

Welcome!

The Minneapolis Public Works Department is proposing to make improvements to Hennepin Avenue between Lake Street and 36th Street in 2018. Thank you for your interest in the project.

Project Location

Hennepin Avenue
between Lake Street and 36th Street

Scope

Full reconstruction: Removal and replacement of roadway and sidewalks

Budget Estimate

\$9.28 million

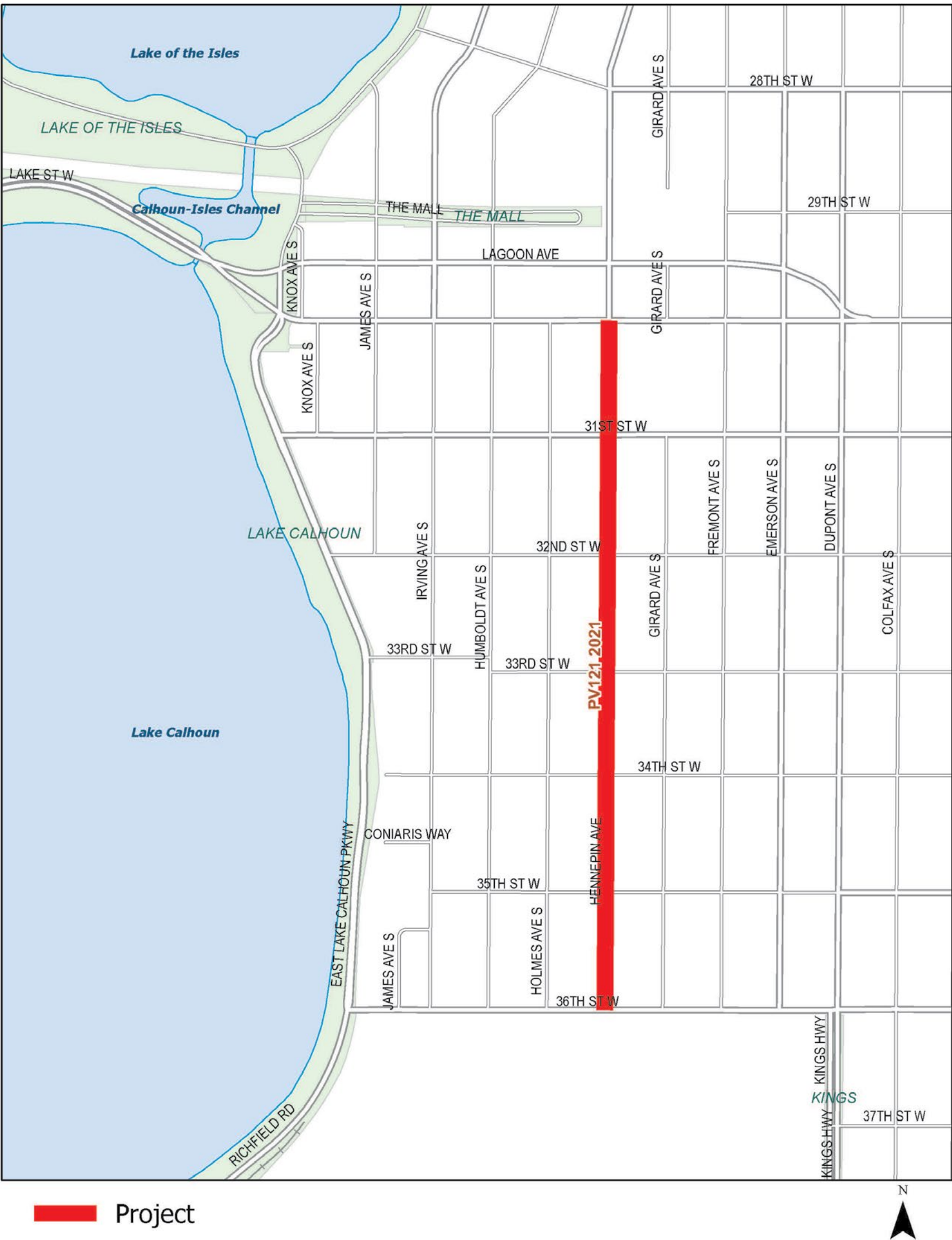
Funding Sources

Net debt bonds, special assessments, and municipal state aid

Schedule



Hennepin Avenue (Lake to 36th) — 2018 (PV121)
Paving



Purpose of this open house

- Inform you about the project scope and schedule
- Seek your ideas on the future of the corridor
- Let you know how you can stay engaged with this project



Project Purpose

Improve Aging Infrastructure

The existing roadway pavement of Hennepin Avenue is in very poor condition and at a stage where routine maintenance is no longer cost effective. A full reconstruction of the roadway is proposed in 2018.

Improvements to Hennepin Avenue have been accelerated due to the 2016 *Neighborhood Park and Street Infrastructure Plans* ordinance, which provides an additional \$20 million annually for improvements to public street infrastructure for the next 20 years.



Other Improvements

In addition to improving the roadway surface, the project provides an opportunity to make other improvements to the corridor:

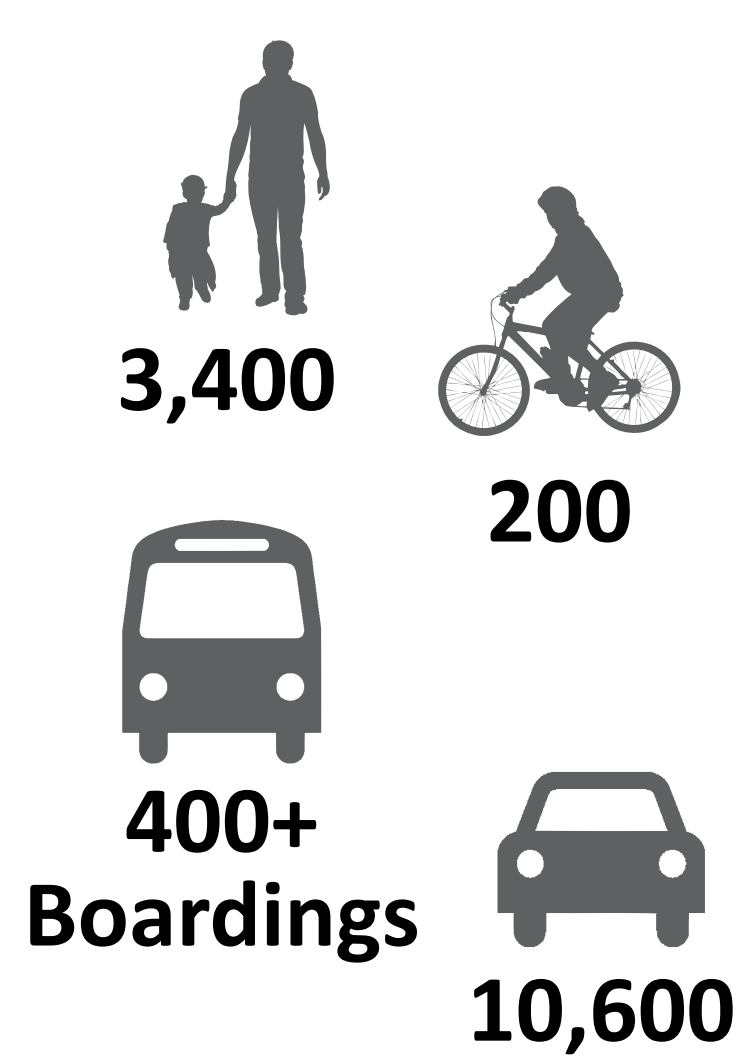
- Make sidewalks and intersections accessible for all users (ADA compliant)
- Install durable pavement markings and crosswalks
- Install pedestrian-scale lighting (replaces wood pole lighting)
- Replace aging traffic signal infrastructure
- Plant trees where feasible



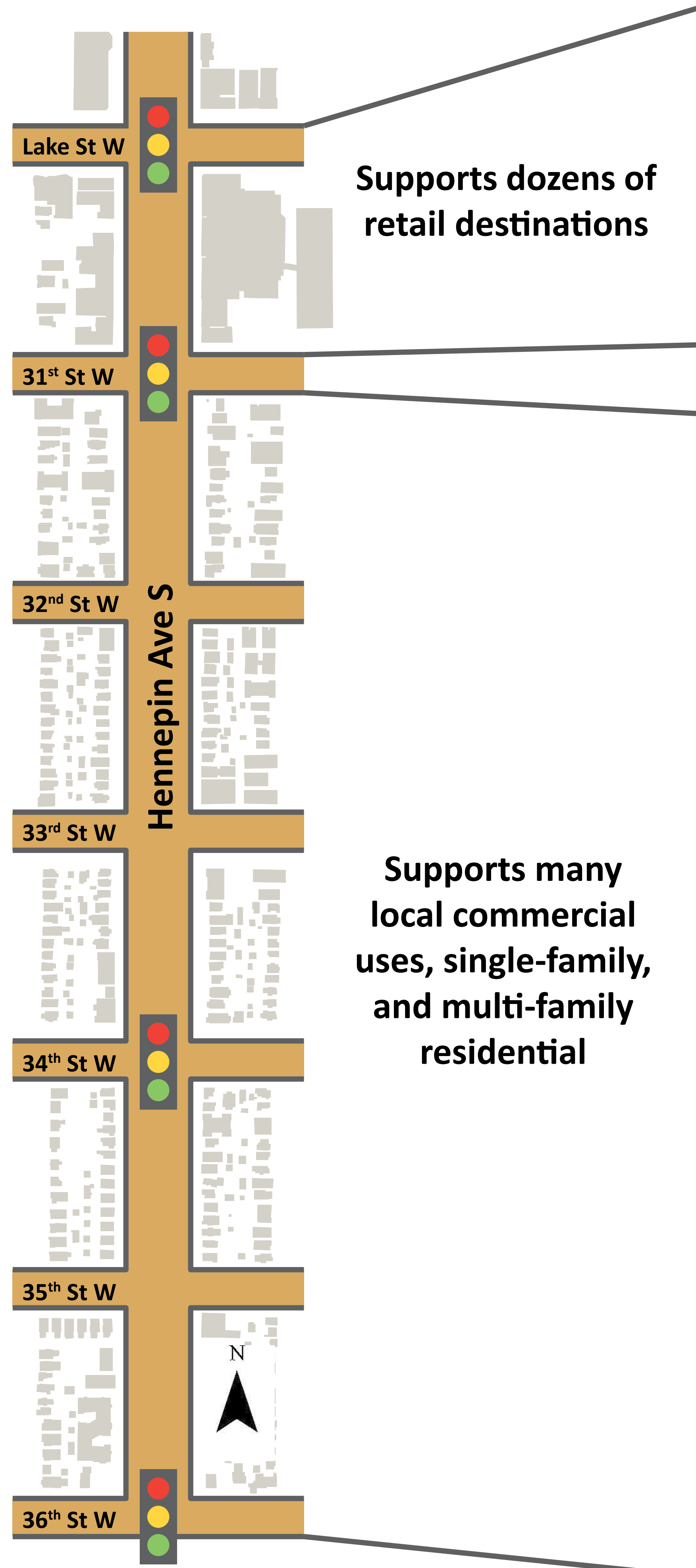
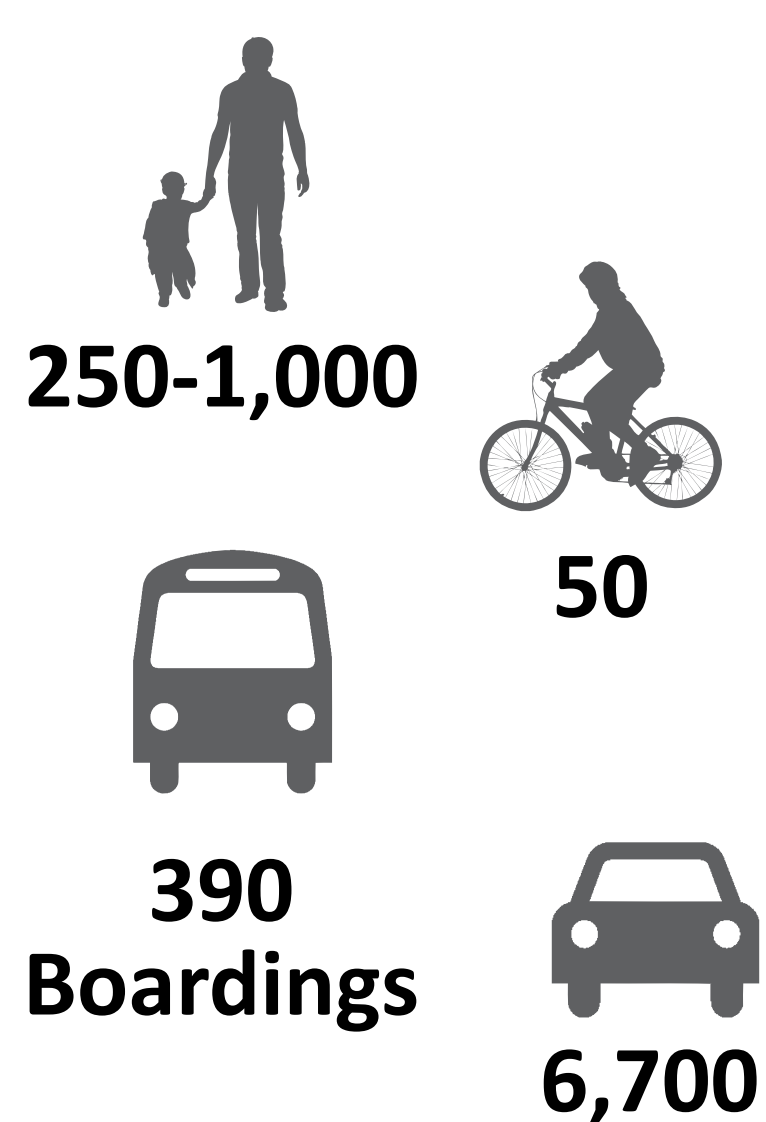
Corridor Context

Hennepin Avenue is an important transportation corridor linking Uptown and southwest Minneapolis neighborhoods. The corridor also supports a variety of land uses from Calhoun Square on the north to Lakewood Cemetery on the south, and neighborhood commercial and residential uses in between.

Users per day



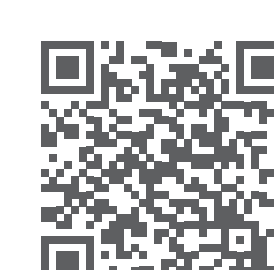
To
Lakes
←



Supports dozens of
retail destinations

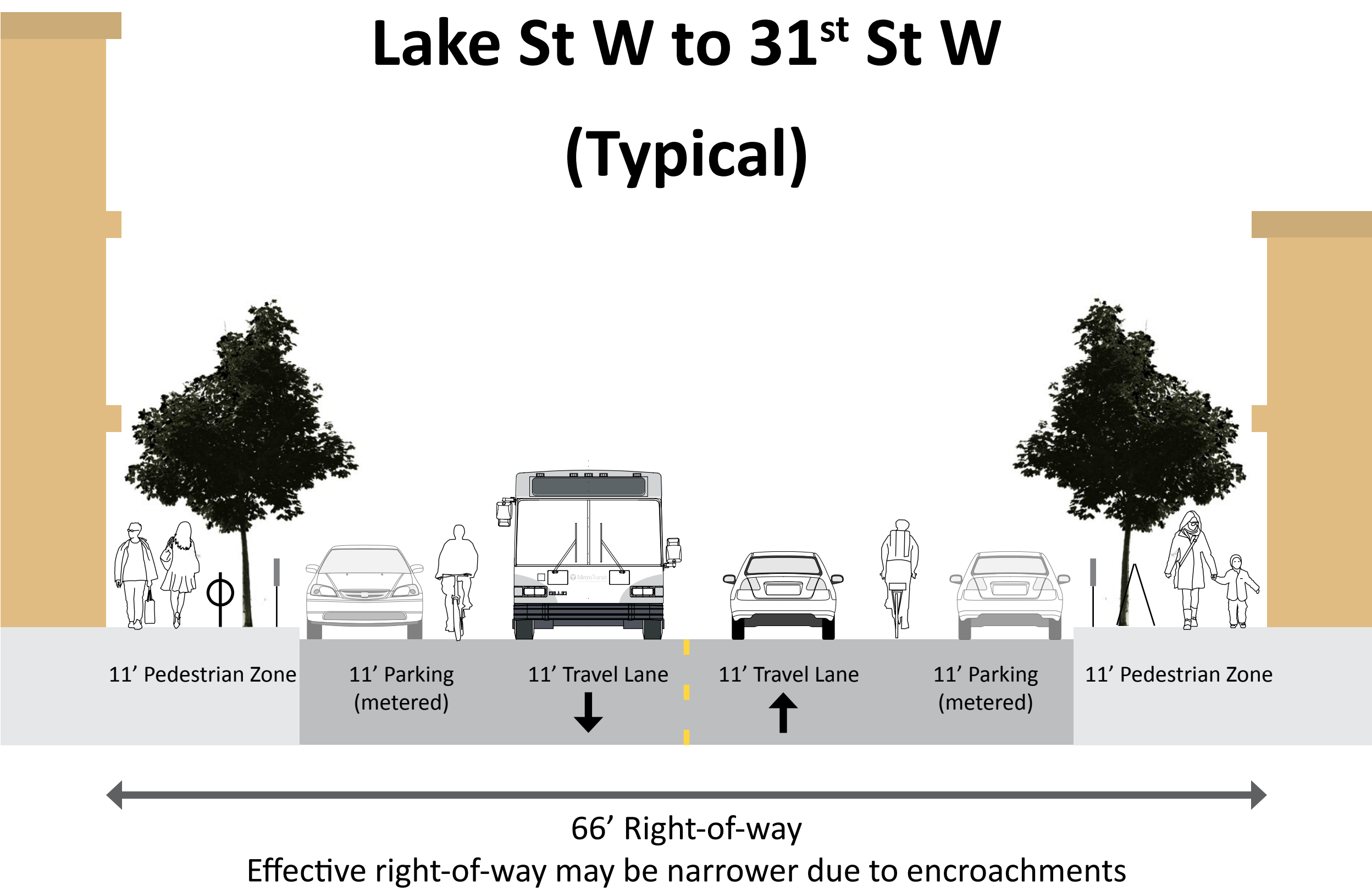


Supports many
local commercial
uses, single-family,
and multi-family
residential

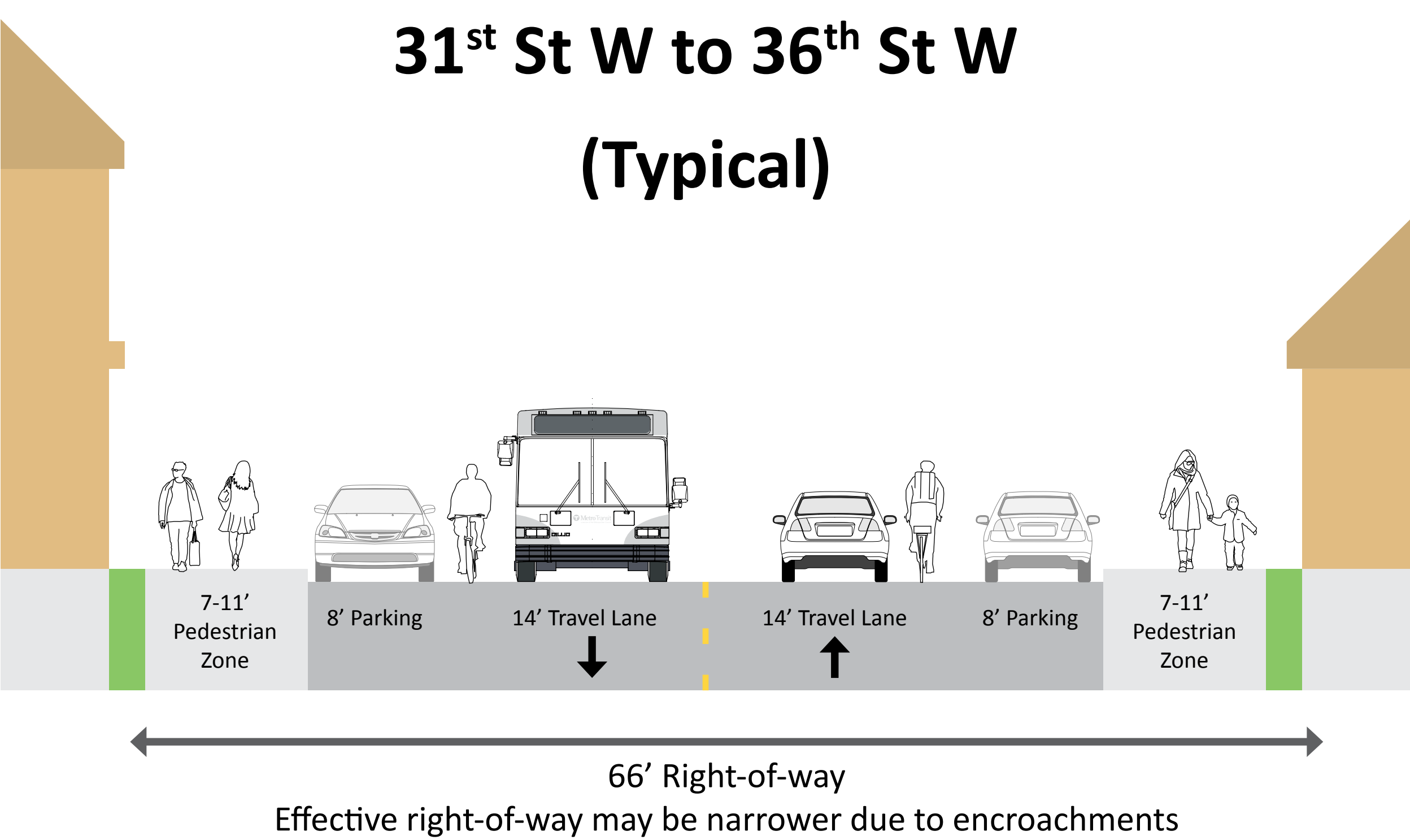


Existing Conditions

From Lake Street to 31st Street, the public right-of-way (the total space available) is 66 feet wide and the roadway is 44 feet wide. Sidewalks are typically 11 feet wide. There is one travel lane in each direction and metered parking on both sides of the street. There are no dedicated bicycle lanes.



From 31st Street to 36th Street, the public right-of-way is 66 feet wide and the roadway is 44 feet wide. Sidewalks range in width from 7 to 11 feet. There is one travel lane in each direction and on-street parking on both sides of the street. There are no dedicated bicycle lanes.



Planning Guidance

In addition to improving aging infrastructure, a full reconstruction provides an opportunity to design this portion of Hennepin Avenue to better support existing and future users of the corridor. The 2009 *Access Minneapolis Transportation Plan*, and the 2016 *Complete Streets Policy* identify transportation networks and prioritize the movement of people walking, biking, taking transit, and driving (in that order).

Guidance for Hennepin Avenue

Pedestrian Priority Corridor

20' wide sidewalks (Lake Street to 31st Street)
15' wide sidewalks (31st Street to 36th Street)

Planned Bikeway

Consider bicycle lanes when street is reconstructed

Planned Transitway

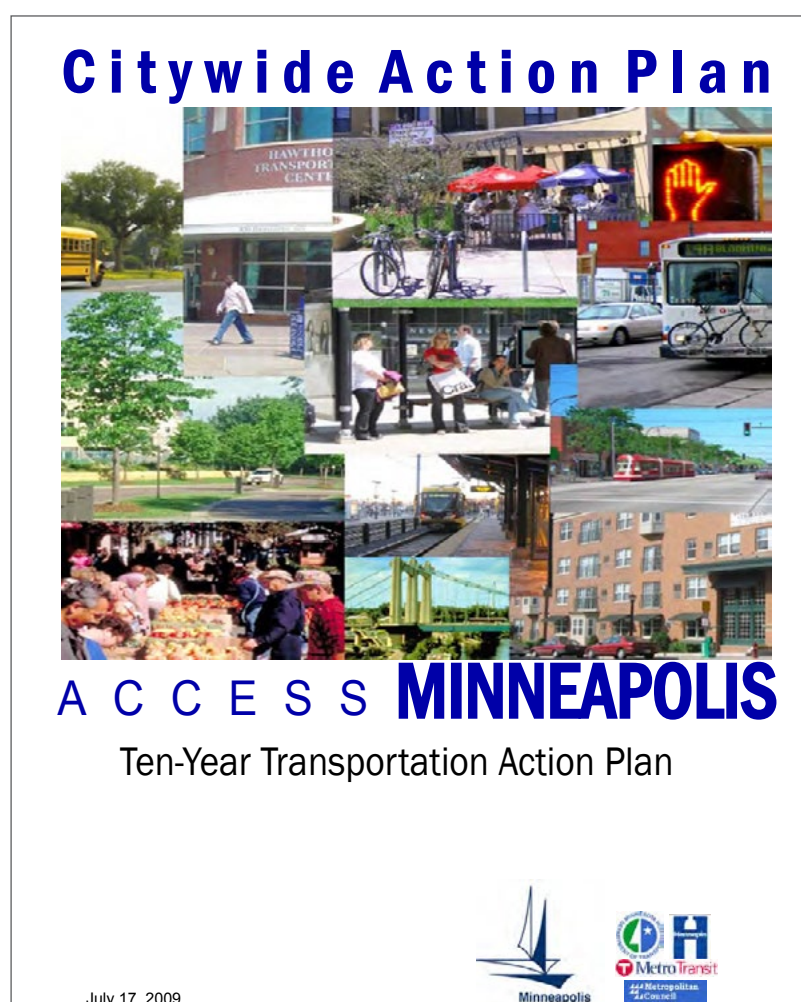
Existing service to be maintained

Roadway Operations

Maintain existing street grid and two-way traffic



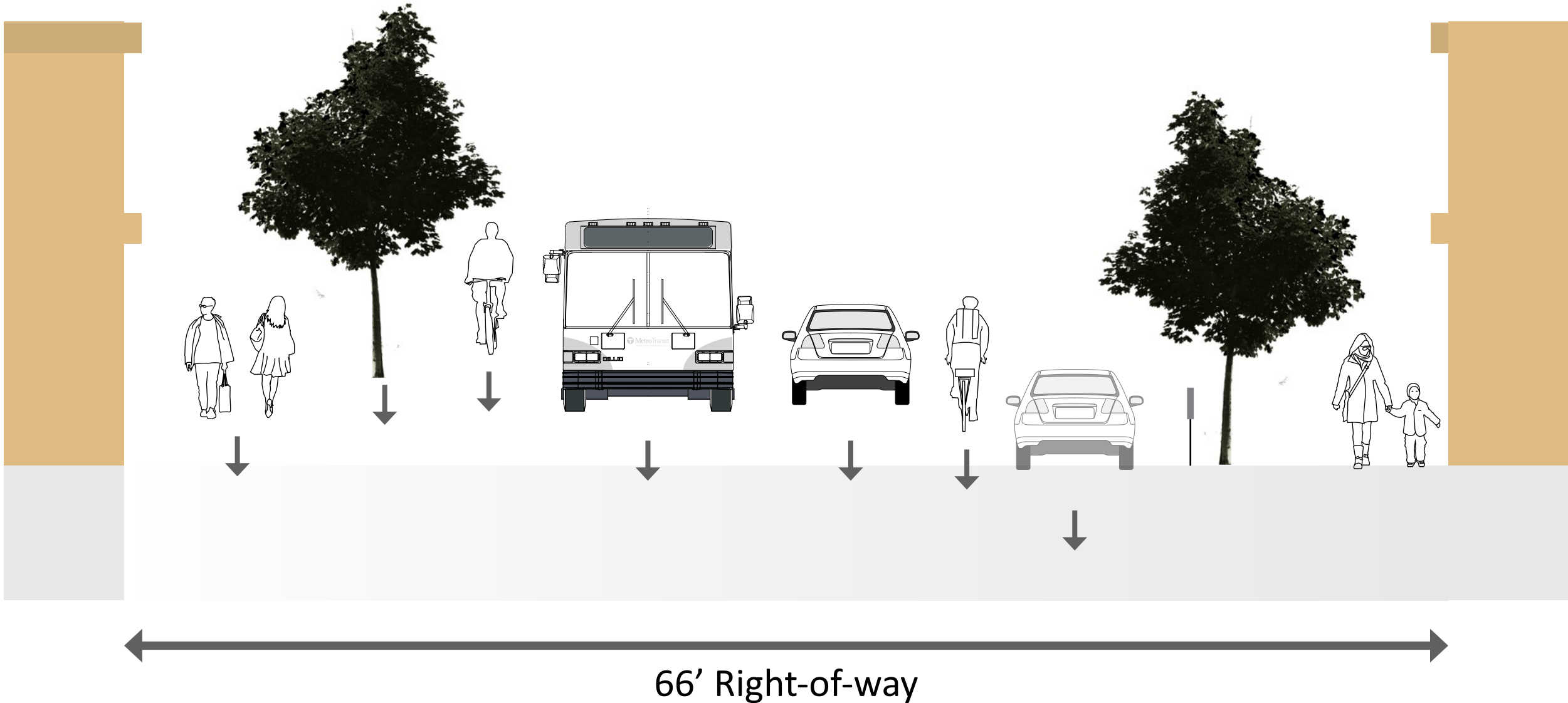
Complete Streets Policy (2016)



Access Minneapolis (2009)

Working within a Constrained Corridor

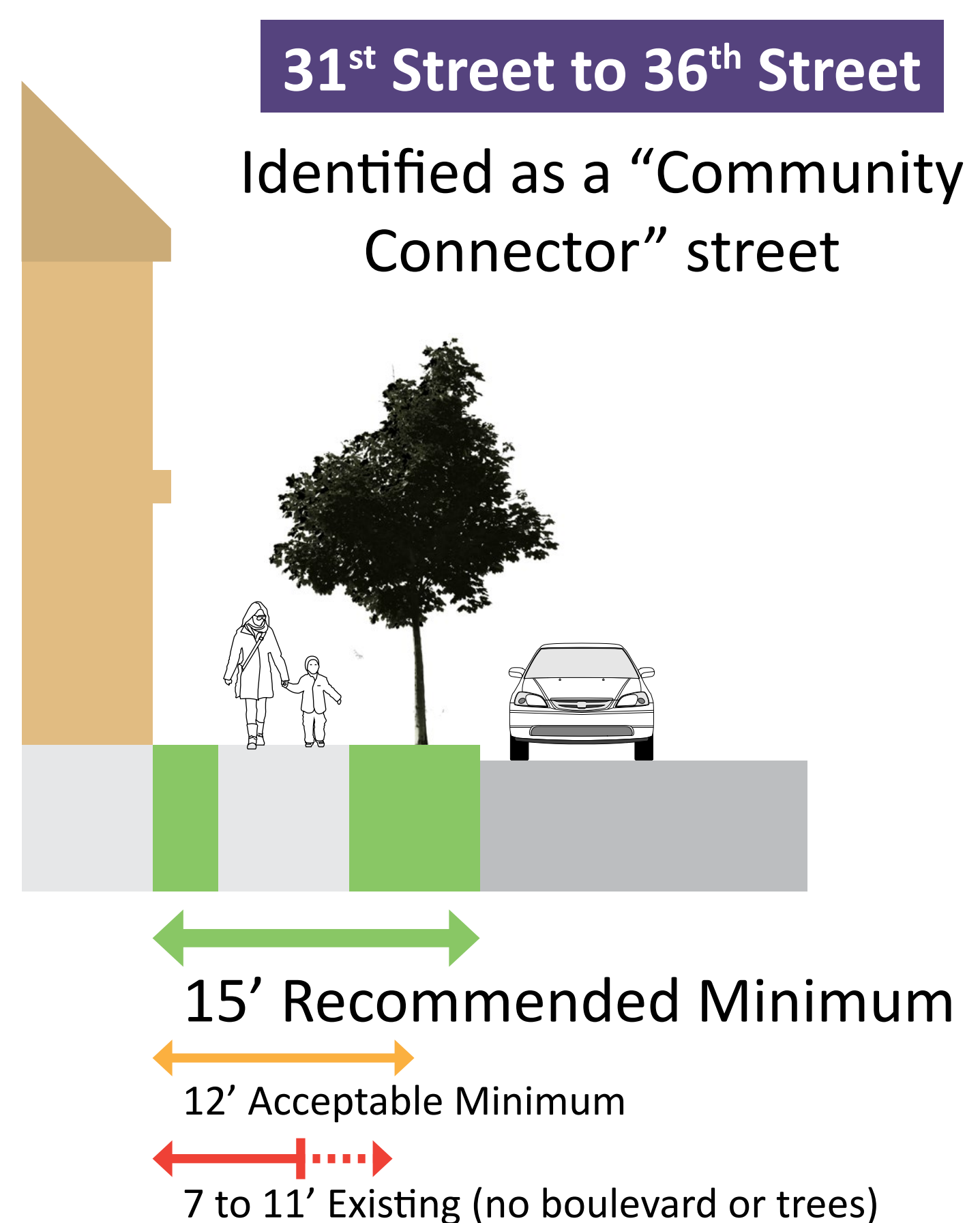
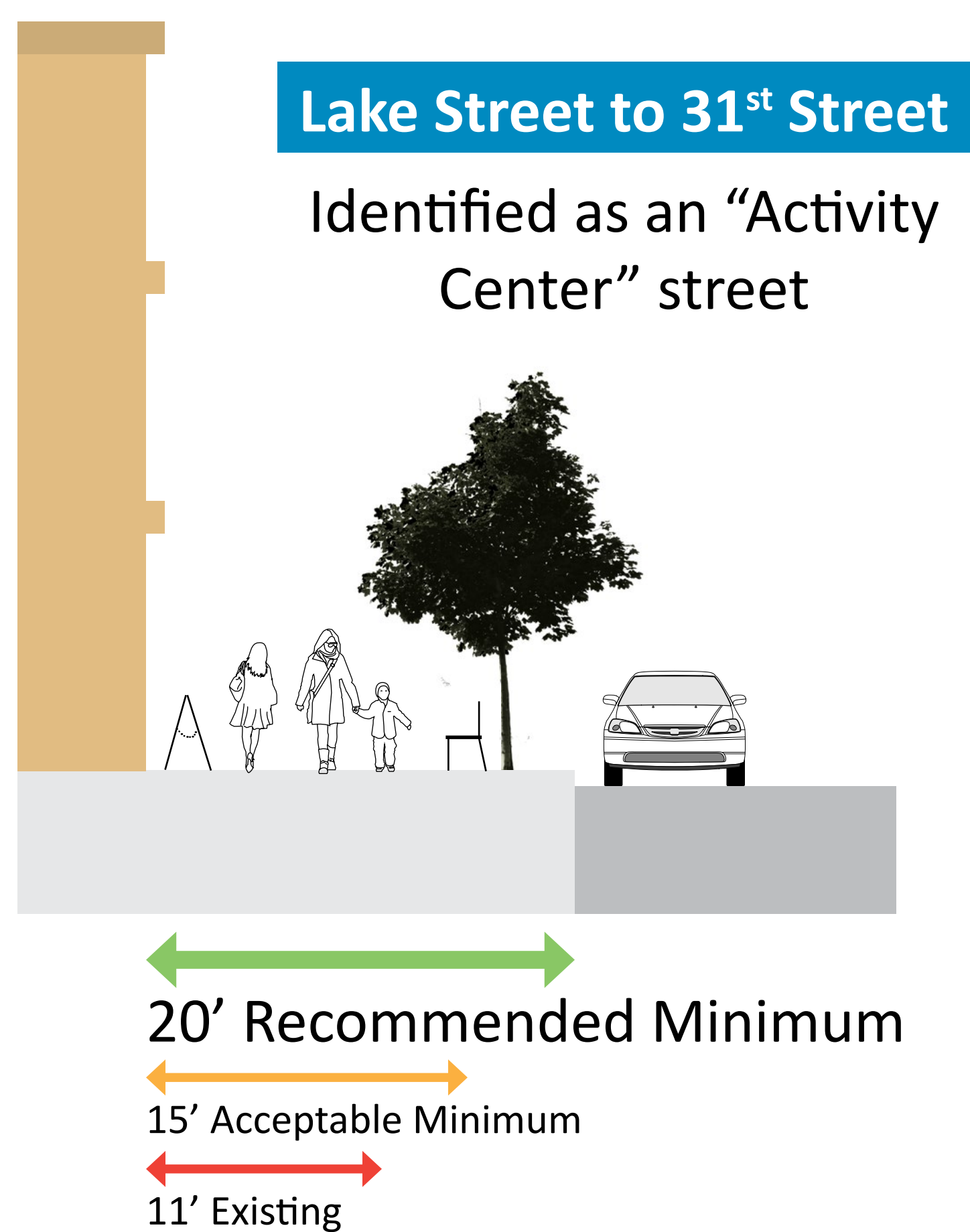
Making improvements for some users along a constrained corridor like Hennepin Avenue may require trade-offs for other users and uses. Public Works uses both planning guidance and community input to inform the design of streets like Hennepin Avenue.



Walking

Access to retail, transit, and nearby lakes and parks make Hennepin Avenue a busy corridor for walking. Despite a high demand for walking, the current sidewalk does not meet the minimum width requirement for sidewalks in Minneapolis. In addition, most pedestrian crossings along the corridor are very wide and have the potential to be shortened. Public Works aims to design a street that supports existing and future land uses, responds to existing pedestrian volumes, and ensures safety along the corridor.

Sidewalk Width



Intersections



Well-defined intersections help increase safety for crossing pedestrians. Public Works plans to install durable zebra crosswalk markings at all signalized intersections along the project corridor.



Curb extensions reduce crossing distance and increase the visibility of pedestrians at intersections. Public Works will evaluate the feasibility of curb extensions along the project corridor.



Bicycling

Hennepin Avenue is identified on the Minneapolis Bicycle Master Plan as an on-street bikeway. The plan states that bicycle lanes should be considered when the street is reconstructed. A bikeway on Hennepin Ave would connect to many destinations and other planned bikeways including: 31st Street, 36th Street, and Hennepin Avenue north of Lake Street.

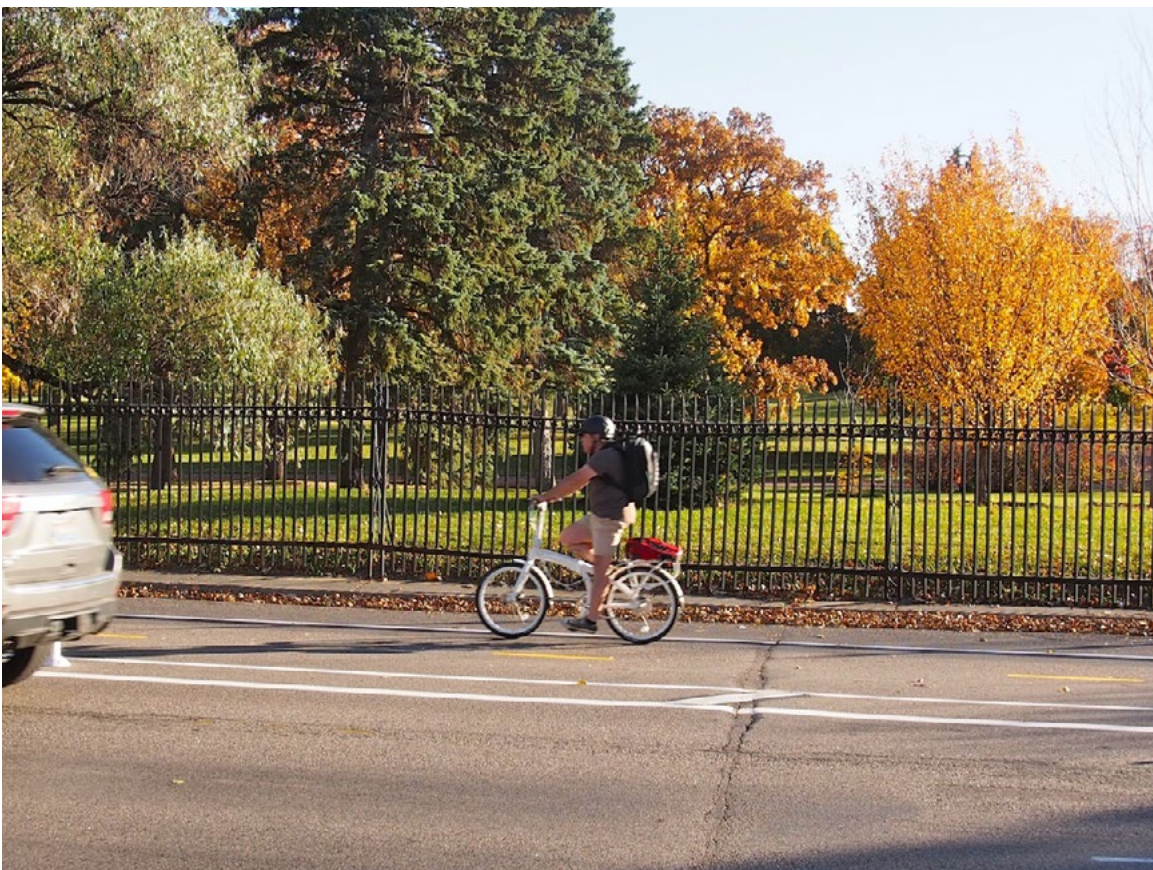
- Bikeways**
- Existing bikeway
 - Planned bikeway
 - Hennepin Avenue project (planned bikeway)



Example of dedicated bicycle lanes in Minneapolis



Hennepin Avenue is within the Nice Ride bike share service area with several kiosks along or near the project corridor.



A bikeway on Hennepin Avenue would connect to the existing 36th Street bikeway.



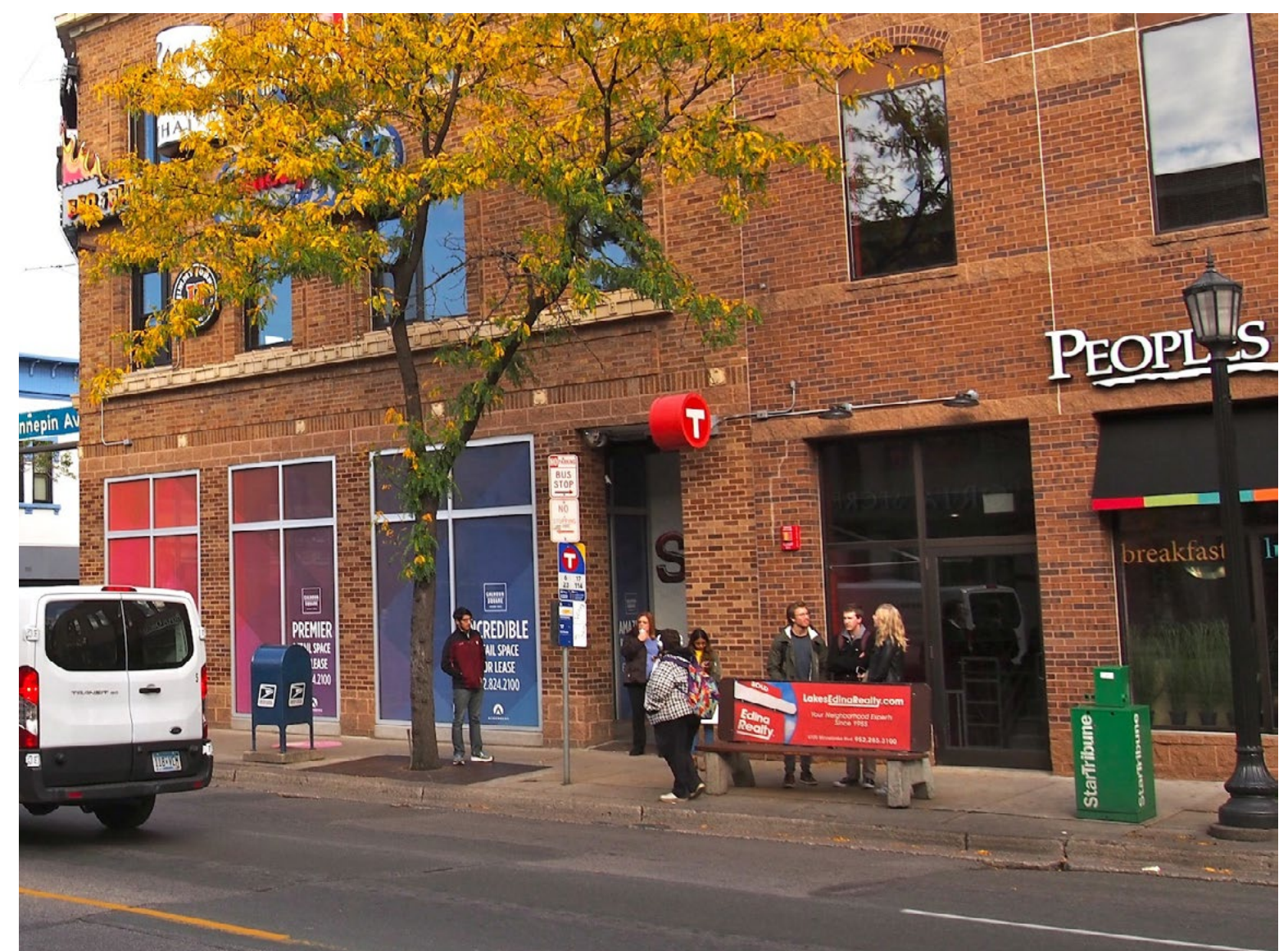
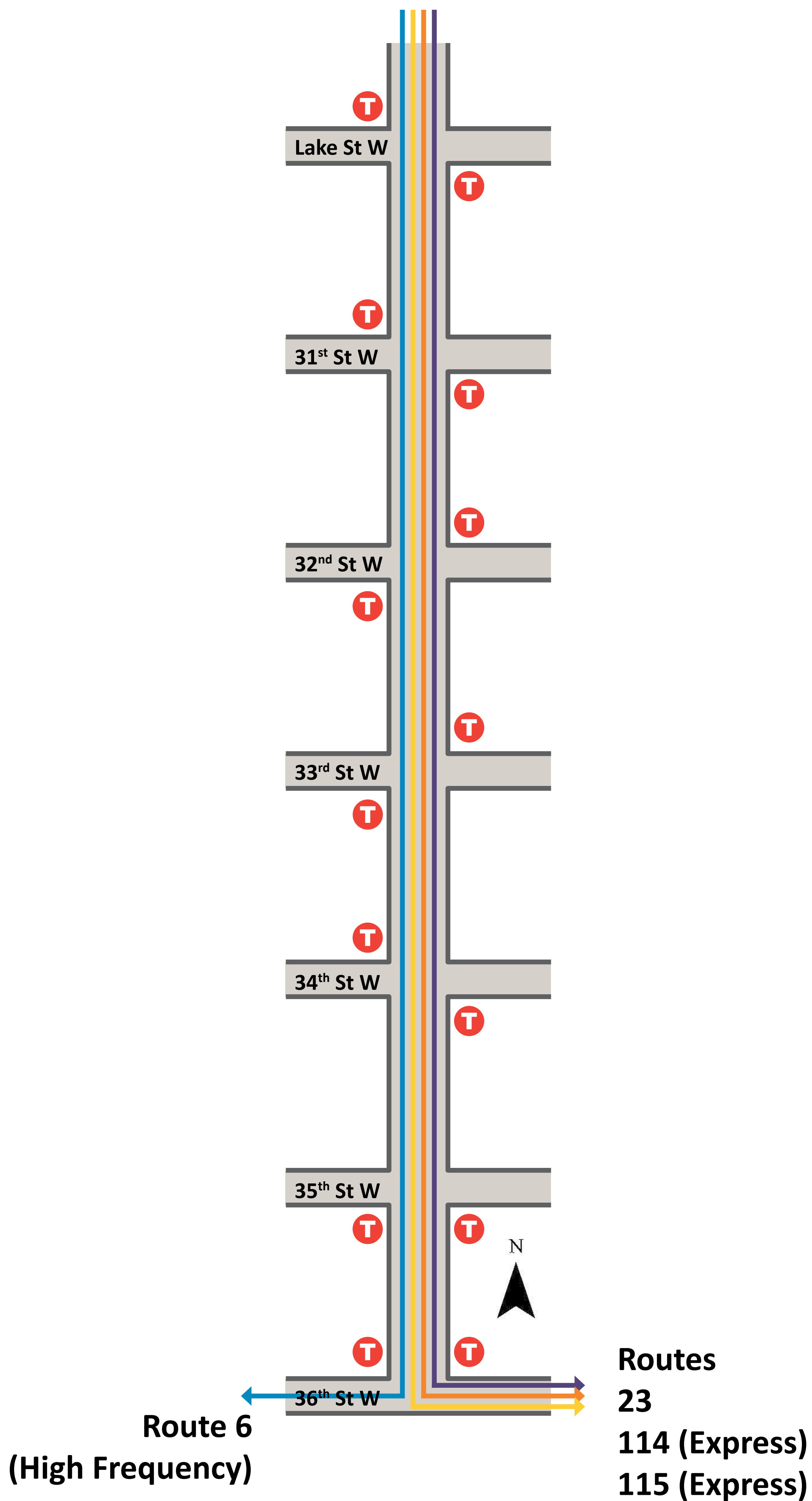
Hennepin Avenue is close to several trails, including the Midtown Greenway and the Chain of Lakes trails.



Transit

Over 800 people access transit along Hennepin Avenue on an average weekday. Metro Transit routes 6, 23, 114, and 115 all use Hennepin Avenue south of Lake Street. At this time, the current service is planned to continue. Public Works is coordinating with Metro Transit on this project to evaluate existing bus stop locations and consider improvements to the design of stops.

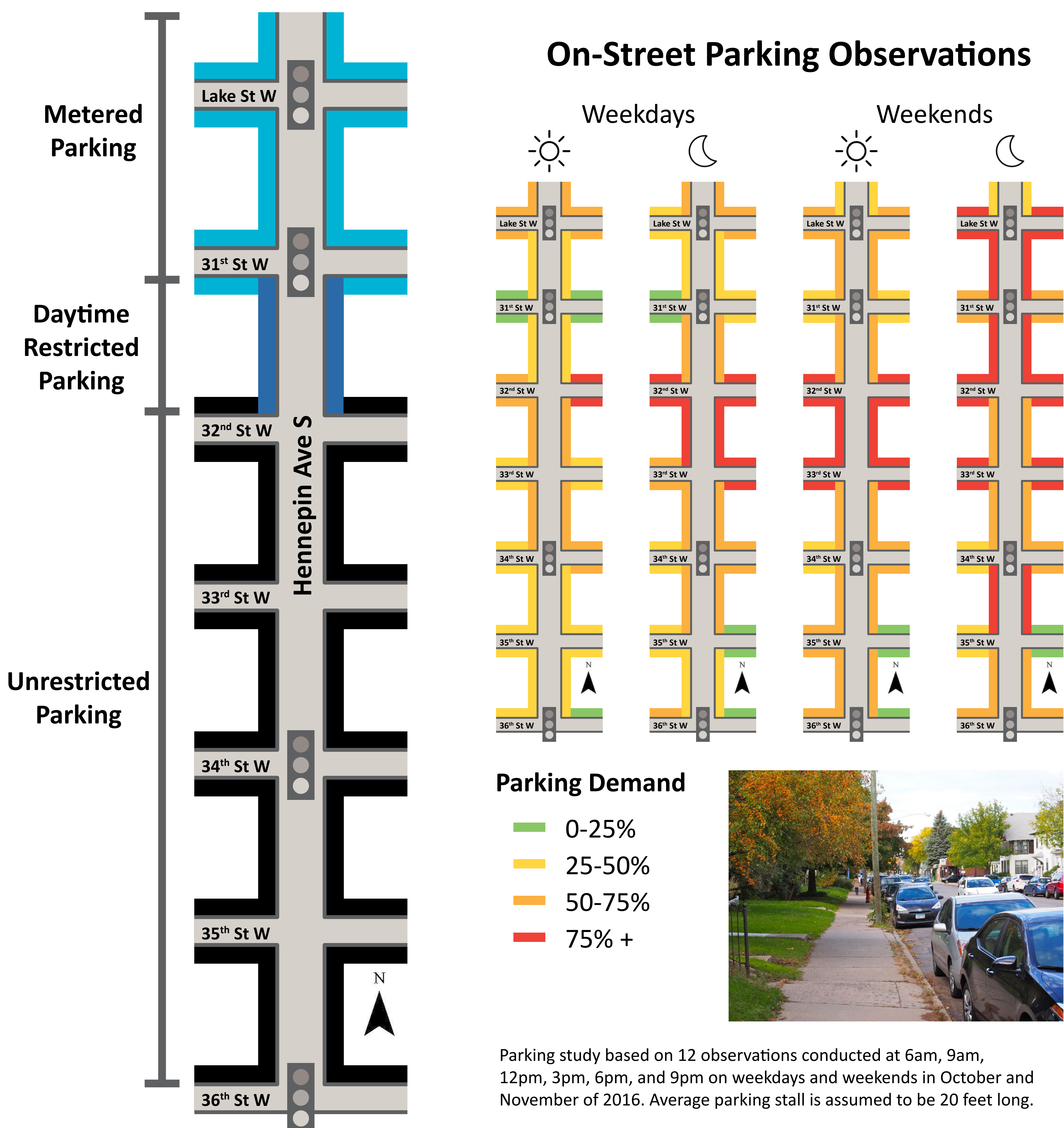
Existing Bus Stops



Curbside Uses

On-street parking occupies most of the curbside space along Hennepin Avenue. There is metered parking between Lake Street and 31st Street and daytime restricted parking between 31st Street and 32nd Street. The remainder of the corridor typically has unrestricted on-street parking.

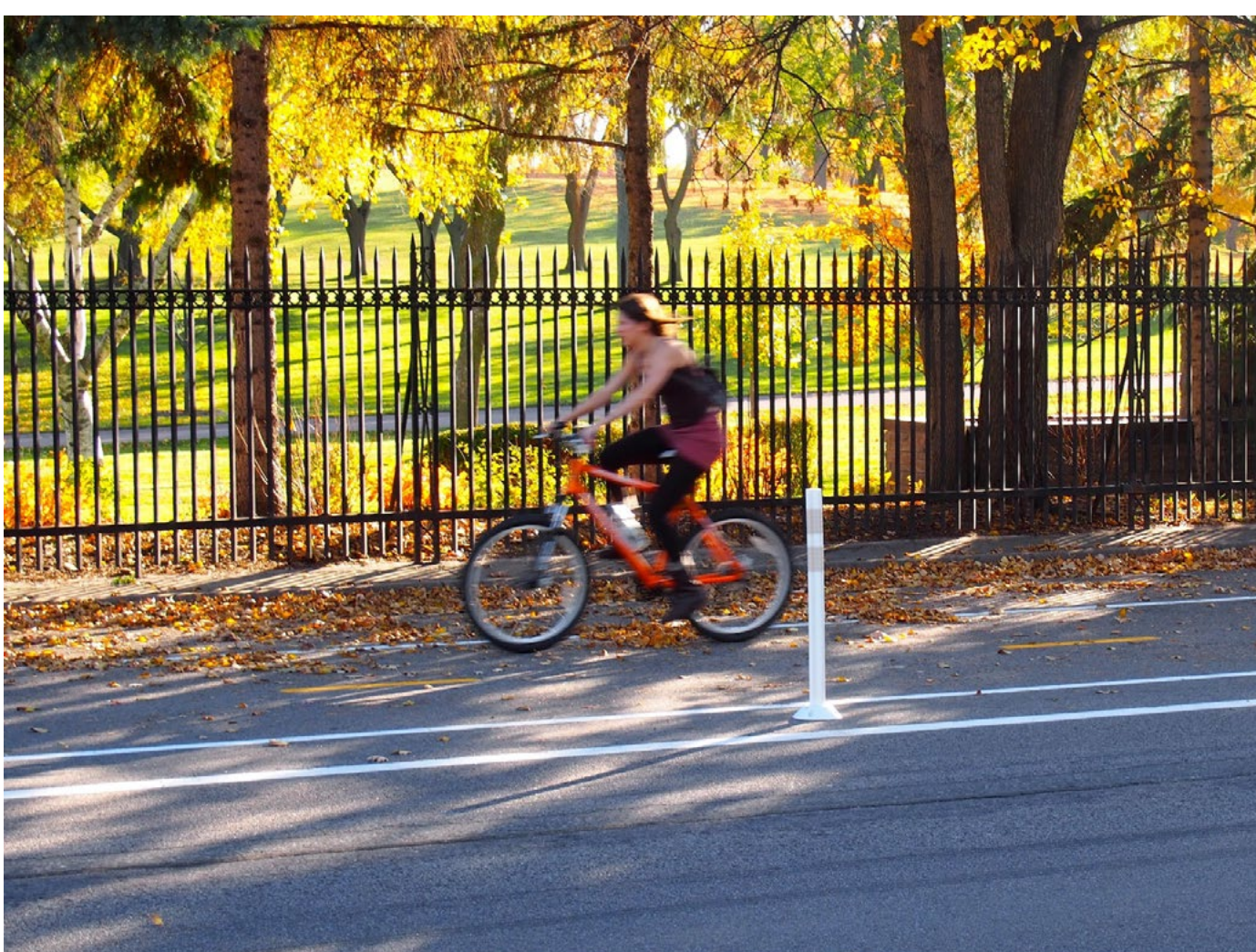
On average, 50-75% of on-street parking is currently used, although demand varies by block and time of day. Off-street parking options exist at many locations along the corridor for residential and commercial uses.



Other Considerations

Hennepin Avenue is an important corridor to many people for many different reasons.

Is there anything else you feel should be considered in the redesign of Hennepin Avenue?



Please let us know by sharing your ideas on the feedback form, taking the online survey, or writing comments on the map.



What's Next?

Thank you for attending this open house!

We appreciate your interest in the project and ideas on the future of the corridor.

Next Steps

1. Public Works will develop concept alternatives for the corridor based on planning guidance and community feedback.
2. The concepts will be shared at a second open house in early March (date TBD) and posted on the project website for additional community feedback.
3. Public Works plans to recommend a preferred concept layout to City Council by the end of March 2017.

Project Webpage

www.minneapolismn.gov/cip/hennepin-uptown

- Take an online survey about the project
- Contact project staff
- View project materials
- Sign up for email updates

Project Contacts

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