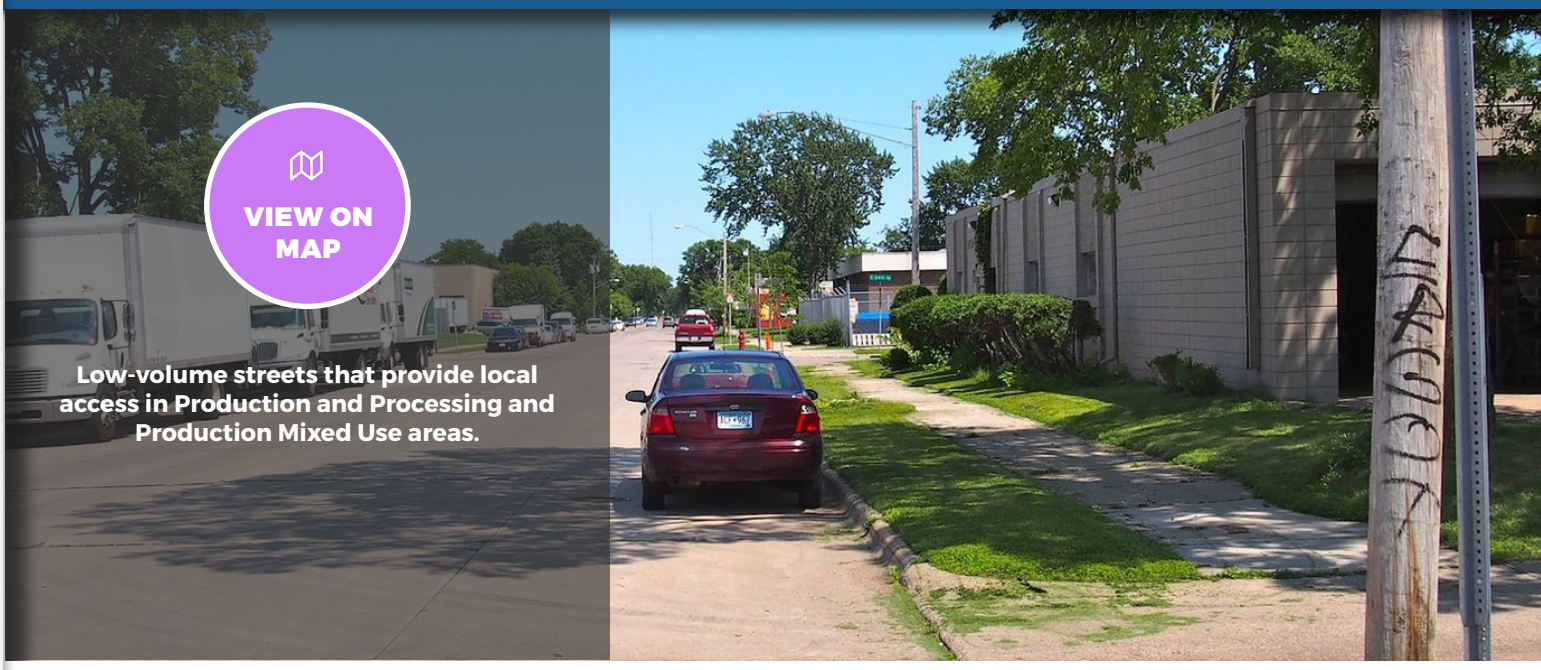
2.5 Production and Processing



DESCRIPTION

Production and Processing streets are low-volume streets that provide local access in Production and Processing and Production Mixed Use areas as identified in the **Minneapolis 2040 Plan**. They are typically very short (1-2 blocks) and are not intended for through motor vehicle trips. Production and Processing streets see a high number of trucks and large vehicles

Examples include Pacific Street, Kennedy Street Northeast, and a portion of Snelling Avenue.

TYPICAL CHARACTERISTICS

Miles	~19 miles Approximately 2% of total street centerline mileage
Right of Way Width	Mostly 60' and 66' Reflects conditions on 66% of blocks
Effective Right of Way	Varies, generally between 55' and 66'
Functional Class	Local
Jurisdiction	City of Minneapolis
Route	Local or Municipal State Aid
Modal Network	None
Snow Emergency Route	Sometimes
Historic Street	Not Typically

TYPICAL DESIGN AND OPERATIONS

See Street Design Guidance chapter for more information

A. Sidewalk	**1.** 6' typical pedestrian clear width **2.** 2'+ frontage width to any obstructions See sidewalks guidance for more details.
B. Boulevard and Furnishing	**1.** 5'+ typical width, including 8" wide curb **2.** Traditionally, many of these streets have little to no greening. However, as Production and Processing streets are reconstructed, wider boulevard and furnishing zones should be used whenever feasible to support features that make the pedestrian environment more attractive and comfortable, support tree health, and maximize green stormwater infrastructure. **3.** Every effort should be made to include 5' of space on both sides of the street to support healthy street trees, green stormwater infrastructure, and space for snow storage. See street trees guidance for more details. If needed, these strategies should be considered, in combination as needed, to support healthy trees on both sides of the street: » Eliminating parking from one side of the street; » If 2-sided parking, narrow the roadway width below 36'; » Narrowing the sidewalk width to 5.5' or 5' (a 5' minimum clear zone should be maintained throughout); or » If trying to fit trees in with 4.5'-wide boulevard, work with the Park Board Forrester to ensure that the types of trees planted will have a higher likelihood of survival and less disruption to the sidewalk in narrower boulevard. » If tree-supporting boulevards are still not feasible on both sides of the street, narrow or eliminate the boulevard from one side of the street to make enough space on at least one side of the street. Greening should still be used in the narrowed boulevard if possible. See boulevards and furnishings guidance for more details.
C. Bikeway	Not typically on the bikeway network.
D. Transit	Transit service is not typically provided.
E. Freight	Not typically on the Truck Route Network, but large trucks and commercial vehicles are frequent and should be designed for.
F. Roadway	**1.** The roadway typically includes 2-way traffic and should be limited to one travel lane in each direction. **2.** Standard roadway widths include: » 36' with parking on both sides, including 2' gutter. On streets that are only 1 block long or have infrequent on-street truck parking, consider 32'-34'. » 31' with parking on 1 side, including 2' gutter » 24' with no parking, including 2' gutter **3.** The amount of motor vehicle parking should typically be right sized to target greater than 60% occupancy to reduce speeding and maximize greening and green stormwater infrastructure. **4.** Lane markings should not typically be included; users negotiate in a shared space.

G. Design speed	20 mph See design speed guidance for more detail.
H. Design vehicle	Generally WB-40. See design and control vehicles guidance for more details.
I. Control vehicle	Most commonly WB-62, but can also be Aerial Fire Truck Mid Mount 100 depending on intersecting street and context. See design and control vehicles guidance for more details.
J. Motor Vehicle Property Access	New driveways should be limited to locations without alley or cross street access. Wide or multiple access points should be narrowed or consolidated were feasible while balancing needs for large truck access. See driveways guidance for more details.
K. Intersection Traffic Control	Stop control, yield control, or signal control
L. Intersection details	Consider curb extensions, but they may not be appropriate given the frequency of large trucks.

TYPICAL CROSS SECTIONS

Figure 2.5.1:
2-way Production and Processing street with 1-side parking (55' effective right of way)