



Living Well

High quality and convenient transportation options connect every corner of the City

What strategies are working?

IMPLEMENTING OUR LONG TERM PLANS

- We have made progress on nearly all components of our 10-year plan, including Access Minneapolis and the comprehensive multi-modal plan
- Free buses are operating on Nicollet Mall, and the Nicollet Mall redesign is on track. Bus improvements on Marquette and 2nd have been completed and are functioning well. Minneapolis is ready for Bus Rapid Transit.
- “Clean, green and seen” has morphed into the successful Downtown Improvement District.

BICYCLING IS AN INTEGRAL PART OF THE TRANSIT CONVERSATION

- When streets are repaved, we take the opportunity to consider incorporating bike transit.

THE VALUE OF TRANSIT IS RECOGNIZED

- Two-thirds of our transit users are riders by choice, not riders by necessity. They could drive to work, but instead, they choose to take advantage of transit.
- Minneapolis is recognized as the hub for transit.
- The development community clearly sees the economic value of transit and live/work development opportunities.

GOOD WORKING RELATIONSHIPS ARE IN PLACE

- Both the Pedestrian Advisory Commission and Bike Advisory Commission are functioning well.
- The City and County have excellent staff-to-staff relationships. We understand each other’s position, and we’re good at figuring out who should do the work.

What strategies are not working?

SOME BIKE STRATEGIES

- The First Avenue bike lane isn’t working for both bicyclists and the adjacent businesses.
- There isn’t a mechanism to support landscaping and greening elements for bikeways.
- There are big gaps in our system of bike routes.

MODE-SHARE AND SYSTEM GAPS REMAIN

- Marquette and 2nd Avenues are squeezed with buses, food trucks and pedestrians.
- Once bus riders leave buses and trains, they face challenges as pedestrians. Traffic lights don’t help pedestrians safely cross streets.
- We have a system of bus corridors, but we don’t have a bus system that serves everyone.

FUNDING REMAINS A CHALLENGE

- Funding for transportation cannot keep pace with the cost of pavement maintenance. Pavement quality remains a problem for buses and bikes.
- State aid requirements hamper our ability to design streets to best meet our needs. Obtaining legislative approval for additional design flexibility seems unlikely.
- Funding to pay for new transit shelters and shelter maintenance is a challenge.

NEGATIVE PERCEPTIONS HAMPER EFFORTS

- Adjacent property owners do not see the value of local transit.
- Businesses are solidly opposed to having a bus stop in front of their business due to their negative perceptions of

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some bus riders. The poor behavior of a few bus riders leads to uncomfortable racial implications. Finding sites for bus stops and transit shelters remains a continuing challenge.

STRATEGIES AROUND EQUITY

- Our decisions on where to locate routes and bus shelters are not equitable. Our region's biggest failure is disparities.
- Competing interests make it difficult to place bus shelters where they're needed.
- Urban bus riders feel that suburban riders are better served by transit.

PROGRESS IS SLOW

- East/west transit has been on the back burner too long. We're not ready for east/west Bus Rapid Transit in the same way that we're ready for north-south Bus Rapid Transit. Additionally, east/west transit won't offer dedicated bus lanes like the north-south routes have. Nicollet Mall and Block E remain pinch points for east/west bus transit.
- Progress on bringing streetcars back to Minneapolis is agonizingly slow.
- There isn't a strong relationship between government and the development community; as a result, economic development is hampered.

Working in partnership, what strategies could we pursue?

ADDRESS DISPARITIES

- Pay more attention to urban bus riders. They deserve faster, nicer rides just as much as suburban riders.
- Address equity and disparity perceptions by doing a better job of outreach and ensuring that all constituents feel they have a seat at the table.
- Transit must partner with other entities to address issues related to access, opportunity and equity.

IMPROVE TRANSIT SAFETY

- Accept that bus stop concerns go beyond bricks and mortar. Safety and behavior problems associated with bus stops reflect societal problems.
- Respect the business community's "here and now" concerns. To overcome the barriers to creating a shared transit vision, respect businesses' day-to-day reality.
- Create a transit station security strategy that helps police prevent crime.

SHOWCASE TRANSIT BENEFITS AND IMPROVE COMMUNICATION

- Make sure urban riders understand that Bus Rapid Transit will help urban riders, not just suburban riders.
- Foster an open dialogue between the business and bicycling communities.
- Champion bus shelters and be more strategic in our communications with property owners near proposed bus shelter sites.
- Do a better job of selling the connection between transit and economic development by coordinating efforts among Community Development, transit and private developers.

BUILD AGREEMENT ON TRANSIT PRIORITIES

- Accept the fact that funding limitations require us to establish priorities.
- When setting transit priorities, stop emphasizing the car. Instead, prioritize transit decisions by user vulnerability, which would result in pedestrians receiving top priority and bicyclists receiving the next highest priority.
- Establish a complete streets policy for Minneapolis that is specific and prioritized. Develop goals more explicitly and make meaningful policy decisions. Commit to community involvement and clearly sharing how we weigh complex

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public realm design decisions.

- Create a comprehensive system that connects people to opportunities and urban destinations.
- Leverage money to ensure we have the resources to make Bus Rapid Transit a priority.
- Continue to focus on light rail, but remain supportive of bus transit.
- Focus our transit actions on continuing to attract people who ride buses by choice rather than necessity.
- Remain focused on bringing back street cars. Street cars will help us grow the city, while addressing businesses' concerns related to bus stop behavior and safety.
- When making decisions about bike transit, pay more attention to the people who are interested in biking rather than focusing on avid bicyclists. In other words, look at protected bike lanes.

This conversation had representatives from Mayor's office, City Council Offices, Community Planning and Economic Development, Public Works, Bike Advisory Committee, Downtown Council, Hennepin County, Metropolitan Transit, Native American Community Development Institute, Pedestrian Advisory Committee and Summit Academy OIC.