



Inland American Office Management LLC
650 IDS Center
80 South Eighth Street
Minneapolis, MN 55402-2113
612-376-8000 fax: 612-376-0108
www.inlandgroup.com

JUN 19 2007

IDS
center

June 19, 2007

Mayor R.T. Rybak
City of Minneapolis
350 S. 5th Street
331 City Hall
Minneapolis, MN 55415

Councilmember Lisa Goodman
City of Minneapolis
Office of City Council
350 S. 5th Street, Room 307
Minneapolis, MN 55415

Councilmember Sandra Colvin Roy
City of Minneapolis
Office of City Council
350 S. 5th Street, Room 307
Minneapolis, MN 55415

RE: DOWNTOWN TRANSPORTATION ACTION PLAN ("ACCESS MINNEAPOLIS")

Dear Mayor Rybak, Councilmember Goodman and Councilmember Colvin Roy:

As you may know, the Inland Group of Companies is excited to be the new owner of the IDS Center and recognizes the responsibility that comes with ownership of such an important asset to the area. Inland owns and manages many real estate assets in the Twin Cities and is currently seeking to expand its base. Inland believes the IDS Center has a significant impact on the Minneapolis CBD real estate market and portions of the Access Minneapolis plan will have a serious negative impact on the entire IDS Center block. Therefore, on behalf of our important IDS Center tenant population, retail, hotel and the Minneapolis real estate market, I want to express Inland's strong objection to certain portions of the proposed plan, specifically as it relates to Marquette Avenue and Eighth Street.

Since strong and unanimous opposition has been expressed concerning the Eighth Street changes, I will focus my comments on the impact of the Marquette Avenue proposed changes.

We have been actively involved in voicing our concerns with the proposed Access Minneapolis plan since last fall. Our concerns have been raised with Ms. Charleen Zimmer and various project steering committee members, the Downtown Council, BOMA, traffic engineers, Metro Transit, business neighbors and our tenants.

Mayor R.T. Rybak
June 19, 2007
Page 2

Our main concerns stem from the fact that the IDS Center parking garage entrance on Marquette Avenue is the sole access point for The Marquette Hotel, the Crystal Court retailers, the IDS Center office tower, and their shared dock facilities. The dock alone has 75-100 truck deliveries per day while the garage absorbs approximately 1,700 other vehicle trips per day. With the current dedicated bus and bike lanes on Marquette, morning, noon and evening rush hours are already at capacity for customer patience, safety and satisfaction. Simply put, viable access and egress for our business owners and decision makers cannot take the back seat in this discussion any longer. This access plan paralyzes those persons that are the driving forces behind the downtown business growth, job creation and sustainable living in our Minneapolis CBD. As proposed, crossing two contra flow bus lanes and a bicycle lane is not quality access.

Therefore, we recommend the following:

1. Remove the dedicated bicycle lanes from Marquette Avenue and consider Nicollet Mall or other North/South routes for biker safety. (Additionally, for biker safety, require bikers to have reflective equipment so in the dark winter rush hours, they will be seen by cars dodging busses.)
2. Maintain the existing sidewalks and roadway width. To save the expense and disruption from widening the sidewalks and sacrificing street space, re-stripe and test prior to committing significant dollars.
3. Incorporate existing technology to coordinate signal timing and traffic flow.
4. Save the expense of buying/maintaining mid-block traffic signals for IDS Center garage access/egress. A traffic light cannot gauge the depth of the cueing inside the garage nor the potential road rage.
5. Revise the City's policy that only sworn police officers may direct traffic so that when an officer cannot work their shift, a suitable non-officer can.
6. Improve safety in the core by relocating problem bus lines, increasing police presence and enforcing a zero tolerance policy throughout the system.
7. Revisit Third Avenue as a North/South dedicated bus route versus Marquette Avenue, which is consistent with the future downtown east city expansion plans.

Mayor R.T. Rybak
June 19, 2007
Page 3

In summary, we are in support of several major changes being proposed in the plan, such as converting Hennepin and First Avenues to two-way streets and reducing the number of busses on Nicollet Mall. However, any proposal must consider the impact on the current property and business owners who have made significant investments in the city. This Marquette Avenue access is imperative to the block vibrancy. Change, at the cost of damaging these existing investments, will have a negative ripple effect.

I respectfully request that you not support or approve the Eighth Street and Marquette Avenue portions of the Access Minneapolis Plan as currently proposed. Thank you for listening.

Sincerely,

INLAND AMERICAN OFFICE MANAGEMENT, LLC
Managing Agent for
MB Minneapolis 8th Street, LLC



James C. Durda
Vice President, General Manager

Cc: Mr. Sam Grabarski
Mr. Kent Warden
Mr. Bill McGrann