Hennepin Avenue/1st Avenue Northeast Transportation Study

Figure 1

Existing Roadway Conditions

(2 of 2)
Figure 2: Existing Sidewalk Conditions

- Sidewalk Width (* Denotes width to obstruction)
- Tree
- Power Poles, Lighting Poles and Signal Poles
- Sidewalk Obstruction
Hennepin Ave/1st Ave Northeast Transportation Study

**Figure 5**

**Existing Crash Characteristics**

- **Hennepin Ave & 5th St**
  - 22 Crashes (2010-2014)
- **Hennepin Ave & Central Ave**
  - 13 Crashes (2010-2014)
- **Hennepin Ave & 4th St**
  - 17 Crashes (2010-2014)
- **Hennepin Ave & University Ave**
  - 26 Crashes (2010-2014)
- **Hennepin Ave & 2nd St**
  - 23 Crashes (2010-2014)
- **Hennepin Ave & Main St**
  - 22 Crashes (2010-2014)

**CRASH TYPE**

- 0
- 1
- 2
- 3

**DATA UNAVAILABLE**

- Intersection Crash Data
- Accident Type
- Crash Date
- Accident Location

**Traffic Signal**

- Through - Uncontrolled Intersection

**Existing Crash Characteristics**

- Hennepin Ave & 1st Ave NE
- 1st Ave & Main St
- 1st Ave & University Ave
- 1st Ave & 5th St
- 1st Ave & Central Ave

**CRASH TYPE**

- Pedestrian
- Bicycle
- Motor Vehicle

**UNAVAILABLE DATA**

- 20 Crashes (2010-2014)
- 21 Crashes (2010-2014)
- 17 Crashes (2010-2014)
- 22 Crashes (2010-2014)
- 13 Crashes (2010-2014)
Pedestrian and Bicycle Counts

Figure 6
Figure 12

Issues and Constraints

- Minneapolis Park Land
- Sidewalk area less than 6 feet

Hennepin Ave/1st Ave Northeast Transportation Study

- Narrow Bridge Deck
- Travel lane imbalance - causes lane shifts
- High Volume Route - Evaluable area for Dual Right Turn Lanes
- One way street installed with neighborhood petition
- Pedestrians crossing between residential area and Lunds
- Important bicycle connection
- Difficult pedestrian crossing
- One way installed with neighborhood petition

- Narrow street cross-section - complicates bike lane facility design
- Concrete roadway facility panel joints require consideration when lane widths or direction changes

- High on-street parking utilization
- Evenings highest demand

- Trees restricting walkable path to less than 6 feet
- Power Pole and Signal Cabinet restricting walkable path

- High on-street parking utilization
- Complicated and pedestrian unfriendly intersection
- Operates at capacity
- Source point of existing congestion
- High crash rate

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