

MASTER PLAN

for
the

Marcy-Holmes Neighborhood

CHAPTER SEVEN: TRANSPORTATION AND PARKING

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Goal: Improved public transportation options and reduced traffic hazards and parking problems in the neighborhood.

Background

High traffic and on-street parking have plagued the Marcy-Holmes neighborhood since the end of WWII when enrollment at the University of Minnesota enrollment jumped from 6,000 to 24,000 in three years. Enrollment in the fall of 2002 was approximately 40,000 on the Minneapolis and Street Paul campuses. As the university grew, so did the number of commuters driving through the neighborhood on the way to school or trying to find a free place to park on the neighborhood streets. Fast and noisy traffic ranked second on the neighborhood's list of dislikes. Inadequate parking was fourth on the list. Between 1983 and 2000, traffic increased by 31% along parts of 4th Street; by 97% on 15th Avenue; by 61% on 8th Street; and by 124% on 10th Avenue. While the university has been growing, the parking spaces it provides have been decreasing. Transit service has improved but parking pressure remains. Many Marcy-Holmes residents complain they are unable to park in front of their own homes.

After a parking study in 1999, the City of Minneapolis implemented a one-side-only parking policy from 9 a.m. to 5 p.m. in the neighborhood east of I-35W. Results were more efficient on- and off-street parking, residents able to find parking during overnight hours, and reduced accidents. However, additional parking pressure has developed west of I-35W. A permit parking program for residents has never been implemented in Marcy-Holmes.

Public transportation incentives in Marcy-Holmes currently include: reduced bus fares for riders headed downtown from certain areas of University and Central avenues, and bus fare passes for university students that provide a substantial unlimited-ride discount for the semester.

Objectives for Transportation and Parking

- Transit and Transportation
- Bicycles and Pedestrians
- Parking
- Roads and Sidewalks

Transit and Transportation

Objective: Less traffic and improvement of public transportation options.

Policies:

1. The neighborhood supports the continuation of the several bus routes that serve the area.
2. The neighborhood requests better transit service to the Quarry Shopping Center. A bus route should begin at the Cedar Riverside light rail transit station and enter the Quarry. It should travel via 10th Avenue and Johnson Street.
3. The neighborhood also supports rerouting the bus route number 2 so that it travels on 8th Street between 10th Avenue and 15th Avenue.
4. The neighborhood encourages Metro Transit and the University of Minnesota to continually work to expand bus service to the U of M from all over the metropolitan area. Better service should mean less auto traffic coming to the area and reduced parking pressure on the neighborhood streets.
5. Bus shelters need to be provided to make the bus riding experience as convenient and hospitable as possible.
6. If light rail transit cannot be constructed through the campus on Washington Avenue, it should run through Dinkytown in the existing trench and connect to downtown by either Bridge 9 or along Main Street or Second Street, provided that there is enough room in the trench to accommodate it.

7. Improve Metro Mobility.

8. Remove the multiple steps in the standard bus that make it difficult for people with mobility problems.

Bicycles and Pedestrians

Objective: Preservation of bicycle and pedestrian accommodations.

Policies:

1. The neighborhood supports specific improvements described in the Public Realm Chapter.
2. Those streets that have bike lanes and vehicular traffic should have conspicuous “Share the Road” signs.

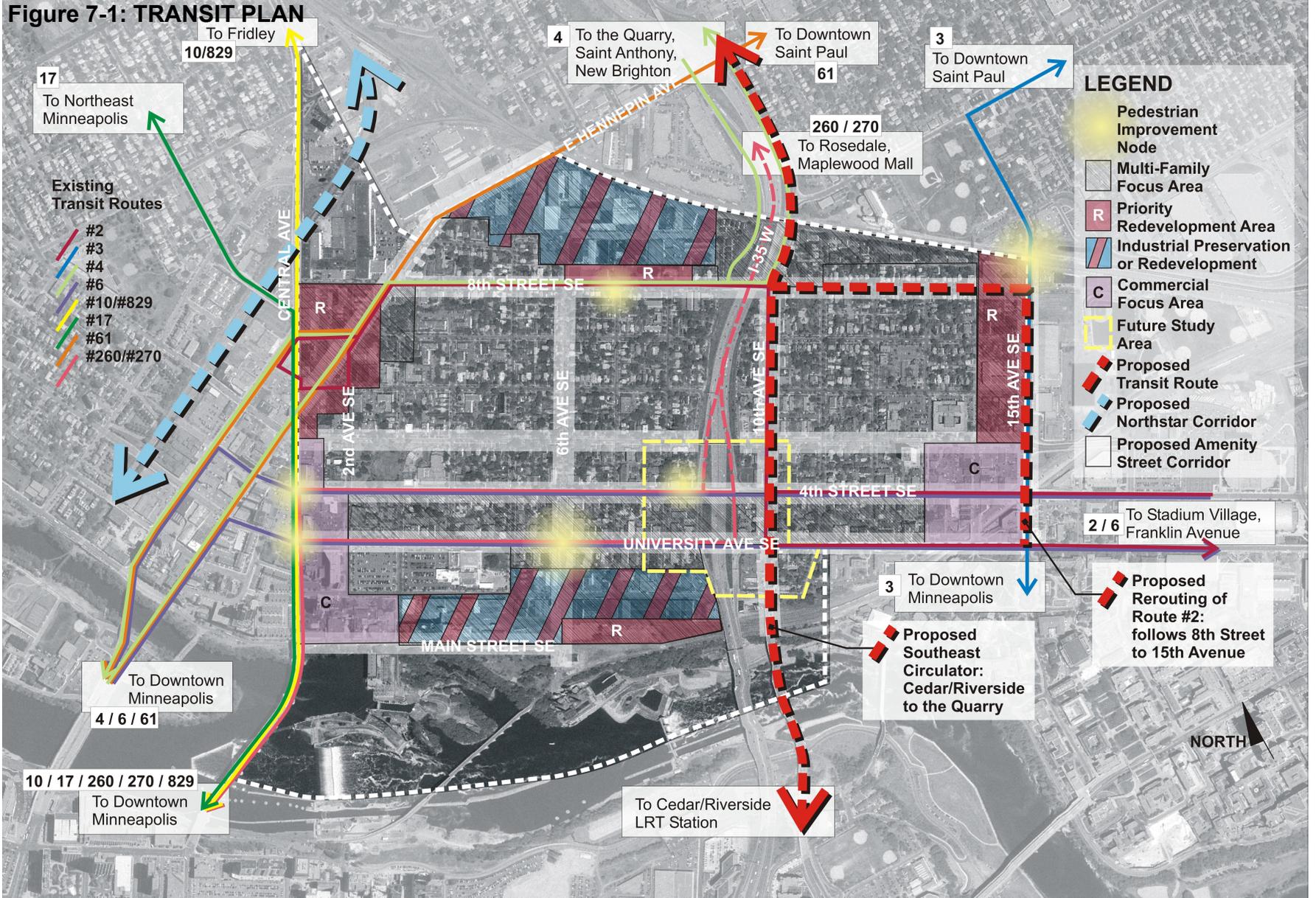
Parking

Objective: Parking solutions that avoid parking problems and increased traffic in the neighborhood.

Policies:

1. The neighborhood supports the continuation of the one-side parking plan in that part of the neighborhood east of I-35W.
2. The neighborhood also supports the concept of a Dinkytown parking ramp possibly on the site of the Tech Center parking lot or in the block bounded by 14th Avenue, 4th Street, 15th Avenue, and 5th Street

Figure 7-1: TRANSIT PLAN



3. Teachers and staff of Marcy School should be encouraged to park at the municipal ramp on University Avenue or in other parking lots in the area rather than on the street.
4. The neighborhood strongly supports the flexibility in the Minneapolis Zoning Code that can require student housing developments in the Marcy-Holmes neighborhood to have 0.5 parking spaces for each bed proposed in a development. The neighborhood has unique challenges with respect to the new type of apartment buildings with four or more bedrooms per apartment compared to the old model of one and two bedroom apartments. These new apartments have far more people living in them, sometimes two or more people per bedroom, than the old apartments and require more parking.
5. The neighborhood supports an examination of the hours that the parking meters are in effect in Dinkytown in order to see if cutting back their hours of operation is warranted.

Roads and Sidewalks

The neighborhood would prefer the abandonment of the 4th Street and University Avenue one-way pair. If the one-way pair remains, the average vehicle speed on the street must be reduced so that pedestrians can safely cross the streets. The neighborhood is seeking some accommodation from the City in reducing speeds and traffic in trade for allowing the neighborhood to be disrupted by the one-way pair.

Objective: Road and sidewalk improvements (see also Chapter 5).

Policies:

1. Trucks associated with 8th and 9th Street businesses should be kept out of the core of the neighborhood. For example, there should be no trucks allowed on 5th, 6th, 7th, or 8th Avenues between 8th Street SE and 4th Street SE
2. The parkway connector, known as the “missing link” between Main Street and the University of Minnesota campus street system and the East River Road, should be built pursuant to alternative plan 2A. (See route layout.)
3. Traffic calming methods suitable to the particular streets should be employed in the neighborhood. Traffic speeds on University Avenue and 4th Street SE are a particular problem.
4. The neighborhood recognizes that streets are not only for cars, and supports specific streetscape improvements described in detail in the Public Realm Chapter.
5. Granary Parkway should be constructed only if it is demonstrated that it will not deter the eventual development of residential uses along Second Street SE between 9th Avenue SE and Central Avenue.