Evaluation/Screening Process Overview

Process to develop criteria and metrics for the purpose of identifying “leading” concepts is summarized below.

**SAC Objectives**
Adapted objectives identified in first SAC meeting into technical metrics as part of initial screening process.

<table>
<thead>
<tr>
<th>Pedestrian/Biking</th>
<th>Mobility/Safety</th>
<th>Streetcar/Transit</th>
<th>Quality of Life</th>
<th>Economic Development</th>
<th>Operations</th>
</tr>
</thead>
<tbody>
<tr>
<td>Improve connectivity for pedestrian, bicycling, and transit throughout the corridor</td>
<td>Allow emergency access and truck operations for businesses</td>
<td>Encourage transit use</td>
<td>Expand the pedestrian and bicycling facility</td>
<td>Parking will be accessible for residents and visitors</td>
<td>Reduce complexity of the transportation network</td>
</tr>
<tr>
<td>Bicycle facilities should not be overlooked, part of greater network of connectivity to downtown, regional park system, and University of Minnesota campus</td>
<td>Enhance non-motorized and motorized safety conflicts</td>
<td>Streetcar is important improvement for the neighborhood and should be implemented in a way that maintain consistency with local and regional visions</td>
<td>Improve pedestrian and biking by using traffic calming techniques</td>
<td>Improve connections to businesses with access to and from destinations</td>
<td>Address mixture of one-way and two-way streets</td>
</tr>
<tr>
<td>Evaluate opportunities to address “free-flowing” right turns that encourage speeding and present conflicts with bicyclists and pedestrians</td>
<td>Reduce the number of complex intersection to increase safety</td>
<td>Influence travel behavior to reduce speeds before it enters the study area (e.g., Hennepin Bridge and Central Ave)</td>
<td>Address signal timing that encourages speeding</td>
<td>Limit speeding</td>
<td>Motorized throughput and congestion should not be driving factor</td>
</tr>
<tr>
<td></td>
<td>Improve sight distances for non-motorized users</td>
<td></td>
<td></td>
<td>Promote traffic calming</td>
<td>Evaluate inconsistencies with parking bays and bump-outs</td>
</tr>
<tr>
<td></td>
<td>Seek opportunities to address complex intersections (5th/Hennepin/Central, 7th/1st/Central, and 7th/Hennepin)</td>
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</tr>
</tbody>
</table>

**Technical and Design “Fatal Flaws”**

- All day no-parking both sides
- Less than 2 travel lanes (one-way concepts)
- Shared bicycle facilities only
- Less than 11 foot travel lane(s) (through lanes)
- Hennepin Bridge(s) two-way operation
- Does not maintain streetcar “couplet” alignment
- Minimum dimensions for all modes of travel
- Reduction of space in pedestrian zone

**Screening Process**

- Summarized/Reviewed by Categories
  - Quality of Life, Economic Development, Transit, Bike/Ped, Mobility/Safety, Operations
- TAC Reviewed and Discussed Potential Concepts
- TAC Identified “Leading Concepts”
  - Adhere to SAC Objectives, Ability to Phase Improvements, Engineering Viability, Consistency with Adopted Plans, Safe/Attractive Option for All Street Users, Enhance Public Realm, Reduce Travel Speeds
**Concept Development Overview**

The process to develop concepts and a summary of “leading” concepts is summarized below.

**“BALANCED APPROACH”**

- Assume same cross-section for Hennepin and First Avenues
- Provide similar benefits to both corridors
  - Quality of life, economic development, traffic calming, circulation, and multimodal mobility

**PHASING/STAGING OF CONCEPTS:**

- Ability to align with min. (40’) and max (56’) cross-section envelopes along Hennepin Avenue

**SMALLER-SCALE SOLUTIONS:**

- Potential Short-Term/Interim Project
- Retrofit: Maintain Existing Geometry with Restriping

**LARGER-SCALE SOLUTIONS:**

- Potential Mid- to Long-Term Project
- Reconstruction: Fill Parking Bays, Modify Curb Extensions, Protected Bikeway, Sidewalk Expansion, Signal/Signage Modifications, etc.

**ONE-WAY CONCEPTS**

**Concept 1-1:** If implemented, 1-1A could occur first and allow for 1-1B at a later date.

Short-Term (1-1A): Restripe roadway for one-way operation with two travel lanes and buffered bike lane, while maintaining parking on both sides and existing pedestrian zone.

Mid/Long-Term (1-1B): Reconstruct roadway for one-way operation with two travel lanes and parking on one side, which would accommodate a protected bike lane and an expanded pedestrian zone.

**Concept 1-2:** If implemented, 1-2A could occur first and allow for 1-2B or 1-2C at a later date.

Short-Term (1-2A): Restripe roadway for one-way operation with three travel lanes and standard bike lane, while maintaining parking on both sides and existing pedestrian zone.

Mid/Long-Term (1-2B): Reconstruct roadway for one-way operation with two travel lanes, parking on one side, protected bike lane, and off-peak parking, which would allow one lane to serve as a travel lane at peak period.

Mid/Long-Term (1-2C): Reconstruct roadway for one-way operation with three travel lanes and parking on one side, which would accommodate a protected bike lane.

**Concept 1-3:** If implemented this concept would not allow for interim improvements.

Reconstruct roadway for one-way operation with two travel lanes and parking on both sides, which would accommodate a buffered bike lane and an expanded pedestrian zone.

**Concept 1-4:** If implemented this concept would not allow for interim improvements.

Reconstruct roadway for one-way operation with three travel lanes and parking on one side, which would accommodate a protected bike lane and an expanded pedestrian zone.

**TWO-WAY CONCEPTS**

**Concept 2-1:** If implemented, 2-1A could occur first and allow for 2-1B or 2-1C at a later date.

Short-Term (2-1A): Restripe roadway for two-way operation with three travel lanes and standard bike lane, while maintaining parking on both sides and existing pedestrian zone.

Mid/Long-Term (2-1B): Reconstruct roadway for two-way operation with three travel lanes and parking on one side, which would accommodate a protected bike lane.

Mid/Long-Term (2-1C): Reconstruct roadway for two-way operation with three travel lanes and parking on both sides, while providing a protected bike lane.

**Concept 2-2:** If implemented this concept would not allow for interim improvements.

Reconstruct roadway for two-way operation with three travel lanes and parking on one side, which would accommodate a protected bike lane and an expanded pedestrian zone.