Hennepin County Transportation Department

“Complete Streets Design and Implementation”

Prepared for the
Complete Streets Task Force

Craig Twinem, P.E.
Design Division Manager

Tom Johnson, P.E.
Transportation Planning Division Manager

May 16, 2011
What Does the County Highway System Consist of?

- 350 Miles Urban Roads
- 223 Miles Rural Roads
Hennepin County
Complete Streets Policy

• Adopted by the County Board in July, 2009 - First county in Minnesota to adopt a Complete Streets Policy

• Demonstrates the county’s commitment to develop and maintain a safe, efficient, balanced and environmentally sound transportation system and to support Active Living – integrating physical activity into daily routines such as biking, walking or taking transit.

• Developing Complete Streets is a priority on all corridors, and every transportation and development project is treated as an opportunity to make improvements.

• Policy acknowledges diversity of natural and built environment in Hennepin County. Therefore, flexibility is important, and Complete Streets will not look the same in all environments, communities or development contexts.
County Perspective of Reality

Challenges include:

- Maintaining a balance between competing interests
- Moving people and goods (pedestrians, bicyclists, transit, passenger and emergency vehicles, commercial trucks)
- Protecting the environment (trees, air and water quality, cultural resources)
- Providing space for utilities and other corridor users
- Obtaining approvals (not everyone always agrees)
- Funding for enhancements behind the curb
- Maintenance, Maintenance, Maintenance! or, “Who takes care of all this stuff, and who removes the snow?”
So, what is the County doing to make our streets GREAT?

• Complete Streets Policy

• Americans with Disabilities Act (ADA) Transition Plan

• Roadside Enhancement Partnership Program (REPP) funding source

• Engagement with stakeholders on maintenance project striping conversions and reconstruction (new) projects
Complete Streets Design Development

• Data Gathering
  – Existing and forecast traffic volumes and turning movements
  – Crash statistics
  – Inventory and assessment of corridor features

• Public Involvement
  – Work with City to identify stakeholders and engagement strategy
  – Tailored Public input helps define the elements of the project
  – Preliminary and Detail Design

• Preliminary Design – City Council Approval

• Environmental Documentation

• Final Design/Construction Plans – City Council Approval
Existing Conditions Layout
Existing Conditions Layout
### Checklist For Compliance With Hennepin County Complete Streets Policy

#### ROAD NO.: 48  CO. PROJ. NO.: 9742  CITY: MINNEAPOLIS
FROM: 46TH STREET  TO: LAKE STREET

**FINAL REVIEW OR PRELIMINARY REVIEW:** PRELIMINARY  **DATE OF REVIEW:** 6/7/2010

**REVIEW CONDUCTED BY:** PAUL KACHELMEIER  **PROJ. MGR/ENGR:** NICK PETERSON

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**CORRIDOR CHARACTERISTICS REVIEW**

DOES THE GENERAL CORRIDOR (IMMEDIATELY ADJACENT TO OR IN GENERAL VICINITY OF ROAD CORRIDOR) CONTAIN OR IS THE CORRIDOR CLASSIFIED AS ANY OF THE FOLLOWING ATTRIBUTES?

<table>
<thead>
<tr>
<th>CORRIDOR ITEM OR DESCRIPTION</th>
<th>Y</th>
<th>N</th>
<th>N/A</th>
<th>REMARKS</th>
</tr>
</thead>
<tbody>
<tr>
<td>ROADWAY FUNCTIONAL CLASS:</td>
<td></td>
<td></td>
<td></td>
<td>A-MINOR ARTERIAL</td>
</tr>
<tr>
<td>PROJECT FUNDING TYPE (FEDERAL AID, CERTIFIED ACCEPTED STATE AID, LOCAL FUNDS ONLY, OTHER):</td>
<td></td>
<td></td>
<td></td>
<td>CERTIFIED ACCEPTED STATE AID</td>
</tr>
<tr>
<td>NEW R/W OR PERM EASE'S REQ'D?</td>
<td></td>
<td></td>
<td>N/A</td>
<td>UNKNOWN AT THIS TIME</td>
</tr>
<tr>
<td>EXISTING CORRIDOR R/W WIDTH:</td>
<td></td>
<td></td>
<td>100'</td>
<td></td>
</tr>
<tr>
<td>PROP. COR. R/W OR HWY EASE WIDTH:</td>
<td></td>
<td></td>
<td>100'</td>
<td></td>
</tr>
<tr>
<td>HIGH CRASH RATE HISTORY? (IF SO, PLEASE ELABORATE AS TO SUSCEPTIBLE AREA &amp; CRASH TYPE - INDICATE IF INORDINATELY HIGH RATES EXIST INVOLVING CARS, BIKES, OR PEDS)</td>
<td>Y</td>
<td></td>
<td></td>
<td>46TH STREET - EXCEEDS CRITICAL RATE - RE &amp; RA 38TH STREET - EXCEEDS AVG. - RE &amp; RA 32ND STREET - EXCEEDS AVG. - RE &amp; SS</td>
</tr>
<tr>
<td>WHAT IS THE PROJECTED ADT?</td>
<td></td>
<td>13,300 (2030)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>WHAT IS THE DESIGN SPEED?</td>
<td></td>
<td>30</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

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5/10/2011
# Proposed Corridor Features

<table>
<thead>
<tr>
<th>ROADWAY COMPONENT</th>
<th>Y</th>
<th>N</th>
<th>N/A</th>
<th>REMARKS</th>
</tr>
</thead>
<tbody>
<tr>
<td>ON-STREET PARKING?</td>
<td>Y</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>PARKING BAY BUMP-OUTS?</td>
<td>Y</td>
<td></td>
<td>TBD DETERMINED - WHERE POSSIBLE</td>
<td></td>
</tr>
<tr>
<td>RE-ALIGN STREETS (REMOVE SKEW)?</td>
<td>Y</td>
<td></td>
<td>TBD AT TRIANGLES, AND MAJOR STREETS</td>
<td></td>
</tr>
<tr>
<td>RADII AS TIGHT AS POSSIBLE?</td>
<td>Y</td>
<td></td>
<td>USE TURNING TEMPLATES AND ALLOW LANE ENCOREACHMENTS WHERE POSSIBLE TO PROVIDE TIGHT RADII</td>
<td></td>
</tr>
<tr>
<td>MEDIANS?</td>
<td></td>
<td>N</td>
<td></td>
<td></td>
</tr>
<tr>
<td>(IF SO, LIST TYPE - RAISED CONC., DEPRESSED, PAINTED, ETC.):</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ON-ROAD BIKE LANES?</td>
<td>Y</td>
<td></td>
<td>GENERALLY 6 FT. WIDE</td>
<td></td>
</tr>
<tr>
<td>IF BIKE LANES PROPOSED, DO LANES FOLLOW CURB ALIGNMENT JOGS (AT RTL'S, E.G.) OR DO LANES PROJECT STRAIGHT AHEAD THRU WIDENED ROADWAY FEATURE?</td>
<td></td>
<td></td>
<td>BIKE LANES FOLLOW ALIGNMENT.</td>
<td></td>
</tr>
<tr>
<td>STREET LIGHTING?</td>
<td>Y</td>
<td></td>
<td>TBD - MPLS PUBLIC PROCESS</td>
<td></td>
</tr>
</tbody>
</table>
Implementation of Complete Streets

• Maintenance/Reconditioning of Pavement
  - Curbs/sidewalks typically remain in place
  - 4 lane to 3 lane conversions

• Roadway Reconstruction
  - Complete reconstruction within Right of Way, including underground and overhead utilities
  - Suburban areas typically require additional Right of Way

• Separate multi-use trail projects

• ADA Pedestrian Ramp Improvements
County Road 70 (Medicine lake Road)
4 Lane to 3 Lane Conversion
(Works within existing curb)
County Road 70 (Medicine Lake Road)
4 Lane to 3 Lane Conversion
County Road 5 (Minnetonka Boulevard)

- On road bike route using shoulder
- Route Signage
- Commuter usage
County Road 5 (Franklin Avenue)  
Intersection Renovation

- Bike Boxes
- Updated crosswalks and signals
County Road 5 (Franklin Avenue)
Intersection Renovation

- Updated crosswalks
Completed Reconstruction Projects

• County Road 3 (Lake Street)
  From Dupont Avenue to West River Parkway
  (Exception: I-35W Area)
  Minneapolis

• County Road 136 (Silver Lake Road)
  From St. Anthony Boulevard to 37th Avenue Northeast
  St. Anthony

• County Road 19 Trail Project
  From Baker Park Reserve to Crow Hassan Park Reserve (9 miles)
  Medina, Loretto, Corcoran, Hanover

• County Road 22 (Lyndale Avenue)
  From Minnehaha Parkway to Lake Street
  Minneapolis
County Road 3 (Lake Street)
County Road 3 (Lake Street)
County Road 136 (Silver Lake Road)
County Road 136 (Silver Lake Road)
County Road 136 (Silver Lake Road)
County Road 19 Trail Project
CP Rail Crossing in Loretto

Before

After

Hennepin County Transportation Department

www.hennepin.us
County Road 19 Trail Project
Trail Filtration Ditch

Before

After
County Road 19 Trail Project
Downtown Loretto

Before

After

Hennepin County Transportation Department

www.hennepin.us
County Road 19 Trail Project
Downtown Loretto

Before

After

Hennepin County Transportation Department
www.hennepin.us
County Road 22 (Lyndale Avenue)
(Looking North at 34th Street)

Before

After

Hennepin County Transportation Department
www.hennepin.us
County Road 22 (Lyndale Avenue)
(Median)
County Road 36 (University Avenue)
(Reconstructed with extended bike lane gutter)
County Road 46 Ford Bridge

- Off road bike trails
- Partnering
County Road 101
at Lake Minnetonka LRT Regional Trail
(At-grade crossing upgraded to tunnel)
Questions?

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Design Division Manager

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