



Transportation

"The Minneapolis Plan" brochure series

The *Minneapolis Plan* brochures illustrate the policies and actions that guide the City in its efforts to make Minneapolis a city that people choose – to live, work, learn, and play.

It is intended that these brochures will provide neighborhoods with:

- information about City policy
- a citywide context in which to do their planning
- ideas about the challenges and opportunities that are present in their communities
- guidance on the actions they can take to create change

There are brochures for each of the 11 communities in the city, and there are three topic specific brochures – housing, city form, and transportation.

Transportation and Economic Development

The current transportation and communication system in Minneapolis and the metropolitan area is a complex network that includes city streets, county roads, state and federal highways, interstates, bus routes, sidewalks, bike lanes, van pools, transit ways, railways, barges, air transportation, fiber optics, the internet, and cellular towers. The condition of this network directly influences our success in regional, national, and international marketplaces. Maintaining multiple and varied opportunities to move information, people, and goods is critically important to the city's economy and long-term sustainability. This is particularly true in and around growth centers such as downtown and the University of Minnesota. The City recognizes the importance of its technological infrastructure and is committed to maintaining it along with the traditional elements of the transportation network.

Minneapolis will facilitate the development of communications and transportation infrastructure to support the continued growth of the city's economic base.

- Develop new means for city government to communicate with citizens, including developing the city's internet presence and expanding voice response techniques.
- Coordinate the installation of fiber optics in downtown Minneapolis as well as in other designated growth centers in the city.
- Encourage the sharing of communications infrastructure (fiber optic, cellular phone antennae locations) among multiple users.
- Facilitate planning and installation of electronic infrastructure to public facilities such as schools and libraries that act as neighborhood centers.
- Maintain rail corridors as an alternative system of moving goods, separate from the interstate and truck routing system.

The Minneapolis Plan, Policy 8.12

Transportation and Livable Neighborhoods

The Minneapolis Plan views streets as places where people live and work and as the system by which vehicles move around the city. The street system must be protected and maintained, and at the same time, must accommodate people in neighborhoods. Neighborhood livability requires the protection of residential environments from the more intrusive elements of the transportation system such as noise, pollution, excessive traffic volumes and speeds, and parking demands. There is a constant need to balance the interests of economic development and neighborhood livability: without livable neighborhoods, people and their resources move elsewhere.



Minneapolis will maintain and enhance the elements of a responsive transportation system through balancing the interests of economic development and neighborhood livability.

- Continue to reduce the negative impacts of traffic volumes on residential neighborhoods throughout the city.
- Maintain the continuity of the dense grid of city streets to prevent substantial traffic increases on a small number of residential streets.
- Continue to maintain roadways and bridges in the city's street system.

The Minneapolis Plan, Policy 8.1

What is *The Minneapolis Plan?*

The Minneapolis Plan is the City of Minneapolis' comprehensive plan.

The comprehensive plan:

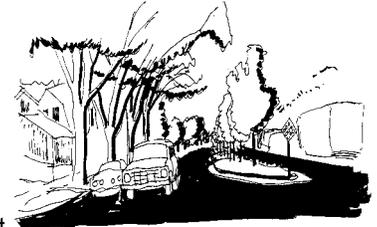
- analyzes trends in the city's population, economic growth, and neighborhood livability
- proposes a vision for the physical development of the city
- identifies steps that the city must take in order to achieve that vision

State law requires Minneapolis to develop a comprehensive plan and to ensure that the Minneapolis Zoning Code (a tool that regulates land development) is consistent with the plan. The vision of *The Minneapolis Plan* is realized when the city approves development projects that are consistent with the plan and Zoning Code.

The Minneapolis Plan is also implemented through the development of neighborhood and other city plans. Neighborhood experience in developing action plans in the first phase of the Neighborhood Revitalization Program (NRP) helped to shape priorities in *The Minneapolis Plan*. As a result, *The Minneapolis Plan* can serve as a useful starting point for neighborhoods in NRP Phase II. It provides citywide context for neighborhood issues and can help bring neighborhoods together to develop shared solutions to issues that transcend neighborhood boundaries.

Minneapolis recognizes that most city streets continue to be places where people live and work, and secondarily function as methods of moving vehicles; reconciling inherent conflicts will require collaboration and compromise among stakeholders.

- Develop traffic calming methods which are appropriate to addressing the problems of speed and safety in automobile traffic.
- Plan automobile traffic to minimize the negative impact of the automobile in city neighborhoods.
- Explore the possibility of converting one-way to two-way streets on residential or commercial streets, as preferred.
- Require generous sidewalks that accommodate pedestrian volumes, ADA standards, trees and other amenities.
- Insulate residential areas from commercial truck traffic.
- Protect historic resources from highway construction and expansion by working in conjunction with the Minnesota Department of Transportation (MnDOT).
- Adopt parking regulations and approaches that are flexible enough to address short and long-term parking needs.
- Continue to require off-street loading facilities for all new development in the downtown district and require underground loading, where appropriate.



The Minneapolis Plan, Policy 8.2

Transit Alternatives

A highly diversified transportation system is necessary to meet the travelling and commuting needs of the public. Light rail transit, commuter rail, and buses serve as cornerstones of the transit system. Pursuing other transportation alternatives such as bike, pedestrian, car/van pool, rideshare, and other improvements will better serve people's needs and create opportunities for linkages in the system. The mere existence of these different transportation modes is not enough to attract users. We must consider convenience, quality, safety, reliability, and cost in designing these systems in order to improve ridership. In addition, we must give incentives, such as discounts, car or van pooling options, and facilities like bike lockers, to people to convince them to think of transit first, before resorting to their cars.

Minneapolis will strengthen the transportation system in favor of transit alternatives in order to make transit a better choice for a range of transportation needs.

- Designate and improve transit service in a high transit service area located in central Minneapolis.
- Maintain good automobile access to growth centers such as Downtown, the University of Minnesota Twin Cities campus and the Wells Fargo /Hospitals area in South Minneapolis.
- Work with the Metropolitan Council to develop projects (for consideration for funding from the Metropolitan Livable Communities demonstration account) which demonstrate how transit can be interrelated with housing and commercial redevelopment opportunities.
- Make it safer but not necessarily more convenient to move around the city in automobiles.
- Do not invest in new highway construction without investigating true life cycle costs, including environmental and social costs.

The Minneapolis Plan, Policy 8.5

Minneapolis will follow a policy of "Transit First" in order to build a more balanced transportation system than the current one.

- Build partnerships with state and metropolitan agencies and other local government units to advance transit strategies and programs of mutual benefit.
- Focus transit services and development growth along transit corridors.
- Give public transit priority in development planning and on the Minneapolis street system.
- Secure a reliable and growing funding source to effectively support public transit.

The Minneapolis Plan, Policy 8.6

The policies and actions that follow describe how the city plans to diversify and strengthen all aspects of the transit system in the future.

Light Rail Transit and Commuter Rail

Minneapolis will continue to aggressively pursue transit improvements in corridors which serve major transit origins and destinations, with the eventual goal of a region wide rail system, including Light Rail Transit (LRT) and commuter rail.

- Develop a dedicated transitway along Hiawatha Avenue and in other corridors where LRT will run.
- Conduct master planning for station areas along the Hiawatha Corridor that addresses issues of land use, future development opportunities, circulation patterns and public infrastructure investments.
- Invest in high quality amenities and infrastructure to support LRT service along Hiawatha Avenue and in other corridors where LRT will run.
- Support the development of commuter rail, including the Northstar, Red Rock and Dan Patch corridors.
- Conduct master planning for any future stations located along light rail or commuter rail corridors, including terminal stations in Downtown Minneapolis.
- Continue to pursue a regional network of improved transit, linking LRT service and existing bus service.



The Minneapolis Plan, Policy 8.8

Bus Service

Minneapolis will work with Metro Transit to improve the focus, priority and overall service offered by the existing transit system.

- Establish high quality, convenient neighborhood-to-neighborhood, as well as city-to-suburb, transit service.
- Increase passenger comfort by installing all-weather bus stations at major activity nodes and provide safer, more convenient service to all passengers.
- Experiment with mini buses and shuttles as a way to improve transit.
- Advocate for the continuation and development of express service on I-35W from South Minneapolis, I-94 from North Minneapolis, and on new busways that may be developed in the future.

The Minneapolis Plan, Policy 8.9

Bicycles

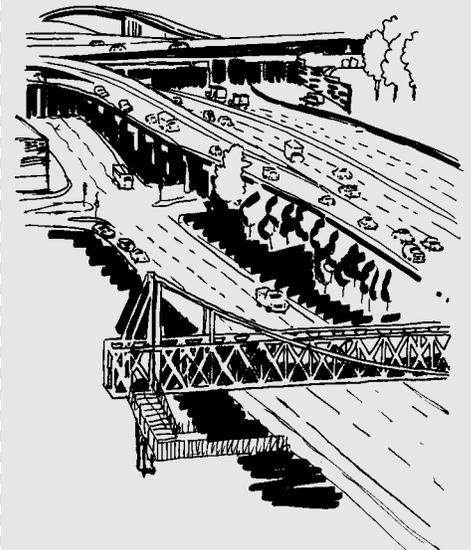
Minneapolis will continue to enhance the opportunities for cyclist movement.

- Make it safer, easier and more convenient to cycle in the city by expanding and maintaining lanes, paths, trails, and parking facilities for cyclists.
- Design and improve streets to be pleasant for bicyclists by using best available design widths for slow vehicle speeds, wide sidewalks, and a great variety of trees.
- Continue to plan for and develop a coordinated system of commuter and recreational bikeways that utilize collectors, local streets, and greenways.

Creating a Balanced Transportation System

The Movement Chapter in *The Minneapolis Plan* describes the need for a transportation system that responds to residents' desires to be able to move around efficiently and cost effectively while minimizing the social, economic, and environmental costs transportation systems levy on urban life.

This brochure highlights *The Minneapolis Plan* transportation policies that will help us create a balanced transportation system.



- Integrate bike amenity requirements, such as bike lockers and showers for cyclist employees, into the zoning code.

The Minneapolis Plan, Policy 8.11

Creating Attractive Pedestrian Environments

Careful attention to the pedestrian environment can contribute significantly to people's willingness to leave their cars at home and walk or cycle to certain destinations. The ability to make some trips without a car can also create more livable neighborhoods. We not only cut back on auto emissions when we leave our cars behind, we also are more likely to meet our neighbors and area business people which can increase neighborhood safety.

Minneapolis will continue to build, maintain and require a pedestrian system which recognizes the importance of a network of private and public sidewalks which achieve the highest standards of connectivity and amenity.

- Require the most generous sidewalk width possible for public sidewalks located in high pedestrian volume areas, such as existing growth centers, neighborhood commercial areas, transit corridors and mixed use areas.
- Promote the development of design standards that produce high quality sidewalks for public and private sector development, with supporting street furniture (including street trees), ample widths for pedestrian traffic and transit loading, and the use of materials that require acceptable levels of maintenance.
- Encourage all new developments to situate their front doors so that they open onto the public sidewalk.

The Minneapolis Plan, Policy 8.4

The Relationship Between Transit and Development

Transit and development go hand in hand. Transit stimulates development; development creates the demand for transit. *The Minneapolis Plan* encourages new development that is well-served by transit so that transit is a viable option for people in the area. In addition, it encourages high density development around transit lines so that the transit system is more economically feasible and ridership is increased.

It is crucially important that transit systems and stations consider pedestrians in their designs, because transit and the growth that it creates are dependent upon pedestrians. More transit riders result in more pedestrians at either trip end. The result is an untapped resource of pedestrians willing to spend time relaxing, shopping, eating or strolling within a core area of mixed use development.

Minneapolis will direct its share of regional growth to areas well served by transit, to existing and potential growth centers and along transit corridors.

- Require that future growth centers be well served by reliable and convenient transit service.
- Require that all major new developments located within the city facilitate transit access and service.
- Allow costs of driving in peak rush hour traffic to reflect the true costs of congestion and sprawl.
- Prohibit construction of new freeways in Minneapolis.
- Allow limited expansion and improved capacity of existing freeways in order to reduce traffic spillover onto primarily residential arterial roads when mitigation of impacts is determined to be acceptable to the city.
- Encourage employers to provide incentives for ride-sharing, car or van pooling and bicycling and other alternatives of getting to work.

The Minneapolis Plan, Policy 8.7

Whom can I contact for more information?

The Minneapolis Plan contains many more policies on topics such as urban form, transportation, residential, commercial, and industrial land use, the environment, and community building.

For more information, contact:

Minneapolis Planning Department
350 South Fifth Street, Room 210
Minneapolis, MN 55415

Phone: (612) 673-2597

Fax: (612) 673-2728

Web: [http://](http://www.ci.minneapolis.mn.us/citywork/planning/index.html)

www.ci.minneapolis.mn.us/citywork/planning/index.html

The Minneapolis Plan and brochures are available on the web site.

If you have special needs, please call the Planning Department. Please allow a reasonable amount of time for accommodation.

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