Meeting Agenda

- Introductions
  - Role of Study Advisory Committee

- Study Overview
  - Key Tasks and Elements
  - Data Collection and Inventory
  - Existing Conditions Analysis
  - Issues and Constraints

- Committee Input
  - Study Goals
  - Understanding Problems
  - Multimodal Measures of Effectiveness

- Next Steps
Role of Study Advisory Committee

- Attend series of three meetings throughout the study
- Represent range of local stakeholders and travel modes
- Communicate information to and from respective association/neighborhood
- Actively provide input and guidance throughout the study
- Actively listen, be open to and respectful of all viewpoints, allow others to speak without interruption, be brief and to the point, and provide everyone a chance to participate
- Balance interests and needs of roadway users and adjacent property owners
- Work to achieve neighborhood, City, and regional goals, while maintaining an efficient multimodal transportation system

Study Advisors

Led by City and County staff, in coordination with:
- Nicollet-Island East Bank Neighborhood
- Marcy Holmes Neighborhood
- Northeast Business Association
Study Overview

- Evaluate existing transportation system and range of alternatives along the Hennepin and First Avenue corridors
- City leading in coordination with County, Metro Transit, and MnDOT
- Examine one-way, two-way, and hybrid roadway configurations
- Identify potential roadway concepts and document impacts (pros and cons) associated with potential implementation
- Consideration for quality of life, access, safety, connectivity, and mobility for all modes
- Currently no improvements are programmed, nor has any funding been identified for such improvements*

*MnDOT Projects:
University/4th Ped Improvements (2016-18)
Central Avenue Bridge (2019-20)
Study Overview

General Study Area

Study Area

One-Way Streets

...
Key Tasks and Elements

Key tasks:
- Data Collection
- Existing Conditions Inventory and Analysis
- Alternatives Analysis
- Traffic Analysis
- Concept Development and Evaluation
- Documentation and Final Report

Key Elements:
- access to and from primary destination points,
- innovative pedestrian and bicycle infrastructure,
- providing a safe environment for all travel modes,
- alignment with future development plans,
- changes in traffic operations and parking demand,
- existing and planned transit service, and
- consideration of travel through the study area.

Outreach to Date:
- Nicollet Island-East Bank Neighborhood Association
- Marcy Holmes Neighborhood Association
- Northeast Business Association
- Nicollet-Central Modern Streetcar Team
Data Collection and Inventory

Roadway Width and Cross-Section

Sidewalk Width
Data Collection and Inventory

On-Street Parking Capacity and Utilization

Origin-Destination Patterns
Data Collection and Inventory

Other Data Collected:

• Existing Transit Routes, Service, and Facilities
• Recent Crash History (2010 – 2014)
• Pedestrian and Bicycle Counts
• Daily and Peak Hour Traffic Volumes
• Upcoming Programmed Improvements
• Current and Planned Developments

Existing Conditions Analysis

• Crash Analysis: Rate and Type
• Pedestrian and Bicycle Level of Service
• Traffic Level of Service
Issues and Constraints

- High Volume Route
- Pedestrian need for Dual SB to WB Right Turn Lanes as they complicate bike facility design
- Pedestrian unfriendly - high speed right turn movement
- Trees restricting walkable path to less than 6 feet
- Pedestrian unfriendly - high speed right turn movement
- Complex intersection
- Complicated and pedestrian unfriendly intersection
- Operations at capacity
- Source point of existing congestion
- High crash rate
- High on-street parking utilization
- High on-street parking utilization
- High on-street parking utilization
- Important bicycle connection
- Important bicycle connection
- Important bicycle connection
- One way street installed with neighborhood petition
- Traffic signal rebuild, ADA pedestrian ramps and APS systems are programmed for construction in 2016-2018 as part of a Minneapolis and MnDOT cooperative agreement project.
Relevant Corridor Plans

Nicollet-Central Modern Streetcar (Adopted LPA)

Hennepin County Bike Plan (Planned Corridors)

Minneapolis Protected Bikeway Plan (Tier II)
Access Minneapolis Guidelines

<table>
<thead>
<tr>
<th>Street Type</th>
<th>Travel Lane</th>
<th>Left Turn Lane</th>
<th>Bicycle Lane</th>
<th>Typical Curb and Gutter</th>
<th>Parking Lane</th>
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<tbody>
<tr>
<td>Commuter Street</td>
<td>12 ft</td>
<td>12 ft</td>
<td>Off-road trail</td>
<td>2 ft</td>
<td>Not Recommended</td>
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<tr>
<td>Commerce Street</td>
<td>11 ft</td>
<td>11 ft</td>
<td>5-6 ft</td>
<td>2 ft</td>
<td>8 ft</td>
</tr>
<tr>
<td>Activity Area Street</td>
<td>11 ft</td>
<td>11 ft</td>
<td>5-6 ft</td>
<td>2 ft</td>
<td>8 ft</td>
</tr>
</tbody>
</table>

**Activity Area Street - 80’ Right-of-way - One-way**

- **Width, Right-of-way**: 80’
- **Equivalent Functional class**: Varies
- **Target Operating Speed**: 30 mph
- **Through Traffic Lanes**: 2 - 4 lanes
- **Turn Lanes**: Optional - as needed
- **Curb Parking**: Yes
- **Curb Extensions**: Optional

**Land Use**
- Activity Center: Optional with turn lanes
- Median: Local - some may be on PTN
- Transit: Optional - if in bike plan
- Bike Lanes: Optional - if in bike plan
- Pedestrian Lane: Optional

**Activity Center Street Type with High Pedestrian Priority**

<table>
<thead>
<tr>
<th>Minimum Width</th>
<th>Curb</th>
<th>Planting/Furnishing</th>
<th>Through</th>
<th>Frontage</th>
<th>Total</th>
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<tbody>
<tr>
<td><strong>Recommended</strong></td>
<td>0.5</td>
<td>0.5</td>
<td>0.0</td>
<td>3.0</td>
<td>15.0</td>
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<tr>
<td><strong>Acceptable</strong></td>
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<td>7.0</td>
<td>0.0</td>
<td>3.0</td>
<td>15.0</td>
</tr>
</tbody>
</table>
Values and Goals

Neighborhood Values and Goals (Examples)

• Values:
  • Walking and Biking are safe, convenient, and comfortable
  • Vibrant, Multimodal neighborhood

• Goals:
  • Provide a safe pedestrian and bicycle environment
  • Provide opportunities for place-making and landscaping

Resources: NIEBNA and Marcy Holmes Small Area Plans, Access Minneapolis, City/County Bike Plans, etc.

Understanding Problems

Identification of Problems, Issues, and Concerns

• **Mode:** Pedestrian, Transit Riders, Bicycle, Freight Delivery, Emergency Responders, Motorists

• **Stakeholder Group:** Businesses, Residents, Recreational Users, Customers, Commuters
Next Steps

• Develop Alternatives
  • One-Way, Two-Way, and “Hybrid”

• Alternatives Analysis
  • Obtain Input and Guidance from Stakeholder Work Group
  • Discuss Multimodal Measures of Effectiveness
  • Establish Screening Criteria from Values and Goals
  • Summarize Opportunities and Impacts
  • Narrow to Six Alternatives for Further Evaluation

• Concept Development and Evaluation
  • Conduct Detailed Traffic Analysis
  • Develop Plan View Concepts
  • Summarize Modal Accommodations
  • Document Pros and Cons

One-Way
Two-Way
Hybrid

Alternatives
Alternatives Analysis
Concept Development and Evaluation

Develop Alternatives
Criteria and Stakeholder Guidance
Detailed Evaluation
Modal Accommodations
Summarize Pros and Cons

Document Pros and Cons