

In 2002, the State legislature authorized \$20 million in bonding for this BRT project, with additional funds coming from Metro Transit (\$15 million) and the Federal government (\$5.75 million). Funds have yet to be allocated and Metro Transit and Hennepin County have stated that if \$20 million in State bonding is made available in 2004, they will be able to complete the project's first phase in 2008.

Central Corridor

The 11-mile Central Corridor, along University Avenue and connecting the downtowns of Minneapolis and St. Paul as well as the University of Minnesota, was the only LRT-specified corridor other than Hiawatha in the Transit 2025 Plan. In 2003, a Draft Environmental Impact Statement (DEIS) was completed for the prospective project and was released for public review. It is currently being reviewed by the FTA, and public hearing dates have yet to be determined.

Downtown Transportation Management

The Downtown Minneapolis Transportation Management Organization (TMO), a non-profit, was a partnership between the City of Minneapolis and the downtown business community. The TMO worked with employers to promote alternative commuting options, as well as advising the Minneapolis City Council, the Downtown Council of Minneapolis, and the private sector on key transportation concerns.

The TMO operated Commuter Connection, a one-stop transportation resource center for downtown employees and visitors located in the Pillsbury Center. Services included personalized assistance on bus riding, carpooling, bicycling, and walking to work. Last year, Commuter Connection served over 60,000 customers and had sales of over \$682,000. TMO staff also assisted employers with implementing transportation demand management (TDM) plans required by the City, transit benefits such as discounted bus passes (e.g. regional Metropass program), and accessing State and Federal tax advantages for transportation alternatives.

The direction of much of Commuter Connection's focus has shifted to building managers and/or small employers, as well as maintaining established relationships with large employers. Commuter Connection also promoted the development of a carsharing program, which had the potential of further reducing the number of vehicle trips taken. Accomplishments for the year 2003 included the following:

- Launched and presented the City of Minneapolis with the website www.laneuse.ci.minneapolis.mn.us which provided updated information on closures of traffic lanes, sidewalks, and curbs. During 2003, the site had 534,000 hits averaging 49,000 per month;
- Assisted five Minneapolis employers to participate in the Metropass program, a regional discounted transit pass program;
- Over 30 downtown employers and 5,500 downtown commuters participated in the B-BOP (Bike, Bus or Pool) / Commuter Challenge event; and
- Partnered with the City of Minneapolis, Clean Air Minnesota (a program of the Minnesota Environmental Initiative) and others to increase awareness about ground level ozone and Air Pollution Alerts.

Bicycle Infrastructure

The 2000 Census indicated that the City of Minneapolis had a relatively high percentage of bicycle commuters. The results of two Census survey instruments indicated different, but similar results. The long-form survey, which is completed by one in seven households, indicated that among large cities, Minneapolis ranks third in bicycle commuting (behind Tucson and San Francisco). The Census Supplemental Survey, which has a smaller sample size, indicated that Minneapolis ranked first. Although the latter survey has a smaller sample size (and is, therefore, less reliable), the

former survey was given in the springtime, when cities such as San Francisco and Tucson have more reliable biking conditions.

By the end of 2003, the City of Minneapolis had over 54 miles of off-street trails and 26 miles of on-street bike lanes. Minneapolis also had over 700 miles of low-volume residential streets appropriate for bicycling. Approximately 75% of Minneapolis streets are bicycle-friendly. Planned bikeways that are fully or partially funded over the next five years include 19 miles of additional off-street trails and 25 miles of additional on-street bike lanes. The City has a 50/50 cost-sharing bicycle rack program for businesses, with \$30,000 spent annually, with a recent focus on replacing damaged bicycle lockers.

Considerable data was collected in 2003 on bicycle use in the City:

Downtown; September 10th, 2003 (weather threatening rain)

- 2,311 inbound bicycles and 2,368 outbound bicycles, 6:30am to 6:30pm
- 623 bicycles parked throughout downtown (between 10 and 3PM)

U of M: First week of September 2003

- 5,000 bicycles parked at campus bike racks
- U of M has 7,000 bicycle parking spaces.

Cedar Lake Trail

- 750 bikers per day on average
- 1,500 bikers per day on nice summer weekends

Stone Arch Bridge: September 10th, 2003, 6AM to 6 PM

- 485 bicycles

Midtown Greenway at Uptown Transit Hub

- Prior to opening of Southwest LRT trail connection (31st/Chowen to Beltline Blvd):
 - 500 bikers per day
- After opening of Southwest LRT trail connection
 - 1,000 bicyclists per day

Construction of and planning for new bicycle facilities continued in the City. In 2003, the City completed the Kingfield Neighborhood portion of the RiverLake Greenway, an on-street facility that will run between the Chain of Lakes and the Mississippi River along redesigned roadways of 40th Street (west of Nokomis Avenue) and along 42nd Street (east of Nokomis Avenue). In 2004, the East Harriet-Farmstead portion of the RiverLake Greenway will be completed. Planning is underway for the portion east of 35W, but the project is not yet scheduled in the capital improvement program.

Also in 2003, the portion of the planned bicycle trail that parallels the Hiawatha LRT line was completed between 11th Avenue and 26th Street. An overpass will be built in 2006 or 2007 to link the portion on the east side of Hiawatha with that on the west. The design of the portion of the trail on the west side of Hiawatha between 28th Street and Lake Street is not yet determined. The exact location and route will depend on redevelopment planning at the Hi-Lake Center and how future transit in the Midtown Greenway will connect with the Lake Street/Midtown LRT station.

Phase 2 construction of the Midtown Greenway, between 5th Avenue and Hiawatha Avenue, began in 2003 and will be completed in the fall of 2004. Ridership on the Midtown Greenway increased with last year's connection to the Southwest LRT trail.

There are a number of significant projects planned for construction in the coming two years. In 2004, these are the East Harriet-Farmstead portion of the RiverLake Greenway, the Loring Bikeway bridge, including extension of the off-street trail to Loring Park between 15th Street and Groveland, and a bicycle lane on Richfield Road. The year 2005 will see the construction of Phase 3 of the Cedar Lake trail, including an extension to the river, the Northeast Diagonal Trail, the "U of M trail", and a bike "station" at the Midtown Exchange (Sears) project.

Existing Minneapolis-St. Paul International Airport Facilities

Minneapolis-St. Paul International Airport (MSP) consists of three runways, two of which are parallel oriented in a northwest-southeast direction and a crosswind runway oriented approximately perpendicular oriented in a northeast-southwest direction. The airport has grown to encompass 3,400 acres with two passenger terminals, cargo facilities, airline maintenance facilities, auto parking, and support service facilities.

The crosswind runway 4/22 is the longest runway at 11,000 feet enabling the largest fully loaded aircraft to fly nonstop to European and Asian destinations under almost all weather conditions. Runway 12R/30L is 10,000 feet long and 12L/30R is 8,200 feet. All runways are equipped with special lighting and landing aids to provide operational service in poor weather conditions.

Scheduled passenger service is accommodated at the Lindbergh Terminal with four concourses and 76 jet aircraft parking gates. Major facility improvements at the terminal area are ongoing in order to keep pace with passenger service requirements, better road access, and increased auto parking demands. Due to MSP's status as a Northwest Airlines hub airport, major improvements have been made in passenger movement systems, as well as retail shops and concessions. International passengers on scheduled airlines are processed through customs and immigration in the Lindbergh Terminal making faster and easier connections to other flights possible.

The newly remodeled Humphrey (HHH) terminal opened in May of 2001 replacing a badly outdated terminal facility serving charter and international passengers. The new terminal has 10 gates of which eight are fully finished. It has the capability to expand to 16 gates. Sun Country Airline, the anchor tenant in the new terminal originally provided both scheduled and charter services in 2001, but with Sun Country's bankruptcy and reorganization in 2002 they are now limiting their operations to charter. Five other airlines provide charter services through the Humphrey terminal. The Metropolitan Airports Commission (MAC) is pursuing new market entrants or trying to persuade other carriers to relocate from the Lindberg terminal to the Humphrey terminal to more efficiently use this facility.

Airline Service

Twelve major U.S. passenger airlines, three foreign-based carriers, six regional carriers, seven charter carriers, and 19 cargo carriers served MSP in 2003. Combined passenger and cargo nonstop flights linked the region directly to 12 international destinations and 119 domestic destinations.