



DESCRIPTION

Mixed Use Regional Connectors are high-volume streets (typically 10,000+ average daily traffic) with wide right of way that serve a mix of land uses. These streets often must balance providing local access and serving regional transportation connections. Mixed use Regional Connectors often include high-capacity transit and high walking demand.

Examples include Hiawatha Avenue, Olson Memorial Highway, and New Brighton Boulevard.

TYPICAL CHARACTERISTICS

Miles	~27 miles Approximately 2% of total street centerline mileage
Right of Way Width	Typically 130' or wider
Effective Right of Way	Typically 130' or wider
Functional Class	Principal Arterial or Minor Arterial
Jurisdiction	<ul style="list-style-type: none"> MnDOT (most) Hennepin County (some) City of Minneapolis (a few)
Route	State Trunk Highway, County State Aid Highway, or Municipal State Aid
Modal Network	<ul style="list-style-type: none"> Pedestrian Priority Network (many) Transit routes (most) Transit Priority Projects (many) All Ages and Abilities bikeway network (many) Truck Route Network (all)
Snow Emergency Route	Yes
Historic Street	No

TYPICAL DESIGN AND OPERATIONS

See [Street Design Guidance chapter](#) for more information.

A. Sidewalk	<ol style="list-style-type: none"> 1. Sidewalk, trail, or shared use path should be provided whenever there is adjacent current or planned land use or demand for walking. 2. 6'-8' recommended pedestrian clear width depending on pedestrian volumes, intensity of adjacent commercial land uses 3. 2'+ frontage width to any obstructions <p>See sidewalks guidance for more details.</p>
B. Boulevard and Furnishing	<ol style="list-style-type: none"> 1. 8'+ recommended width, including 8"-14" wide curb 2. Wider boulevard and furnishing zones should be used when feasible to support features that make the pedestrian environment more attractive and comfortable, support tree health, and maximize green stormwater infrastructure. 3. Street trees should be included on both sides of the street. See street trees guidance for more details. <p>See boulevards and furnishings guidance for more details.</p>
C. Bikeway	<p>For streets on the All Ages and Abilities bikeway network, trails should be used.</p>
D. Transit	<ol style="list-style-type: none"> 1. Some local bus service, bus rapid transit, and light rail transit operating in an exclusive right of way. 2. Local bus stops or bus rapid transit stations should be used accordingly. 3. Dedicated space for transit operations and other transit advantages should be provided for Transit Priority Corridors.
E. Freight	<p>All are on the Truck Route Network.</p>
F. Roadway	<ol style="list-style-type: none"> 1. Standard roadway widths include: <ul style="list-style-type: none"> » 10' to 11' traffic lanes, depending on context » 10' turn-only lanes » 2'-4' gutter pan/shoulder 2. Planted medians should be encouraged. 3. Turn-lanes should be included at most intersections.
G. Design speed	<p>30 - 40 mph</p> <p>See design speed guidance for more detail.</p>
H. Design vehicle	<p>Most commonly SU-30 or WB-40 depending on intersecting street and context.</p> <p>See design and control vehicles guidance for more details.</p>
I. Control vehicle	<p>Most commonly WB-62, but can also be Aerial Fire Truck Mid Mount 100 depending on intersecting street and context.</p> <p>See design and control vehicles guidance for more details.</p>

J. Motor Vehicle Property Access

1. New driveways should be limited to locations without alley or cross street access.
2. Designers should explore removing driveways that are no longer being used, are no longer permitted, or where access is provided via an alley. Designers should also explore right-sizing driveway curb cuts.

See [driveways guidance](#) for more details.

K. Intersection Traffic Control

Signal control or stop control

L. Intersection details

Slip lanes should be discouraged when interacting with any pedestrian crossing.

TYPICAL CROSS SECTIONS

Figure 2.8.1:

Mixed Use Regional Connector street with light rail transit and trail

