

City of Minneapolis

Request for Committee Action

To: Transportation & Public Works
Date: 6/7/2016
Referral: N/A
From: Public Works Department
Lead Staff: Simon Blenski, Transportation Planner, Transportation Planning and Programming
Presented by: Simon Blenski, Transportation Planner, Transportation Planning and Programming
File Type: Action
Subcategory: Street Project

Subject:

Hennepin Avenue Reconstruction from Washington Ave to 12th St: Concept approval

Description:

Approving the concept plan for the Hennepin Avenue Reconstruction between Washington Avenue and 12th Street

Previous Actions:

None.

Ward/Address:

Wards 3 and 7

Background/Analysis:

Scope:

This project proposes to reconstruct Hennepin Ave from Washington Ave to 12th St. Hennepin Ave is a Municipal State Aid Street (MSAS 313) through downtown Minneapolis. The project is anticipated for construction in 2020 and will consist of removing the existing road, and replacing the paving, base, curb, gutter, signage and striping, traffic signals, storm drains, driveway approaches, sidewalks, and street trees. This 0.75-milelong section of Hennepin Ave was last reconstructed in 1986 and has a Pavement Condition Index (PCI) rating between 23 and 62 (in a range of 0 to 100, where 100 is best).

Between Washington Ave and 10th St, the existing right-of-way is typically 100', comprised of 20' sidewalks, a shared bike lane, and a 60' roadway. Between 10th St and 12th St, the right-of-way is typically 88', comprised of 15' sidewalks, a shared bike lane, and a 58' roadway. The roadway has two travel lanes in each direction with left turn lanes every other block. Hennepin Ave carries tens of thousands of people each day including 7,600 pedestrians, 1,500 bicyclists, 8,100 transit riders, and 18,600 motor vehicles. There are many Metro Transit routes that operate along or intersect Hennepin Ave.

Access Minneapolis and the Downtown Transportation Action Plan provide guidance for the design of Hennepin Avenue. Hennepin Ave is identified as a pedestrian priority corridor and a primary transitway. It is also identified to include a protected bikeway. The Downtown Transportation Action Plan recommends maintaining two-way operation for motor vehicle traffic on Hennepin Ave in conjunction with 1st Ave N. Hennepin Avenue is also recognized by

the City as a cultural district with several historic theaters, arts institutions, and entertainment venues.

Concept:

Public Works is seeking concept approval for Hennepin Ave in preparation to submit the project as part of the Metropolitan Council's Regional Solicitation. The Metropolitan Council is the local administrator of federal transportation funding and the City is planning to apply for this federal funding in the "Roadway Modernization" category.

The concept identifies high-level features of the corridor, including facilities for different modes (sidewalks, bikeway, transit) and the number of travel lanes. The concept allows Public Works to submit an application that demonstrates the level of effort and project planning completed to date. Prior to detailed design, Public Works will return to City Council to seek layout approval, which will identify specific dimensions and other corridor features.

Public Works staff worked with agency partners including CPED, the Minneapolis Police Department, and Metro Transit to review concept alternatives for the street based on planning and design guidance for Hennepin Ave. As required by the Metropolitan Council funding application, a traffic operations analysis was conducted for motor vehicle traffic. Public Works expanded the analysis to include impacts to pedestrian, bicycle, and transit operations.

The recommended concept includes sidewalks on both sides of the street, a bikeway separated from motor vehicle traffic, and a four lane roadway. The concept removes 9 of the 11 existing left turn lanes along the corridor. Northbound left turn lanes will be maintained at 3rd St and Washington Ave. Public Works and Metro Transit will continue to evaluate bus stop locations.

Public Works held public meetings on February 17, 2016 and April 25, 2016 to inform stakeholders and seek feedback on the project. Twenty-four additional meetings were held with affected residents, property owners, business owners, and other stakeholders, including the Pedestrian Advisory Committee, Bicycle Advisory Committee, and Committee on People with Disabilities, to gather feedback on the project. These meetings were held between January and May of 2016. Additional engagement with stakeholders will continue throughout project development.

Financial Review:

No financial impact.

Attachments:

1. Complete Streets Checklist for Capital Projects
2. Presentation