

PWI Item No. 9
Hennepin Ave S Street Reconstruction Project

Resolution
By Johnson and Chughtai

Approving the Hennepin Avenue South reconstruction layout.

Whereas, the City has planned the improvement of Hennepin Avenue South, Municipal State Aid Route 425, from Douglas Avenue to West Lake Street; and

Whereas, the City will be expending Municipal State Aid Funds on the improvements of this street (State Aid Project 141-425-008); and

Whereas, the Transportation Action Plan states “transit is a critical foundation for the City’s multimodal transportation system while also contributing to economic competitiveness by attracting business, private investment, and top talent to the city. Over 30,000 (16.5%) households in the city do not have access to or choose not to own a personal car, with the highest concentration of car-free individuals living in the neighborhoods around downtown Minneapolis; and

Whereas, in order to effectively plan for anticipated growth, and to work toward the City’s stated goals around mode share and reductions in greenhouse gas emissions and vehicle miles traveled, improving the coverage, speed, and reliability of transit service is critical; and

Whereas, transit must be convenient, reliable, and frequent to effectively reduce trips made by single occupancy vehicles; and

Whereas, Minneapolis supports the goals of the Arterial Bus Rapid Transit program; and

Whereas, the Transportation Action Plan calls for an 80% reduction in greenhouse gas emissions by 2050; and

Whereas, the Transportation Action Plan calls for reducing vehicle miles traveled by 1.8% per year; and

Whereas, Hennepin Avenue South is one of the busiest corridors in the city; and

Whereas, the Hennepin Avenue South Street Reconstruction Project is the first major street reconstruction project to be developed under the guidance of the Transportation Action Plan; and

Whereas, existing transportation users along Hennepin Avenue South include on average 15,000 to 31,500 motor vehicles, 400 buses and 6,600 riders, 770 to 3,400 pedestrians and 220 to 280 bicyclists per day; and

Whereas, the existing Route 6 is one of Metro Transit’s top 10 routes, 48% of existing Route 6 riders have household incomes below \$35,000, and 36% of riders are people of color; and

Whereas, corridor ridership grew 30-50% with the METRO A and C Lines and has retained a higher share of transit trips than any other mode since the beginning of the COVID-19 pandemic; and

Whereas, the number of buses and transit riders is projected to grow with the implementation of the METRO E Line; and

Whereas, the City values and expects all-day dedicated transit operations along this corridor to begin as quickly as possible; and

Whereas, engineering design and construction are tentatively scheduled to continue through 2026; and

Whereas, Metro Transit data is necessary to guide informed decision making; and

Whereas, Hennepin Avenue South is home to 10,000 residents along the corridor and many small businesses that serve the local community, provide job opportunities, and bring guests and visitors to the area;

Now, Therefore, Be It Resolved by The City Council of The City of Minneapolis:

That the layout submitted by the Department of Public Works, named “Hennepin Ave S Street Reconstruction Project Layout” and dated May 5, 2022, as further set forth in Legislative File No. 2022-00513 on file in the Office of the City Clerk, is hereby approved.

Be It Further Resolved that the Mayor, Minneapolis City Council, and Public Works Department support an operational plan that contributes to the goal of the Arterial Bus Rapid Transit Program to improve transit speed and reliability.

Be It Further Resolved that the Mayor, Minneapolis City Council, and Public Works Department support an operational plan that advances the goals of the Transportation Action Plan including: a mode share of 25% of trips by transit by 2030, reduction in greenhouse gas emissions of 80% by 2050, and an annual reduction in vehicle miles traveled of 1.8%.

Be It Further Resolved that the Mayor, Minneapolis City Council, and Public Works Department have agreed to and will ensure that each direction of the reconstructed Hennepin Avenue corridor will have a minimum of six hours of transit priority lanes use between the hours of 6 a.m. and 7 p.m. after completion of construction on day one of operations.

Be It Further Resolved that the Mayor, Minneapolis City Council, and Public Works Department supports a plan to provide up to 24 hours of operation for prioritized transit lanes based on data analysis, metrics, and service availability agreed upon by the City and Metro Transit.

Be It Further Resolved that due to this necessary data analysis the transition to all-day or 24-hour operations will not begin for at least 24 months after completion of construction.

Be It Further Resolved that the above-referenced analytical data, along with Metro Transit’s bus performance data, ridership metrics, and traffic operational characteristics will be used to reassess the hours of transit priority lanes and will be provided to the Minneapolis City Council on a quarterly basis to assist the Council with their policy making and oversight functions.

Be It Further Resolved that the Mayor, Minneapolis City Council, and Public Works Department supports an operational plan that includes enforcement strategies to ensure that the transit priority lanes operate as intended.

Be It Further Resolved that the Mayor, Minneapolis City Council, and Public Works Department supports the formation of an Area Parking Management Task Force that includes City staff, commercial (business/landlord), and residential stakeholders.

Be It Further Resolved that the Task Force shall identify strategies and locations for implementing active curbside management and parking strategies along and adjacent to the Hennepin Avenue corridor between Douglas Avenue and Lake Street.