

To: Minneapolis City Council
Minneapolis Public Works

From: Minneapolis Pedestrian Advisory Committee

Date: May 4, 2016

Subject: Hennepin Avenue Design

Hennepin Avenue Design

WHEREAS, the Pedestrian Advisory Committee was appointed to advise the Mayor and City Council on policies, programs, and actions for improving pedestrian safety, mobility, accessibility, and comfort; and

WHEREAS, the committee is tasked to promote walking for transportation, recreation, and health purposes and to strengthen the linkage between the pedestrian environment and public transportation; and

WHEREAS, the City Council adopted the Access Minneapolis, the City's transportation action plan that identifies specific actions that the City and its partner agencies (Metro Transit, Metropolitan Council, Hennepin County, Minnesota Department of Transportation) need to take within the next ten years to implement the transportation policies articulated in The Minneapolis Plan; and

WHEREAS, the City Council established the Street and Sidewalk Design Guidelines in 2009 as part of Access Minneapolis to assist staff and stakeholders in the decision-making process for planning and designing complete streets that support and encourage walking, bicycling and transit use while promoting safe operations for all users; and

WHEREAS, the Street and Sidewalk Design Guidelines identifies 11' as the desired lane width for a Commerce Street and states that while wider widths are allowable, caution must be exercised to avoid creating conditions that will encourage vehicle speeds to rise above target operating speeds; and

WHEREAS, the City Council adopted the Climate Action Plan in 2013 as a roadmap to reducing the City's climate impact; and

WHEREAS, the Climate Action Plan identifies meeting the adopted targets for bicycle mode share and bicycle counts, increasing walking as a percentage of trips, and encouraging employers to embrace alternative work arrangements for employees as methods of reducing climate impact.

Therefore, the Pedestrian Advisory Committee would enthusiastically support a Hennepin Avenue design that features three lanes for auto traffic and prioritizes space for pedestrian and bicycle facilities as the most effective way of meeting the City's stated goals.

However, in an effort to acknowledge the political realities that have contributed to the current proposal, the PAC reluctantly supports the concept as presented with the following conditions:

- Pursue all possible variances to MSA standards and return all gained width to the pedestrian realm
- Explore the use of chicanes (angling traffic lanes to make room for transit stops at relevant corners) as a way to maintain a 15-foot pedestrian space throughout the corridor

- Engage the PAC in the next phases of the design process to explore as many pedestrian-oriented design features as possible, including but not limited to:
 - Elimination of right turns on red
 - Distinct tactile boundaries between the bikeways and the pedestrian zones
 - Design treatments at intersections that lessen crossing distance of both Hennepin Ave and cross-streets (such as protected intersections)
 - Bump-outs on all cross-streets
 - Raised intersections
 - Bike/ped scramble signal phase
 - Mid-block crossings