

Exhibit A:



Project Description

BACKGROUND ANALYSIS

In October of 2018, the City of Minneapolis joined the American Cities Climate Change (ACCC) initiative. Through the initiative, the Department of Public Works is addressing the transportation sector's contribution to greenhouse gas emissions with a focus on improving public transit speed, reliability and user experience; encouraging new mobility options (bikeshare, electric bikeshare); implementing mobility hubs and developing a Mobility as a Service (MaaS) pilot focused on low income and disadvantaged communities, including minorities, disabled and aging populations. As a part of the transit-focused portion of the initiative, the City committed to implementing 3-4 bus pilot projects in partnership with Metro Transit over the course of two years, from 2019-2020. Long-term the City intends to create a network of permanent bus infrastructure across the city.

2019 PROJECTS

In 2019, three projects were deployed on transit corridors using different techniques and designs. Bus lanes were permanently established on Hennepin Avenue South by creating curbside dynamic lanes where the permitted use depends on the time of day, and on Chicago Avenue South by repurposing excess existing road space to dedicate a center-running directional bus lane. Bus lanes were also piloted on Nicollet Avenue South by repurposing a center turn lane, maintaining curbside parking and allowing an offset bus lane for 24-hours/day, over approximately two weeks in order to test new strategies and respond to different characteristics and context.

2020 PROJECTS

Prior to COVID-19, the City had planned to pilot an additional three corridors in 2020, focusing on a wider geographic area in the city and working in partnership with MnDOT and Hennepin County to implement projects in North, Northeast and Downtown Minneapolis.

Given COVID-19's impact on the City and specifically transit ridership, the City has adjusted its strategy for 2020 projects and is focusing efforts on permanent implementation of dedicated bus lanes in Downtown Minneapolis on two primary east/west transit spines consistent with the City's draft Transportation Action Plan. Budgetary constraints as a result of COVID-19 will impact the City's ability to implement these projects in 2020 and outside funding that can contribute to implementation costs will ensure that we are able to continue to deliver a project(s) that improves public transit speed, reliability and user experience. Given new travel patterns during Covid-19, cities and public transit agencies that operate in cities will need to find creative and substantive ways to improve transit service and operations in order to draw riders back to transit; implementation of dedicated bus lanes is one way to do so.