

**VISION STATEMENT\***  
*(final - based on PSC and Council Member comments)*

**“ACCESS MINNEAPOLIS” – TEN-YEAR TRANSPORTATION ACTION PLAN**

The purpose of *Access Minneapolis*, the city’s Ten-Year Transportation Action Plan, is to identify *specific* actions that the City and its partner agencies (Metro Transit, Metropolitan Council, Hennepin County, Minnesota Department of Transportation) need to take within the next ten years to implement the transportation policies articulated in *The Minneapolis Plan*. The policies and implementation steps outlined in *The Minneapolis Plan* regarding movement will govern the work accomplished in this project (see Chapter 8 of *The Minneapolis Plan*). Based on these guiding policies, the Vision for *Mobility Minneapolis* is:

1. Transportation is important to the economic viability of the city, the region and the state. *Access Minneapolis* will lay the transportation groundwork for achieving the long-range vision of Minneapolis as a vital and thriving metropolitan urban center that is a great place to live, work, play, visit and conduct business.
2. *Access Minneapolis* will result in a citywide transportation system that is multi-modal (pedestrian, bicycle, transit, automobile, freight), providing good transportation choices to people, including people with disabilities.
3. *Access Minneapolis* will result in a citywide transportation system that serves anticipated employment and residential growth and optimizes access to destinations by all modes (pedestrian, bicycle, transit, automobile, freight) throughout the city, between neighborhoods, to/from and within downtown.
4. Although all modes of transportation are important, transit is critical for maximizing the people-carrying capacity of the transportation system. *Access Minneapolis* will result in a transit system that operates efficiently and effectively in downtown and throughout the city. Transit will become the mode of choice for Minneapolis residents, workers and visitors.
5. The city must remain livable and walkable to maintain its regional and national competitiveness. In most cases, it is not feasible or desirable to increase the curb-to-curb width of roadways in the city. However, there are many opportunities for improving the operational capacity of the transportation system without street widening. *Access Minneapolis* will result in a city that is livable and walkable while optimizing the operational capacity of the transportation system.

Note: This document is based on the goals and objectives related to transportation as outlined in *the Minneapolis Plan* (updated April 2004)

**APPLICABLE TRANSPORTATION POLICIES  
IN  
“THE MINNEAPOLIS PLAN”**

- 8.1: “Minneapolis will maintain and enhance the elements of a responsive transportation system through balancing the interests of economic development and neighborhood livability.”
- 8.3: “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.”
- 8.4: “Minneapolis will continue to build, maintain road infrastructure in order to assure resident and motorist safety and mobility within the city.”
- 8.5: “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.
- 8.6: “Minneapolis will follow a policy of “Transit First” in order to build a more balanced transportation system than the current one.”
- 8.7: “Minneapolis will direct its share of regional growth to areas well served by transit, to existing and potential growth centers and along transit corridors.”
- 8.8: “Minneapolis will continue to aggressively pursue transit improvements in corridors which serve major transit origins and destinations, with the eventual goal of a regionwide rail system, including Light Rail Transit (LRT) and commuter rail.”
- 8.9: “Minneapolis will work with Metro Transit to improve the focus, priority and overall service offered by the existing transit system.”
- 8.10: “Minneapolis will promote the accessibility of downtown Minneapolis by improving and balancing the existing transportation system.”
- 8.11: “Minneapolis will continue to enhance the opportunities for cyclist movement.”

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