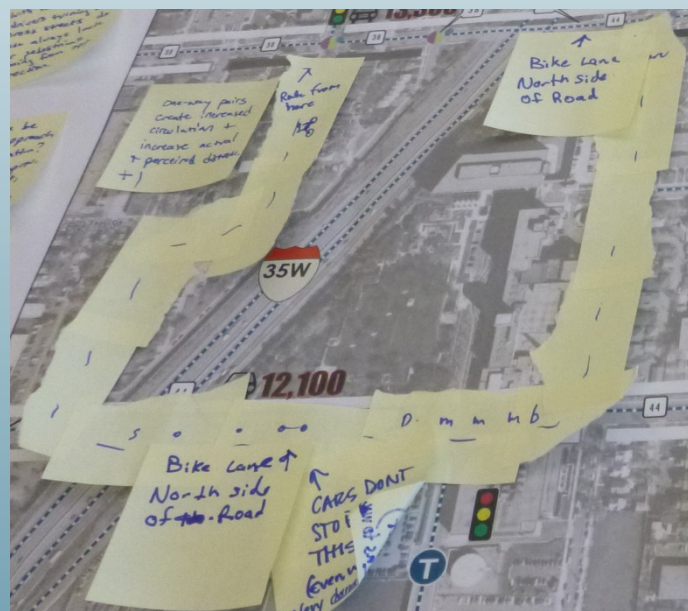
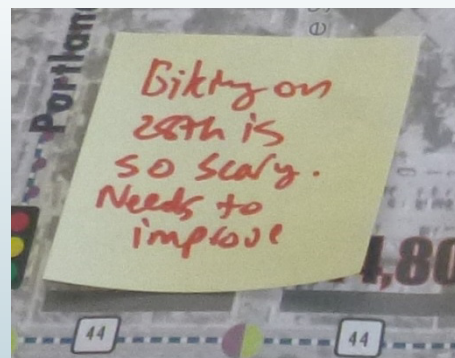
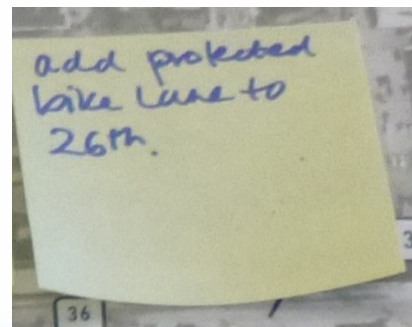
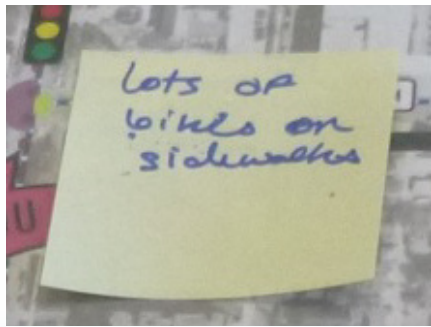


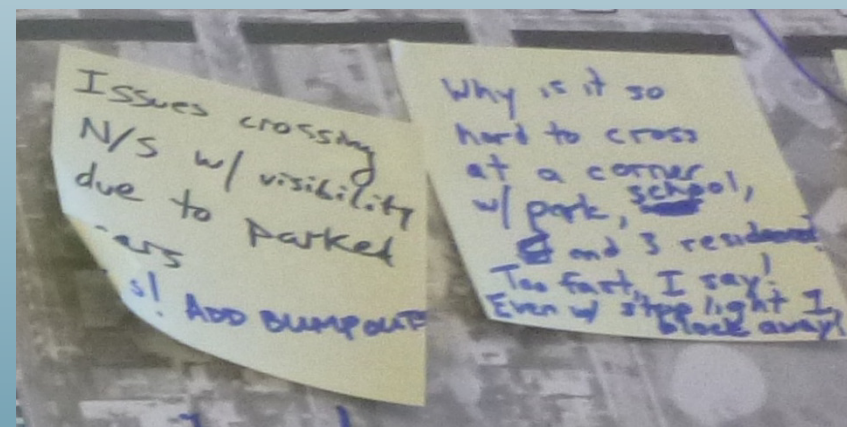
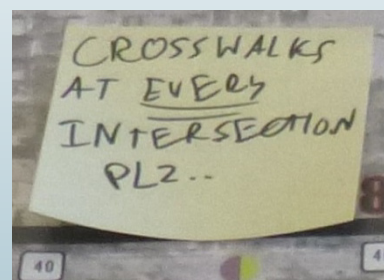
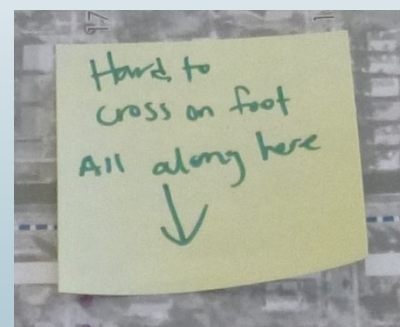
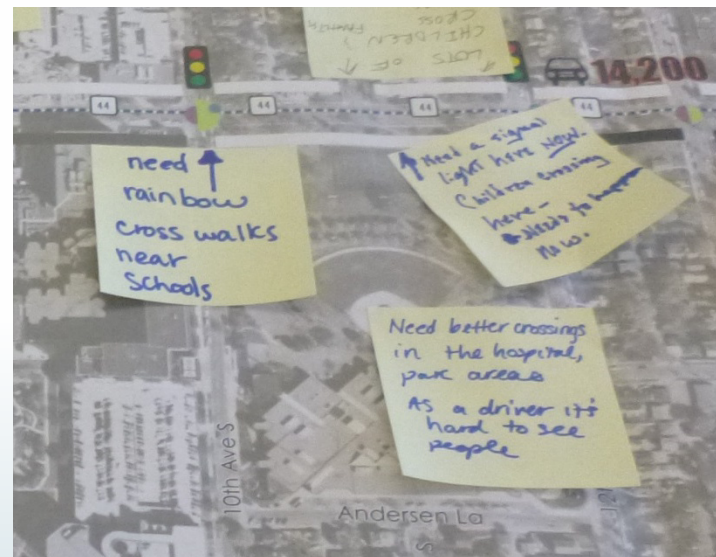
Open House 1: What We Heard

Representative Experiences

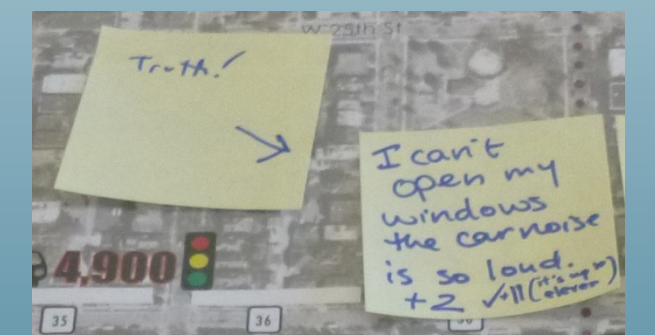
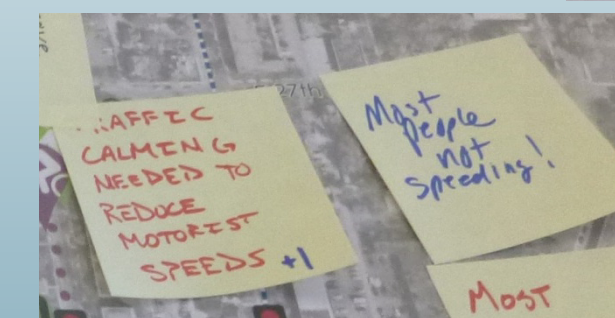
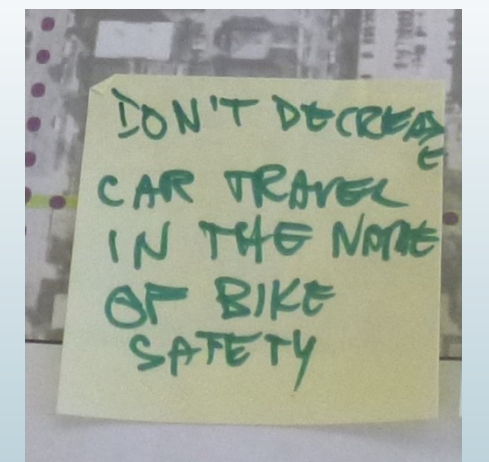
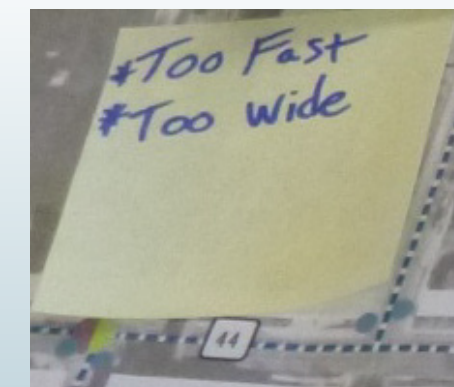
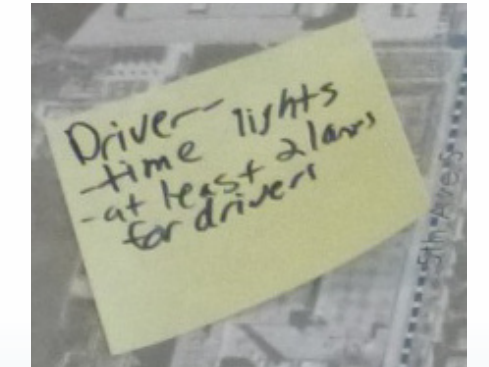
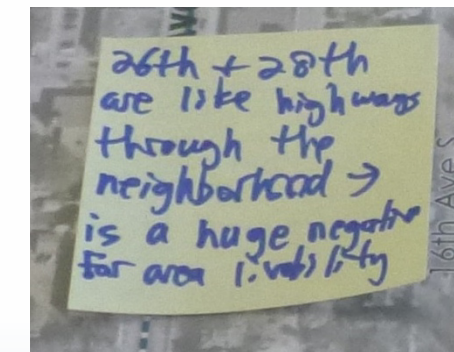
Biking



Walking



Driving



Alternate Solutions: Alternative Routes

Open House #1: *What about using 25th and 27th Streets as bikeways and preserving 26th and 28th Streets for cars?*

Pros:

- ⊗ Maintains existing vehicle travel lanes on 26th and 28th
- ⊗ Bicyclists routed to lower volume residential streets with higher perceived safety

Cons:

- ⊗ Would not address project goal of creating bicyclist and pedestrian improvements on 26th and 28th Streets
- ⊗ 26th and 28th Streets have strong commercial nodes that attract cyclists
- ⊗ Sidewalk riding is a current problem on 26th and 28th
- ⊗ Lack of freeway crossings on 25th and 27th
- ⊗ 25th and 27th Streets would require new crossing controls



Alternate Solutions: Two-way Traffic Conversion

Open House #1: *What about converting all or part of 26th and 28th Streets to two-way traffic operation?*

Pros:

- ⊗ May slow down traffic
- ⊗ Allows more direct routing within neighborhoods

Cons:

- ⊗ Pedestrian improvement options more limited at intersections
- ⊗ Requires addition of left turn lanes; increases pedestrian crossing distances at intersections
- ⊗ Could result in spill-over traffic to neighborhood side streets
- ⊗ Could reduce parking
- ⊗ Requires comprehensive, multi-year traffic study to determine potential impacts, challenges, and opportunities
- ⊗ Requires system-wide signal upgrades (high cost project)
- ⊗ 2015 implementation not feasible

Recommendation:

- ⊗ Continue development of 2015 concepts with one-way traffic operations
- ⊗ Consider 2015 concepts could impact feasibility of two-way conversion in the long term



Alternate Solutions: Two-way Traffic Conversion (Cont'd)

Open House #1: *What about converting all or part of 26th and 28th Streets to two-way traffic operation?*



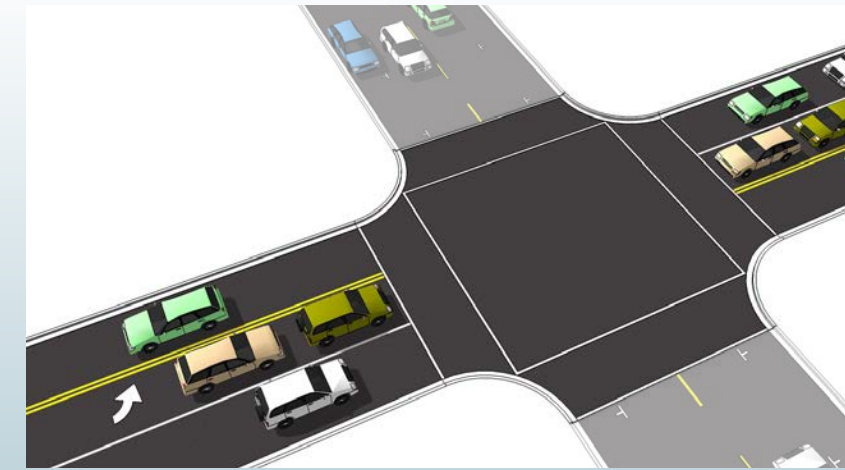
Existing 44' Section



Existing 36' Section



Two-way Options, 44' Section



Two-way Option, 36' Section

- One travel lane in each direction
- Left turn lanes required at numerous intersections
- One separated bike lane
- No parking lane
- Minimal space for ped improvements in the bicycle buffer area

- One travel lane in each direction
- Left turn lanes required at numerous intersections
- One-lane dedicated parking
- No bicycling facility
- Space for ped curb extensions in parking lane

- One travel lane in each direction
- Left turn lanes required at numerous intersections
- No bicycling facility
- No parking lanes
- No space for ped improvements

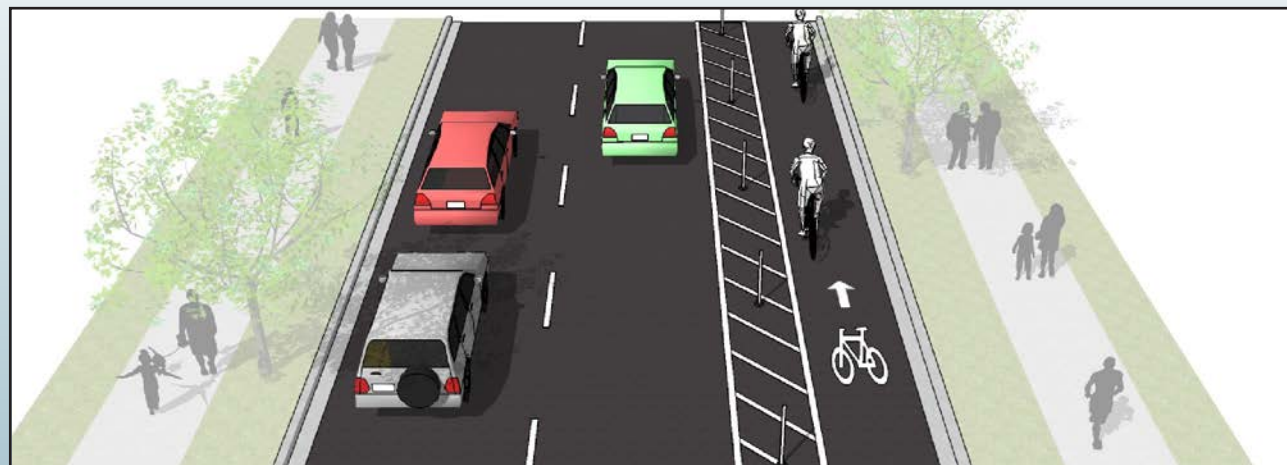


Design Elements: One-way versus Two-way Protected Bikeways

One-way Protected Bikeways (both streets)

Pros:

- ⊗ Cyclists move in same direction of traffic so the need for traffic signal upgrades is minimal
- ⊗ “Protected” space and parking lanes can sometimes incorporate medians wide enough to serve as refuges for crossing pedestrians



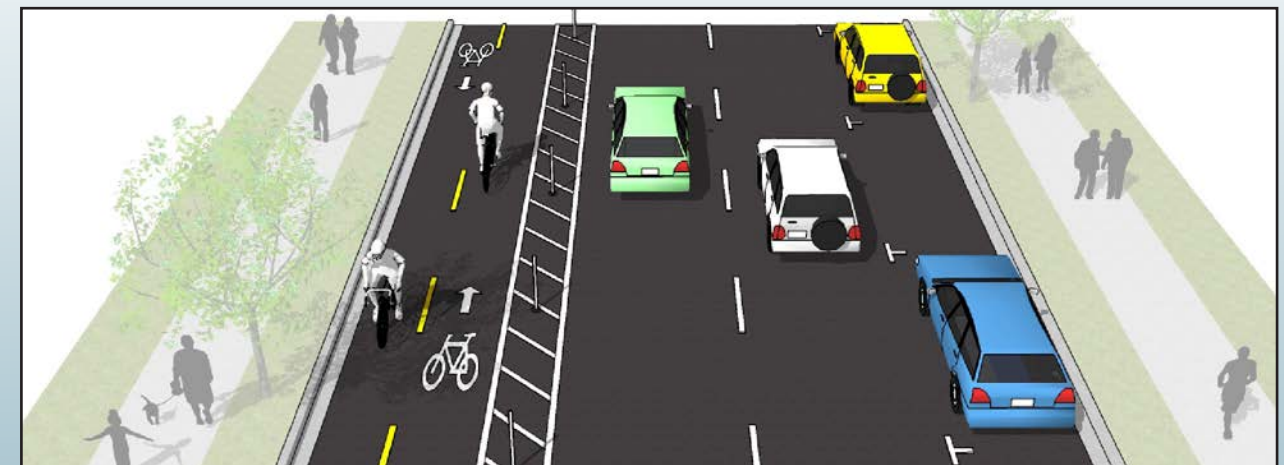
Cons:

- ⊗ Reduces width on *both* 26th and 28th Streets available for travel lanes and parking

Two-way Protected Bikeway (one street)

Pros:

- ⊗ Preserve existing traffic operations and parking on other one-way street
- ⊗ Typically placed on left side of street so that outside lane bicyclists travel in the same direction as traffic



Cons:

- ⊗ Requires signal upgrades at every light (higher cost than for one-way)
- ⊗ Requires greater width than one-way protected bike lane which reduces space for pedestrian refuges, travel lanes and parking



Design Elements: Intersection Treatments

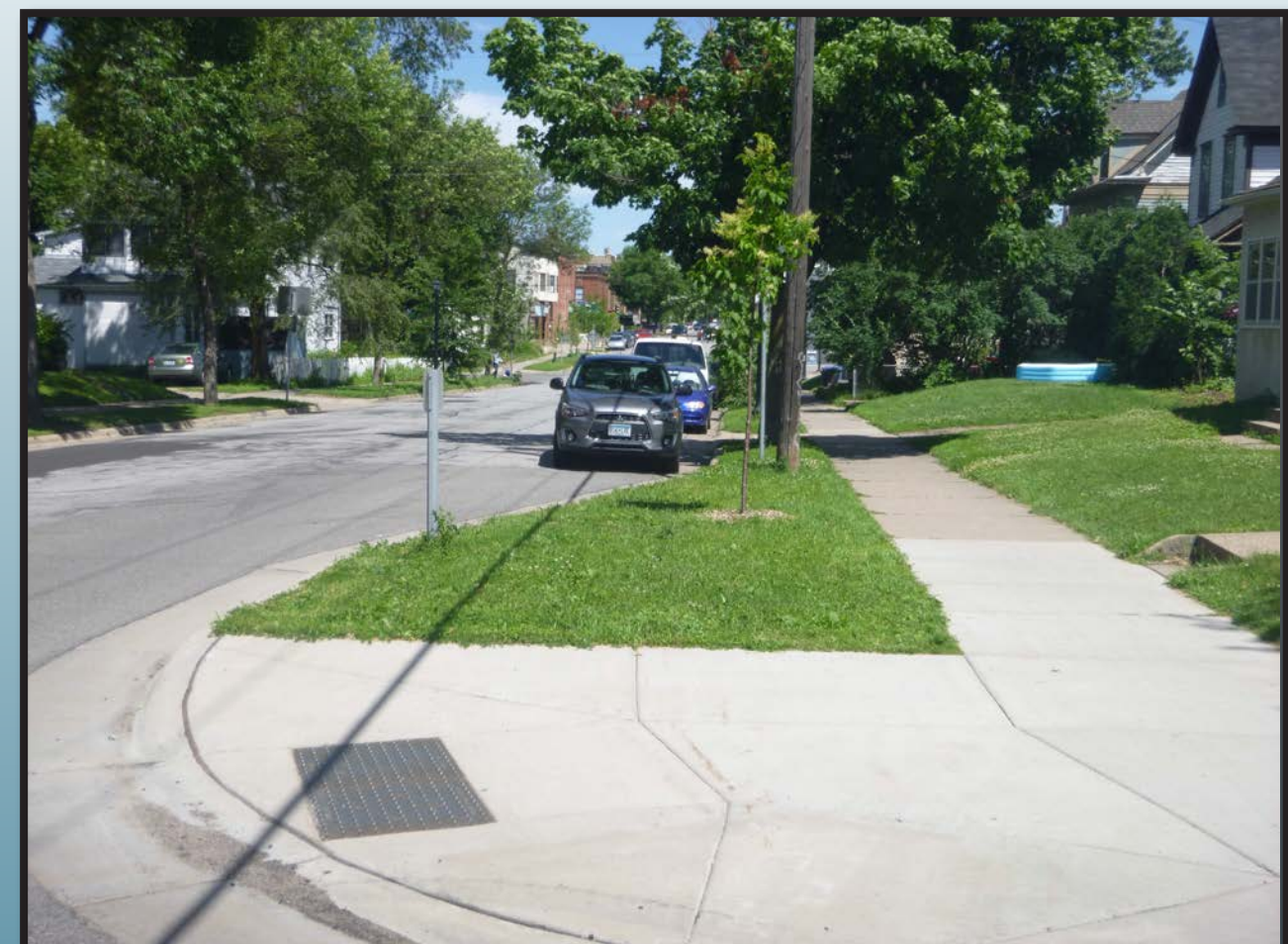
Streets with protected bike lanes and parking lanes offer additional opportunities to improve pedestrian crossings at intersections. These treatments create space for pedestrian refuges and curb extensions. Pedestrian refuges must be at least 6' wide. These are some examples of how crossings improvements can be integrated with protected bike lanes.



Pedestrian refuge incorporated with protected bike lane



Curb extension incorporated with protected bike lane



Curb extension in Minneapolis



Design Elements: Types of protection

Different treatments may be applied to protect bicycles from traffic. Cost, maintenance considerations, and width of the bicycle buffer area will impact which type of protection is selected in each location.

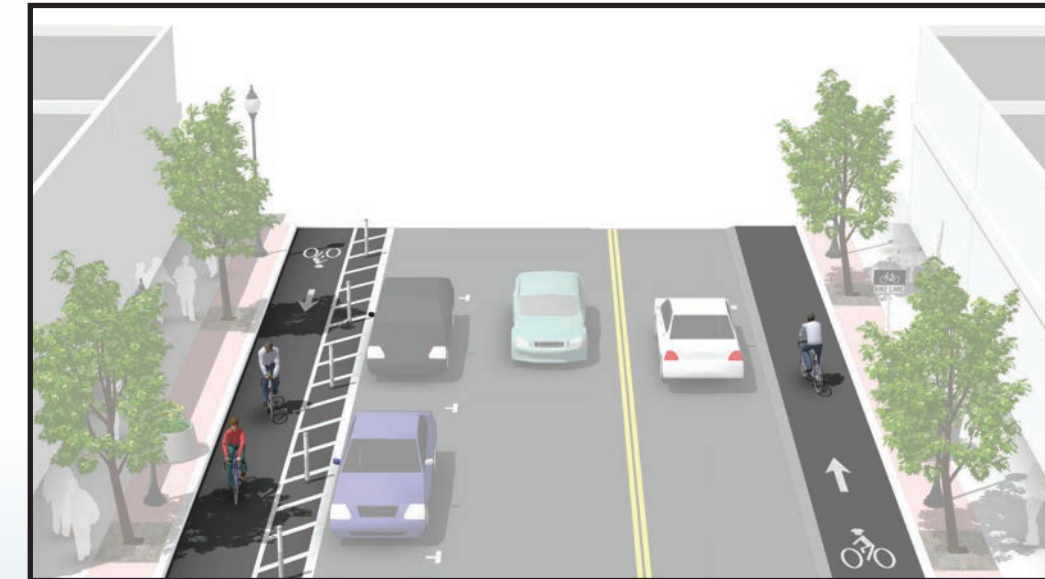


Planters, parked cars

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Concrete curb

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Flexible traffic posts

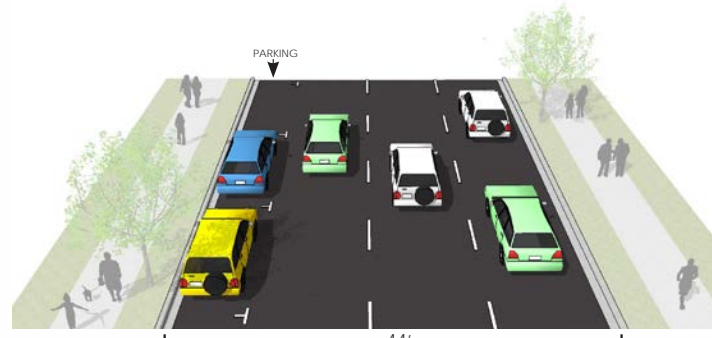
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Raised bikeway

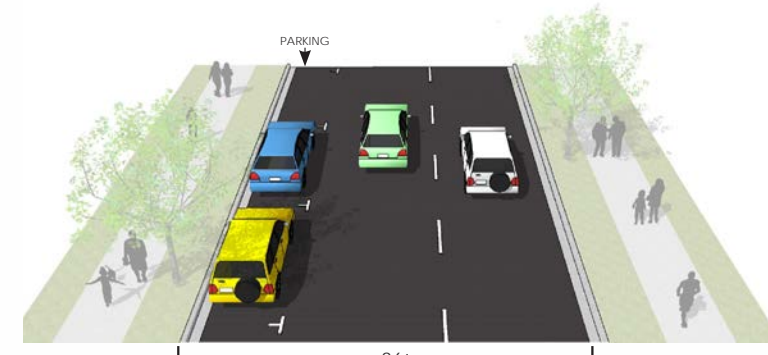
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Where would you like riding? Put an “x” under any of the protection treatments above that you would feel comfortable bicycling in.

Design Concepts: Majority Corridor Widths



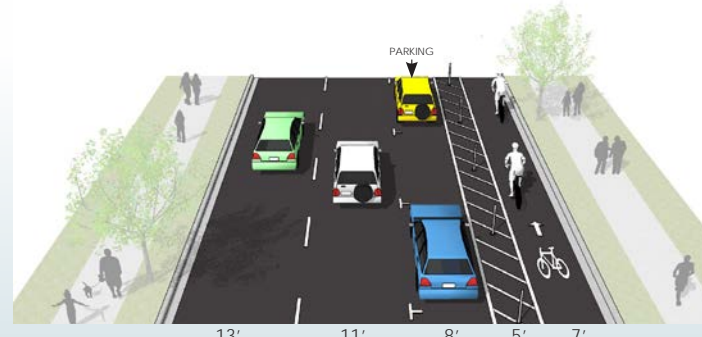
44' Street Existing Conditions: 3 travel lanes, 1 parking lane



36' Street Existing Conditions: 2 travel lanes, 1 parking lane



44' Street - Option 1: 1 travel/restricted parking lane, 2 travel lanes, one-way protected bike lane



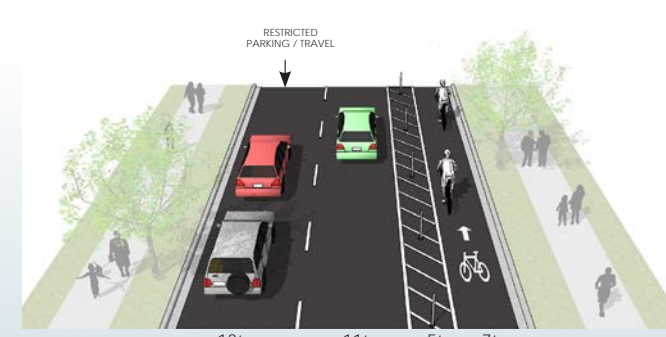
44' Street - Option 2: 2 travel lanes, 1 parking lane, one-way protected bike lane



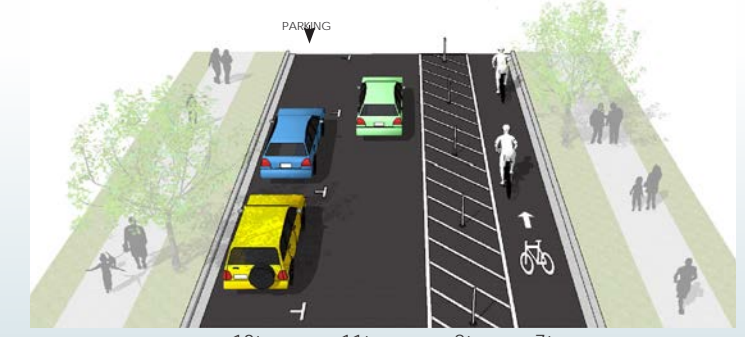
44' Street - Option 3: 2 travel lanes, 1 parking lane, one-way protected bike lane



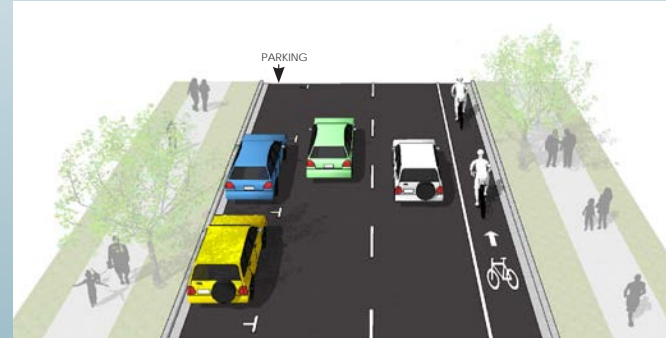
44' Street - Option 4: 2 travel lanes, 1 parking lane, two-way protected bike lane



36' Street Option 1: 2 travel/restricted parking lanes, one-way protected bike lane



36' Street Option 2: 1 travel lane, 1 parking lane, one-way protected bike lane



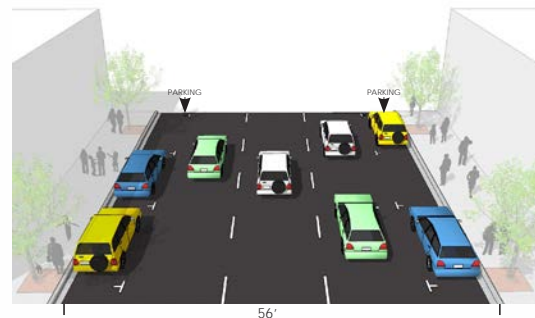
36' Street Option 3: 2 travel lanes, 1 parking lane, one-way bike lane



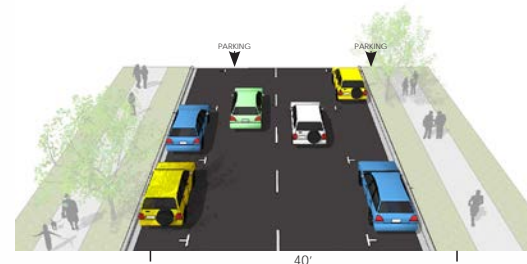
36' Street Option 4: 2 travel lanes, one-way protected bike lane



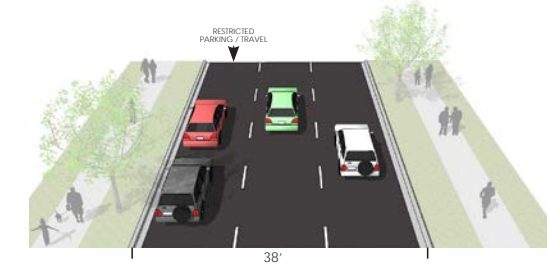
Design Concepts: Other Corridor Widths



56' Street Existing Conditions: 3 travel lanes, 2 parking lanes



40' Street Existing Conditions: 2 travel lanes, 2 parking lanes



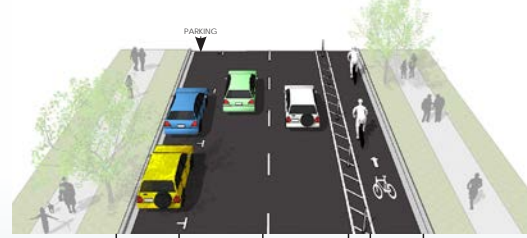
38' Street Existing Conditions: 2 travel lanes, 1 travel/restricted parking lane



56' Street - Option 1: 3 travel lanes, 2 parking lanes, 1 bike lane



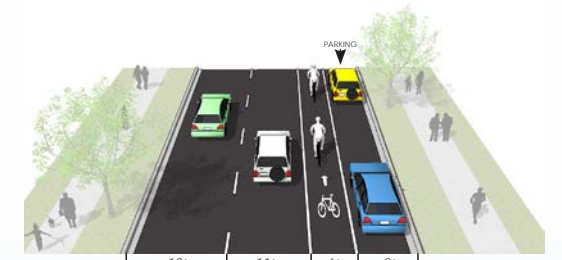
56' Street - Option 2: 3 travel lanes, 1 parking lane, one-way protected bike lane



40' Street - Option 1: 2 travel lanes, 1 parking lane, one-way protected bike lane



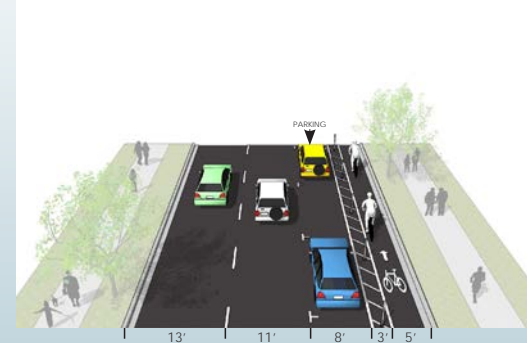
38' Street- Option 1: 2 travel lanes, one-way protected bike lane



38' Street- Option 2: 2 travel lanes, 1 parking lane, 1 bike lane



56' Street - Option 3: 2 travel lanes, 2 parking lanes, one-way protected bike lane



40' Street - Option 2: 2 travel lanes, 1 parking lane, one-way protected bike lane



38' Street- Option 3: 2 travel lanes, 1 parking lane, 1 bike lane



38' Street- Option 4: 2 travel lanes, 1 travel/restricted parking lane, 1 bike lane



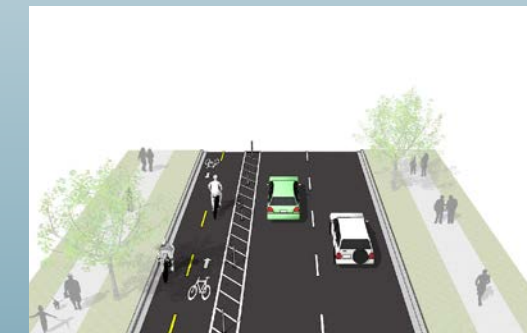
56' Street - Option 4: 2 travel lanes, 2 parking lanes, two-way protected bike lane



56' Street - Option 4: 3 travel lanes, 1 parking lane, two-way protected bike lane



40' Street - Option 3: 2 travel lanes, 1 parking lane, 1 bike lane



38' Street- Option 5: 2 travel lanes, two-way protected bike lane



40' Street - Option 4: 2 travel lanes, two-way protected bike lane



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