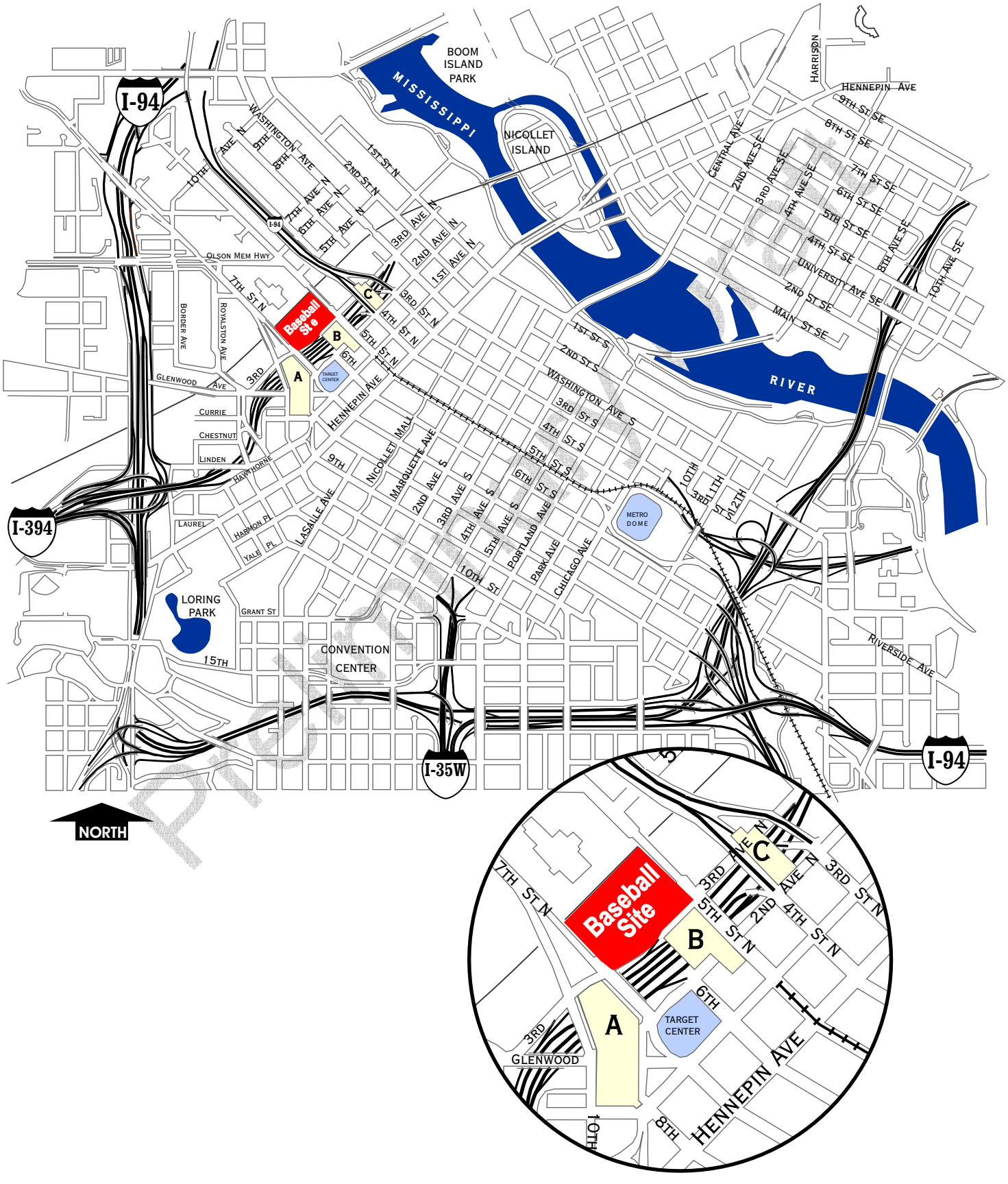
It should be understood that management plans for each of these scenarios may have variations that could be implemented depending upon anticipated crowd sizes for each event. In addition, any combination of concurrent events scheduled at the Target Center, Minneapolis Convention Center, Orchestra Hall, Hennepin Avenue Theatres, Warehouse District, Guthrie Theater, or even the existing Metrodome may require modifications to any basic plan. These plans must be considered fluid, subject to change as experience dictates.

Infrastructure Changes/Modifications

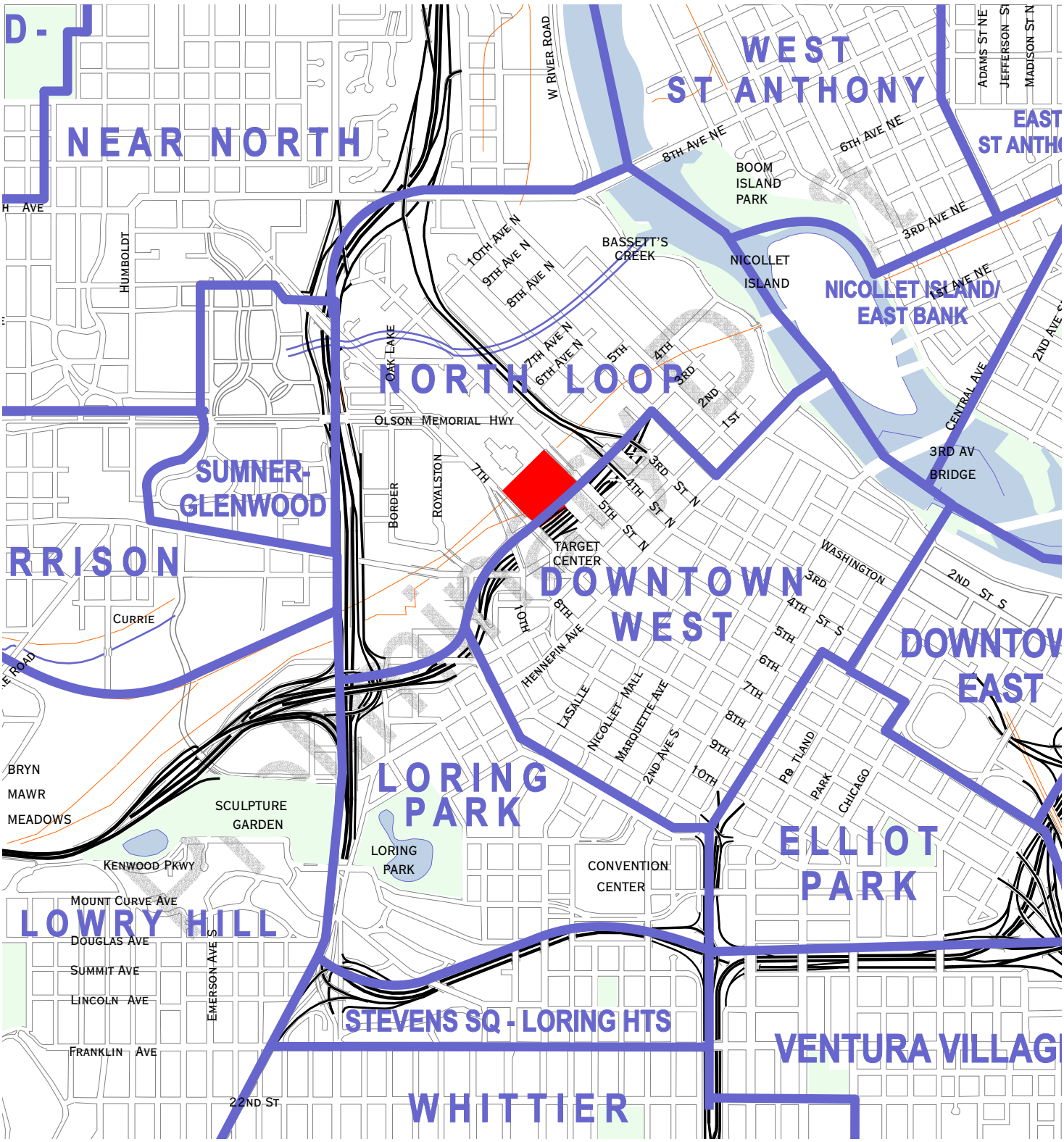
At this time, permanent infrastructure additions or modifications have not been officially determined, however, most or all of the following are expected to be implemented (see figure 3):

- Closure of 3rd Avenue North between 5th Street North and 7th Street North West of the WB entrance ramp to I394.
- Narrow 6th Street North between 2nd Avenue North and 1st Avenue North from three traffic lanes to two traffic lanes to accommodate a wide new pedestrian bridge connecting the new ballpark, spanning I394, and dropping down to street level near 1st Avenue North.
- Reduce the number of traffic lanes on 5th Street North from 2nd Avenue North to 5th Avenue North to one lane in each direction to accommodate the extension of the 5th Street North LRT line from 2nd Avenue North to the new ballpark and beyond.
- The intersection of 7th Street North and 3rd Avenue North will be reconstructed to accommodate the entry plaza at that corner and the loading dock below grade.
- Modifications that would expand or relocate parking ramps entry/exits to spread out traffic congestion points to roadways with additional capacity:
- Municipal Parking Ramp
- Add skyway connections from the SW corner of the Ball Park to Ramp A spanning 7th Street North and a ramp walkway from the new pedestrian bridge over 6th Street North to the existing skyway paralleling 2nd Avenue North.

Minnesota Twins
Location Map
Figure 1

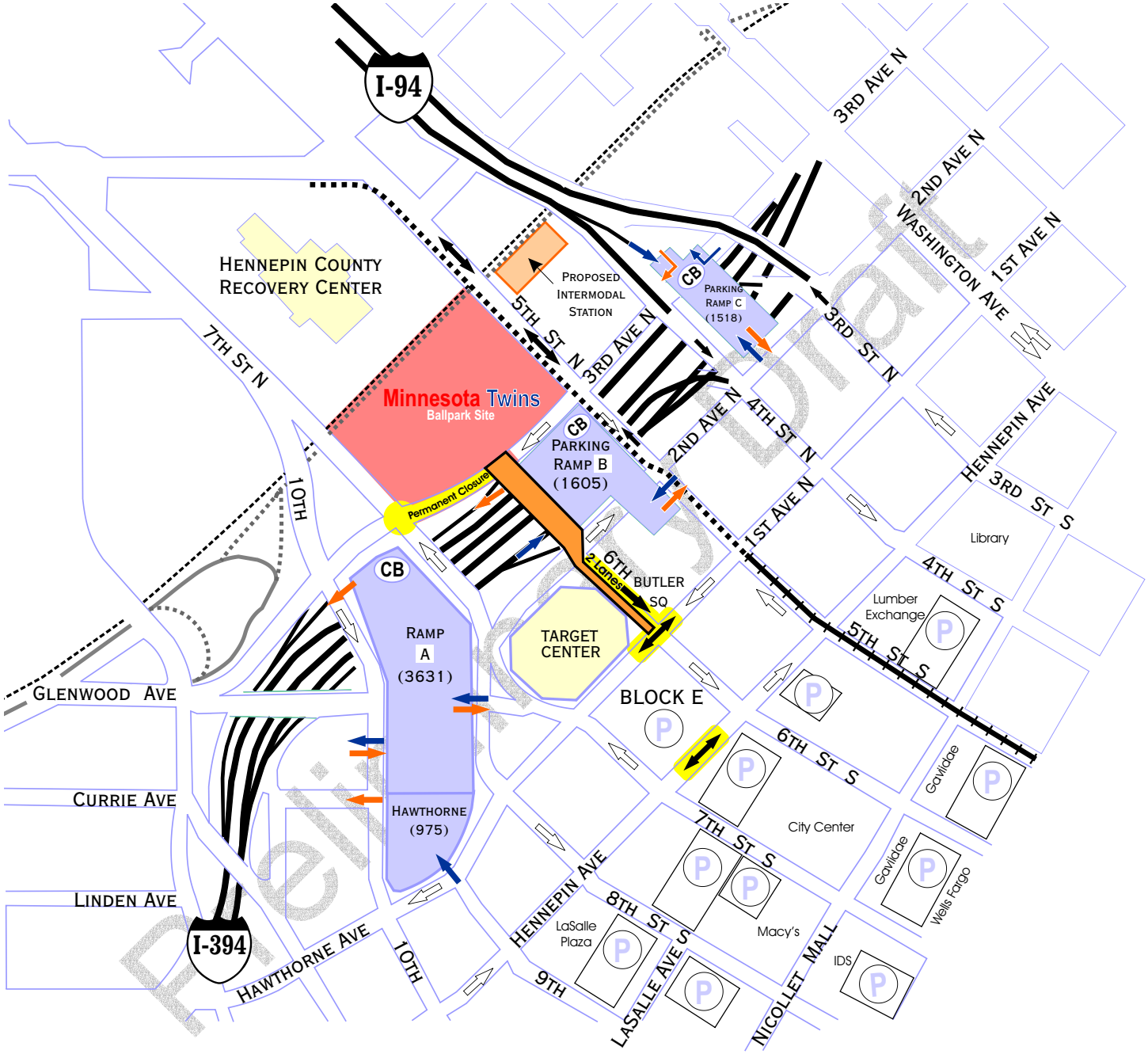


Minnesota Twins
Neighborhood Map
Figure 2



Ballpark
Neighborhoods

Minnesota Twins
Ped Bridge & Potential Road Changes
Figure 3



NORTH

- PED BRIDGE
- BALLPARK ROADWAY CHANGES

- DIRECTION OF TRAFFIC
- RAMP ENTRANCE
- RAMP EXIT
- RAILROAD MAIN LINE COMMUTER RAIL
- CEDAR LAKE TRAIL - EXISTING & PROPOSED
- LRT - EXISTING & PROPOSED
- CB CHARTER BUS

Traffic Control Plan

Due to the fact that all details of the ballpark design or operational practices are not currently available, it is not possible to develop specific detailed traffic control plans for the various ballpark scenarios identified earlier. It is feasible however, to outline the type of traffic control practices that will be used in the creation of operational plans in the future. A detailed traffic control plan will be tailored to the specific circumstances of each scenario. These circumstances would include items such as time of day, day of week, concurrent events elsewhere in downtown, conflicts with rush hour traffic, availability of parking, etc. When the design of the ballpark is complete and its operating procedures established including such details as disability parking and access, charter bus operations, pedestrian facilities, etc. it will be possible to apply the specific circumstances to each scenario and develop a detailed, comprehensive event management plan for each situation.

The type of elements used to create these plans will include the following:

Traffic Control Agents (TCA)

Utilize TCA's to manually direct traffic movements, manage pedestrian flow, prevent the blockage of intersections, accommodate special movements (bus only, taxi, etc), prevent unauthorized or restricted activities (parking, drop off pickup attempts, turning movements, standing or waiting, U-turns, etc.) and general management of the transportation system. It will be important to select the key locations with adequate personnel resources to accomplish these activities. Failure to achieve these goals will result in congestion, grid lock, and therefore long delays in pregame or postgame traffic flow. The locations requiring TCAs may vary from scenario to scenario depending on the circumstances contained within each situation ie; proximity to pm rush hour, presence of downtown commuters, conflicts with other concurrent events, warehouse district activities, and available parking based on time of day or day of week.

Maximize Roadway Capacity

Provide maximum roadway capacity through use of parking restrictions, special event signal timing plans, and hooding of parking meters. These applications will increase the number of driving lanes available during the high volume "overload" times experienced throughout special events at the ballpark and other entertainment venues. These applications will assist the TCA's in managing traffic flow and minimizing congestion at conflict points.

Pedestrian Plan

A pedestrian control plan is an important element in creating a safe and efficient transportation management plan. Large volumes of pedestrians can take over roadways, disrupt traffic signal operations, and create significant congestion and delay. Street closures at locations where large pedestrian movements occur in short time periods can help disperse this pedestrian flow away from the site. Any closures should be as short in duration as possible to minimize impacts on area circulation. Wide sidewalks, pedestrian bridges, and skyways are methods of assisting pedestrian flow while improving vehicular flow because they separate these two conflicting movements. The following actions are suggested means to improve pedestrian flow around the new ballpark.

- Construct wide pedestrian bridge from the southeasterly side of the ballpark, over I-394 along the 6th Street North extension touching down at grade near 1st Avenue North. This bridge should include a disability compliant pedestrian ramp connecting the bridge with the skyway above paralleling 2nd Avenue North. This connection would facilitate the further dispersal of pedestrian flow throughout the skyway system creating no conflicts with street traffic.
- Wide sidewalks should be used in the immediate proximity of the ballpark wherever feasible

- A direct pedestrian bridge connection from the southwesterly side of the ballpark property over 7th Street North into the public parking Ramp A would prevent a considerable number of pedestrian/vehicle conflicts.
- Traffic Control Agents (TCA) must be used at selected intersections to control pedestrian movements, while achieving safe and efficient traffic flow. They will also assist bus, taxi, limo, truck, and emergency vehicle movements.
- Pedestrian barricades, also known as French barricades may be needed to funnel pedestrian flow into desired corridors or to restrict movements in mid block locations and other unsafe locations.
- Information kiosks should be placed at appropriate locations to direct pedestrian movements to parking facilities, restaurants, and entertainment destinations. A central theme should connect a system of kiosks.
- Temporary street or lane closures (15-30 minute) would be used to accommodate large pedestrian volumes experienced immediately following a ballpark event. The closures would assist in dispersing the short term high volume pedestrian surges that typically would close the streets anyway. The closures could also provide a means to handle specific bus or parking ramp movements.

Signing

- A comprehensive signing system will help direct pedestrians and vehicles alike to and from their destinations with a minimum of confusion and congestion.
  Permanent way finding signs should be used to generally direct the public to important venues throughout downtown.
- Permanently located Changeable Message Signs (CMS) can be used to encourage specific routes to parking facilities and minimize unnecessary circulation of vehicles seeking parking. An expansion of the Minneapolis CMS system could be used to accomplish this need (see figure 4).
- The MNDOT changeable message system could be used to warn of congestion points and suggest alternative routes on the freeway system.
- A comprehensive directional signing system within the ballpark facility should be established to guide patrons to parking facilities, LRT stations, charter bus locations, taxi's, Metro Transit hubs, skyways, pedestrian bridges etc.

Other

- Use existing video camera systems within the City of Minneapolis (Police and Public Works) to review and critique the results of previous events.
- Use of radio stations to broadcast congestion warnings, alternate routes, event schedules, etc.
- Interactive information kiosks at selected locations TMO, Target Center, Ballpark, Convention Center, Block E etc.

The preceding list of traffic control measures comprises a toolbox of possible methods to control traffic, manage pedestrian flow, and produce a safe and efficient transportation plan. Figure 5 and 6 are two examples of the type of event traffic control plans that would be developed after the ballpark design is complete, operating procedures established and mitigation measures approved. The sample traffic control plans were based on the following event scenarios.

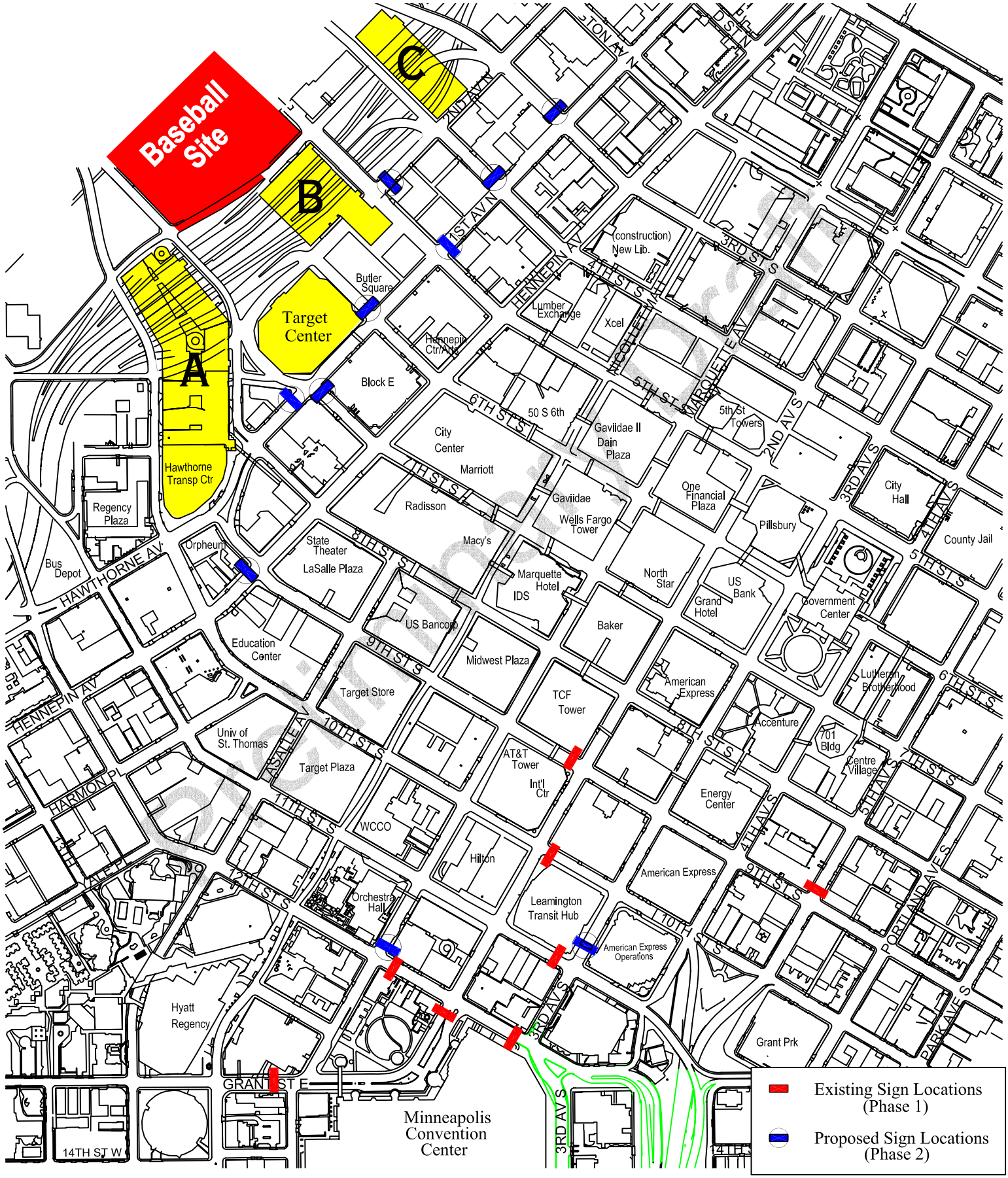
- Weekday night (Friday) with concurrent events
    - 7pm - 10pm Post Event

- Weekday Day

    - Noon - 3pm Post Event

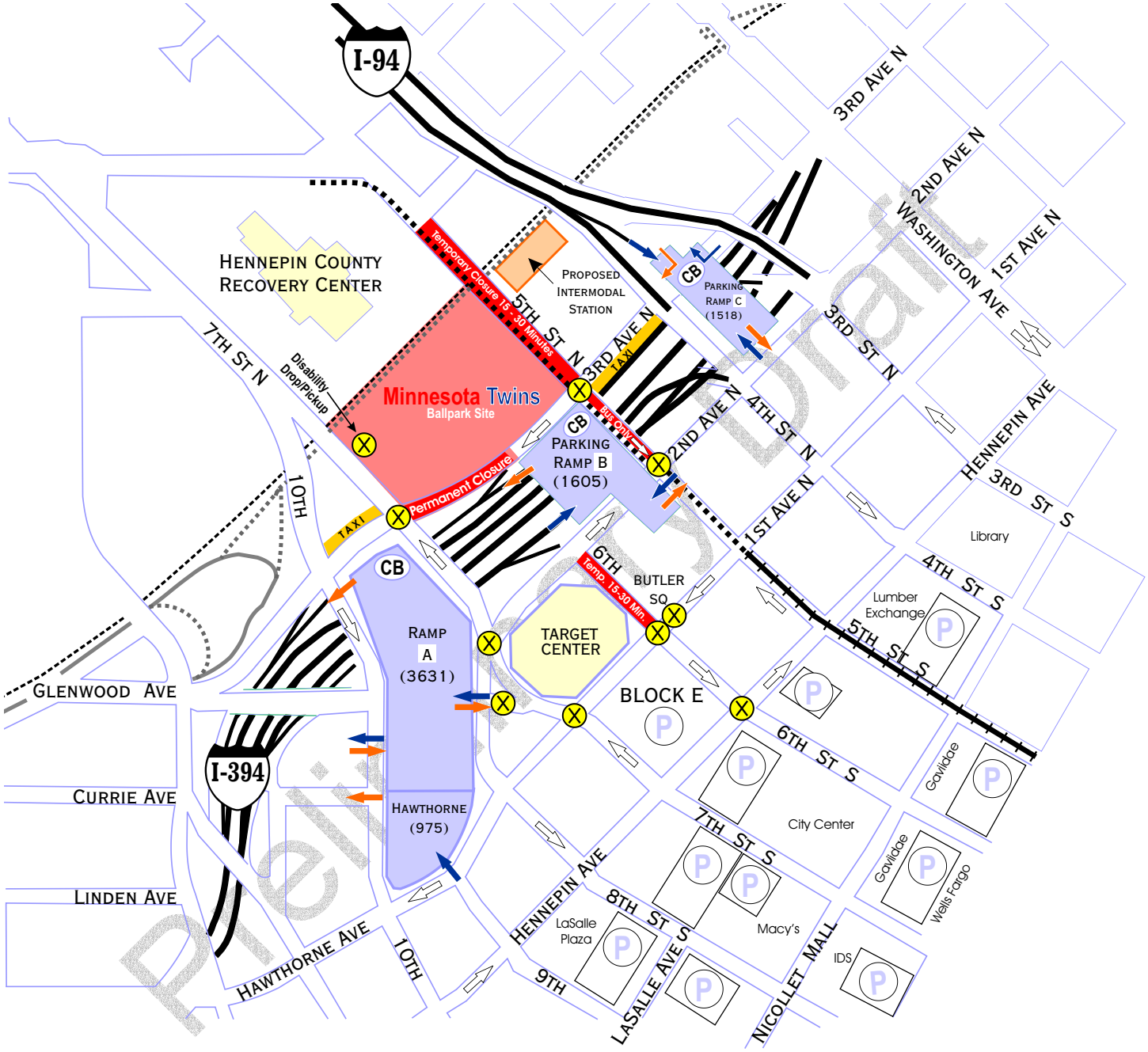
The potential plans for these scenarios include TCA placement, roadway closures, taxi zones, pedestrian facilities, LRT station and charter bus terminals. Also included is a suggested system of parking restrictions to be implemented as an element of these plans (see figure 7).

Minnesota Twins
Changeable Message Signs
Figure 4



Minnesota Twins
Event Traffic Control
Figure 5

Weekday/Night (Friday)
Concurrent Events
7pm - 10pm Post Event



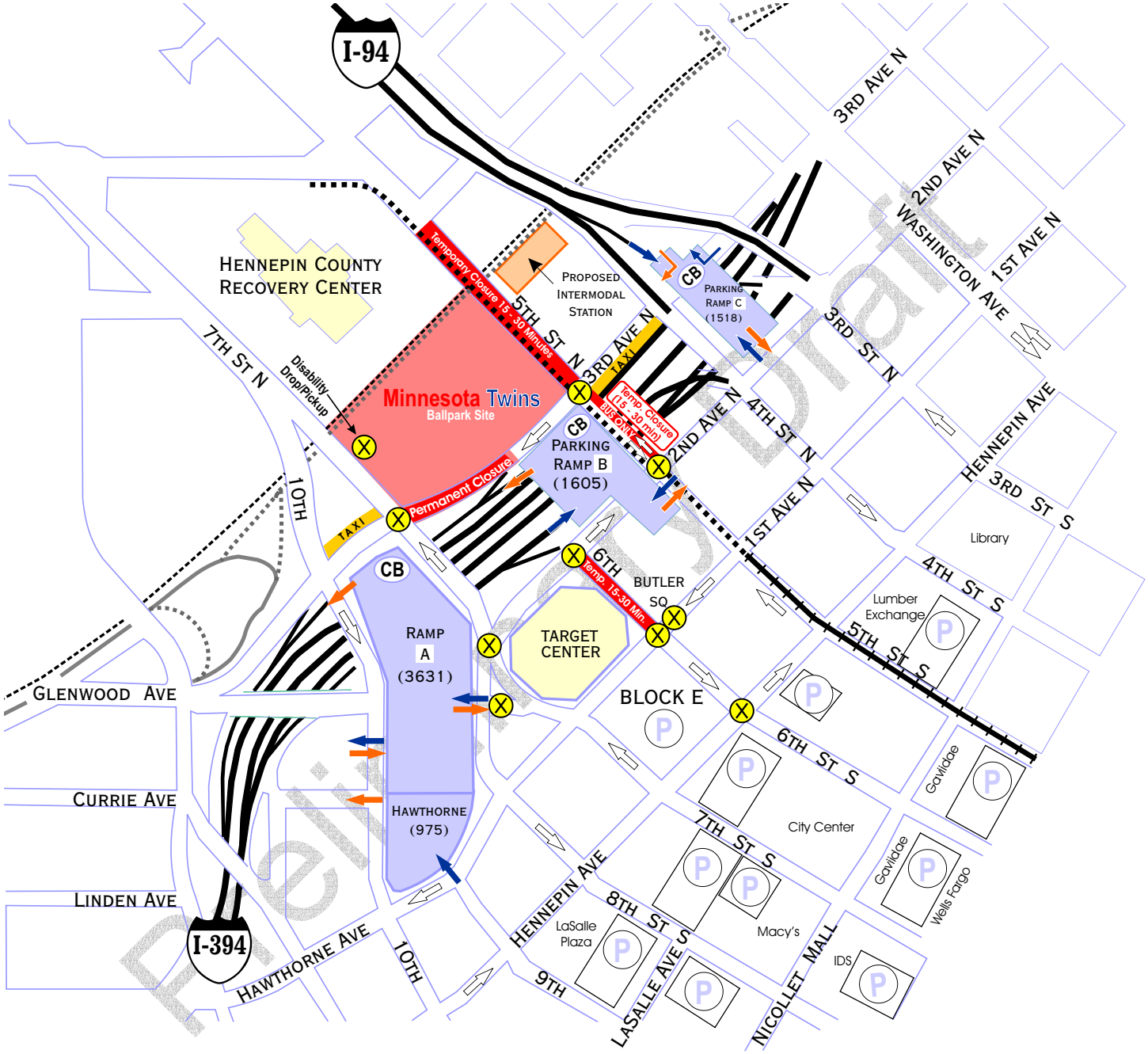
NORTH

- Road Closure
- TCA Traffic Control Agents
- TAXI

- Direction of Traffic
- Ramp Entrance
- Ramp Exit
- Railroad Main Line Commuter Rail
- Cedar Lake Trail - Existing & Proposed
- LRT - Existing & Proposed
- CB — Charter Bus

Minnesota Twins
Event Traffic Control
Figure 6

Weekday/Day
Noon - 3pm
Post Event

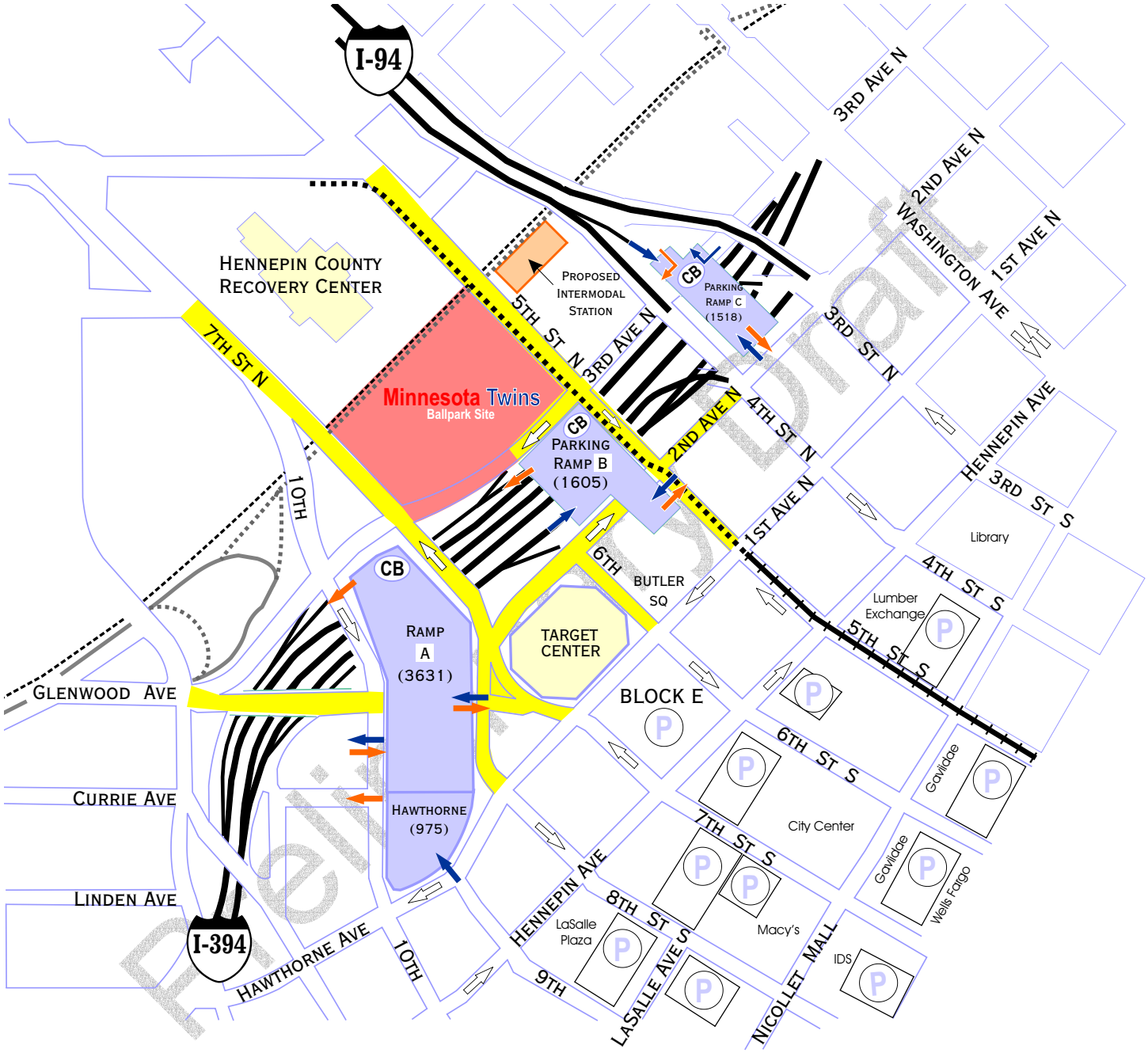


NORTH

- Road Closure
- TCA Traffic Control Agents
- TAXI

- Direction of Traffic
- Ramp Entrance
- Ramp Exit
- Railroad Main Line Commuter Rail
- Cedar Lake Trail - Existing & Proposed
- LRT - Existing & Proposed
- CB — Charter Bus

Minnesota Twins
No Parking Restrictions
Figure 7



TRANSIT MANAGEMENT

Light Rail Transit (LRT) as well as regularly scheduled and charter bus service will be essential components in transporting fans to and from the Twins Ballpark. Because of its unique location, the new ballpark will become a premier transit hub in the region with a variety and quality of transit services increasing over time. If marketed aggressively, those transit services can help greatly mitigate traffic and parking problems around the ballpark and become a great asset to enhance the fans experience. This should include event ticket/transit fare packages and the ability for fans to purchase transit passes through the Twins ticket office and concession stands

Supplemental transit services, over and above normal service levels should be implemented as a mitigating strategy, particularly for the following event scenarios:

- Weekday afternoon when a large portion of the nearby downtown parking capacity will be already used by commuters and when departure traffic problems will be severe
- Thursday and Friday evening games when arrival traffic problems will also be severe because of the compounding effect of the Ballpark event with other downtown "weekend type" entertainment activities
- On dual weekday evening events when the combined effect of the Twins Ballpark and the Target Center will also result in severe traffic problems

LRT Service

Starting in 2007, the Hiawatha LRT line will be extended along the 5th Street N edge of the ballpark with a station located at its northeastern exit. The new LRT segment will be in operations when the Ballpark opens (Spring 2010). The Ballpark LRT station will have dual tracks with passengers boarding and alighting from a 270 feet long and XX feet wide center platform. A 23 feet wide sidewalk along 5th Street N will be available for staging LRT passengers exiting the ballpark. Figure T-1 depicts a map of the Hiawatha LRT line.

INSERT FOR FIGURE T-1

By 2014, it is expected that the Central Corridor LRT line will also be in operations along the same 5th Street N route. This will effectively duplicate the passenger carrying capacity of the LRT system in the vicinity of the ballpark. A third Southwest LRT line, currently in the preliminary planning stages, could also converge at the Ballpark station beyond 2014, adding again to the passenger carrying capacity of the system.

Currently, two-car trains run every 7.5 minutes during peak periods on the Hiawatha LRT line. Each train has a maximum capacity of about 400 passengers. During high attendance events, Metro Transit has been providing more frequent service within the limits of the existing vehicle fleet. Over time, the current fleet is likely to increase in response to steady ridership growth. Three-car train operations are also being considered but this would necessitate extending the station platform length at most of the stations and expanding the vehicle fleet by up to 50 percent.

For high attendance events, the LRT passenger carrying capacity can be supplemented with non-stop express bus shuttles originating at park-ride lots along the Hiawatha corridor. This service, to be negotiated between the Twins and Metro Transit, would be particularly important for the three scenarios discussed above (i.e. weekday afternoon and Thursday and Friday evening games and dual events)

Northstar Commuter Rail

The Northstar Commuter Rail Line will be operating in 2010 with a station at ballpark. The hours of operations of the commuter rail line will generally not coincide with Ballpark events. Therefore, no ballpark related Northstar ridership has been assumed in the preparation of the Ballpark EIS. However, special arrangements for special event service could be made between the Twins and Metro Transit with the concurrence of the Burlington Northern Santa Fe (BNSF) railroad. This could reduce significantly the number of automobiles coming into downtown from the northern suburbs.

Regularly Scheduled Bus Service

A number of regularly scheduled bus routes converge at the two transit centers located in Ramp A and B, in close proximity to the 7th Street N/2nd Ave N and 5th Street N/2nd Ave N entrances to the Ballpark. These transit routes, if aggressively promoted in a joint effort between the Twins and Metro Transit, could be an attractive transportation option for event patrons, particularly during weekday afternoon and weekend evening games when commuters and people going to other entertainment options will be using a significant portion of the nearby downtown parking capacity. Figure T-2 shows the areas served by those routes. The approximate time intervals between buses on the more frequent routes are shown in table T-1.

FIGURE T-2 TO BE INSERTED

Table T-1. Frequency of Service (minutes between buses)

Ramp A

Route #	Rush Hour	Midday	Evening	Saturday	Sunday
5	5-10	7-8	10-15	10	10-15
9	10-20	30	30-60	30-60	30-60
19	10-20	20	30	20	20-30
22	11-20	20	20-30	20-30	30-60
24	15	30	30	30	30
61	30	30	60	60	-
	-				

Ramp B

Route #	Rush Hour	Midday	Evening	Saturday	Sunday
3	5-15	15	15-30	15-30	30
7	15-30	30	30	30	30
14	10-15	15	30	15-30	30-60
16	10	8-10	15	10	15-30
50	6-12	-	-	-	-
94	5-10	15	30	30	30

Several of the above high frequency local bus routes run along 4th Street N or 7th/8th Street N (i.e. Routes # 16, 50, 94, 5, 19 and 22). Those routes, if aggressively marketed for that purpose by the Twins and Metro Transit, could be used as shuttles to and from more distant downtown parking locations. Three other high frequency local routes on Nicollet Mall (Routes # 10, 17 and 18) could also play the same role the Convention Center area parking facilities. This could be particularly helpful on weekday afternoon games when less parking capacity will be available closer to the Ballpark and when the LRT trains are likely to be already full with ballpark patrons originating at stations outside the downtown core. Passengers would avoid walking up to 8-10 blocks and could take advantage of the reduced downtown transit fare zone or even of an event ticket/transit fare package that could be negotiated between the Twins and Metro Transit.

Special Event Bus Service.

Special event express bus service negotiated by the Twins and Metro Transit as well as private charter buses can supplement regularly scheduled LRT and bus service in a very efficient manner, particularly during high attendance games. These types of services, however, require clearly designated and easy to reach drop-off and pick-up locations in the vicinity of the ballpark as well as sufficient bus staging space during the event.

The pullout transit lanes below the A, B, and C Ramps in the 3rd Ave distributor would provide space for these purposes.

Special event express bus service should originate at locations throughout the region where sufficient park-ride spaces might be available. The I-394 park-ride lots would be excellent originating locations for especial express bus service for evening and weekend games. Those buses would have the added travel time advantage of using the I-394 High Occupancy Vehicle lanes. Other examples of potential parking facilities where special event bus service could originate include the state Fairgrounds, other large regional park/ride sites and regional shopping centers parking lots.

Shuttle Bus Operations

Private shuttle buses/trolleys to and from remote downtown parking facilities, hotels and other entertainment venues could also play a role in providing access to and from the Ballpark. These services, however, do not have a significant passenger carrying capacity and can have a significant operating cost. Those services could be particularly needed for weekday afternoon games when some of the available parking capacity may be beyond reasonable walking distance. As with charter buses and other special events services, clearly designated drop-off and pick-up areas would have to be identified

Taxi/Limousine Operations

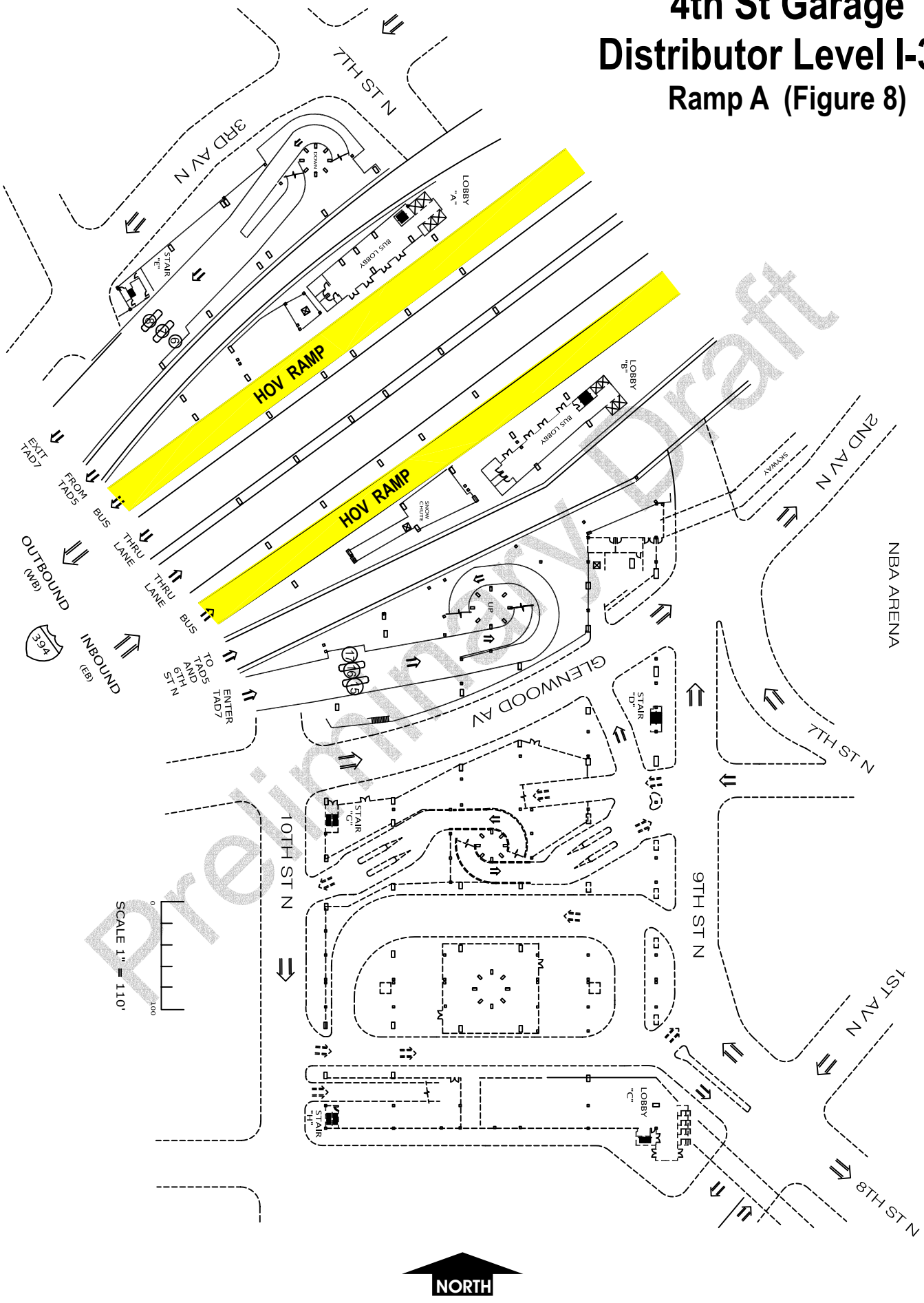
Taxi and limousine service is expected to be used on a limited basis to access the Ballpark. In order to function properly taxi service will require a clearly designated taxi stand and possibly designate drop-off and pick-up areas. The taxi must be in the immediate proximity of the Ballpark and clearly visible as the crowd exits the event. Limousine service tends to function on a less structured basis. Drivers follow the direction of their client and generally don't use specific designated areas. Therefore, no "limo zone" would be set up, but the limousine industry should be informed of suggested locations for general use.

Charter Bus Operations

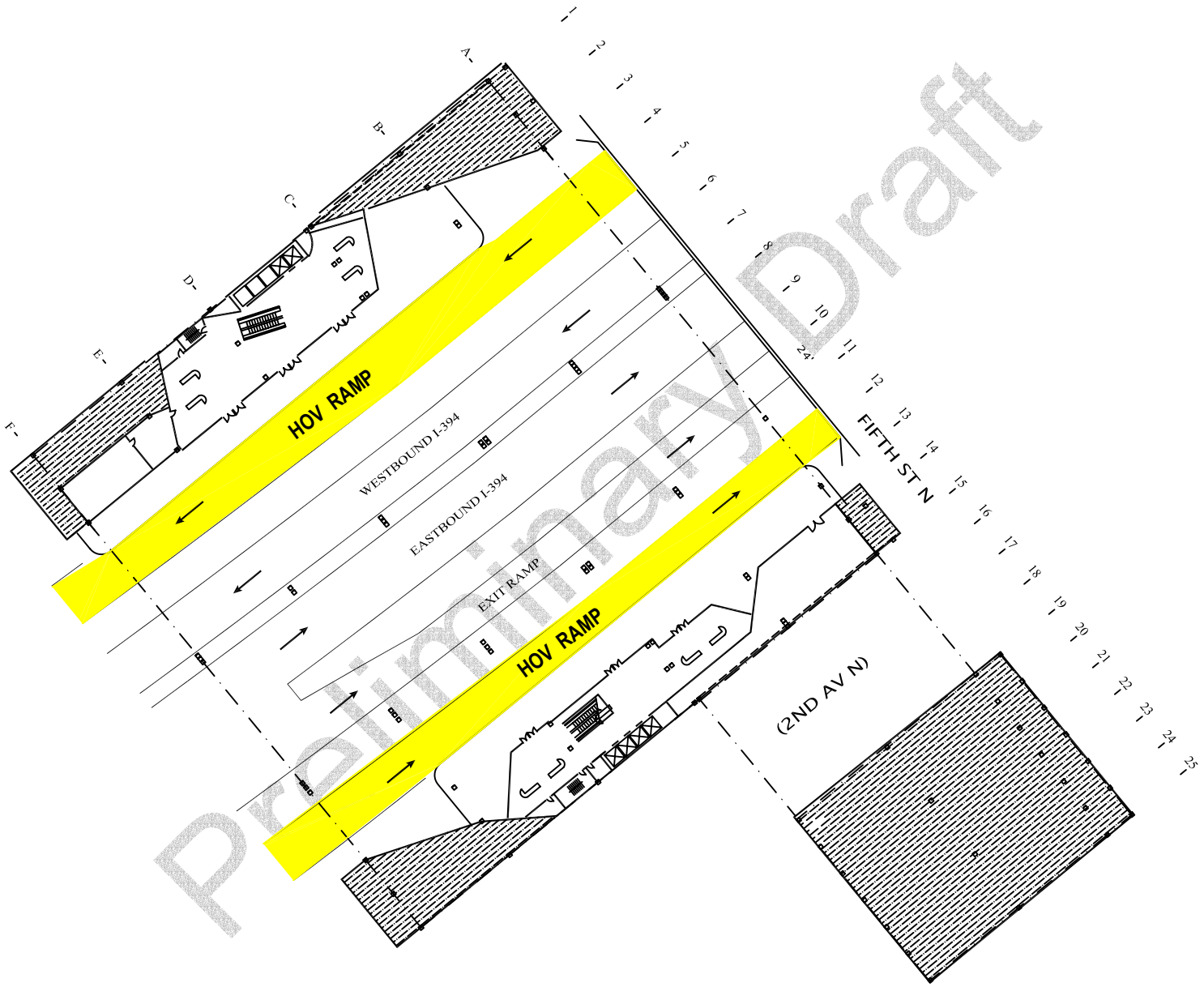
Charter bus service has operated on a widely varying basis at the existing Metrodome. There has always been at least two charter buses and up to 145 for very high attendance games. The average number has been

approximately ten buses per event. Generally speaking a very good location for charter bus operations would be along I394 right of way below the A, B, C Parking Ramps in exclusive bus lanes (see figure 8, 9 and 10). There are existing bus lobbies at these locations with elevators, stairs, and escalators (Ramp B only) that currently are unused. Charter users would exit these facilities in close proximity to the Ballpark in a very efficient manner with virtually no on-street interference and an easy exiting route. There would be some roundabout routing for buses from the east but overall this is a very workable system. In addition, if necessary, certain charter bus routes could be accommodated in other surface lots in the area.

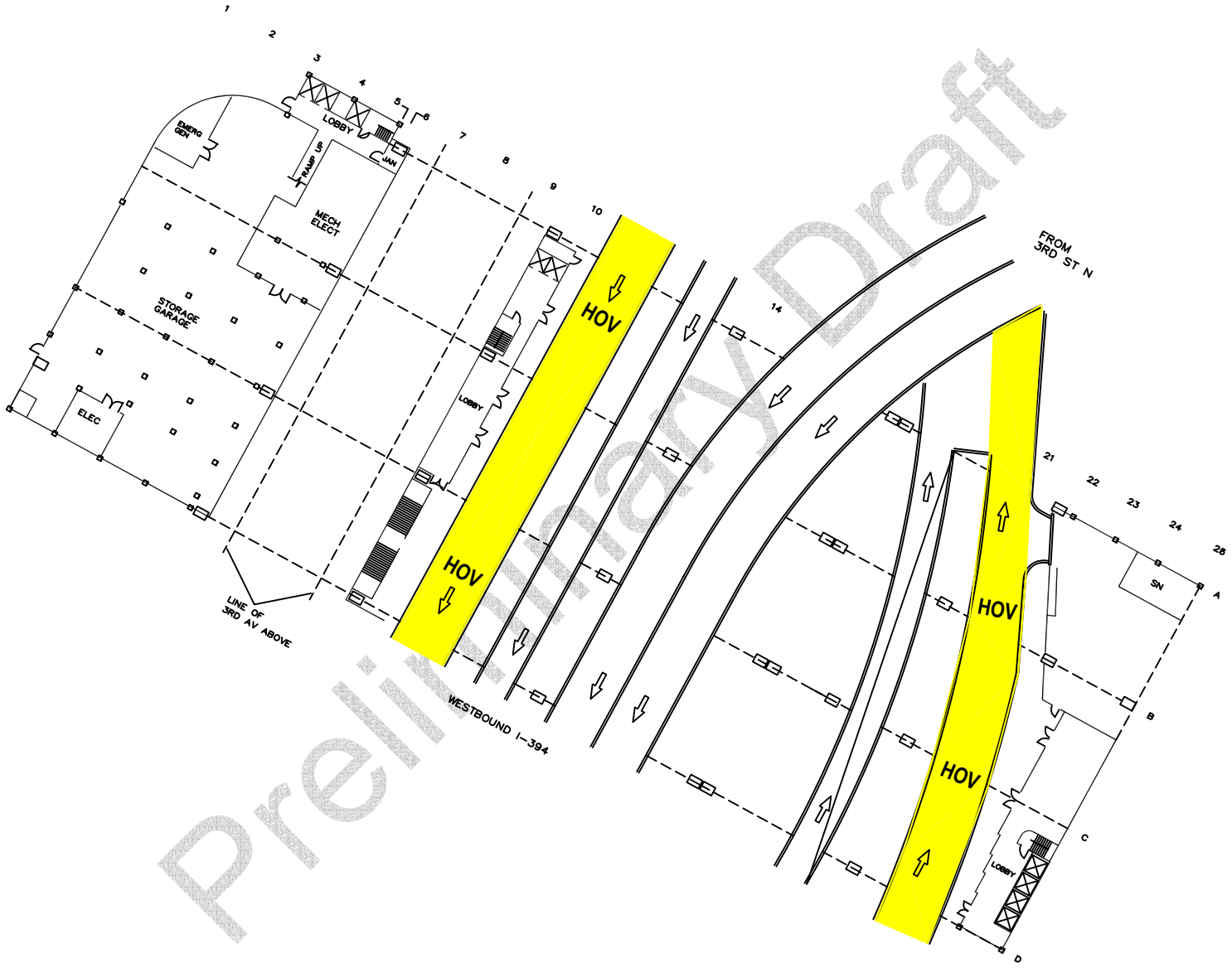
Minnesota Twins
4th St Garage
Distributor Level I-394
Ramp A (Figure 8)



Minnesota Twins
4th St Garage
Distributor Level I-394
Ramp B (Figure 9)



Minnesota Twins
4th St Garage
Distributor Level I-394
Ramp C (Figure 10)



NORTH

PUBLIC INFORMATION

An extensive public information program is essential to ensure that good access to and from the Ballpark contributes to an overall successful and positive experience for the fans attending the games. The more the public attending the events knows about all available transportation and parking options before reaching the vicinity of the Ballpark, the better the experience will be.

Many attendees will reach the vicinity of the Ballpark by automobile and for them clear and detailed information about routing and parking locations and price will be critical. Public transportation options, however, will also be key in minimizing traffic and parking impacts. Ultimately, all attendees will reach the Ballpark on foot and will need good pedestrian ingress and egress information. The public needs to be made fully aware of all available transportation options, how they can be used and what benefits can be derived from using them.

Twins communications sources as well as sources from other public and private entities (i.e. City, Metro Transit, Mn/DOT and downtown business organizations) can be used in an aggressive campaign to inform and educate the general public about transportation related issues. Key elements of the information program should include, on-line information, printed materials, media exposure as well as other information sources such as kiosks and signing in and in the vicinity of the Ballpark.

On-line Information

www.minneapolisroads.com

www.dot.state.mn.us

www.metrotrnasit.org

The Twins website should include extensive, detailed information about all transportation and parking options through a variety of links, including:

A map of all downtown parking facilities and parking rates

A map and printed directions of preferred access route to parking facilities from major roadways converging into downtown Minneapolis

A map of the Hiawatha line with station locations, frequency of service and fares

A map of high frequency local bus routes converging on Ramps A and B, including frequency of service and fares as well as an inset showing their downtown routing and stops

A link to Metro Transit's trip planning feature

A map of recommended pedestrian ingress and egress routes

A map of bike routes and bike locker locations

Printed Materials

The Twins should produce detailed printed materials with information regarding transportation and parking options to the Ballpark. These materials should be mailed to all season ticket holders and other ticket purchasers,

should be widely distribute throughout the region as part of the initial Ballpark marketing campaign and should be available to the general public upon request. Newspaper inserts could also be considered.

The printed material should include similar information to the material discussed in the On-line section above (i.e. access to parking and parking locations and rates, LRT and bus routes, hours and frequency of service and fares as well as recommended pedestrian ingress and egress routes).

Media

Transportation and parking information can also be disseminated through radio, television and newspapers.

Radio can be used to provide general information about transportation options related to the Ballpark at any point in time. It can also be a great vehicle to give real time updates about traffic conditions and recommended access routes as people travel towards the Ballpark.

Television can also be used to provide general transportation information in anticipation of the events. It can also be used to promote alternative modes of transportation and their benefits and inform the public on how additional information can be obtained.

General information about transportation options related to the Ballpark can be provided through newspaper's inserts and/or adds.

Specific events information can also be made available to the media through press releases, particularly in anticipation of very crowded events when supplemental transportation services might be provided or unusual traffic conditions due to roadway or parking disruptions.

Signing

Permanent signage should be used to direct traffic to the available parking supply and minimize unnecessary vehicle circulation on downtown streets. Signs should be located where freeway exit ramps connect with the downtown street network as well as at key downtown intersections where drivers must make parking related choices. Those permanent sighs should be supplemented with changeable message signs that can provide timely parking availability information as well as real time traffic conditions.

Special signs can also be provided at downtown bus stops along high frequency routes that serve the transit centers at Ramps A and B. Thess routes can also be used as shuttles between the Ballpark and farther away parking facilities. Those signs should it make clear what routes serve the Ballpark, their frequency of service and fare information.

Kiosks located inside the Ballpark and its vicinity can also provide transportation related information. The public address system and the scoreboard can also be used to communicate specific messages related to the public transportation system and traffic conditions.

Crowd Size Monitoring Plan

In order to assist in the selection or modification of event management plans for the various scenarios and sub plans, it is necessary to utilize methods for estimating crowd size. At this time the most practical means to estimate crowd size would be any combination of the following:

- Past Experience - The existing Twins Stadium approximately one mile away has provided a wealth of experience in determining anticipated crowd size. This previous history allows event managers to gauge the effect of specific opponents, afternoon games weather, and day of week on crowd size.
- Advance Ticket Sales - This is an obvious tool that combined with past experience can be used to estimate the game day attendance.
- Parking Ramp Monitoring - The public parking ramp system (Ramp A,B,C) adjacent to the ballpark can be used to monitor entering traffic levels which combined with past experience can provide general crowd levels. This existing electronic count system will not assist in pregame preparations but will produce information that can be used to adjust post-game management plans.
- On-Site Observations - In addition to the parking ramp monitoring system a simple method of on-site observations by trained supervisors will allow immediate adjustments to both the pregame and postgame management plans

	Event Categories	Estimated Crowd Size
A.	Capacity Ballpark and Target Center	60,000
B.	Capacity Ballpark	40,000
C.	1/2 Ballpark or Target Center	20,000
D.	Any scenario with less than	>20,000

Emergency Management Plan

After the ballpark design is complete, mitigative measures are decided upon, and event management plans are formulated an emergency management plan is necessary to have in place. This plan would basically be developed by police, fire, and other emergency services to outline procedures for handling emergency situations within or around the new ballpark. The document should include an evacuation plan.

Rainout Plan

In the event of a rainout or anyother circumstance that would necessitate canceling a game in progress, a procedure would need to be developed to implement a reversed traffic control plan on short notice. This may simply be a notification effort to appropriate agencies or something more defined.

Event Management Committee

It is strongly recommended that an event management committee be established as an element within the overall Transportation Management Plan. This committee would be comprised of representatives of the public and private sector with significant interests or play key roles in the operation of the ballpark. The committee would meet on a regular basis (monthly) and would discuss upcoming events, multiple events at the same time, road work, building construction etc. that may impact the operation of the ballpark. This coordination helps in selecting the appropriate event management plan, personnel scheduling, public information notices, and general advance planning. This committee would foster a good working relationship among the many different organizations to make the ballpark operation a success. An example of the make-up of this committee follows:

Minneapolis Traffic and Parking Services

Minneapolis Police - First Precinct

- Traffic Control

- Events

Metro Transit - Bus Operations

- Rail Operations (LRT)

- Police

Minneapolis Regulatory Services - Licensing

Minnesota Twins

Ball Park Authority

Hennepin County

Minneapolis Fire Department

Minneapolis City Council - 7th Ward Council Member

Minnesota Department of Transportation (MNDOT) – Metro District

Businesses or Associations

AMPCO - Municipal Parking Ramp Operator

Target Center

Warehouse Business District Association

Meet Minneapolis

North Loop Ass'n

Minneapolis Downtown Council

Contact List

Minnesota Twins	
Minneapolis Transportation Division - Events	612-673-5755
- Traffic and Parking Services	612-673-2886
Minneapolis Street Maintenance	612-673-5720
Metro Transit - Police	612-649-2212
- Bus Operations	612-349-7310
- Rail Operations (LRT)	612-341-5660
Minneapolis Police - Events/Homeland Security	612-673-2878
- First Precinct	612-673-5701
Minneapolis Police - Traffic Control Unit	612-335-5932
Minneapolis Fire Department	612-673-2890
Minnesota Department of Transportation (MNDOT) West Side Maintenance	651-634-2387
Traffic Management Center	651-634-5268
Minneapolis Regulatory Services - Licensing	612-673-2080
Ball Park Authority	
AMPCO - Minneapolis Parking Ramps Operator	612-343-7275
Minneapolis Impound Lot	612-673-5774
Target Center	612-673-1333
BNSF Railroad	651-298-2121
Hennepin Energy Resource Company (HERC)	612-333-7303
Emergency Services - Supervisor	612-348-7240
	612.348-2821

Parking

There are a considerable number of parking spaces within a 15 minute walk of the new ballpark site. The parking supply is made up of parking ramps, surface and on-street spaces. The actual number will vary over time but is somewhere in the 10,000-20,000 range. Approximately 6,900 spaces exist in three municipal parking ramps located within one block of the ballpark. A large number of on-street spaces exist in the North Loop area. Other spaces are scattered throughout the downtown. The actual number of available spaces will vary depending upon the day of the week, time of day, and whether or not concurrent events are taking place. Remote park and ride lots can provide additional parking supply if served with reasonable and convenient shuttle system.