

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	○○○○○○○○○○○○○○○○○○○○	○○○○○○○○○○○○○○○○○○○○	○○○○○○○○○○○○○○○○○○○○	○○○○○○○○○○○○○○○○○○○○



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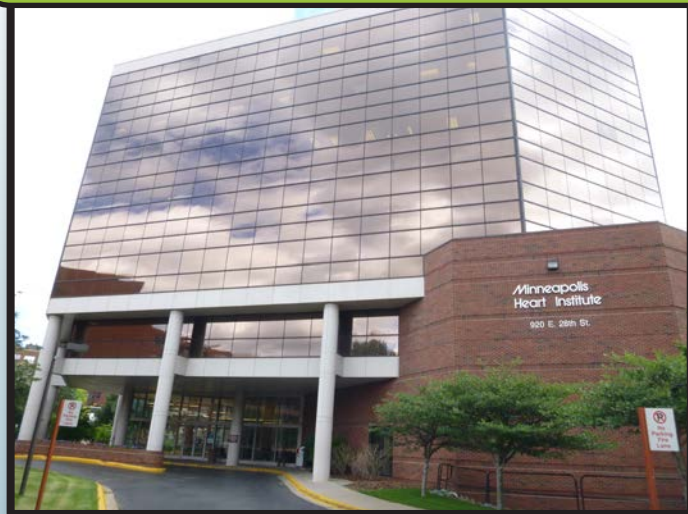
Biking and walking along 26th and 28th

☉ We want to support people who:

Live Here



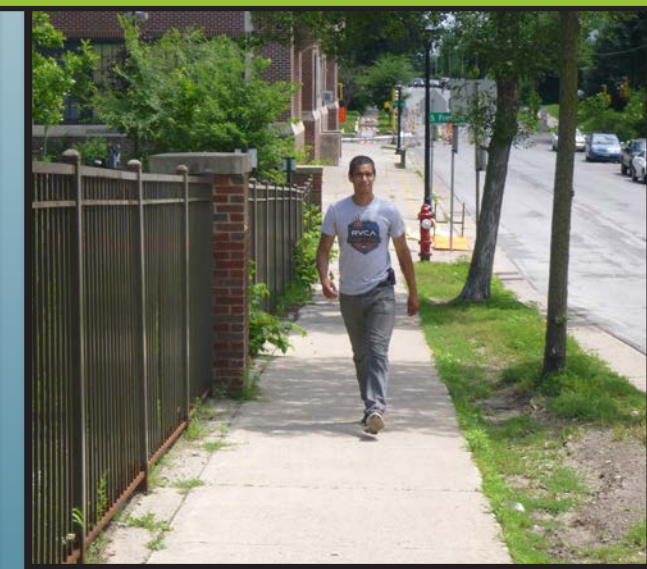
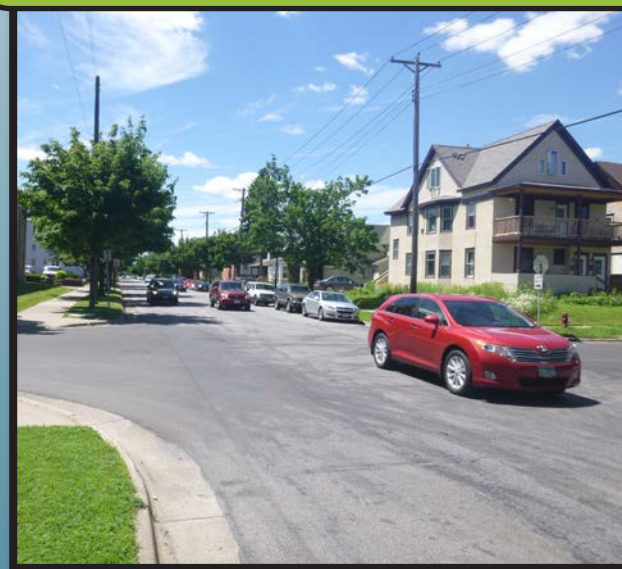
Work and Play Here



Shop Here



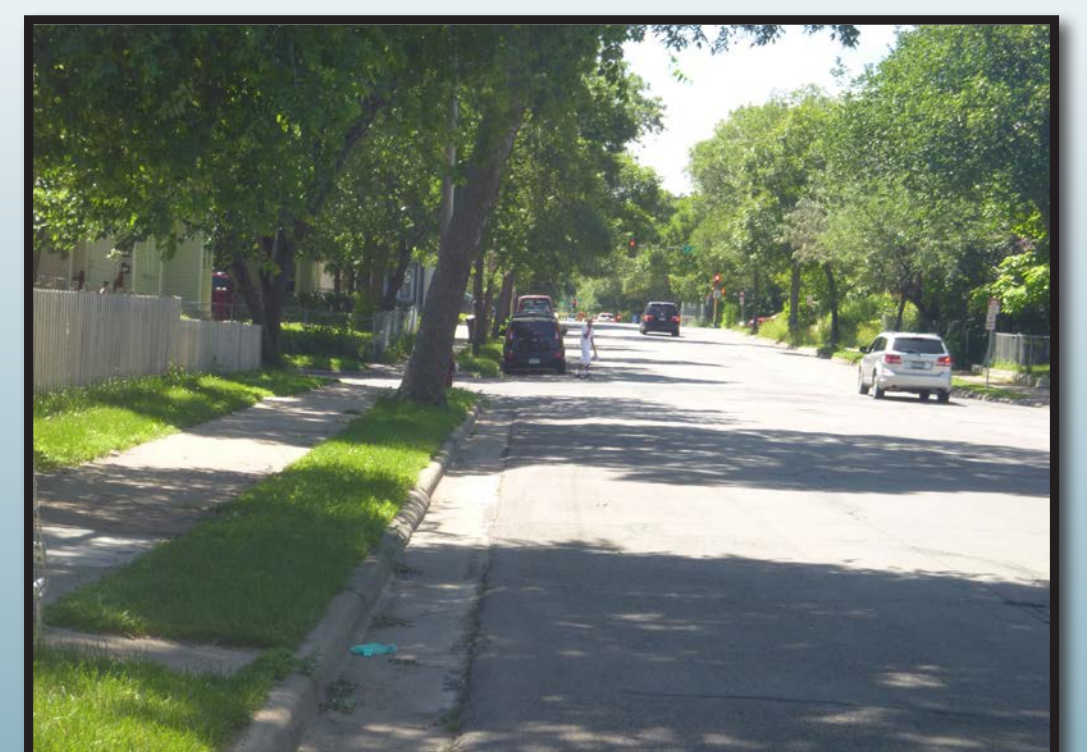
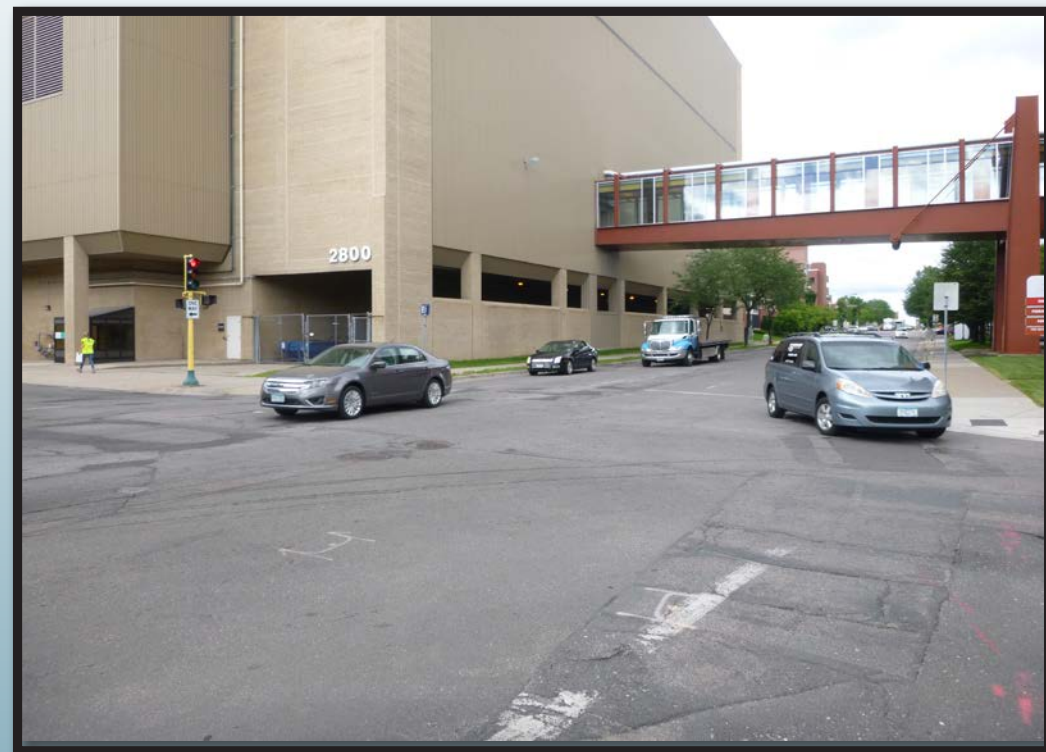
Get Around Here



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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.



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.

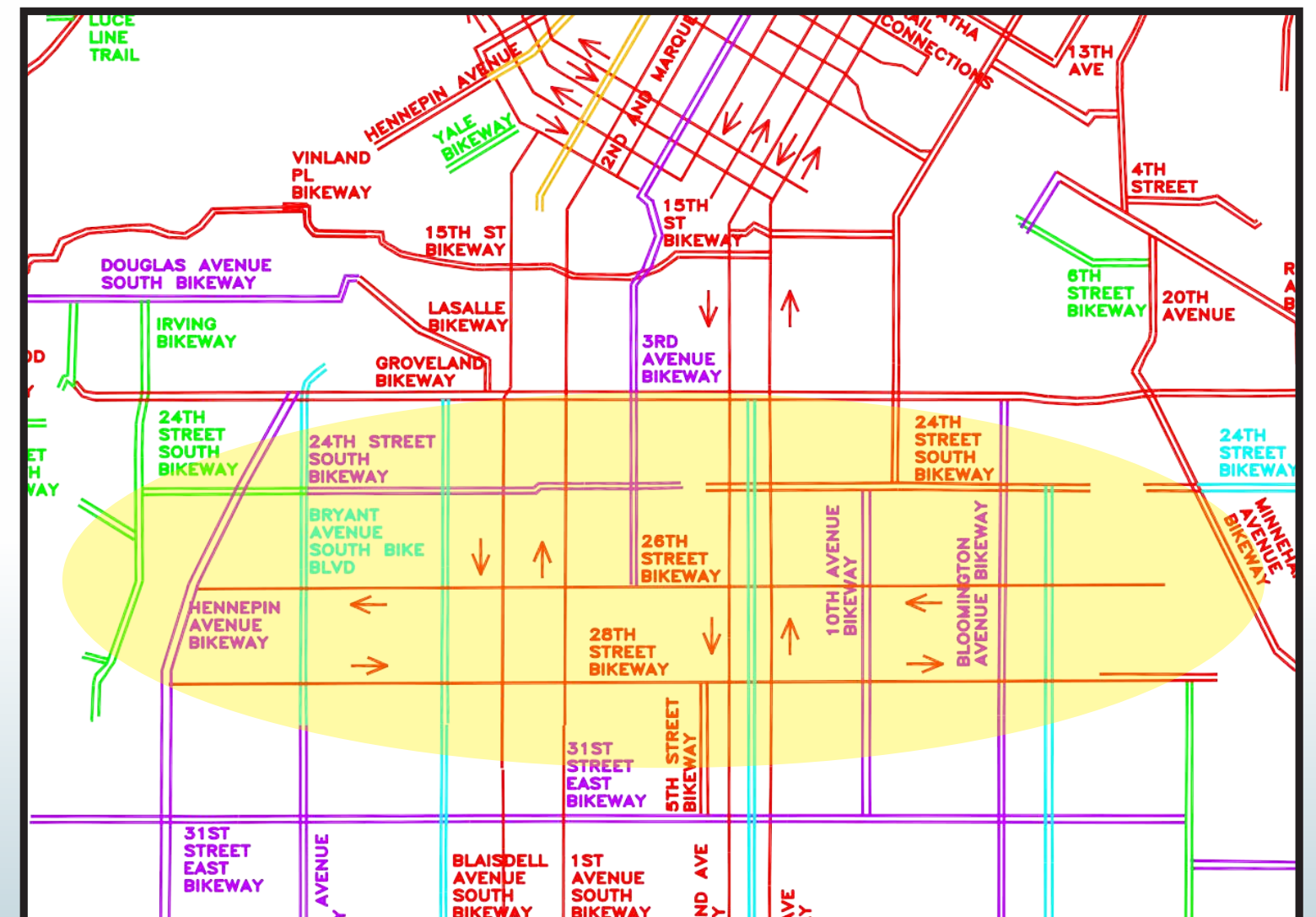
MINNEAPOLIS GOALS

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

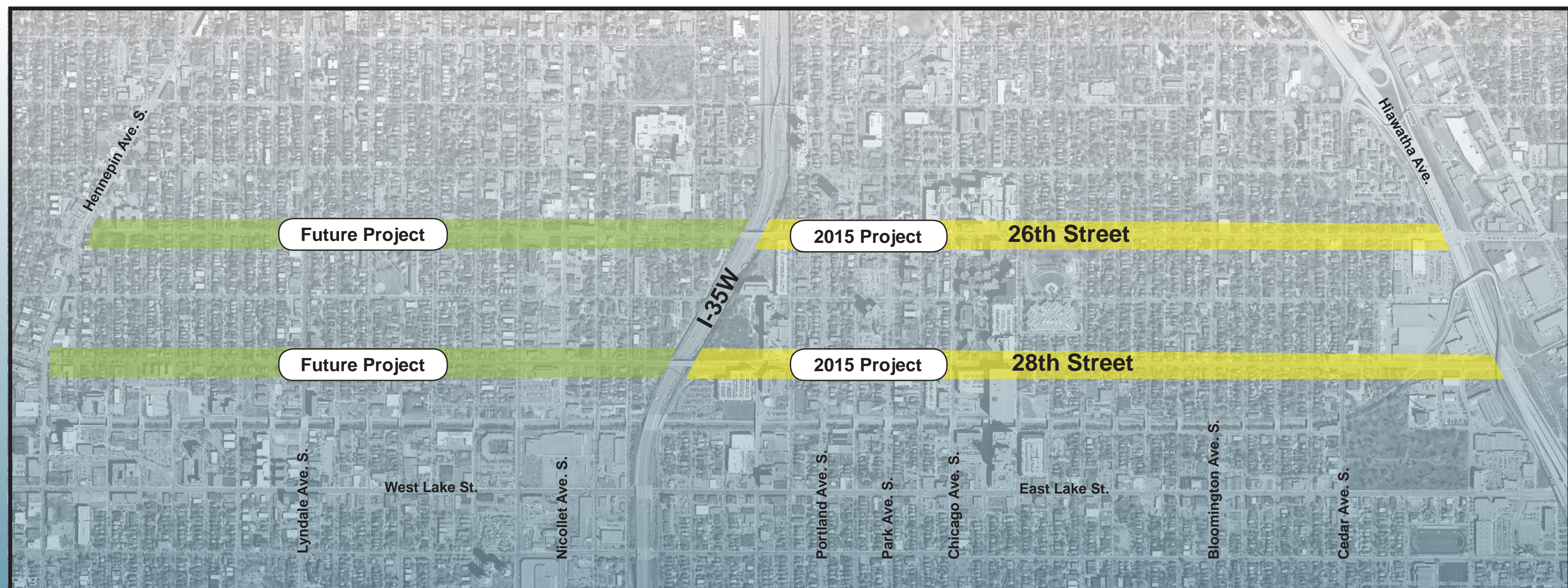


The Minneapolis Bicycle Master Plan identifies bike lanes on 26th and 28th Streets



Where is the project?

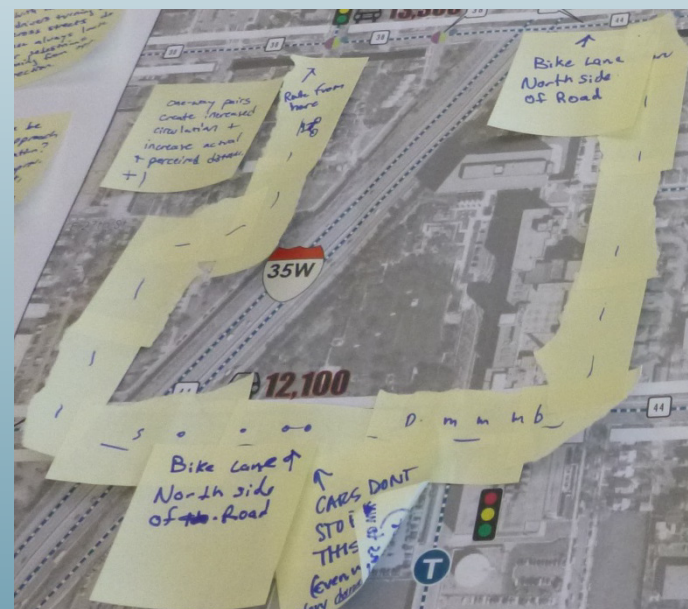
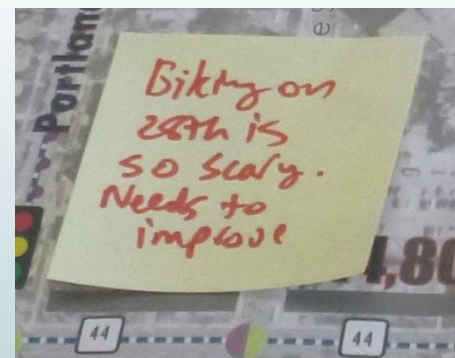
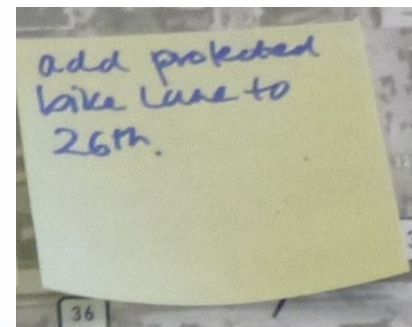
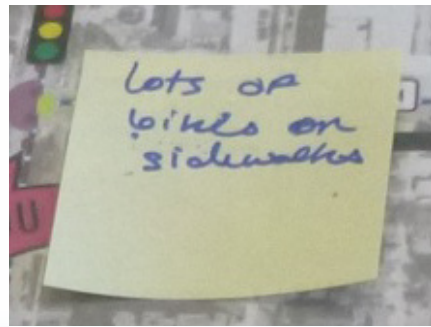
- ⊗ The initial repaving on 26th and 28th Streets will happen between Hiawatha Ave. and Interstate 35-W, but our planning efforts will extend west to Hennepin.
- ⊗ We are discussing designs between 35-W and Hennepin Ave so that future work is compatible along the whole corridor. At this time, no timeline 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.



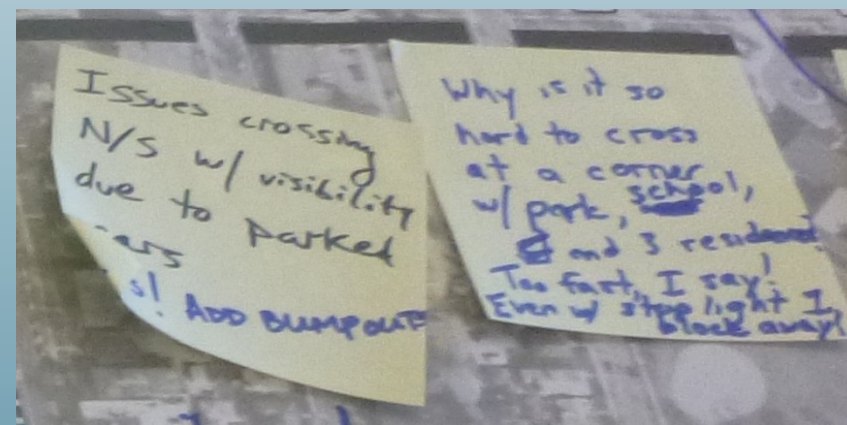
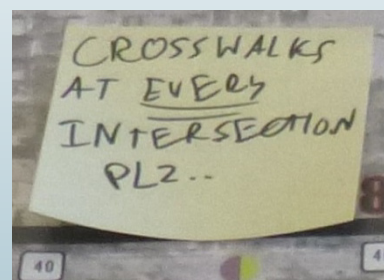
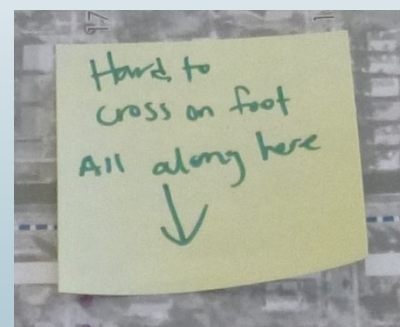
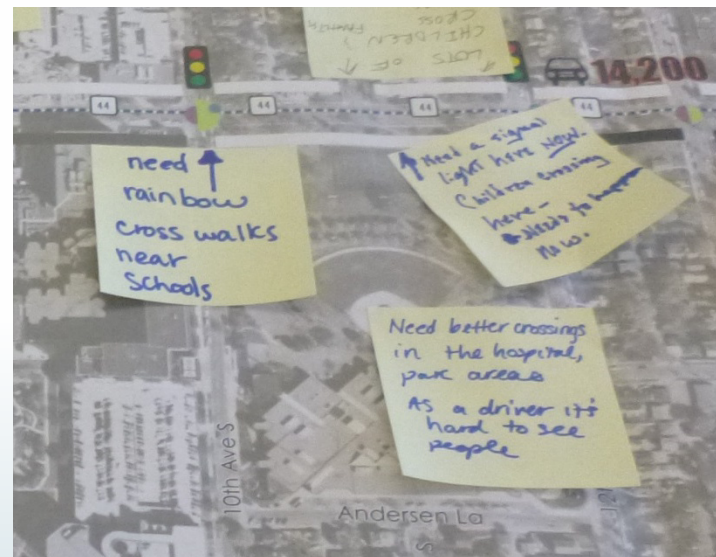
Open House 1: What We Heard

Representative Experiences

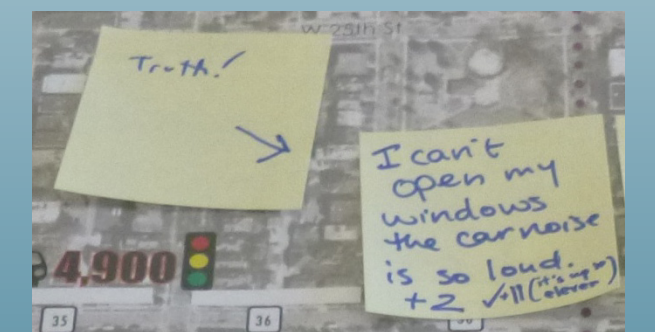
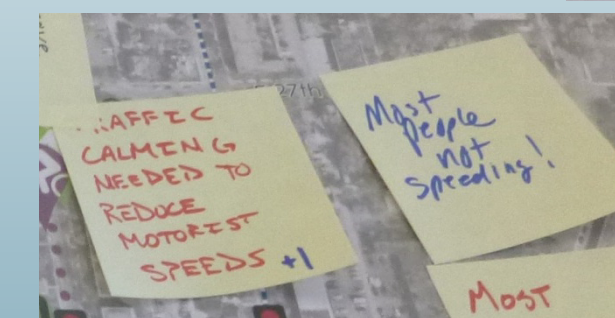
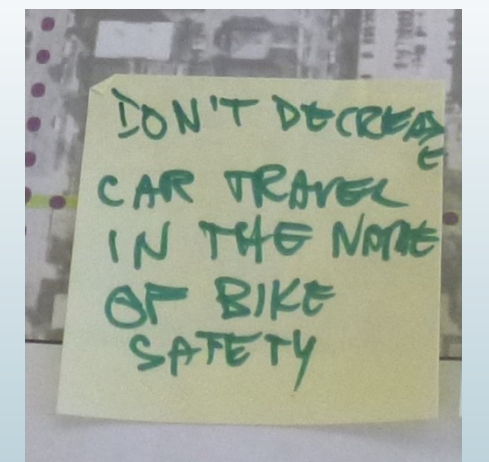
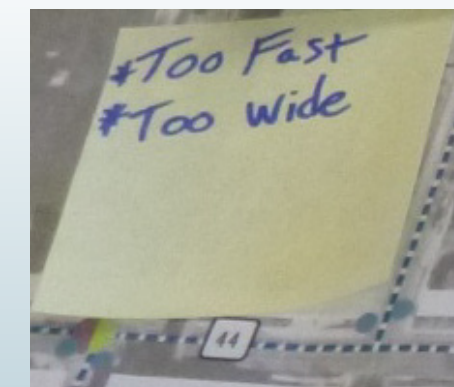
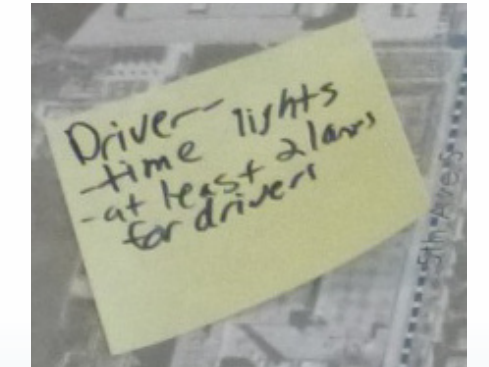
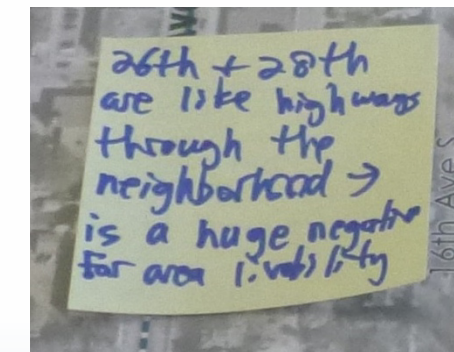
Biking



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

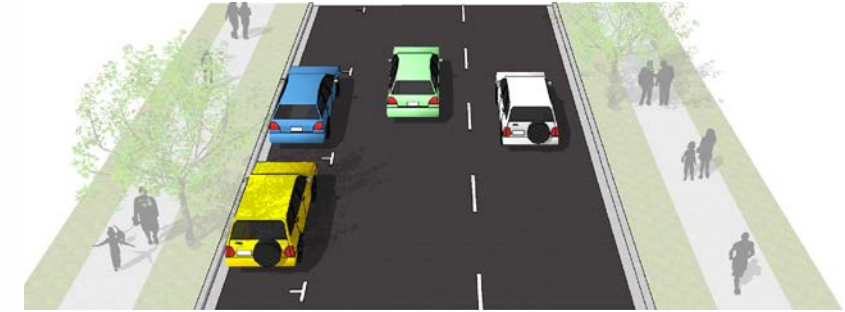


Alternate Solutions: Two-way Traffic Conversion (Cont'd)

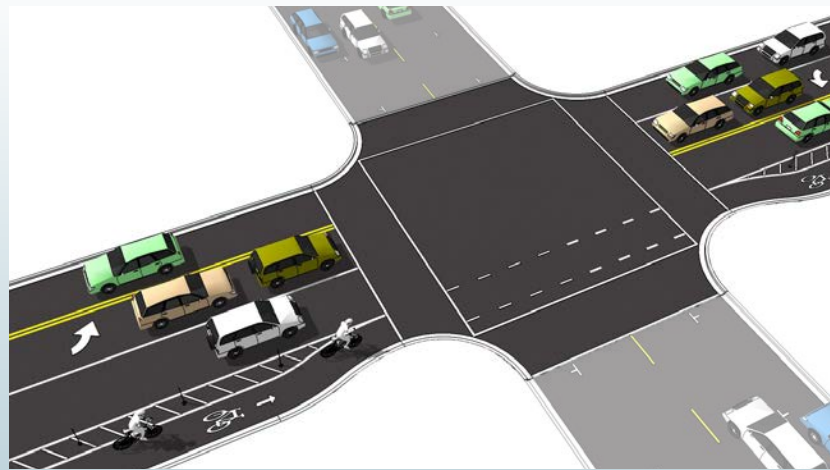
Open House #1: *What about converting all or part of 26th and 28th Streets to two-way traffic operation?*



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

- 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

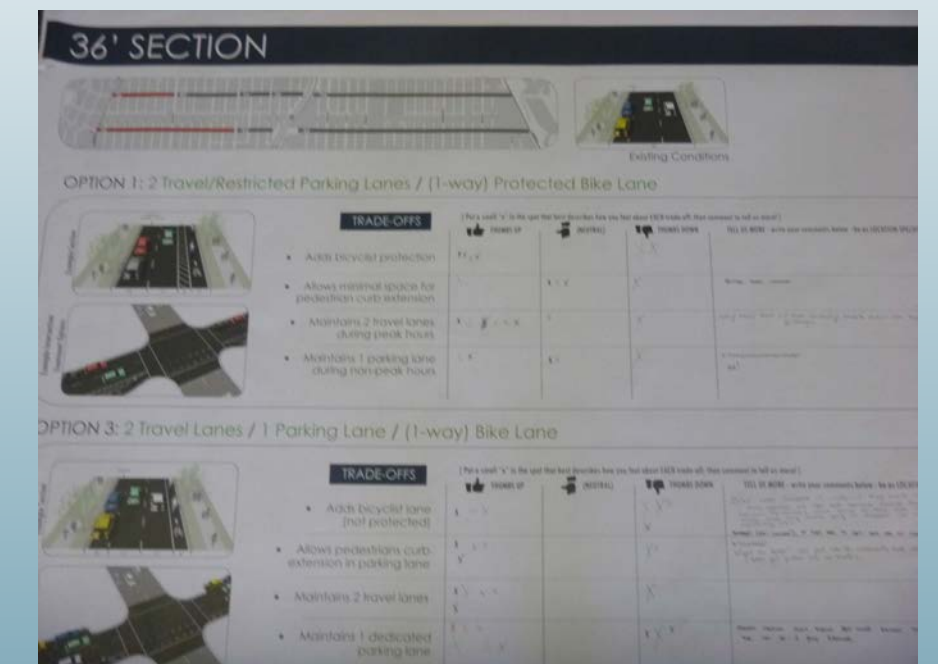
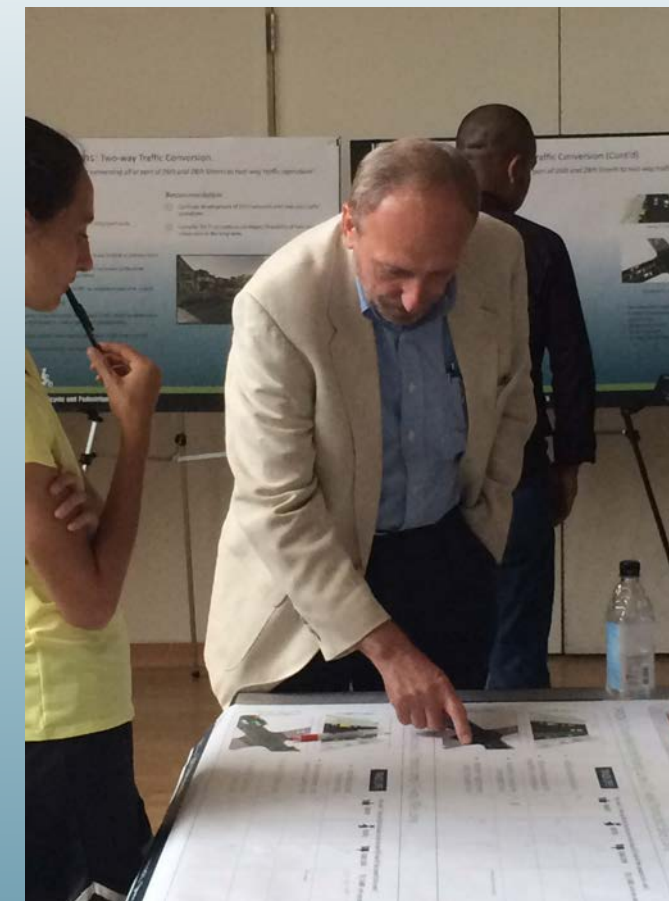
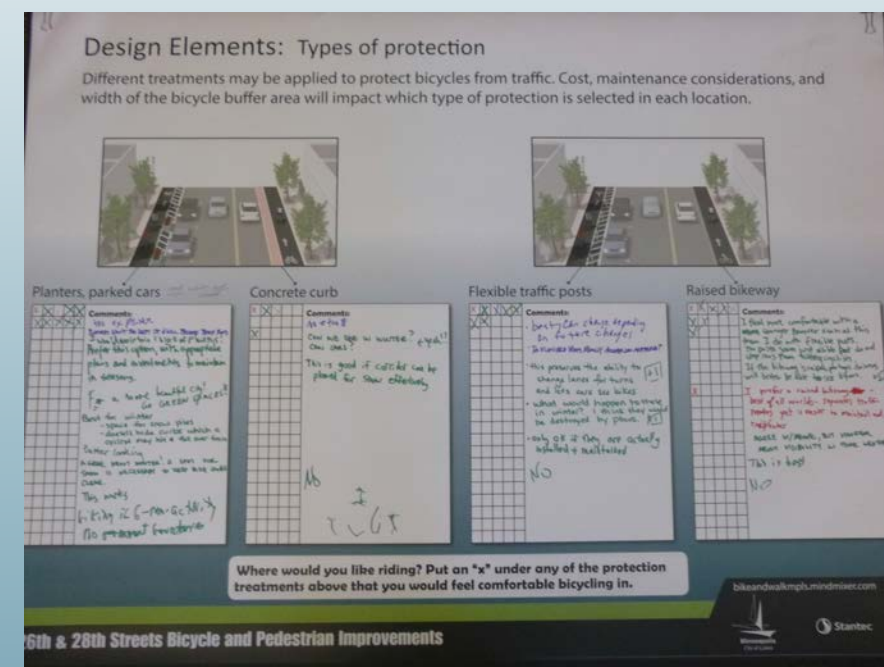
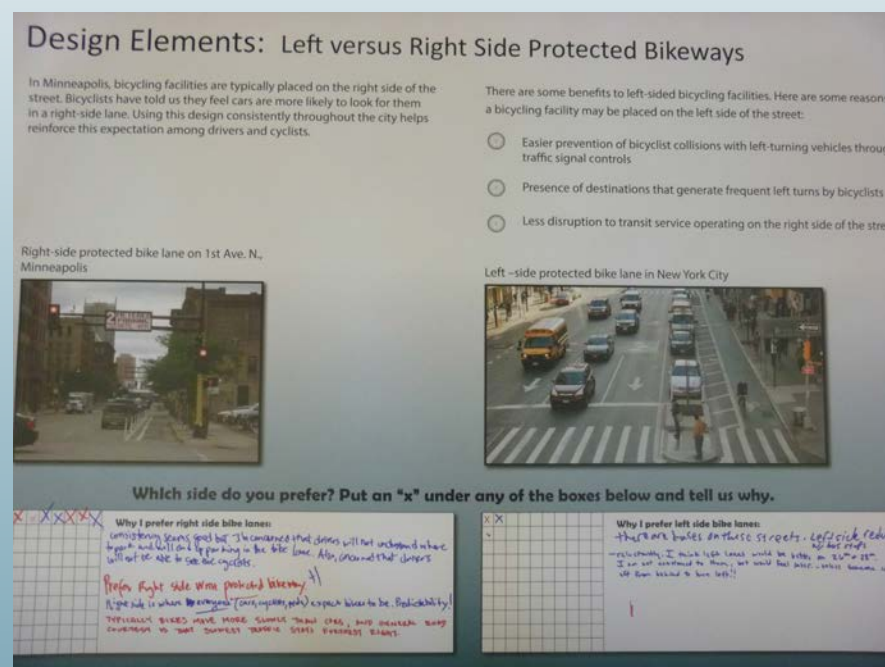
- One travel lane in each direction
- Left turn lanes required at numerous intersections
- No bicycling facility
- No parking lanes
- No space for ped improvements



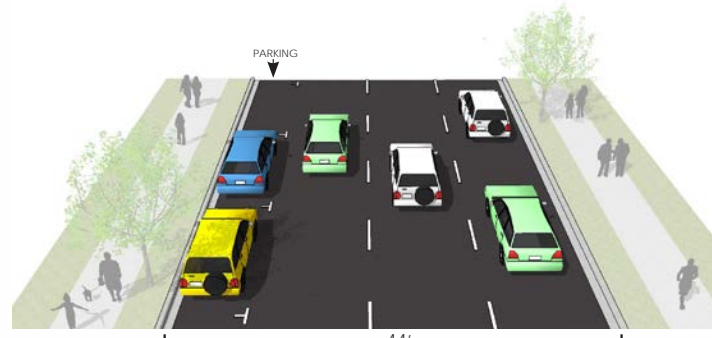
Open House 2: What We Heard

- Bike lanes should be protected
- Most types of bike lane protection ok; visibility to cars and winter maintenance important
- Parking lanes away from bicycling lane and protection preferred
- Right-side bike lanes preferred
- If two-way bike facility, preference for 26th Street over 28th Street
- Thumbs up: maintain dedicated parking, allow pedestrian curb extensions, add bicyclist protection
- Mixed responses: reducing travel lanes

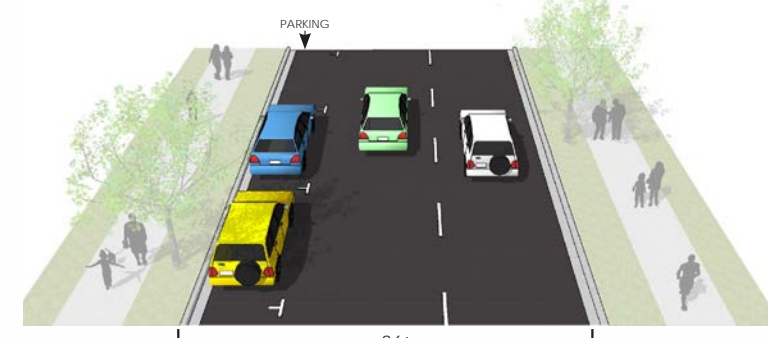
- Could the city put bike improvements on other corridors and leave 26th/28th as they are?
- Could the city have a two-way bike facility on 26th St. and a one-way bike facility on 28th Street?
- Could a two-way bike concept still have traffic calming/pedestrian improvements on 28th Street?
- Could the city consider converting parts of these streets to two-way traffic instead of adding a bike lane?



Open House 3 Design Concepts: Majority Corridor Widths



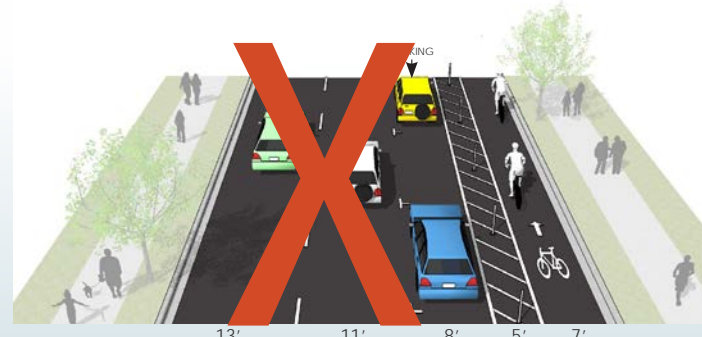
44' Street Existing Conditions: 3 travel lanes, 1 parking lane



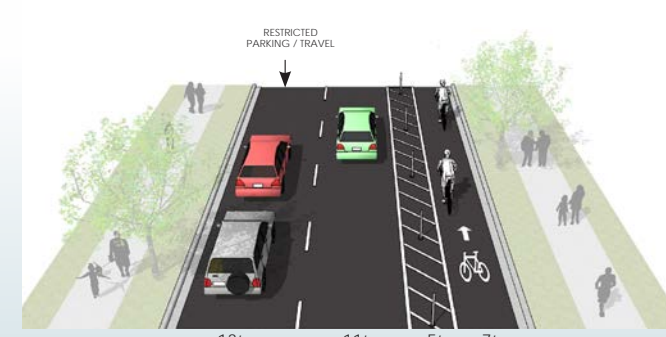
36' Street Existing Conditions: 2 travel lanes, 1 parking lane



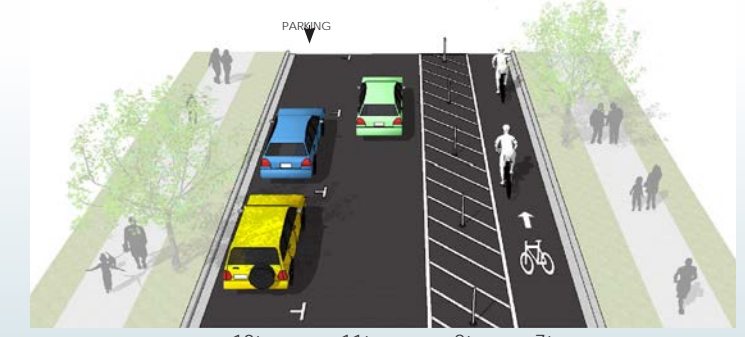
44' Street - Option 1: 1 travel/restricted parking lane, 2 travel lanes, one-way protected bike lane



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



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



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



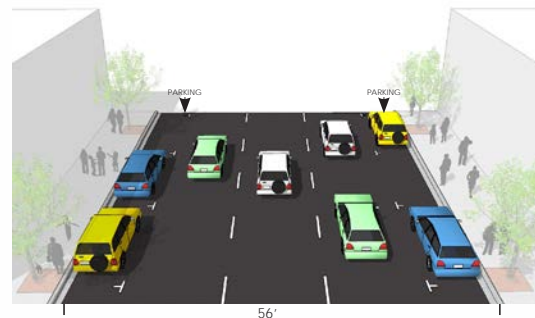
36' Street Option 3: 2 travel lanes, 1 parking lane, one-way bike lane



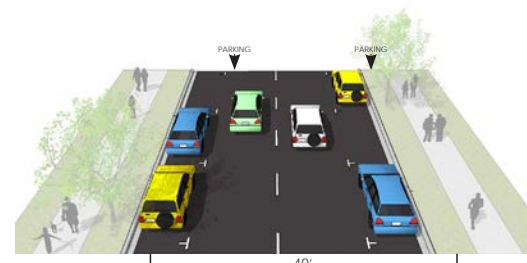
36' Street Option 4: 2 travel lanes, two-way protected bike lane



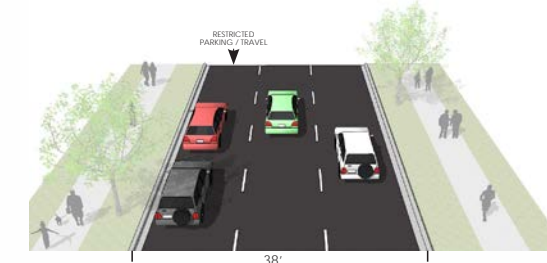
Open House 3 Design Concepts: Other Corridor Widths



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



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



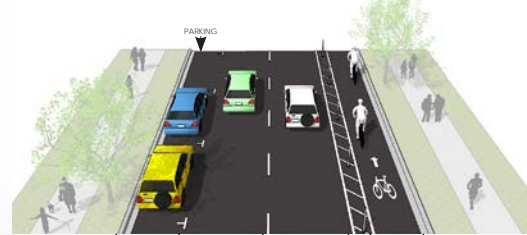
38' Street Existing Conditions: 2 travel lanes, 1 travel/restricted parking lane



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



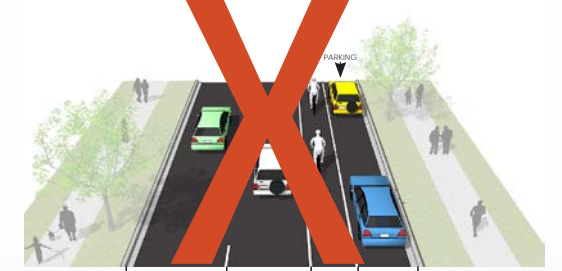
56' Street - Option 2: 3 travel lanes, 1 parking lane, one-way protected bike lane



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



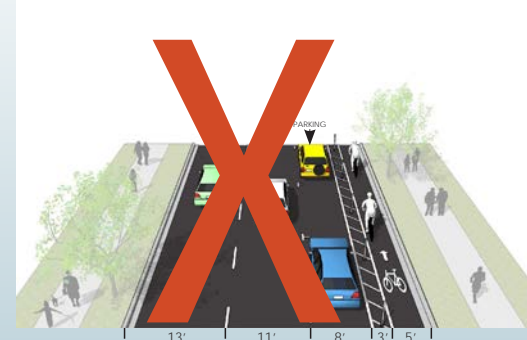
38' Street- Option 1: 2 travel lanes, one-way protected bike lane



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



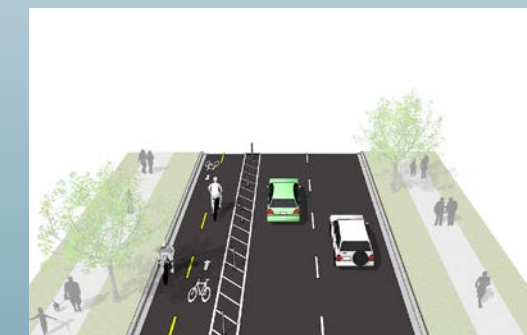
56' Street - Option 4: 2 travel lanes, 2 parking lanes, two-way protected bike lane



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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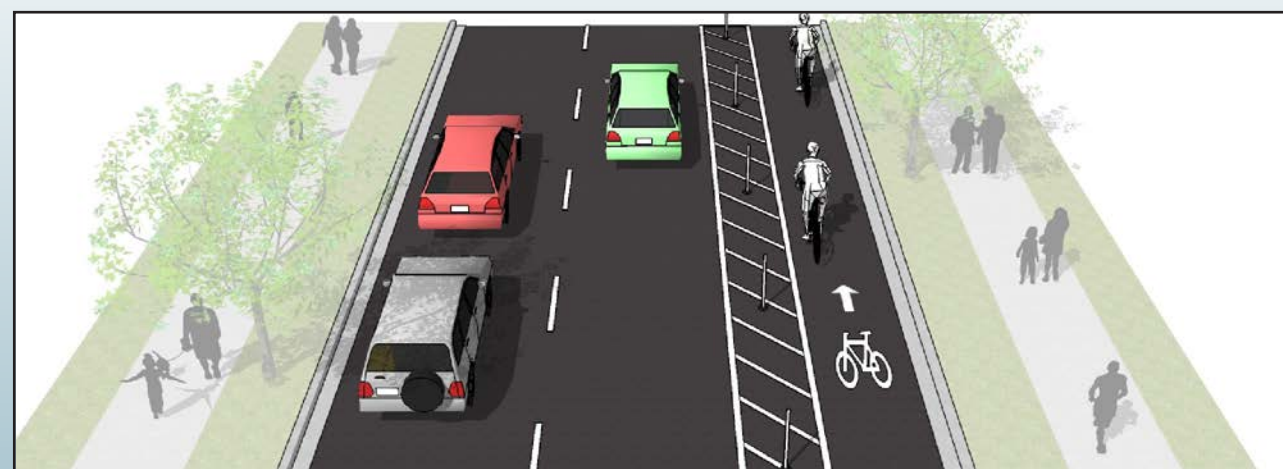


Concept Selection: One-way versus Two-way Protected Bikeways

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



Next Steps

Project Timeline

