

CITY OF MINNEAPOLIS

# Hennepin Avenue Reconstruction Project (Lake Street to 36<sup>th</sup> Street)

Public Meeting #3

Presentation will begin  
shortly after 6pm



# Tonight's Agenda

- Project overview and schedule
- Existing conditions
- Planning guidance
- Community feedback
- Recommended layout
- Items for future discussion
- Next steps

Presentation will be posted on project webpage:  
[www.minneapolismn.gov/cip/hennepin-uptown](http://www.minneapolismn.gov/cip/hennepin-uptown)

# Project Overview

- Reconstruction of Hennepin Avenue between Lake Street and 36<sup>th</sup> Street
- Includes full removal and replacement of roadway and sidewalk
- Construction programmed for 2018

Hennepin Ave (Lake - 36th) Reconstruction



Project Location



# Project Schedule

Date	Task
Winter-Spring 2017	Preliminary planning and design, including 3 community meetings
June 2017	Seek City Council approval for street layout
Summer-Fall 2017	Detailed design and engineering
Winter 2018	Construction planning Assessment notices
Summer-Fall 2018	Construction – phasing to be determined



**Stay connected:**

[www.minneapolismn.gov/cip/hennepin-uptown](http://www.minneapolismn.gov/cip/hennepin-uptown)

→ Sign up for project email updates

# Project Purpose

- Upgrade street infrastructure that is 30 to 60 years old
- Better design for current and future users consistent with City policy planning guidance
- Make other improvements:
  - Accessible sidewalks and intersections
  - Install durable crosswalk markings
  - Install pedestrian lighting (replaces wood poles)
  - Replace aging traffic signals
  - Install trees, where feasible







# Corridor Context



# Existing Users

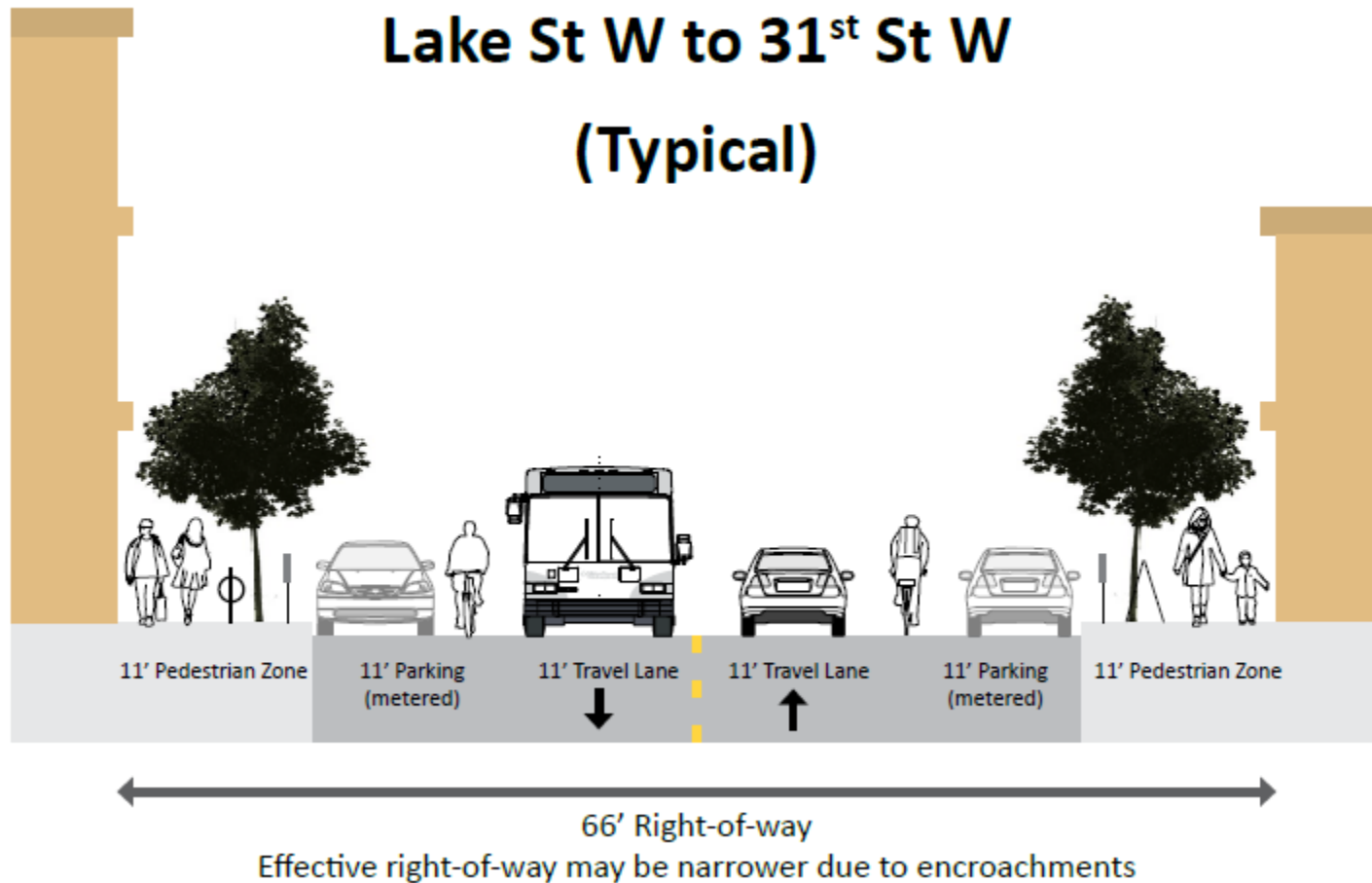
## Average Weekday Traffic

- 250 to 3,400 people walking 
- 50 to 200 people bicycling 
- 5 bus routes carrying 3,600 people 
- 6,700 to 10,600 people driving 

**Traffic is highest for all users between Lake Street and 31<sup>st</sup> Street**



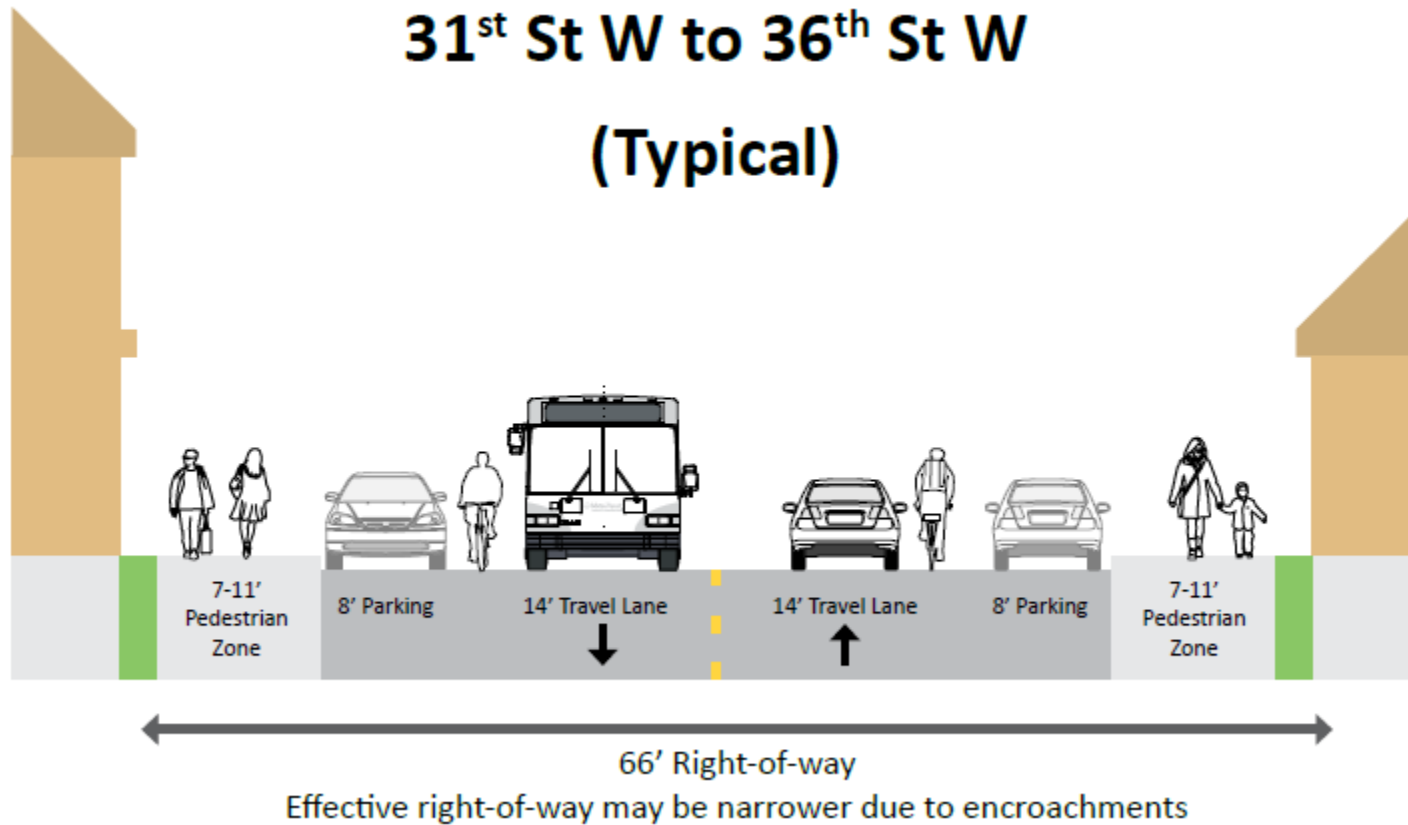
# Existing Conditions





# Existing Conditions

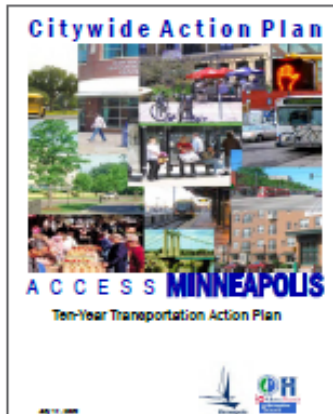
## 31<sup>st</sup> St W to 36<sup>th</sup> St W (Typical)



# Planning Guidance



Complete Streets Policy (2016)



Access Minneapolis (2009)



## Guidance for Hennepin Avenue

### **Pedestrian Priority Corridor**

20' wide sidewalks (Lake-31<sup>st</sup>)

15' wide sidewalks (31<sup>st</sup> to 36<sup>th</sup>)



### **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



# Walking

Existing sidewalk width does not meet City guidelines

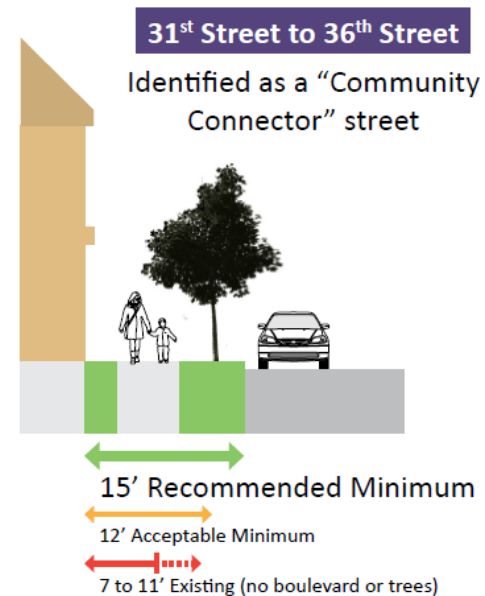
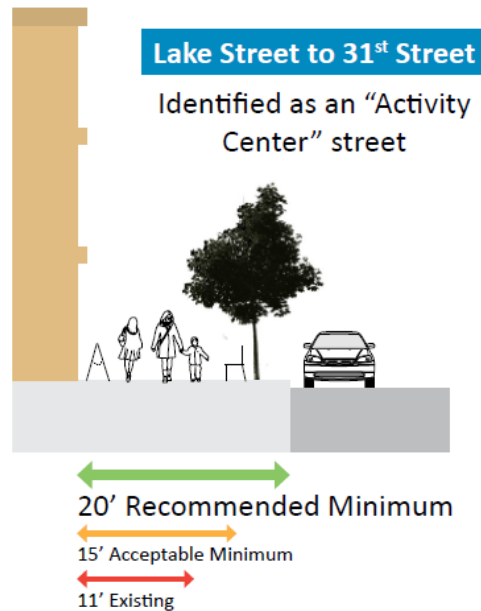


At 31<sup>st</sup> Street



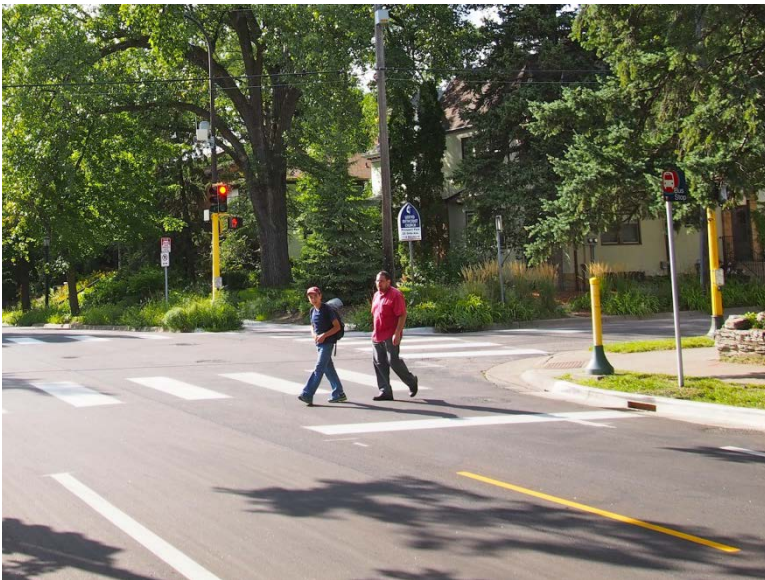
At 33<sup>rd</sup> Street

City Sidewalk Guidelines



# Walking

## Crossing Intersections



**Project to include:** Well-defined signalized intersections with high visibility durable crosswalk markings



**&** Curb extensions to reduce crossing distance and increase visibility of people walking

# Bicycling

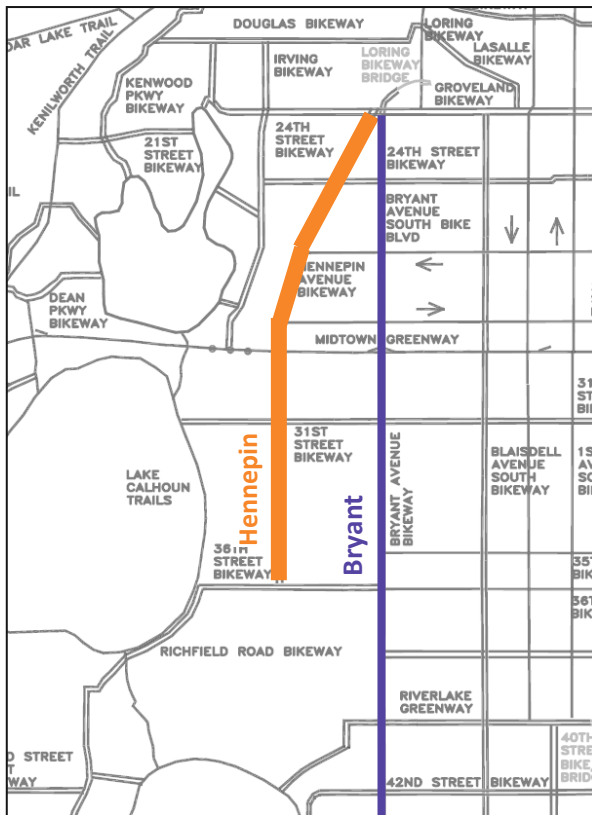
- Hennepin Avenue is identified on the *Minneapolis Bicycle Master Plan* as an on-street bikeway
- Due to higher volumes of car traffic and buses, dedicated bike lanes are recommended design
- A bikeway on Hennepin Ave would connect to many destinations and other planned bikeways including: 31<sup>st</sup> Street, 36<sup>th</sup> Street, and Hennepin Avenue north of Lake Street



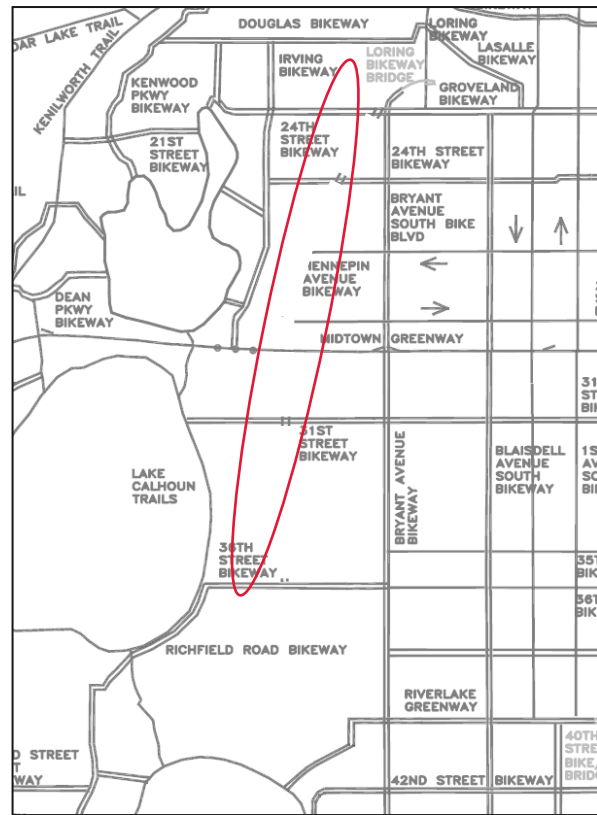
# Bicycling

Both Hennepin Avenue and Bryant Avenue are planned north-south bikeway routes.

While close, the two streets serve different types of trips and provide access to different destinations within a high density area of the city.



Not considering a bikeway on Hennepin Avenue limits access to an important commercial area where there is already bicycle demand.



# Transit

- Five Metro Transit bus routes serve this segment of Hennepin Avenue carrying 3,600 people each day
- Over 800 people board a bus each day between Lake Street and 36<sup>th</sup> Street
- The City is coordinating with Metro Transit on this project:
  - 14 stops are proposed to be consolidated to 10 stops – allows for more efficient service and re-establishes some parking
  - Space is being identified for improved customer facilities, such as bus shelters

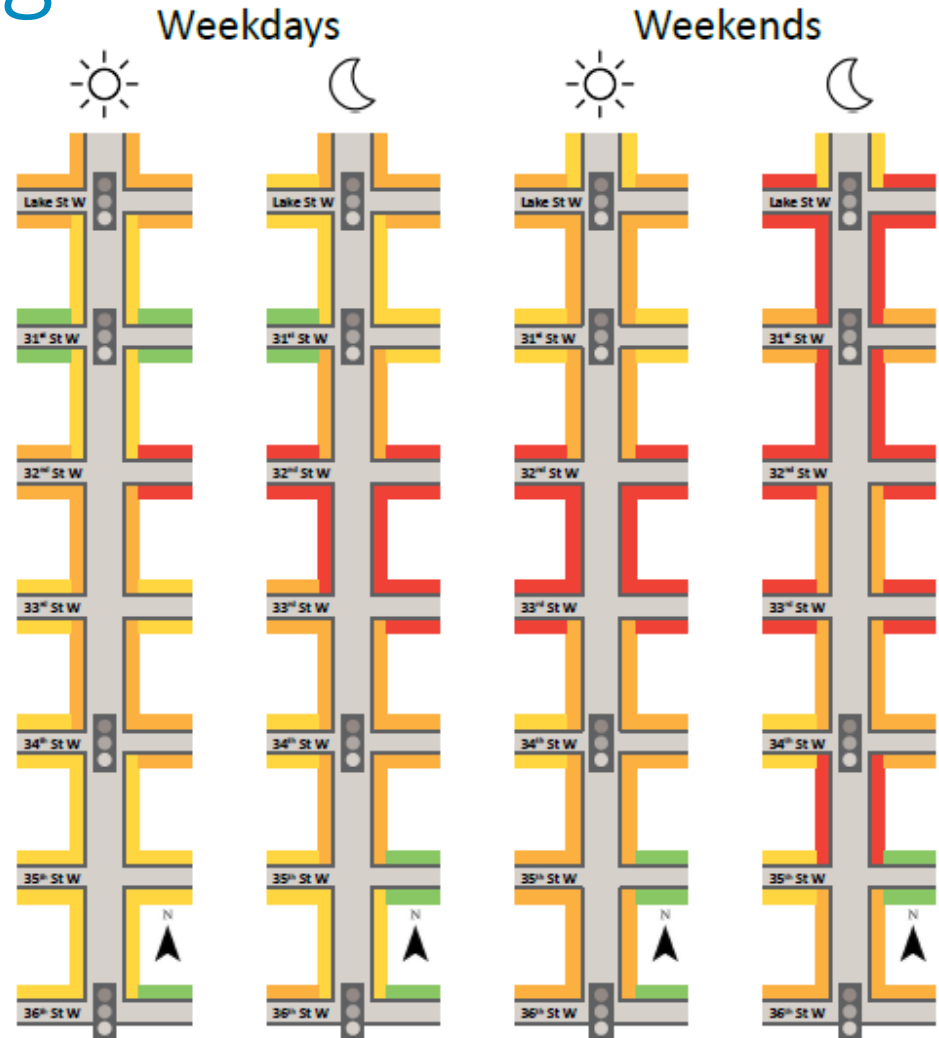


# On-Street Parking

- Average parking demand ranges from 50 to 75%, but varies by block and time of day
- Side street and off-street parking options exist along the corridor for many commercial and residential uses

## Parking Demand

- 0-25%
- 25-50%
- 50-75%
- 75% +



Parking study based on 12 observations conducted at 6am, 9am, 12pm, 3pm, 6pm, and 9pm on weekdays and weekends in October and November of 2016. Average parking stall is assumed to be 20 feet long.



# Community Feedback

## Meetings and Communications

- Open House #1 – Hosted with ECCO and CARAG, introduced project and sought feedback on corridor
  - Online survey to collect additional feedback – over 400 responses received, primarily from area residents
- Open House #2 – Shared concept options and sought feedback
- Feedback from the ECCO and CARAG neighborhoods
- Uptown Special Service District
- Pedestrian and Bicycle advisory committees
- Individual property owners and business owners
- Many comments that were shared at open houses and communications with project staff



# Community Feedback

## Common Themes

- Desire for improved **walking experience**, including grass boulevards, trees, lighting and intersection design
- Desire for street design between **Lake Street and 31<sup>st</sup> Street** that better accommodates high numbers of people walking along and across Hennepin Avenue
- Hennepin Avenue is currently stressful to bike on – desire for **dedicated bike lanes** to improve safety and comfort
- Concern for reduction in **on-street parking**, strong preference for concepts that maintain the most on-street parking, especially south of 31<sup>st</sup> Street
- Questions about access and communication during **construction** – item for future discussion



# 31<sup>st</sup> Street to 36<sup>th</sup> Street: Options Considered

**2A:** Wider sidewalk, boulevard, bike lanes, parking on east side



**2B:** Wider sidewalk, boulevard, bike lanes, parking on west side



**2C:** Wider sidewalk, boulevard, protected bike lanes, no on-street parking maintained



# 31<sup>st</sup> Street to 36<sup>th</sup> Street: Recommended Layout

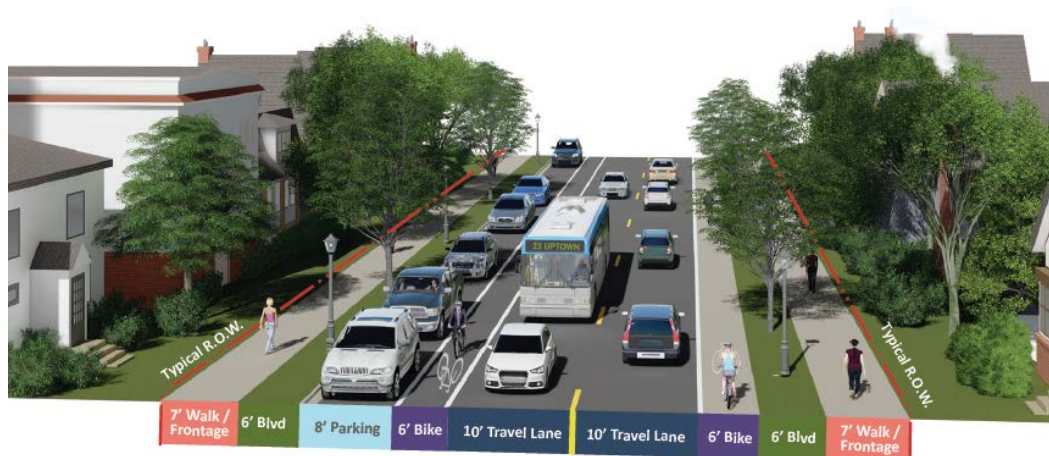
**2A:** Wider sidewalk, boulevard, bike lanes, parking on east side



# 31<sup>st</sup> Street to 36<sup>th</sup> Street: Recommended Layout

## Benefits

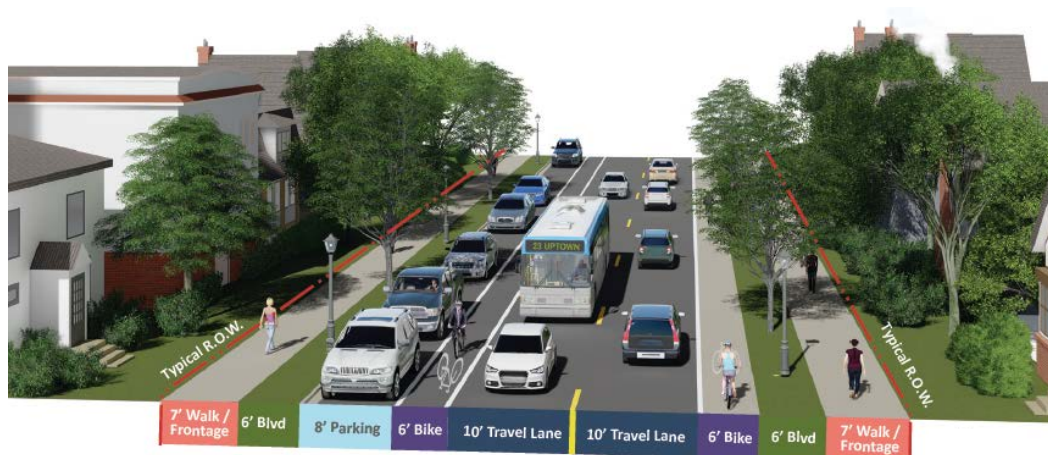
- Widens typical sidewalk space from 7 feet to 13 feet
- Provides space for grass boulevard, trees, and pedestrian lighting
- Curb extensions provided at intersections
- Establishes dedicated bike lanes in both directions
- Maintains parking on east side of street



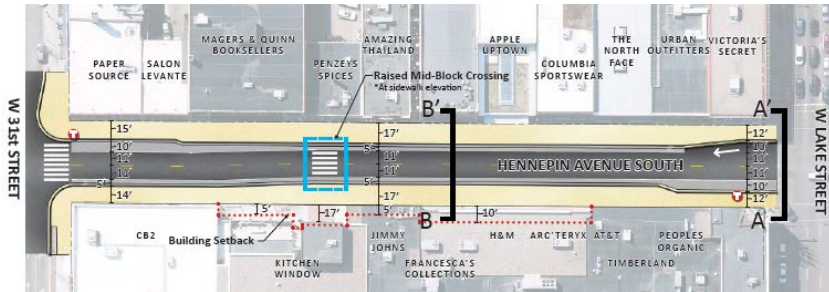
# 31<sup>st</sup> Street to 36<sup>th</sup> Street: Recommended Layout

## Rationale for parking on east side:

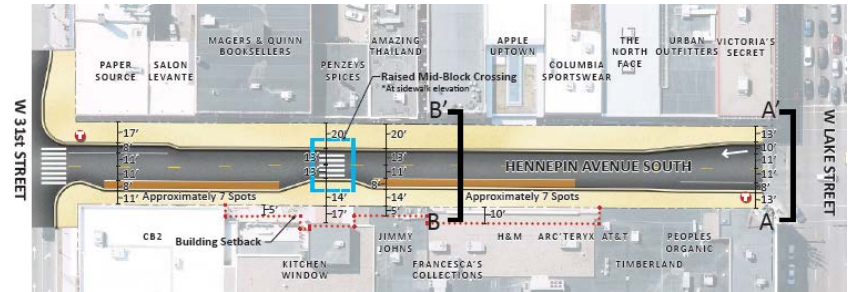
- Maintains approximately 60% of existing parking on Hennepin Avenue
- Better aligns with bus stop space needs in the northbound direction
- Maintains existing special use loading zones
- More commercial uses on east side
- Minimizes utility impacts



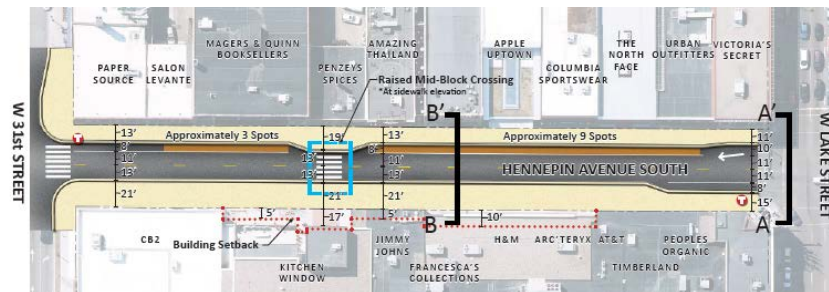
# Lake Street to 31<sup>st</sup> Street: Options Considered



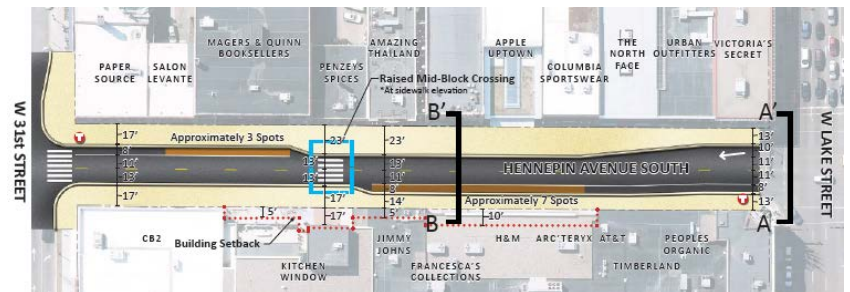
**1A:** Wider sidewalk on both sides, bike lanes, no on-street parking maintained



**1B:** Wider sidewalk on west side, no bike lanes, some parking maintained on east side



**1C:** Wider sidewalk on east side, no bike lanes, some parking maintained on west side



**1D:** Wider sidewalk on parts of east and west side, no bike lanes, some parking maintained on east and west side

# Lake Street to 31<sup>st</sup> Street: Recommended Layout:

**1A:** Wider sidewalk on both sides, bike lanes, no on-street parking maintained



Pending State Aid Variance



# Lake Street to 31<sup>st</sup> Street: Recommended Layout:

## Benefits

- Widens sidewalks on both sides of the street
- Better accommodates high numbers of people walking and provides space for streetscape opportunities
- Minimizes distance for people crossing Hennepin Avenue and accommodates midblock crossing
- Provides dedicated bike lanes where traffic volumes are highest along the corridor and maintains opportunity for bike lanes north of Lake Street



Pending State Aid Variance

# Lake Street to 31<sup>st</sup> Street: Recommended Layout:

## Rationale for not maintaining on-street parking on this block

- Minimum sidewalk width not achieved on both sides of street
- Concepts without bike lanes only maintained 10-14 parking spaces on this block
- Consideration for the immediate parking need on Hennepin Avenue relative to side street and off-street parking options



Pending State Aid Variance

# Items for Future Discussion

## Areaways

- An areaway is a below ground extension of the building foundation, most often an extension of the building basement beneath the sidewalk.
- Obligation to maintain, repair or remove the areaway is the responsibility of the property owner.
- Discovering areaways during construction cause substantial delay and add to the project cost.
- Public hearing for areaway abandonment and removal will be scheduled in the fall of 2017. Formal notice will be sent 2 weeks prior to the hearing date.
- Pay particular attention to sections 95.90(a), (c) and (d) of the City's areaway ordinance.



# Items for Future Discussion

## Streetscape

- Base project includes street trees and pedestrian lighting for length of corridor
- Interest expressed by Uptown Special Service District members to coordinate additional streetscape improvements between Lake Street and 31<sup>st</sup> Street



Streetscape example from the Minneapolis *Downtown Public Realm Framework Adopted Policy Plan* (2016)

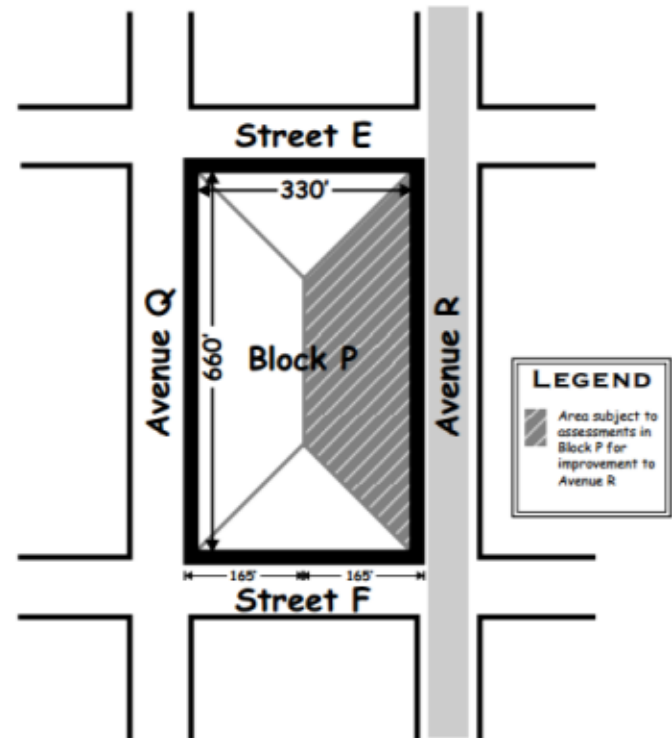


Example of bike racks in Minneapolis

# Items for Future Discussion

## Special Assessments

- Consistent with City policy, a portion of the project will be funded through special assessments to properties within the project influence area
- Parcel-level information is not yet available
- General information is available on the project webpage



Example of Special Assessment Influence Area  
– additional details on project website

# Items for Future Discussion

## Construction

- Planned for the 2018 construction season (April-November)
- Staging, access, and communication will be important along the corridor
- Coordination with utilities, building managers, nearby developments, construction projects by other departments and agencies underway
- Public Works will be better equipped to discuss construction after detailed design is completed



Example of temporary pedestrian access on downtown street



Example of construction staging on 54<sup>th</sup> Street West

# Next Steps

## **2017**

- April 27: Community Meeting #3
- June: Seek City Council layout approval
- Summer-Fall: Detailed design and engineering

## **2018**

- Early 2018: Assessment notices and hearing
- Early 2018: Construction notification meeting
- April-November: Construction



# Project Contacts

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**Project webpage:** [www.minneapolismn.gov/cip/hennepin-uptown](http://www.minneapolismn.gov/cip/hennepin-uptown)

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