

A photograph of the Minneapolis skyline under a clear blue sky. In the foreground, a light rail train with a grey and yellow livery is stopped at a station. The train has blue and red curved accents. Behind the train, several skyscrapers are visible, including the distinctive cylindrical tower of the First Interstate World Center. To the right, a brick building with a green roof and a clock tower is visible. The text "Access Minneapolis" is overlaid in a large, bold, blue font with a white outline.

Access Minneapolis

Public Workshop #1

October 18, 19 & 26, 2005

Tonight's Agenda

- Welcome
- Process
- Schedule
- Planning and Design Framework
- Transit Strategies
- Small Group Work
- Next Steps

Transportation Vision for the City

- City is a vital and thriving metropolitan urban center.
- People have reasonable transportation choices.
- Transportation system serves future growth with access to destinations by all modes.
- Transit is mode of choice downtown and realistic option citywide.
- City is livable and walkable.

Partner Agencies

- **City of Minneapolis**
 - Public Works
 - CPED
- **Partner Agencies**
 - Metropolitan Council/Metro Transit
 - Hennepin County
 - Mn/DOT

Project Management Team

- City of Minneapolis
 - Public Works
 - CPED
- Metro Transit
- Metropolitan Council Transportation
- Hennepin County
- Mn/DOT Metro District and State-Aid
- FHWA
- Downtown Council
- Opt-out Transit Providers Representative

Project Steering Committee

- City of Minneapolis
 - Public Works
 - CPED
 - Parks
- Partner Agencies
 - Metro Transit
 - Metro Council
 - Hennepin County
 - Mn/DOT
 - FHWA
 - Opt-out Transit Providers
- Organizations/Advisory Committees
 - Downtown Council
 - Downtown TMO
 - Convention & Visitors Bureau
 - Bicycle Advisory Committee
 - Advisory Committee on People with Disabilities
 - Mn Freight Advisory Committee
- Transit Representatives
Citizen Representatives
 - Downtown, Northwest, Northeast, East, South, Southwest)



Schedule - Milestones

- Public Workshops
 - October 2005
 - January-February 2006
 - May-June 2006

- Council Study Sessions
 - August 2005
 - January-February 2006
 - May-June 2006

- Council Approval of Final Report – Fall 2006

Underlying Principles

- **Action Plan** – not policy plan
- **Short Term** – ten-year plan with emphasis on next 1-2 years
- **Citywide** – focus on primary (arterial) networks
- **Multi-modal** – pedestrian, bicycle, transit, automobile, freight

Products

- Transportation Fact Book (web-based one-stop information source)
 - January 2006
- Transit and Street System Operations Plan for Downtown
- New Context-Based Street Design Guidelines
- Citywide Transportation Action Plan
 - Draft – July 2006
 - Final – September 2006

Street Planning and Design Framework

- Place-Based
- Multi-Modal
- Responsive to Movement Patterns



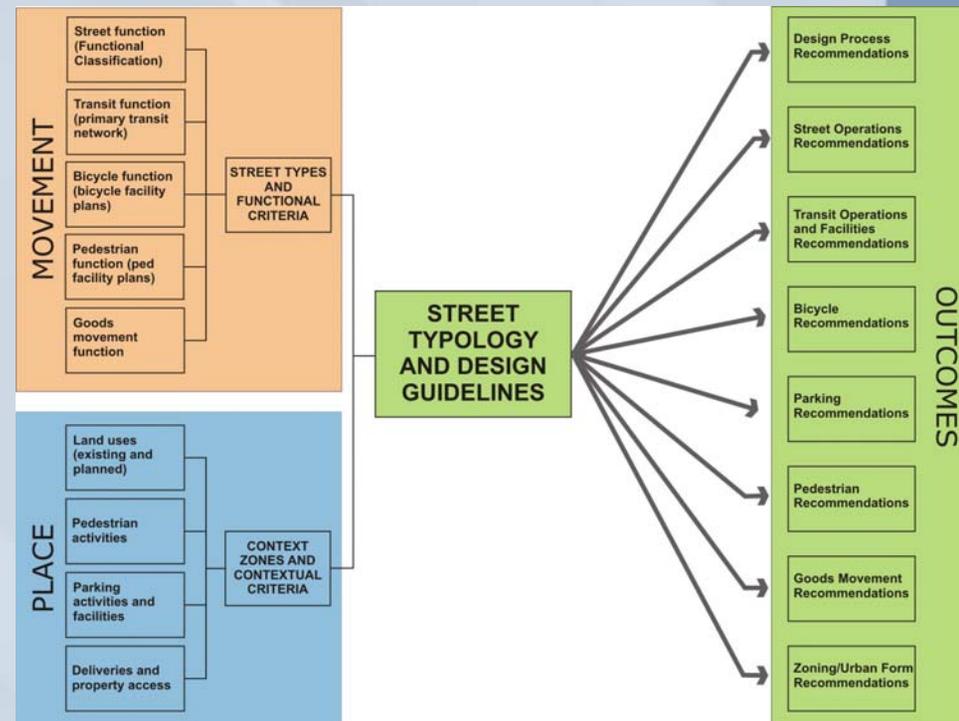
Outcomes

- Easier decision making
- Guidelines that are suitable for a core city
- Better alignment of

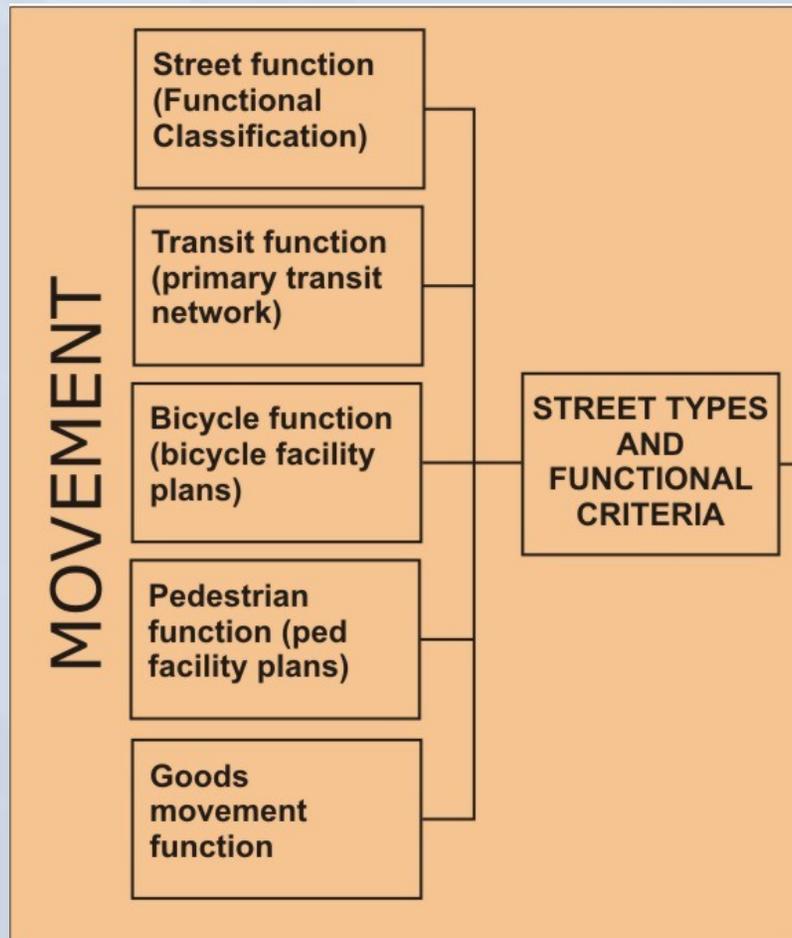
Movement ⇔ Place
Jurisdiction ⇔ Function
Funding ⇔ Design Criteria

System Planning Process

- Select street type
- Establish modal emphasis
- Match to places
 - Context areas
- Iterative process to
 - Determine street design criteria
 - Determine zoning/urban form changes
- Establish priorities for what to trade off in constrained conditions

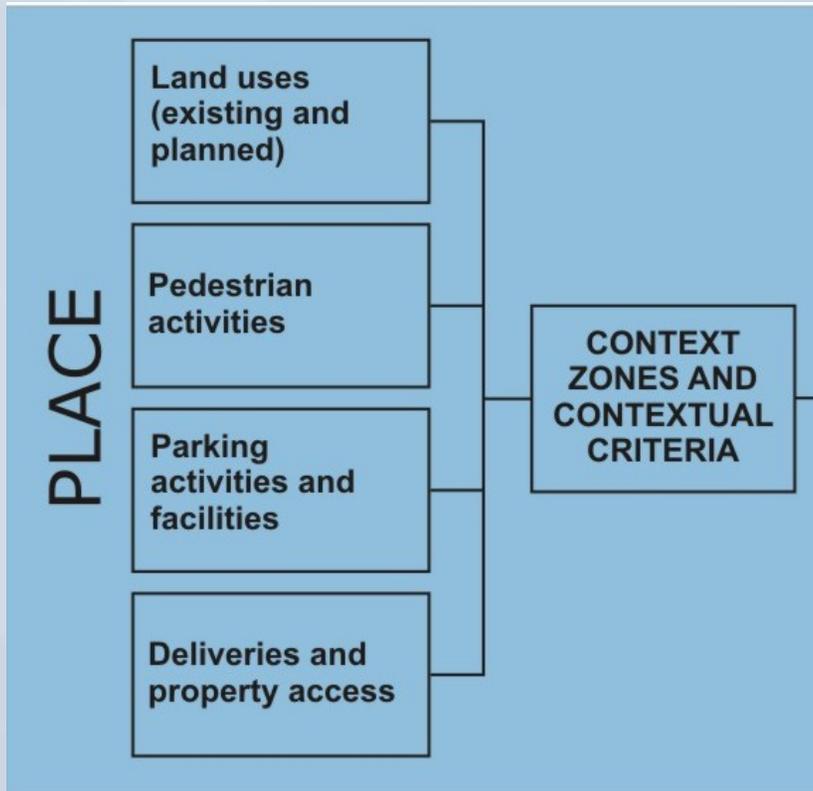


Movement Elements



- More than just the regional function of the roadway
- Each mode has its own network requirements
- Layering of networks necessary to understand what emphasis to give to each mode in the design process

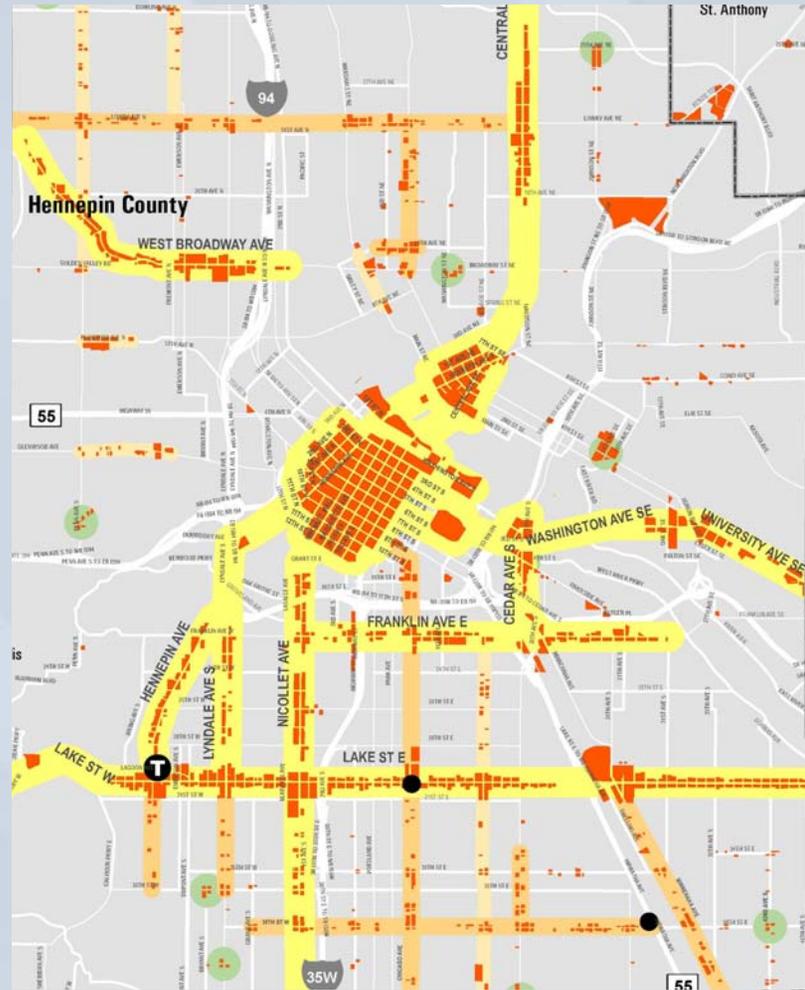
Place/Context Elements



- Place is about more than land use
- Components comprise **activity**
- Urban form is one element
- Layering of activities is necessary to understand what emphasis to give to each mode in the design process

Places

- Commercial Corridors
- Community Corridors
- Downtown
- Neighborhood Commercial Nodes
- Neighborhoods
- Industrial Districts
- Parks and Open Space



Action/Implementation

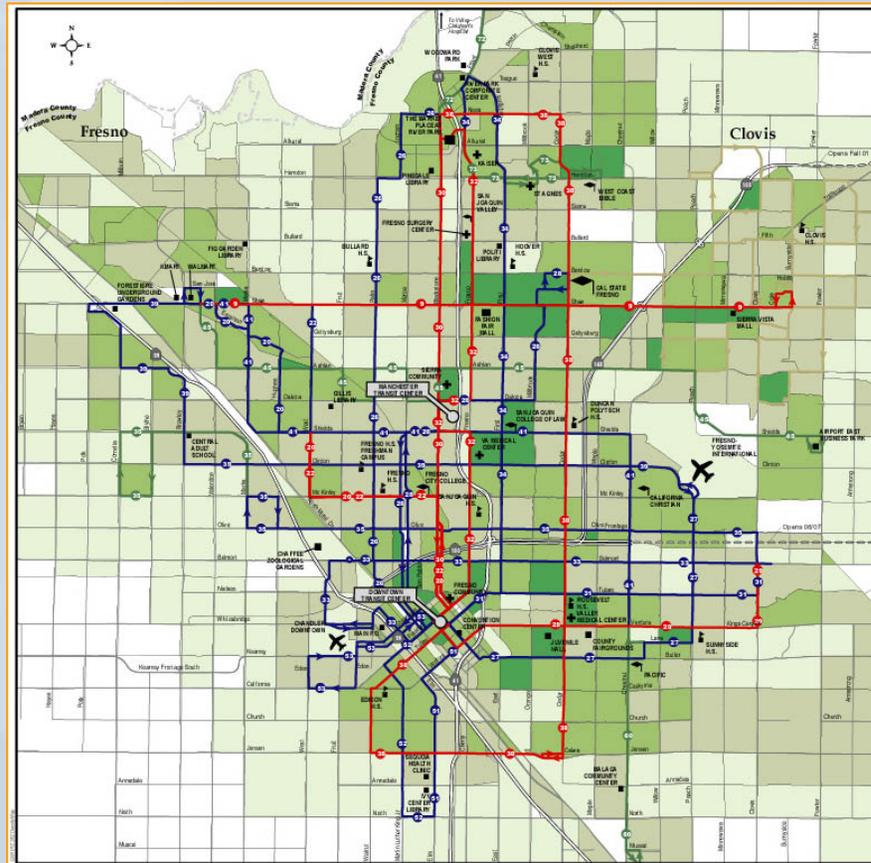
- Funding requirements
- Standards
 - Adjust State Aid criteria for core city streets
- Zoning
- Working with partner agencies
- Performance Criteria
 - Basis for transportation Needs Analysis

Transit Goals

Meyer, Mohaddes Associates | Nelson\Nygaard Consulting Associates
Short Elliott Hendrickson Inc. | Richardson, Richter & Associates



Rule 1: Transit Follows Density



- As density increases, so does potential market
- Density allows for increases in frequency

Rule 2: Ridership Follows Frequency

- Frequencies every 12 minutes or better start to attract “choice riders”



Rule 3: Ridership Follows Travel Time

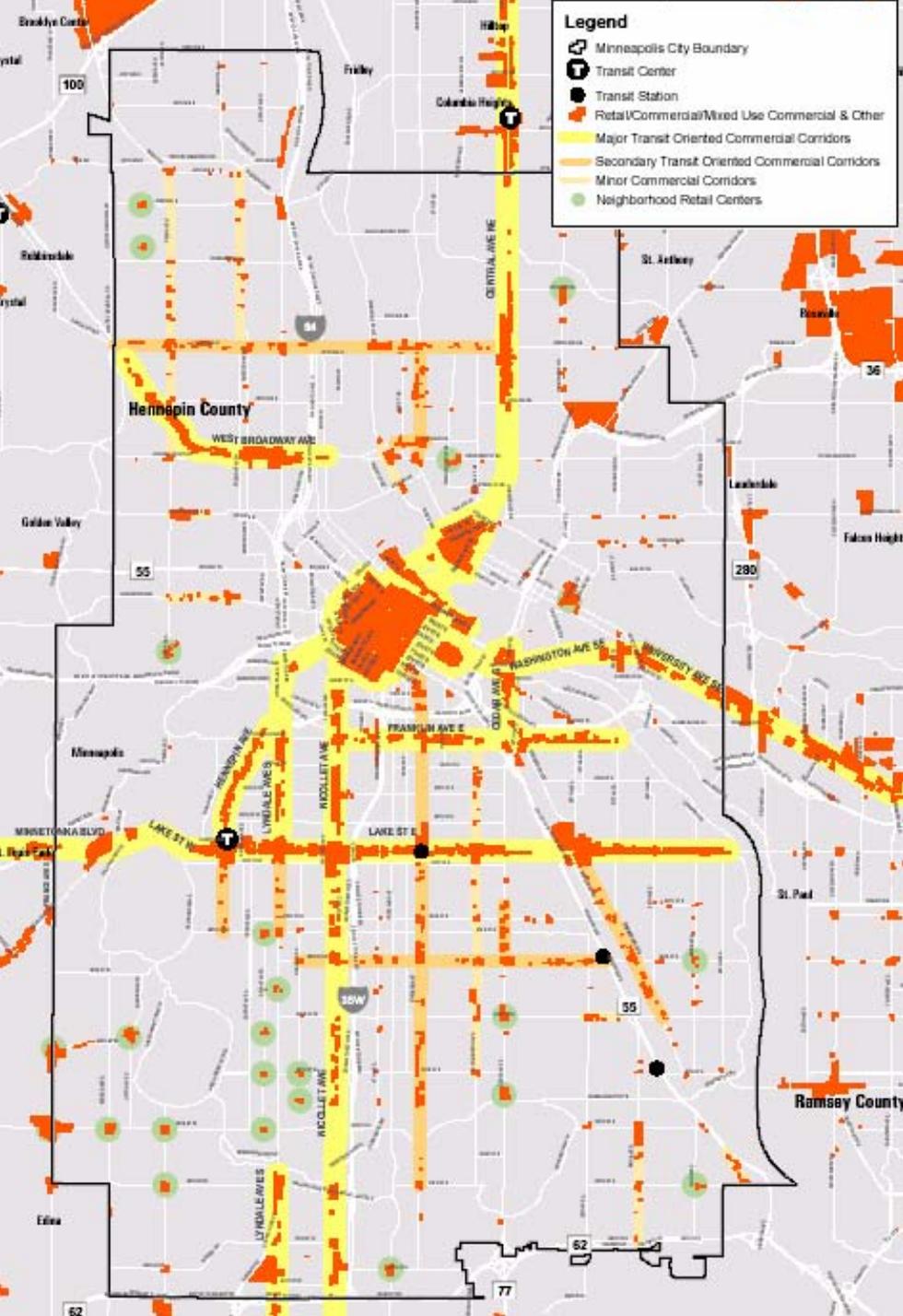


- If it's faster to take the bus or train, people will use it in droves
- True for buses as well as rail

Rule 4: Urban Form Affects Transit

Problems making transit work Downtown:

- Long blocks
- Wide freeway-serving streets
- One-way streets
- Freeways as barriers
- Congestion
- Available public and private parking



Transit Oriented Commercial Corridors

Strong Corridors

- Nicollet
- Hennepin (to Uptown)
- Lake
- Lyndale (to Lake)
- Broadway
- Central
- University
- Franklin

Productivity-Based Transit



Invests all transit resources into a few dense corridors, serving key markets very well

Results:

- High ridership
- Low cost per ride
- Many people with no nearby service

It's not the number of lines on the map that counts!

Primary Transit Networks

- Some transit corridors are more important than others, just as main streets are more important than alleys
- Corridors intended to serve high volumes of transit passengers should receive special attention
- The Primary Transit Network comprises transit that competes best with the automobile, contributing most to economic vitality and congestion relief

Primary Transit Networks

■ Definition

- Frequency: Every 15 minutes or better all day
- Span: At least 18 hours a day
- Speed: No less than 30% of speed limit
- Reliability: Runs on schedule
- Loading: Always room to board; few standees

■ Independent of Transit Technology

■ Primary Local Transit

- Frequent buses, LRT or streetcars serving densest corridors, with stops every ~1/4 mile.
- Signal prioritization
- Dedicated right of way not always needed

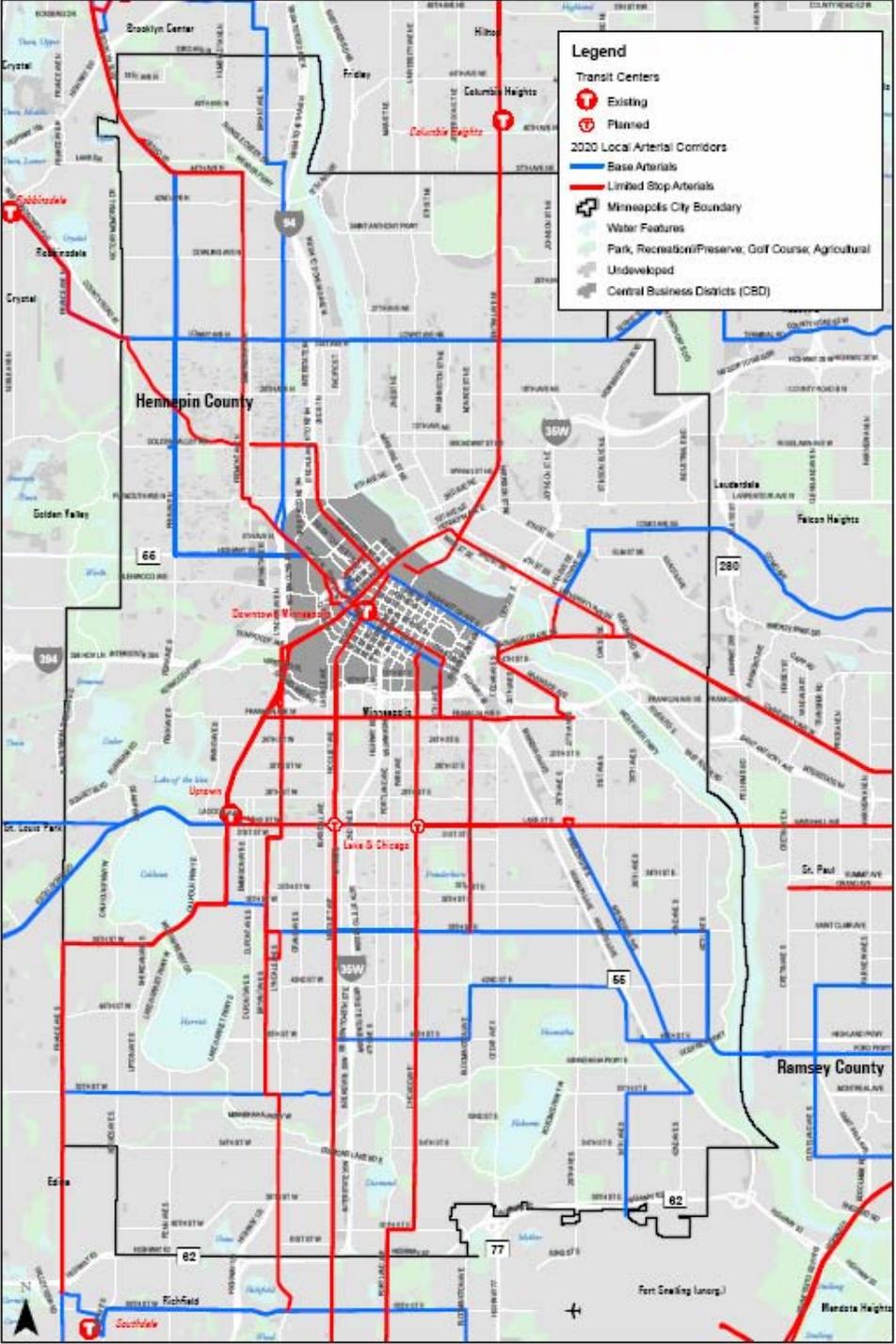
Characteristics

- PTN serves the largest share of the city's population and employment with the least line miles
 - PTN reduces cost per passenger
- Creating PTN may require service reduction in low density, low ridership areas
- Provide the same sort of amenities to PTN bus lines as LRT lines, including special vehicles, premium shelters, etc.



Conceptual PTN

- Start with existing and projected density
 - Employment, residential, commercial
- Identify existing corridors with high frequency transit
 - Transportation Policy Plan Arterial Corridors
- Identify deficiencies in transit performance



Downtown Transit

- Downtown faces the greatest constraints in the region:
 - Least available roadway capacity
 - Greatest travel demand
 - Limited opportunities for expanding vehicle capacity
 - Greatest growth pressures
- Downtown growth will rely on more efficient access, particularly transit
- Slow transit speeds downtown, however, limit transit's effectiveness, necessitating the greatest attention here

Passenger Environment

- Optimize stop spacing and line spacing, resulting in fewer transit stops downtown.
- This concentrates passengers, resulting in improved personal security
- Allows for investment in higher quality stop amenities, like lighted shelters, real-time information, wayfinding, etc.
- Makes system simpler to understand

Downtown: Current Conditions

- Three types of service
- Local All Day, including PTN
 - Very frequent, concentrated on Nicollet Mall, Hennepin, various east-west streets, numbers under 100
- Commuter
 - Peak only, concentrated on Marquette, 2nd, and somewhat on 3rd. Serve specialized markets all over region.
- Regional All-Day
 - Long distance routes connecting regional centers, including Light Rail. Mostly on Marquette, 2nd and 3rd.

Downtown: Current Conditions

- Dispersal
 - Buses on almost every street
- High volumes on Nicollet, Marquette, Hennepin, 2nd Ave, 3rd/4th St, 6th/7th St
- High transit volumes at freeway chokepoints
 - Major freeway ramps have high transit volumes
 - Buses stuck in congestion at bottleneck points

Big Picture Ideas for Downtown

- Denver Model
 - Intercept peak express buses at terminals
 - High frequency shuttle between terminals
- Portland Model
 - Two-lane two-way transitways
 - Skip stop spacing
- Neither are sufficient to resolve Minneapolis transit issues downtown
 - Hybrid of downtown concepts needed

Recommended Approach

- Establish goals for overall downtown transit volumes needed to accommodate downtown's growth
- Establish transit speed targets in order to make transit investment affordable and make transit attractive to riders
- Develop transit operations scenarios
 - Overlay on one-way and two-way street models
- Assess additional intra-downtown circulation needs that aren't already met by the PTN

Next Steps

- Technical Work
 - Detailing of downtown alternatives
 - Updating forecasting models
 - Developing street types and place types
 - Citywide needs analysis
- January
 - Council Study Session
 - Second round of Public workshops

Now you tell us –

- What type of a transportation system you want in Minneapolis -
 - Both in your neighborhood and throughout the City
- We invite you to share with us:
 - What you would change in Minneapolis to make it a better place to live/work/do business
 - What are the most important things to “*get right*” in planning the future of the transportation system for Minneapolis

Small Group Planning Session

- Introductions
- Identify
 - Most important issues
 - Finalize presentation materials
 - Pick "Presenter"
- Report Back to the Larger Group



Access Minneapolis

- Questionnaire
 - Supplement to small group work
 - Not a survey



Access Minneapolis Workshop #1

October 18th, 19th, and 26th, 2005



Questionnaire

FACTS ABOUT YOU:

1. Are you a resident of Minneapolis?

Where do you live?
(Neighborhood or Cross Street)

Where do you work?
(Neighborhood or Cross Street)

2. Do you own or operate a business in Minneapolis? Where is it located?

3. Are you a transit rider? What routes do you typically use?

4. If you live in Minneapolis: What were the three main reasons you chose to live there? (If you do not live in Minneapolis please note with 'N/A')

5. Please list the three places in Minneapolis you travel to most frequently?

6. If there were three things that you could change in Minneapolis to make it a better place to live/work/do business, what would you change?

Thank you for your input!

- LOOK for more information at:
[http://www.ci.minneapolis.mn.us/
public-works/trans-plan/](http://www.ci.minneapolis.mn.us/public-works/trans-plan/)
- Send COMMENTS to the *Access* Minneapolis Project Manager:
 - Charleen Zimmer
 - 612-673-3166
 - Email: Charleen.zimmer@ci.minneapolis.mn.us

