

# Meeting Minutes

## Hennepin/First Avenue Transportation Study Study Advisory Committee Meeting #2 December 21, 2015 - City of Lakes Room 101

### Introductions

City staff provided Study Advisory Committee (SAC) members with a brief outline of meeting's agenda.

### Study Overview

An overview of the study and activities to date was provided to the SAC by staff.

### Evaluation Process

Staff presented the components of the evaluation process, which included the input provided directly from the SAC, technical and design "fatal flaws", and the screening process. Below are a list of questions, comments, and responses related to the evaluation process.

- Staff clarified that "Less than 2 travel lanes" eliminates concepts that provide one travel lane under one-way operations and two travel lanes under two-way operations.
- Shared bicycle facilities are commonly referred to as sharrows, but the intent of the criteria is to provide bicycles with dedicated travel space in the public right-of-way.
- Travel lanes vary based upon street type and function, varying from 9-12 feet across the City. The 11 foot travel lanes were selected to accommodate buses and other large vehicles, while also maximizing right-of-way space to promote traffic calming.
- Technical staff reviewed bridge operations and concluded that modifying the Hennepin/First Avenue Bridge to two-way configuration/operations would result in too many additional technical, safety, and operational problems.
- Streetcar (and transit) couplet refers to directional service on proximate parallel corridors, regardless of one-way or two-way operation, which in this case would represent transit service on Hennepin Avenue (northbound) and First Avenue (southbound).
- A balanced approach was taken to provide benefits to both corridors and considered planned development along First Avenue, preventing a "Main Street" and "Bypass Route".
- Phasing was considered to identify mutual interim and long-term concepts, while accounting for inconsistent street widths along Hennepin Avenue.
- Transit and bicycle interactions were considered as part of concept development to understand how concepts would address intersections and mixing zones.
- A wide variety of bicycle facility designs were considered to identify context-sensitive solutions.

**ACTION:** Provide higher resolution SAC objectives matrix.

## Concept Development

Staff presented leading one-way and two-way concepts identified by study's Technical Advisory Committee (TAC), composed of City, Hennepin County, Metro Transit, and MnDOT staff. Below are a list of questions, comments, and responses related to the evaluation process.

- Any loss of parking will be detrimental to economic development.
- Streetcar is planned to operate in mixed traffic.
- A pedestrian zone along this type of corridor should be a minimum of 12 feet, while the City's sidewalk design guidelines indicate 15 feet is acceptable and 20 feet is recommended.
- One-way concepts with three lanes of travel are not desired and would not calm traffic as much as neighborhood desires. Traffic calming measures should start outside of the neighborhood and continue through. County indicated the bridge may be restriped in 2016.
- Flexible off-peak parking is often confusing and awkward, with compliance and enforcement problems. Avoid design similar to First Avenue N in downtown where pedestrian, bicycle, and parking conflicts create an undesirable conflict zones.
- The corridors do not necessarily have to be identical, variations or components could be incorporated during more detailed design.
- Traffic volumes and patterns indicated offsetting lane geometry for two-way operations would balance mobility and circulation, matching in with traffic volumes and patterns to/from the Hennepin/First Avenue Bridge.
- Center turn lane concept was considered, but not carried forward due to existing travel patterns and lack of mid-block access points requiring a continuous turn lane. This option will be re-evaluated during the detailed traffic analysis.
- Group discussed routing all bicycle facilities to First Avenue to/from the Hennepin/First Avenue Bridge. This concept introduces more intersection conflicts, circuitous and confusing bicycle routes, inconsistency with adopted bicycle plans, modal inequity, and would result in bicycles still riding on Hennepin Avenue's sidewalks.
- Clear preference for protected bicycle facilities, particularly facilities incorporating physical separation with "greening" or other stormwater management elements.
- Evaluate and consider access modification to "half streets" along the Hennepin Avenue and Central Avenue corridors (i.e., 5th St, 6th St, etc.)
- Consider new two-way concept ("2-1C") with three travel lanes, parking on both sides, and a raised cycletrack.

**ACTION:** Develop new concept "2-1C" and distribute updated materials.

**ACTION:** Confirm the concepts to be carried forward for more detailed analysis.

## Next Steps

Staff discussed the study's next steps and indicated that the next meeting would likely occur in early part of 2016. Staff confirmed that meeting materials will 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.