

CITY OF MINNEAPOLIS

Hennepin/First Transportation Study

Study Advisory Committee
October 22, 2015

Meeting Agenda

- Introductions
 - Role of Study Advisory Committee
- Study Overview
 - Key Tasks and Elements
 - Data Collection and Inventory
 - Existing Conditions Analysis
 - Issues and Constraints
- Committee Input
 - Study Goals
 - Understanding Problems
 - Multimodal Measures of Effectiveness
- Next Steps



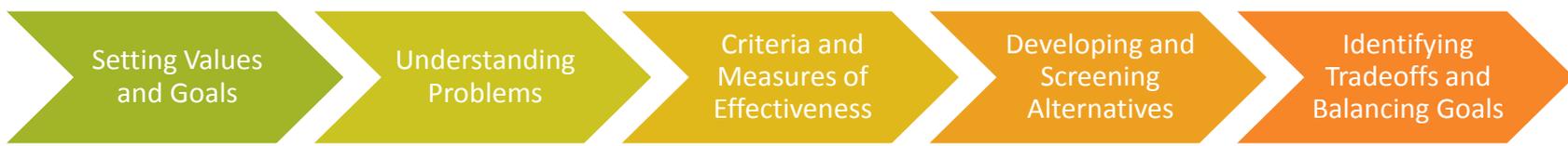
Role of Study Advisory Committee

- Attend series of three meetings throughout the study
- Represent range of local stakeholders and travel modes
- Communicate information to and from respective association/neighborhood
- Actively provide input and guidance throughout the study
- Actively listen, be open to and respectful of all viewpoints, allow others to speak without interruption, be brief and to the point, and provide everyone a chance to participate
- Balance interests and needs of roadway users and adjacent property owners
- Work to achieve neighborhood, City, and regional goals, while maintaining an efficient multimodal transportation system

Study Advisors

Led by City and County staff,
in coordination with:

- Nicollet-Island East Bank Neighborhood
- Marcy Holmes Neighborhood
- Northeast Business Association



Setting Values
and Goals

Understanding
Problems

Criteria and
Measures of
Effectiveness

Developing and
Screening
Alternatives

Identifying
Tradeoffs and
Balancing Goals

Study Overview

- Evaluate existing transportation system and range of alternatives along the Hennepin and First Avenue corridors
- City leading in coordination with County, Metro Transit, and MnDOT
- Examine one-way, two-way, and hybrid roadway configurations
- Identify potential roadway concepts and document impacts (pros and cons) associated with potential implementation
- Consideration for quality of life, access, safety, connectivity, and mobility for all modes
- Currently no improvements are programmed, nor has any funding been identified for such improvements*

*MnDOT Projects:
University/4th Ped Improvements (2016-18)
Central Avenue Bridge (2019-20)



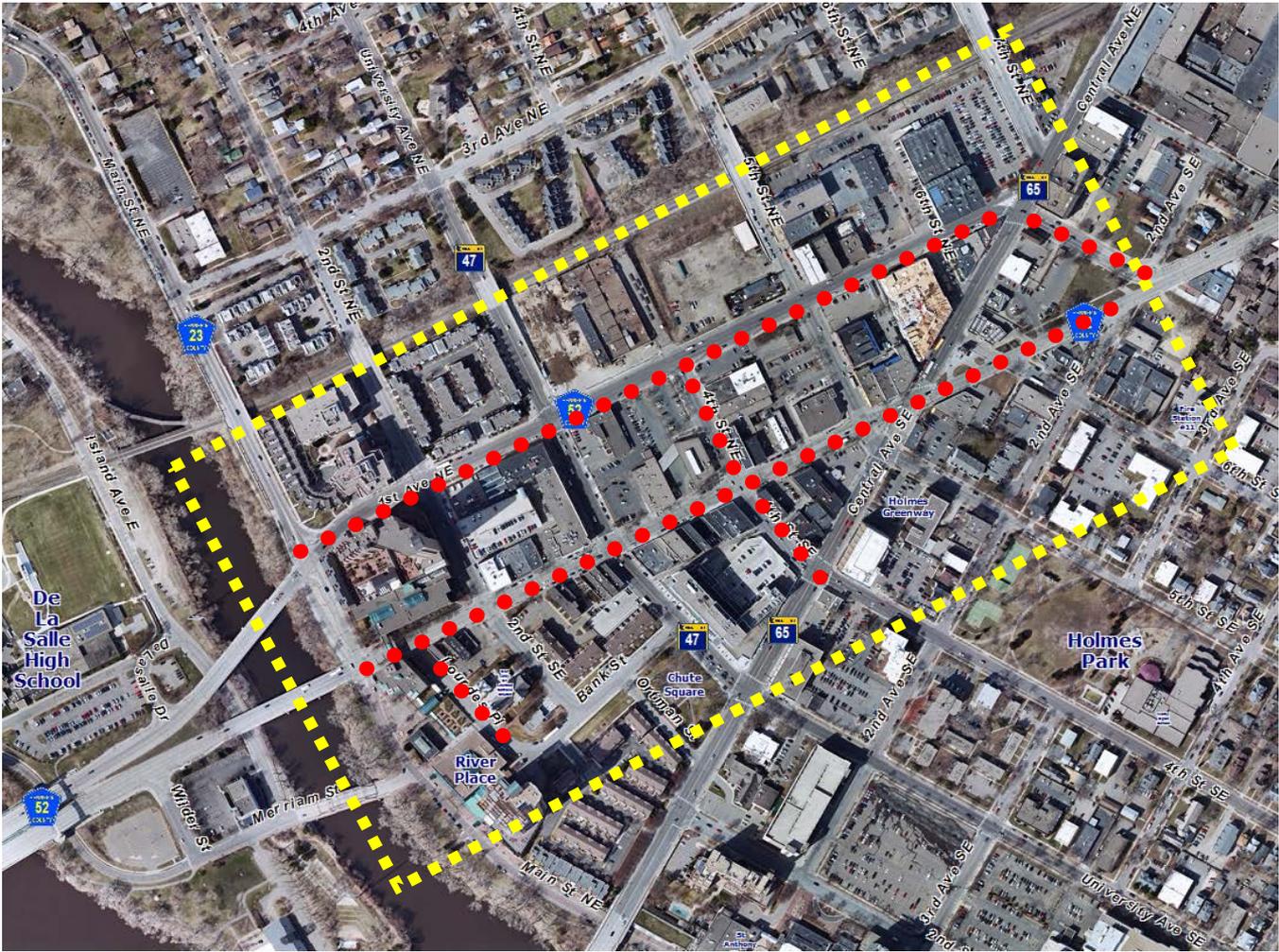
Source: Nicollet Island-East Bank
Neighborhood Association

Study Overview

General Study Area



Study Area
One-Way Streets



Key Tasks and Elements

Key tasks:

- ✓ • Data Collection
- ✓ • Existing Conditions Inventory and Analysis
- Alternatives Analysis
- Traffic Analysis
- Concept Development and Evaluation
- Documentation and Final Report

Key Elements:

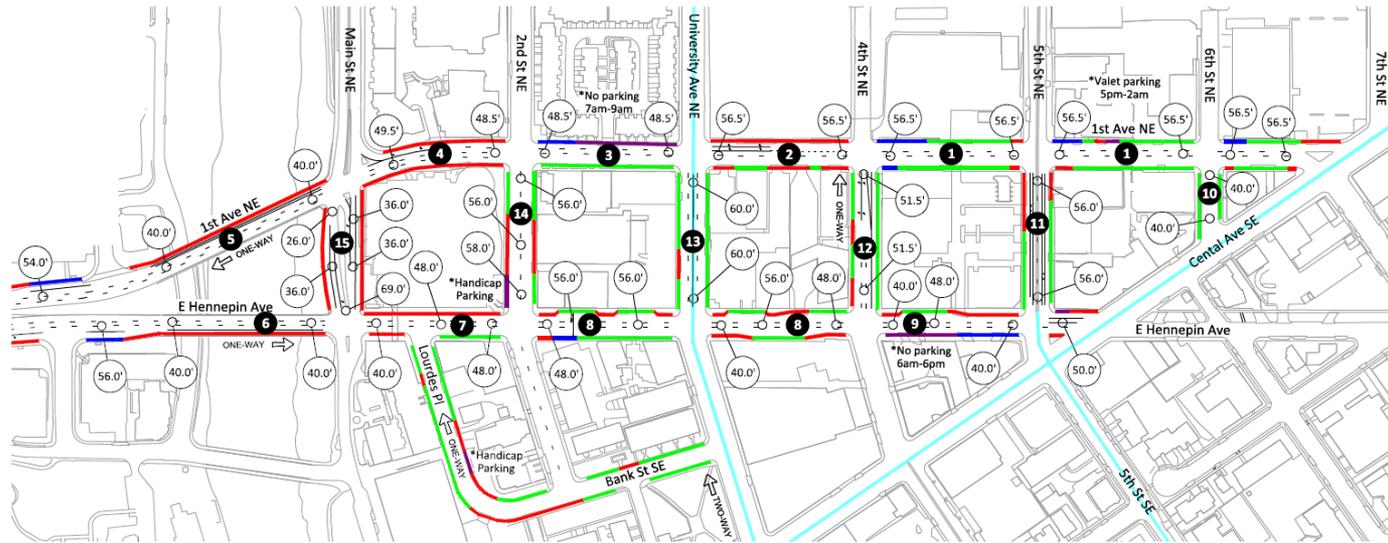
- access to and from primary destination points,
- innovative pedestrian and bicycle infrastructure,
- providing a safe environment for all travel modes,
- alignment with future development plans,
- changes in traffic operations and parking demand,
- existing and planned transit service, and
- consideration of travel through the study area.

Outreach to Date:

- ✓ • Nicollet Island-East Bank Neighborhood Association
- ✓ • Marcy Holmes Neighborhood Association
- ✓ • Northeast Business Association
- ✓ • Nicollet-Central Modern Streetcar Team

Data Collection and Inventory

Roadway Width
and Cross-Section

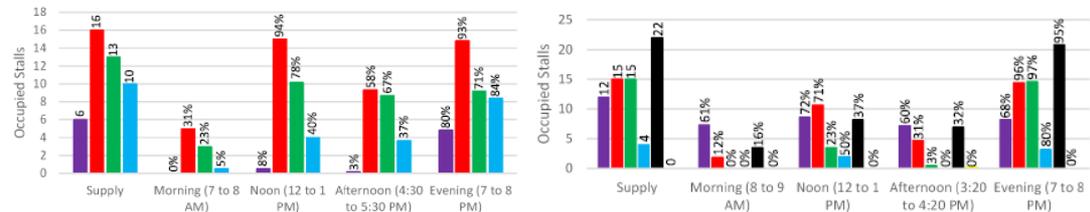
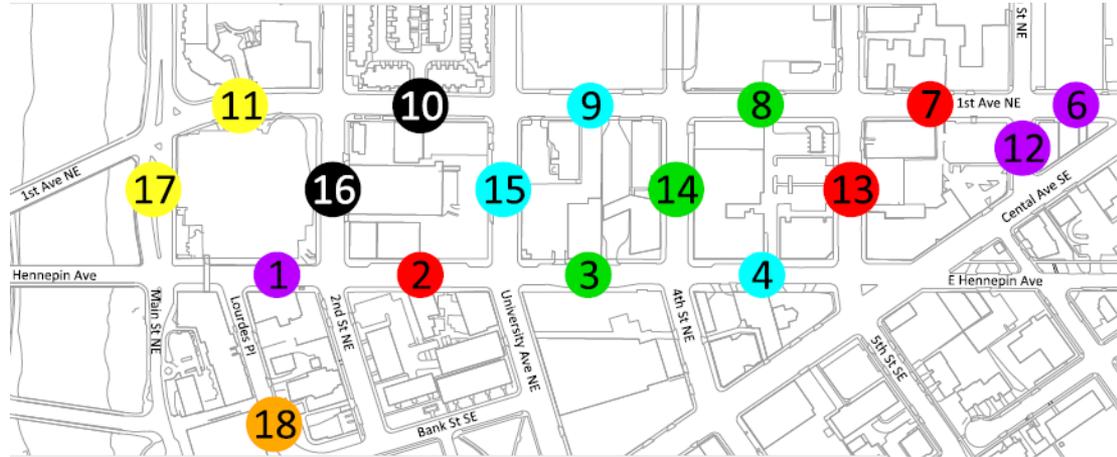


Sidewalk Width

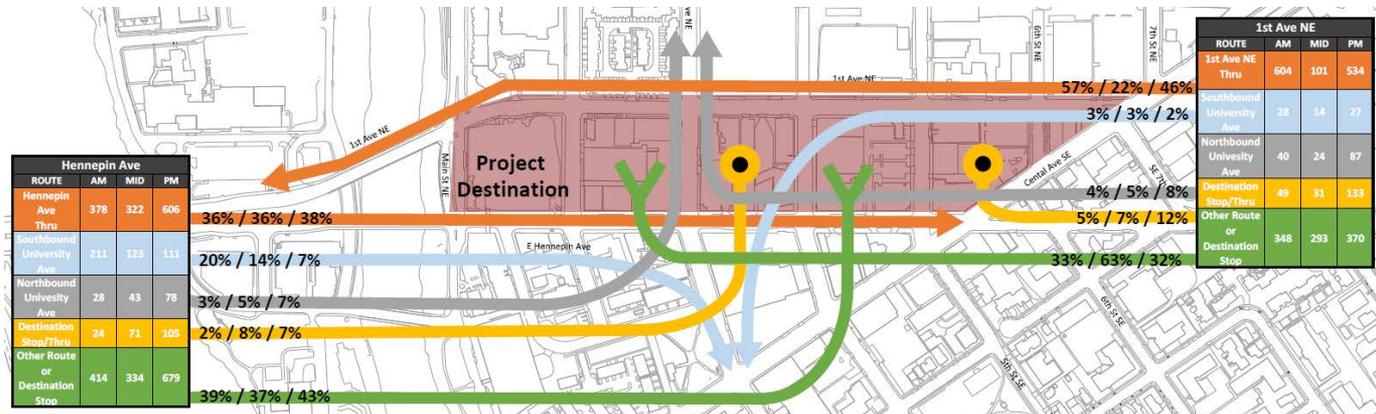


Data Collection and Inventory

On-Street Parking Capacity and Utilization



Origin-Destination Patterns



Data Collection and Inventory

Other Data Collected:

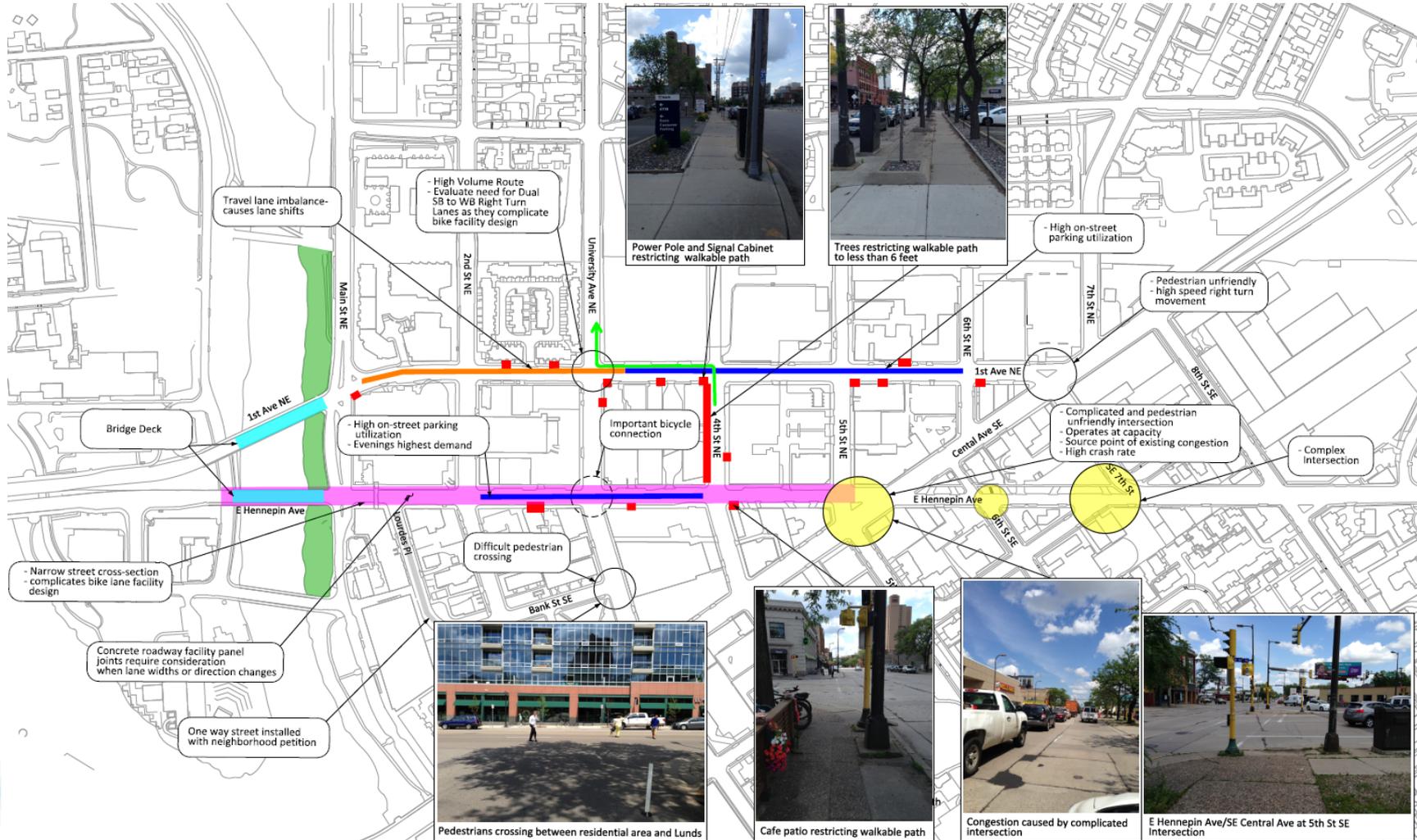
- Existing Transit Routes, Service, and Facilities
- Recent Crash History (2010 – 2014)
- Pedestrian and Bicycle Counts
- Daily and Peak Hour Traffic Volumes
- Upcoming Programmed Improvements
- Current and Planned Developments

Existing Conditions Analysis

- Crash Analysis: Rate and Type
- Pedestrian and Bicycle Level of Service
- Traffic Level of Service



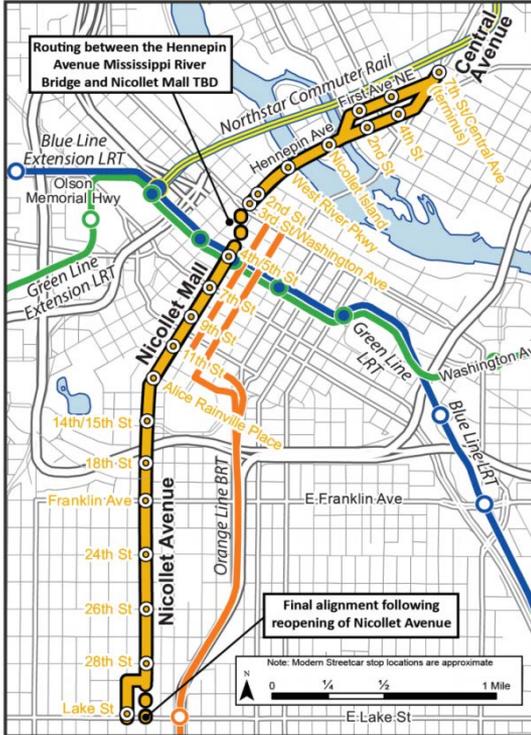
Issues and Constraints



 Minneapolis Park Land
 Sidewalk area less than 6 feet

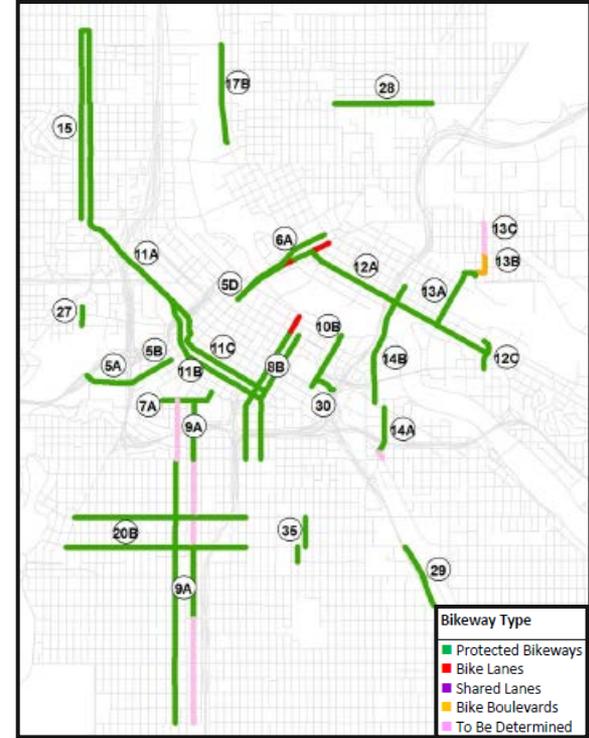
 Traffic signal rebuild, ADA pedestrian ramps and APS systems are programmed for construction in 2016-2018 as part of a Minneapolis and MnDOT cooperative agreement project.

Relevant Corridor Plans



Nicollet-Central Modern Streetcar (Adopted LPA)

Hennepin County Bike Plan (Planned Corridors)



Minneapolis Protected Bikeway Plan (Tier II)

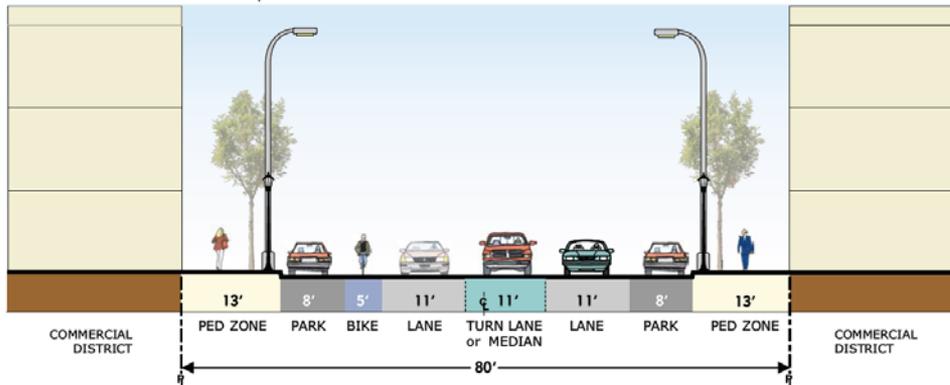
Access Minneapolis Guidelines

| Street Type | Travel Lane ² | Left Turn Lane | Bicycle Lane ³ | Typical Curb and Gutter ³ | Parking Lane ⁵ |
|---|--------------------------|----------------|---------------------------|--------------------------------------|---------------------------|
| Commuter Street | 12 ft | 12 ft | Off-road trail | 2 ft | Not Recommended |
| Commerce Street Activity Area Street | 11 ft | 11 ft | 5-6 ft | 2 ft ³ | 8 ft |

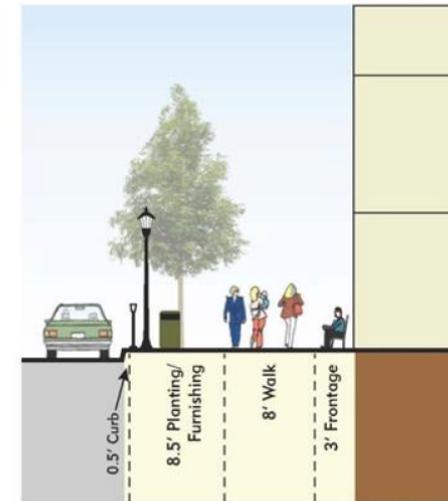
Activity Area Street - 80' Right-of-way - One-way

Width, Right-of-way 80'
Equivalent Functional class Varies
Target Operating Speed 30 mph
Through Traffic Lanes 2 - 4 lanes
Turn Lanes Optional - as needed
Curb Parking Yes
Curb Extensions Optional

Land Use Activity Center
Median Optional with turn lanes
Transit Local - some may be on PTN
Bike Lanes Optional - if in bike plan
Pedestrian Zone 15'



Activity Center Street Type with High Pedestrian Priority*



| Minimum Width | Curb | Planting/ Furnishing | Through Walk | Frontage | Total |
|---------------|------|-------------------------|--------------|----------|-------|
| Recommended | 0.5 | 8.5 | 8.0 | 3.0 | 20.0 |
| Acceptable | 0.5 | 7.0 | 6.0 | 1.5 | 15.0 |

Values and Goals

Neighborhood Values and Goals (Examples)

- Values:
 - Walking and Biking are safe, convenient, and comfortable
 - Vibrant, Multimodal neighborhood
- Goals:
 - Provide a safe pedestrian and bicycle environment
 - Provide opportunities for place-making and landscaping

Resources: NIEBNA and Marcy Holmes Small Area Plans, Access Minneapolis, City/County Bike Plans, etc.

Place Type:
Activity Centers, Growth Centers,
and Transit Station Areas;
Commercial Corridors

| Identifying Characteristics | Form |
|---|---|
| <ul style="list-style-type: none"> • Diversity of uses with citywide and regional draw • Medium and high density residential uses, though varies by location • Accommodates retail and commercial services, entertainment uses, educational campuses, or other large-scale cultural or public facilities • Significant pedestrian and transit orientation • May have concentration of employment • Mix of uses occurs within and among structures | <ul style="list-style-type: none"> • Traditional urban form regarding building siting and massing • Unique urban character that distinguishes them from other commercial uses |
| <ul style="list-style-type: none"> • Historically have been prominent destinations in city • High traffic volumes • Mix of uses, with commercial uses dominating • Residential uses tend to be medium to high density • Primary Transit Network corridors | <ul style="list-style-type: none"> • Buildings generally retain a traditional urban form in their siting, massing and relationship to the street |

Source: Access Minneapolis, Design Guidelines for Streets and Sidewalks (2008)

Understanding Problems

Identification of Problems, Issues, and Concerns

- **Mode:** Pedestrian, Transit Riders, Bicycle, Freight Delivery, Emergency Responders, Motorists
- **Stakeholder Group:** Businesses, Residents, Recreational Users, Customers, Commuters

Next Steps

- Develop Alternatives
 - One-Way, Two-Way, and “Hybrid”
- Alternatives Analysis
 - Obtain Input and Guidance from Stakeholder Work Group
 - Discuss Multimodal Measures of Effectiveness
 - Establish Screening Criteria from Values and Goals
 - Summarize Opportunities and Impacts
 - Narrow to Six Alternatives for Further Evaluation
- Concept Development and Evaluation
 - Conduct Detailed Traffic Analysis
 - Develop Plan View Concepts
 - Summarize Modal Accommodations
 - Document Pros and Cons

