



W e l c o m e



PROJECT BACKGROUND

Downtown Action Plan

Ten-Year Transportation Action Plan



ACCESS MINNEAPOLIS

Adopted by City Council
June 29, 2007



< Downtown Action Plan

As part of the 2013 Transportation Economic Development (TED) Program the City of Minneapolis applied for funding to reorient the I-94 westbound off ramp to connect with 7th Street instead of 5th Street and repurposing the existing 5th Street off-ramp bridge. The City was successful in receiving \$6.79M as part of the TED program and is currently working towards developing a concept layout and a Staff Approved layout for the I-94 West to 7th Street connection.

Downtown Action Plan

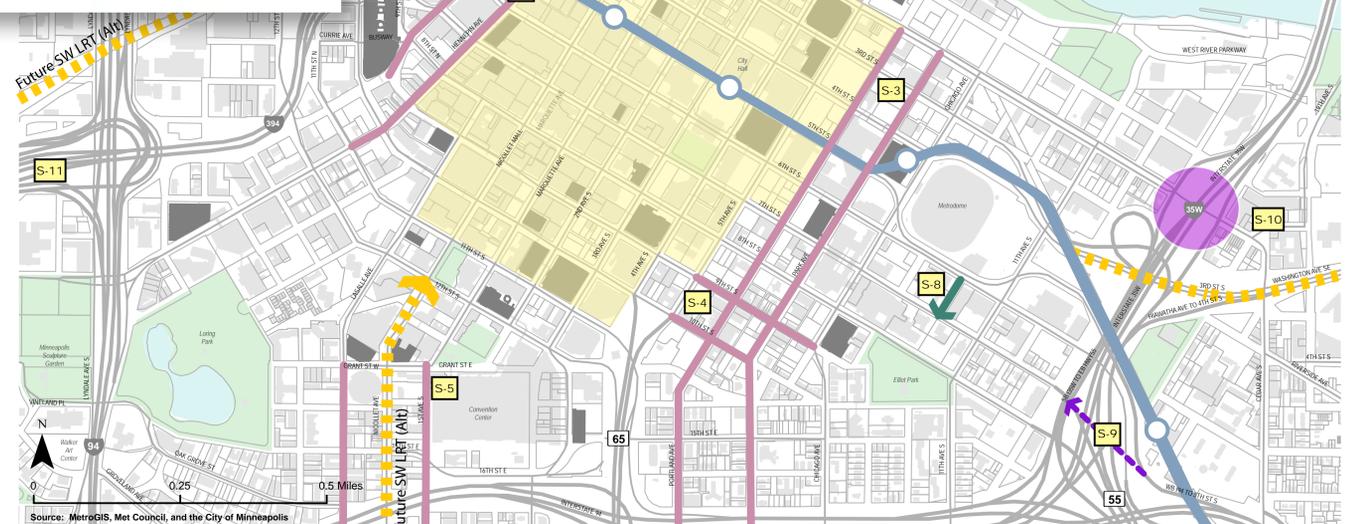
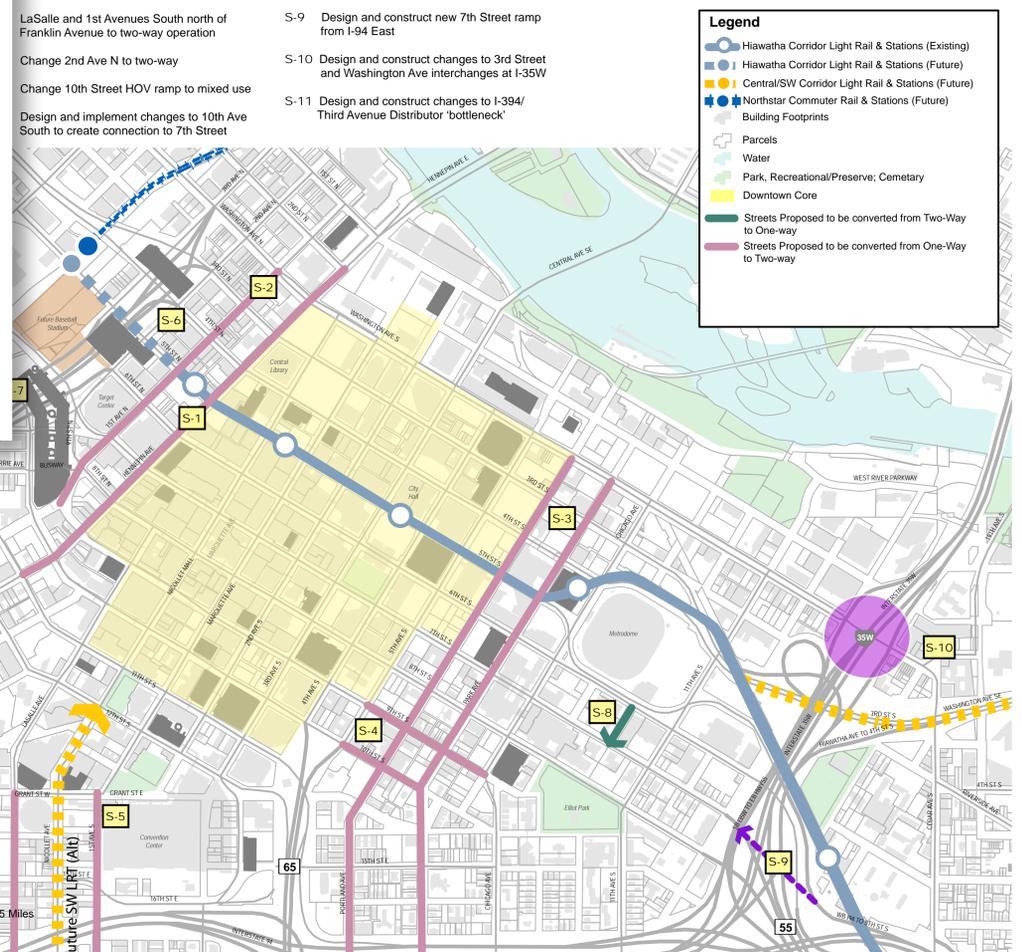


Figure 15: Proposed Changes in Downtown Street System

Downtown Street System >

The 7th St connection is consistent with the City of Minneapolis' Access Minneapolis Downtown Action Plan (2007) and would be the one-way couplet with 6th Street that connects to downtown via I-94 on the east similar to the way it connects to I-394 on the west side.

WHAT IS THE PURPOSE AND NEED FOR THE I-94 WEST TO 7TH STREET RAMP PROJECT?



What is the purpose of the project?

The purpose of this project is to:

1. Improve connectivity from westbound I-94 into the downtown core;
2. Improve the operational efficiency of the downtown Minneapolis street network, specifically the 6th Street and 7th Street one-way pair; and
3. Better manage A.M. peak hour traffic volumes from westbound I-94 into downtown Minneapolis.



Why is the project needed?

6th and 7th Streets One-Way Pair

- 6th and 7th Streets function as part of the downtown one-way street network, providing access to the regional freeway system on the east and west sides of downtown.
- There is no direct connection between westbound I-94 and 7th Street on the east side of downtown.
- There is a need to provide a connection between 7th Street and the regional freeway system in order to improve the operational efficiency of the downtown one-way street network.

A.M. Peak Hour Traffic

- Under existing conditions, the 5th Street ramp provides access between westbound I-94 and Downtown East.
- However, 5th Street does not provide an efficient route into the downtown core. The Blue Line (Hiawatha) transitway disrupts traffic operations along the 5th Street corridor.
- Many travelers using the 5th Street ramp use alternate routes to access the downtown core, resulting in congestion and delays at the 6th Street and 7th Street intersections with 11th Avenue during the A.M. peak hour.
- Therefore, there is a need to better manage A.M. peak hour traffic volumes entering downtown Minneapolis.



I-94W to
7th ST
 City of Minneapolis

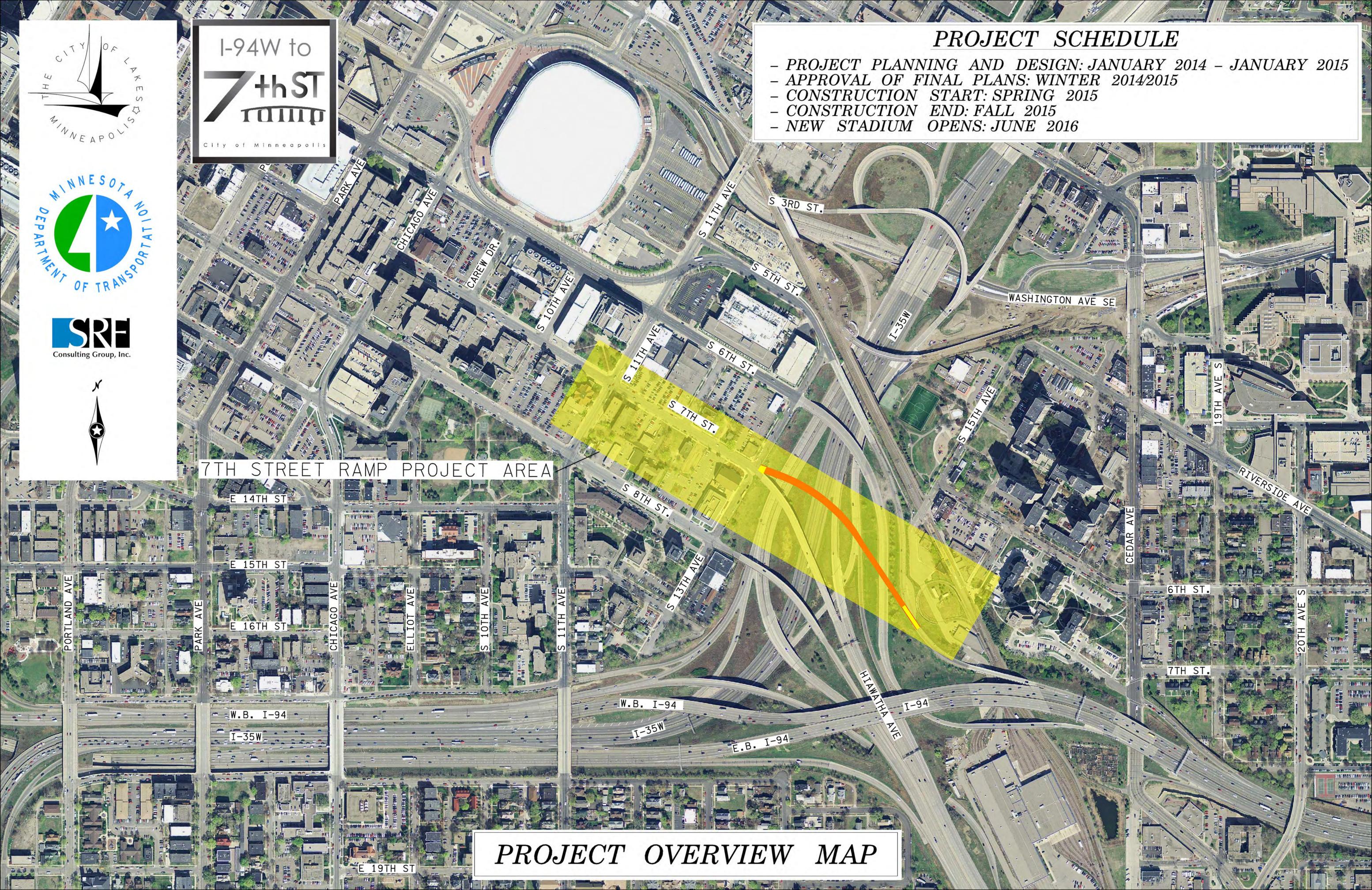


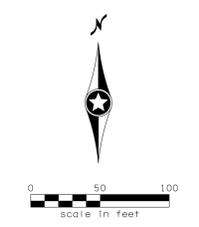
PROJECT SCHEDULE

- PROJECT PLANNING AND DESIGN: JANUARY 2014 - JANUARY 2015
- APPROVAL OF FINAL PLANS: WINTER 2014/2015
- CONSTRUCTION START: SPRING 2015
- CONSTRUCTION END: FALL 2015
- NEW STADIUM OPENS: JUNE 2016

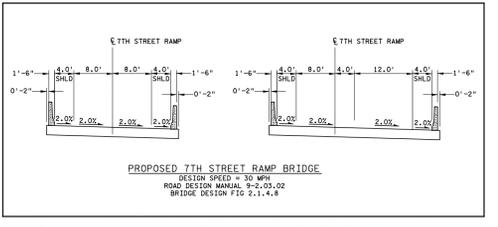
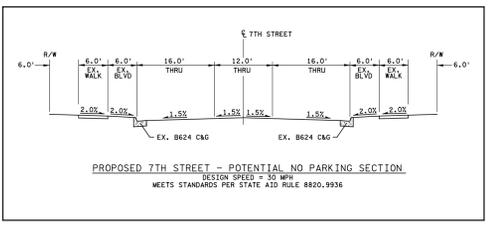
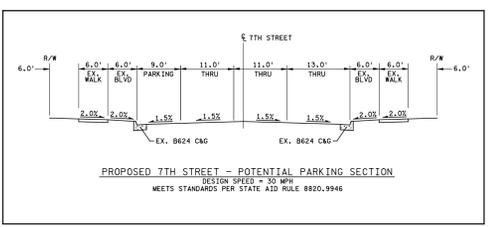
7TH STREET RAMP PROJECT AREA

PROJECT OVERVIEW MAP





| LEGEND | |
|--------|--|
| | PAVED ROADWAY |
| | BRIDGES & RETAINING WALLS |
| | RAISED MEDIANS & CURBS |
| | CONCRETE SHARED USE PATH AND SIDEWALKS |
| | POTENTIAL PROPOSED TRAFFIC SIGNAL |
| | TRAFFIC FLOW |



OPTION B -
7th St - 3 Lane One-Way Roadway, 2 Lane Bridge Approaching 7th St from I-94W and Reduce Existing Hiawatha Ramp to 1 Lane