

Meeting Minutes

Hennepin/First Transportation Study Study Advisory Committee Meeting #1 October 22, 2015 - City of Lakes Room 101

Meeting attendees: See Attached

Introductions

Committee member introduced themselves and indicated their association affiliation and primary mode transportation they use in the study area. City staff provided a brief overview of the role of the Study Advisory Committee (SAC), which included an outline of meeting expectations and responsibilities.

Study Overview

An overview of the study and activities conducted to date was provided by staff. SAC members asked for confirmation that all one-way streets within the study area will be evaluated and Nathan confirmed they were. It was requested by SAC members that the existing conditions graphics presented be provided electronically to the group for further review. A number of members asked if traffic violations or enforcement issues were evaluated or tracked, while noting that driver confusion is often the leading factor incorrect turns on the one-way streets. Staff noted that traffic violations and enforcement was not evaluated, but crash data was summarized by crash type to determine if drive confusion is a contributing factor in crashes.

ACTION: Provide inventory and existing conditions materials to SAC members.

Committee Input

Staff guided a discussion that focused on identifying the values, goals, and visions for the study area corridors. The key themes and input received from the TAC would serve as a guide for the development of screening criteria that will be used to narrow down a wide range of potential concepts to a smaller subset that will be considered for more detailed evaluation. Each SAC member was provided an opportunity to offer their input, after which the meeting was opened up for general discussion from all members. Below is a brief summary of the input and guidance provided by SAC members.

- Encourage economic vitality (limit speeding)
- Promote traffic calming
- Reduce the amount of bicycle and pedestrian conflicts with cars
- Reduce complexity of the transportation network
- Provide enhanced pedestrian environment, offering opportunities for art, bus shelters, etc.

- Provide a safer pedestrian environment for pedestrians (e.g., 1st Ave: 4th St to 7th St)
- Consider more equitable transportation system, with equal emphasis for modes
- Offer space for bicycle and pedestrian mobility
- Influence travel behavior to reduce speeds before it enters the study area (e.g., Hennepin Bridge and Central Ave)
- Reduce confusion and address dangerous intersection to promote livability (i.e., consistency in street grid)
- Enhance the comfort and convenience of non-motorized travel
- Provide protection and buffer from motorized travel
- Address mixture of one-way and two-way streets
- Encourage transit use
- Prioritize safe bicycle and pedestrian street crossings
- Address signal timing that encourages speeding
- Improve sight distances for non-motorized users
- Understand that the area will increasingly grow a destination, not just a “cut-through”
- Infrastructure and opportunities for motorized travel must still be provided for local residents and businesses
- Accommodations for trucks, buses, and emergency vehicles must be maintained
- Evaluate inconsistencies with parking bays and bump-outs
- Bicycle facilities should not be overlooked, part of greater network of connectivity to downtown, regional park system, and University of Minnesota campus
- Traffic calming will enhance opportunities for place-making
- Streetcar is important improvement for the neighborhood and should be implemented in a way that maintain consistency with local and regional visions
- Motorized throughput and congestion should not be driving factor
- Seek opportunities to address complex intersections (5th/Hennepin/Central, 7th/1st/Central, and 7th/Hennepin)
- Evaluate opportunities to address “free-flowing” right turns that encourage speeding and present conflicts with bicyclists and pedestrians
- Identify gaps in the bicycle/pedestrian network (e.g., Main St: 1st Ave to Hennepin)
- Evaluate best location for dedicated bicycle facilities

Next Steps

Staff discussed the study’s next steps and indicated that the next meeting would likely occur in early December. SAC members asked for clarification for the anticipated topics that will be presented at the next meeting and staff stated that the study team would use the committee’s input to aid in the creation of screening criteria that would be applied to narrow down a range of concepts to be presented for discussion. The SAC also requested that meeting materials be provided in advance so that committee members would have adequate time for review and preparation.

ACTION: Set next SAC meeting date as early as possible to accommodate schedules.

ACTION: Provide meeting materials in advance of next SAC meeting to facilitate participation.