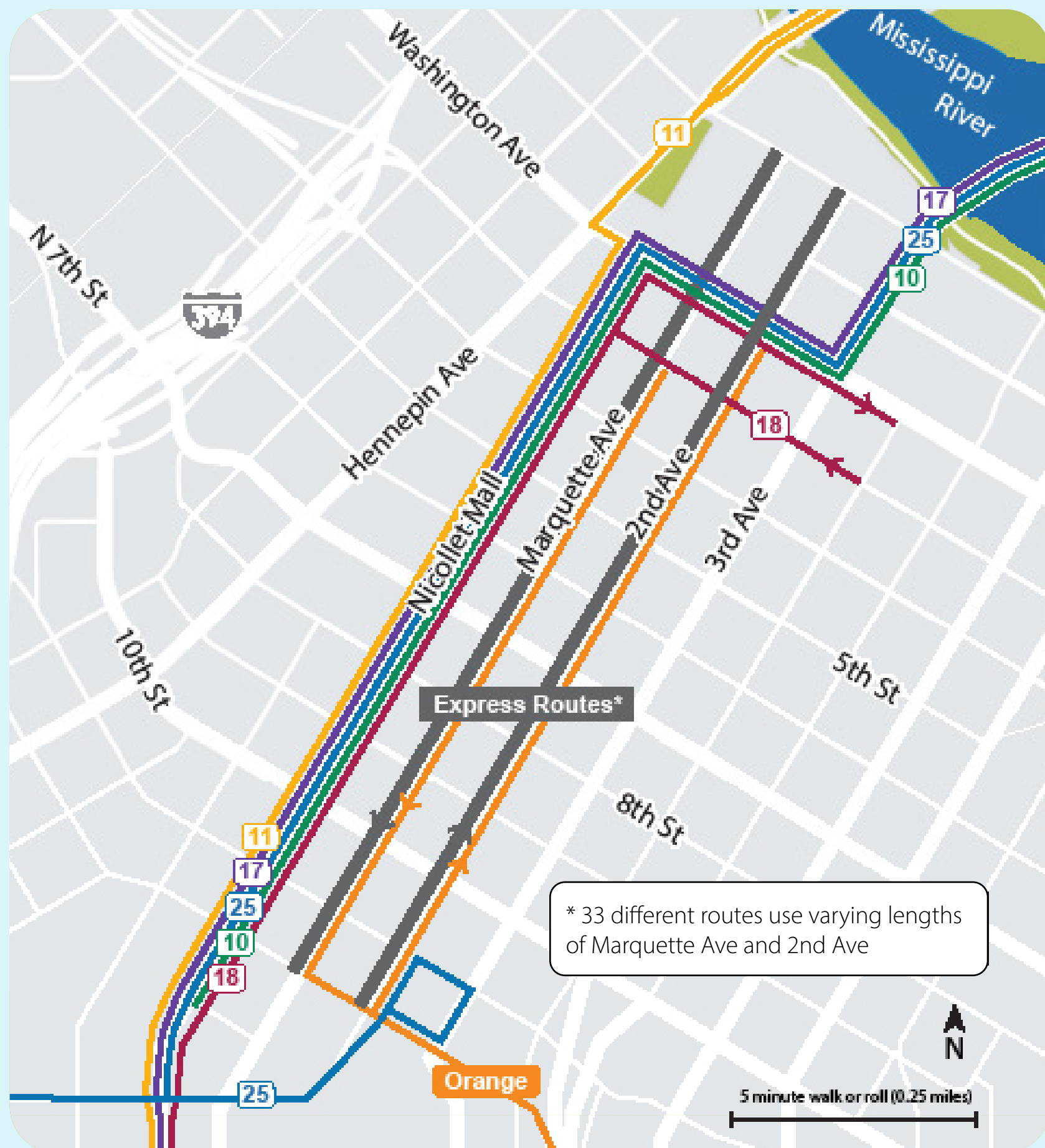
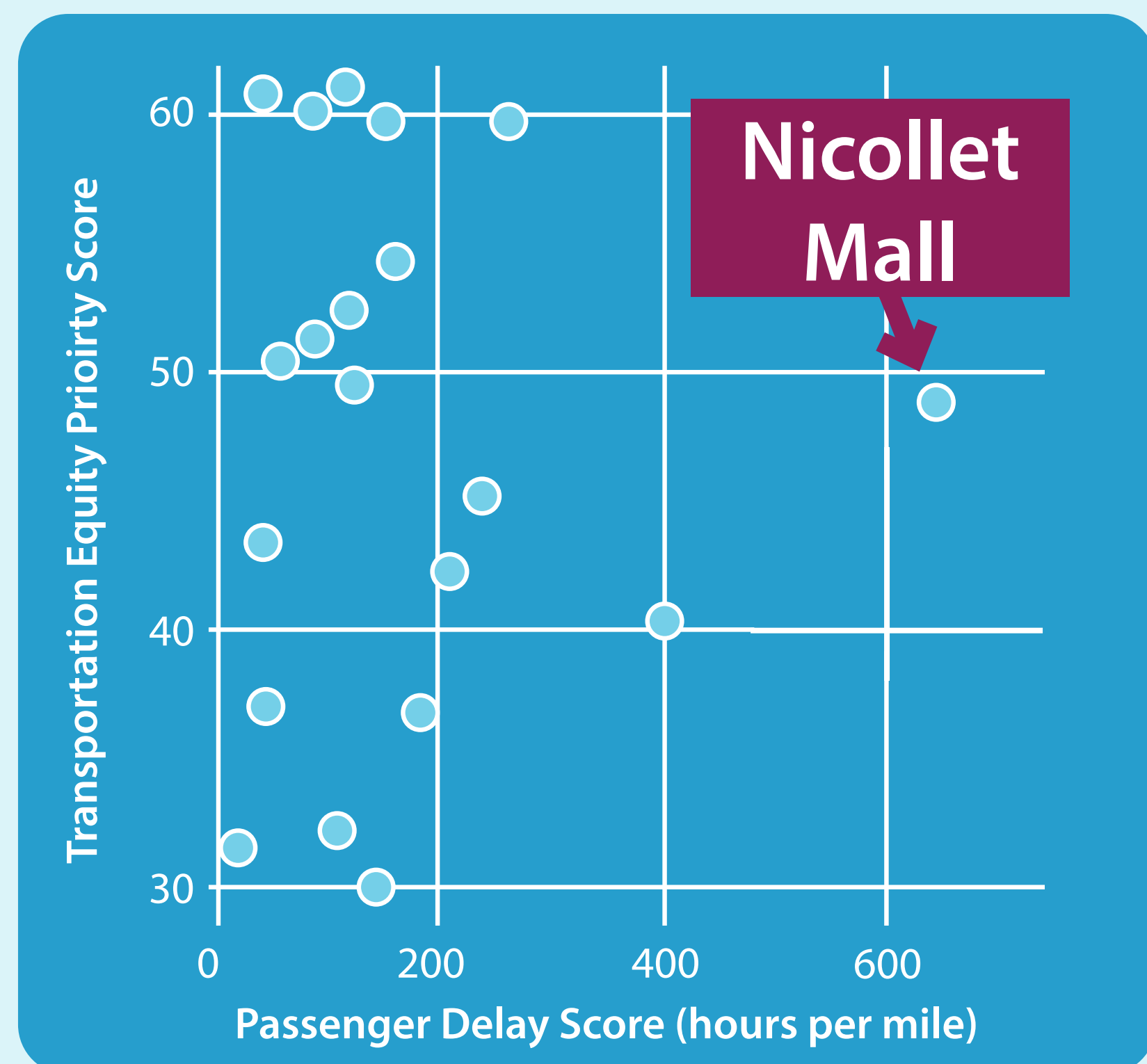


Nicollet Mall & Downtown Transit

Reimagining how people move to and through downtown



Nicollet Mall is one of the busiest transit corridors in the region – but has some of the slowest, least reliable transit services. Three options for moving transit routes from Nicollet Mall to other streets downtown have been developed in partnership between Metro Transit and the City of Minneapolis.



Source: Metro Transit, Fall 2023 route data; and City of Minneapolis TEP score data.

This chart shows Nicollet Mall as an outlier in Minneapolis, with both a high Passenger Delay Score and high Transportation Equity Priority Score.

The City of Minneapolis is moving transit off Nicollet Mall. The goal is to improve transit service downtown and create a more flexible & dynamic Nicollet Mall.

Goals



Improve Downtown Transit

- » Improve the speed and reliability of downtown transit service
- » Provide convenient, safe, and comfortable access to destinations
- » Provide waiting experience that is safe, comfortable, and clean
- » Provide a transit experience that is simple and easy to use
- » Plan for growth of local, express, and future bus rapid transit (BRT) service in downtown



Increase Downtown Vibrancy

- » Improve walking, rolling, biking, and transit to and within downtown
- » Increase greening to support a comfortable experience
- » Improve curb space for activation and access
- » Maintain parking and delivery access to buildings on new routes
- » Improve perceived and real safety on the street

Downtown Transit Today

	Transit Routes	Buses Per Day	Average Speed	Low Income Riders	Passengers Per Day
Nicollet Mall	5	649	5 mph	58%	11,700
Marq 2	34	587	7 mph	30%	4,000 to 6,000

What's Next

Summer 2024

Share 3 transit options and gather input

Fall 2024

Share findings, present preferred transit option, and gather input

Winter 2024/2025

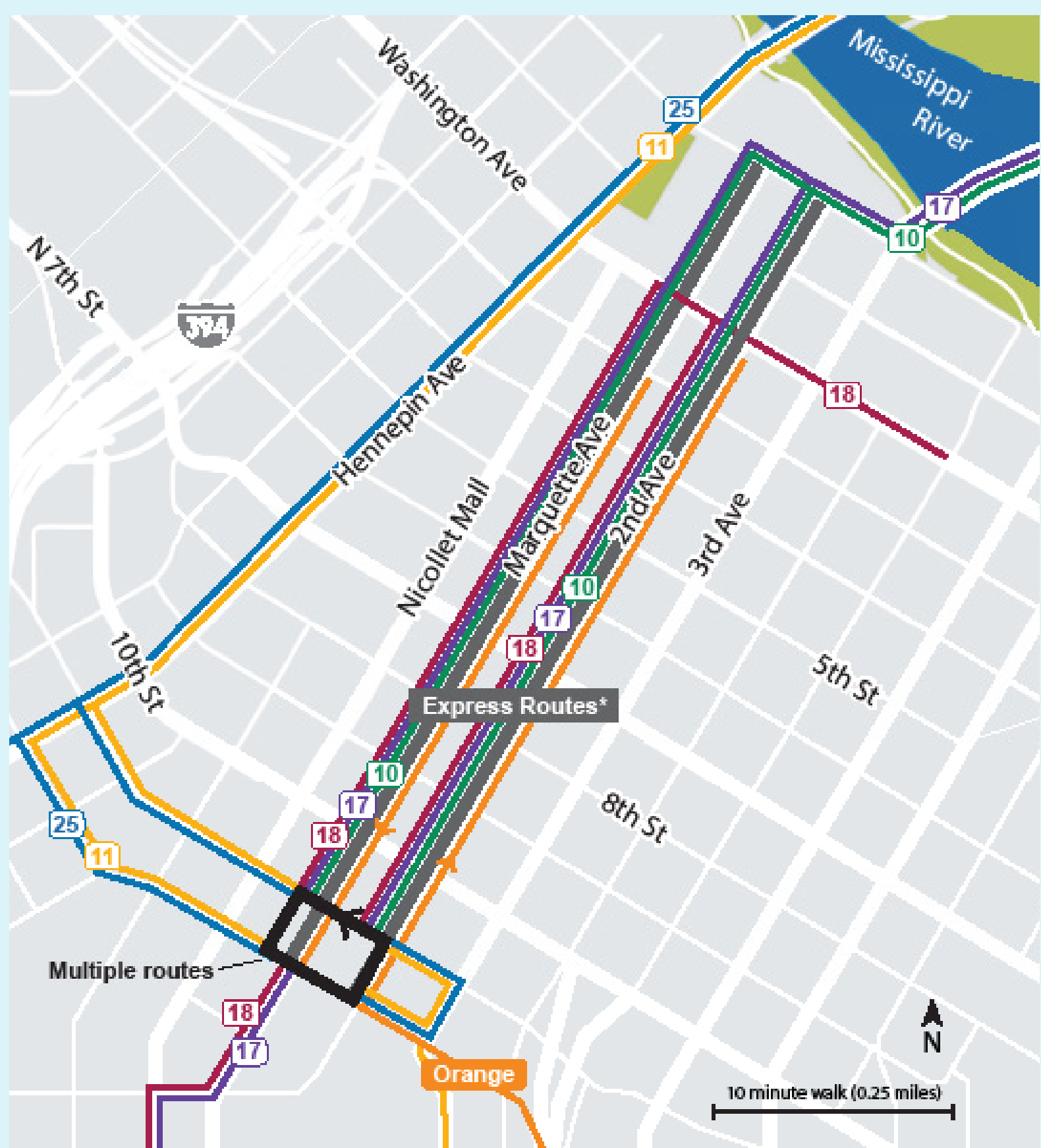
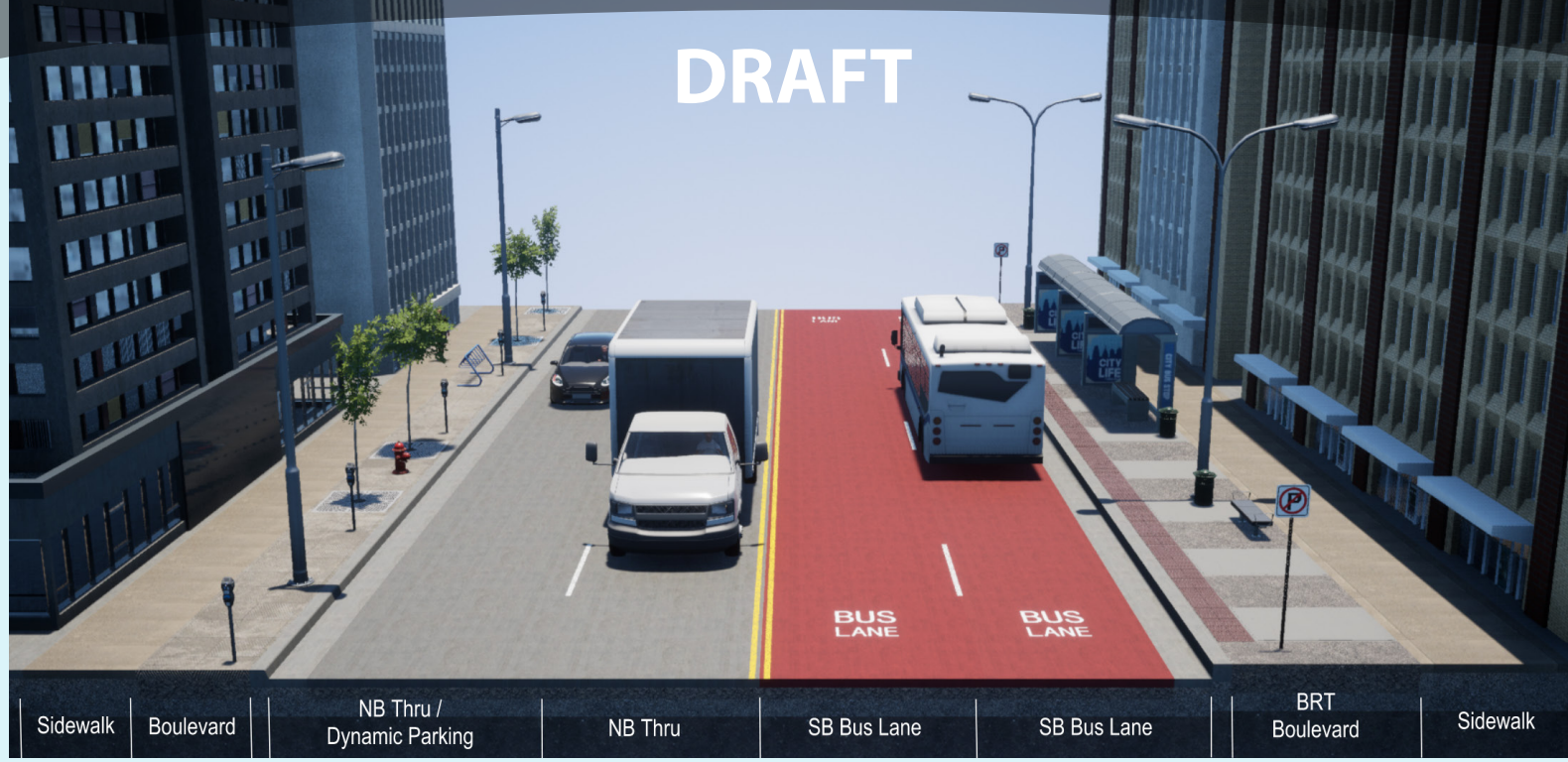
Decision on preferred transit option



Nicollet Mall & Downtown Transit

What are the options for the future?

Option 1 Marquette & 2nd One Way Pairs



Big idea:
Less change to streets, transfers are more difficult, harder to know where to catch the bus.

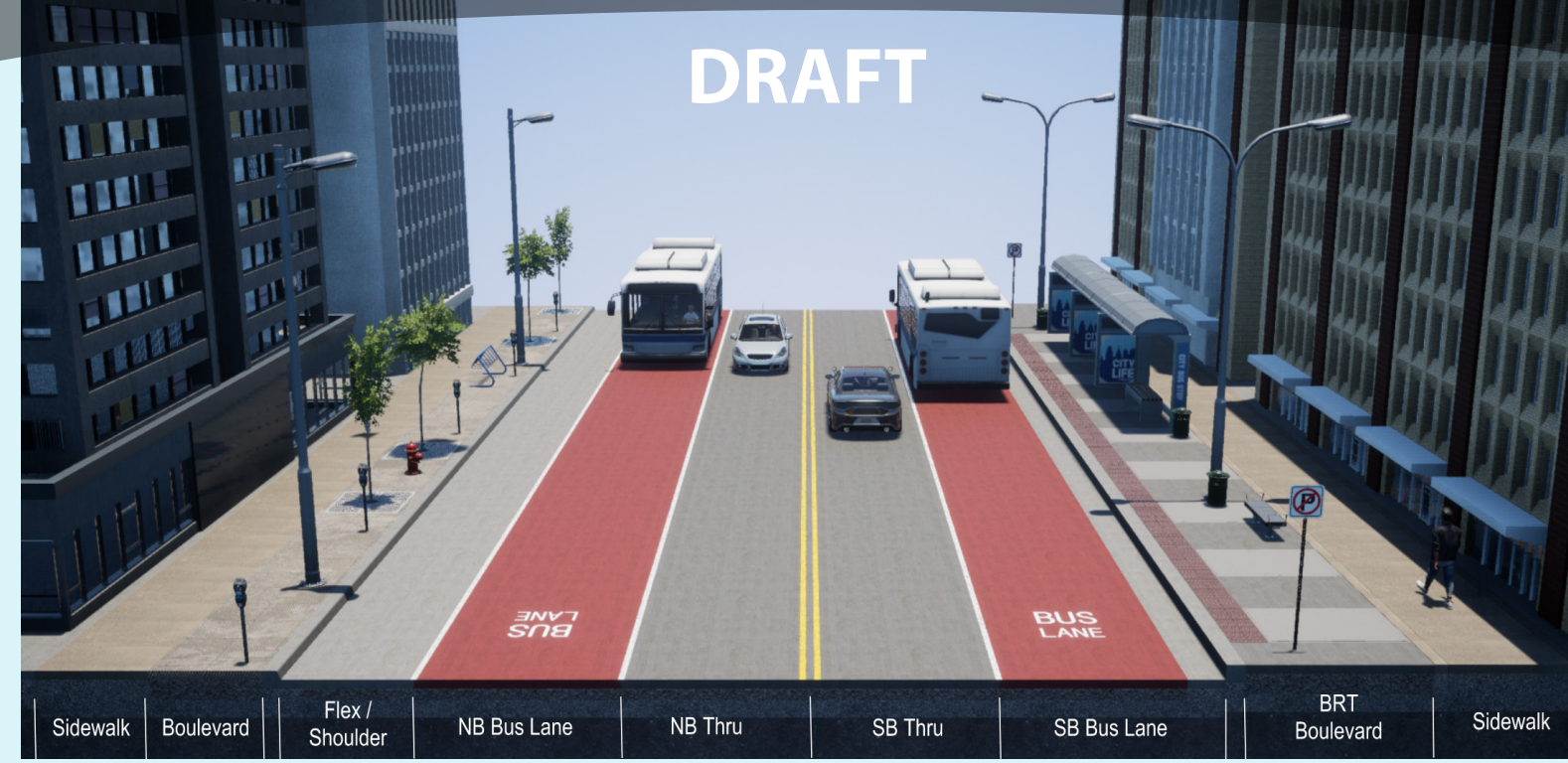
Street Changes

1. Lane configuration: no change
2. Behind the curb work to rearrange express bus stop groups and and partial reconstruction to add future BRT stations

Transit Changes

3. Routes 11 and 25 use Hennepin Ave
4. Routes 10, 17, 18 and future BRT use Marq2
5. Orange Line stays on Marq2
6. 33 express routes stay on Marq2

Option 2 Marquette & 2nd Two Way



Big idea:
Separates express and local routes, easier transfers to light rail and BRT, easier to understand for transit riders.

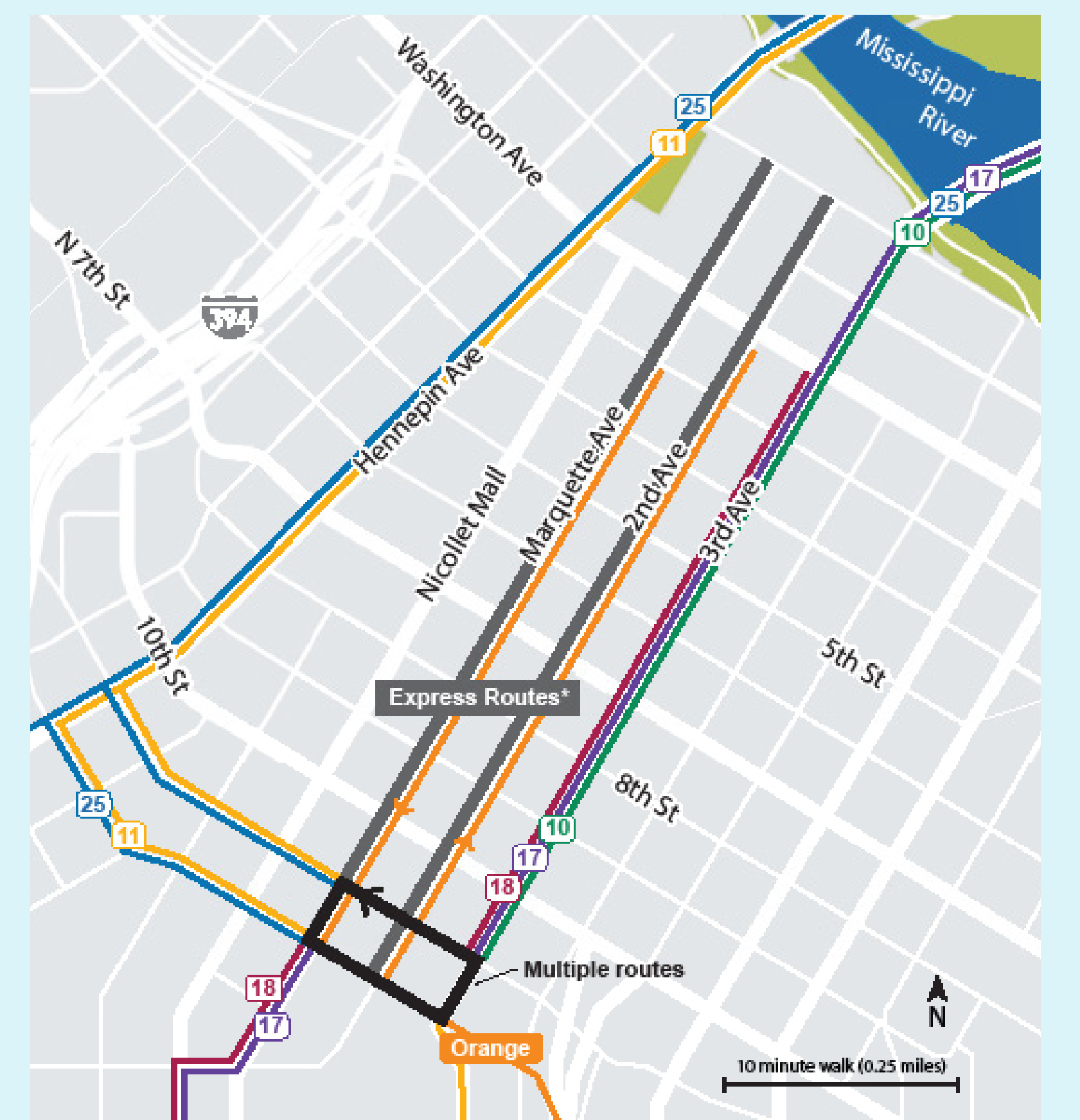
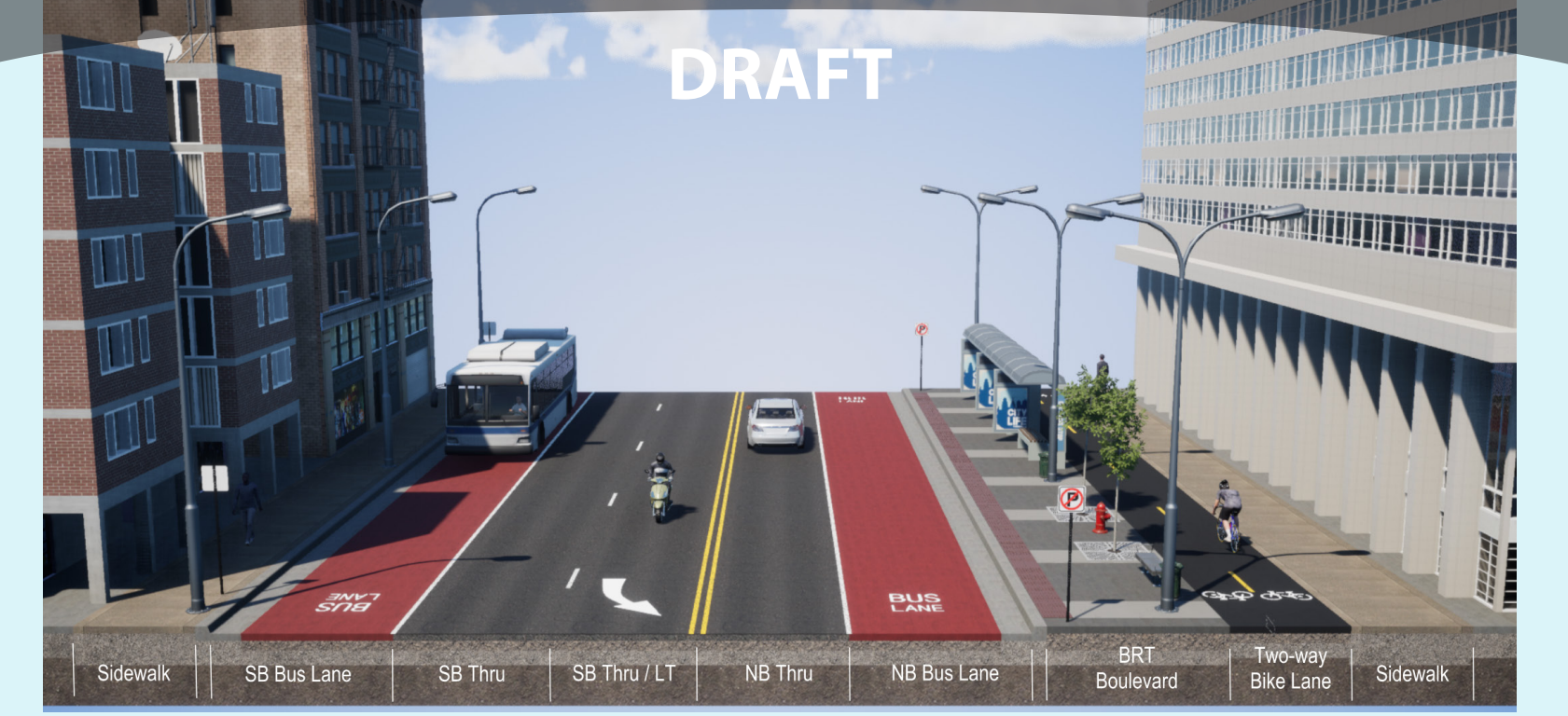
Street Changes

1. Lane configuration:
 - > Curbside bus-only lanes
 - > 2-way, 2-lane traffic
2. Behind the curb work and partial reconstruction to add future BRT stations on Marquette Ave and southbound bus stops on 2nd Ave

Transit Changes

3. Routes 11 and 25 use Hennepin Ave
4. Routes 10, 17, 18 and future BRT use Marquette Ave (2-way)
5. Orange Line uses Marquette Ave (2-way)
6. 33 express routes use 2nd Ave (2-way)

Option 3 3rd Ave S Two Way



Big idea:
Easiest transfers to light rail and BRT, separates express and local routes, improves separated bike lanes, farthest from Nicollet Mall.

Street Changes

1. Lane configuration:
 - > Curbside, bus-only lanes
 - > 2-way, 2-lane traffic
 - > 2-way, sidewalk-level bikeway
2. Full reconstruction

Transit Changes

3. Routes 11 and 25 use Hennepin Ave
4. Routes 10, 17, 18 and future BRT use 3rd Ave
5. Orange Line stays on Marq2
6. 33 express routes stay on Marq2

