

HENNEPIN/1ST TWO-WAY CONVERSION



July 27, 2010

Project Background/Scope/Objectives

Objective: Provide Two-Way Operation that Safely Accommodates Vehicles, Bicycles, Transit and Pedestrians.

2007 Downtown Action Plan Goals

- ❑ Improve Property Access
- ❑ Promote Multimodal Use
- ❑ Maintain Safety
- ❑ Improve Circulation
- ❑ Maintain Efficiency

Two-Way Conversion Project Goals

- ❑ Increase Bicycling
- ❑ Improve Safety
- ❑ Improve Access and Circulation
- ❑ Improve Circulation

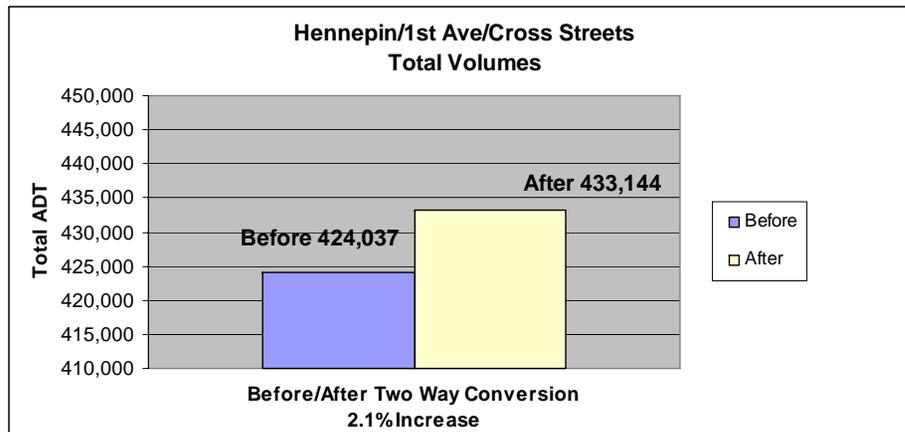
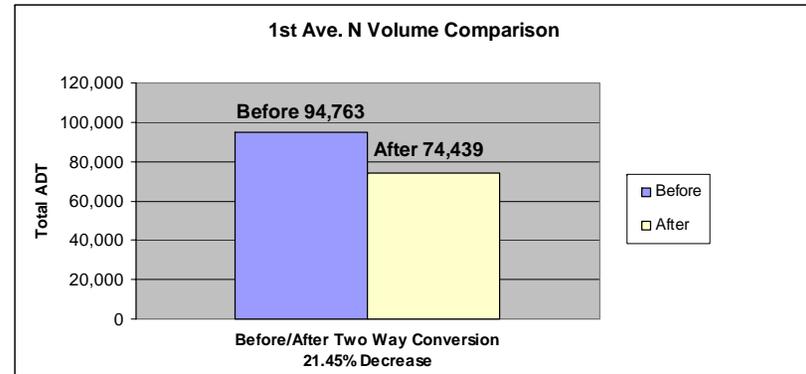
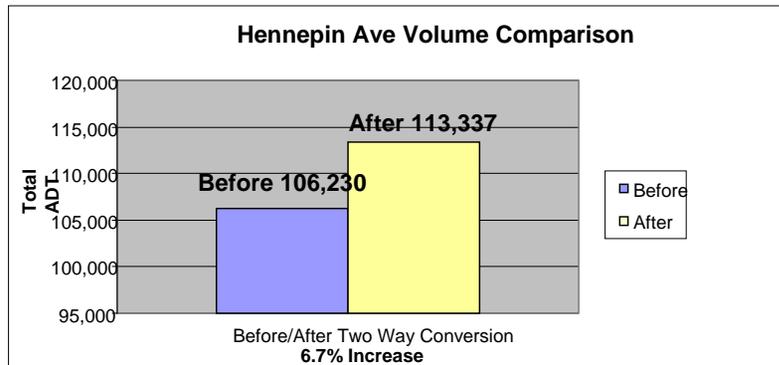
Design Considerations

- ❑ Bicycle Lanes
- ❑ Traffic Operations (Circulation / Left Turns)
- ❑ On-Street Parking (1st Ave Businesses)
- ❑ Curb Side Uses (e.g., Deliveries, Drop-off)
- ❑ Bus Operations
- ❑ Access
- ❑ Public Input
- ❑ Balancing All Modes

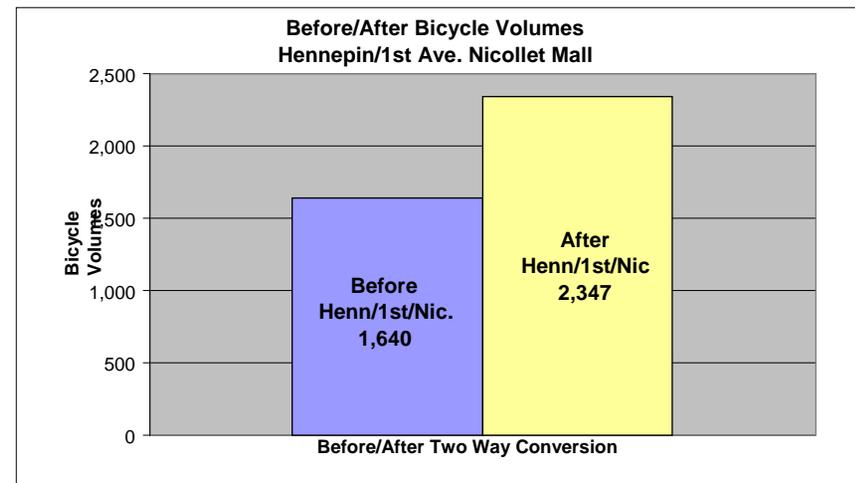
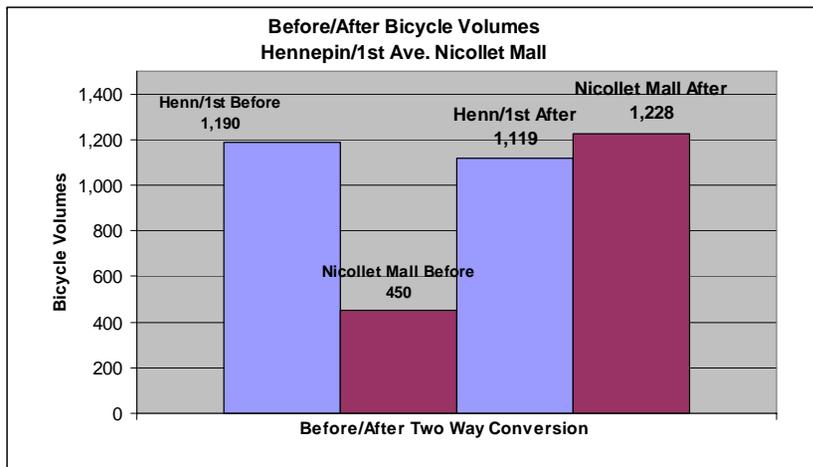
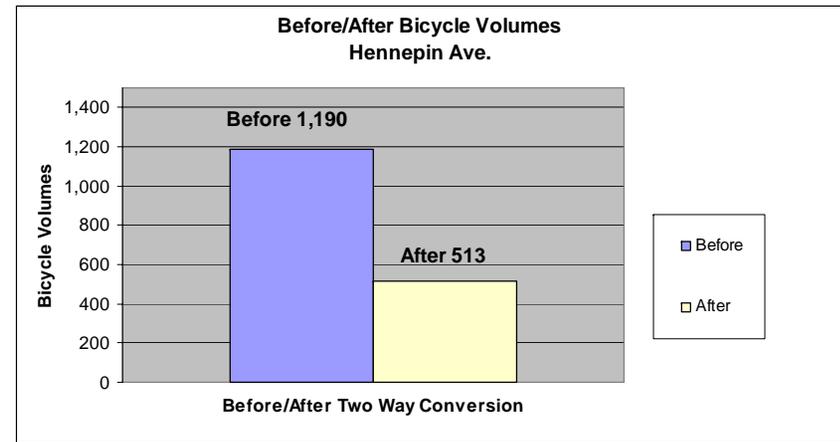
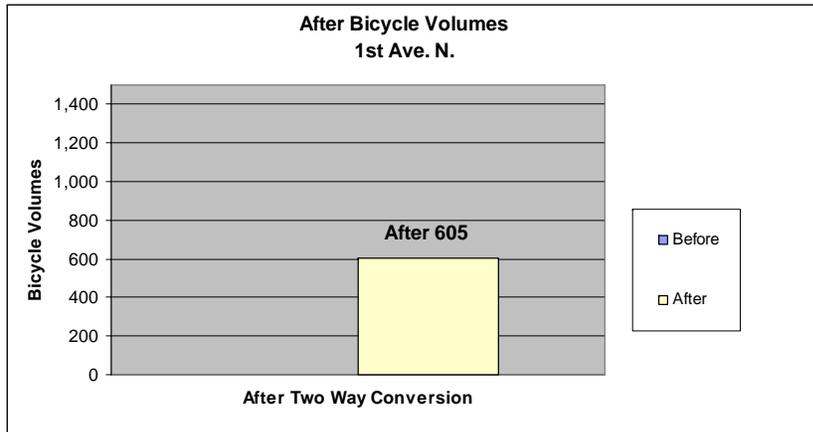
Project Scope

- ❑ Hennepin and 1st, 2nd St. to 12th St.:
- ❑ 24 Traffic Signal Re-builds
- ❑ Seal Coat
- ❑ Signing / Striping
- ❑ Hawthorne Ave/12th St and 1st Ave/9th St Curb Realignment

Hennepin/1st Evaluation - Volumes

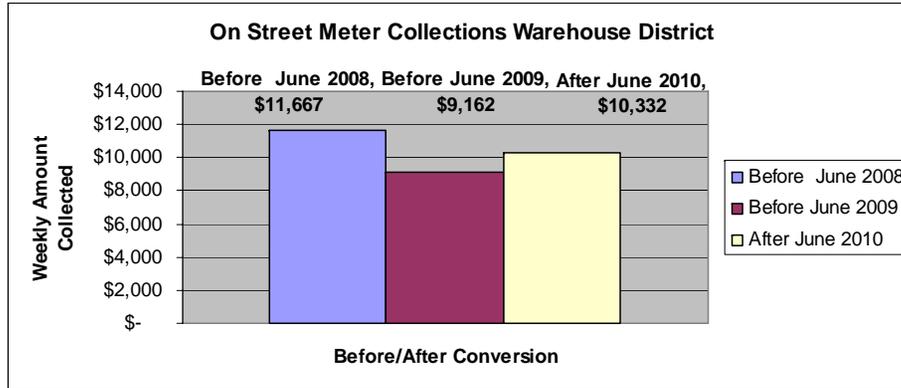


Henn/1st Evaluation - Bicycles

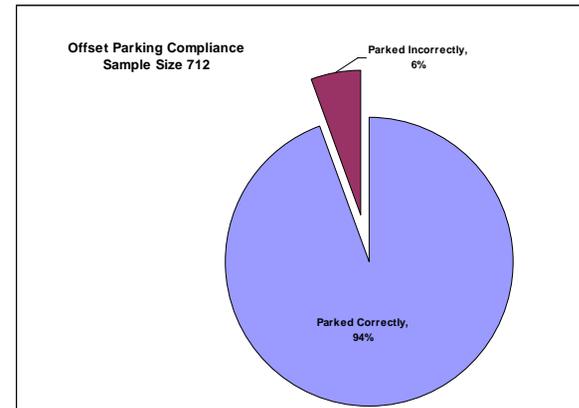


On Street Parking/Traffic Efficiency

On Street Meter Collections



1st Avenue Offset Parking Compliance

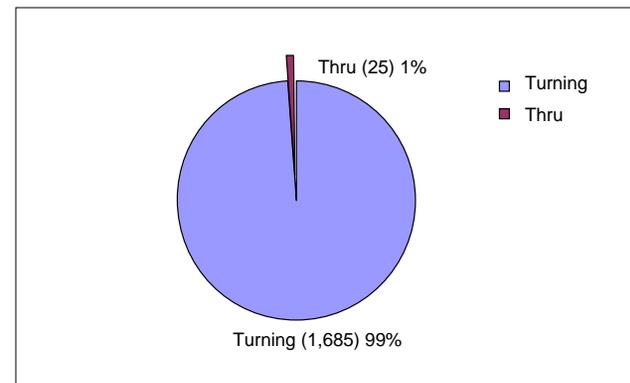


Traffic Operations Study

Traffic Operational Capacity Analysis

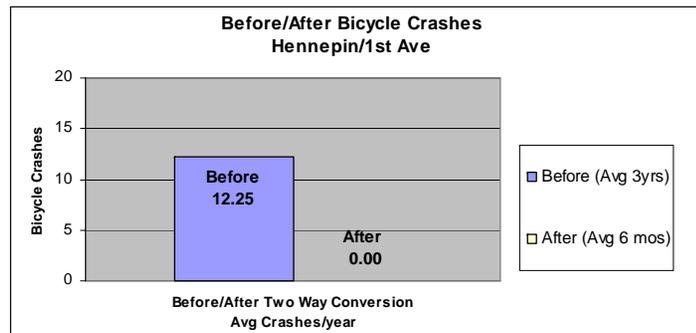
Before	
4 Total Intersection Operational Failures	AM Peak Hennepin and 4th LOS F Hennepin and 8th LOS E
	PM Peak Hennepin and 7th LOS E 1st Ave. N. and 3rd LOS E
After	
2 Total Intersection Operational Failures	AM Peak Hennepin Ave. and 8th LOS E
	PM Peak 1st Ave. N. and 3rd St. LOS E

Hennepin Origin Destination Study

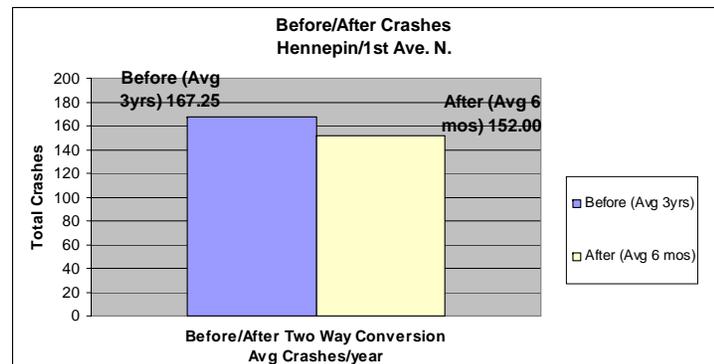


Henn/1st Evaluation - Crashes

Bicycle crashes before and after the conversion of Hennepin and 1st Avenues



Total crashes before and after the conversion of Hennepin and 1st Avenues



Henn/1st Evaluation Summary

- **Traffic Volumes**
 - Both Corridors: 2.1% Increase
- **Bicycle Volumes**
 - Henn/1st/Nic Mall: Before 1,640 / After 2,347
- **Crashes**
 - Total Both Corridors: Before Average 167 / After Average 152
 - Bicycle Both Corridors: Before Average 12.25 / After Average 0
- **Parking**
 - Warehouse District Meter Collections: No Change
 - Offset Parking Lane: 96% Compliance
- **Traffic Operations**
 - Before 4 intersection Failures / After 2 Intersection Failures
 - O/D Study: 99% of Hennepin Traffic Turns between 2nd & 12th St.

Proposed Refinements

- Hennepin Ave
 - Larger Text Message “Bike, Bus, Right Turns”
 - Green Shared Lane Markings



Shared Lane Application in Long Beach CA.

Proposed Refinements

- 1st Ave. N.
 - ▣ NB Traffic Does Not Require 2 Lanes During AM/PM Peaks
 - Remove Daily Parking Restrictions NB Direction
 - ▣ Add Buffer Zone NB and SB Directions
 - Gain Additional Clearance for ADA Ramp equipped Vehicles
 - Lower Potential for “Dooring” of Bicyclists
 - ▣ Add Channelizing Delineators “Candlesticks”



Application in
Portland OR



1st Ave. N.
Minneapolis,
2010

Future of Hennepin and 1st Ave.



- **Implement Refinements this Week (Pending Weather)**
- **Continue to work with Disability Committee on Issues**
- **Continue to work with Warehouse District on Issues**
- **Continue to educate motorist**
- **Continue to evaluate**

Questions?