

About You

Stakeholder Type

Please fill in **ONE DOT** below in the category that best describes the interest you are representing today.

I live here	○○○○○○○○○○	○○○○○○○○○○	○○○○○○○○○○
I bike here	○○○○○○○○○○	○○○○○○○○○○	○○○○○○○○○○
I walk here	○○○○○○○○○○	○○○○○○○○○○	○○○○○○○○○○
I am a business owner	○○○○○○○○○○	○○○○○○○○○○	○○○○○○○○○○
I work here	○○○○○○○○○○	○○○○○○○○○○	○○○○○○○○○○
I go to school or have a child in school here	○○○○○○○○○○	○○○○○○○○○○	○○○○○○○○○○

Mode of Travel

How often do you typically travel in the following ways?

Mode of Travel	Daily (5 or more trips/week)	Weekly (1-4 trips/week)	Occasionally (1-3 trips/month)	Almost Never (less than 1 trip/month)
Walk	○○○○○○○○○○○○○○○○○○	○○○○○○○○○○○○○○○○○○	○○○○○○○○○○○○○○○○○○	○○○○○○○○○○○○○○○○○○
Bicycle	○○○○○○○○○○○○○○○○○○	○○○○○○○○○○○○○○○○○○	○○○○○○○○○○○○○○○○○○	○○○○○○○○○○○○○○○○○○
Car (as driver or as passenger)	○○○○○○○○○○○○○○○○○○	○○○○○○○○○○○○○○○○○○	○○○○○○○○○○○○○○○○○○	○○○○○○○○○○○○○○○○○○
Bus or light rail	○○○○○○○○○○○○○○○○○○	○○○○○○○○○○○○○○○○○○	○○○○○○○○○○○○○○○○○○	○○○○○○○○○○○○○○○○○○
Truck/delivery vehicle	○○○○○○○○○○○○○○○○○○	○○○○○○○○○○○○○○○○○○	○○○○○○○○○○○○○○○○○○	○○○○○○○○○○○○○○○○○○



bikeandwalkmpls.mindmixer.com



Biking and walking along 26th and 28th

☉ We want to support people who:

Live Here



Work and Play Here



Shop Here

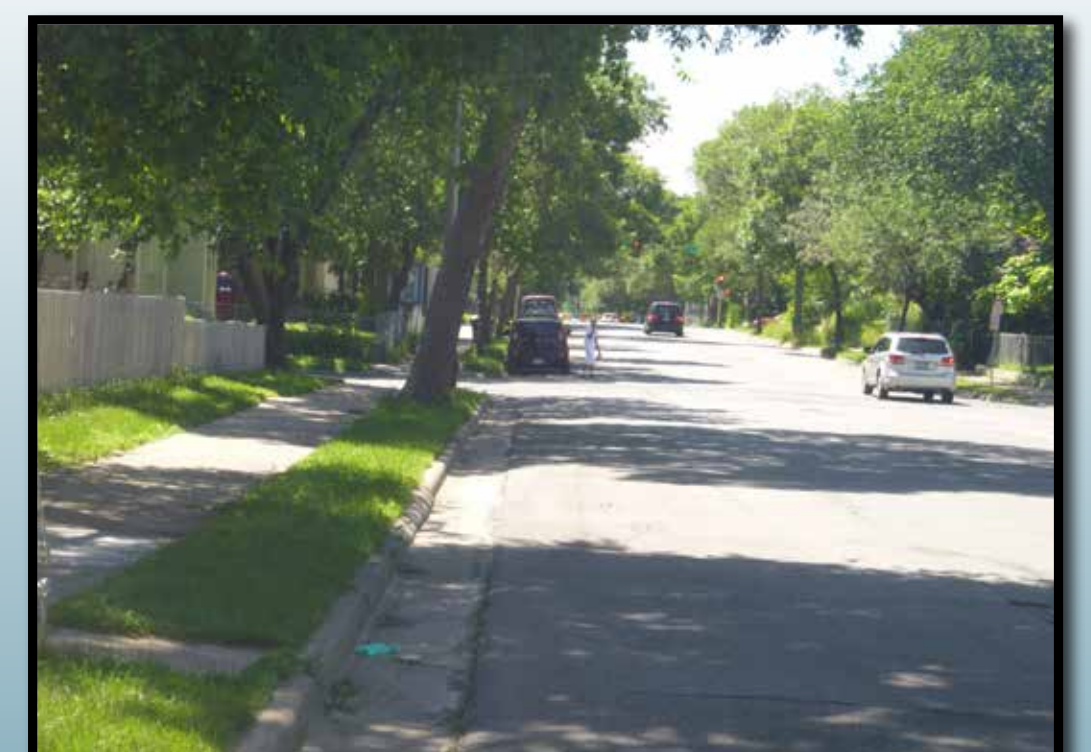


Get Around Here



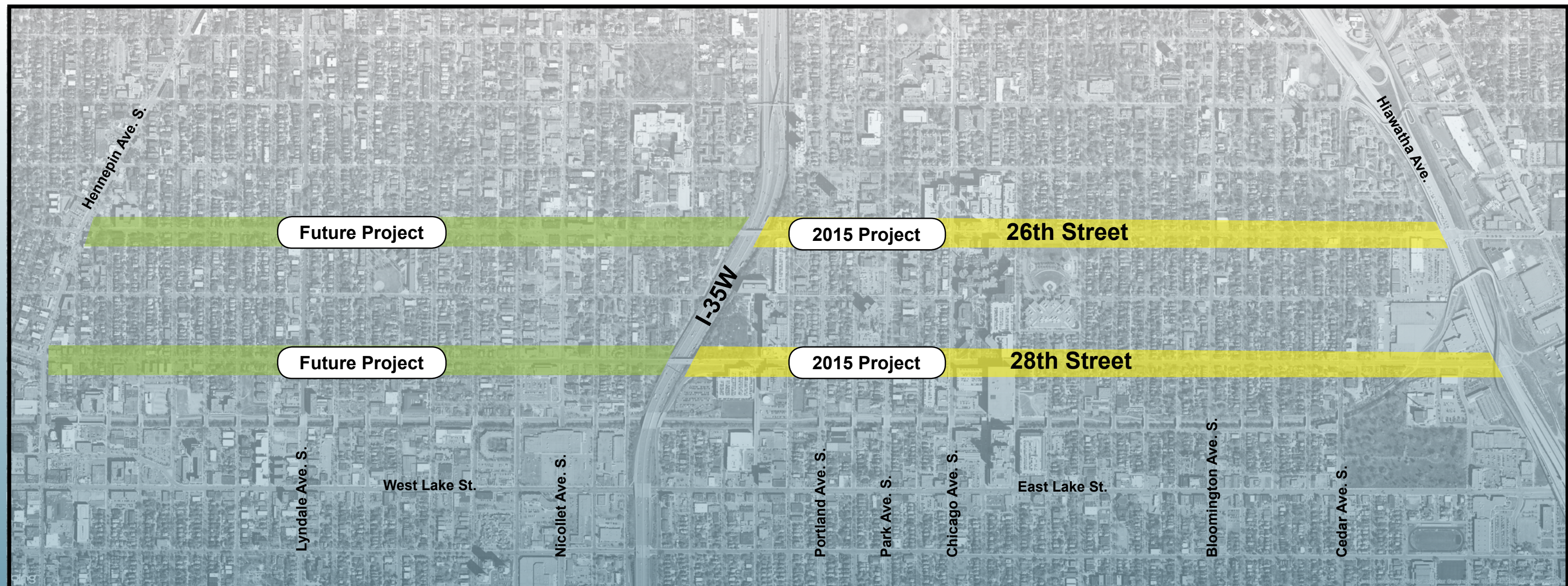
Let's talk about 26th and 28th Streets

- ⊗ This is an opportunity to improve our experiences bicycling and walking on 26th and 28th Streets.
- ⊗ When you review the display, think about what you consider most important when designing streets for people who bike and walk.



Where is the project?

- ⊗ The initial repaving on 26th and 28th Streets will happen between Hiawatha Ave. and Interstate 35-W, but our planning efforts will extend west to Hennepin.
- ⊗ We are discussing designs between 35-W and Hennepin Ave so that future work is compatible along the whole corridor. At this time, no timeline or funding for work on this western segment has been identified.
- ⊗ Minneapolis has programmed \$400,000 for a bicycle facility along 26th and 28th Streets between Hiawatha Ave and Interstate 35-W. This project will focus on improvements between the street curbs.
- ⊗ Different parts of the street may receive different improvements. We won't choose one design- we'll choose the best design for each location or segment.



What's in our toolbox? - Bicycling Facilities

- ⊗ Bike lanes, buffered bike lanes, and protected bike lanes designate space on the street exclusively for bicyclists.
- ⊗ Bicycling facilities make the street safer and more predictable for people who walk, bicycle and drive.
- ⊗ Generally, less confident cyclists feel more comfortable when they are separated from vehicle traffic.

Examples of bicycle facilities:



Traditional bike lane



Buffered bike lane



Protected bike lane



What's in our toolbox? - Medians and Curb Extensions

- ⊗ Medians provide a safety refuge for pedestrians as they cross the street. Sometimes they are installed as part of a protected bike lane.
- ⊗ Curb extensions extend the sidewalk further into the street. They reduce the distance pedestrians have to travel to cross the street and allow drivers to see pedestrians about to cross who might otherwise be hidden behind parked cars.
- ⊗ Medians and curb extensions can make the street safer for pedestrians and better manage traffic.



Median with pedestrian refuge in New York City



Curb extension in Minneapolis



Curb extension with plantings in Minneapolis



Biking and walking in Minneapolis

- ⊗ The Minneapolis Climate Action Plan recommends implementation of 30 miles of protected bike facilities by 2030.
- ⊗ The Minneapolis Bicycle Master Plan is being updated to include protected bikeways.
- ⊗ 26th and 28th Streets are designated pedestrian priority corridors.

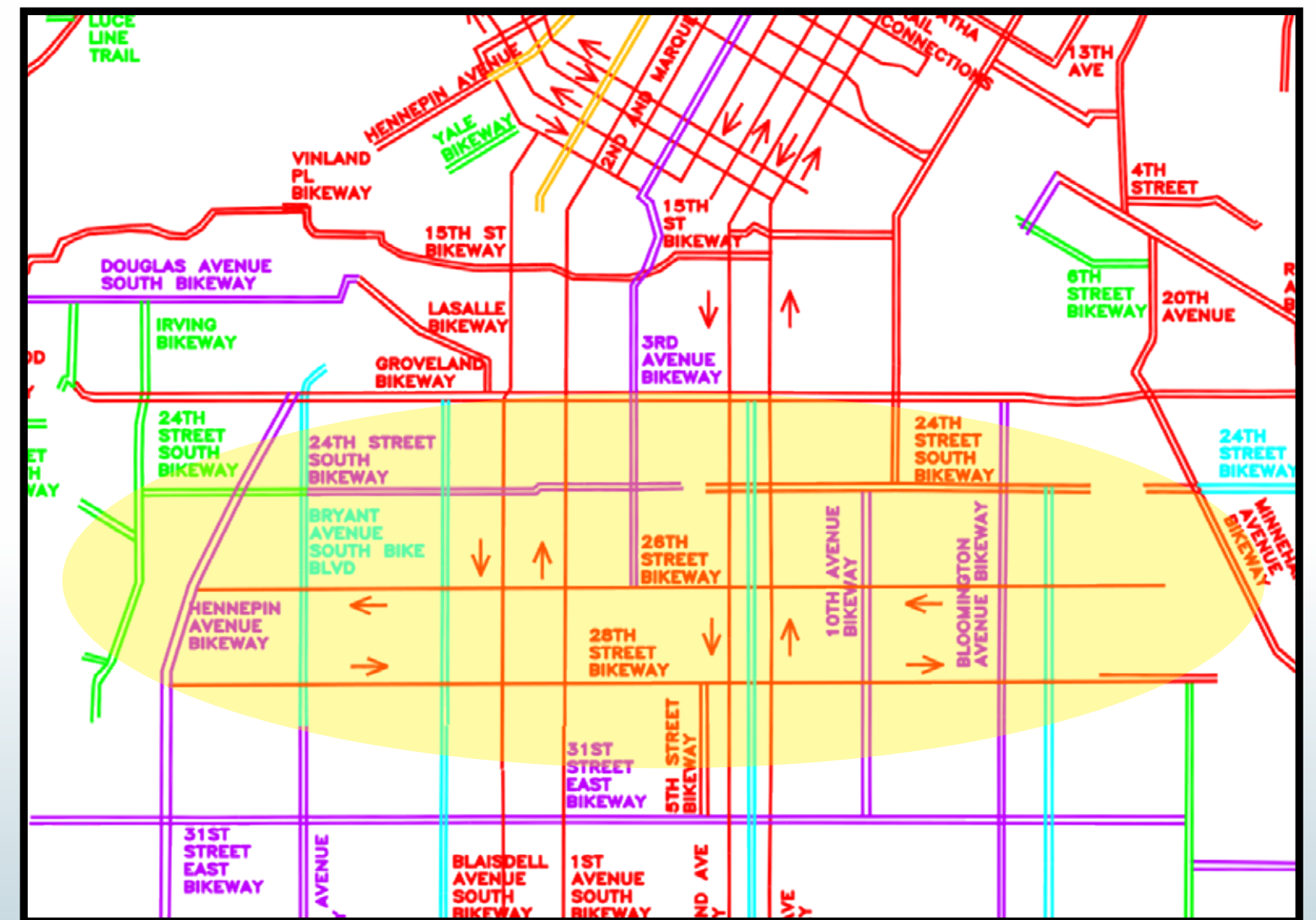
MINNEAPOLIS GOALS

2009 PEDESTRIAN MASTER PLAN

- A well-connected walkway system
- Accessibility for all pedestrians
- Safe streets and crossings
- A pedestrian environment that fosters walking

2011 BICYCLE MASTER PLAN

- Increase bicycle mode share
- Bicycling is safe and comfortable
- Destinations are reasonably accessible by bicycle



The Minneapolis Bicycle Master Plan identifies bike lanes on 26th and 28th Streets



What are protected bike lanes?

- ⊗ A protected bike lane is a bicycle facility that is physically separated from motor vehicle traffic. Common forms of separation are parked cars, bollards/flexible traffic posts, or planters.
- ⊗ Protected bike lanes can be one-way or two-way.
- ⊗ Protected bike lanes are encouraging for less confident cyclists and make the street more predictable for everyone.

Examples of protected bike lanes:



Flexible traffic posts and parking separation



Narrow curb separation



Parking lane separation



Biking and protected bike lanes

- ⊗ Construction of protected bike lanes can enable safer, faster transportation through and within nearby neighborhoods.
- ⊗ Protected bike lanes can connect people to homes, businesses, workplaces, and residential areas.
- ⊗ Pavement markings, signs, and traffic signals direct people to ride through intersections more safely.



Walking and protected bike lanes

- ⊗ Protected bike lanes are part of the street and have minimal impact on sidewalks.
- ⊗ Reducing the width of travel lanes slows down traffic, making streets safer for everyone.
- ⊗ Some protected bike lanes are designed with features that make crossing easier for pedestrians, such as bump-outs or medians.



Driving and protected bike lanes

- ⊗ New pavement markings will designate space for bicyclists and make bicyclists' movements more predictable for drivers.
- ⊗ Due to space required for protected bike lanes, some travel lanes may be removed.

- ⊗ Drivers will have to yield to cyclists at intersections, driveways and alleys.
- ⊗ It is the responsibility of all people traveling on the roadway to look out for each other and follow the rules of the road.



Parking and protected bike lanes

- ⊗ Due to space required for protected bike lanes, on-street parking may be removed in some areas.
- ⊗ Between 35-W and Hiawatha, on-street parking needs are lower than between 35-W and Hennepin.
- ⊗ Designs may be applied differently depending on where parking is most important.



Transit and protected bike lanes

- ⊗ In locations near transit stops, special consideration must be given to minimize conflict between cyclists and transit riders.
- ⊗ Transit is an important means of transportation for many, especially those who are unable to drive a vehicle.
- ⊗ Transit stops must be accessible to people of all abilities.



Next Steps

Project Timeline

