



# Hennepin Avenue Reconstruction

Washington Avenue to 12<sup>th</sup> Street  
Public Meeting 2 - April 25, 2016

# Purpose of Today's Meeting

- Share the project scope and schedule
- Present a draft corridor concept for Hennepin Ave
- Seek feedback on concept and answer questions
  - Leave feedback on feedback form, on concept map, or call or e-mail staff

## **Project Contact:**

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## **Website:**

[www.minneapolismn.gov/cip/future/WCMSP-172270](http://www.minneapolismn.gov/cip/future/WCMSP-172270)

# Project Overview

- Street reconstruction of Hennepin Ave
- Limits: Washington Ave to 12<sup>th</sup> St
- Programmed for construction in 2020
- Planning work starting in 2016

PV118 - Hennepin Ave (Washington Ave - 12th St N)



Project



# Project Team and Partners

## **Minneapolis Department of Public Works is lead agency:**

- Simon Blenski, Project Planner
- Don Pflaum, Project Planner
- Chris Engelmann, Project Engineer

## **Other agency partners:**

- Minneapolis Department of Community Planning and Economic Development
- Minneapolis Police Department
- Metro Transit

# Community Meetings

- Public Meeting 1 - February 17, 2016
- Ward 3 Council Member Frey
- Ward 7 Council Member Goodman
- DiD Transportation Committee
- DiD Greening & Public Realm Committee
- Downtown Minneapolis Neighborhood Association
- Greater Twin Cities Building Owners & Managers Association
- Hennepin Theatre Trust
- Minneapolis Pedestrian Advisory Committee
- Minneapolis Bicycle Advisory Committee
- Minneapolis Committee on People with Disabilities
- North Loop Neighborhood Association
- Warehouse District Business Association
- Additional businesses, property owners and managers, and stakeholder groups

# Why does Hennepin Ave need to be reconstructed?



**Pavement condition warrants full reconstruction**

# Anticipated Project Schedule

| Timing             | Task   |
|--------------------|--|
| Winter/Spring 2016 | Technical evaluation and initial public engagement           |
| June 2016          | Seek City Council approval for preferred street concept      |
| July 2016          | Submit application for federal transportation grant          |
| 2017-2019          | Detailed design/engineering and additional public engagement |
| 2019               | Advanced utility work  |
| 2020               | Anticipated Construction                                     |

← We are here

← Near-term deadline

# Estimated Project Budget

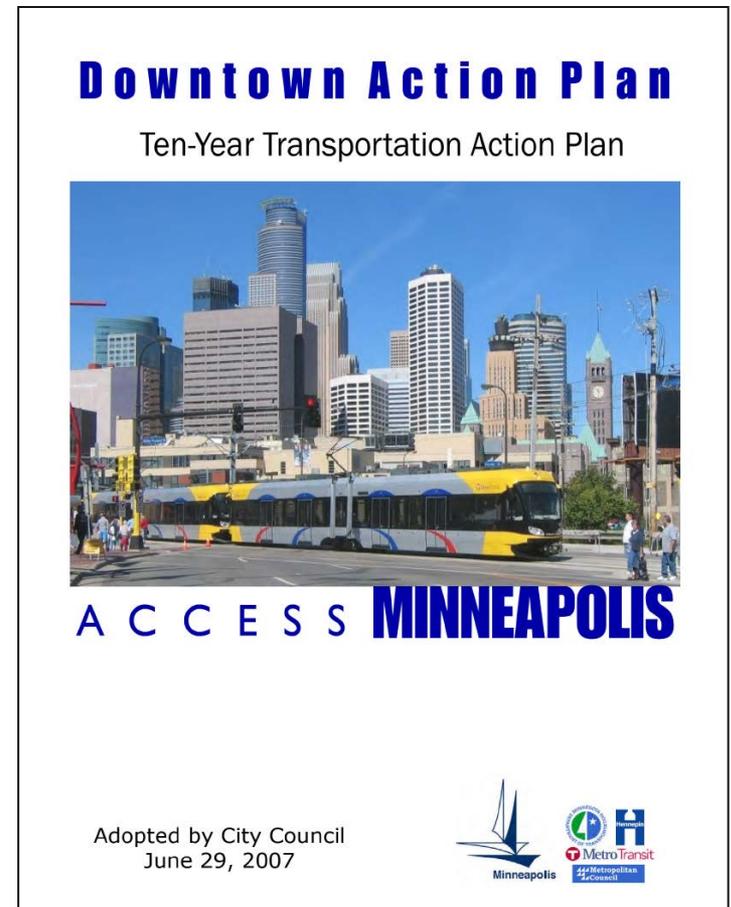
| Anticipated Funding Sources | Total (millions) |
|-----------------------------|------------------|
| Federal grant               | \$7.0            |
| Municipal State Aid         | \$5.0            |
| Net Debt Bonds              | \$2.3            |
| Special Assessments         | \$1.1            |
| Sewer Enterprise Funding    | \$0.3            |
| <b>Total</b>                | <b>\$15.7</b>    |

- Initial estimate from Public Works' Capital Budget Request
- Planning work and preferred concept will inform a refined cost estimate

# Planning Guidance for Hennepin Ave: **Downtown Ten-Year Action Plan**

## Key Objectives:

- Sustain growth
- Improve quality of life
- Use limited space efficiently and effectively
- Facilitate car-free lifestyles
- Attractive for visitors, residents, and workers
- Set a vision for the future!



# Plan undertook a needs assessment

## What is needed from each network?

- Pedestrian
- Bicycle
- Transit
- Street network (pavement and bridges)

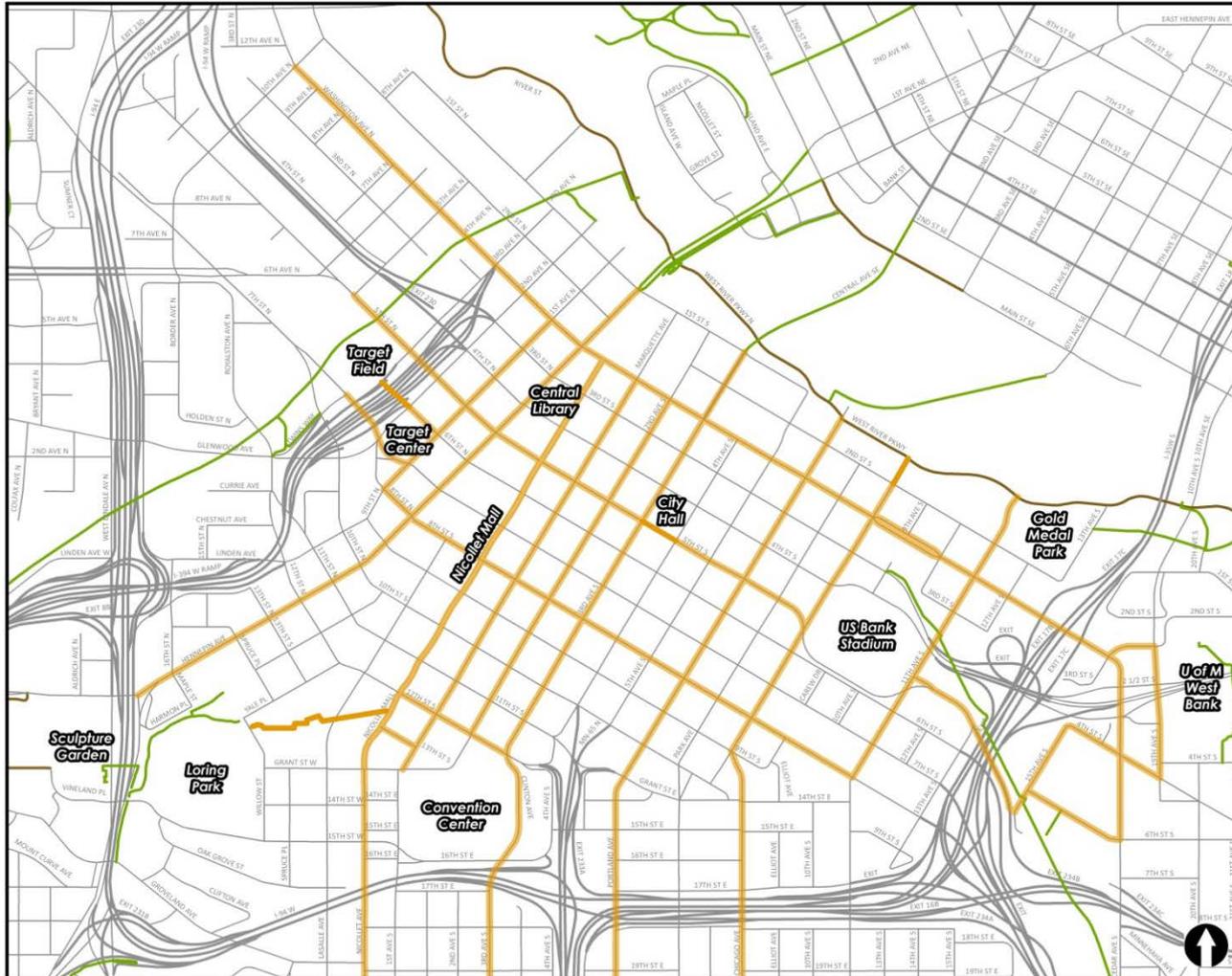


## Outcomes

- Major issues and needs
- Primary networks established
- Framework for implementation

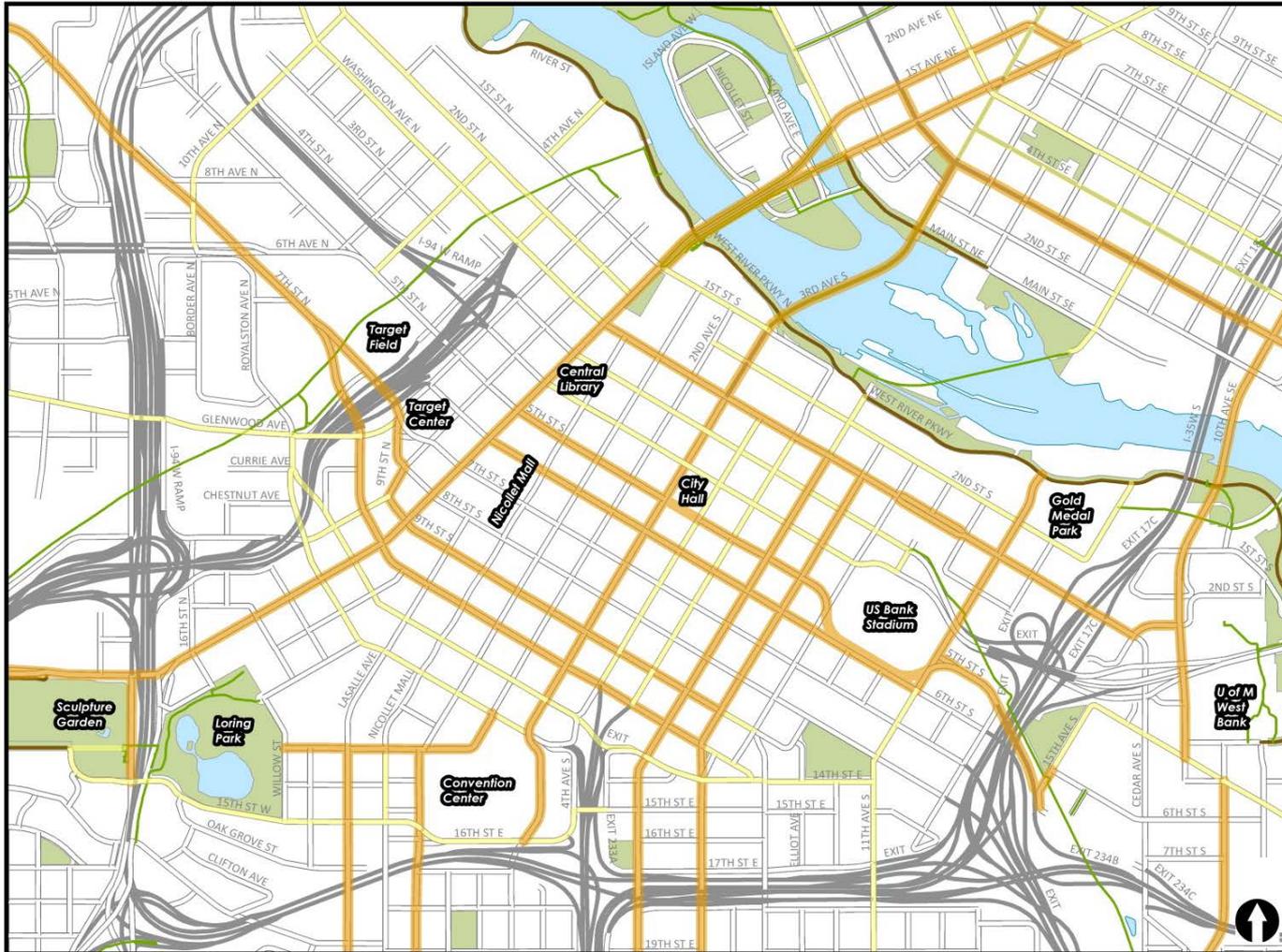


# Downtown Pedestrian Network



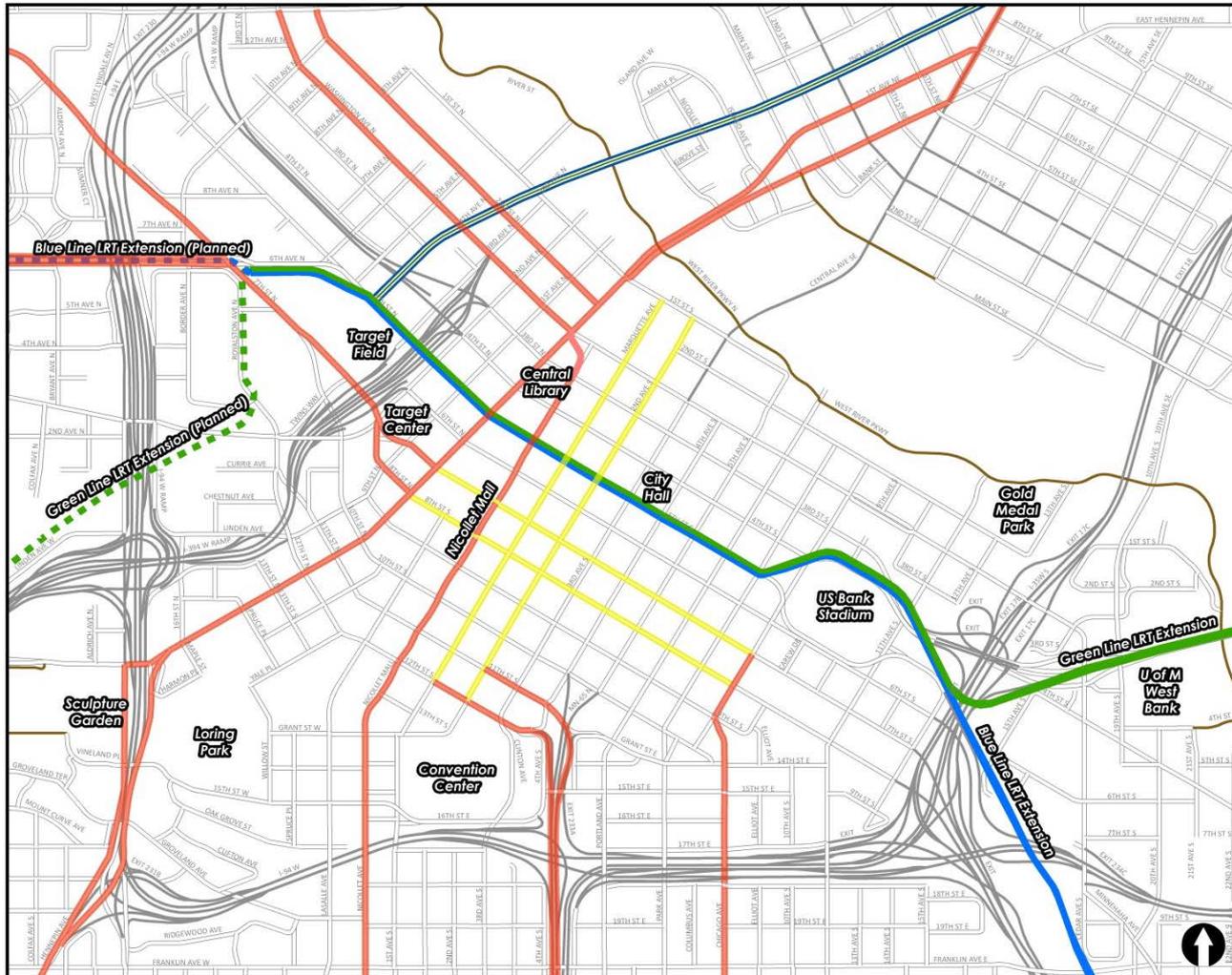
Primary Pedestrian Network

# Downtown Bikeway Network



Protected Bikeway Network

# Downtown Transit Network



Planned Primary Transitway Primary Transitway Primary Transit Corridor



# Hennepin Ave project is part of an integrated downtown strategy:

- A primary pedestrian corridor
- A protected bicycle facility
- A planned transitway
- Replace aging infrastructure



# What have we heard about Hennepin Ave?

## Desire for:

- Safe, secure, and consistent pedestrian experience
- Wide sidewalks that accommodate furnishing zone, greening, and high pedestrian volumes
- Efficient transit service and enhanced bus shelters
- Protected bikeway separate from motor vehicle traffic
- Maintained motor vehicle access to destinations along corridor





# Existing Design: Washington Ave to 10<sup>th</sup> St

## 4-lane blocks



## 5-lane blocks



Typical sections, dimensions vary by block

# Concept Development

## **Multimodal analysis evaluated different concepts:**

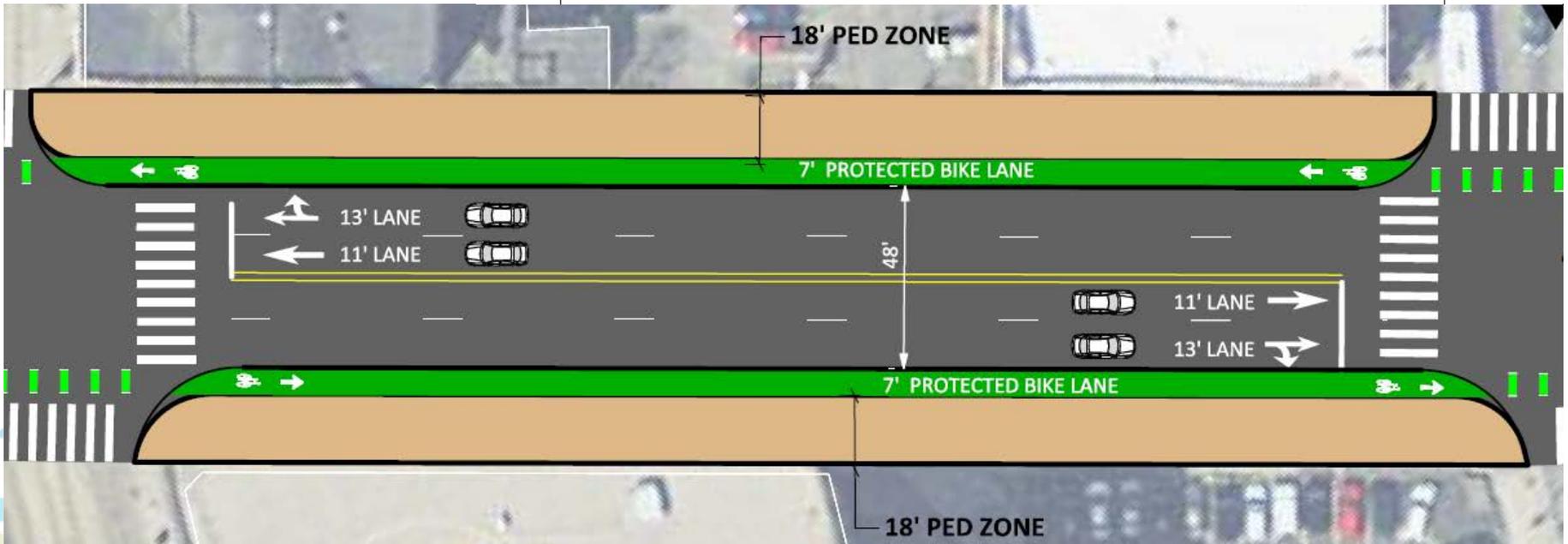
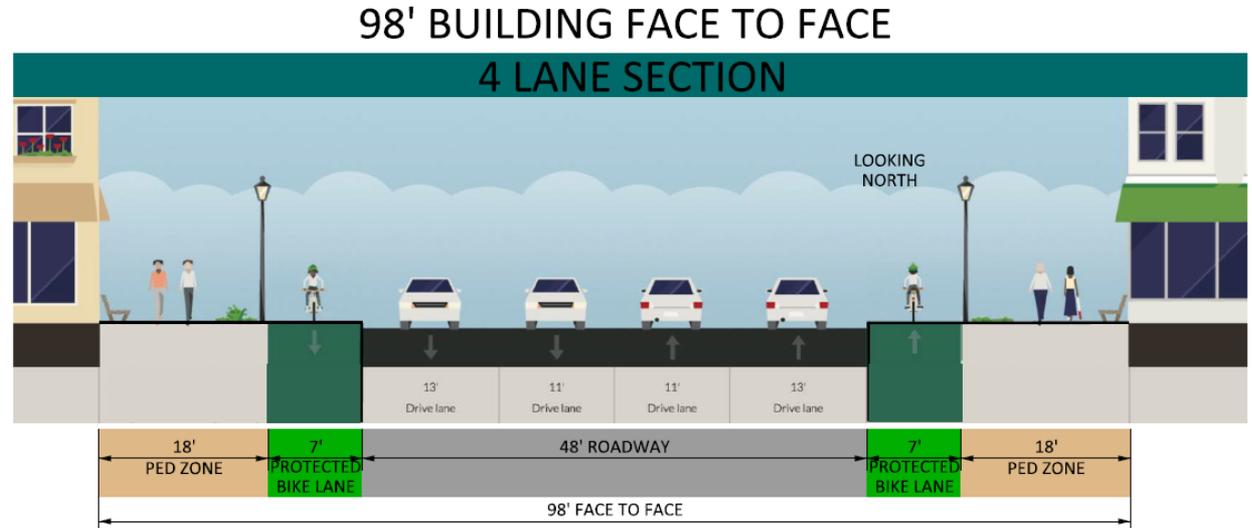
- Space for pedestrian zone
- Space for protected bikeway
- Space for transit stops and shelters
- Roadway design that:
  - Allows for acceptable transit travel times
  - Allows for acceptable traffic flow

Traffic analysis was completed that accounted for motor vehicle travel time, transit travel time, and pedestrian volumes.



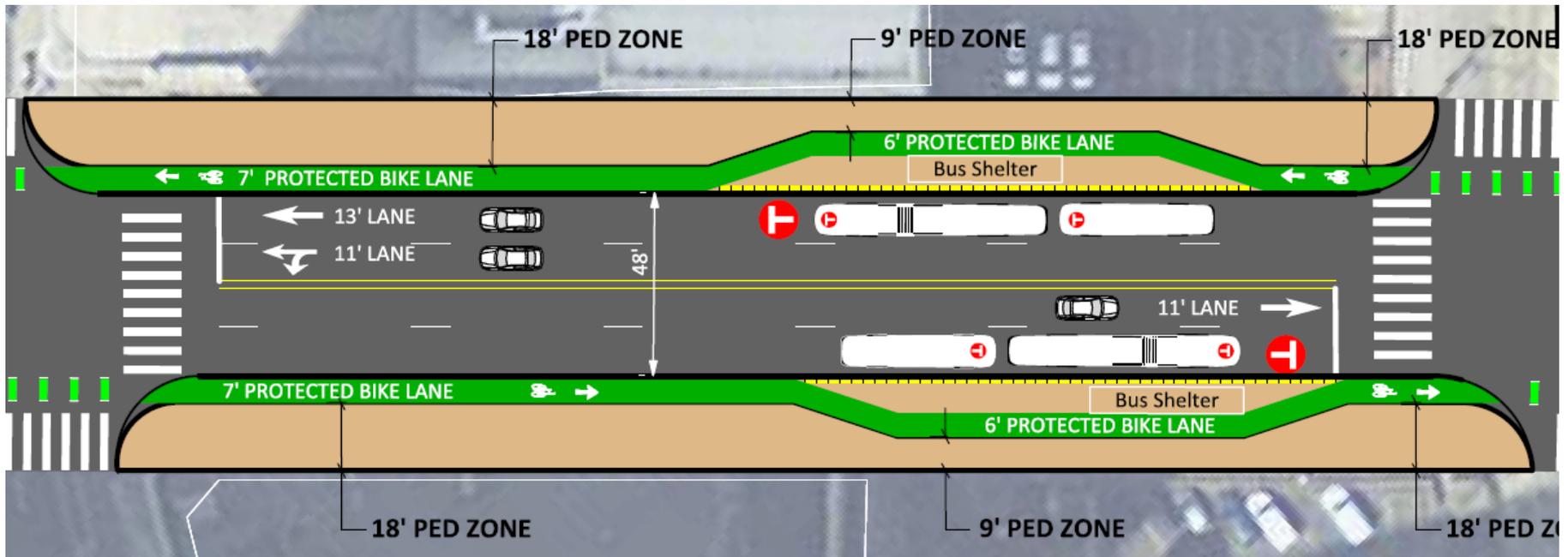
# Typical concept: Washington Ave to 10<sup>th</sup> St

- 18' pedestrian zone
- 7' protected bike lane at sidewalk level
- 48' roadway with 4 lanes



# Typical concept: Washington Ave to 10<sup>th</sup> St

## Blocks with transit stops



- 18' pedestrian zone
- 7' protected bike lane at sidewalk level
- 48' roadway with 4 lanes
- Transit shelter and waiting area (narrower pedestrian and bike zone)

# Opportunities for an improved pedestrian experience

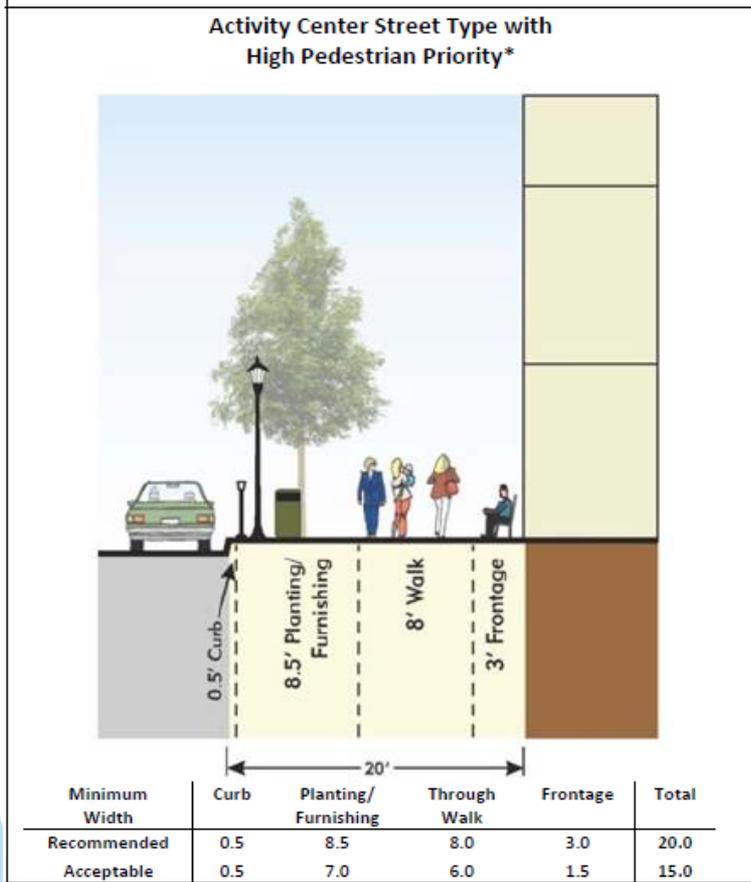
## Sidewalk and street width

- Street width is narrowed by 10-12'
- Potential for further street width reduction (Municipal State Aid variance process)
- Potential for curb extensions into cross streets and compact intersection design
- Raised bikeway provides increased buffer from traffic and increased space during special events
- Right-of-way on some blocks is greater than 98'

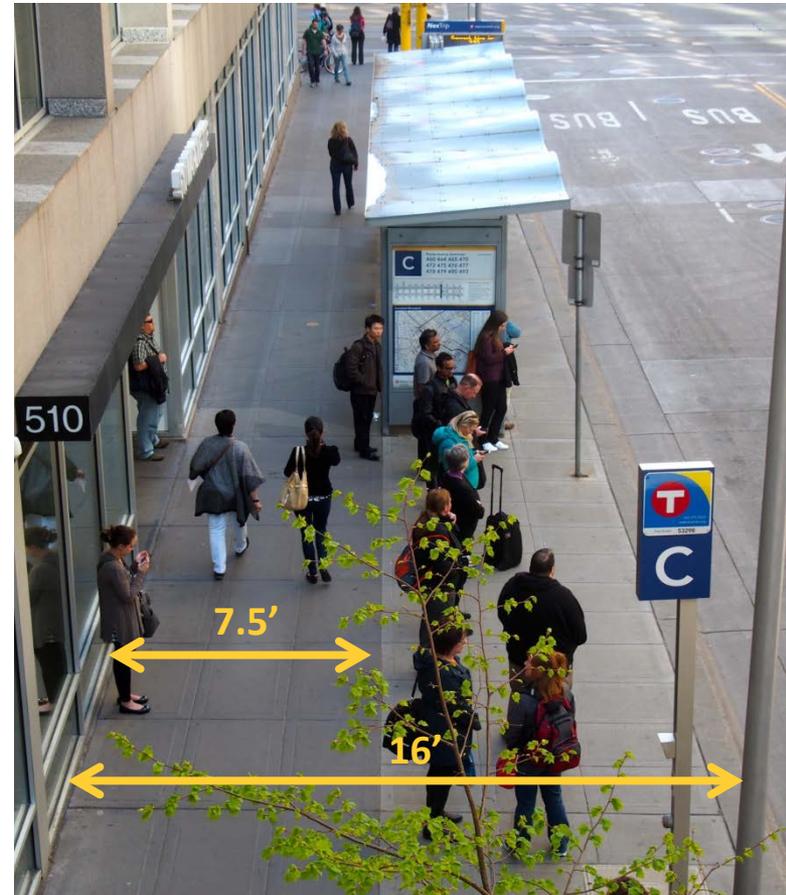
## Sidewalk uses

- Reconstruction provides opportunity to consolidate and coordinate furnishing zone elements
- Establish clearly defined transit waiting areas
- Consideration for staggering high demand uses

# Sidewalk Design - Guidance



**Activity Street Sidewalk Design**  
 Acceptable min width: 15'  
 Recommended min width: 20'

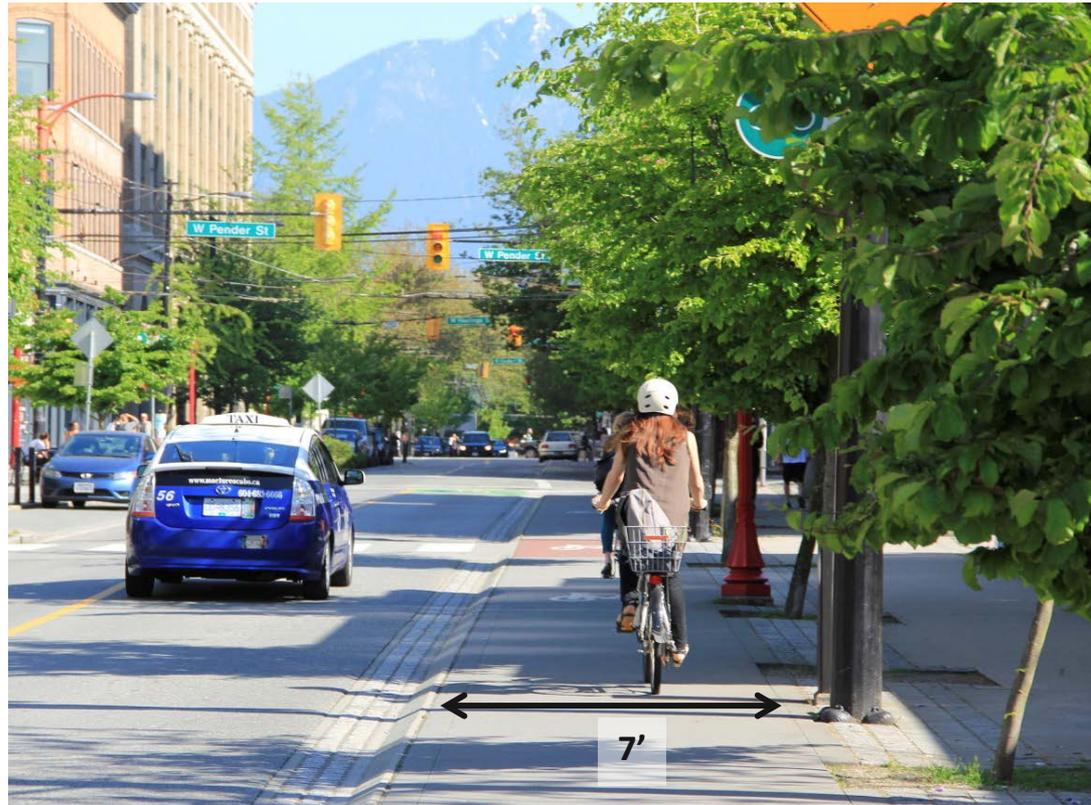


**Example - Marquette Ave at 5<sup>th</sup> St S**  
 Total width: 16'  
 Through walk: 7.5'

# Bikeway Design

## Protected Bike Lane

- 7' extension of sidewalk area
- Raised above street level
- Separated from through walk zone by furnishing zone (trees, light poles, etc.)

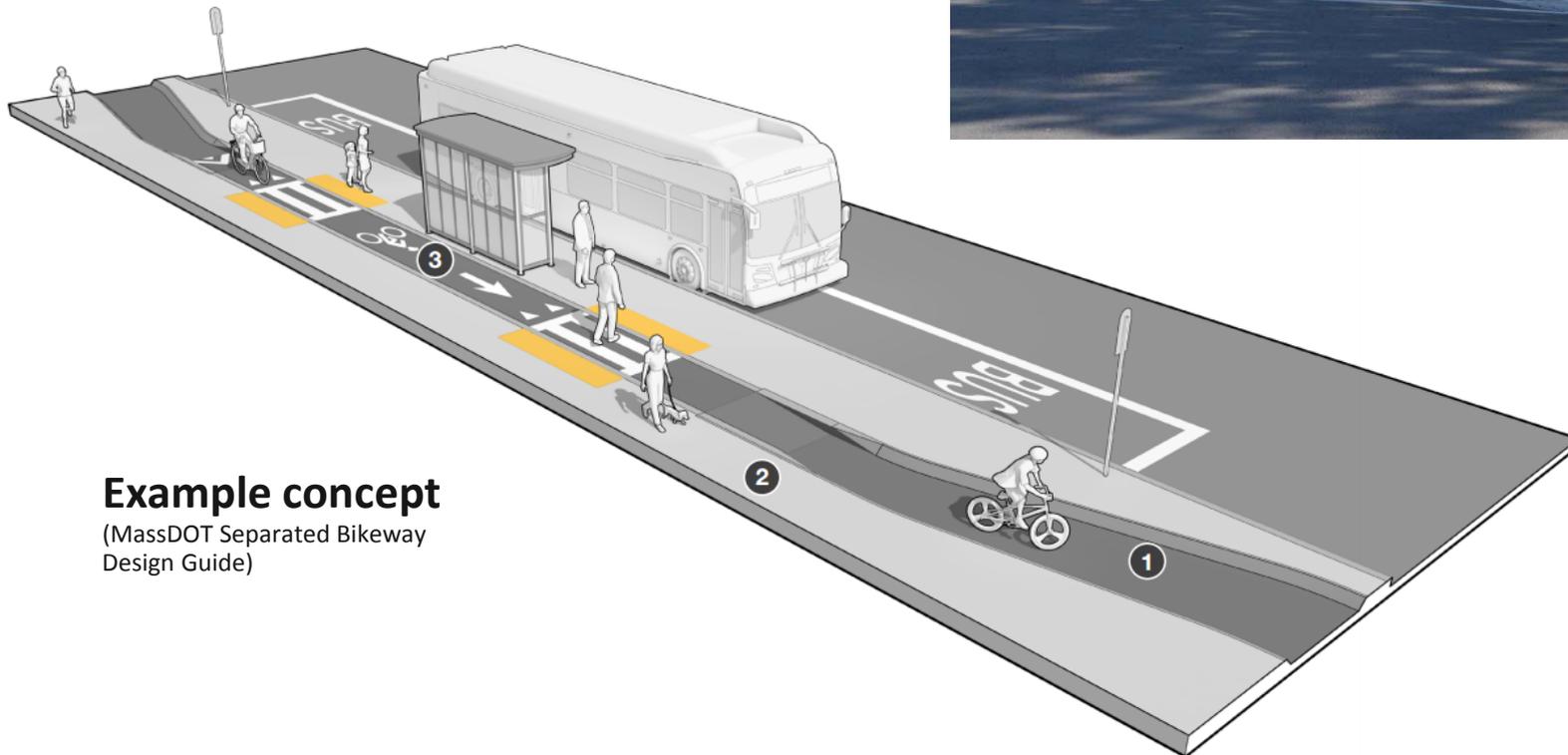


Bikeway serves as enhancement and buffer zone to sidewalk

# Bikeway Design

## At Transit Stops

- Bike lane goes behind bus shelter and waiting area
- Reduces conflicts with people getting on/off buses



## Example concept

(MassDOT Separated Bikeway Design Guide)



# Transit Stop Design

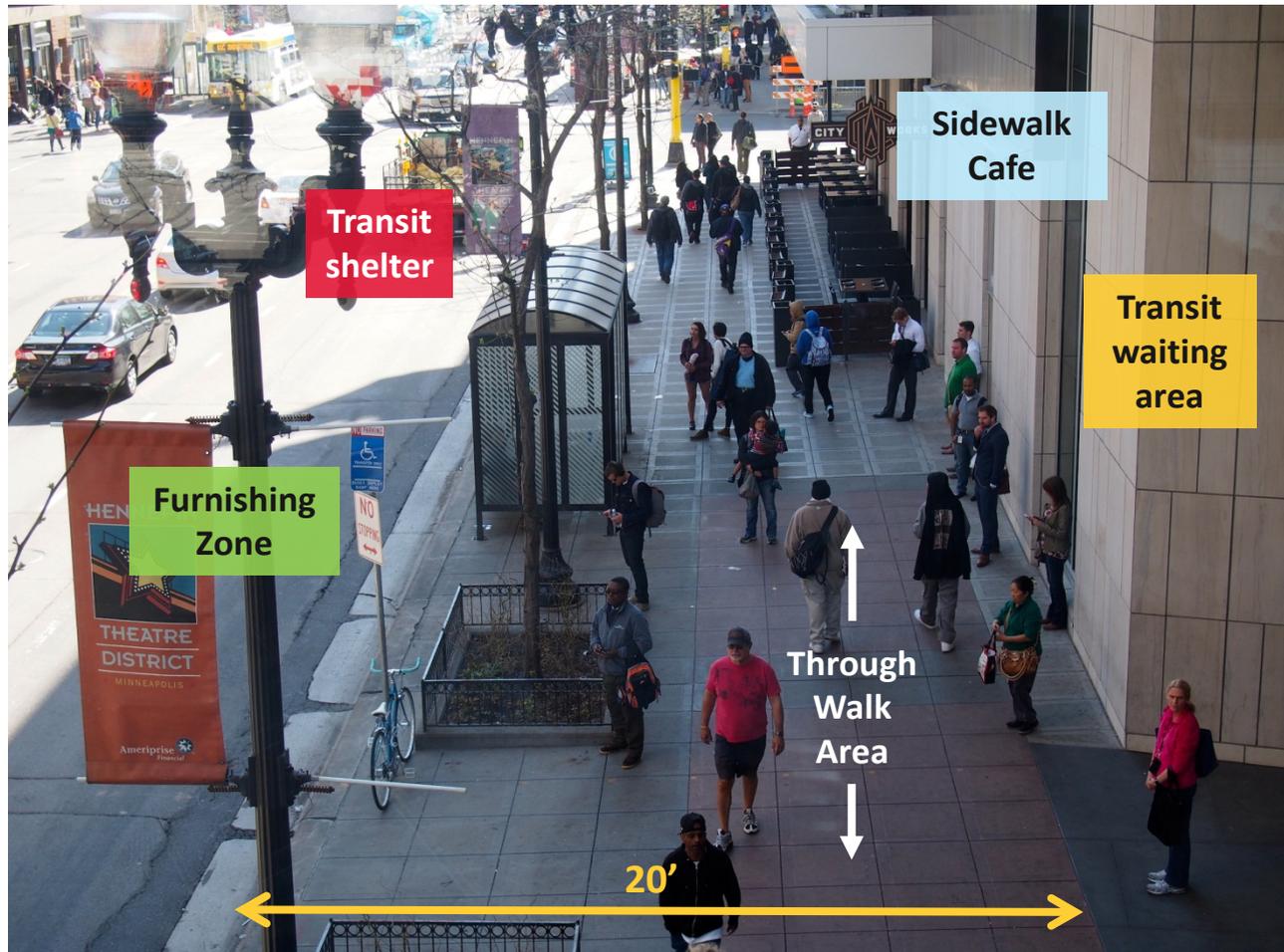
## New Metro Transit Bus Shelters

- Transparent design
- Includes heat, lighting, and real time travel information



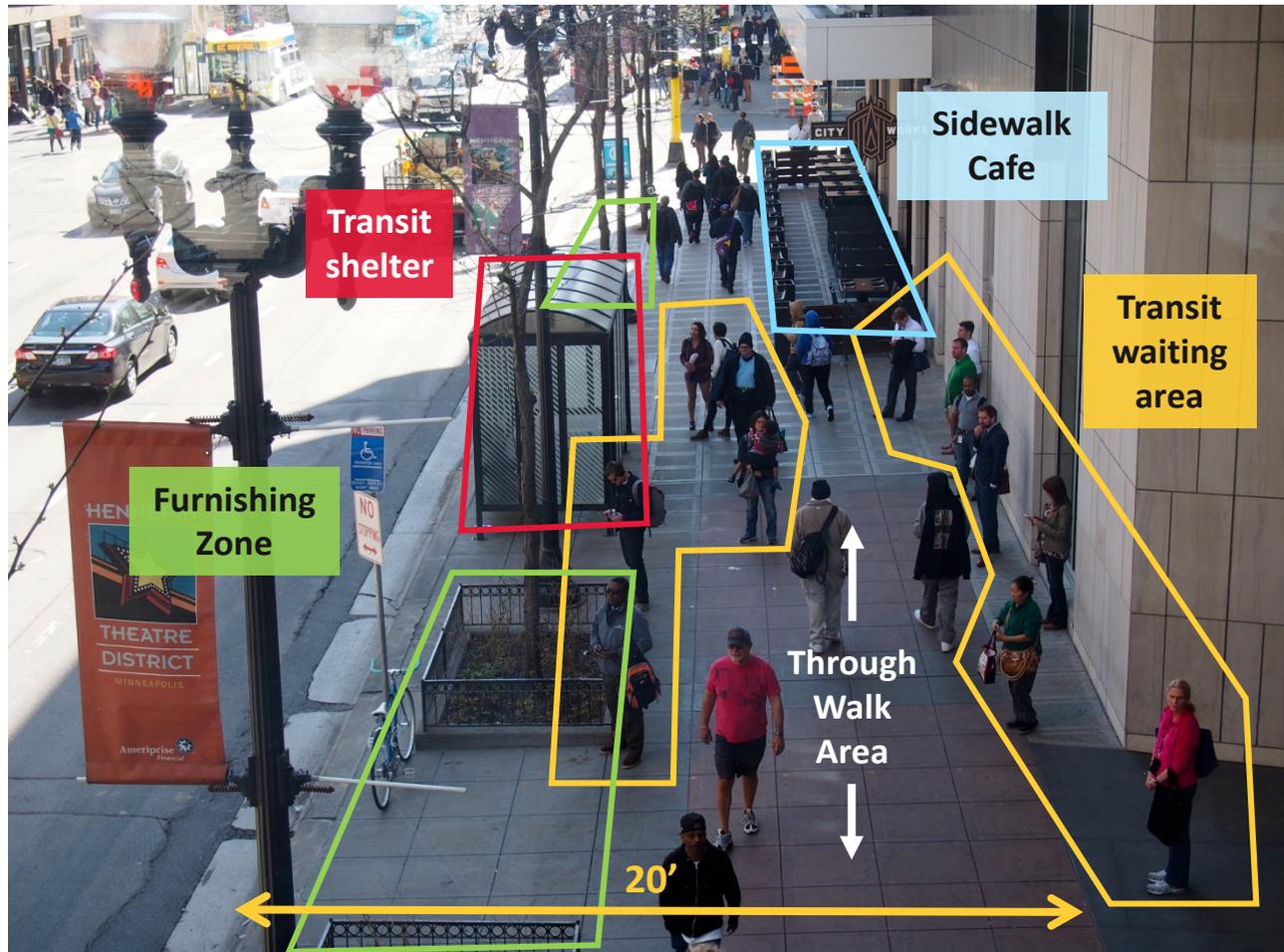
Example A-Line bus shelter along Snelling Ave in St. Paul (under construction)

# Existing sidewalk space on Hennepin Ave



Includes many uses

# Existing sidewalk space on Hennepin Ave



Space is not always used efficiently or effectively

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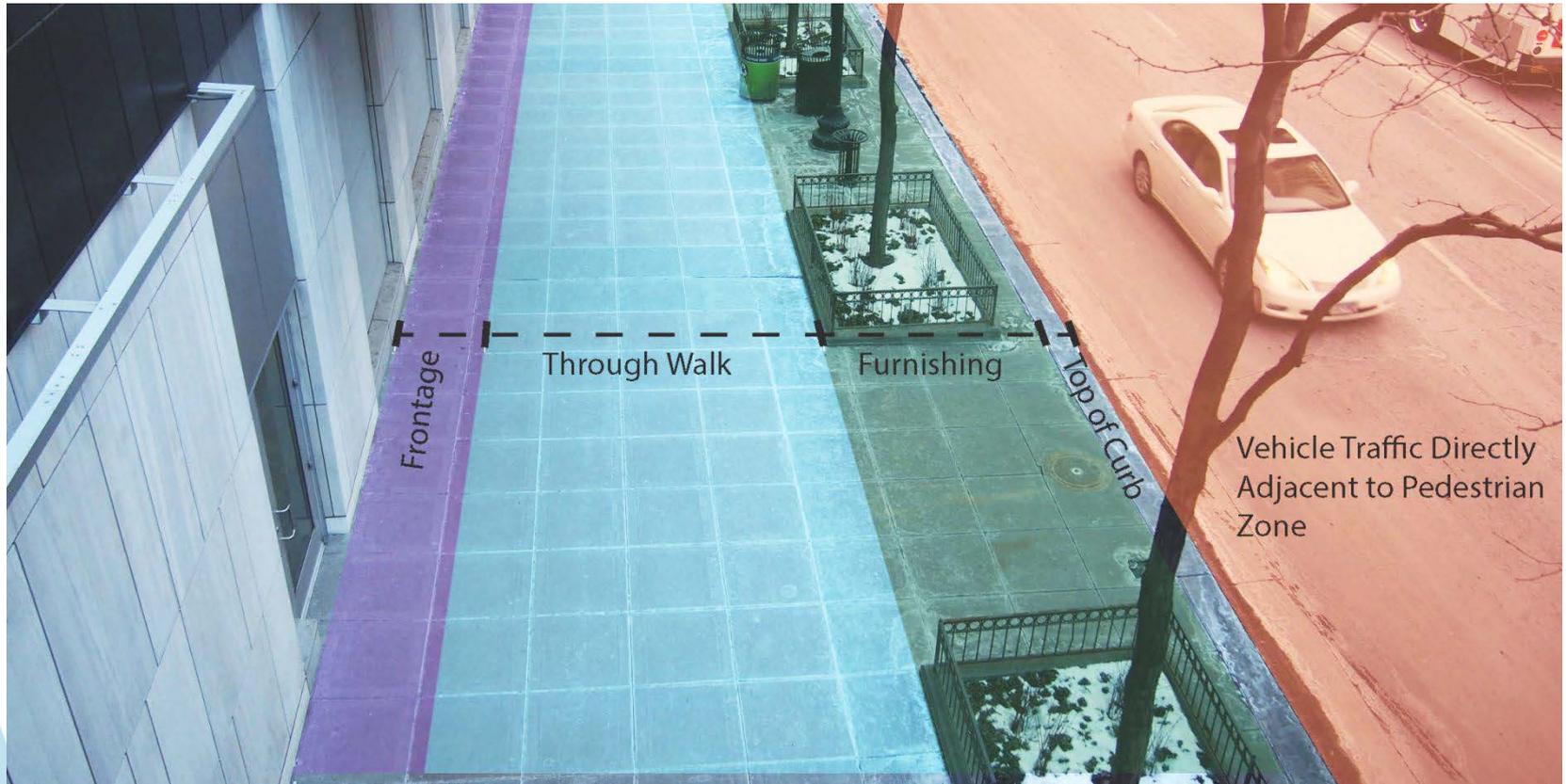
Space is not always used efficiently or effectively

# Existing sidewalk space on Hennepin Ave

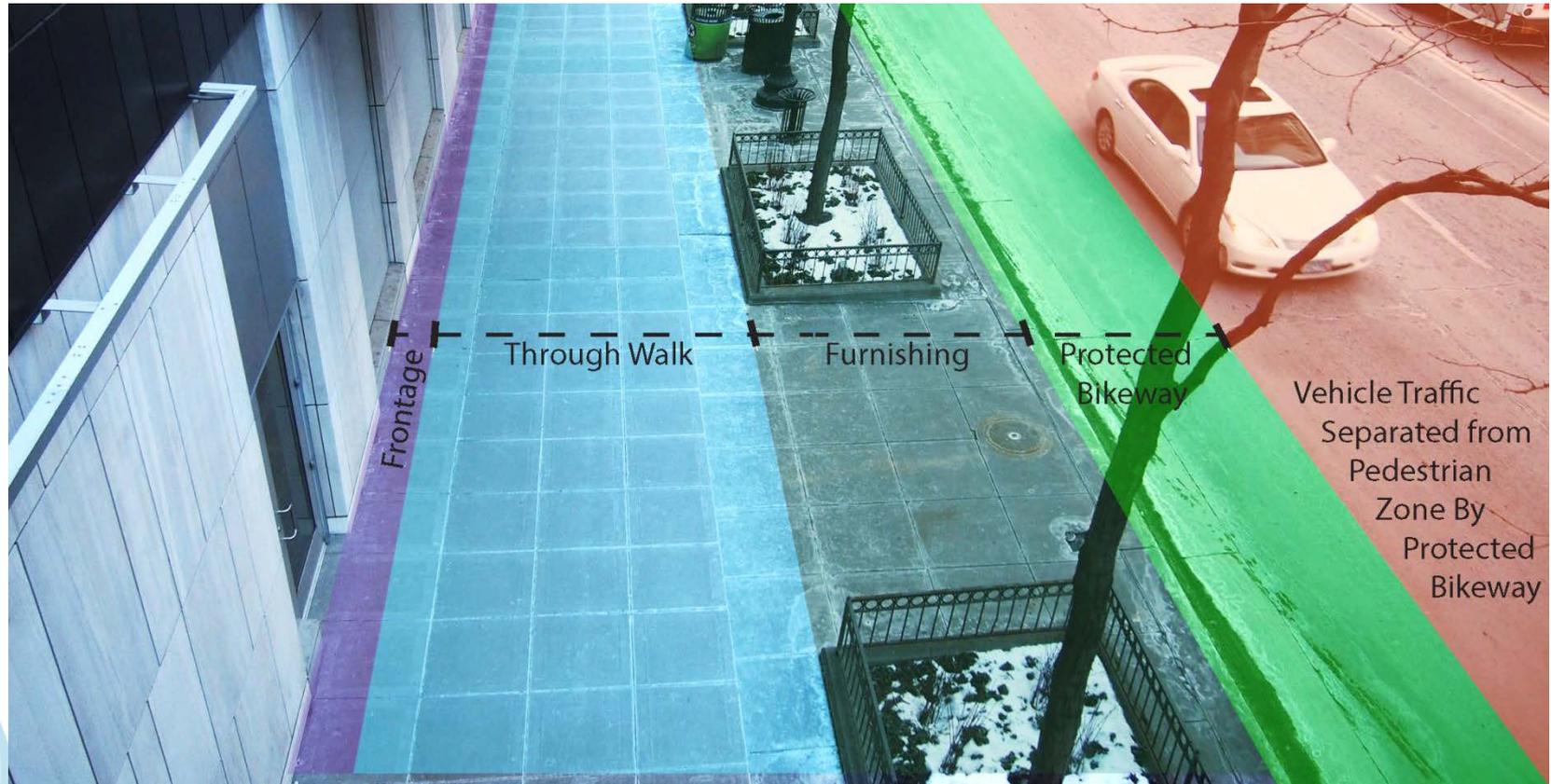


There are many opportunities to improve or enhance the existing pedestrian space

# Existing sidewalk space on Hennepin Ave

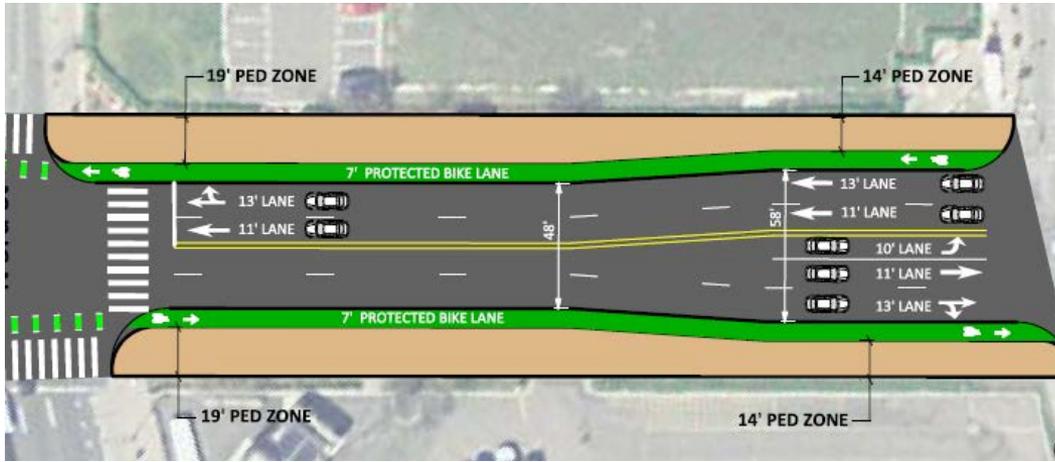


# Proposed sidewalk and bikeway area



Bikeway serves as an additional buffer between through walk and the roadway

# Other corridor segments



**3<sup>rd</sup> St & Washington Ave**  
Northbound left turn lanes maintained

## **10<sup>th</sup> St to 12<sup>th</sup> St**

Narrower right-of-way (88')  
Ped and bike area design in process



**See concept map for further detail**

# In the coming weeks, we are aiming for a preferred concept

## **Items will not know by then:**

- Detailed design and engineering, such as
  - Utility impacts
  - Precise dimensions
  - Material choices
  - Determination of all curb side or sidewalk uses
  - Furnishing and streetscape opportunities  
(beyond scope of base project)
- Construction staging
- Amount of special assessments for individual properties

## Next steps

- **April/May 2016** - Seeking feedback on proposed concept
- **Early June 2016** - Seek Council approval for preferred concept
- **2017-2019** - Additional engagement and detailed design
- **2020** - Anticipated project construction

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