

A photograph of the Minneapolis skyline under a clear blue sky. In the foreground, a yellow and grey light rail train is moving across a street. The train has yellow accents and blue and red curved patterns on its side. The background features several tall skyscrapers, including the distinctive cylindrical tower of the First Interstate World Center. A clock tower with a green roof is visible on the right side of the skyline.

Access Minneapolis

Public Workshops

April-May 2006

Underlying Principles

- **Action Plan** – not policy plan
- **Short Term** – ten-year plan with emphasis on next 1-2 years (but based on 2030 needs)
- **Citywide** – focus on primary (arterial) networks
- **Multi-modal** – pedestrian, bicycle, transit, automobile, freight

Partners

- **City of Minneapolis**
 - Public Works
 - CPED

- **Partner Agencies**
 - Metropolitan Council/Metro Transit
 - Hennepin County
 - Mn/DOT

- **Project Management Team**

- **Project Steering Committee**

Why Do We Need Changes?

- City is growing rapidly and will continue to grow in future.
- Congestion (freeway access, on-street parking, circulation, transit impacts).
- Conflicts among modes – decisions on street reconstruction or site redevelopment are difficult.
- Current design standards don't work well in built urban environments.
- Buses on every street in downtown except LaSalle.
- Buses in downtown moving less than 5 miles per hour during peak periods.
- Need for improved pedestrian environment.

Why? Realizing the Long-Term Vision

- 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.

Outcome of Study

- Improvements to transit
 - Operations in downtown
 - Improvements to service and facilities on Primary Transit Network
- Short and long term transportation needs
 - Street System
 - Transit System
 - Bicycle and Pedestrian Systems
- Tools for making decisions on streets
 - Corridor Planning Process
 - Modal Priorities
 - Design Guidelines
- Implementation Strategies
 - Priority Actions in 1-2 years/10 years
 - Funding needs and strategies
 - Legal and administrative changes needed

Focus Tonight

- Street Planning and Design Framework
 - Place Types
 - Street Types
- Transit Service
 - Primary Transit Network
 - Downtown Transit Alternatives
- Pedestrian and Bicycle Gap Analyses



Street Planning and Design Framework

Street Types
Place Types

Why Are Changes Needed?

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

Movement ⇔ Place

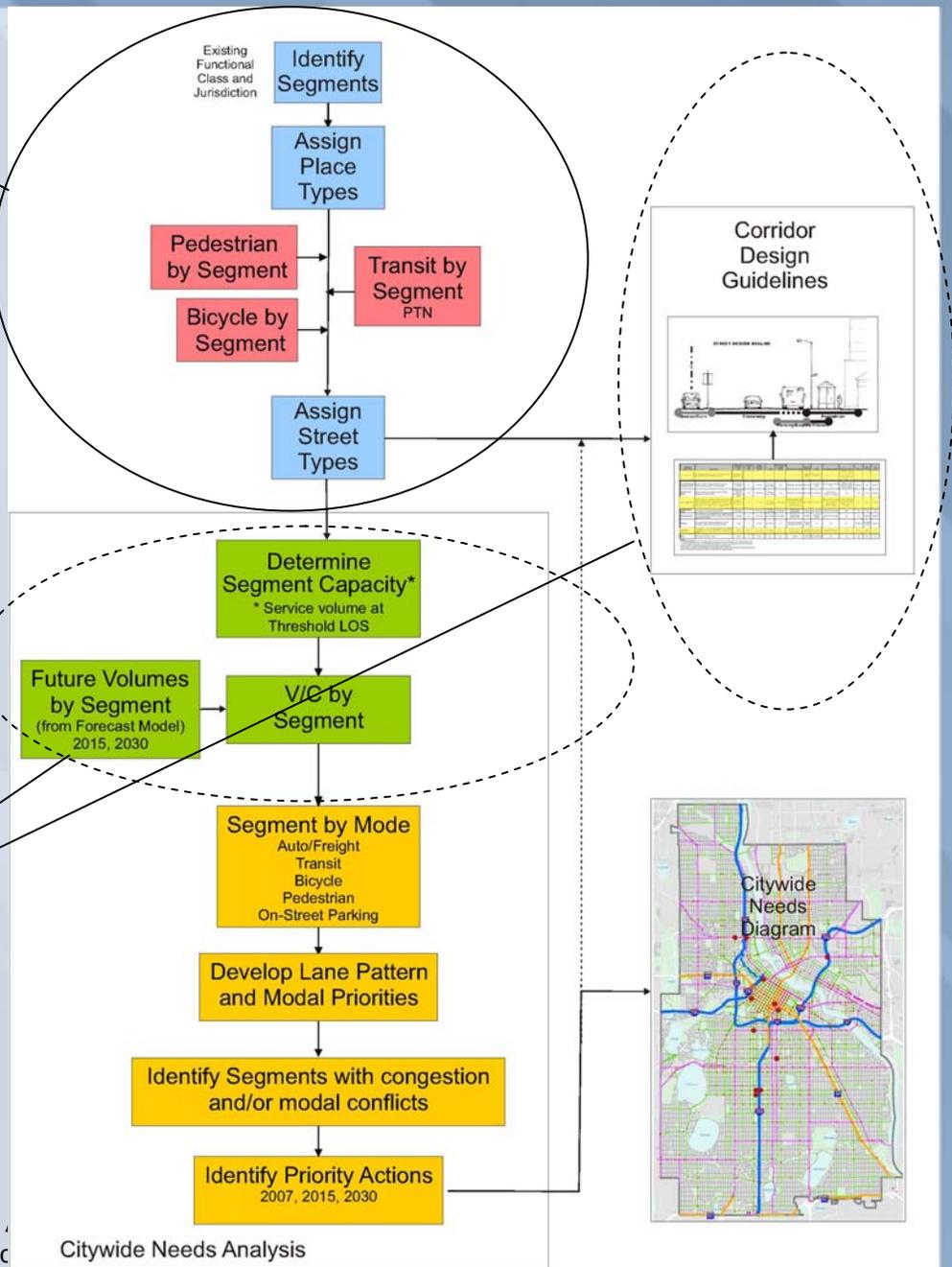
Jurisdiction ⇔ Function

Funding ⇔ Design Criteria

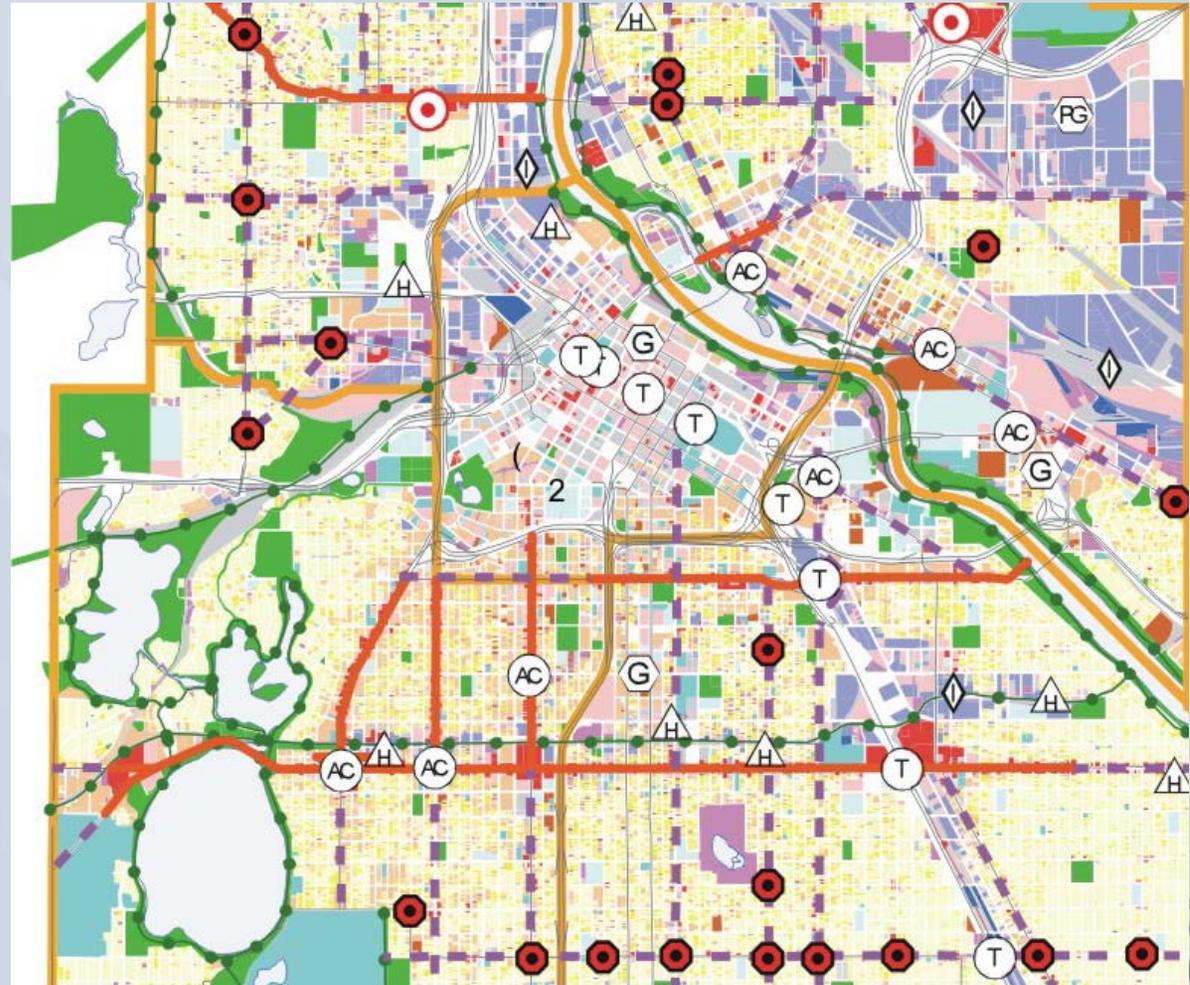
Where we're at

- System Planning Process
- Needs Analysis
- Design Process
- Design Guidelines

Working on



Place-Based (based on the *Minneapolis Plan*)



Legend

- ⓐ Activity Centers
- ⓐ Auto Oriented Shopping Centers
- Neighborhood Commercial Nodes
- - - Community Corridors
- Commercial Corridors
- Existing Greenway
- Downtown 2010 sectors
- Water

Place Type Characteristics

- Uses characteristics from *The Minneapolis Plan*
 - Mixes of uses
 - Range of densities
 - Urban form
 - Community function
- Expanded to include:
 - Building placement in relation to street
 - Frontage types
 - Typical building height

Street Types



- **Commuter Street**
- **Commerce Street**
- **Community Connector**
- **Neighborhood Connector**
- **Activity Center Street**
- **Parkway Street**
- **Industrial Street**

Street Types – High Intensity

- Commuter Street (**purple**)
 - High capacity; carries through traffic, serves longer trips and provides limited access to land
 - Hiawatha Avenue
 - Olson Memorial Hwy
- Commerce Street (**red**)
 - Medium capacity; supports commercial and higher intensity residential land uses on a corridor basis; connects districts with each other
 - Central Avenue
 - Lake Street



Street Types – Medium Intensity

- Activity Center Street (**brown**)
 - Medium capacity; provides access to abutting properties in activity centers
 - South 7th Street in downtown
- Community Connector (**green**)
 - Medium capacity; connects neighborhoods with each other and with commercial corridors and other districts; main street of a neighborhood commercial node
 - Lowry Avenue

Street Types – Medium Intensity

- Neighborhood Connector (**yellow/gold**)
 - Low to medium capacity; connects neighborhoods with each other
 - Como Avenue
 - Bloomington Avenue
- Industrial/Employment Connector (**black**)
 - Low to medium capacity; connects employment areas to neighborhoods and access routes; serves abutting property in industrial/employment districts
 - Stinson Boulevard

Street Types – Low Intensity

- Parkway Street (**blue**)
 - Low capacity; designed to provide circulation adjacent to and through parkland – not necessarily a Park Board parkway
 - Lake Harriet Parkway
- Local Industrial/Employment Street (not mapped)
 - Low capacity; serves abutting property in a single use (industrial/employment) districts
- Local Residential Street (not mapped)
 - Low capacity; serves abutting property in residential neighborhoods
- Alley (not mapped)
 - Property and parking access

Key Characteristics

- Primary Transit Network routes
- Existing and planned land uses
- Traffic volumes, trip types and existing “functional classification”
- Connections to freeway system
- Connections between activity centers, other communities, etc.
- Other

Key Questions

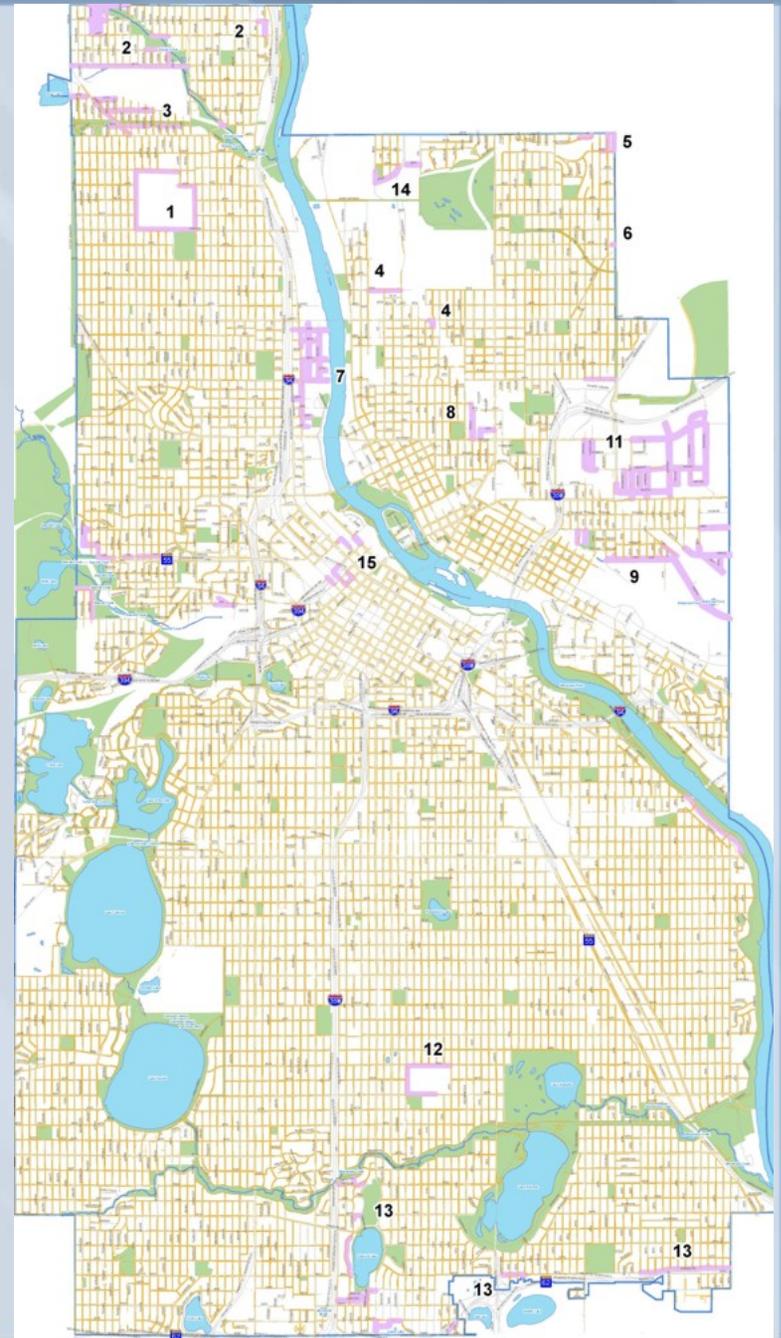
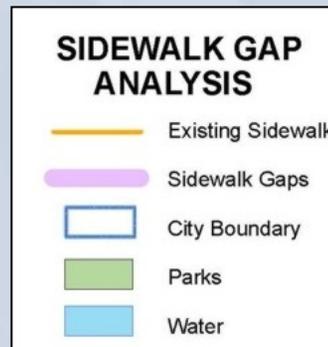
- Are there other areas that need to be designated as specific place types?
- Are the street classifications consistent with both street function and place type?
- Are there streets that should be given a different classification?
- Are there any “unintended consequences” of street reclassifications or changes from one-way to two-way operation?

Pedestrian and Bicycle System Gap Analyses



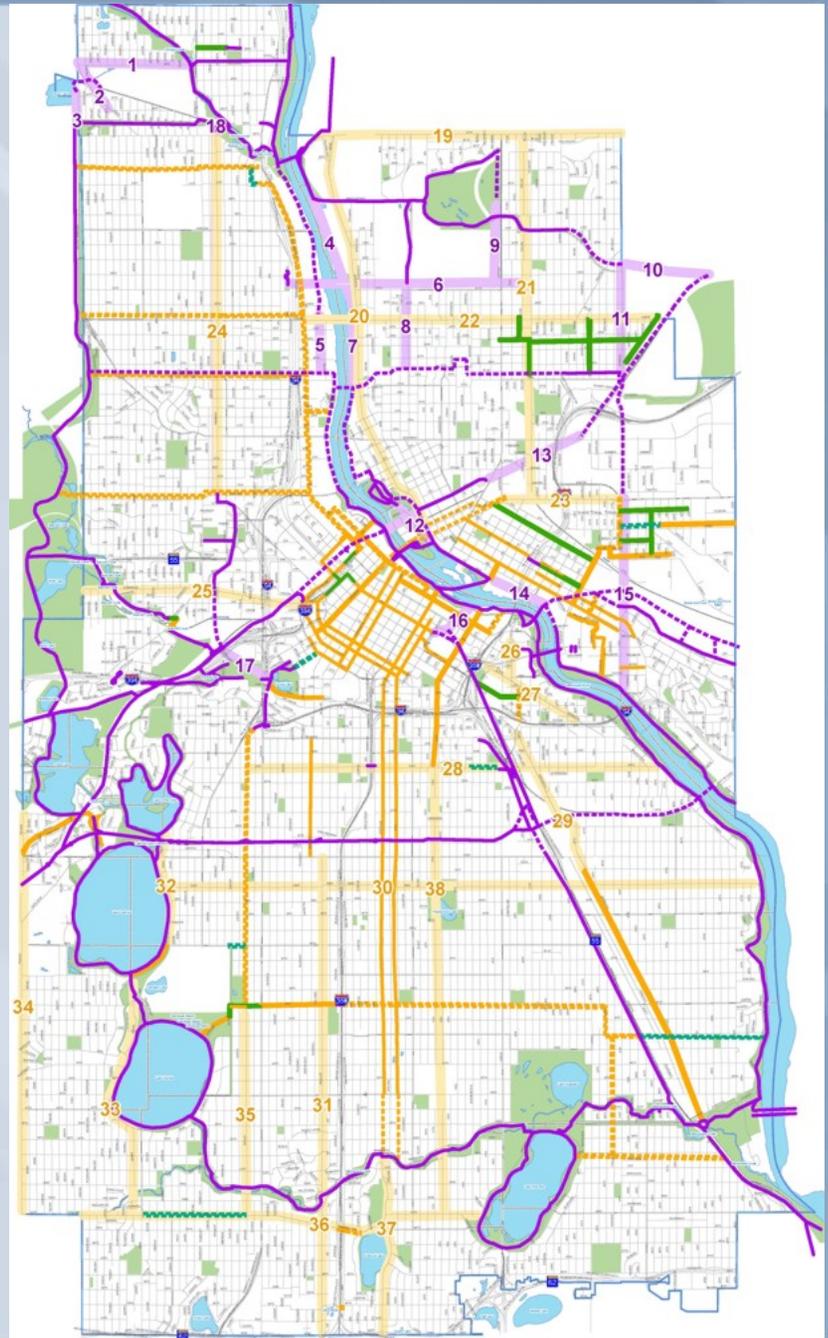
Pedestrian

- Continuity or presence of sidewalks is the planning criteria
- Size of walks and amenity/safety criteria become design guidelines



Bicycle

- Presence/type of facility is the planning criteria
 - Integrates with Hennepin County plan and gap study
- Based on work by the Bicycle Advisory Committee



Key Questions

- Are there gaps in the sidewalk and/or bicycle systems that have not been identified?
- Are there barriers to walking and biking that need to be crossed?
- Where should the bike lanes go if changes are made to one-way streets or transit lanes?

Citywide Transit Service Concept



Primary Transit Network

■ 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

■ Includes all technologies that meet this definition.

- Includes LRT and BRT
- Most planning focus is needed on Primary Bus
- Primary Bus includes future Streetcar candidates.

Proposed PTN

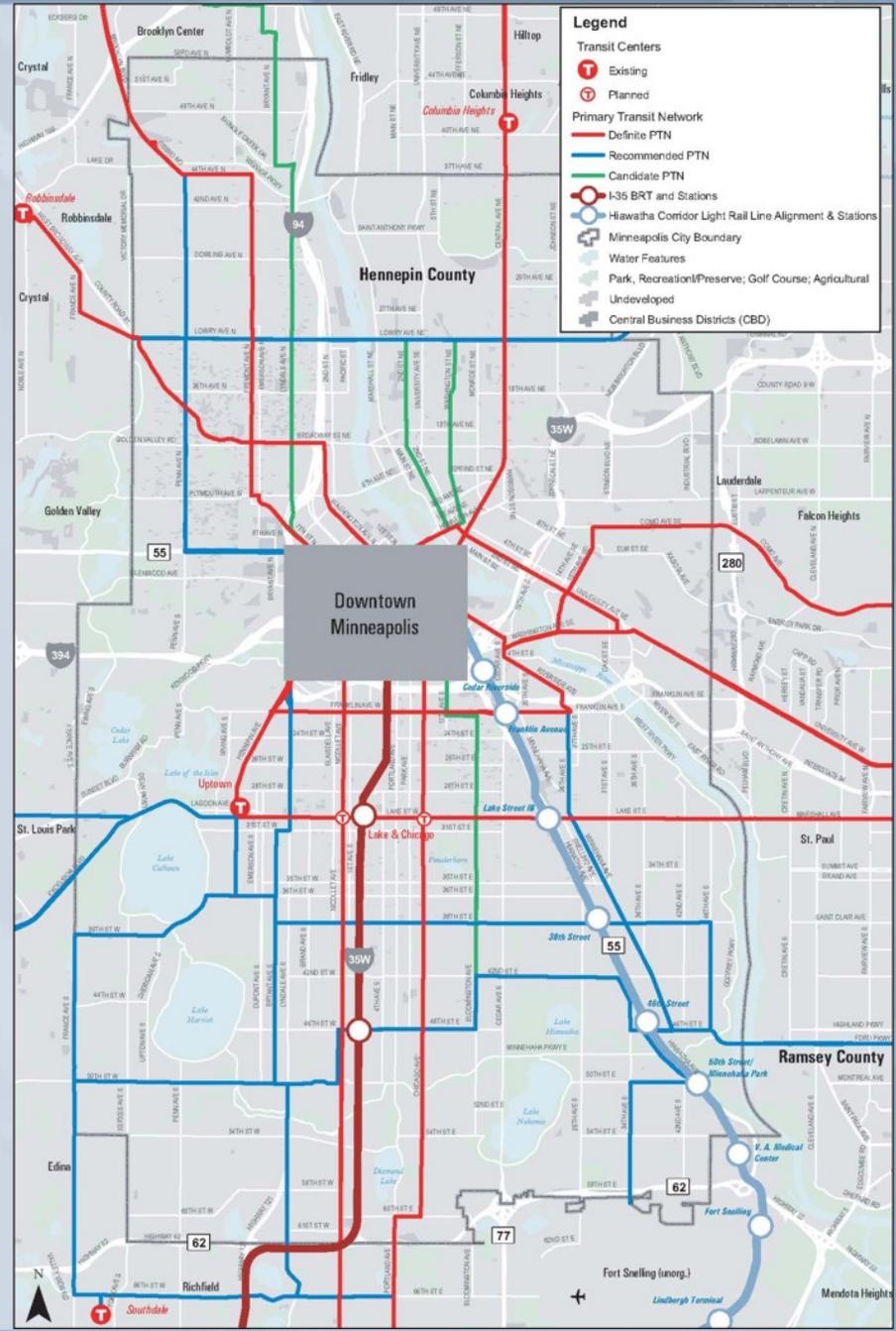
Local Bus Element
(assumes LRT,
BRT and commuter
rail in place)

Tiers

RED = Definite
(Justified today.)

BLUE = Recommended
*(Justified by projected
growth.)*

GREEN = Candidate
*(Possible, but requires
further work.)*



Key Questions

- Are the proposed PTN routes and priorities in the right places?
- Will the PTN routes provide adequate east-west transit service?
- Where are shelters, benches or other pedestrian facilities needed for transit riders?

Downtown Transit Circulation Concepts



Downtown Transit Markets

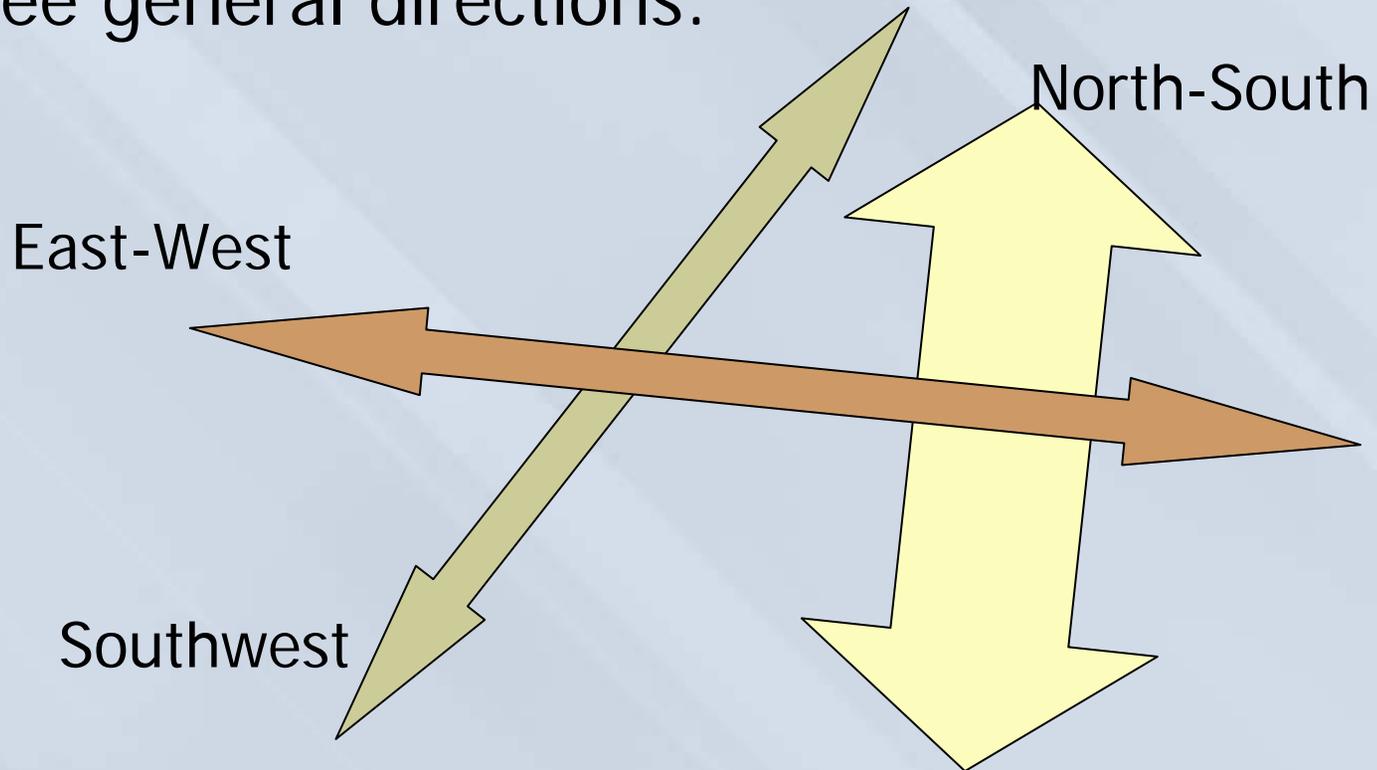
- All-Day Service (PTN, secondary, regional BRT)
- Commuter (peak period only)
- Consumer/Visitor (intra-downtown)
- Near downtown neighborhoods

Key Strategies in Downtown

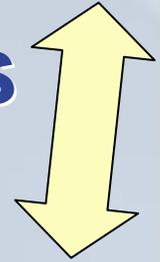
- Concentrate Transit on Fewer Streets
 - Optimize these streets for transit operations and customers.
 - Free all other streets to be planned for other modes.
 - Allows for investment in higher quality stop amenities, like lighted shelters, real-time information, wayfinding, etc.
 - Makes system simpler to understand/easier to use
- Plan for Speed and Reliability
 - Goal: Transit operating speed of ~ 8 mph.
 - Optimize stop spacing and line spacing, resulting in fewer transit stops downtown.
 - Concentrates passengers, resulting in improved personal security
 - Protect speed and reliability as auto congestion grows.

Downtown Demand for PTN and Commuter Service

Buses need to enter and cross downtown in three general directions:

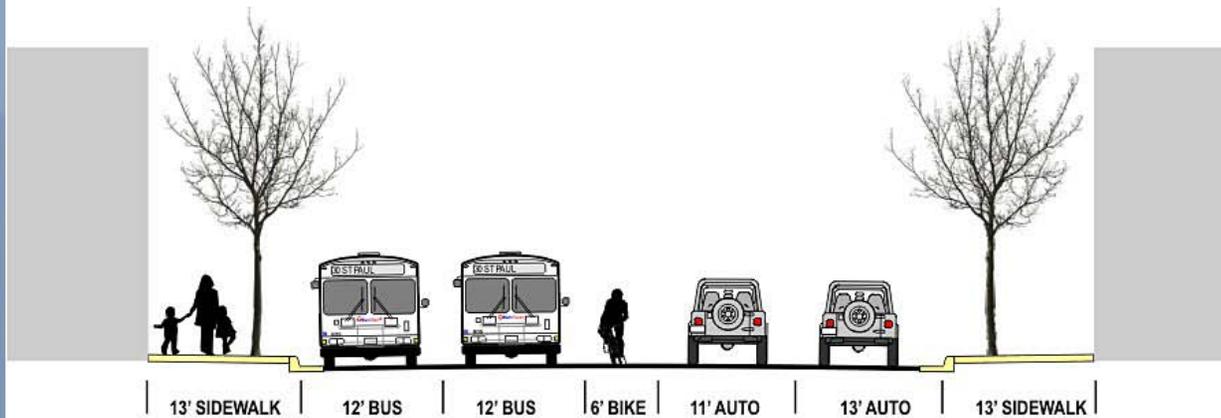
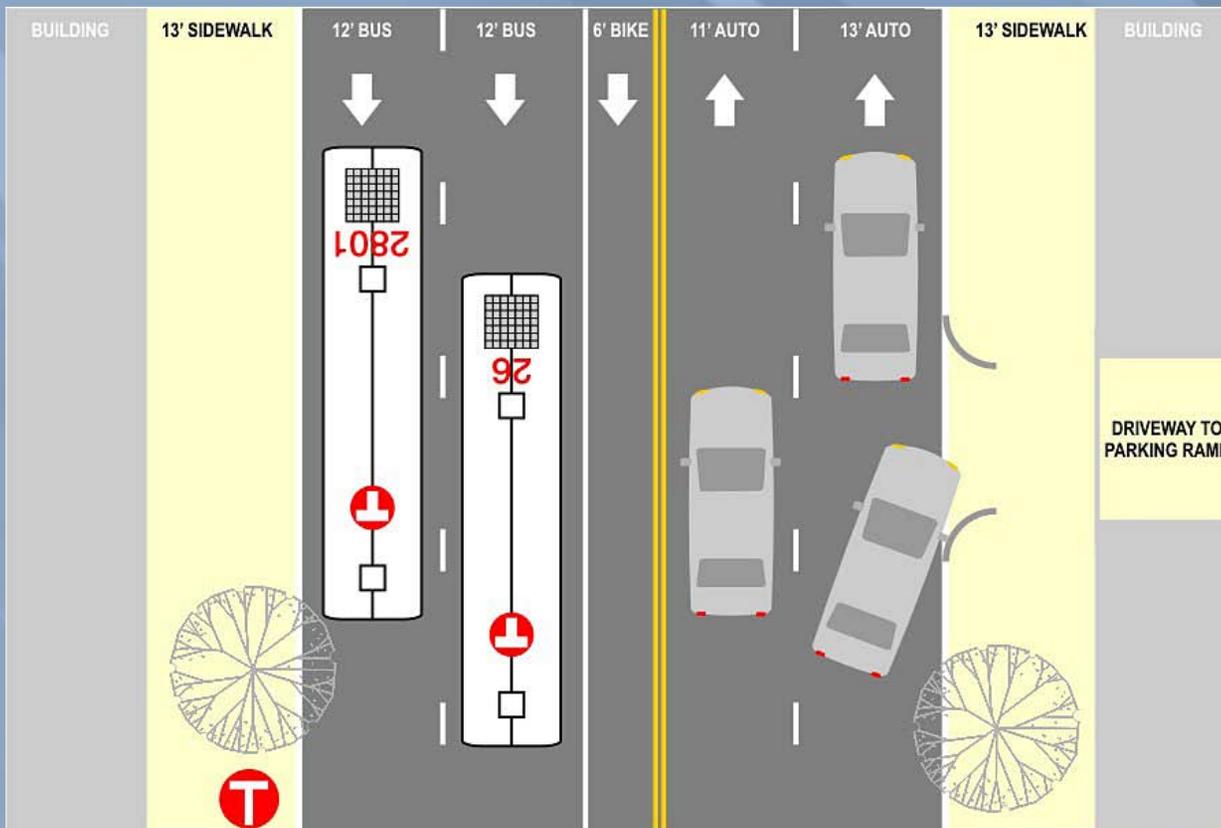


Strategy: Double-Width Lanes



- Double lanes provide capacity of up to 180 buses/hr.
 - Twice the lane provides over three times the capacity.
- Double lanes also allow skip-stop operations, for a smoother, more comprehensible system.

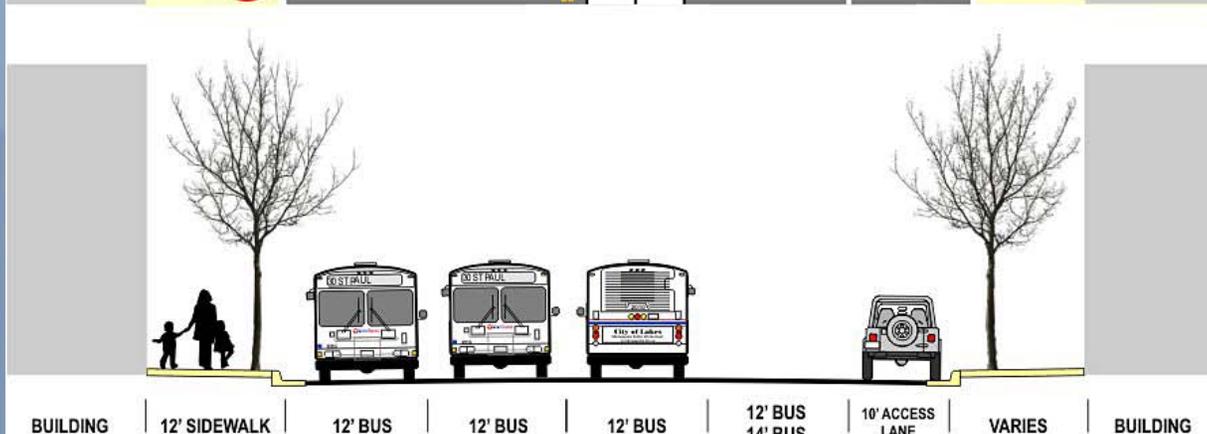
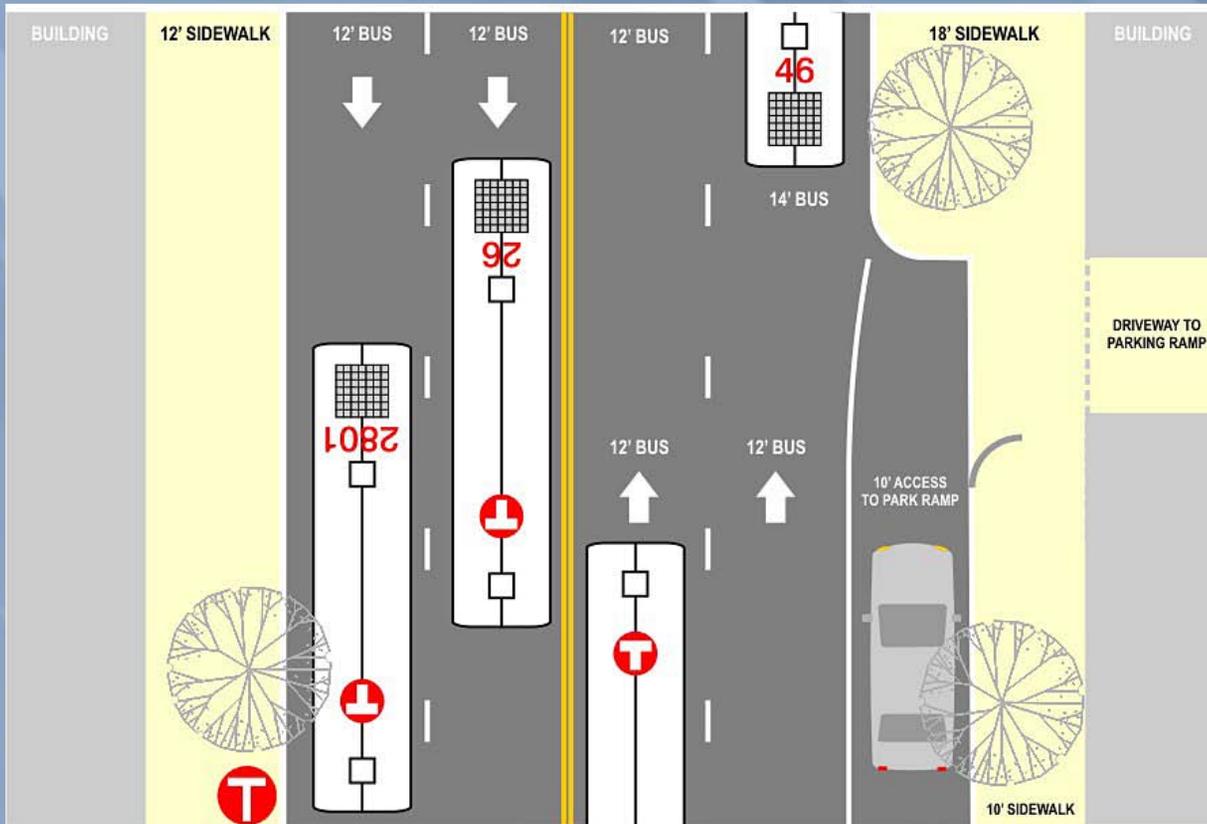




Double Width Contraflow Transit Lanes
Marquette Avenue & Second Avenue South w/ Bike Lane

Double-Width
 Contraflow
 Transit Lanes
 (Marquette and
 2nd Avenue)



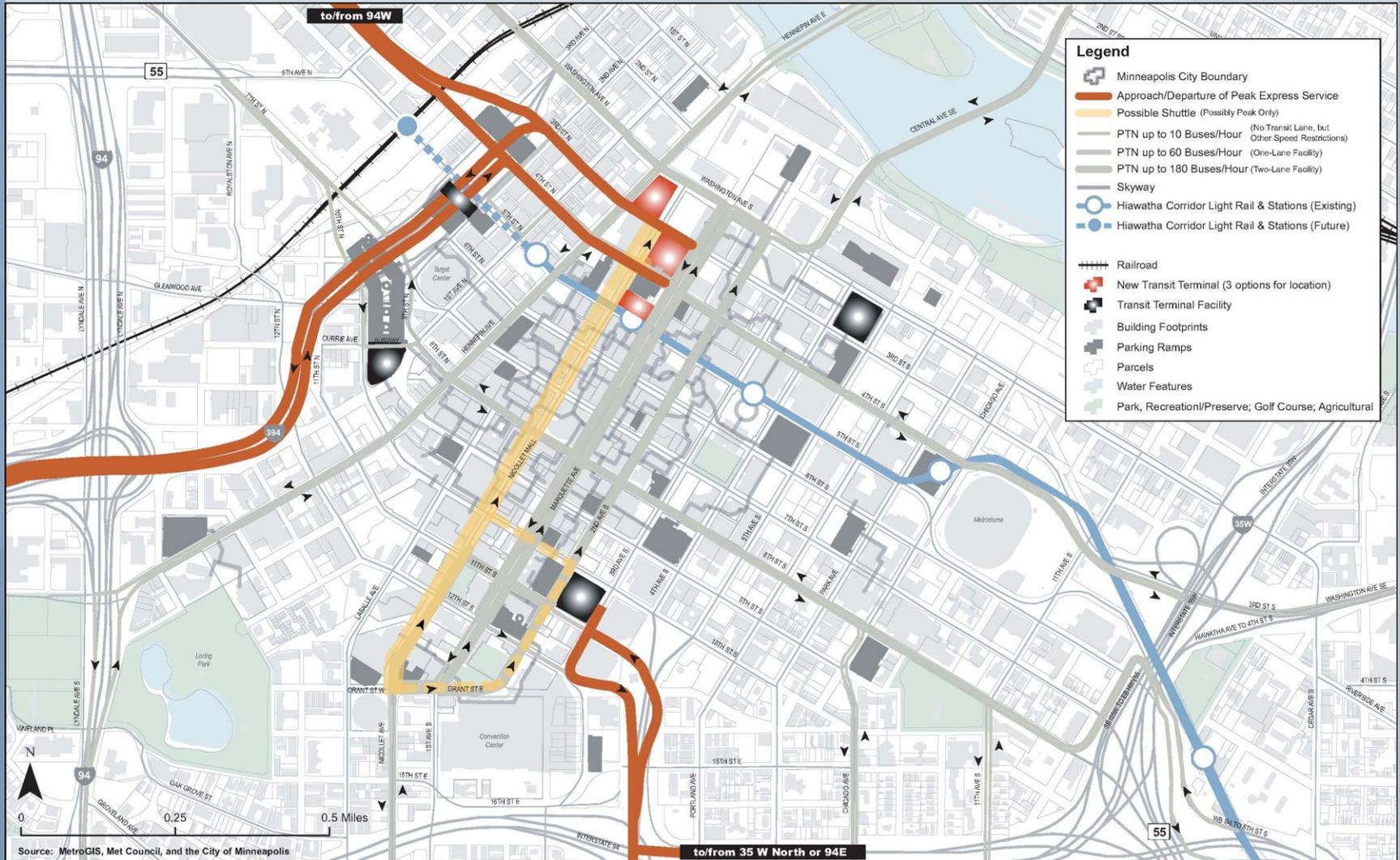


Double Width Transit Lanes
Marquette Avenue Only

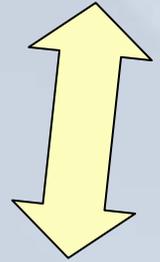
Double-Width
 Contraflow
 Transit Lanes
 (Marquette only)



Peak Interception and Shuttle

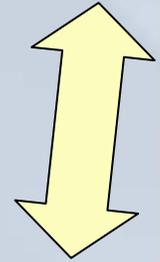


Peak Interception Issues



- Reduces bus volumes on downtown streets
 - Limited by shuttle capacity
- Disadvantages
 - Transfer or walk imposed on peak express markets.
 - High capital cost for terminals and shuttle.
 - Impacts multiple cities and transit agencies.

North-South Conclusion



- Double-width lanes needed today and in future with or without peak interception.
- Can't intercept all peak buses - limited by shuttle capacity.
- Additional capacity needed in 2030 above what double-width lanes on one street can carry.
- Options for additional volume and intra-downtown circulation:
 - Peak interception + shuttle on Nicollet Mall
 - Hybrid bus local service on Nicollet Mall
 - Peak hour express on Nicollet Mall (local service on Marquette)

Key Questions

- Which alternative best meets regional and citywide transit needs?
- Which alternative best meets intra-downtown (visitor/consumer) transit needs?
- Which alternative is the most financially feasible?
- Are there any “unintended consequences”?

Streetcar Feasibility Study



Schedule

SCHEDULE - ACCESS MINNEAPOLIS

Task	2006								2007		
	May	June	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar
Downtown Area											
Two-Way Streets Analysis											
Transit Alternatives Analysis											
Pedestrian/Bicycle Systems											
Priority Actions											
Implementation Strategies											
Remaining City											
Street Needs Analysis											
Street Design Guidelines											
Transit Systems Analysis											
Pedestrian/Bicycle Gap Studies											
Priority Actions											
Implementation Strategies											
Action Plan Report											
Streetcar Study											
Evaluation Criteria/Background											
Initial Screening of Alternatives											
Detailed Analysis											
Implementation Strategies											
Report											
Public Meetings											

Important Next Steps

- Incorporate comments from public workshops
- Complete analysis and consider implications of integrated modal systems
- Develop street design guidelines (will generally address pedestrian environment issues)
- Funding needs and financial strategies
- Short-term actions (particularly next 1-2 yrs)
- Implementation strategies

Questions?

Next Activity:

Small Group Discussions