



Hennepin Avenue Reconstruction Project (Lake Street to 36th Street)

Project Overview

- Reconstruction of Hennepin Avenue between Lake Street and 36th Street
- Construction programmed for 2018



Hennepin Ave (Lake - 36th) Reconstruction



Project Location



Hennepin Avenue Corridor Context



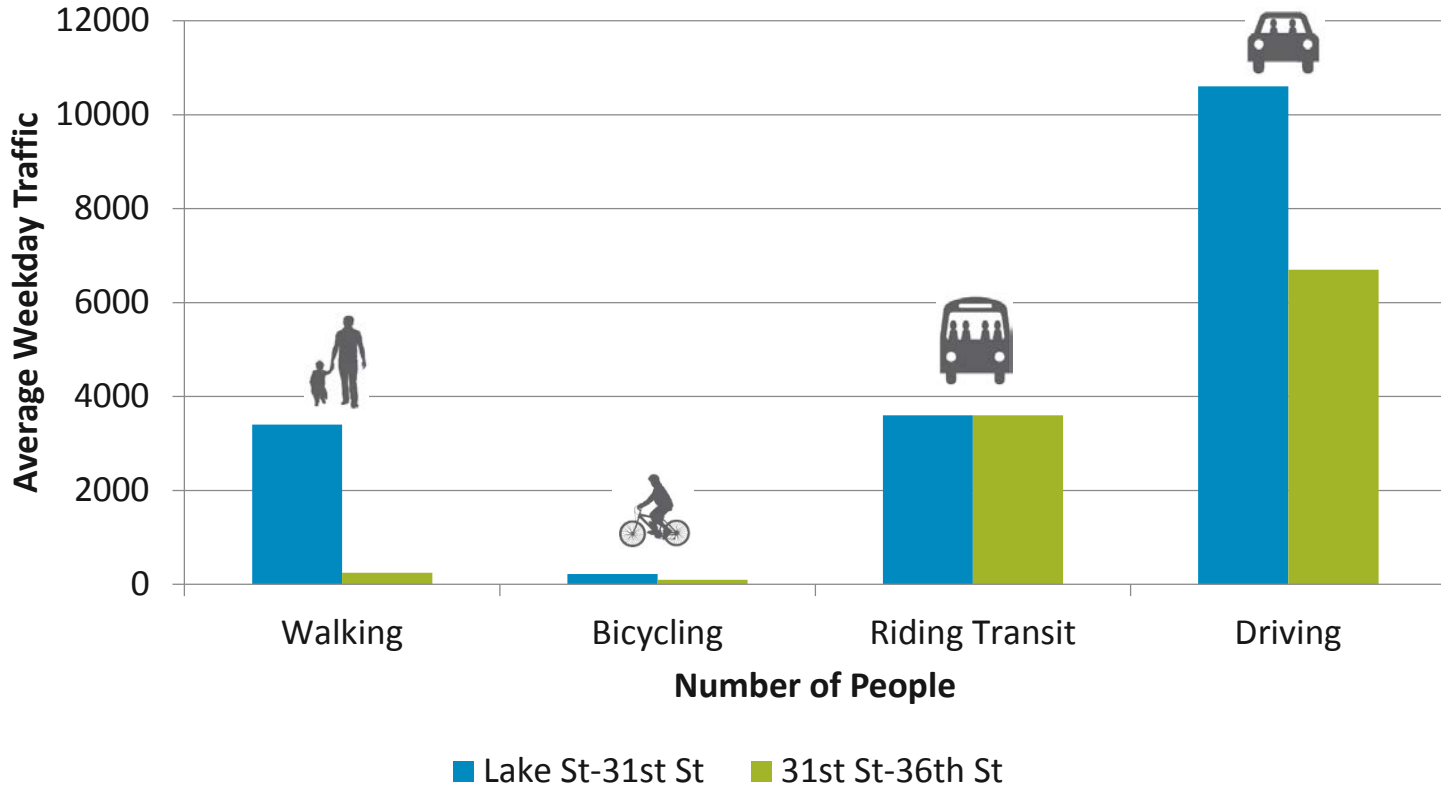
Lake Street to 31st Street: Thousands of people walking and taking transit each day; supports dozens of retail, dining, and entertainment destinations, including Calhoun Square shopping center



31st Street to 36th Street: Significant transit corridor serving a mix of small businesses, and single-family and multi-family residential

Existing Users

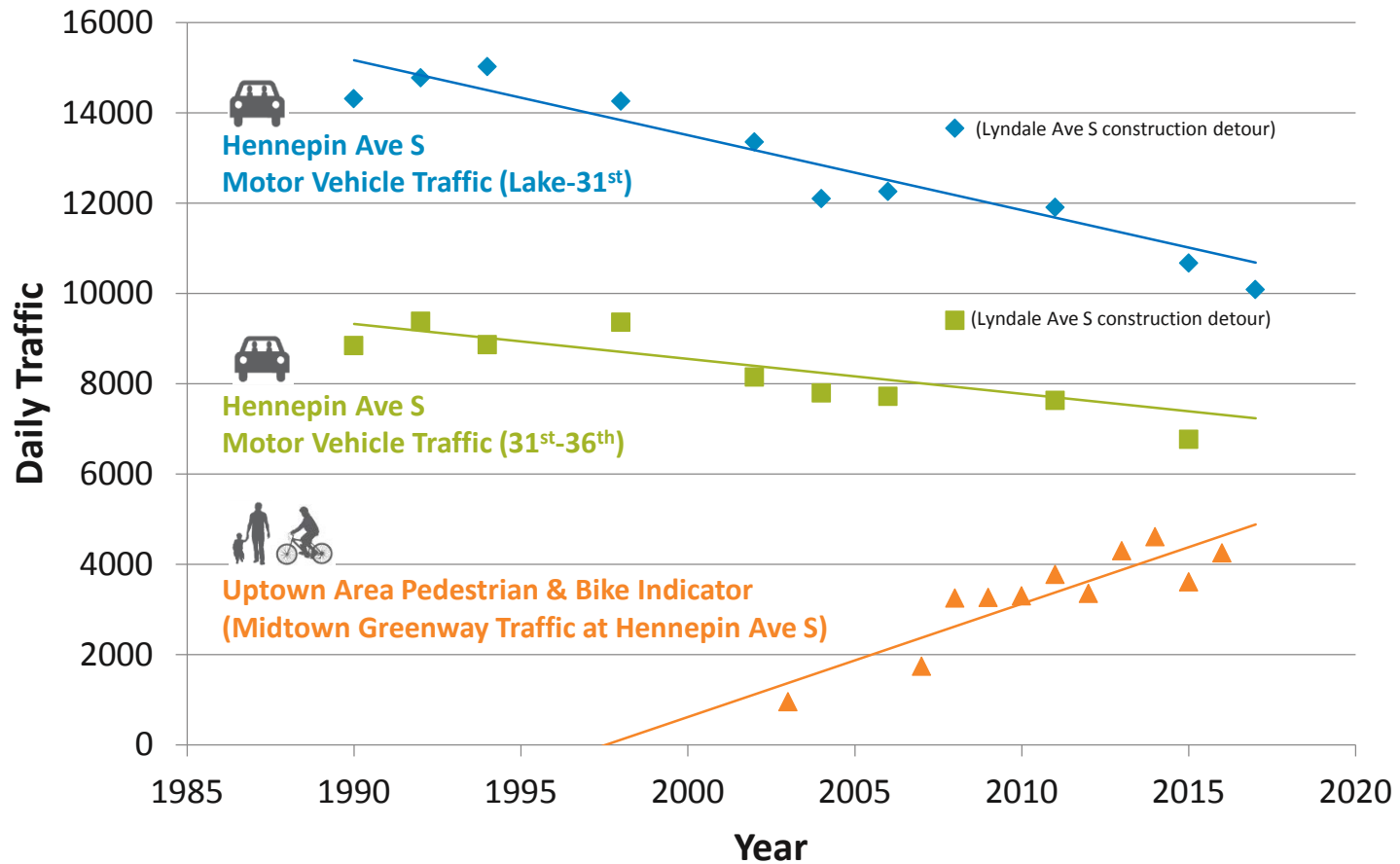
Existing Users on Hennepin Avenue South



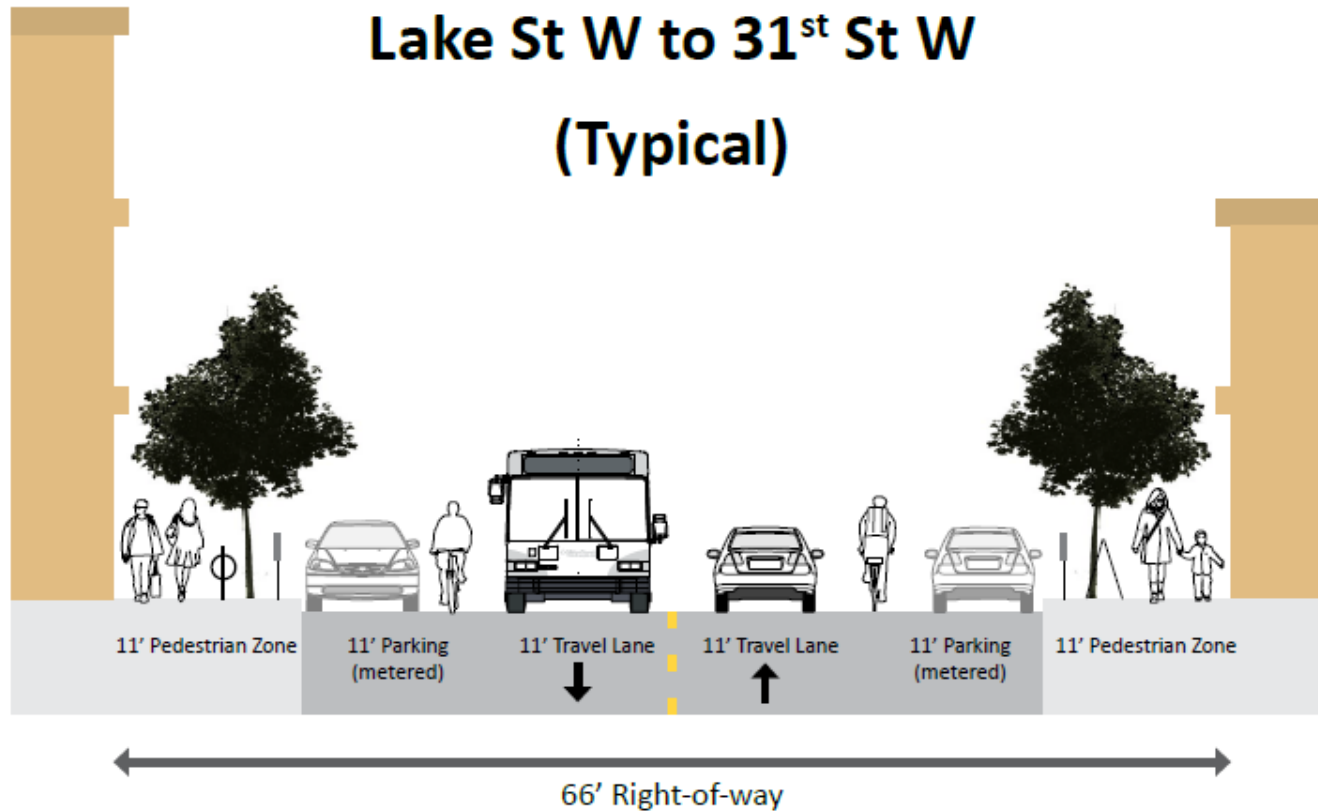
Traffic is highest for all users between Lake Street and 31st Street

Traffic Trends

Hennepin Avenue South & Midtown Greenway Historic Daily Traffic Trends

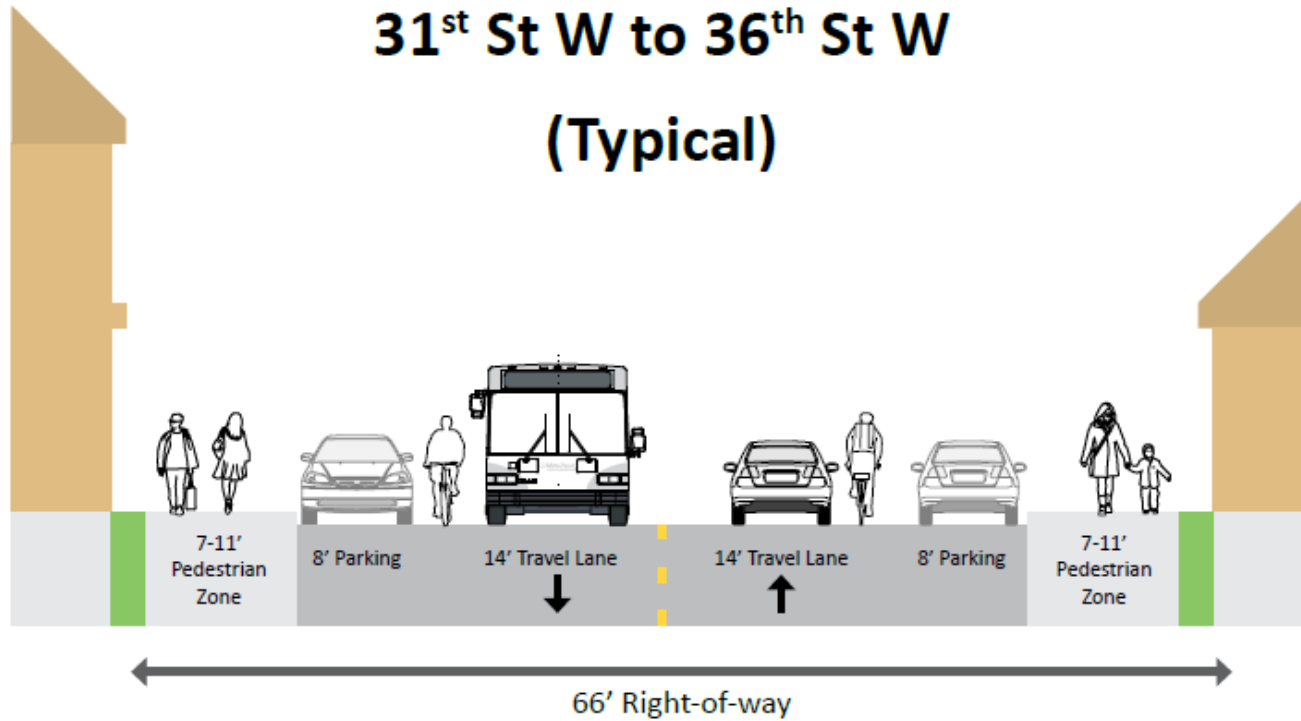


Existing Conditions



Existing Conditions

31st St W to 36th St W (Typical)



Walking

Existing Conditions

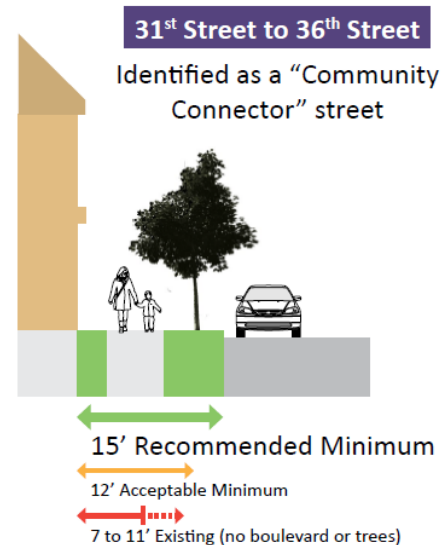
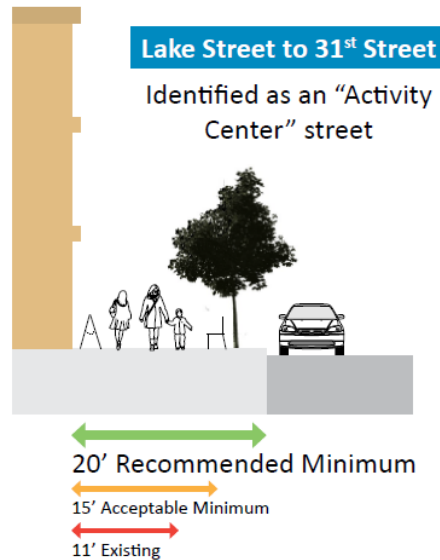


Lake Street to 31st Street
Existing sidewalks do not support business activity



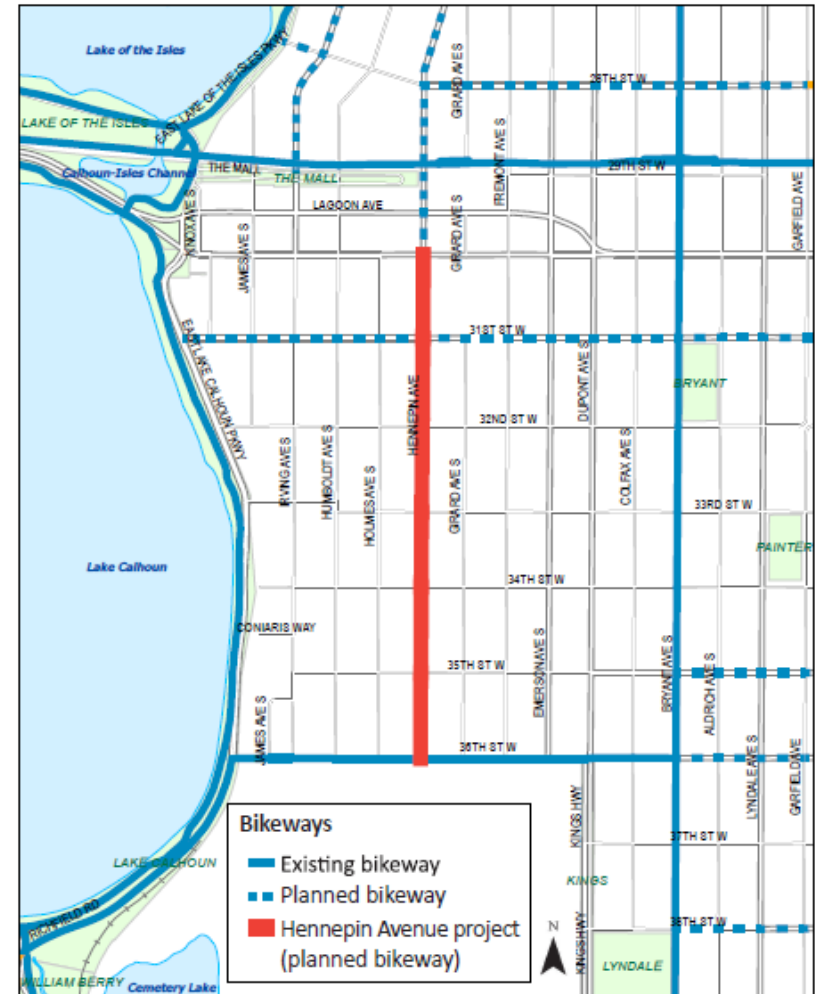
31st Street to 36th Street
Existing sidewalks are not comfortable for walking

City Sidewalk Guidelines



Bicycling

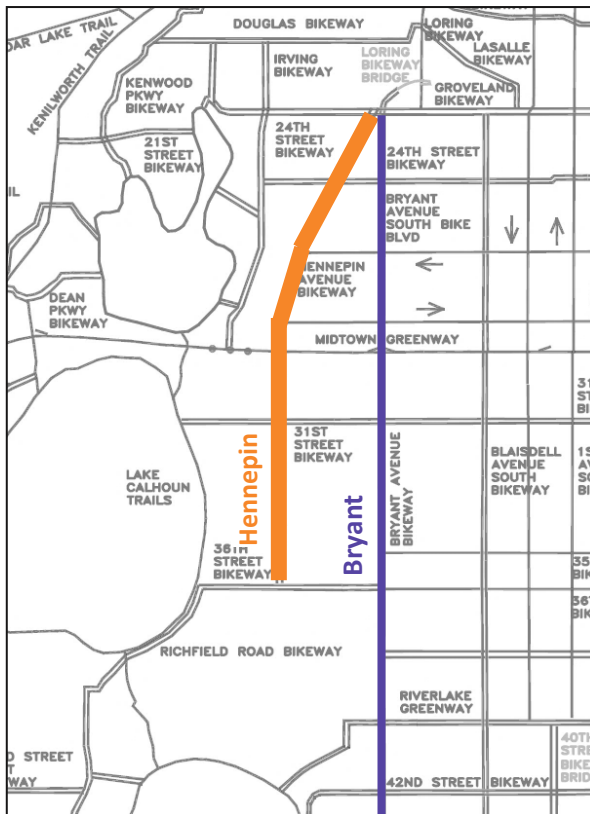
- Hennepin Avenue is identified on the *Minneapolis Bicycle Master Plan* as an on-street bikeway
- Due to higher volumes of car traffic and buses, dedicated bike lanes are the recommended bikeway design
- A bikeway on Hennepin Ave connects to many destinations and other existing and planned bikeways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



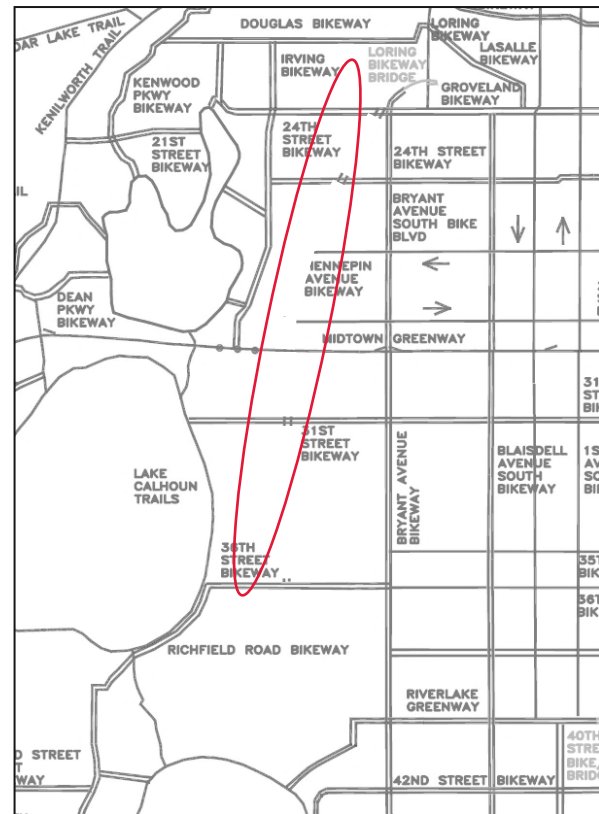
Bicycling

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

While < 0.5 miles apart, the two streets serve different types of trips and provide access to different destinations within a high density area of the city.



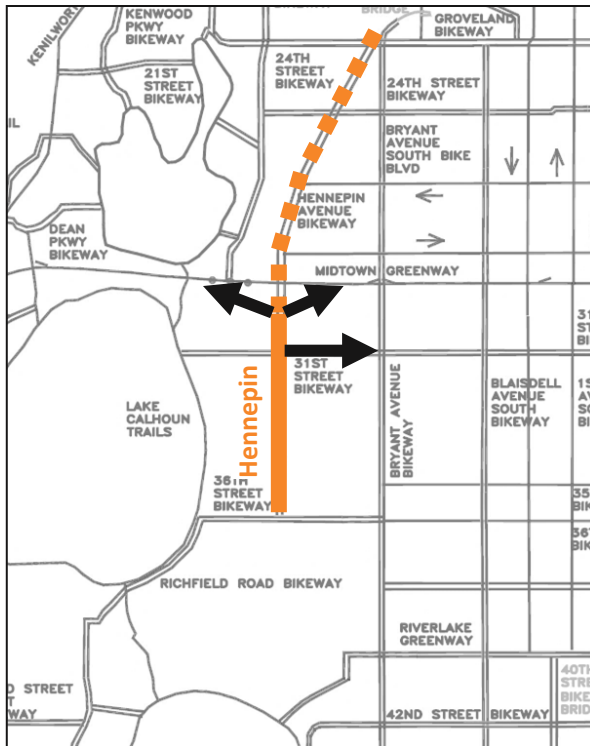
Not considering a bikeway on Hennepin Avenue limits access to an important commercial area where there is already bicycle demand.



Bicycling

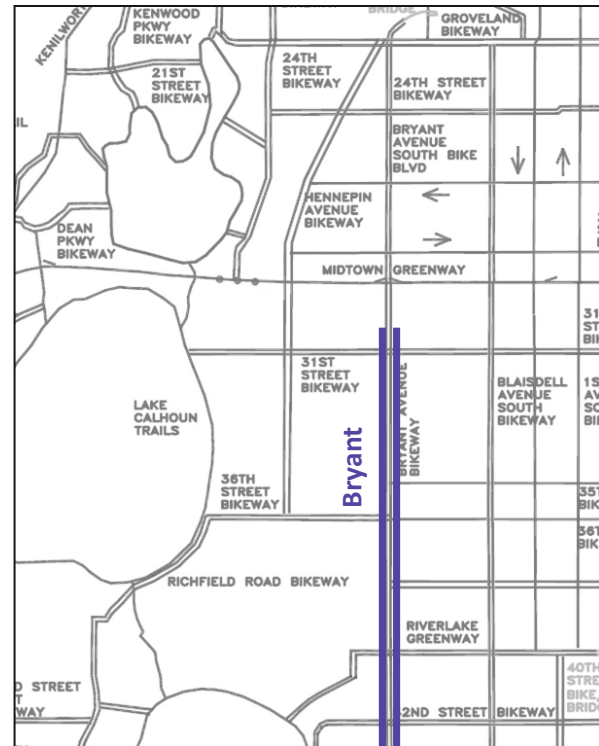
Connections to the North

Bike lanes between Lake Street and 36th Street partially fill a gap in the bikeway network. Public Works is aware that near-term connections need to be considered, especially for northbound bicyclists at Lake Street.



Bryant Avenue Reconstruction

Bryant Avenue (Lake St to 50th St) is in the City's Capital Improvement Program to be reconstructed in 2020. The project is an opportunity to improve the Bryant Avenue corridor and consider bikeway connections.

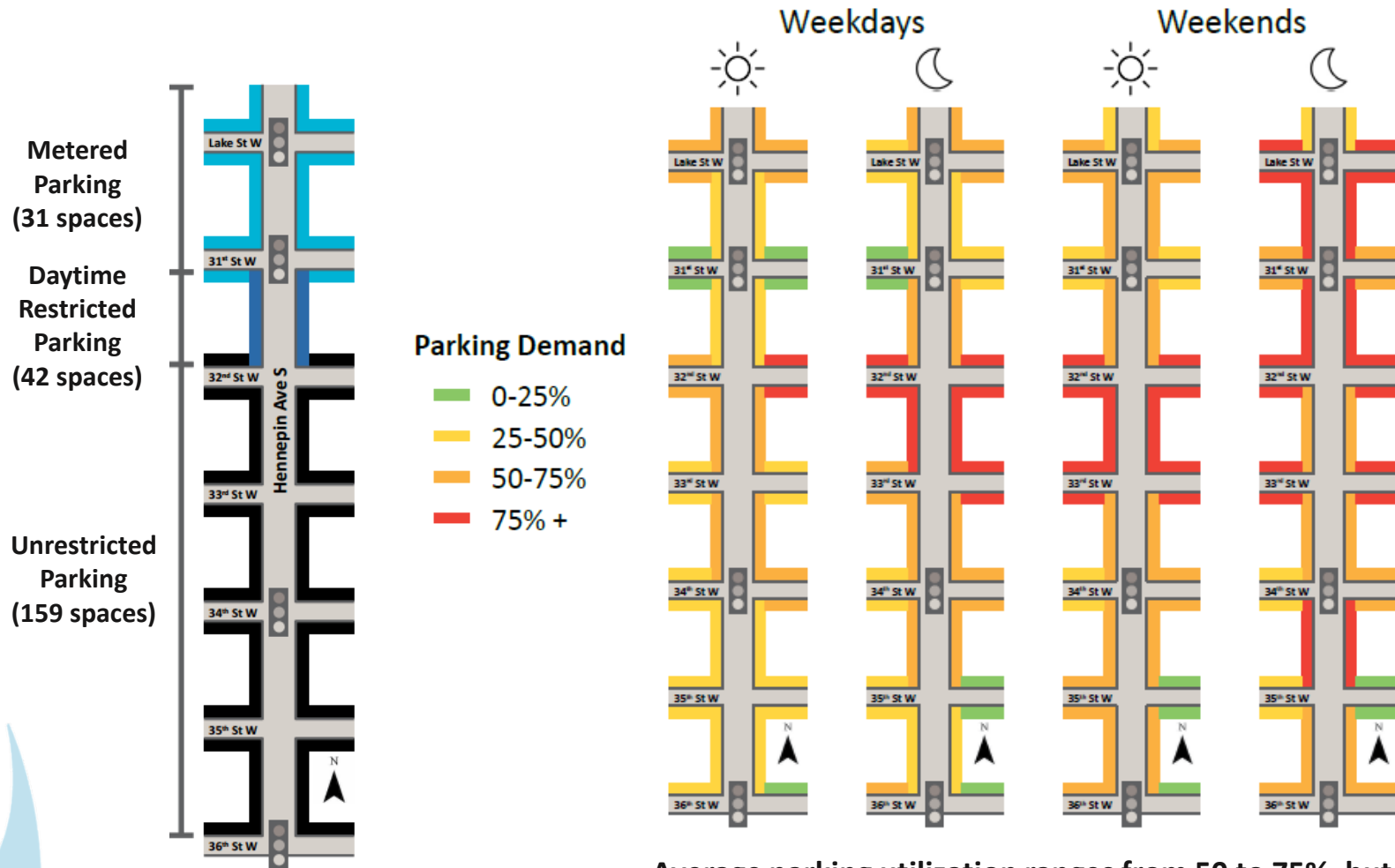


Transit

- 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 36th Street
- The City is coordinating with Metro Transit to make transit improvements to Hennepin Avenue:
 - 14 stops are proposed to be consolidated to 10 stops
 - Space is being identified for improved customer facilities, such as bus shelters
 - The proposed street design is compatible with future bus rapid transit service



On-Street Parking Utilization



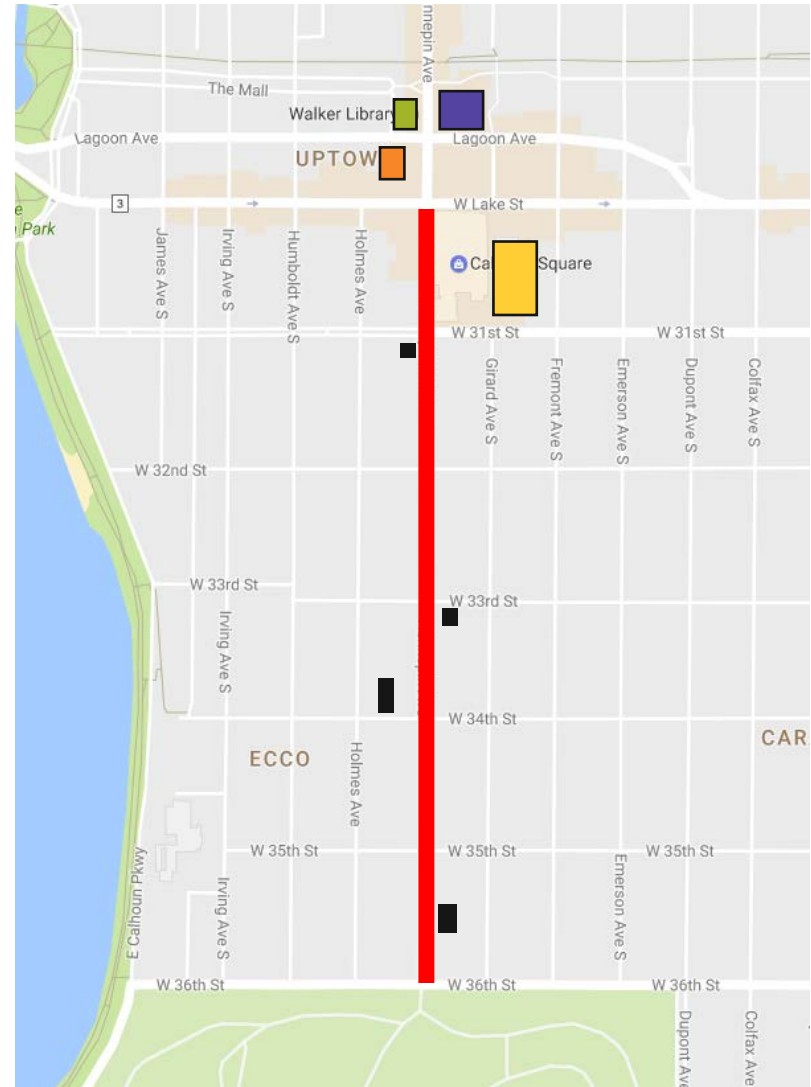
Average parking utilization ranges from 50 to 75%, but varies by block and time of day

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.

Off-Street Parking Availability

Off-street parking options exist along Hennepin Avenue, especially on the north end of the corridor where there is a high concentration of commercial and retail destinations:

- Calhoun Square Ramp (730 spaces)
- Mosaic Art Park Ramp (434 spaces)
- Rainbow Lot (70 spaces)
- Walker Library (65 spaces)
- Other selected lots with 10 or more spaces



Community Outreach

Open Houses & Community Meetings

- Open House #1 – Shared project background and sought general feedback on corridor
- Open House #2 – Shared concept options and sought feedback
- Community Meeting #3 – Presented recommended layout

Other Meetings and Communications

- Online survey to collect additional feedback – over 400 responses received, primarily from area residents
- Several one-on-one meetings with individual property and business owners
- Two meetings with the Uptown Special Service District
- Feedback from the ECCO and CARAG neighborhoods
- Pedestrian and Bicycle Advisory Committees
- Many other phone calls and emails to project staff



Community Outreach

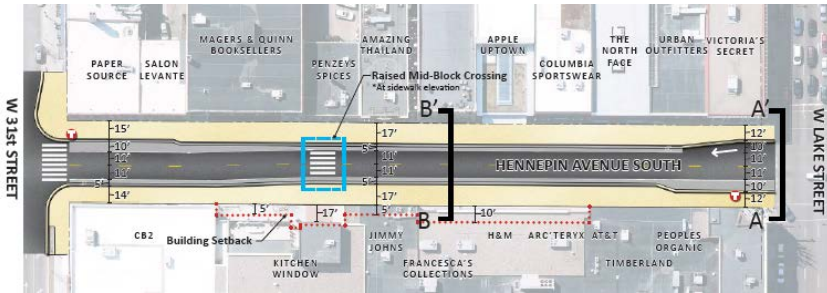
Most stakeholders supported:

- An improved walking experience with wider sidewalks and boulevards, especially between Lake Street and 31st Street
- Narrowed crossing distances for pedestrians
- Traffic calming
- Improved bus stop areas and transit operations
- Greening of the pedestrian realm

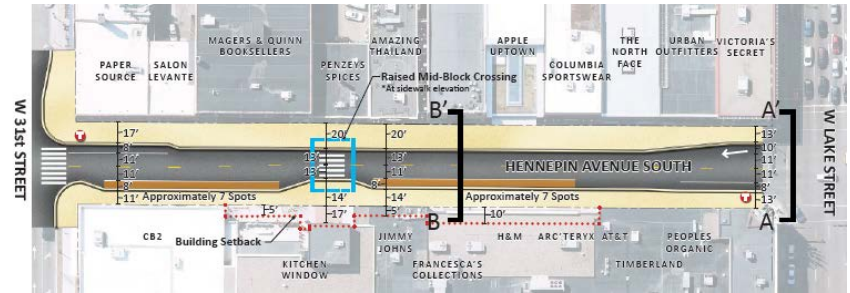
Concerns with respect to:

- The loss of on-street parking
- On-street bicycle lanes as compared to no bicycle facility
- On-street bicycle lanes as compared to a protected bikeway
- Future connections of the proposed bikeway to existing bicycle facilities and destinations in the area

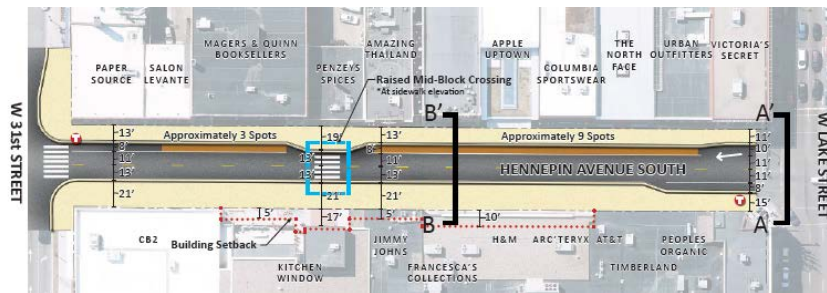
Lake Street to 31st Street: Options Considered



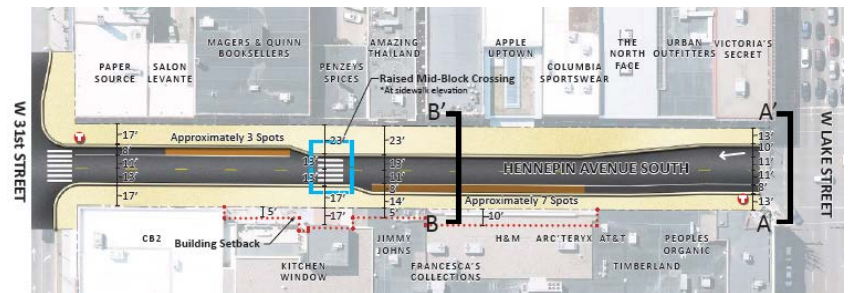
Wider sidewalk on both sides, bike lanes, no on-street parking maintained



Wider sidewalk on west side, no bike lanes, some parking maintained on east side



Wider sidewalk on east side, no bike lanes, some parking maintained on west side

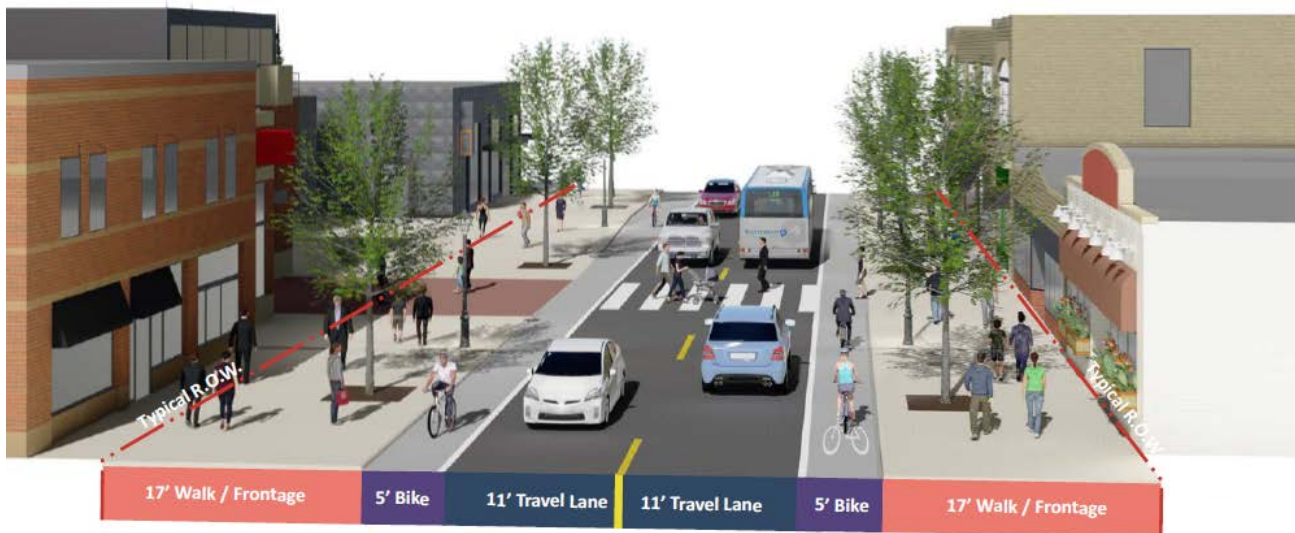


Wider sidewalk on parts of east and west side, no bike lanes, some parking maintained on east and west side

Lake Street to 31st Street: Recommended Layout

Benefits:

- Widens sidewalks on both sides of the street, better serving access to businesses
- Better accommodates high numbers of people walking and provides space for streetscape improvements
- Minimizes distance for people crossing Hennepin Avenue and provides an opportunity for a midblock crossing
- Provides dedicated bike lanes where traffic volumes are highest along the corridor



Pending State Aid Variance

Lake Street to 31st Street: Recommended Layout

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

- Minimum acceptable 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

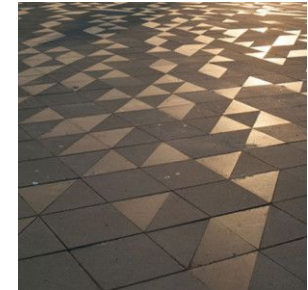
Lake Street to 31st Street: Midblock Crossing

- Significant mid-block pedestrian activity observed (900 crossings/day)
- A formalized midblock crossing is proposed to support business activity on both sides of Hennepin Avenue South and better accommodate high volumes of crossing pedestrians
- The midblock crossing concept will include a marked crosswalk and will be raised to sidewalk level to encourage slower speeds and stopping compliance of approaching traffic



Lake Street to 31st Street: Streetscape

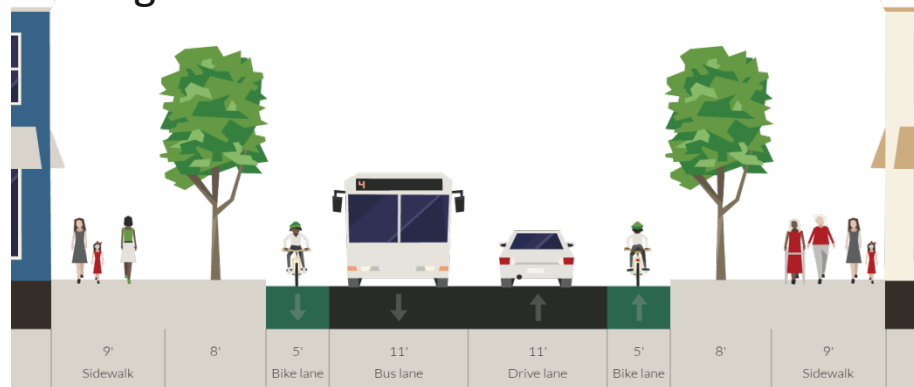
- The base project includes street trees and pedestrian lighting for length of corridor
- The Uptown Special Service District expressed interest to coordinate additional streetscape enhancements between Lake Street and 31st Street



Example of streetscape enhancements

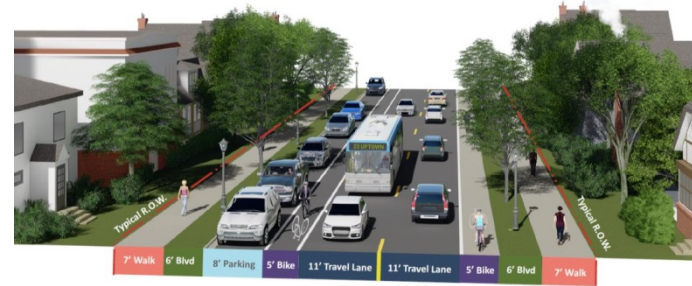
Lake Street to 31st Street: MSA Variance Request

- MSA rules require a 34' wide roadway including a minimum bike lane width of 6' and minimum travel lane width of 11'
- Proposed layout is a 32' wide roadway including 5' bike lanes and 11' travel lanes
- Rationale:
 - 32' roadway balances multimodal needs of this street with high pedestrian volumes
 - Maximizes the sidewalk space, while minimizing distance for people crossing Hennepin Avenue, and encourages slower motor vehicle speeds
 - 5' bike lane is acceptable due to extended gutter pan design
 - Other local roadways with similar motor vehicle traffic volumes are operating in a similar configuration without documented issues



31st Street to 36th Street: Options Considered

Wider sidewalk, boulevard, bike lanes, parking on east side



Wider sidewalk, boulevard, bike lanes, parking on west side



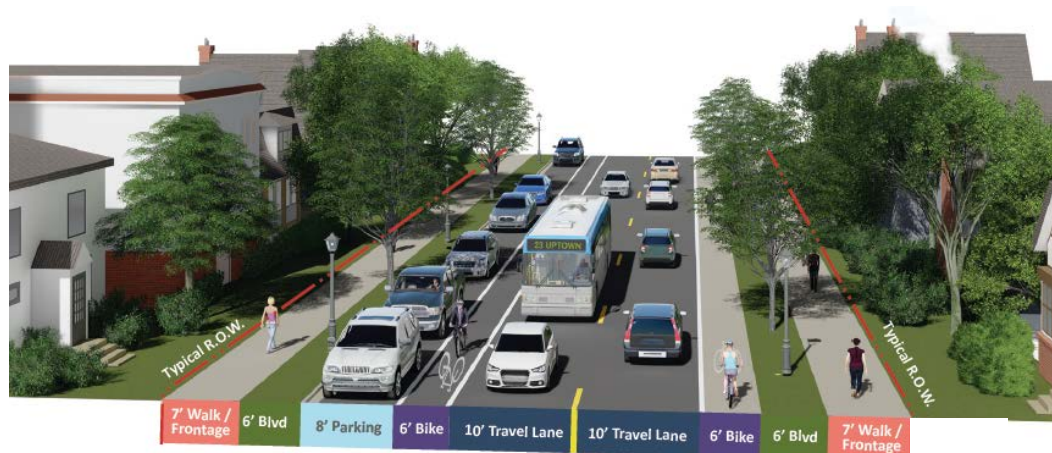
Wider sidewalk, boulevard, protected bike lanes, no on-street parking maintained



31st Street to 36th Street: Recommended Layout

Benefits

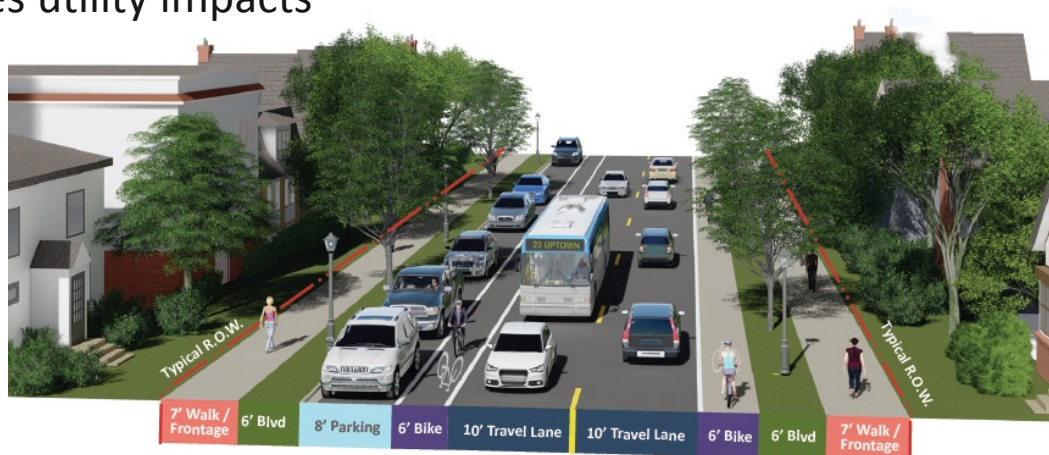
- Widens typical sidewalk space from 7 feet to 13 feet
- Provides space for grass boulevard, trees, and pedestrian lighting
- Curb extensions provided at intersections where feasible
- Establishes dedicated bike lanes in both directions
- Establishes in-lane transit stops, which improve transit service and are compatible with future bus rapid transit
- Maintains parking on east side of street



31st Street to 36th Street: Recommended Layout

Rationale for parking on east side:

- Maintains more existing parking on Hennepin Avenue than the west side parking option
- Better aligns with bus stop space needs in the northbound direction
- Maintains existing accessible loading zones
- More commercial uses on east side
- Minimizes utility impacts



Next Steps

Date	Task
Winter-Spring 2017	Preliminary planning and design, including community outreach
June 20, 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

We are here →

Project website:

www.minneapolis.gov/cip/hennepin-uptown