


Historical Challenges

- ♣ Multiple Jurisdictions
 - County or State own the "big" streets
- ♣ Conflicting Perceptions of Function
 - Regional movement
 - Functional Class
 - Residents
 - Day to day users
- ♣ Design Standards Linked to Funding Source
 - Minnesota State Aid
 - Minnesota Trunk Highway

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Comprehensive Plan vs. Regional Plan

- ♣ Comprehensive Plan conflicts with the MPO's approach to Functional Class and funding requirements
 - Emphasizes walkability, transit first, and bicycles
 - Directs growth to major corridors
- ♣ Regional Plan reserves major corridors for auto movement
 - Relievers
 - Arterials that provide direct relief for freeways
 - Augmenters
 - Arterials that extend the freeway function

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Ten-Year Transportation Plan

- ♣ **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
- ♣ **Downtown** – transportation strategies
- ♣ **Place-based** approach to street design

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Street Planning and Design Framework

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

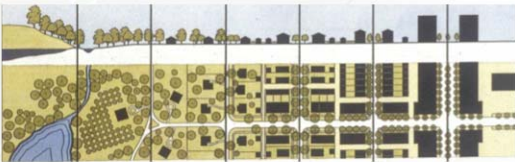


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Place-Based

- ♣ Integrates Movement and Place
- ♣ Responds to varied character of districts and neighborhoods in Minneapolis



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Multi-Modal

- ♣ Addresses emphasis of non-auto modes in street design
- ♣ Incorporates design requirements of transit, pedestrians, bicycles, freight and autos

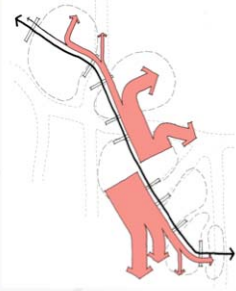


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Responsive to Movement Patterns

- Recognizes the central role that Minneapolis plays in the regional economy
- Recognizes how the mix of local and regional traffic on individual streets affects operational capacity



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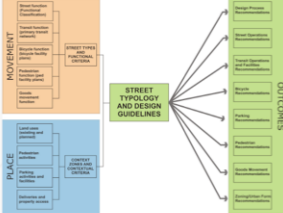
Outcomes

- Easier decision making
- Guidelines that are suitable for a core city
- Better alignment of
 - Movement / Place
 - Jurisdiction / Function
 - Funding / Design Criteria

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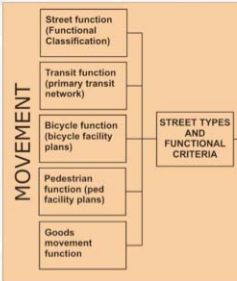
System Planning Process

- 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



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Movement Elements

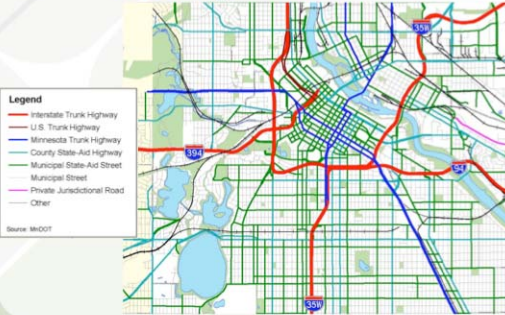


- ✦ More than just the regional function of the roadway
- ✦ Each mode has it's own network requirements
- ✦ Layering of networks necessary to understand what emphasis to give to each mode in the design process

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Roadway Jurisdiction



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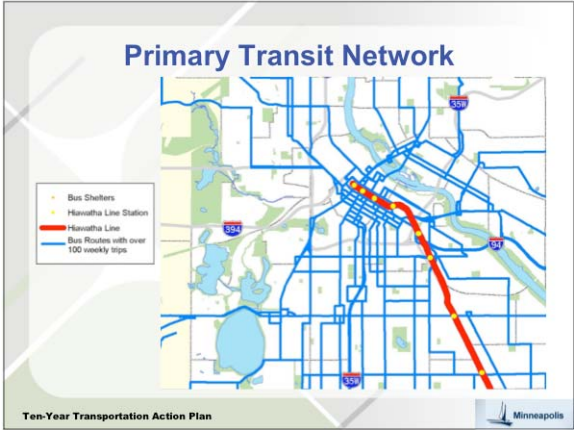


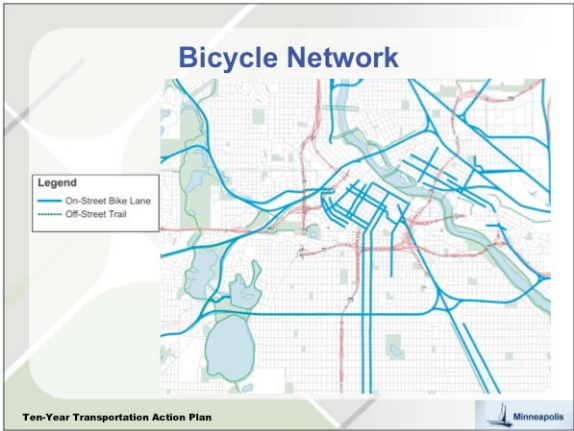
Functional Class



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Examples of Street Types

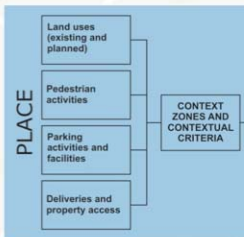
- ♣ Boulevard
 - Transit Boulevard
- ♣ Avenue
- ♣ Mixed-use Street
- ♣ Residential Street
- ♣ Downtown Street
 - Transit Street
- ♣ Industrial Street
- ♣ Parkway Street



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Place/Context Elements



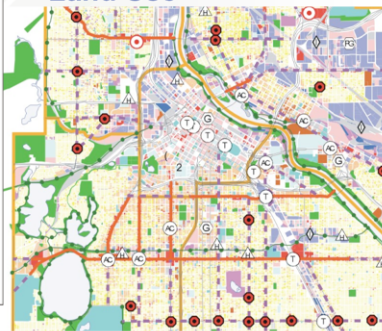
- ♣ Place is about more than land use
- ♣ Components comprise activity
- ♣ Urban form is one element
- ♣ Layering of activities is necessary to understand what emphasis to give to each mode in the design process

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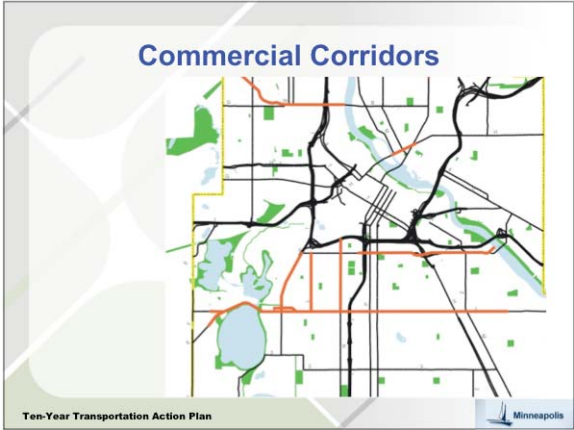
Land Use

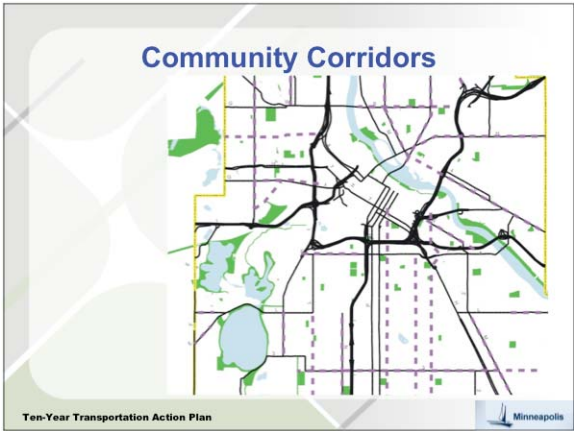
- Legend
- Single Family
 - Two Family
 - Multi-Family
 - Group Quarters
 - Retail - Commercial
 - Services - Commercial
 - Public Facilities
 - Cultural, Entertainment
 - Transportation, Communications
 - Light Industrial
 - General Industrial
 - Parks, Open Space
 - Undeveloped, Unused Land
 - Growth Centers
 - Potential Growth Centers
 - Major Housing Sites
 - Industrial Park Opportunity Areas
 - Transit Station Areas (1/2 mile radius)
 - Activity Centers
 - Auto-Oriented Shopping Centers
 - Neighborhood Commercial Nodes
 - Community Corridors
 - Commercial Corridors
 - Existing Greenway
 - Downtown 2010
 - Sectors
 - Water

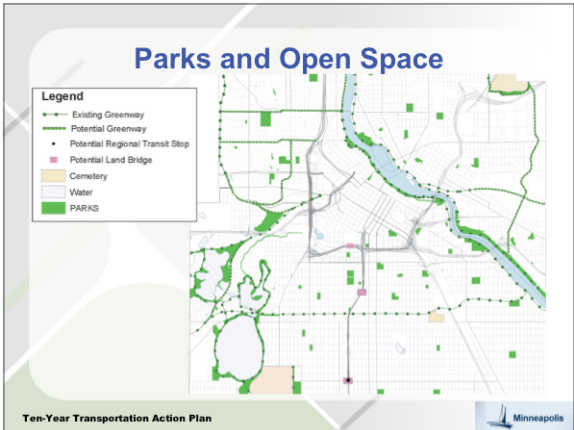


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Places

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



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Framework

Places	Functional Class				
	A Minor Arterial		B Minor Arterial		Local
	Augmenter	Reliever	Arterial	Collector	
Commercial Corridors	Boulevard				
Community Corridors		Avenue	Mixed-Use Street		
Downtown			Downtown Street		
Neighborhood Nodes				Main Street	
Neighborhood					Residential Street
Industrial Districts				Industrial Street	
Parks/Open Space			Parkway Street		

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Design Guidelines

- ♣ Each Street Type has unique design criteria to
 - Reflect walkable design
 - Walk width/amenity supportive of community context
 - Reflect modal emphasis
 - Transit/bike/freight
 - Reflect movement patterns
 - Optimize operational capacity
 - Reflect community context
 - Match access and parking patterns to context and regional role

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Design Criteria: Streets

- ♣ Target speed
 - ♣ Lane width
 - ♣ Curb return radii
 - ♣ Number of travel lanes
 - ♣ Shoulders
 - ♣ On-street parking
 - ♣ Medians
 - ♣ Mid-block crossings
- ♣ Intersections
 - Turn Lanes
 - Signalization
 - Design vehicle



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Design Criteria: Place

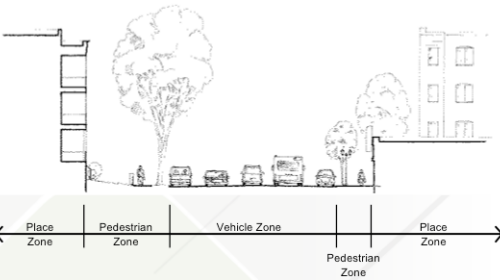
- ♣ Land use mix
- ♣ Building form and massing
- ♣ Building orientation
- ♣ Transit integration
- ♣ Parking orientation
- ♣ Streetscape/amenity



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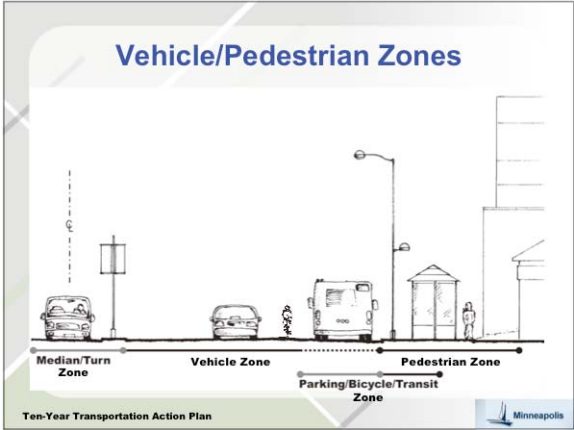


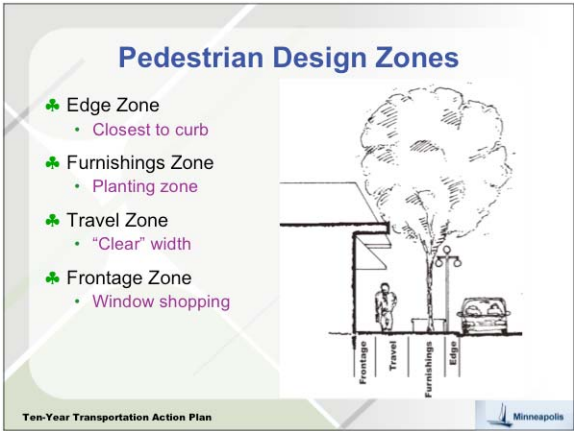
Design Zones

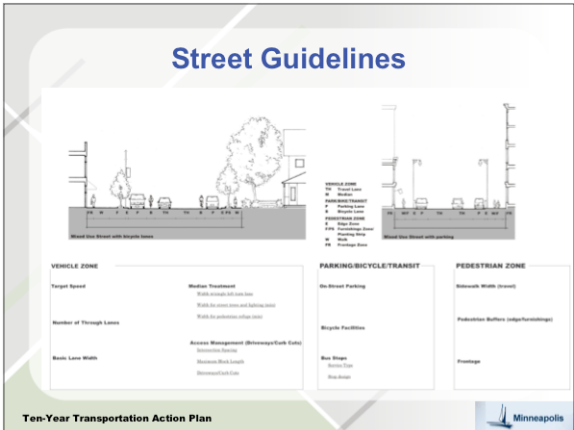


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Action/Implementation

- ♣ Functional class changes
- ♣ Funding requirements
- ♣ Standards
 - Adjust State Aid criteria for core city streets
- ♣ Zoning
- ♣ Working with partner agencies

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