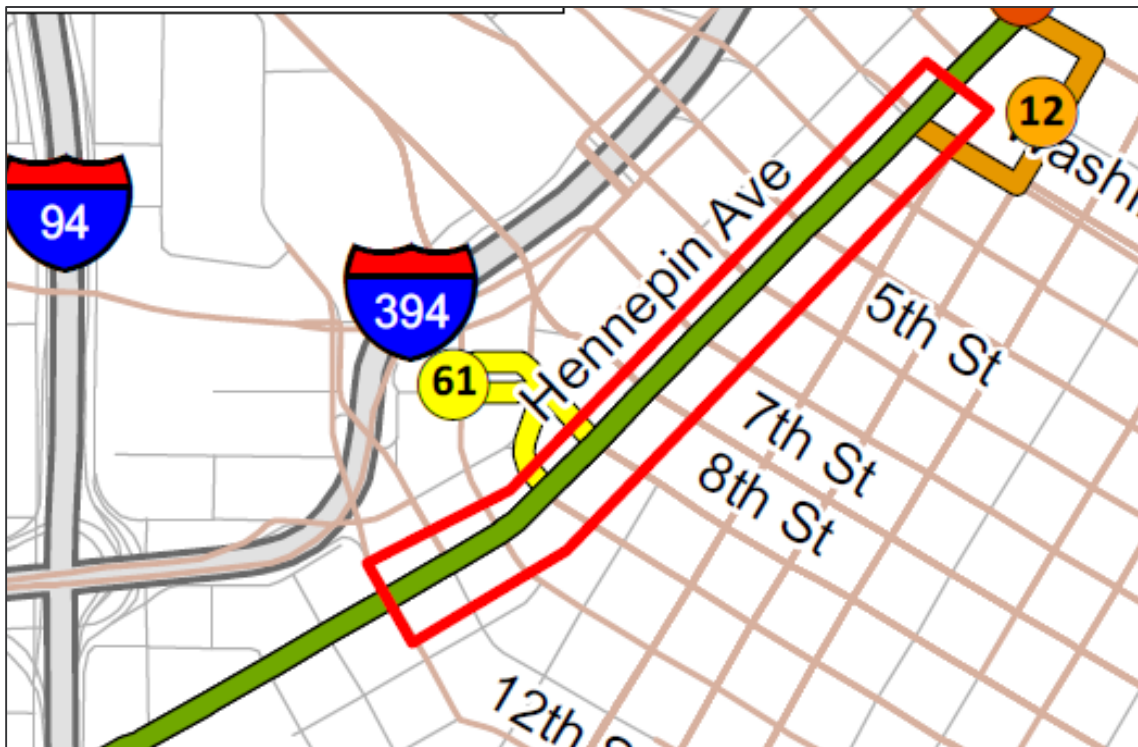


Downtown Hennepin Avenue Reconstruction



Transportation Accessibility Advisory Committee, September 5, 2018

Paul Lamb, Engineering & Facilities

Project Limits

- Roadway reconstruction from Washington to 12th Street
- Public Realm Vision area extends from Mississippi River to the Walker Sculpture Garden



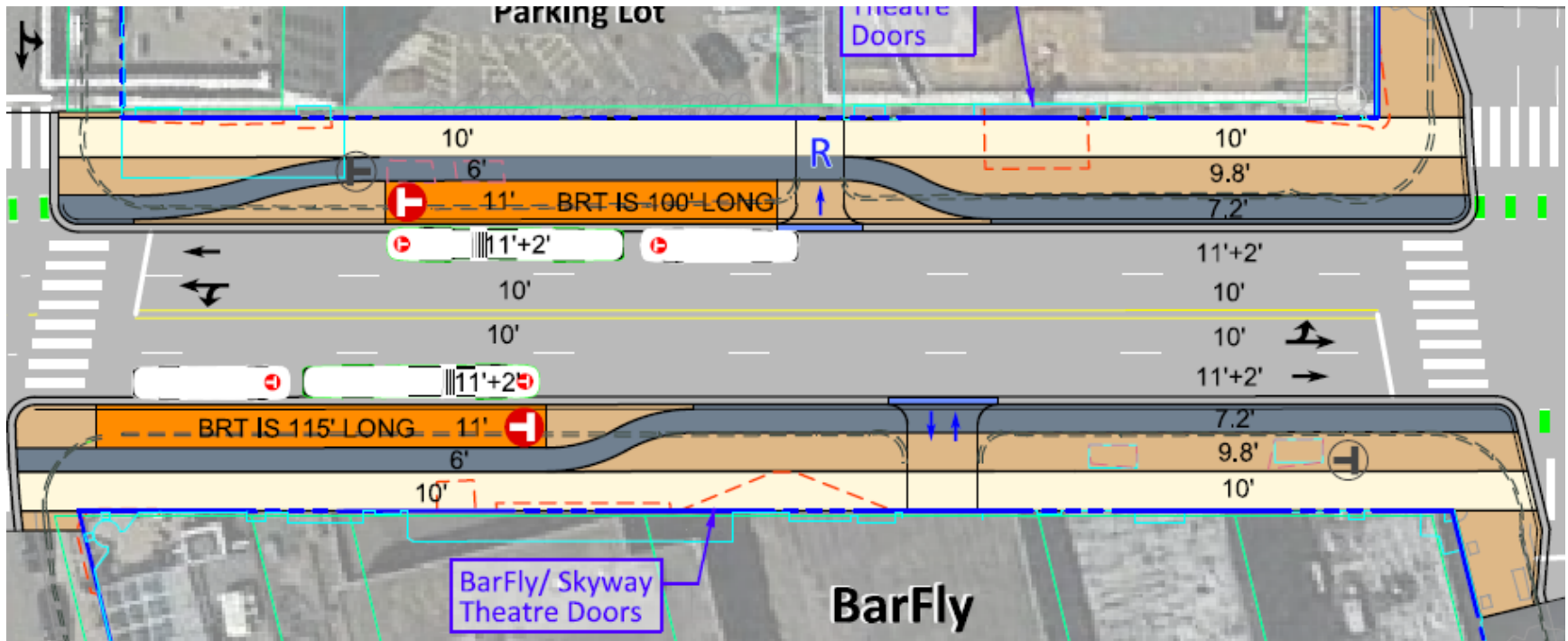
Overview

- Minneapolis will be reconstructing Hennepin Ave in downtown Minneapolis
- From the building to the curb there will be pedestrian space, one-way bike lanes, and bus stops areas
- Reduces number of left turn lanes, increasing space for pedestrian and bicycles behind the curb



Layout

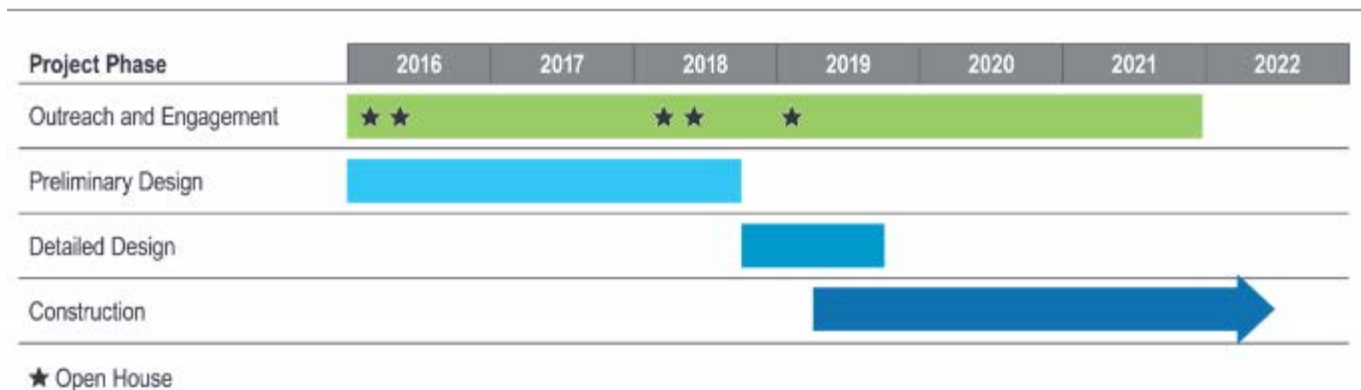
- Minimum 10' pedestrian walkway, wider in areas without bus stop
- 7' wide bicycle path (6' at bus stops)
- 11' wide bus station



Schedule

- Minneapolis City Council approves layout of curb on July
- Project is in 30% design phase, complete design in 2019
- Utility relocation will start in 2019, with roadway & sidewalk reconstruction estimated in 2020-2021
- Construction phasing and impacts still being determined

Project Overview and Schedule



Transit Aspects

- Reducing the number of stops from 13 to 8 stops
- Bus stop layout planned to be consistent with A Line station layout, consistent along corridor
- Rapid bus service planned in the future years after construction

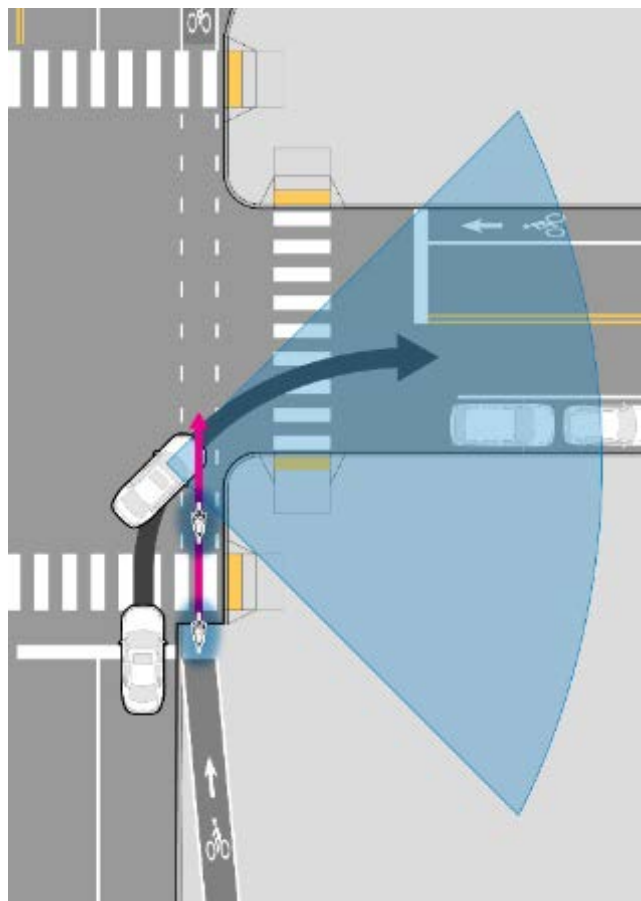


Intersection and Bus Stop Workshops

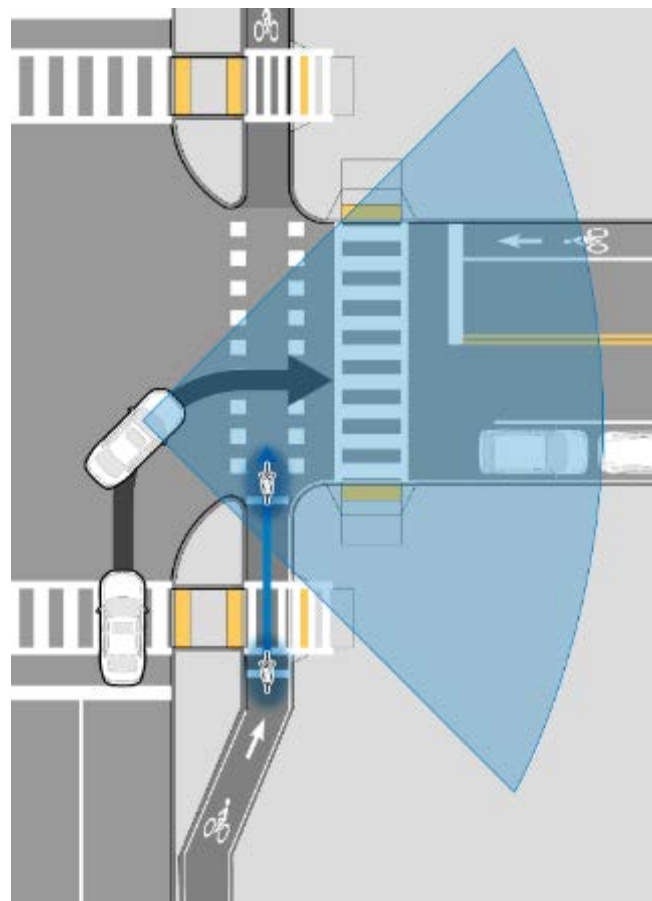
- City gathering input for the design phase from
 - Minneapolis Advisory Committee on Persons with Disabilities
 - Minneapolis Pedestrian Advisory Committee
 - Minneapolis Bicycle Advisory Committee
- First workshop gathered input on:
 - Detectable separation between pedestrian and cyclist areas
 - Locations of pedestrians and cyclists at intersections
- Second workshop will be September 13

Intersection Examples

Example 1 – Bike lane close to curb at intersection



Example 2 – Bike lane away from curb at intersection



Questions?

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