

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

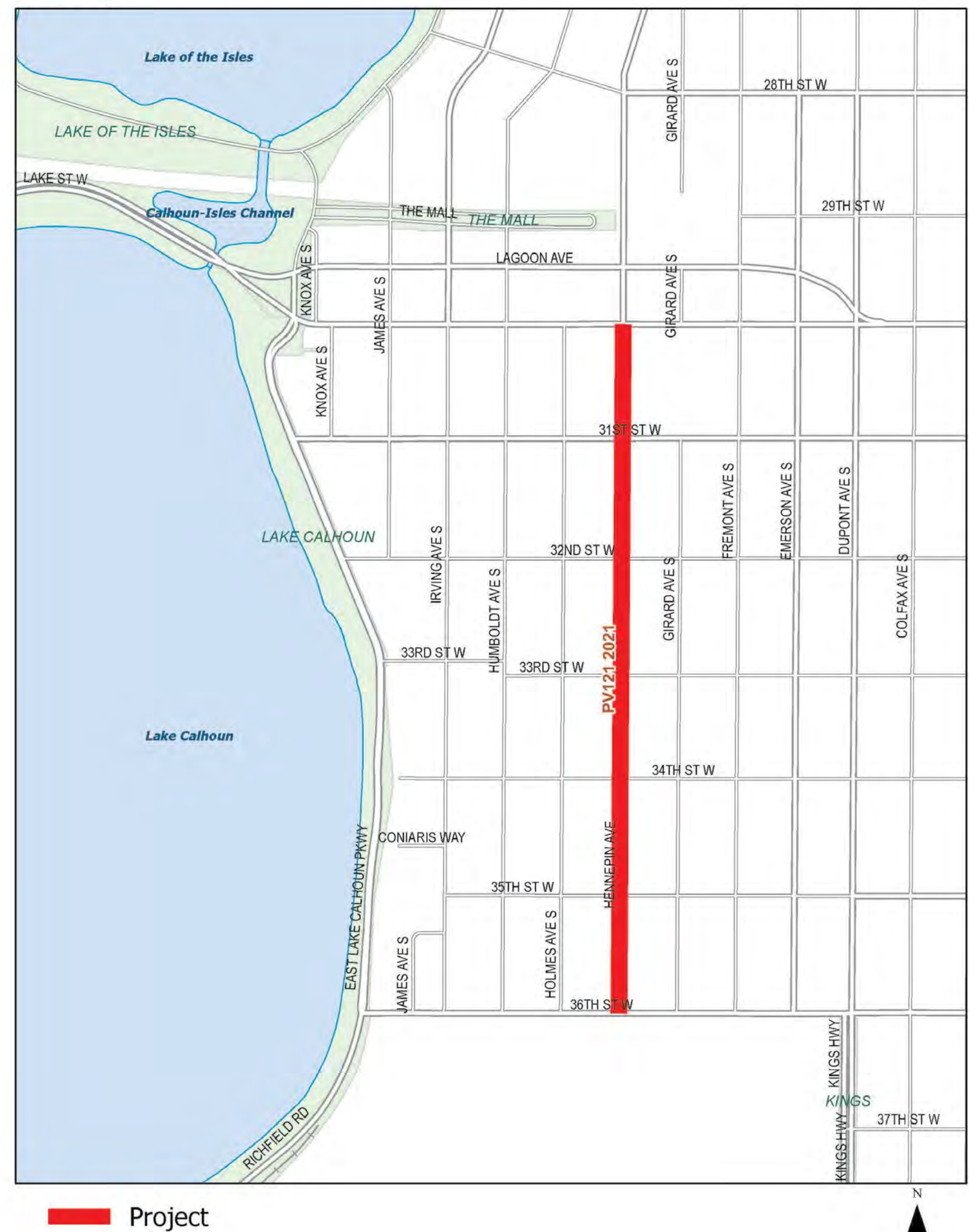
Funding Sources

Net debt bonds, special assessments, and municipal state aid

Schedule

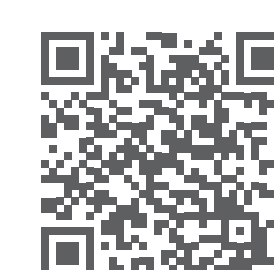


Hennepin Avenue (Lake to 36th) — 2018 (PV121)
Paving



Purpose of this open house

- Inform you about the project scope and schedule
- Seek your feedback on different street design options
- 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.

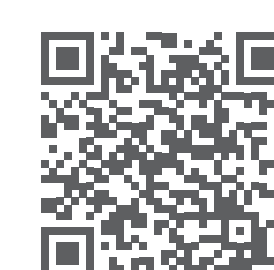
Improvements to Hennepin Avenue have been accelerated due to the 2016 *Neighborhood Park and Street Infrastructure Plans* ordinance, which provides an additional \$20 million annually for improvements to public street infrastructure for the next 20 years.



Other Improvements

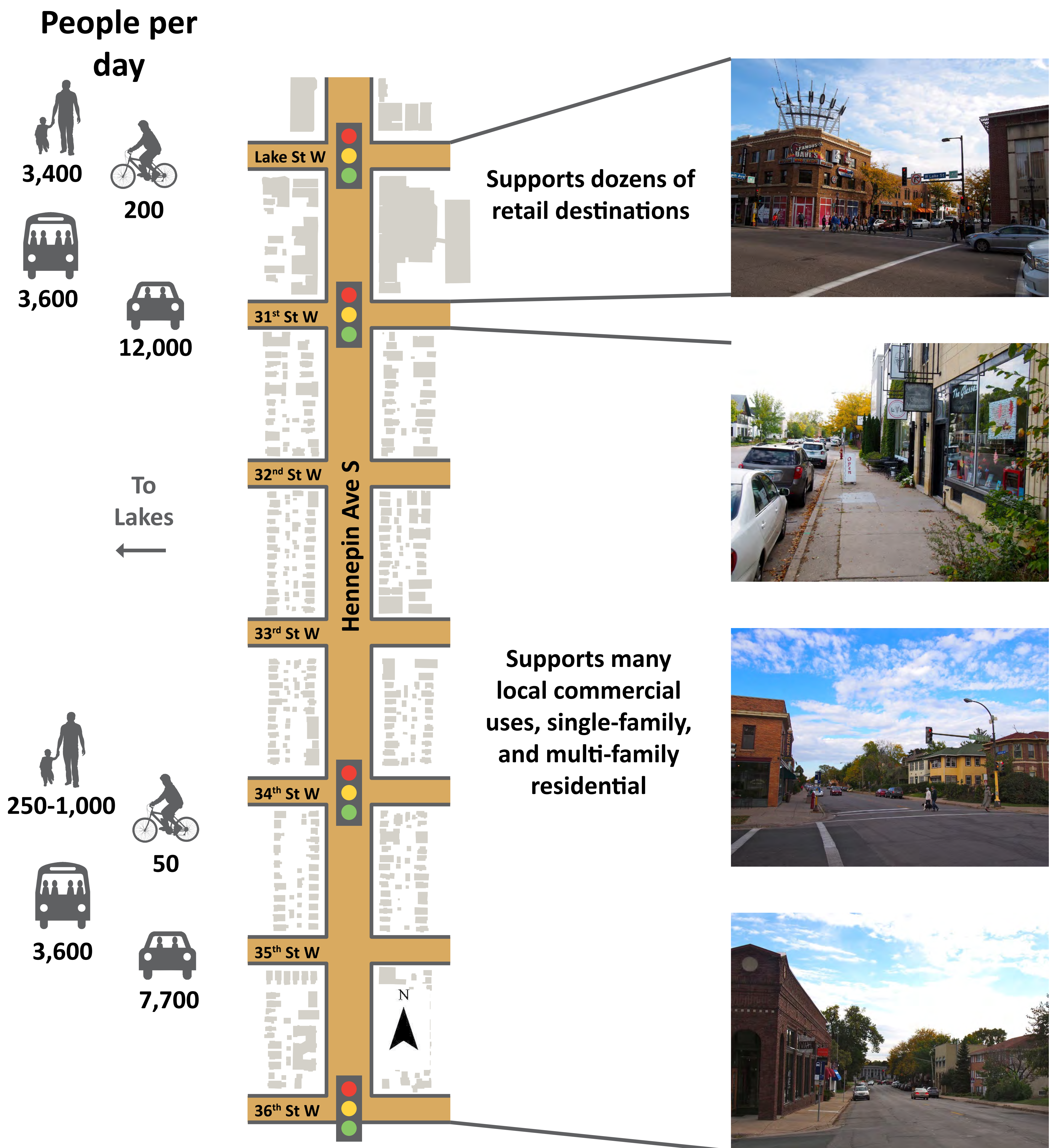
In addition to improving the roadway surface, the project provides an opportunity to make other improvements to the corridor:

- 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



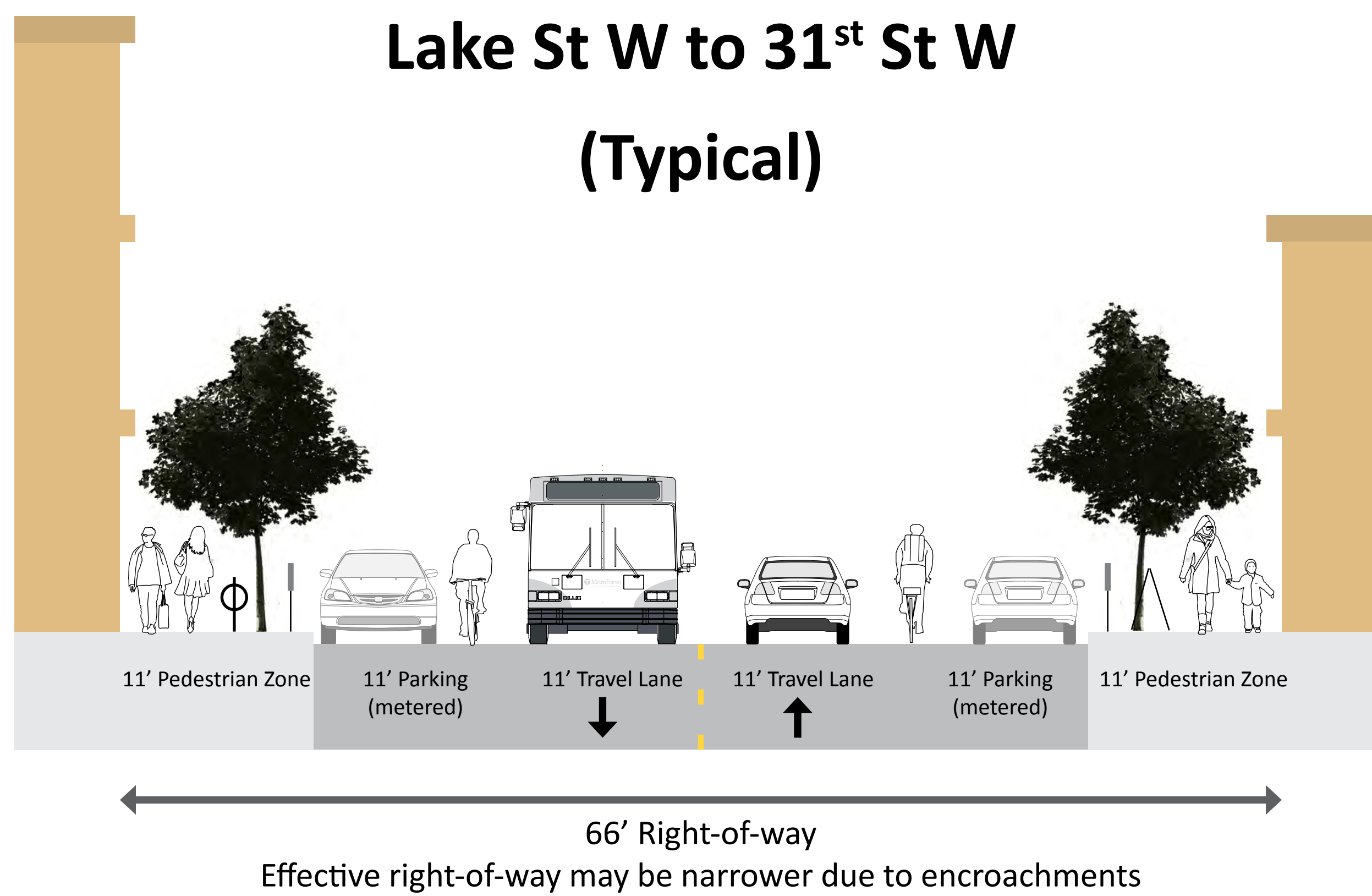
Corridor Context

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.

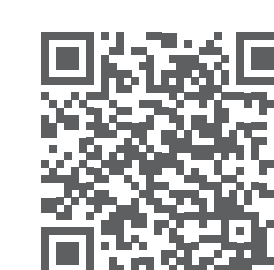
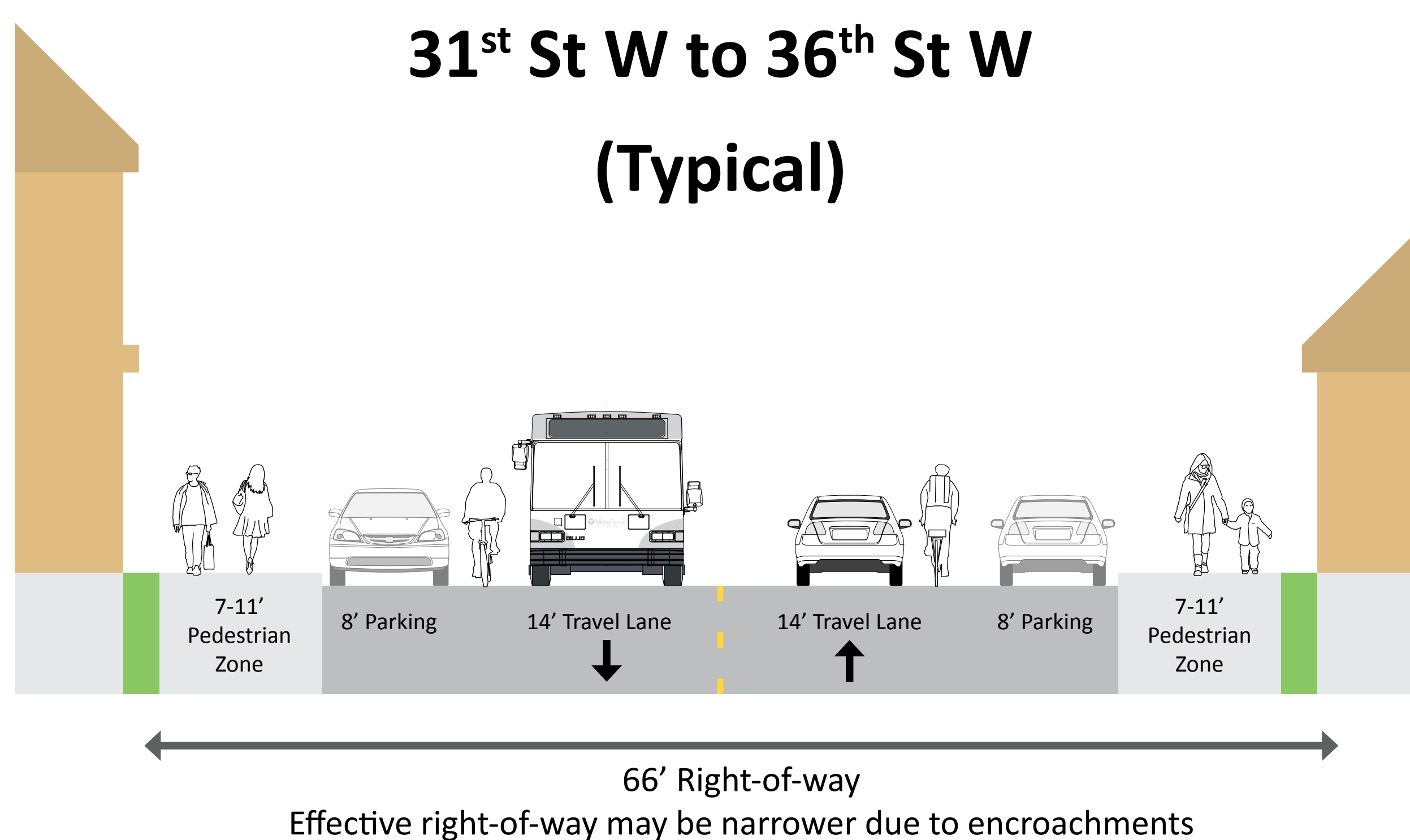


Existing Conditions

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

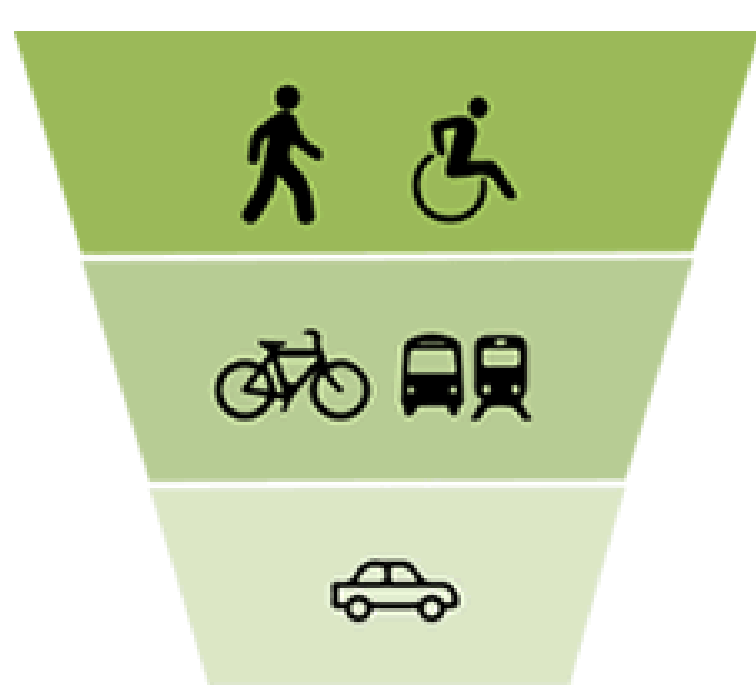
Consider bicycle lanes when street is reconstructed

Planned Transitway

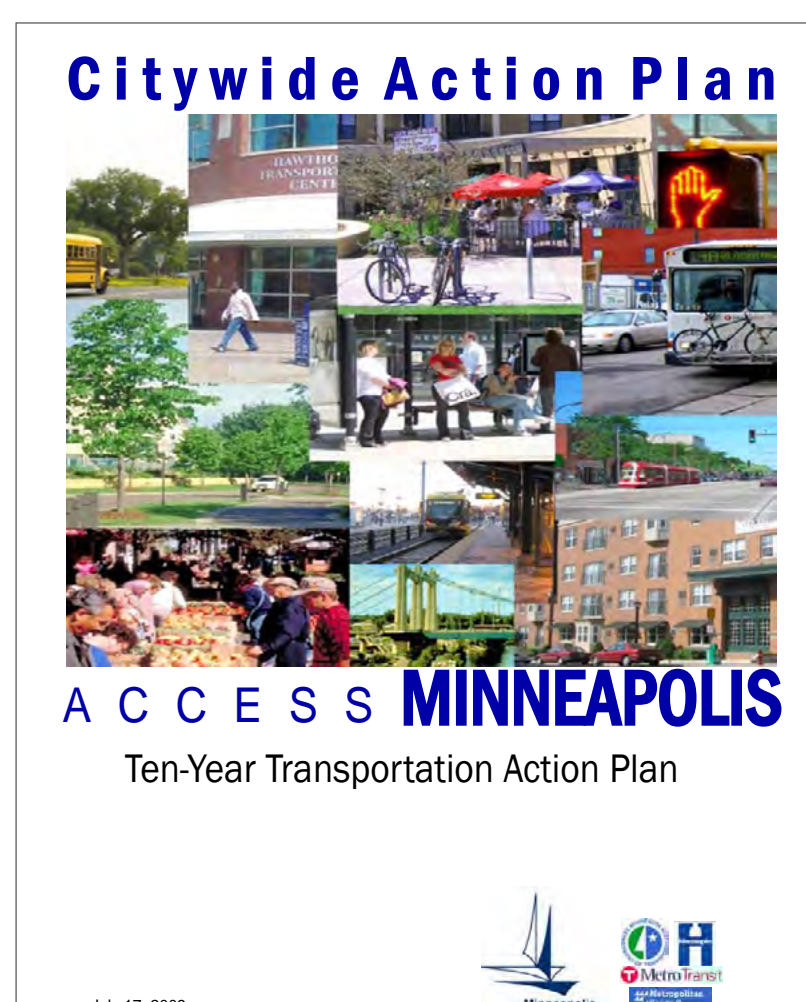
Existing service to be maintained

Roadway Operations

Maintain existing street grid and two-way traffic



Complete Streets Policy (2016)

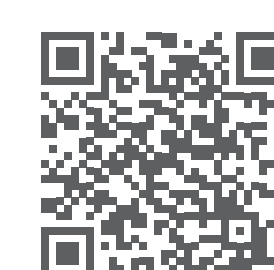
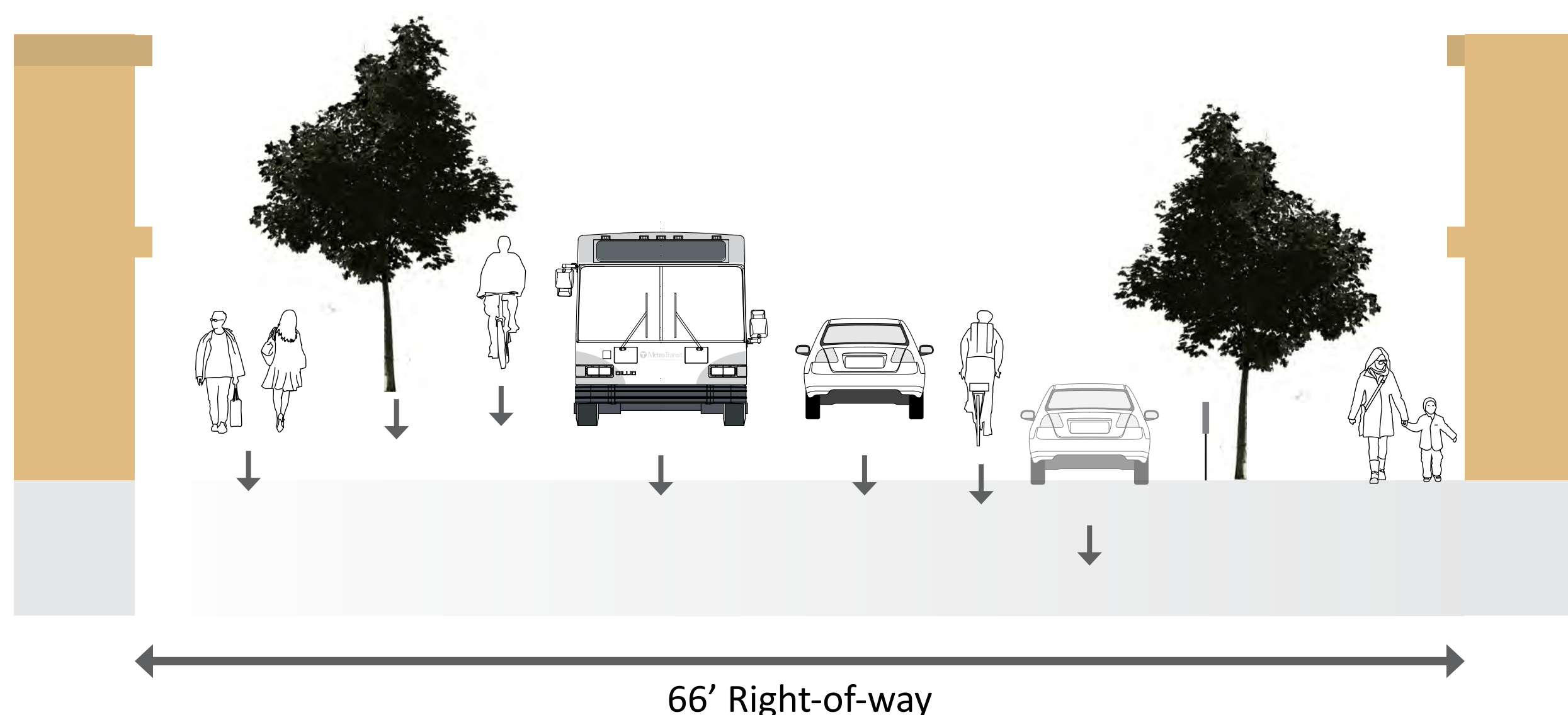


Access Minneapolis (2009)



Working within a Constrained Corridor

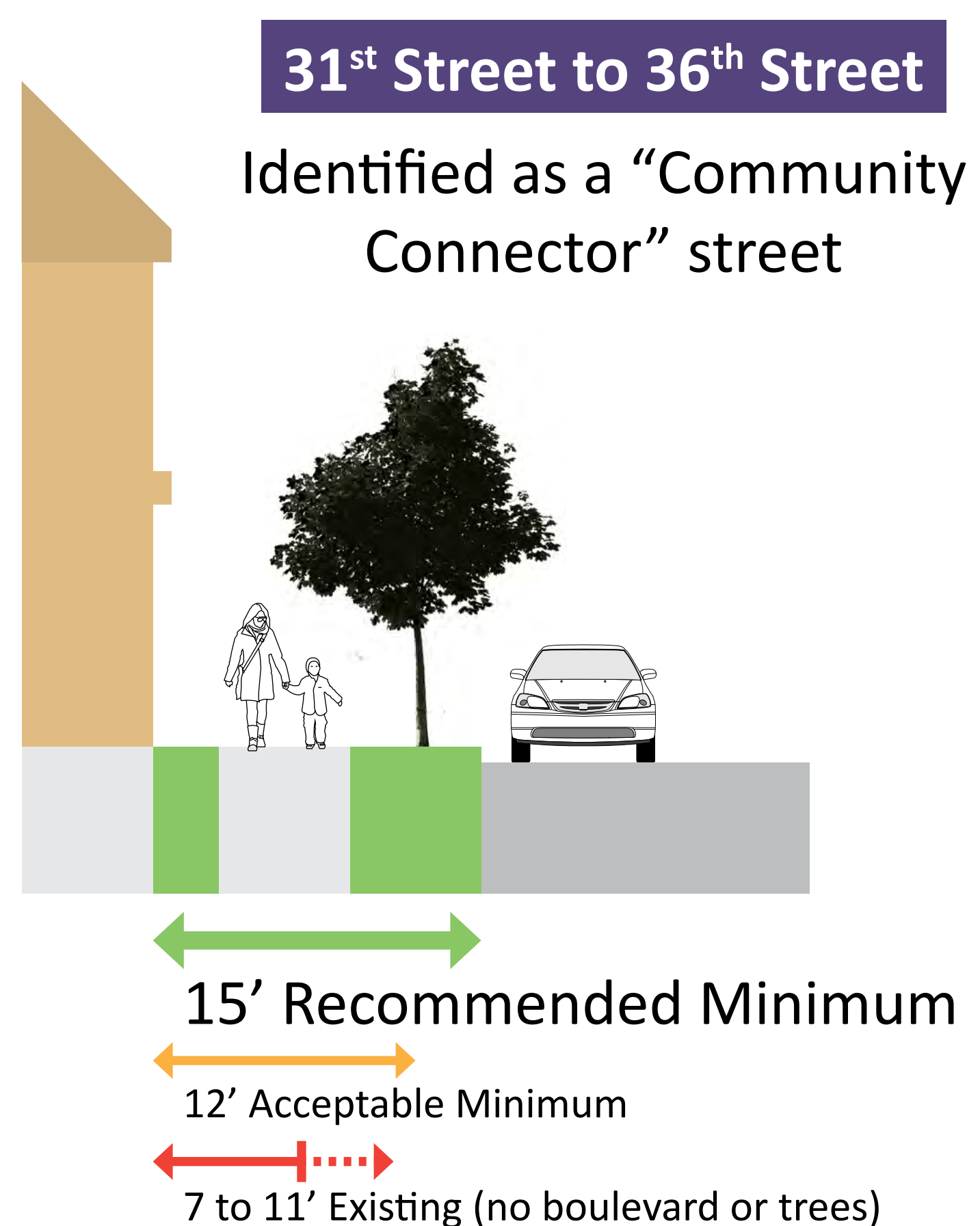
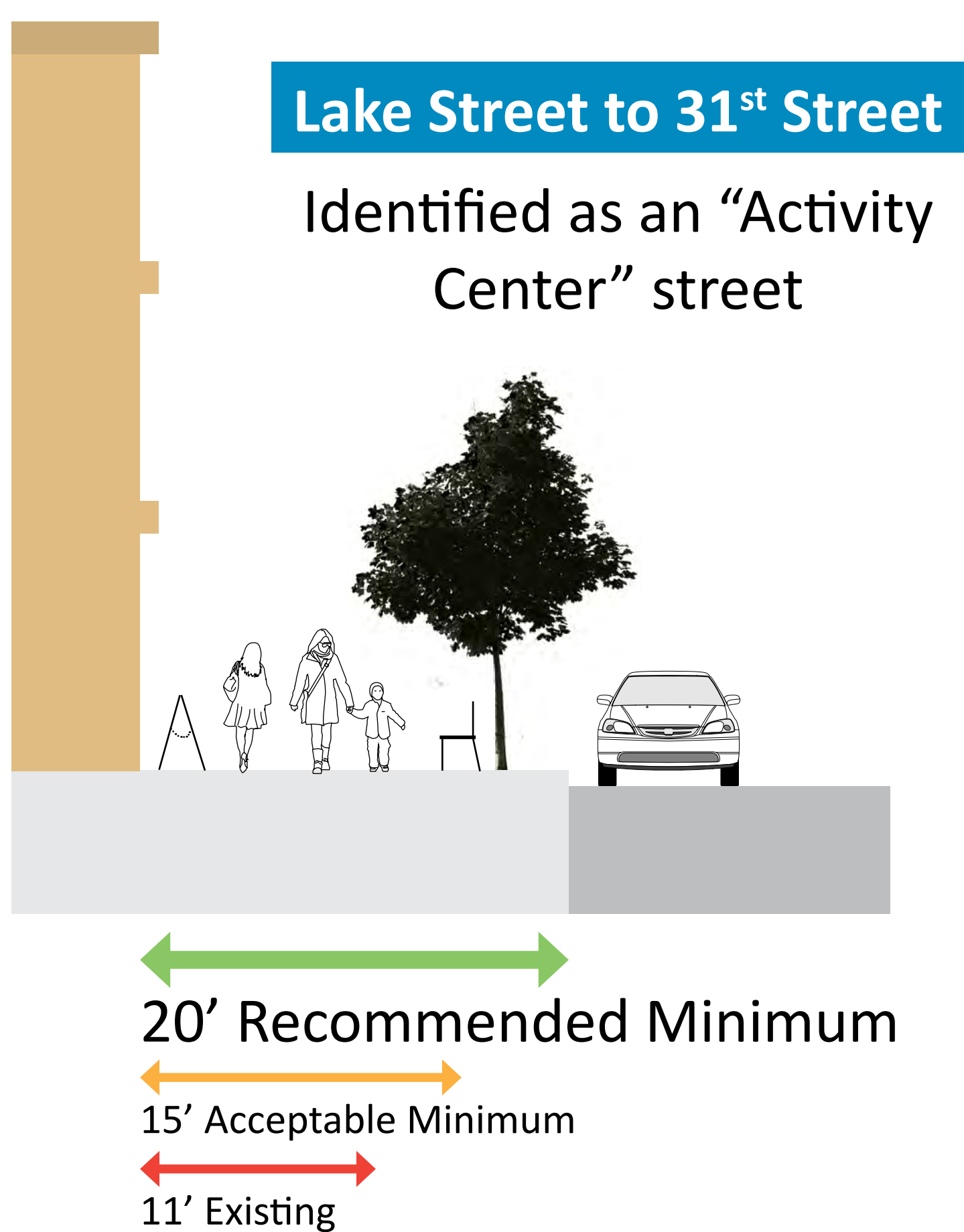
Making improvements for some users along a constrained corridor like Hennepin Avenue may require trade-offs for other users and uses. Public Works uses both planning guidance and community input to inform the design of streets like Hennepin Avenue.



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

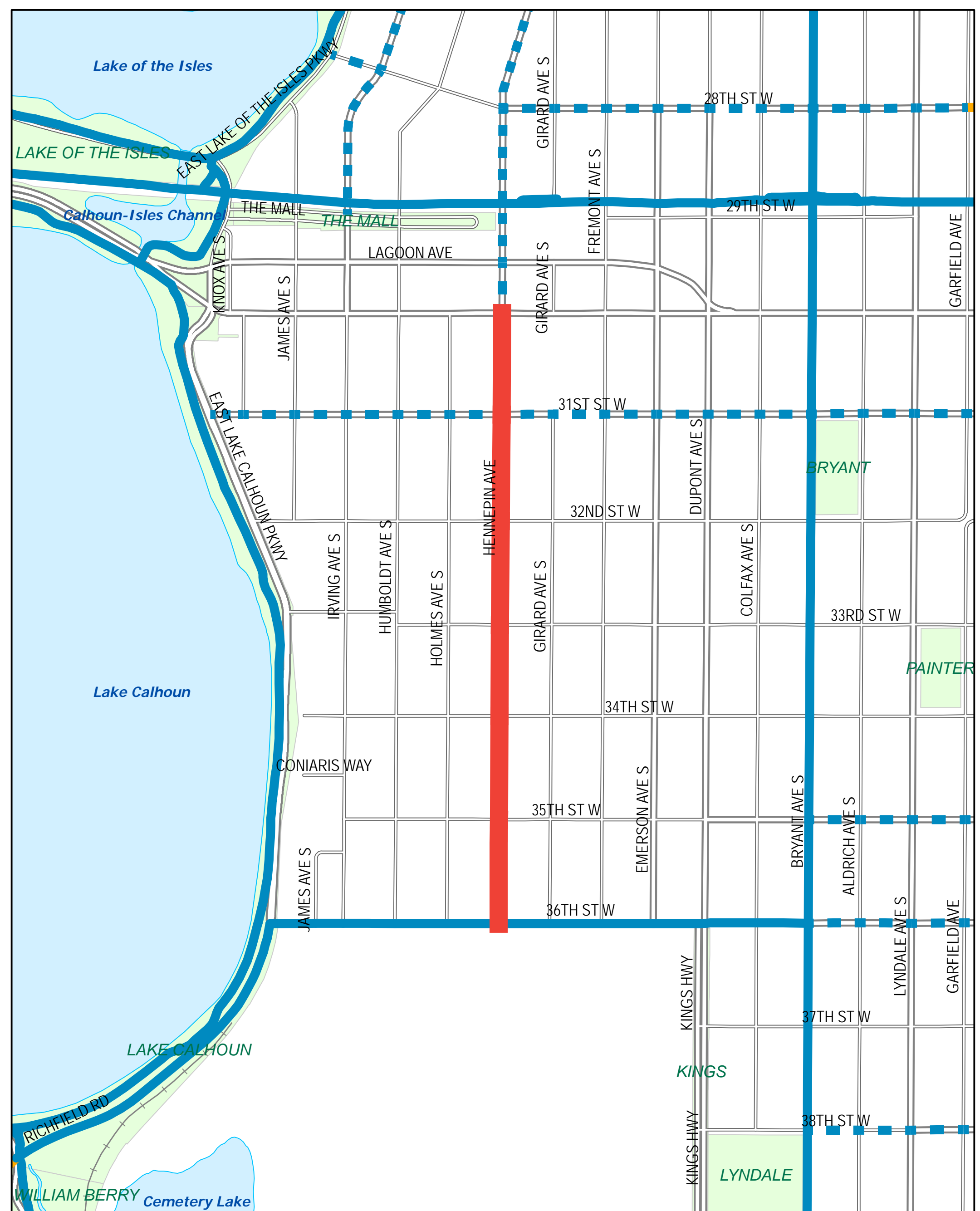
Hennepin Avenue is identified on the Minneapolis Bicycle Master Plan as an on-street bikeway. The plan states that bicycle lanes should be considered when the street is reconstructed. A bikeway on Hennepin Ave would connect to many destinations and other planned bikeways including: 31st Street, 36th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



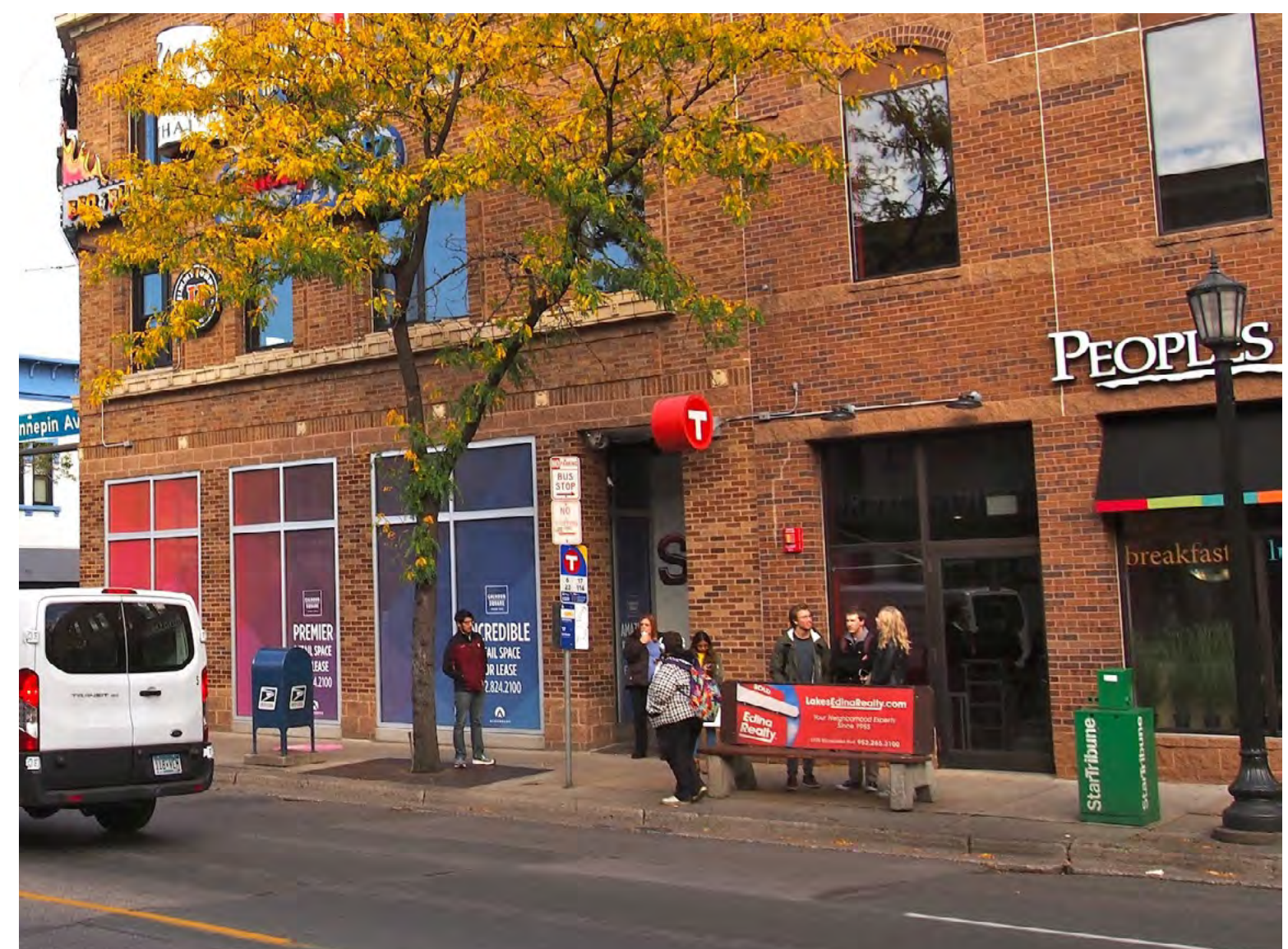
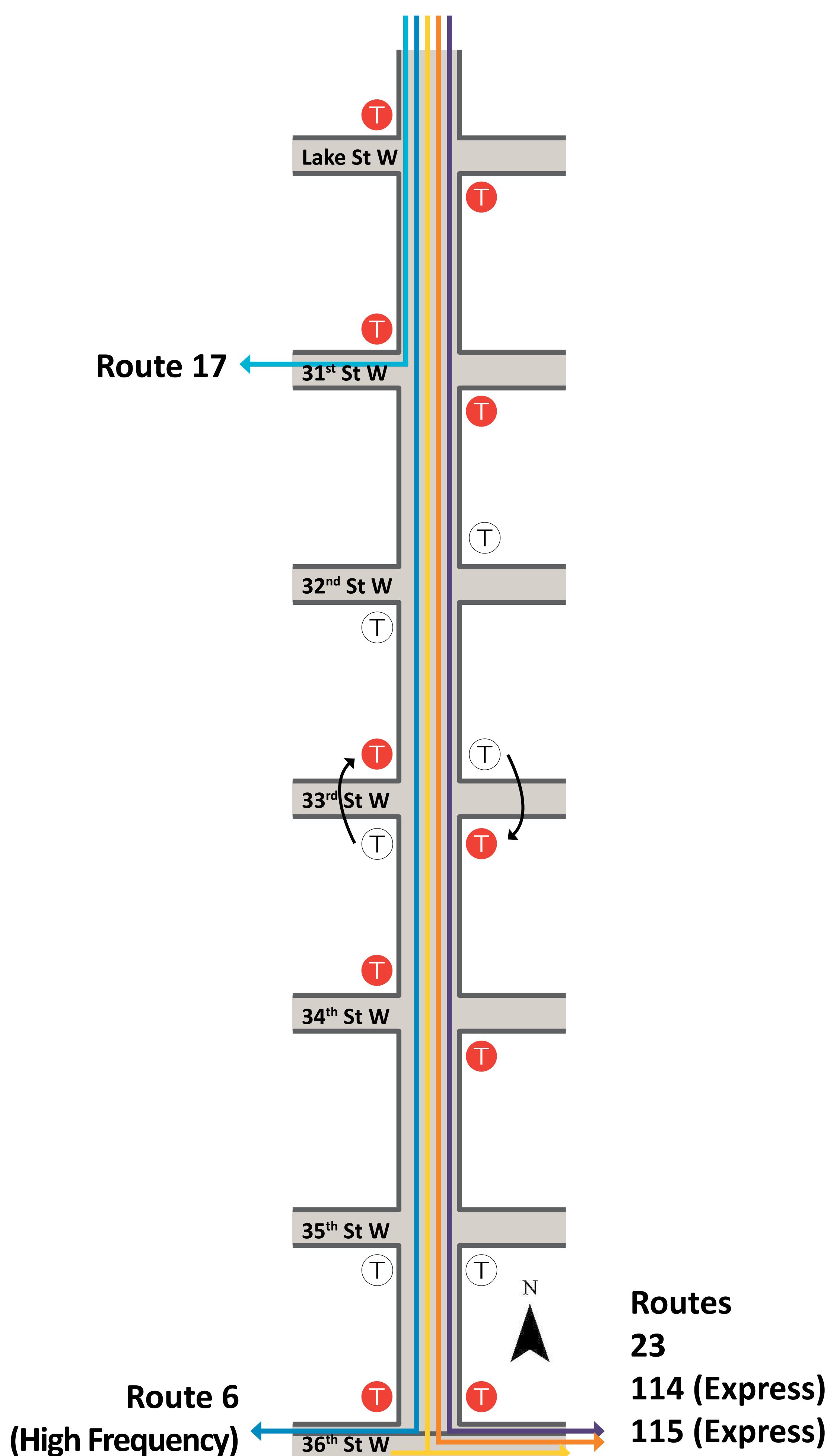
Hennepin Avenue is close to several trails, including the Midtown Greenway and the Chain of Lakes trails.



Transit

Over 3,600 people travel by bus along Hennepin Avenue on an average weekday and 800 of them get on the bus between Lake Street and 36th Street. Metro Transit routes 6, 17, 23, 114, and 115 all use Hennepin Avenue south of Lake Street. At this time, the current service is planned to continue. Public Works has coordinated with Metro Transit on this project to evaluate existing bus stop locations and propose some changes to improve travel time and operations.

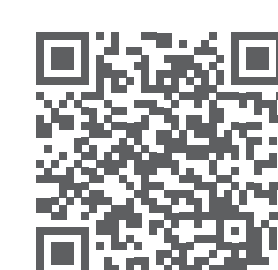
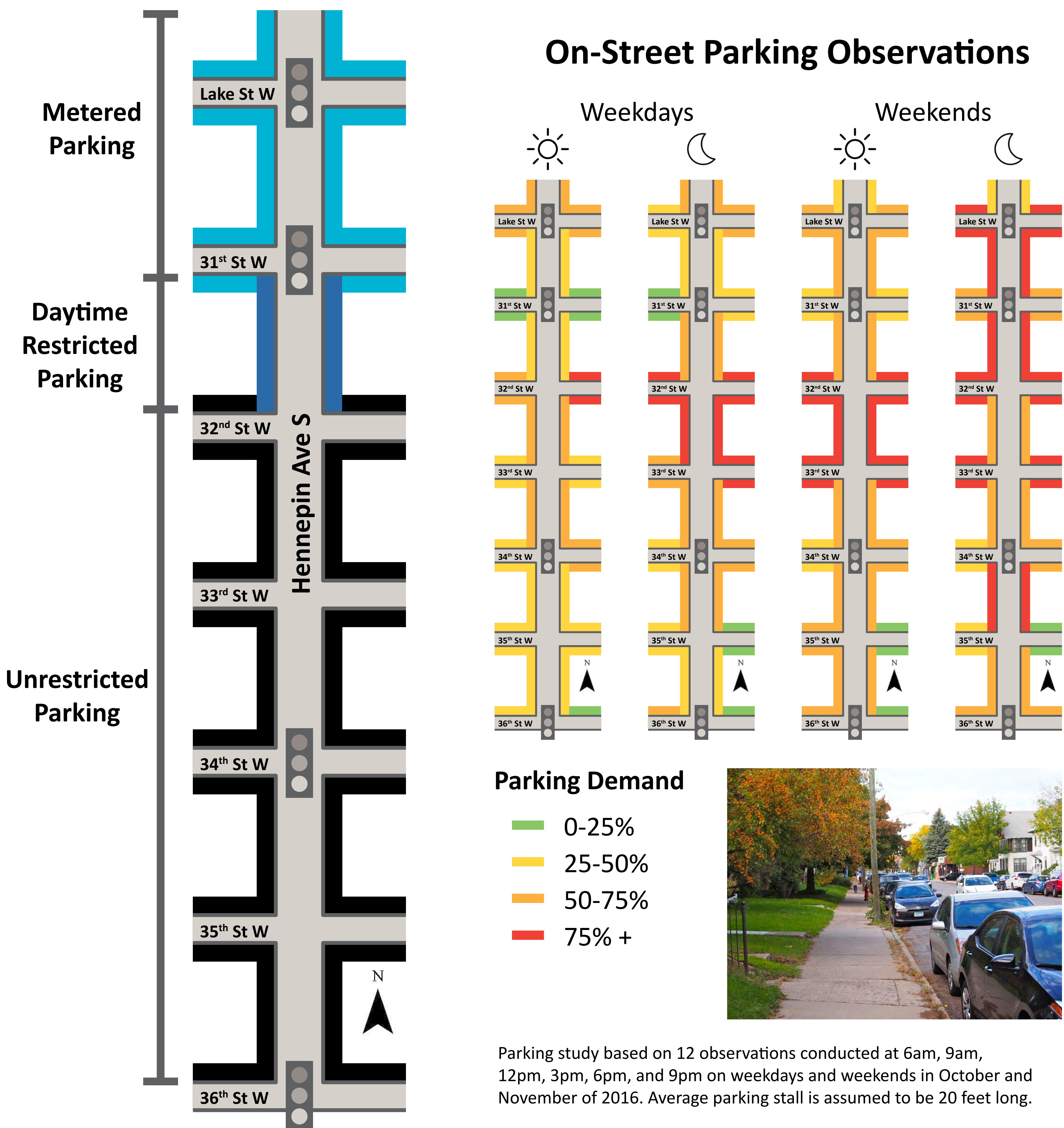
- T Proposed bus stop locations
- T Existing bus stop proposed to be moved or removed



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.



Who We Have Reached

January Open House #1, Corridor Survey, and Other Outreach

Public Works and the CARAG and ECCO neighborhoods hosted an open house in January, 2017 to introduce the Hennepin Avenue project and seek ideas for the corridor. Over 70 people attended the open house and over 400 people took a project survey that provided additional ideas for the street.

Public Works is also engaging with many property owners, residents, and business owners along the corridor, as well as the City's Pedestrian and Bicycle Advisory Committees to collect additional feedback.



Survey Respondent Summary

- $\frac{2}{3}$ live within the 55408 zip code
- $\frac{2}{3}$ are homeowners, $\frac{1}{3}$ are renters
- $\frac{3}{4}$ travel on Hennepin Avenue multiple times per week
- Walking and driving are the most common ways survey respondents travel on Hennepin Avenue, although many also ride the bus and bike.

A more complete summary the survey results and feedback from Open House #1 can be found on the project website.



Ideas for the Corridor

From Open House #1 and the Project Survey

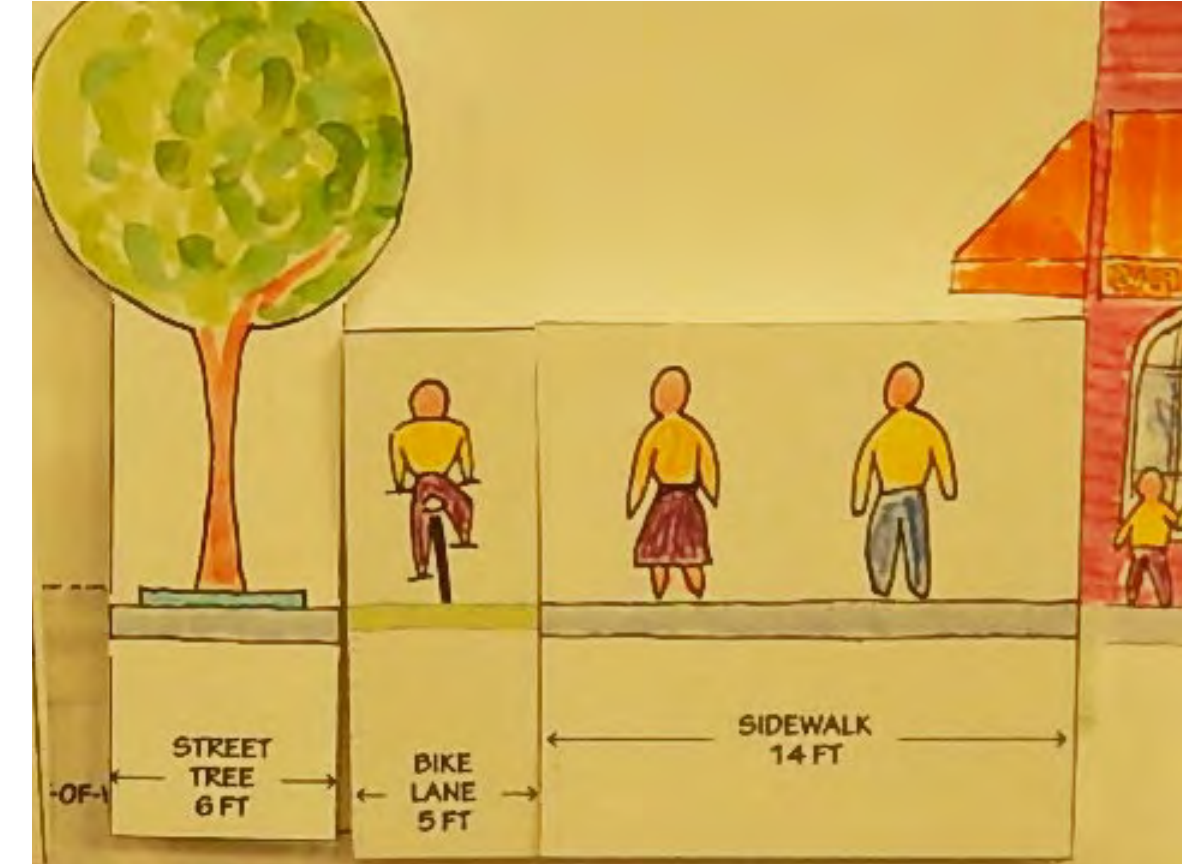
Frequently Mentioned Corridor-Wide Ideas and Improvements



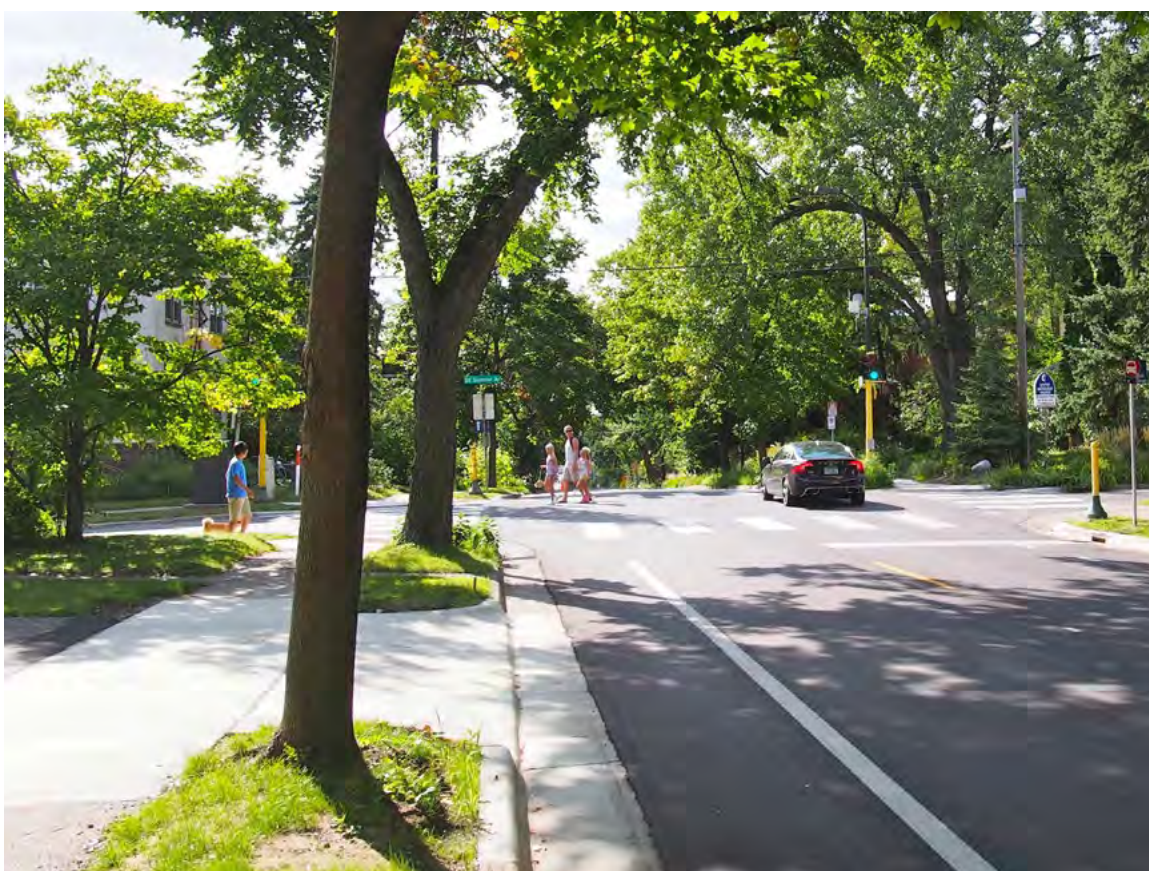
Provide wider sidewalks and separation between people walking and driving



Install visible crosswalks to highlight intersection crossings



Provide dedicated bike lanes (mentioned by 2/3 of survey respondents)



Make the street more pleasant by providing pedestrian-scaled lighting, boulevards, and trees



Install curb extensions to reduce the width of the street at intersections

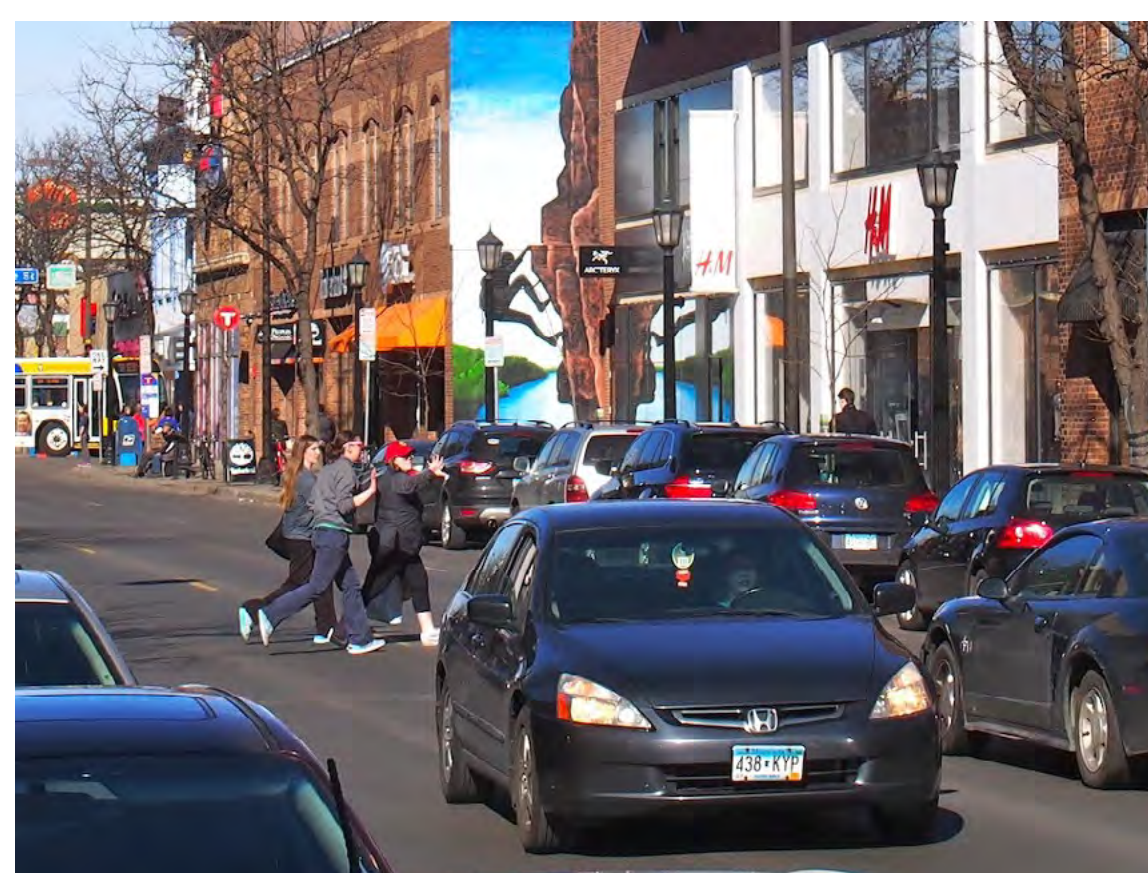


Maintain on-street parking (mentioned by 1/3 of survey respondents)

Many Big Ideas between Lake Street and 31st Street



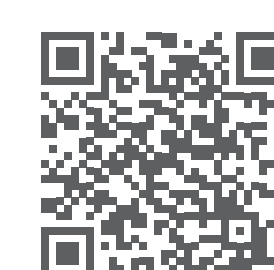
Consider wider sidewalks to better accommodate the large number of people walking and spending time along Hennepin Avenue.



A lot of people cross mid-block between the east and west side of Hennepin Avenue – consider providing a mid-block crossing.



This is one of the most active commercial blocks in all of Minneapolis with many large events – consider a plaza or “shared street” design.

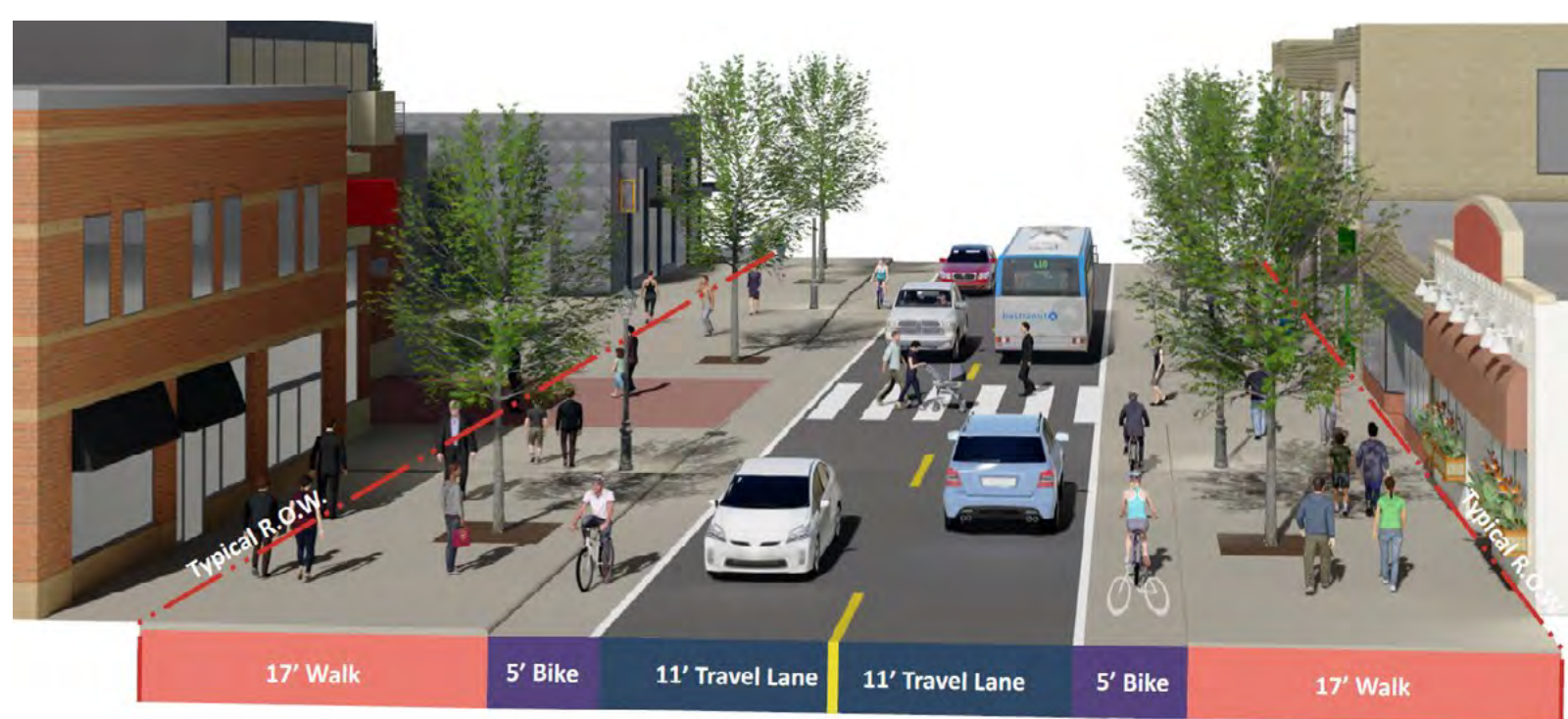


Lake Street to 31st Street

This segment of Hennepin Avenue between Lake Street and 31st Street is defined as an **Activity Street**. Multiple options were developed for this segment based on City policies and planning guidance as well as initial feedback and ideas from the community. Below are typical views of the concepts – **all concepts include a raised (sidewalk-level) mid-block crossing.**

Concept Components

Concept 1A Mid-block - Looking south



		Acceptable sidewalk width on <u>both sides</u> of street for most of block with space for trees
		Dedicated space for bicycle traffic
		Existing service maintained, opportunities for improved shelter and waiting area at 31 st Street
		Existing operations maintained, improved separation of modes
P		No on-street parking maintained on either side of street

Concept 1B Mid-block - Looking south



		Recommended sidewalk width for most of <u>west</u> side with space for trees, some substandard width on <u>east</u> side except at building setbacks
		No dedicated bikeway. Raised mid-block area can encourage a calmer street for all modes.
		Existing service maintained, opportunities for improved shelter and waiting area at 31 st Street
		Existing operations maintained, although travel lane would be shared with bicycle traffic
P		Parking maintained on <u>east</u> side of street – approximately 45% of existing on-street parking

Concept 1C Mid-block - Looking south



		Recommended sidewalk width for most of <u>east</u> side with space for trees, substandard width on <u>west</u> side
		No dedicated bikeway. Raised mid-block area can encourage a calmer street for all modes.
		Existing service maintained, although no space for improved shelter and waiting area at 31 st Street
		Existing operations maintained, although travel lane would be shared with bicycle traffic
P		Parking maintained on <u>west</u> side of street – approximately 40% of existing on-street parking

Concept 1D Mid-block - Looking south



		Acceptable sidewalk width on <u>both sides</u> of street for most of block, although some substandard segments on <u>east</u> side except at building setbacks
		No dedicated bikeway. Raised mid-block area can encourage a calmer street for all modes.
		Existing service maintained, opportunities for improved shelter and waiting area at 31 st Street
		Existing operations maintained, although travel lane would be shared with bicycle traffic
P		Some parking maintained on <u>both sides</u> of street – approximately 30% of existing on-street parking

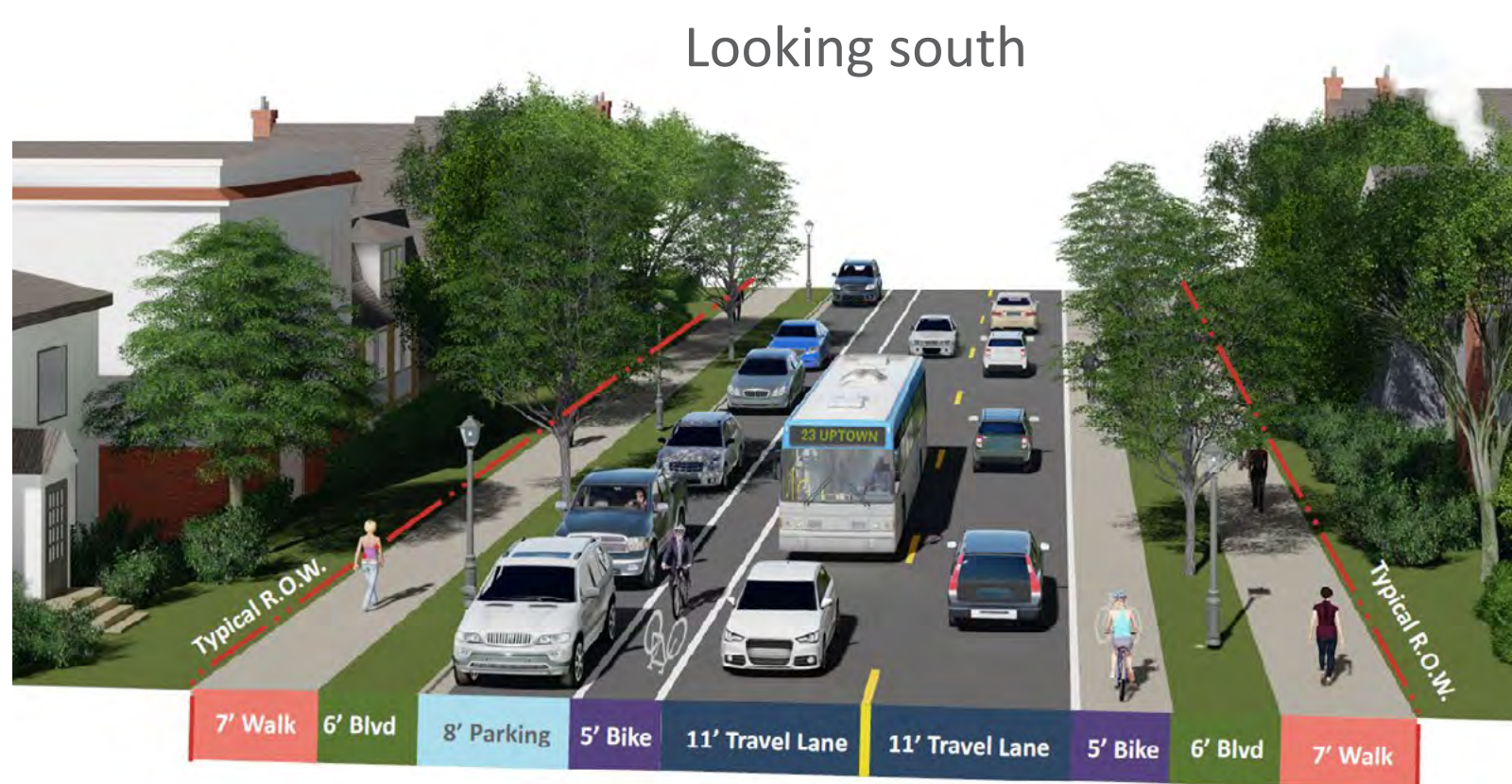
Please share your ideas for improving this block of Hennepin Avenue by providing comments on the different concept maps or feedback form.



31st Street to 36th Street

The segment of Hennepin Avenue between 31st Street and 36th Street is defined as a **Commercial or Mixed-Use Street**. Multiple options were developed for this segment based on City policies and planning guidance as well as initial feedback and ideas from the community. Below are typical views of the concepts.

Concept 2A



Block-by-block dimensions may vary due to effective right-of-way

Concept Components

		Acceptable sidewalk width with space for trees and boulevards
		Dedicated space for bicycle traffic
		Existing service maintained, adequate space for improved bus shelters in the northbound direction where boardings are highest
		Existing operations maintained, improved separation of modes
P		Parking maintained on <u>east</u> side of street – approximately 60% of existing on-street parking

Concept 2B



Block-by-block dimensions may vary due to effective right-of-way

		Acceptable sidewalk width with space for trees and boulevards
		Dedicated space for bicycle traffic
		Existing service maintained, although no space for improved bus shelters in the northbound direction where boardings are highest
		Existing operations maintained, improved separation of modes
P		Parking maintained on <u>west</u> side of street – approximately 50% of existing on-street parking

Concept 2C



Block-by-block dimensions may vary due to effective right-of-way

		Acceptable sidewalk width. Generally space for trees and boulevards, although bike path design may limit opportunities.
		Bicycle path physically separated from other traffic, but limited space may require bicyclists to merge into the roadway at bus stops
		Existing service maintained, but no space for improved transit shelters and waiting areas due to constrained bicycle path/sidewalk area
		Existing operations maintained, improved separation of modes
P		No on-street parking maintained on either side of street

Please share your ideas for improving this stretch of Hennepin Avenue by providing comments on the different concept maps or feedback form.



Other Items

Construction

Construction is planned for the 2018 construction season (April-November). Public Works has received a number of questions about the following items:

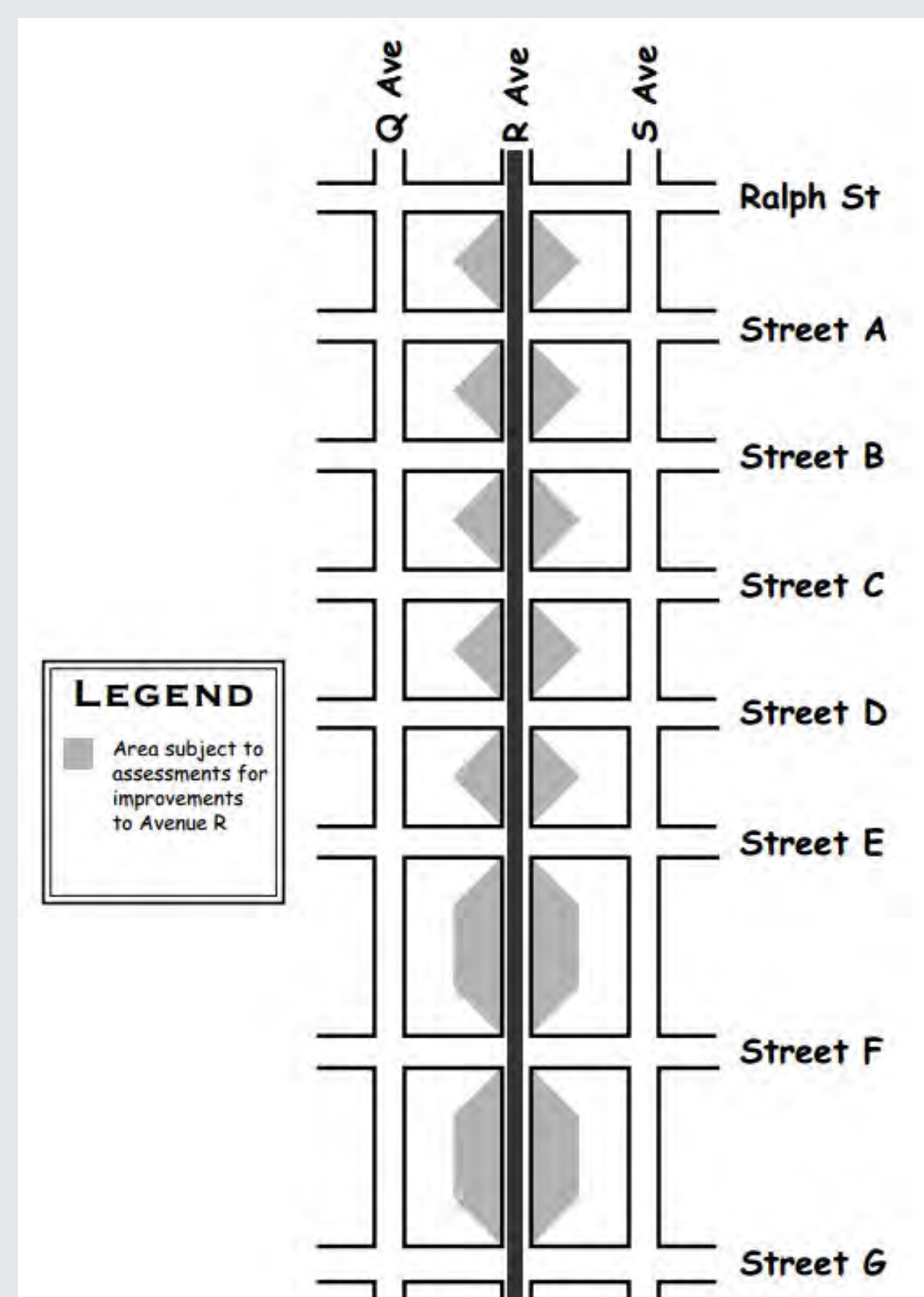
- Detailed schedule and staging
- Pedestrian access and wayfinding
- Access to residences and businesses
- Transit and vehicle detours, and consideration for increased traffic on nearby streets

Public Works acknowledges that this information is important to many along the corridor. The project is still in the preliminary design phase, and Public Works will be better equipped to discuss construction-related items in late 2017 or early 2018.



Special Assessments

Consistent with City policy, a portion of the project will be funded by special assessments to property owners within the project influence area. Public Works will have project assessment information about individual parcels in early 2018. General assessment information is available on the project webpage. If you have specific questions at this time, project staff can connect you with the Public Works assessor's office.



Example of a special assessment influence area along a project corridor



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. Please provide feedback on the corridor concepts to project staff by **March 27, 2017** - see contact details below.
2. Based on community feedback and further technical review, Public Works will select a preferred concept and provide a recommendation to City Council this spring.
3. Detailed design and engineering will take place in the second half of 2017. Continued engagement with property owners and residents will occur as needed during that time.

Project Webpage

www.minneapolismn.gov/cip/hennepin-uptown

- Contact project staff
- View project materials
- Sign up for email updates

Project Contacts

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