Public Meeting Handout

Access Minneapolis
DRAFT Citywide Ten-Year Transportation Action Plan
October 2007

Access Minneapolis, a ten-year action plan for transportation in the City, has four components:

- Downtown Action Plan (APPROVED by City Council in June 2007)
- Citywide Action Plan (DRAFT for public review in October 2007)
- Streetcar Feasibility Study (DRAFT for public review in October 2007)
- Sidewalk and Street Design Guidelines (public review in Spring 2008)

The purpose of *Access Minneapolis* is to identify actions that need to be taken in the next ten years to put the city on the right course toward achieving the long-term vision of the city as a vital and thriving metropolitan urban center and a city that is livable and walkable, where people have reasonable transportation choices, the transportation system serves future growth with access to destinations by all modes, and transit is the mode of choice downtown and a realistic option citywide. The *DRAFT* Citywide Ten-Year Transportation Action Plan includes a new system of street design types upon which the new sidewalk and street design guidelines will be based. The Plan includes an assessment of needs for pedestrians, bicycles, transit, automobiles and freight. Pedestrian needs will be addressed more fully in a Pedestrian Master Plan that is currently being prepared. Bicycle needs will be addressed more fully in a Bicycle Master Plan. Both of these plans will be completed by the end of 2008.

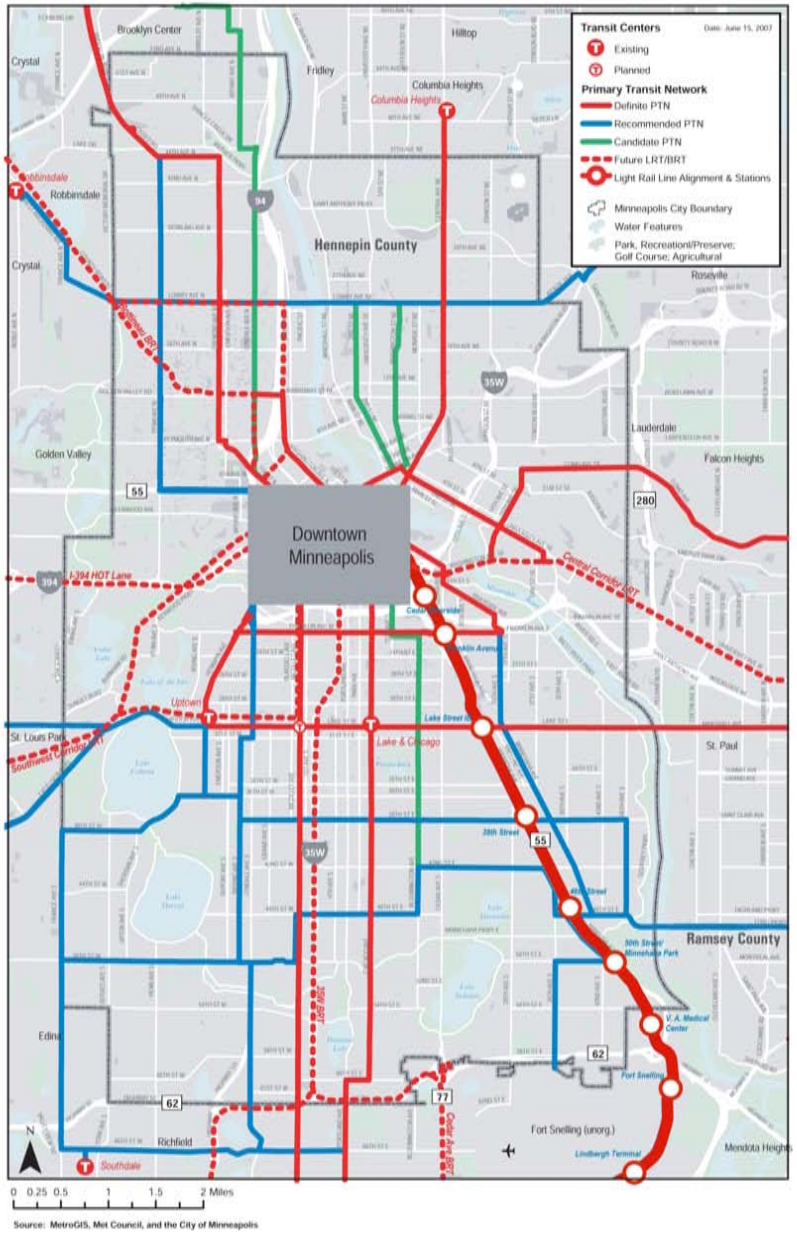
Actions recommended in the *DRAFT* Citywide Action Plan are based around seven key objectives (listed below in no priority order):

- Make transportation design decisions based on place type in addition to street function
- Ensure that all streets in the City are safe, convenient and comfortable for walking
- Provide a well-connected grid of bicycle facilities
- Provide the best possible transit service on the Primary Transit Network (see map on reverse)
- Encourage people to walk, bike and take transit rather than drive
- Optimize the use, safety and life of the street infrastructure system
- Make consistent decisions for curbside uses

The recommendations of *Access Minneapolis* have been developed over the past two years with the assistance of a 30+ member Project Steering Committee. Following the nine public meetings held in October, the *DRAFT* Citywide Ten-Year Transportation Action Plan will be amended as appropriate based on comments received at the public meetings and additional discussion with the Project Steering Committee. The amended plan will be presented to the City Council for approval in November-December, 2007.

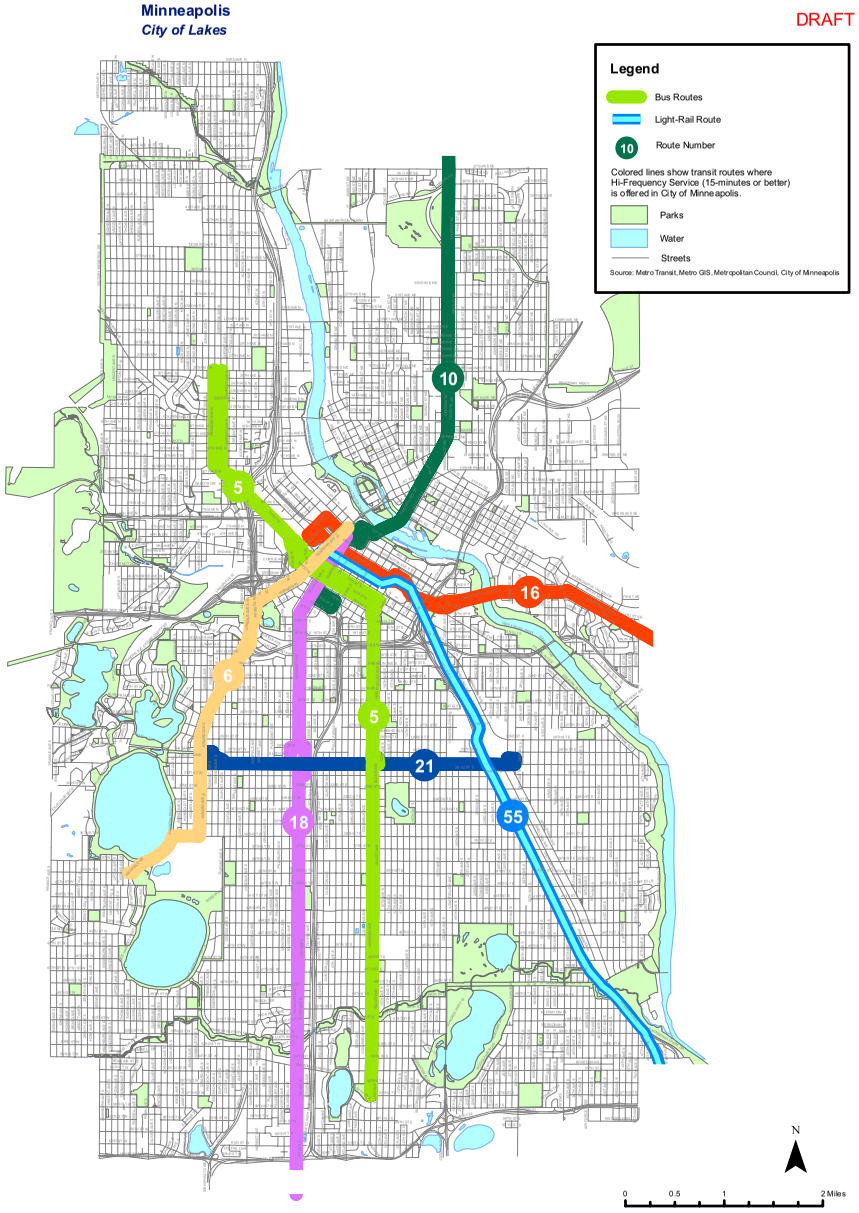
For additional information, go to www.ci.minneapolis.mn.us/public-works/trans-plan or contact Charleen Zimmer at 612-673-3166 or Charleen.zimmer@ci.minneapolis.mn.us.

Primary Transit Network



Source: MetroGIS, Met Council, and the City of Minneapolis

Metro Transit Hi-Frequency Network



Public Meeting Handout

Access Minneapolis
DRAFT Streetcar Feasibility Study
October 2007

Access Minneapolis, a ten-year action plan for transportation in the City, has four components:

- Downtown Action Plan (APPROVED by City Council in June 2007)
- Citywide Action Plan (DRAFT for public review in October 2007)
- Streetcar Feasibility Study (DRAFT for public review in October 2007)
- Sidewalk and Street Design Guidelines (public review in Spring 2008)

The purpose of the D*RAFT* Streetcar Feasibility Study was to determine the physical, operational and financial feasibility of providing streetcar service on the most heavily used Primary Transit Network corridors. The study addresses two critical questions: (1) can streetcars improve transit service in these PTN corridors by replacing buses, and (2) can streetcars catalyze development in these corridors? Fourteen corridors were evaluated for potential streetcar service.

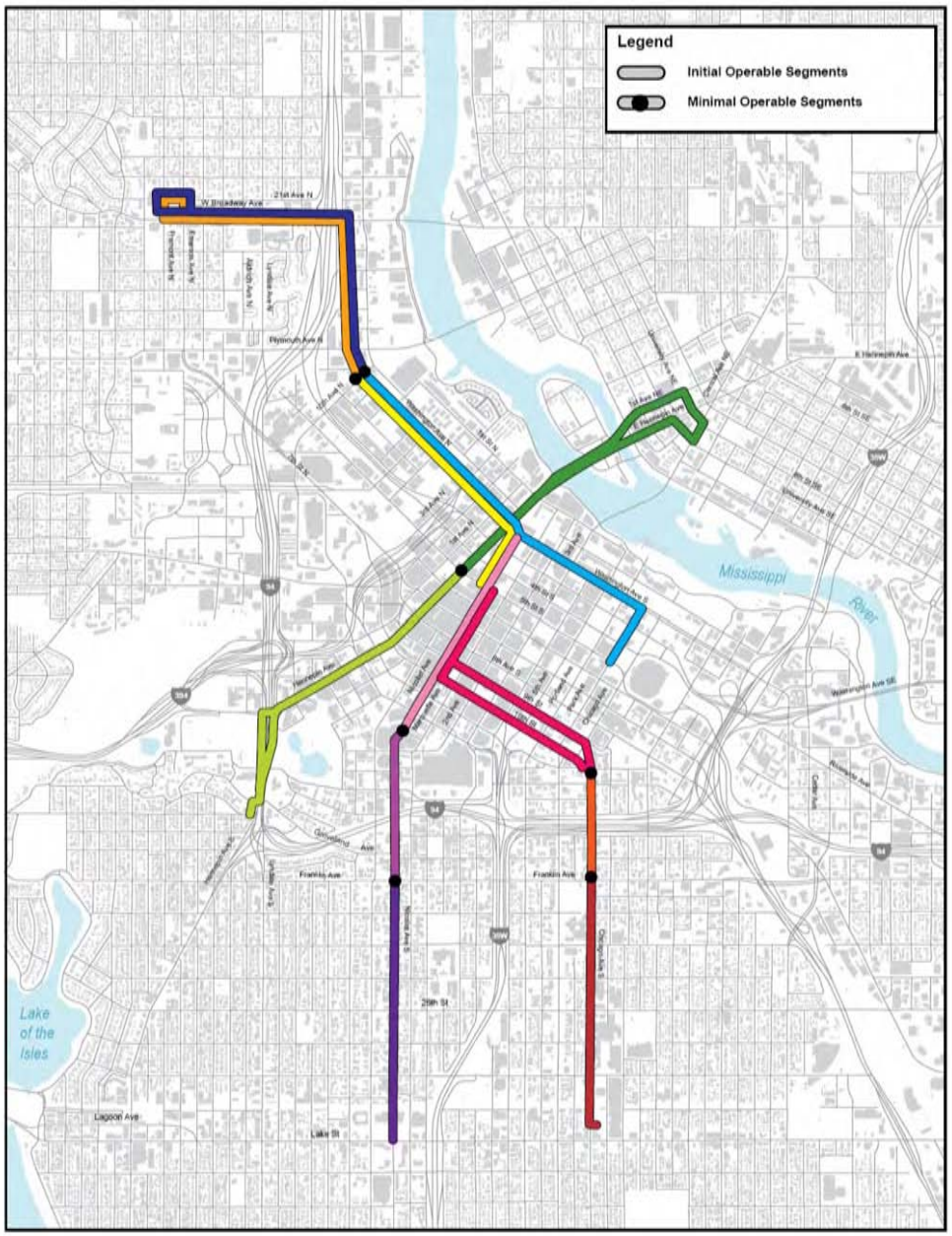
The DRAFT Streetcar Feasibility Study recommends a long-term streetcar network made up of seven corridors that could be implemented in 20-50 years, depending on funding availability. These corridors include (not listed in any priority order):

- West Broadway/Washington Ave between downtown and Robbinsdale Transit Center
- Central Avenue between downtown and Columbia Heights Transit Center
- University Avenue between downtown and Dinkytown – University of Minnesota
- Chicago Avenue between downtown and 38th Street
- Nicollet Avenue between downtown and 46th Street/I-35W Transit Center
- Hennepin Avenue between downtown and Uptown
- Midtown Greenway between Southwest LRT Station and Hiawatha LRT Station

The DRAFT Streetcar Feasibility Study also identifies potential "minimum operating segments" for those corridors that can be built in stages over time, recognizing that funding will likely be limited and substantial financial support from developing properties and/or property owners will likely be needed to implement streetcars. The study also identifies potential funding sources and potential owner/operator scenarios. Critical next steps are also identified.

The recommendations of *Access Minneapolis* have been developed over the past two years with the assistance of a 30+ member Project Steering Committee. Following the nine public meetings held in October, the *DRAFT* Streetcar Feasibility Study will be amended as appropriate based on comments received at the public meetings and additional discussion with the Project Steering Committee. The amended plan will be presented to the City Council for approval in November-December, 2007.

For additional information, go to www.ci.minneapolis.mn.us/public-works/trans-plan or contact Charleen Zimmer at 612-673-3166 or Charleen.zimmer@ci.minneapolis.mn.us.

Long-Term Streetcar Network

Initial and Minimum Operable Streetcar Segments