



Hennepin and First roadway improvements

Listening session #2: corridor alternatives



Stay on mute during presentations



Use the chat box



Raise your hand if you have questions

Welcome and Overview

Project partners



Today's meeting

- Project background and overview
- Community process and outcomes
- Technical analysis and corridor concepts
- Group discussion

Project overview

Listening session #2 – November 2021



Project background

2016 Hennepin and 1st technical study

- Concepts developed to accommodate all users
- Did not result in a single recommendation
- Most remaining concepts require full reconstruction

Listening session #2 – November 2021

DRAFT REPORT | MAY 31, 2016
**HENNEPIN AND
1ST AVENUE
TRANSPORTATION
STUDY**

Prepared for:
City of Minneapolis



Prepared by:
Alliant Engineering, Inc.



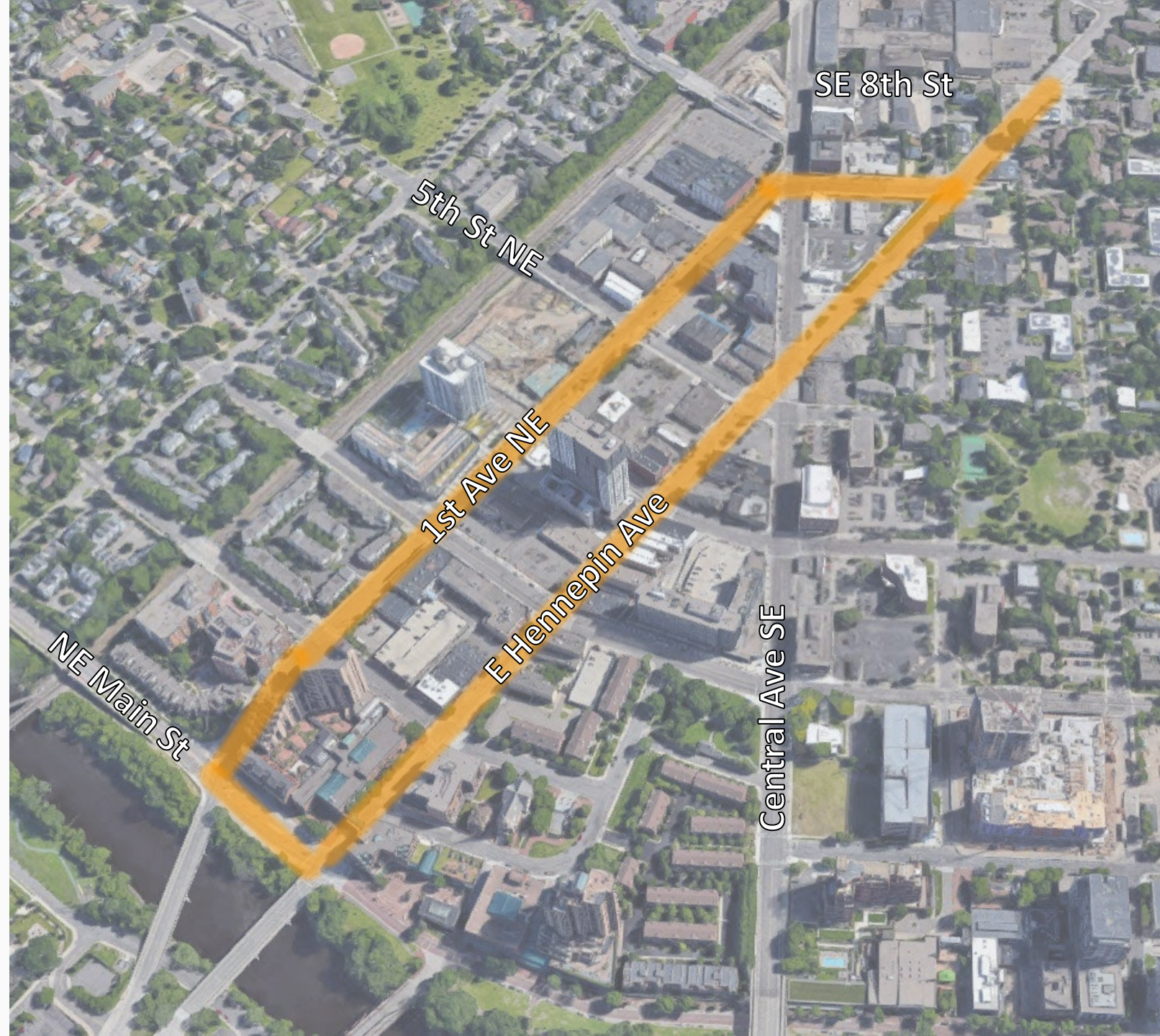
Project background

- Received \$5.5M in federal funding in 2018 for 2023 construction
- Funding secured based on:
 - Bike lanes
 - Accessible pedestrian ramps and bump outs
 - Traffic light upgrades, including accessible pedestrian signals
- Retrofit, not a full reconstruction



Project area

- 7 block stretch from Main St to 8th St
- “Gateway” to NE Minneapolis and northern suburbs
- Intersection of local, regional, and statewide transportation needs

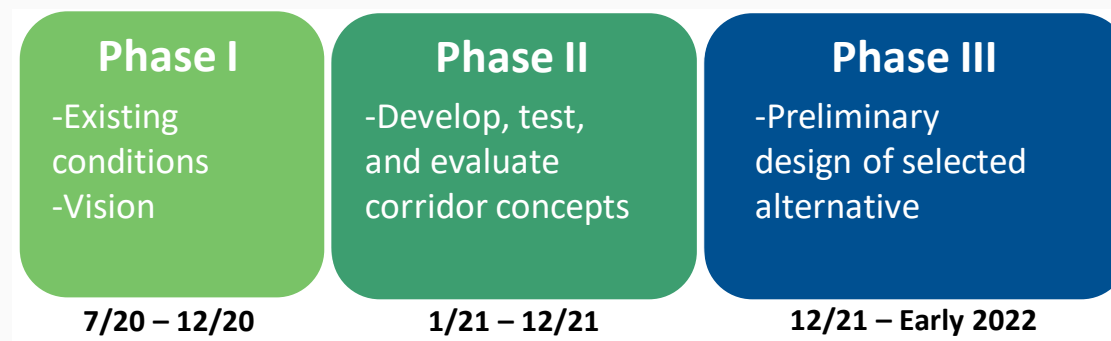


Current project

- Consistent with federal funding requirements
- Exploring range of options
- Currently limited by retrofit scope



Project schedule



Project goals



**SAFETY AND
ACCESSIBILITY**



**MULTIMODAL
CONNECTIVITY**



**ACTIVE LIVING AND
ENVIRONMENTAL
HEALTH**



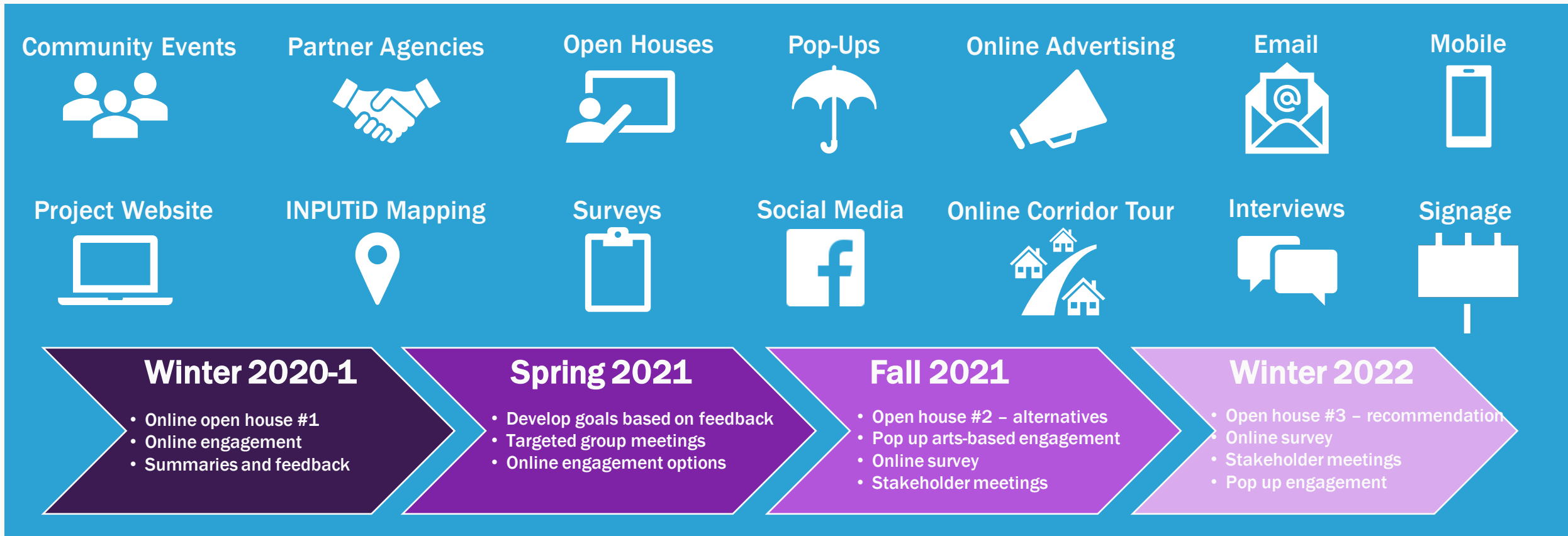
**SUPPORT LAND USE
CONTEXT &
BUSINESS DISTRICT**

Listening to the community

Listening session #2 – November 2021



Engagement strategy and schedule



Phase 1 engagement (Nov 2020-Jan 2021)

**Virtual
corridor
tour**

Released
November 11,
2020

**Virtual
learning
materials**

Released
November 30,
2020

300

Survey
responses

2,685

Email
subscribers

126

Online comment
mapping
comments

2

Neighborhood
meetings

4

Agency
meetings

5

Social media
posts

**Community
listening
session**

Held
December 11,
2020

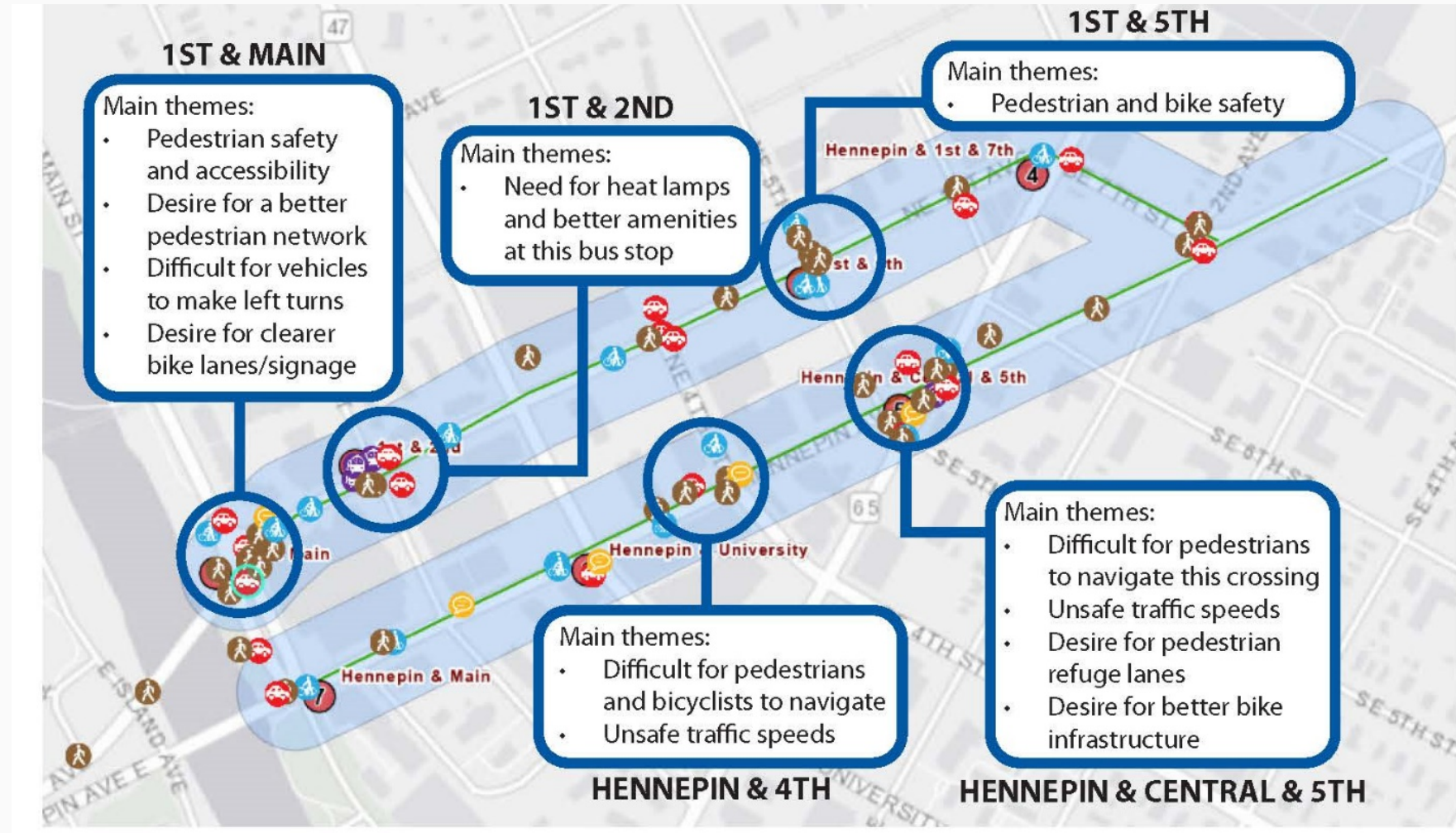
Phase 2 engagement to date

- Additional neighborhood meetings (5)
- Inclusion of trail on Main Street in partnership with MPRB
- arts-based engagement with students at Marcy Open School



Upcoming engagement

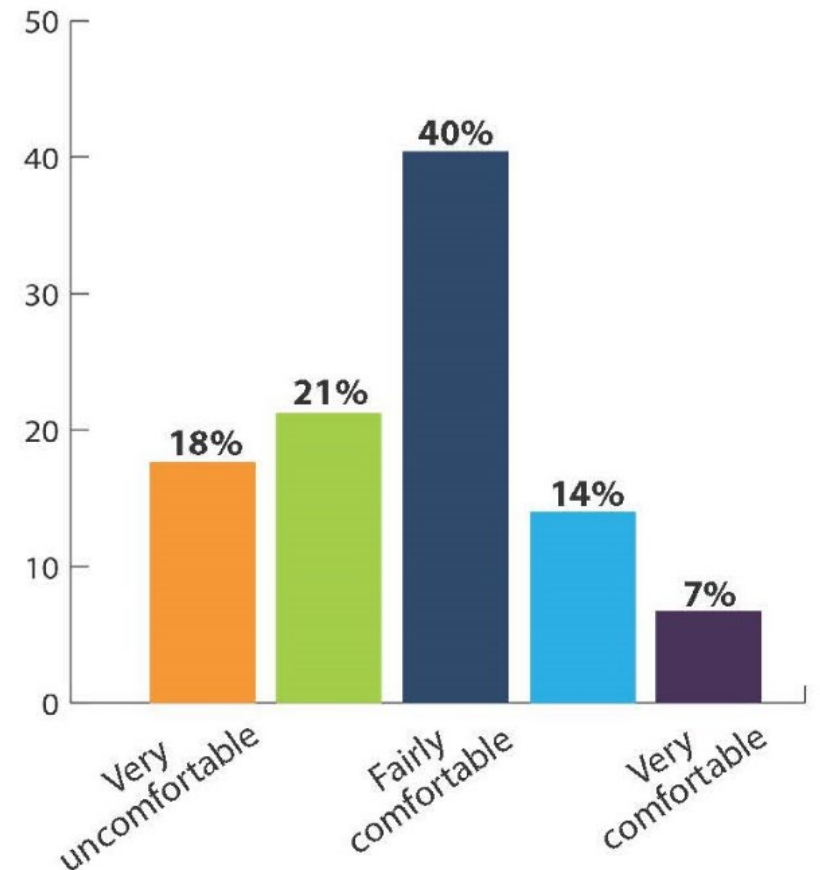
- Pop up engagement
- Targeted outreach
- Online engagement



Walking and rolling comments

- Traffic safety at crossings
- Pedestrian lighting
- Traffic calming needs
- Sidewalk conditions

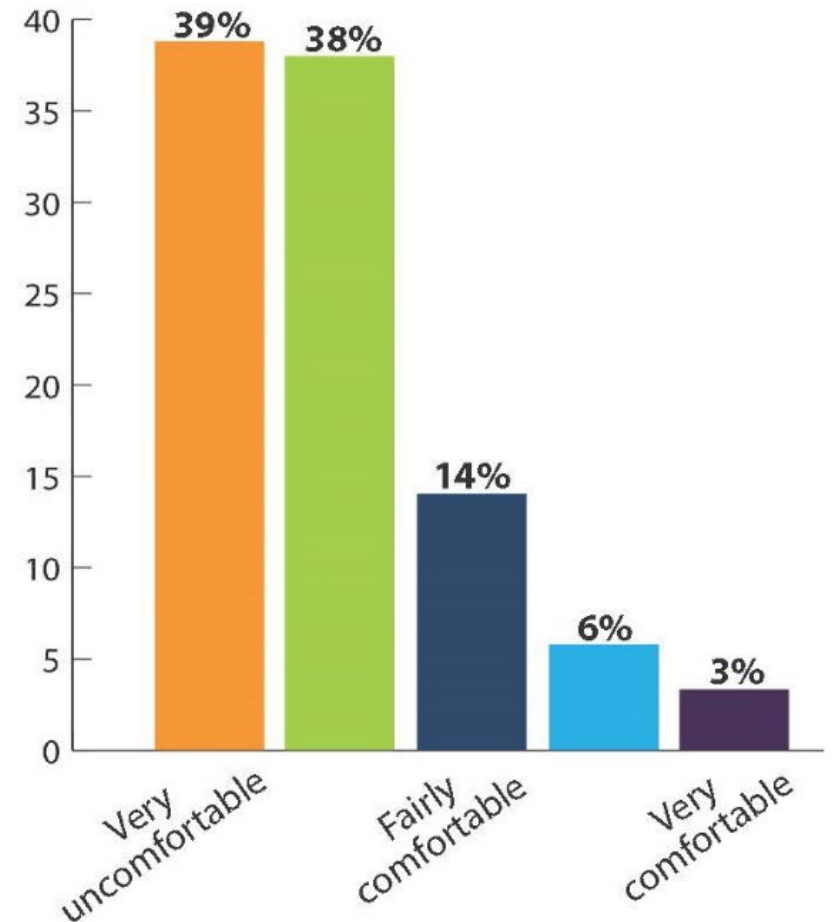
How comfortable is your experience while walking/rolling on Hennepin and First avenues?



Biking comments

- Need for dedicated lane
- Separating bikes and walkers
- 1st & 5th intersection safety
- Traffic speeds and volume

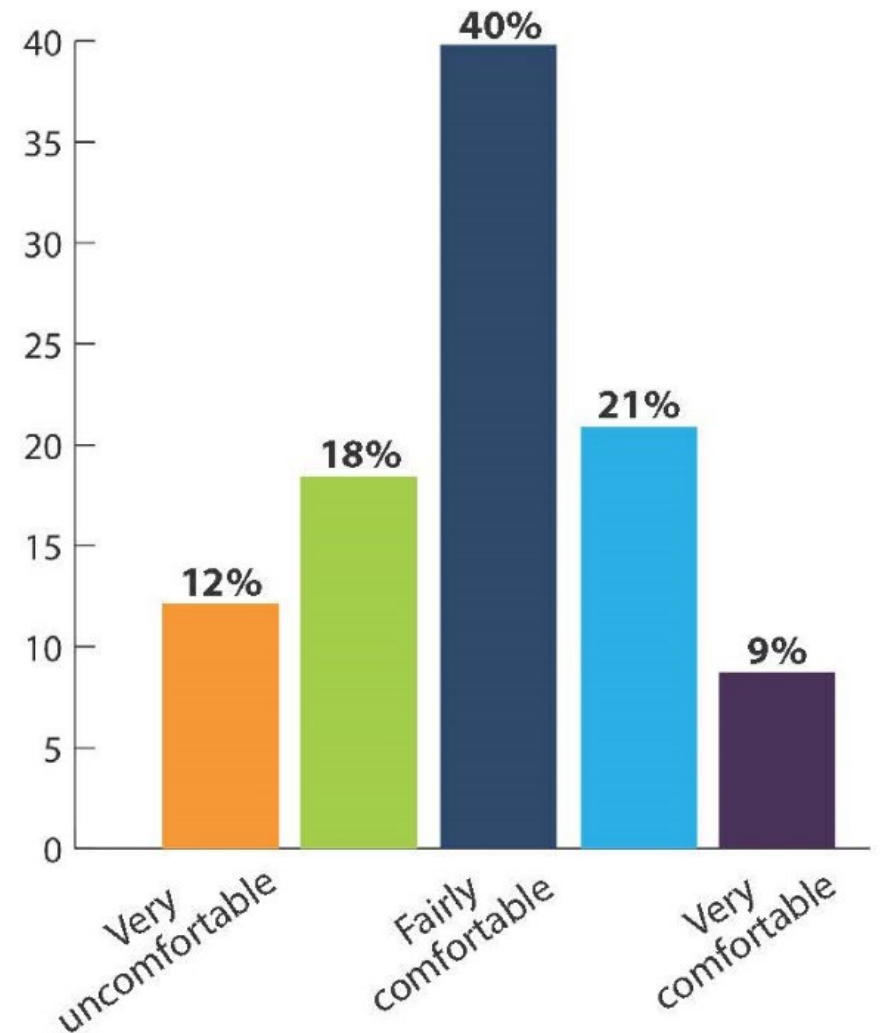
How comfortable is your experience while biking on Hennepin and First avenues?



Driving comments

- Bad sightlines
- Traffic flow and speeding
- Confusing intersections
- Traffic signal timing

How comfortable is your experience while driving on Hennepin and First avenues?

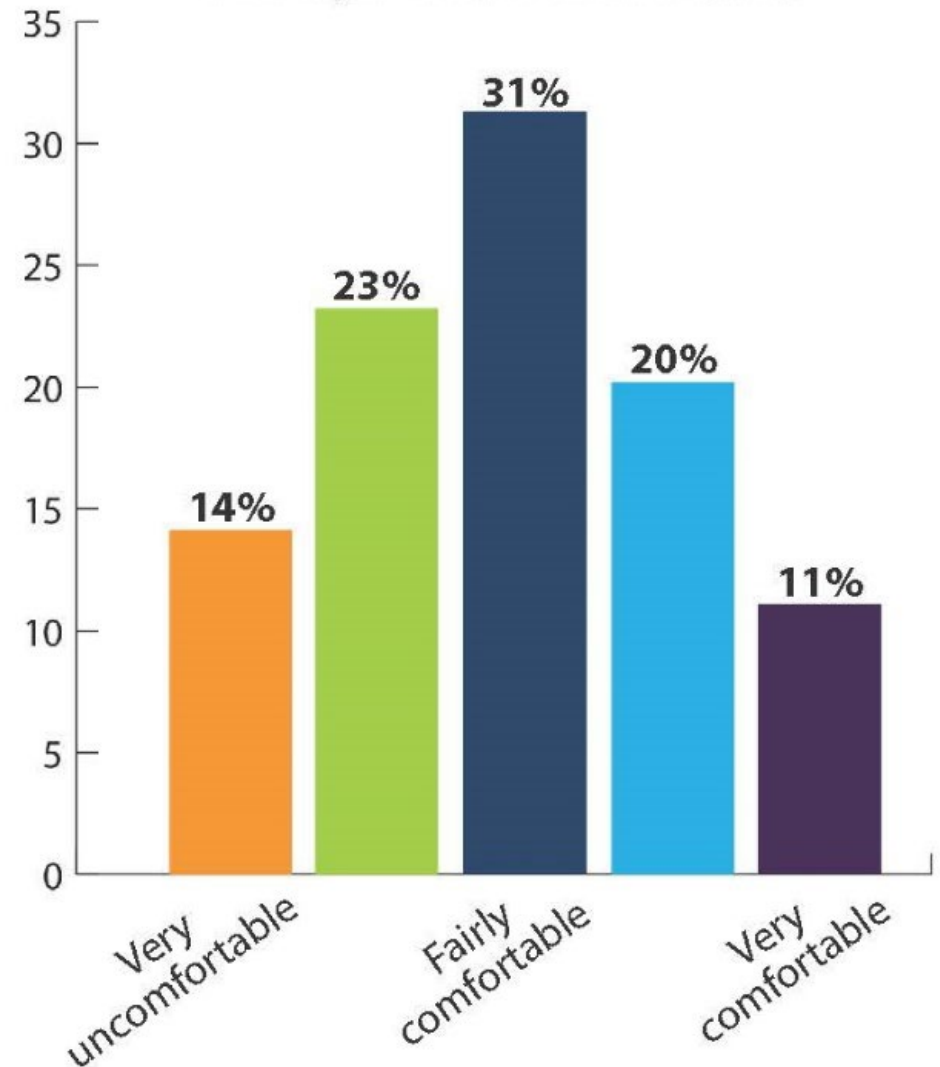


Transit comments

- Improved bus stops
- Winter maintenance
- Better route signage
- Dedicated bus lane

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How comfortable do you feel getting to and from your transit stops around Hennepin and First avenues?



*Note: transit ridership declined by over 50% at many stops in the area during pandemic

Engagement themes to date



Safety
and
accessibility



Active living
and
walkability



Serving
planned
growth



Streetscape
and public
realm



Business
district
support



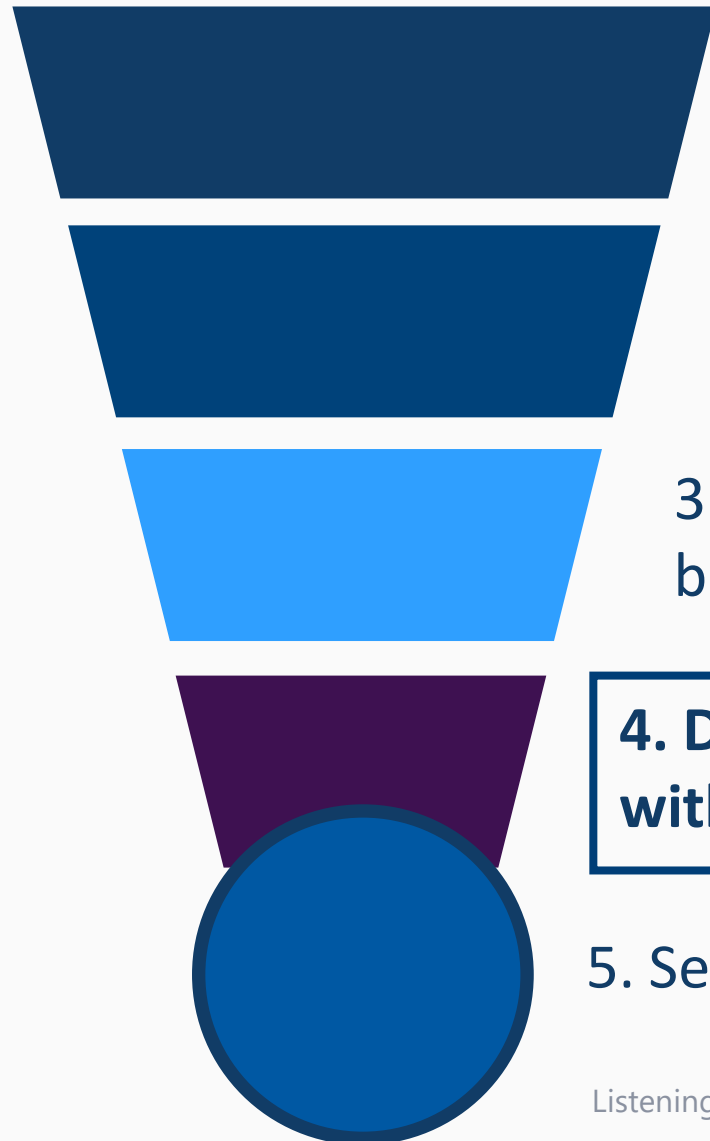
Public
parking
needs

Options for Hennepin and First

Challenge: two roadways, many options!

- 2016 study evaluated 88 roadway alternatives
- Current goal: efficiently screen options

Screening options



1. Does it fit in project scope and corridor constraints?

2. Does it meet high level needs for key travel modes?

3. Does it address trade-offs based on priorities?

4. Does the design generally fit with corridor context and needs?

5. Selected alternative



We are here!

Corridor considerations

- Space limitations
- Modal priority
- Separation vs. flexibility of space
- Ongoing maintenance needs
- Long term vision, shorter term improvements



Key topics

- One-way streets
- Regional trail connection
- Green infrastructure and public realm
- Approach to triangle intersection
- On-street parking and curbside management
- Accommodating enhanced transit
- Preferred concept selection (early 2022)

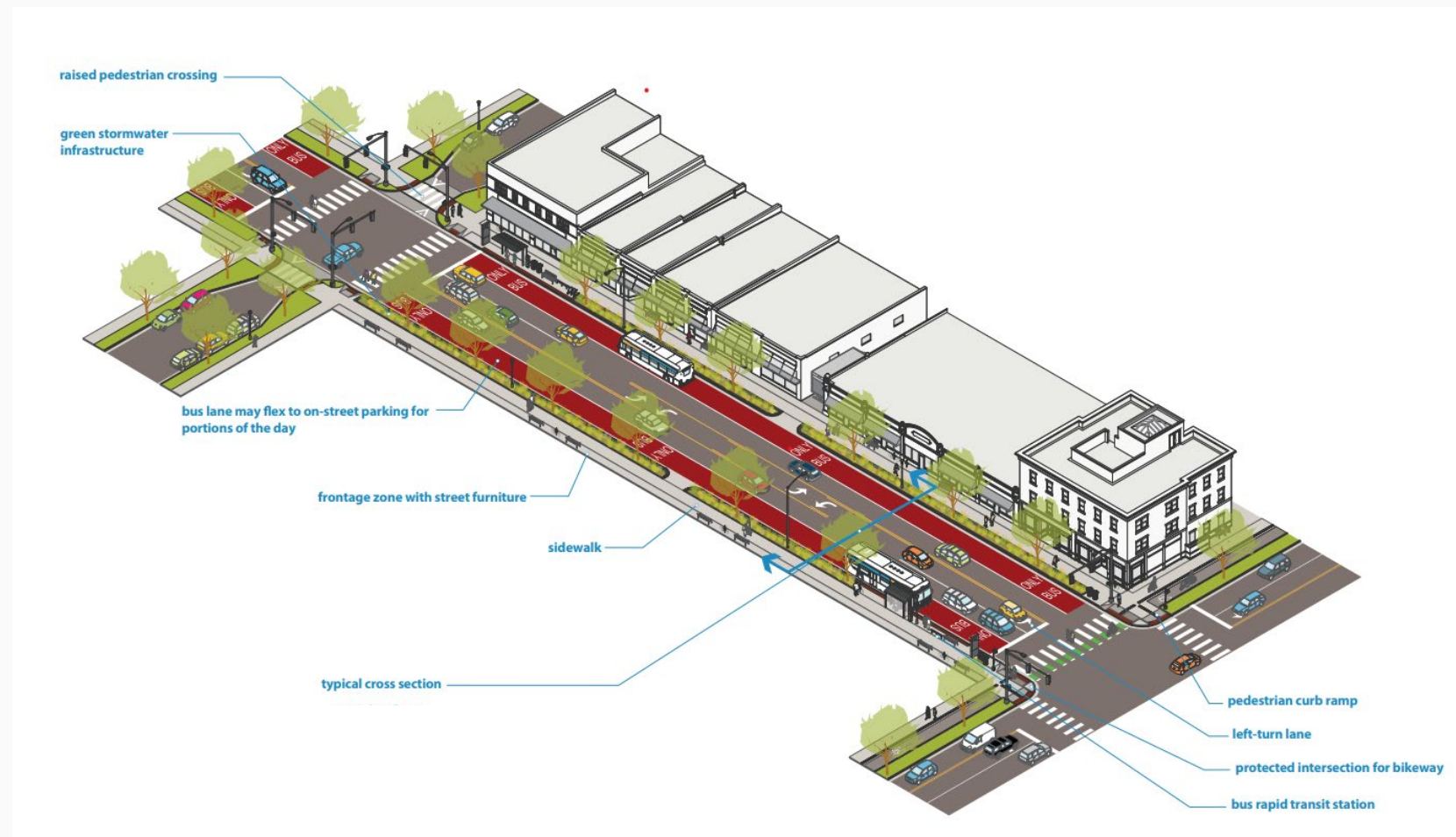
1-way versus 2-way facility

Issue: How 1-way roadways can be safe and livable

- Improve accessibility
- Traffic calming
- Address pedestrian safety
- Streetscape enhancements

City design standards as a guide

- Context based
- Separated bike facility
- Wide sidewalks and boulevards
- Dedicated bus lane

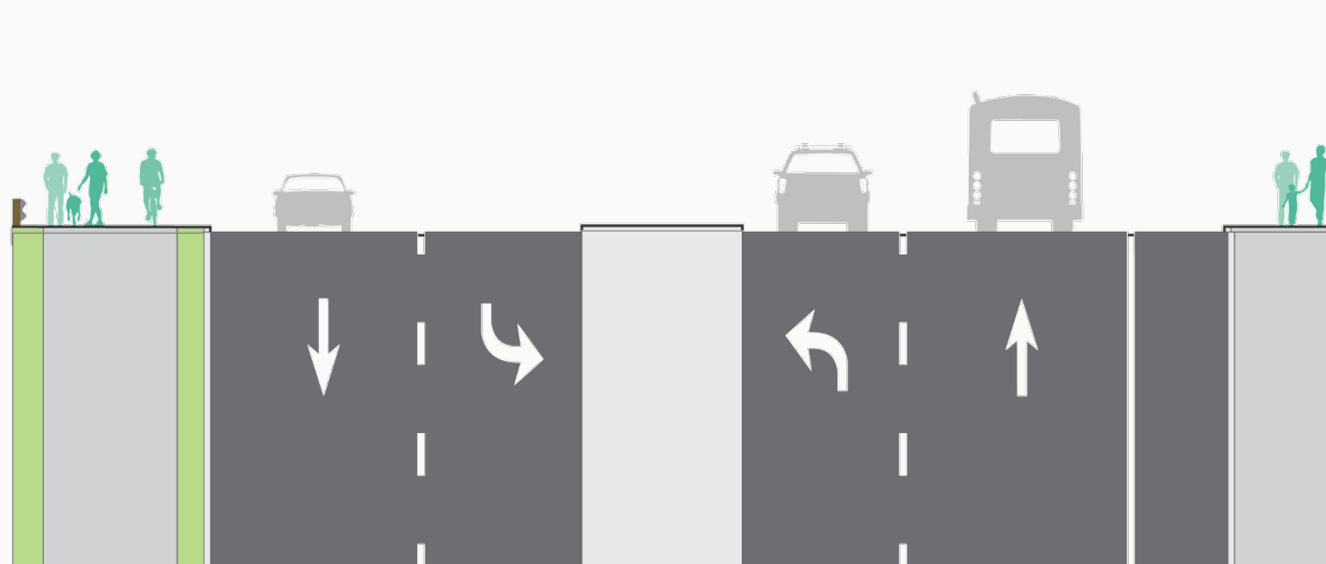


Regional trail connection

**Issue: Completing
gap in regional
riverfront trail**

- Main Street connection
- Partnership with MPRB – “The Seam”
- Two-way multi-use facility
- Regional and local connectivity

Seam connection



Green infrastructure

**Issue: Making
corridor greener
and more
sustainable**

- Space for streetscaping
- Stormwater treatment enhancements and other plantings
- Potential watershed partnership



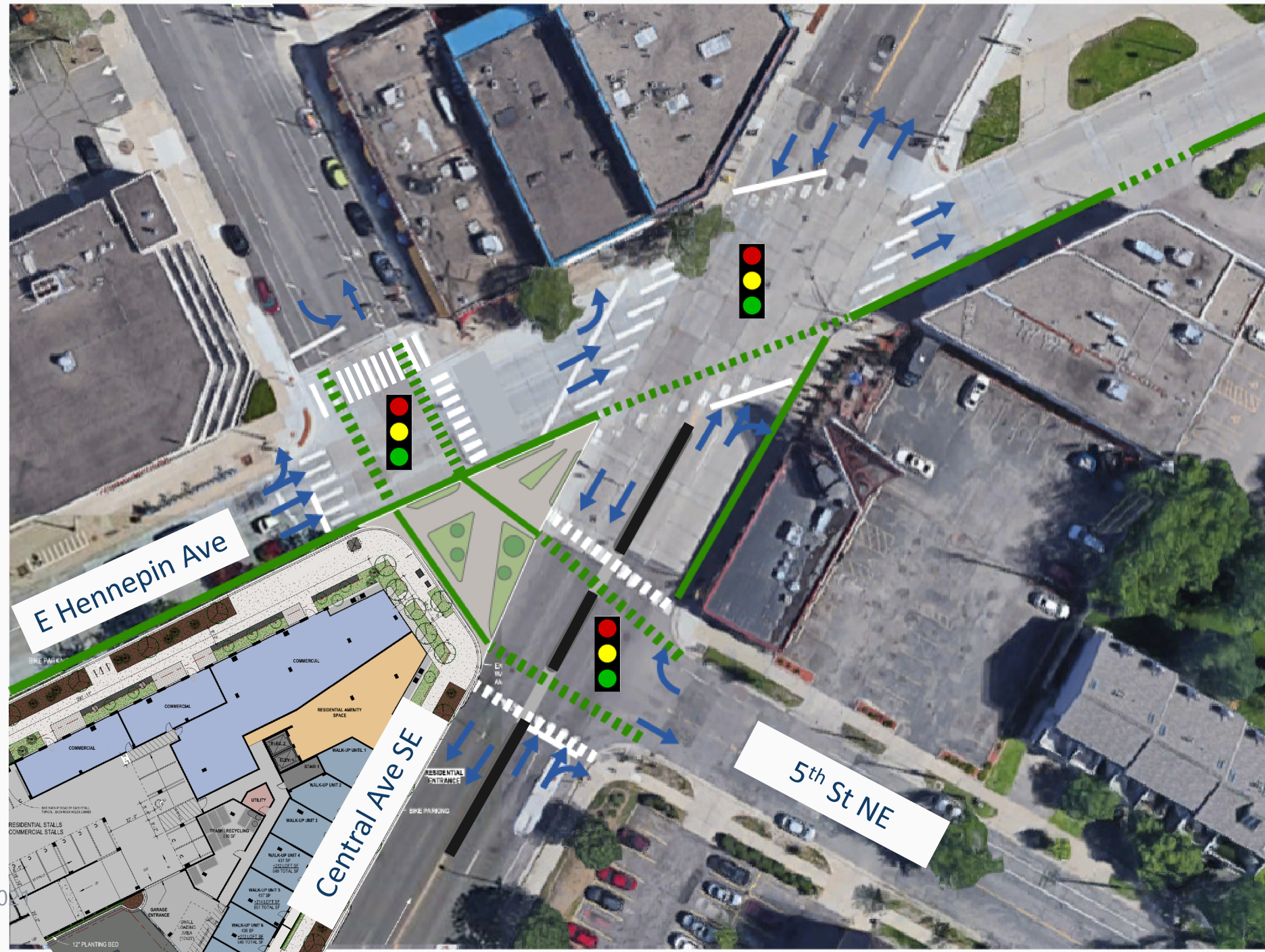
Triangle intersection

**Issue: Improving
the safety and
accessibility of
the triangle**

- Improved pedestrian crossings
- Safer, more efficient movements
- Enhanced gateway area

Triangle Concept

- Included in both concepts

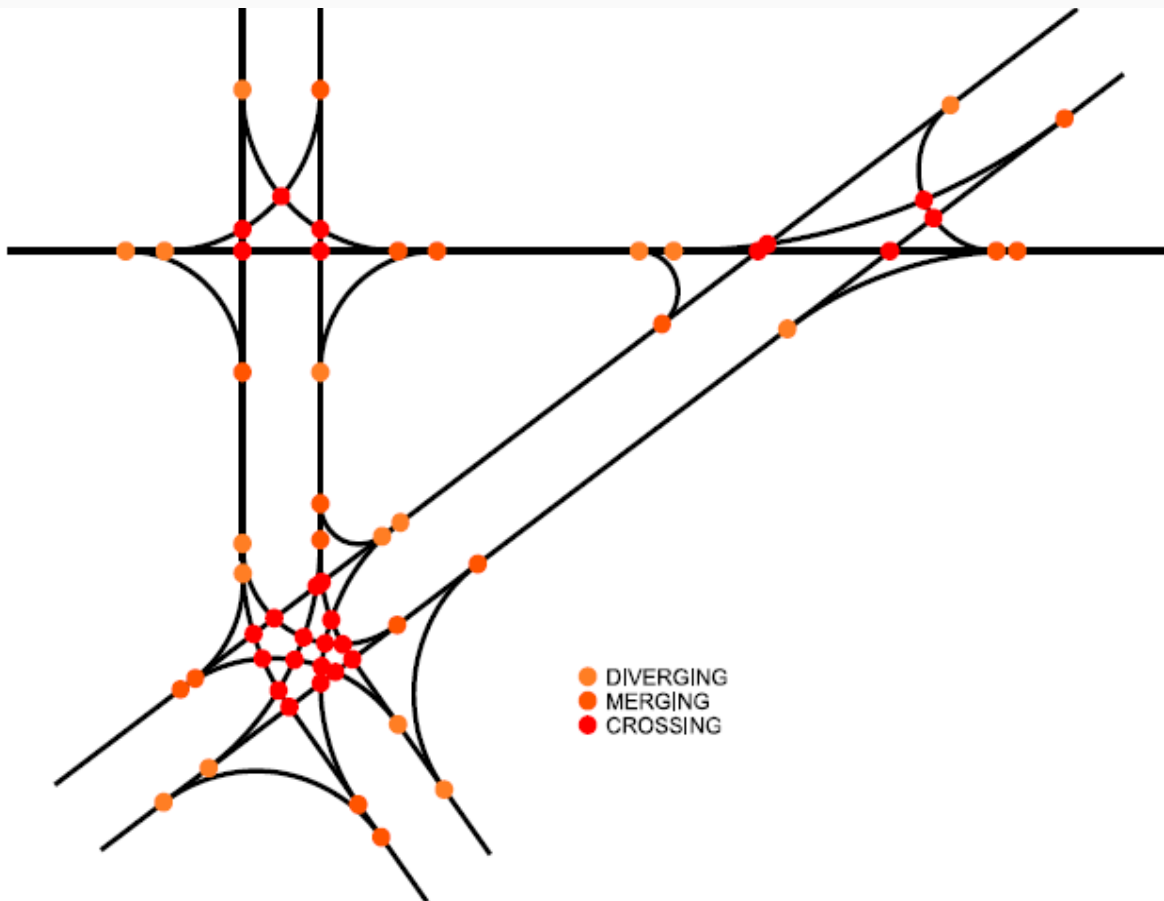


Triangle Concept

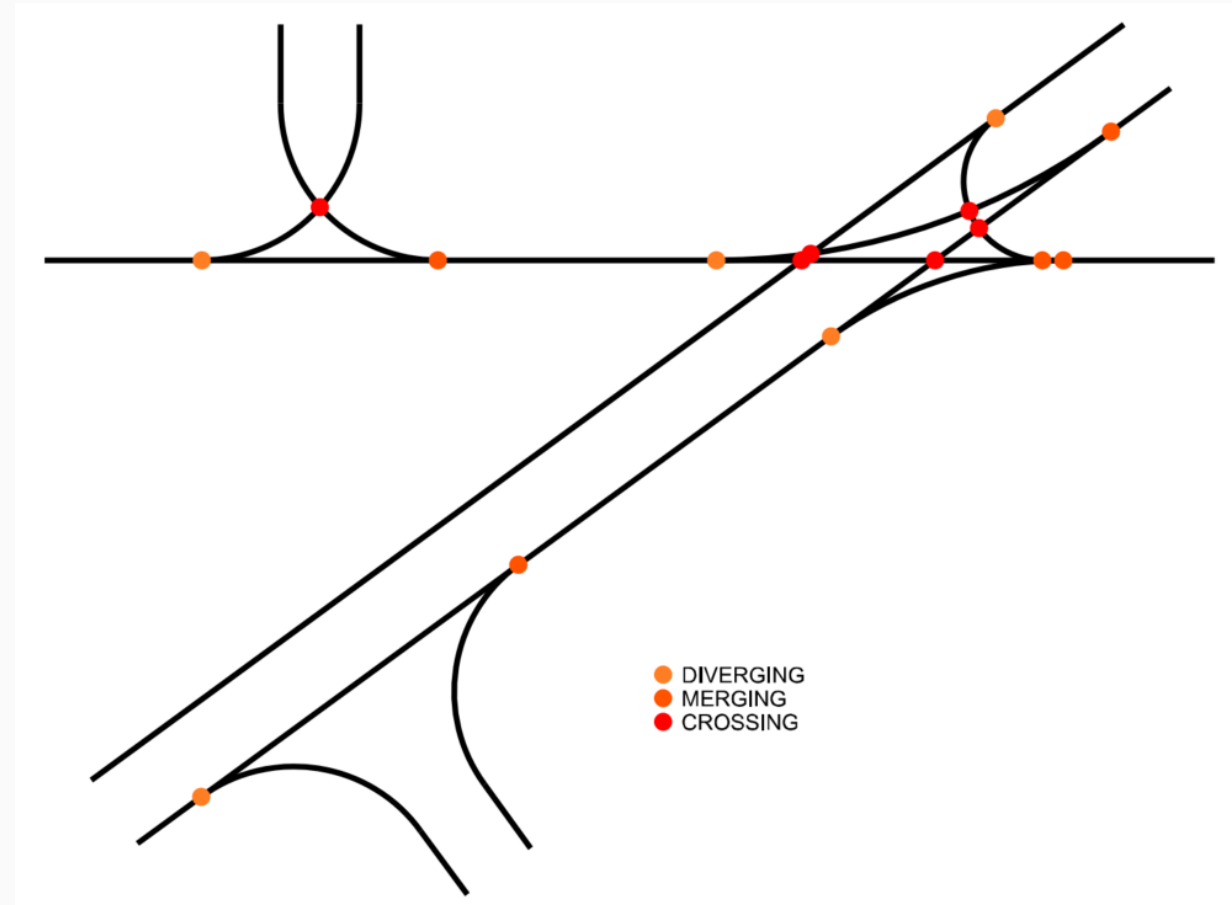


72% reduction in motor vehicle conflicts

58 existing motor vehicle conflict points

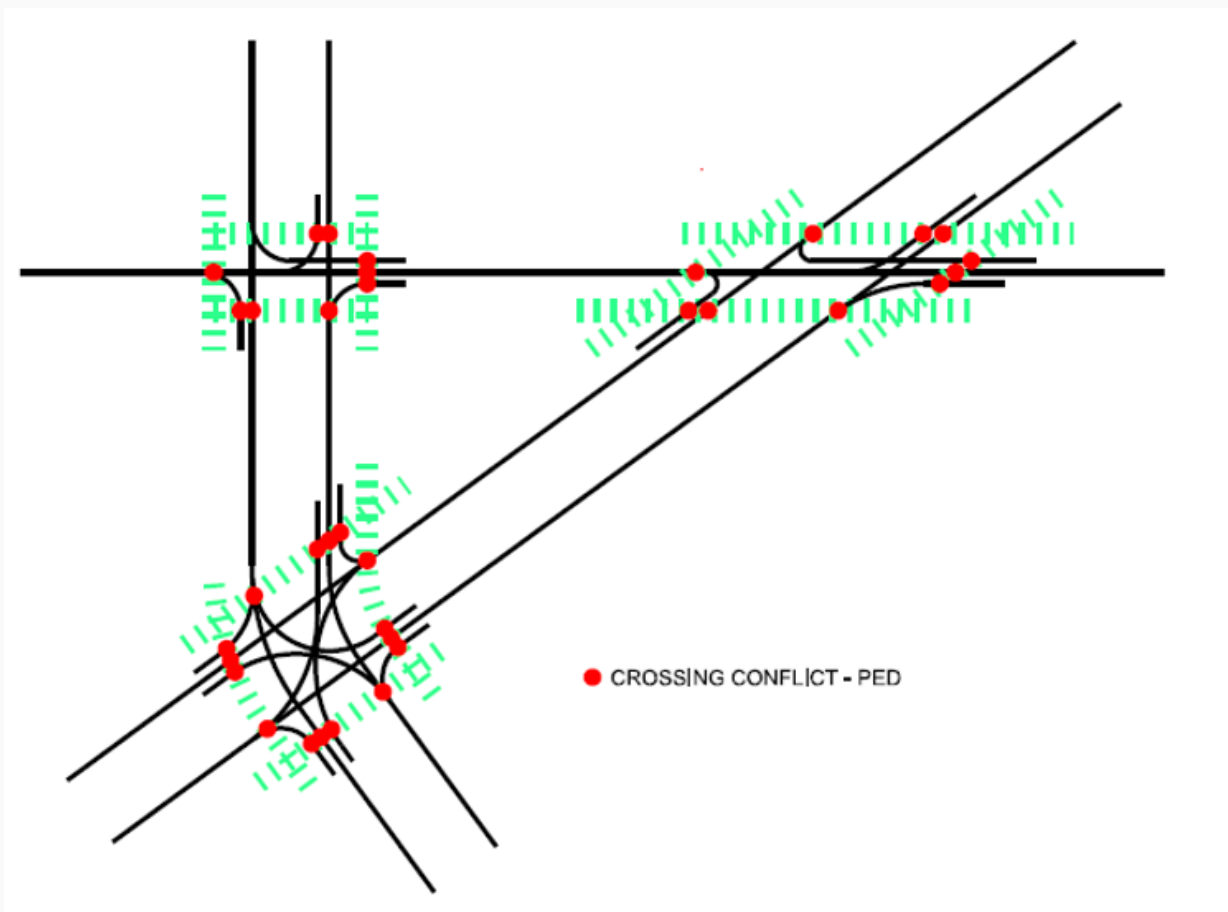


16 proposed motor vehicle conflict points

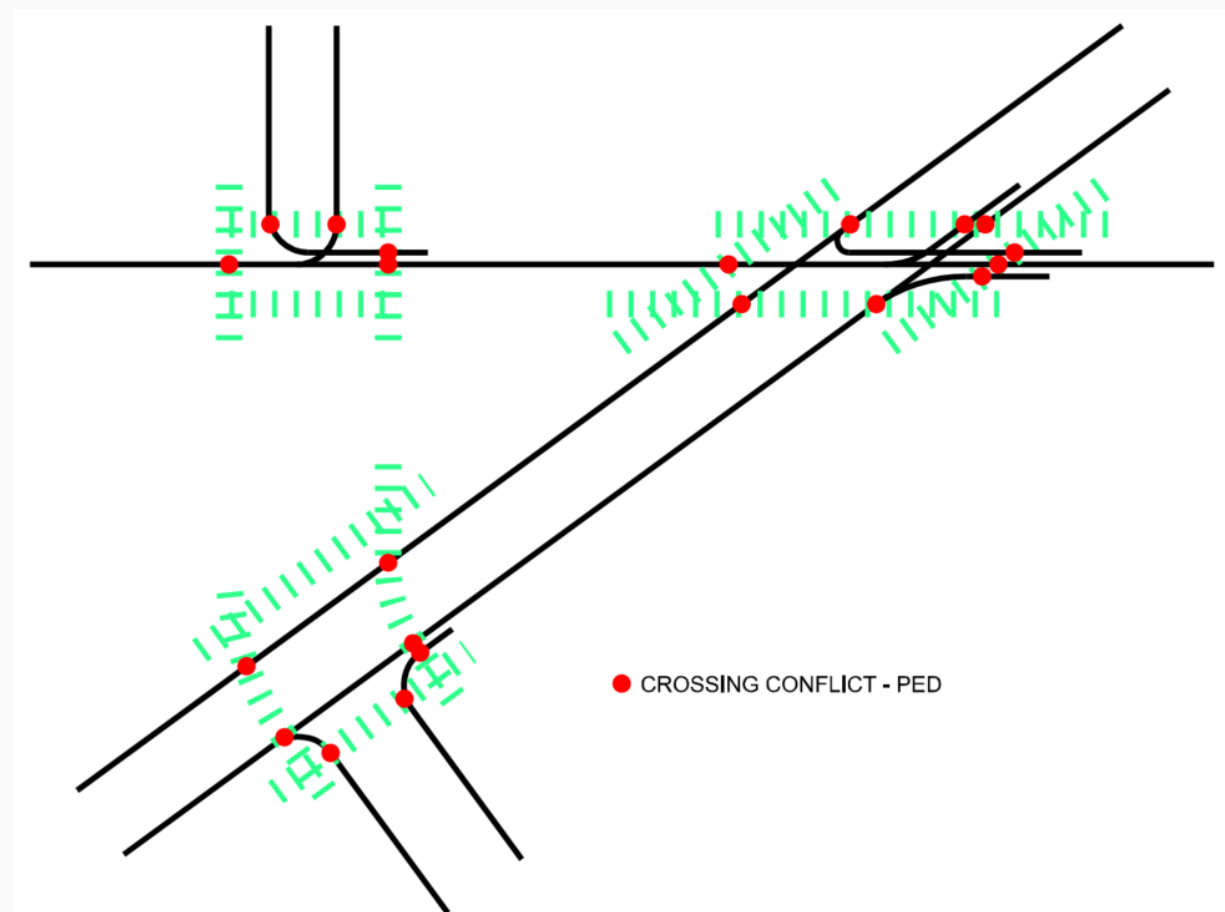


40% reduction in pedestrian conflicts

35 existing pedestrian conflict points



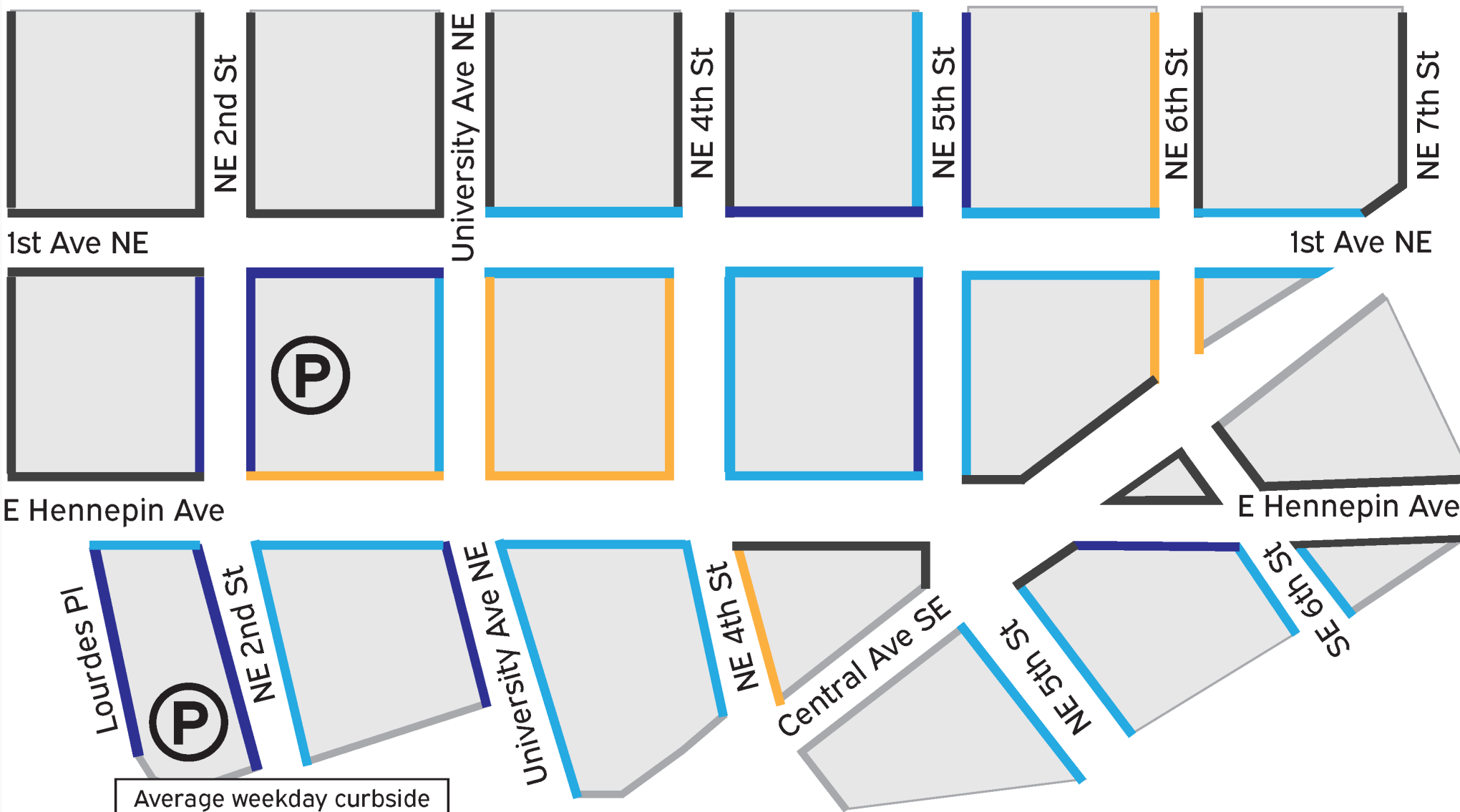
21 proposed pedestrian conflict points



Managing curbside space

**Issue: Effectively
balancing
demands for
curbside space**

- Transit facilities
- On-street parking
- Drop-off, loading, and deliveries

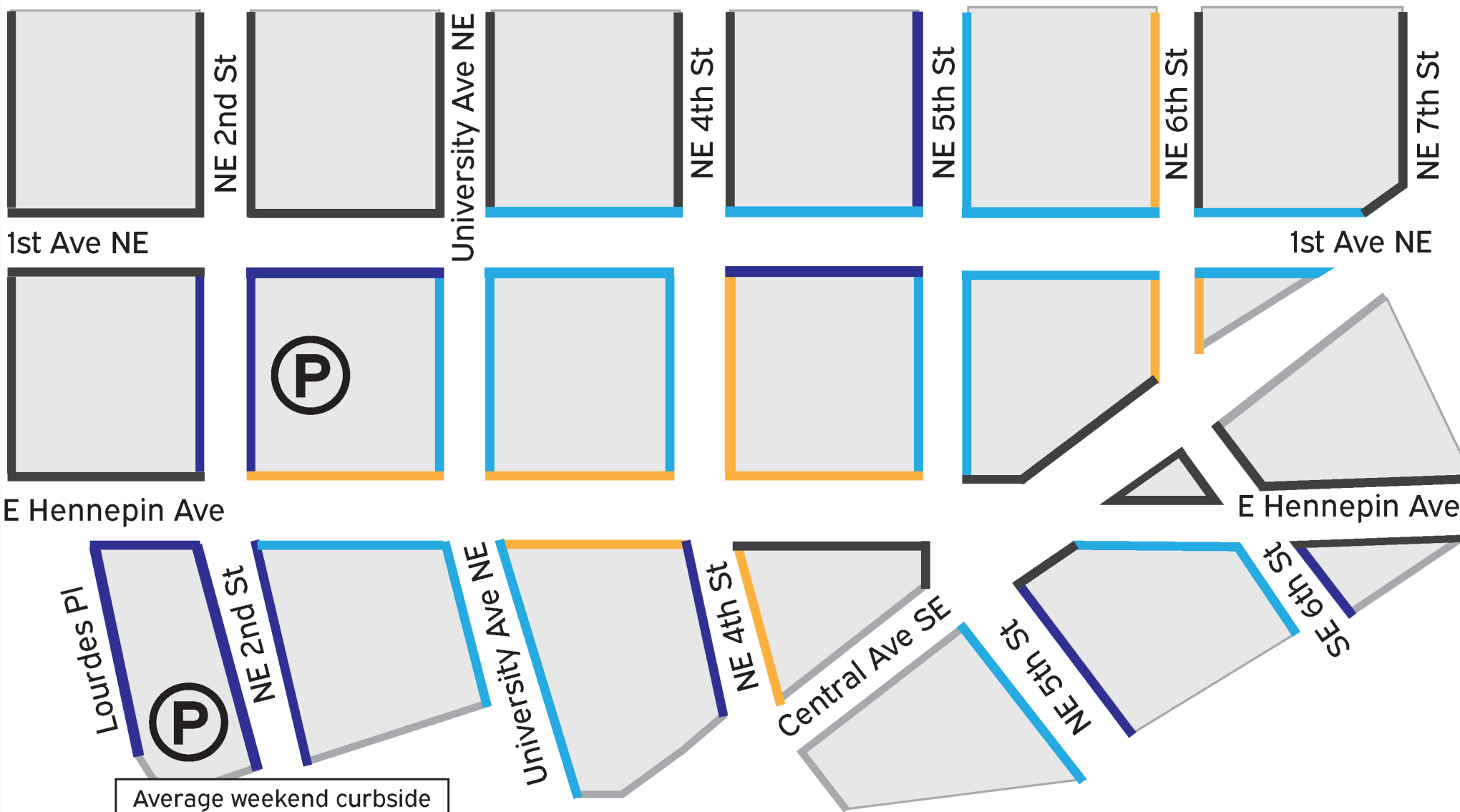


Average weekday curbside parking usage

- More than 60% of parking supply available
- Between 30% & 60% of parking supply available
- Less than 30% of parking supply available
- No public parking
- Not pertinent to study

Legend

- City Block Interior
- P Public Parking Ramp



1st Ave NE

University Ave NE

1st Ave NE

E Hennepin Ave

E Hennepin Ave

Lourdes Pl

NE 2nd St

University Ave NE

NE 4th St

Central Ave SE

NE 5th St

SE 6th St

Average weekend curbside parking usage

- █ More than 60% of parking supply available
- █ Between 30% & 60% of parking supply available
- █ Less than 30% of parking supply available
- No public parking
- Not pertinent to study

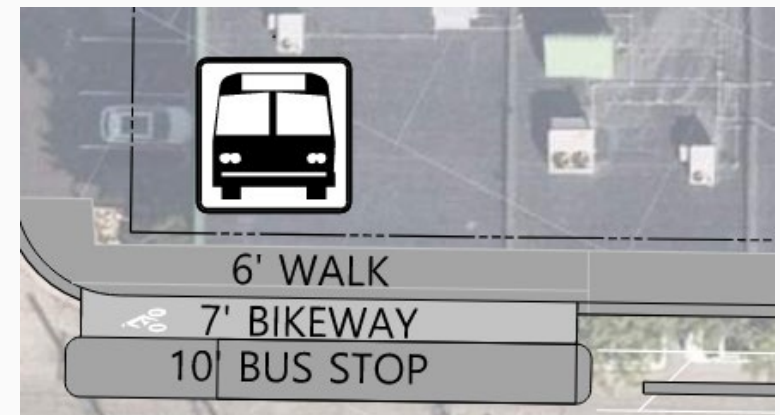
Legend

- City Block Interior
- P Public Parking Ramp

Accommodating transit

**Issue:
Incorporating
enhanced transit
service**

- Future E Line BRT
- Dedicated transit lanes
- Improved bus stops



Typical BRT station design



- A** Pylon markers help riders identify stations from a distance.
- B** Real-time NexTrip signs provide bus information, and on-demand annunciators speak this information for people with low vision.
- C** Shelters provide weather protection and feature push-button, on-demand heaters and shelter lighting. Shelter sizes will vary based on customer demand (small shown here).
- D** Ticket machines and fare card readers collect all payment before customers board the bus.

- E** Emergency telephones provide a direct connection to Metro Transit police. Stations also feature security cameras.
- F** Stations feature trash and recycling containers.
- G** Platform edges are marked with a cast-iron textured warning strip to keep passengers safely away from the curb while the bus approaches. Many stations also feature raised curbs for easier boarding.
- H** Platform areas are distinguished by a dark gray concrete pattern.

- I** Benches at stations provide a place to sit.
- J** Most stations have bike parking.

Some stations have pedestrian-scale light fixtures to provide a safe, well-lit environment.

At some stations, railings separate the platform from the sidewalk.

Concepts

**Issue: Optimizing
project benefits
within limited
scope**

- Adding bike facility
- Curbside management
- Transit integration
- Long-term flexibility

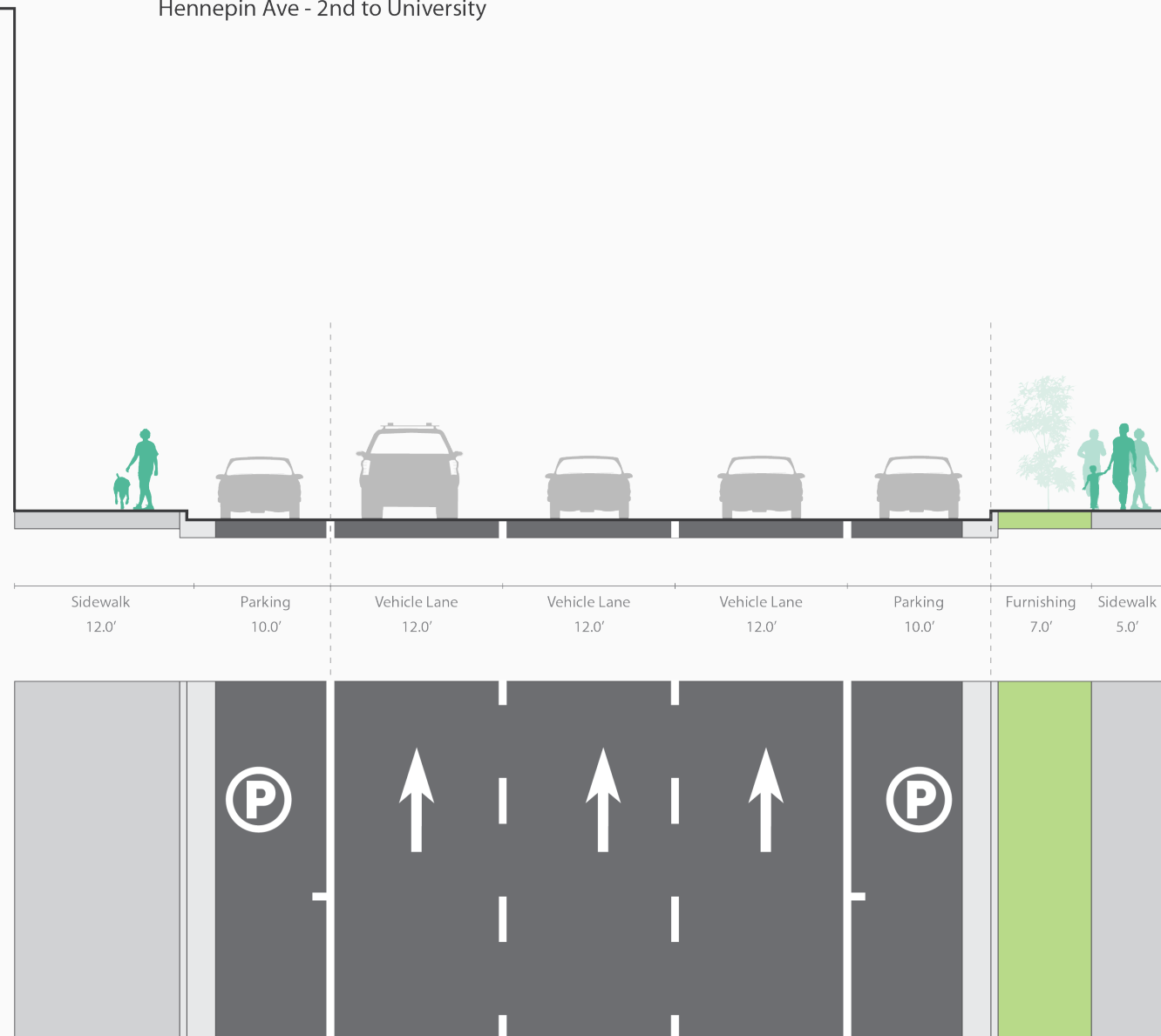
Project evaluation criteria

- Equitable, safe, and health-promoting project
- Robust, sustainable, and inviting public realm
- Safe and high-quality pedestrian facilities
- Safe and connective bicycle infrastructure
- Continued and improved high-quality transit service
- Safe vehicle traffic operations
- Active and resilient business district
- Sustainable and implementable plan

Existing

- 3 travel lanes
- 2 parking lanes
- No bike facility

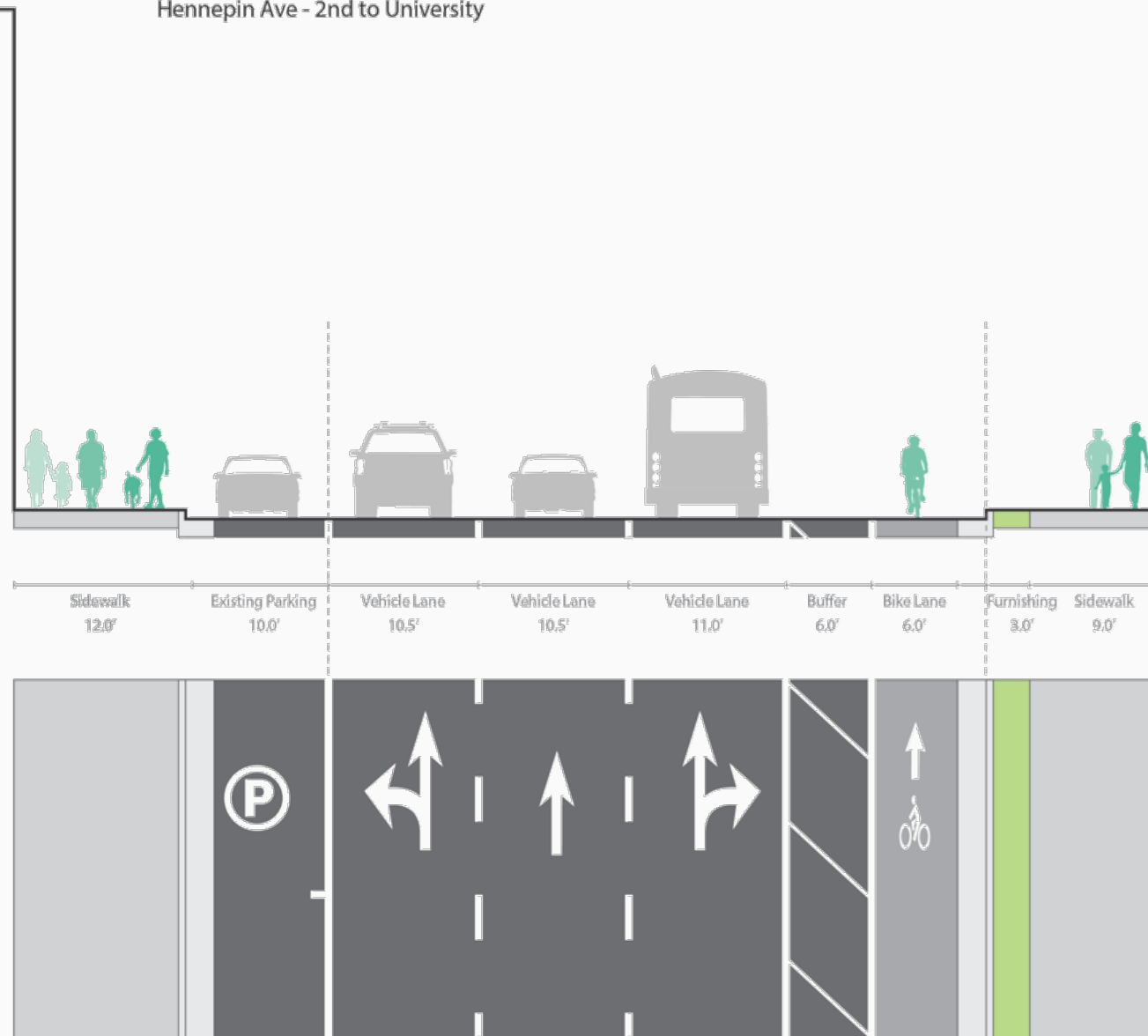
EXISTING ROW Hennepin Ave - 2nd to University



Concept 1

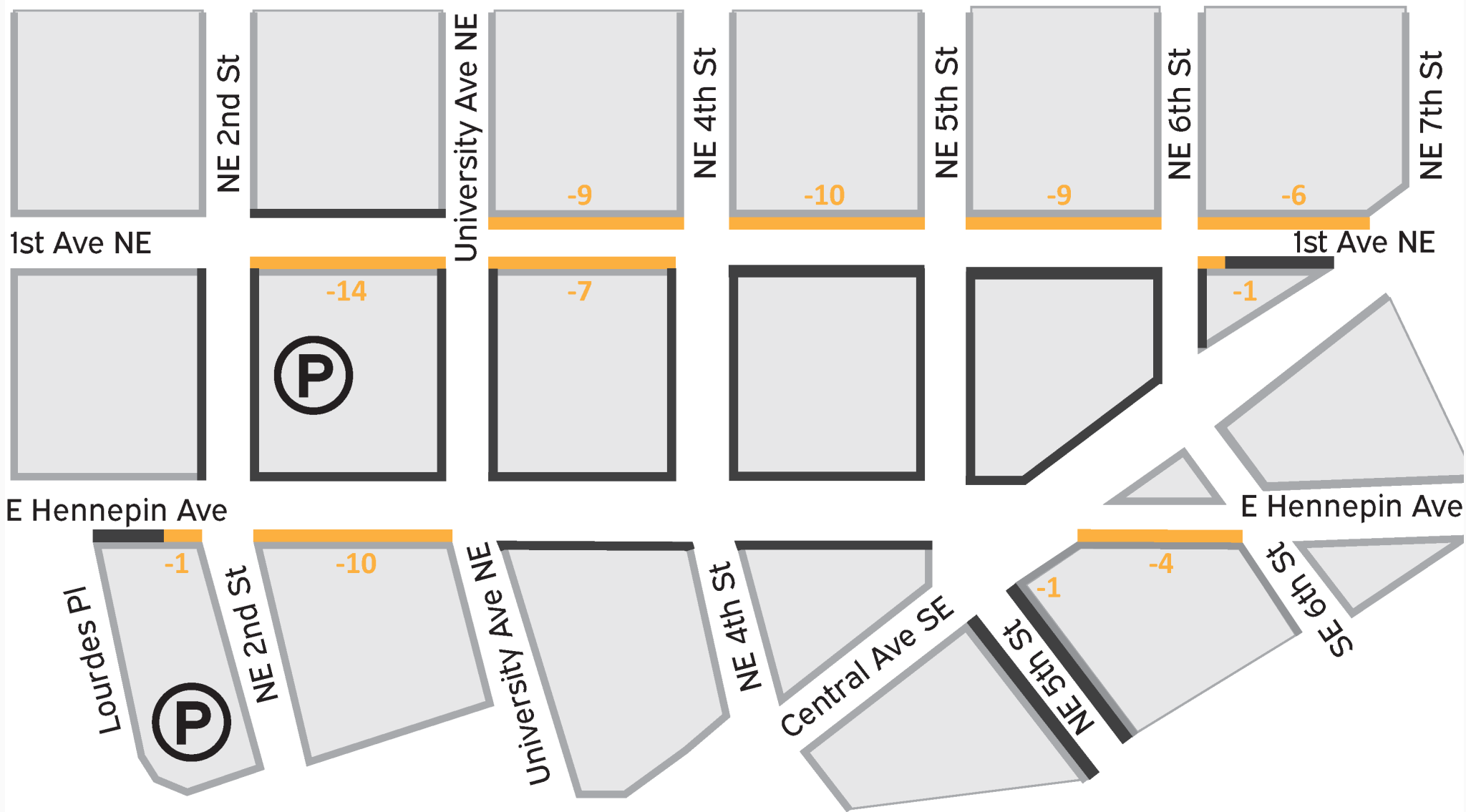
- 3 travel lanes
- 1 parking lane
- 1 buffered bike lane

PROPOSED CONCEPT 1 Hennepin Ave - 2nd to University



Concept 1





Potential Parking Changes Preliminary Layout 1

- Parking supply reduction in design concept proposed street redesign
- Unaltered parking supply in proposed design concept

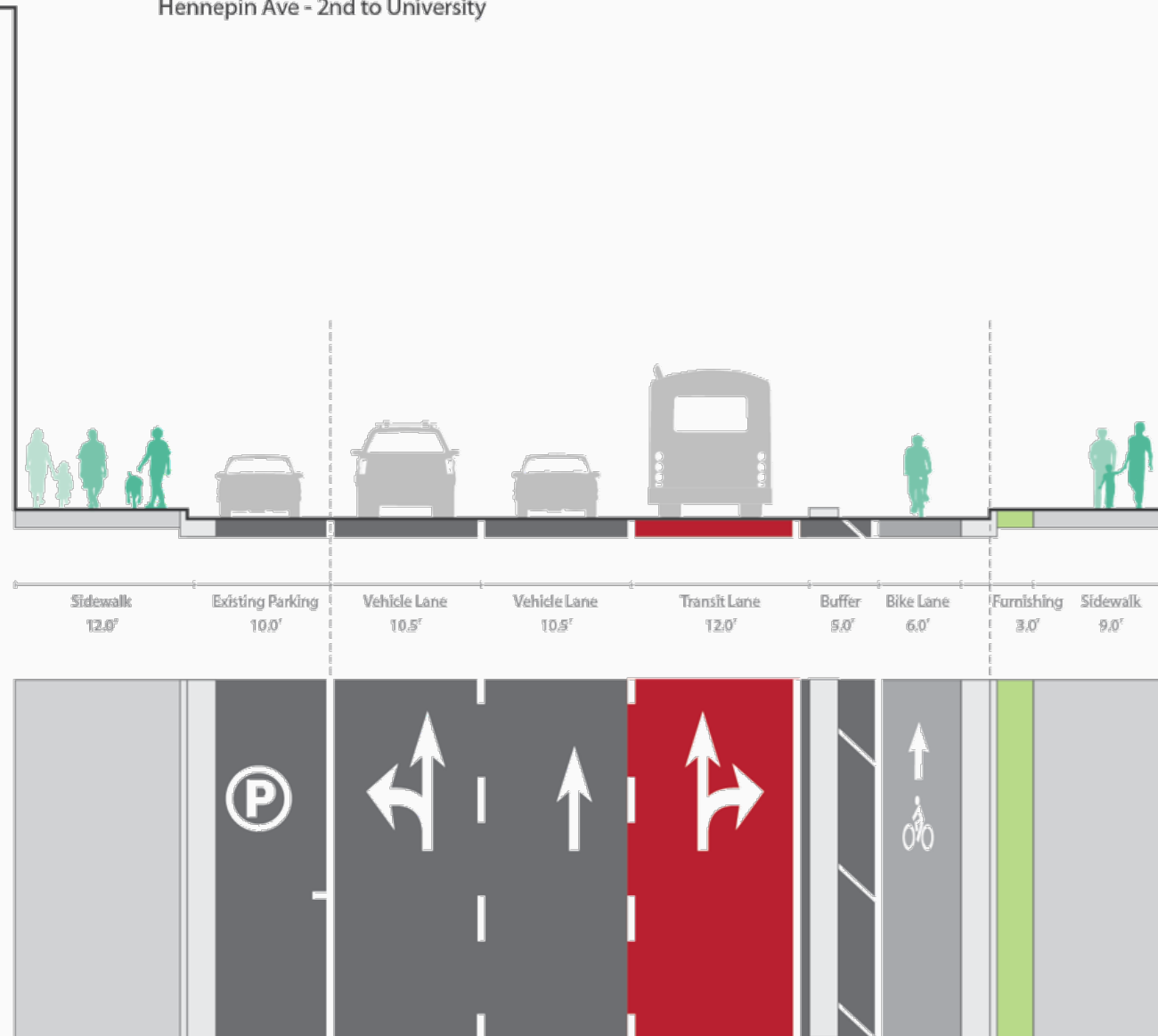
Legend

- City Block Interior
- Public Parking Ramp

Concept 2

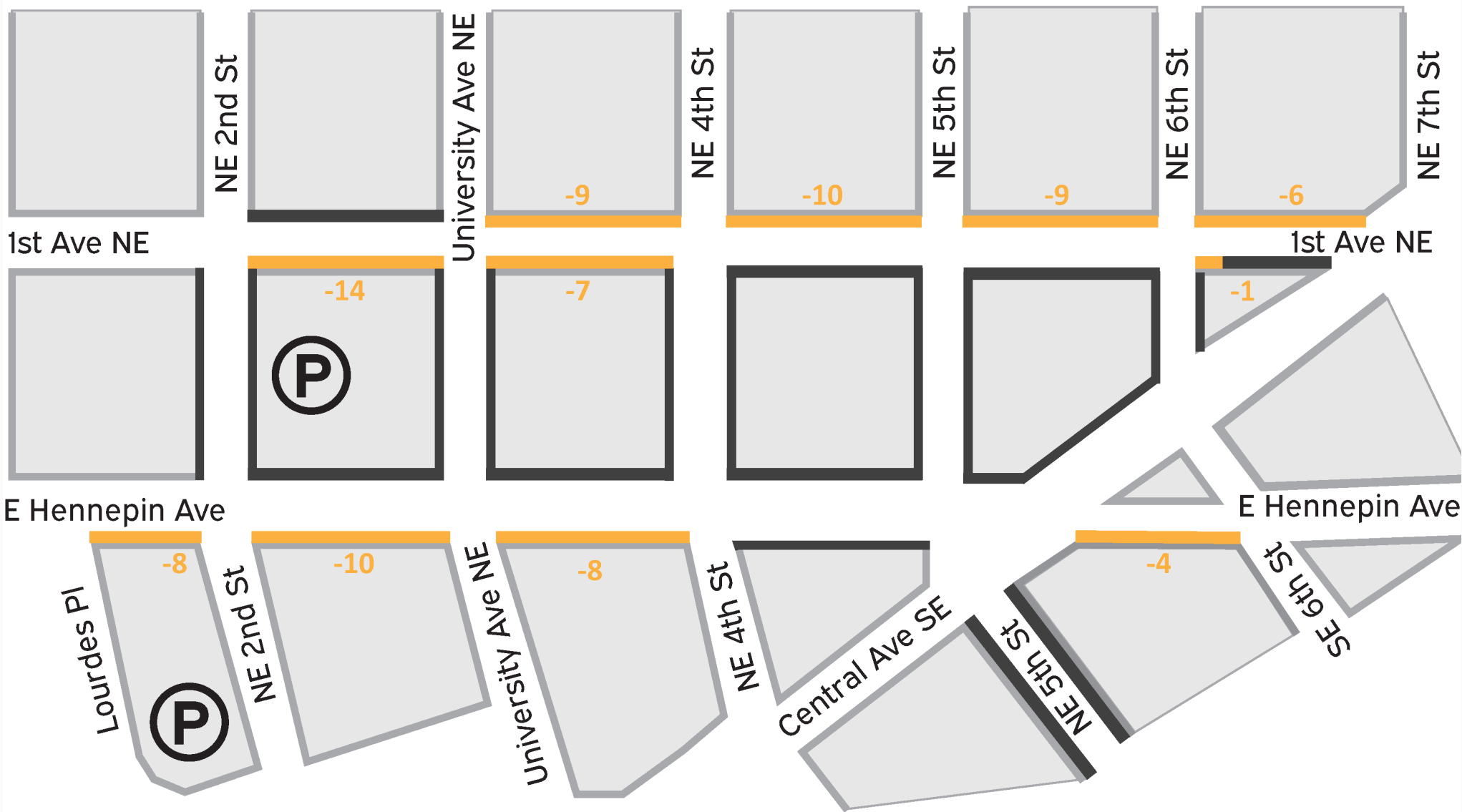
- 2 general travel lanes
- 1 transit lane
- 1 parking lane
- 1 separated bike lane

PROPOSED CONCEPT 2
Hennepin Ave - 2nd to University





Concept 2







Potential Parking Changes
Preliminary Layout 2

-  Parking supply reduction in design concept proposed street redesign
-  Unaltered parking supply in proposed design concept

Legend

-  City Block Interior
-  Public Parking Ramp

Evaluation matrix

Goal	Concepts		
	No build	Concept 1	Concept 2
Equity, health, and safety	Poor	Fair	Good
Pedestrian facilities	Poor	Good	Good
Bicycle infrastructure	Poor	Fair	Good
Transit service	Poor	Fair	Good
Public realm	Poor	Fair	Good
Safe vehicle traffic operations	Poor	Good	Good
Business district	Fair	Fair	Fair
Sustainability / implementation	Poor	Good	Fair

Remaining decision points

- Bikeway type
- Transit lanes
- Streetscape priorities
- Coordination with other projects
- On-street parking impacts

Breakout rooms

15 minutes

Report back

15 minutes

Next steps

- Design refinement
- Targeted outreach
- Project update early 2022

Questions?

Project contacts

County project manager

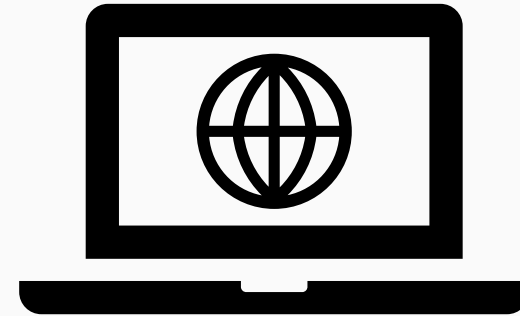
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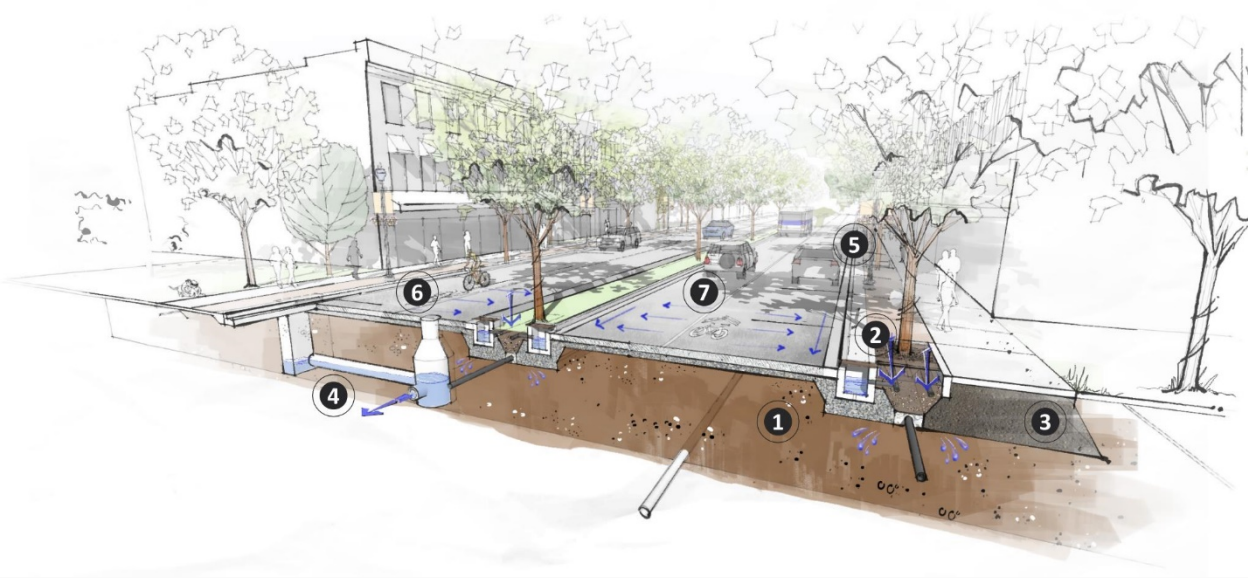
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and-first](https://hennepin.us/hennepin-and-first)

Green streets with urban stormwater features



Green streets with rain gardens and bumpouts

