

Open House Activities

Project update presentations

6:15 pm

7:15 pm (repeat)

Review display boards

Table concept review: one-way vs. two-way bikeway

Comment questionnaires



26th and 28th Streets Bicycle and Pedestrian Improvements

August 27, 2014



Input to date

- Public experiences and perceptions about 26th/28th Streets
- Specific locations of concern
 - Open House 1
- Response to concept designs and trade-offs between modes
- Design elements: left vs. right side bikeways, types of protection
 - Open House 2, Minneapolis Bike Advisory Committee, Minneapolis Pedestrian Advisory Committee



Questions raised at open houses

- Could we put bike improvements on other corridors and leave 26th/28th as they are?
- Could we have a two-way bike facility on 26th St. and a one-way bike facility on 28th St.?
 - Could we have traffic calming/pedestrian improvements on 28th St.?
- Could we consider converting parts of these streets to two-way traffic instead of adding a protected bike lane?
 - Bloomington to Cedar
 - Lyndale to Hennepin



Tonight's questions

- Is a one-way or two-way bike facility more desirable?
- How would a particular concept impact stakeholders across the corridor?
 - Where should we modify concepts to meet unique conditions in specific locations?



Next steps

- Gather refined input at tonight's meeting
- Further technical and other analyses to determine a recommended concept
- Update project schedule
- Gain approvals for recommended concept and share recommended concept with the public
- Final design and implementation



Biking and walking along 26th and 28th

⊗ We want to support people who:

Live Here



Work and Play Here



Shop Here

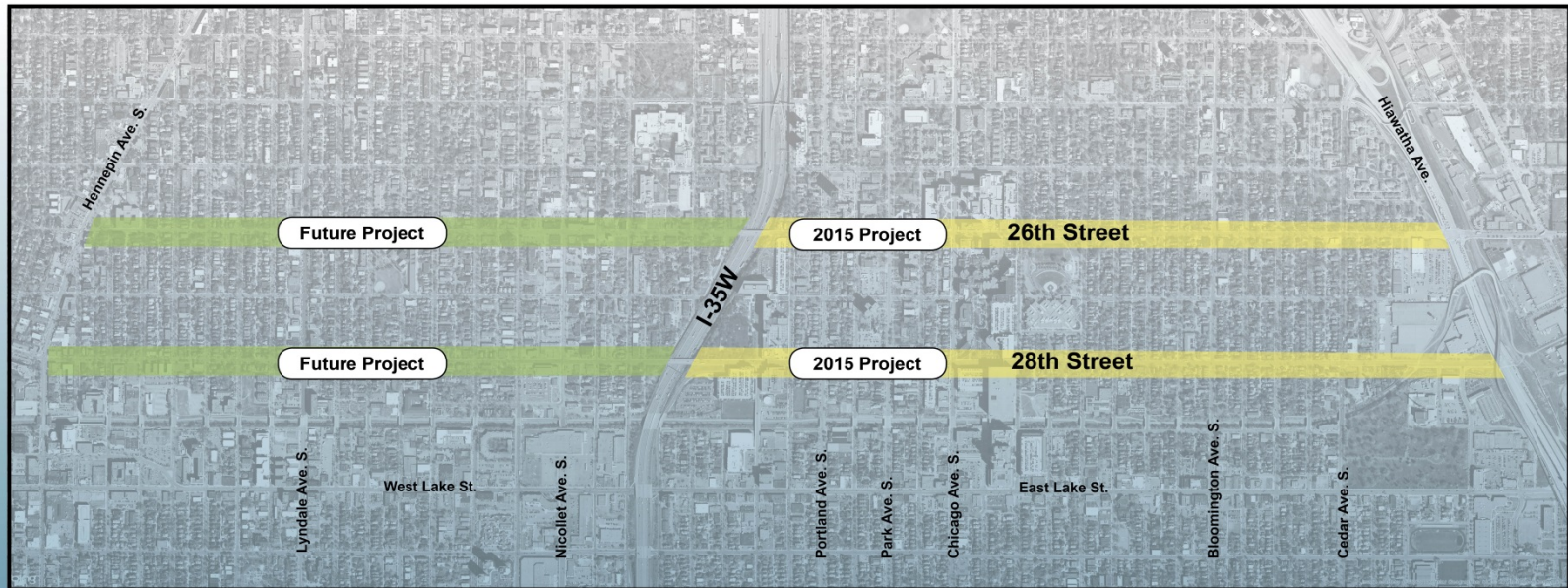


Get Around Here

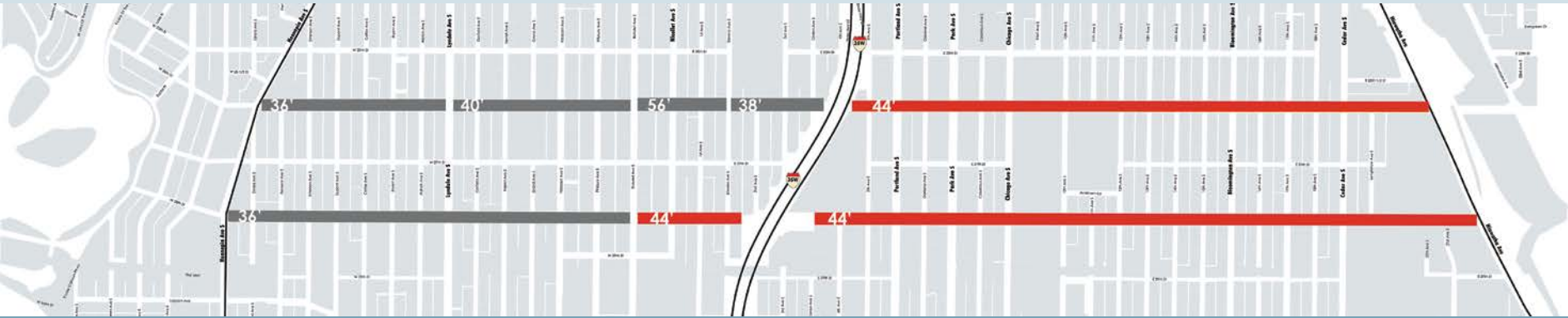
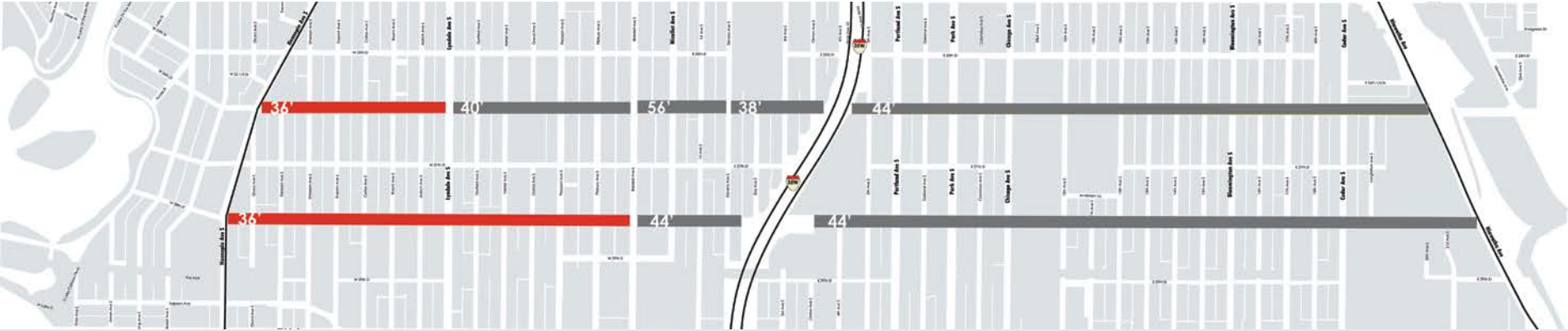


Where is the project?

- ⊗ 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.



Majority Corridor Widths: 36' or 44'



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.



Pedestrian refuge incorporated with protected bike lane



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.

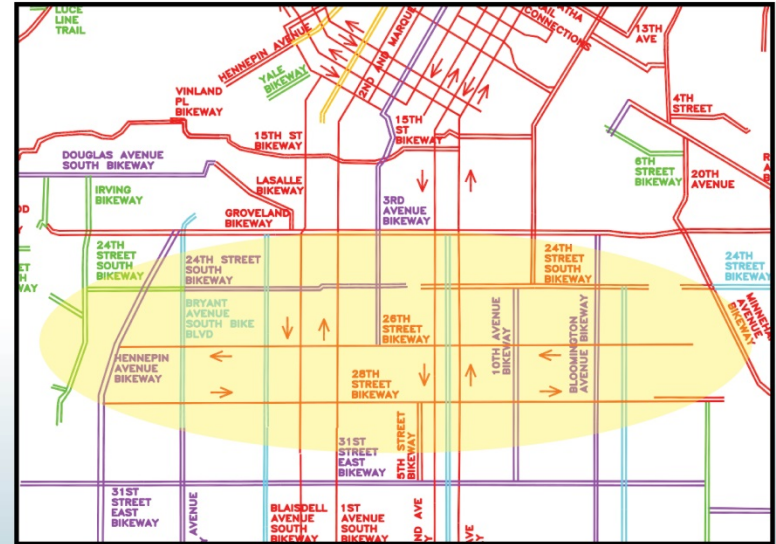
MINNEAPOLIS GOALS

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



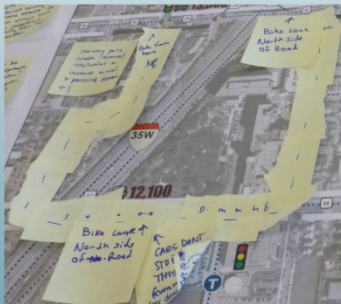
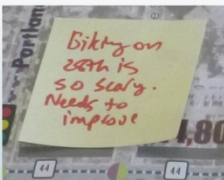
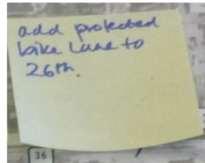
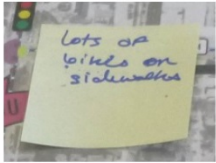
The Minneapolis Bicycle Master Plan identifies bike lanes on 26th and 28th Streets



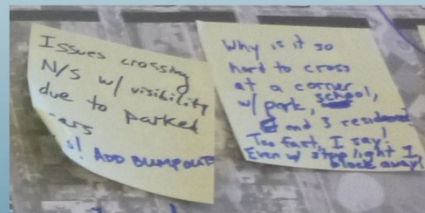
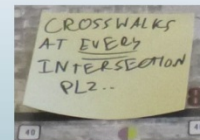
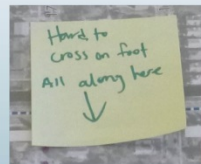
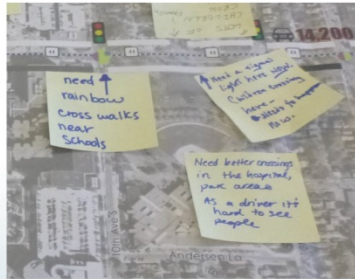
Open House 1: What We Heard

Representative Experiences

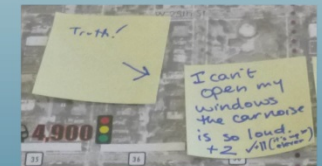
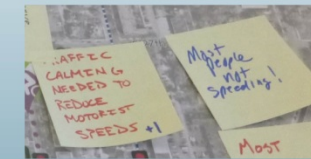
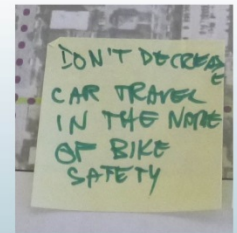
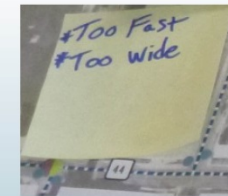
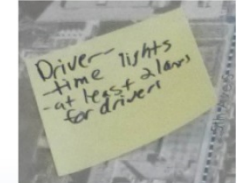
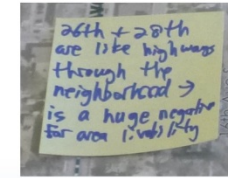
Biking



Walking



Driving



Open House 1: What We Heard

OPEN HOUSE #1: LOCATION-SPECIFIC COMMENTS



26th & 28th Streets Bicycle and Pedestrian Improvements

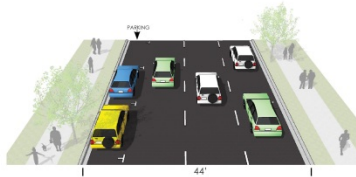


26th & 28th Streets Bicycle and Pedestrian Improvements

bikeandwalkmpls.mindmixer.com



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: 3 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 2: What We Heard



- Bike lanes should be protected
- Preference not to place parking lanes and bicycle buffer together
- Preference for two-way bike facility on 26th St. versus 28th St.
- Thumbs up: maintain dedicated parking, allow pedestrian curb extensions
- Mixed responses: reducing travel lanes



Minneapolis BAC and PAC: What We Heard

Minneapolis Bike Advisory Committee Engineering Subcommittee *Resolution*

- Protected bike lanes from Hiawatha to Hennepin
- Consistent lane reductions on each corridor
- Parking on the opposite side of the road from the bike lane
- Diversions at Bryant Avenue

Minneapolis Pedestrian Advisory Committee *Comments*

- Favor lane reductions on both corridors
- Improved crosswalk markings on both streets
- Curb extensions wherever feasible



Open House 2: Public Questions

- Could we put bike improvements on other corridors and leave 26th/28th as they are?
- If we add a two-way bike facility on 26th St., what are options to improve bike and ped safety on 28th St.?
- Could we consider converting parts of these streets to two-way traffic instead of adding a protected bike lane?
 - Bloomington to Cedar
 - Lyndale to Hennepin



Who we heard: Open Houses 1&2

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	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
I bike here	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
I walk here	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
I am a business owner	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
I work here	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
I go to school or have a child in school here	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Mode of Travel

How often do you typically travel in the following ways? *ON 26th + 28th*

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	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Bicycle	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Car (as driver or as passenger)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Bus or light rail	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Truck/delivery vehicle	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

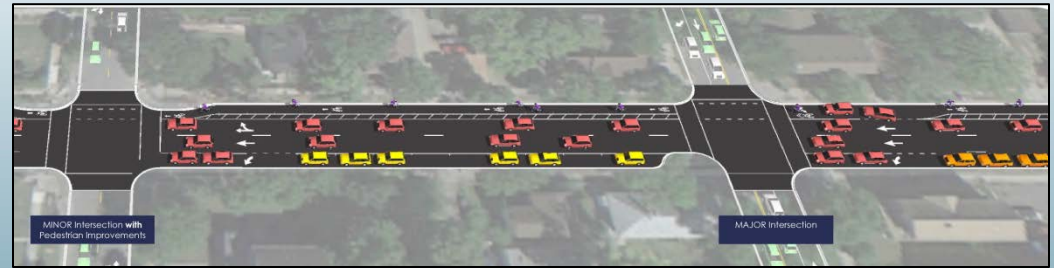
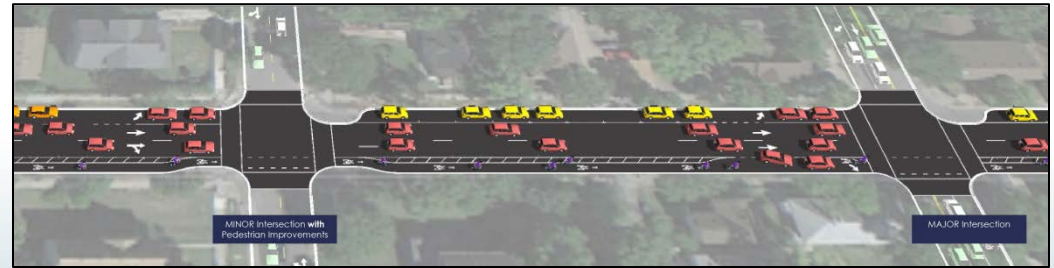
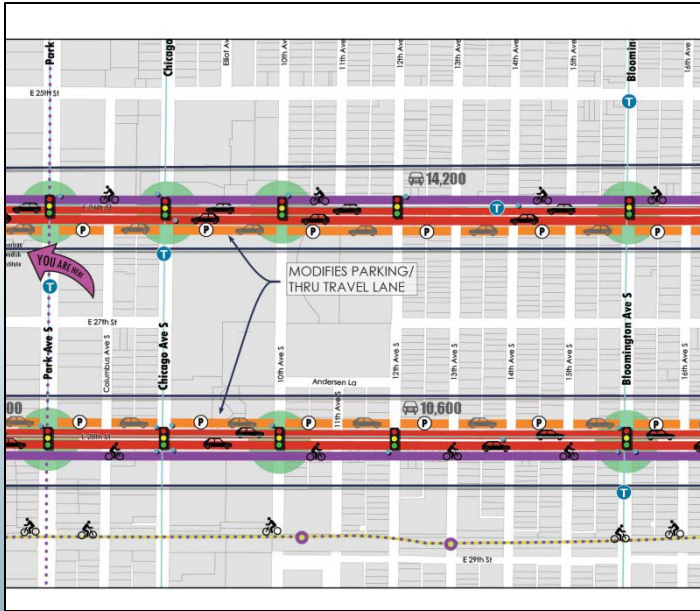


Tonight's Objectives

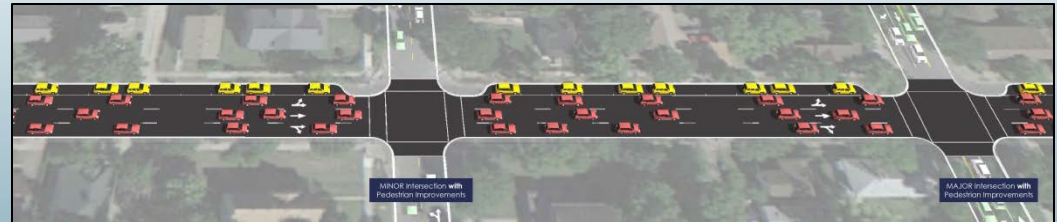
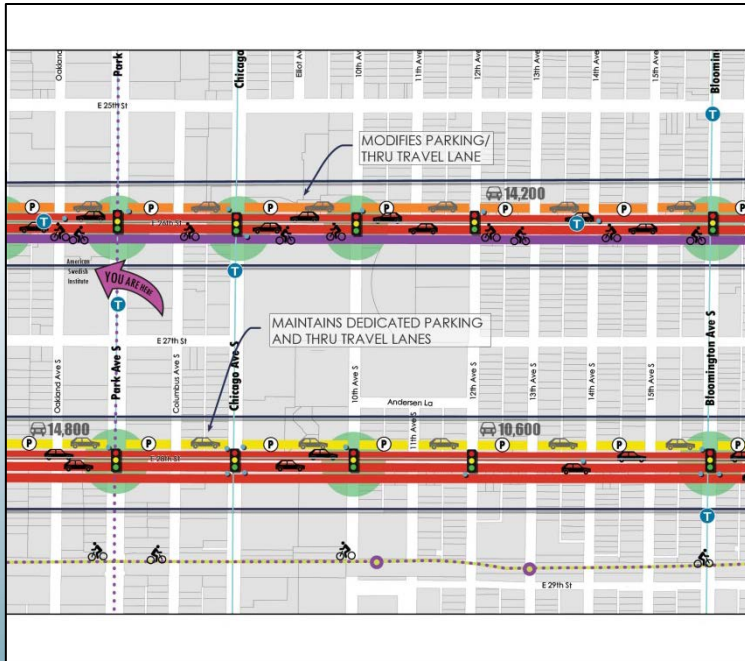
- Is a one-way or two-way bike facility more desirable?
- How would a particular concept impact stakeholders across the corridor?
 - Where should we modify concepts to meet unique conditions in specific locations?



One-way Protected Bikeway



Two-way Protected Bikeway (26th St.)



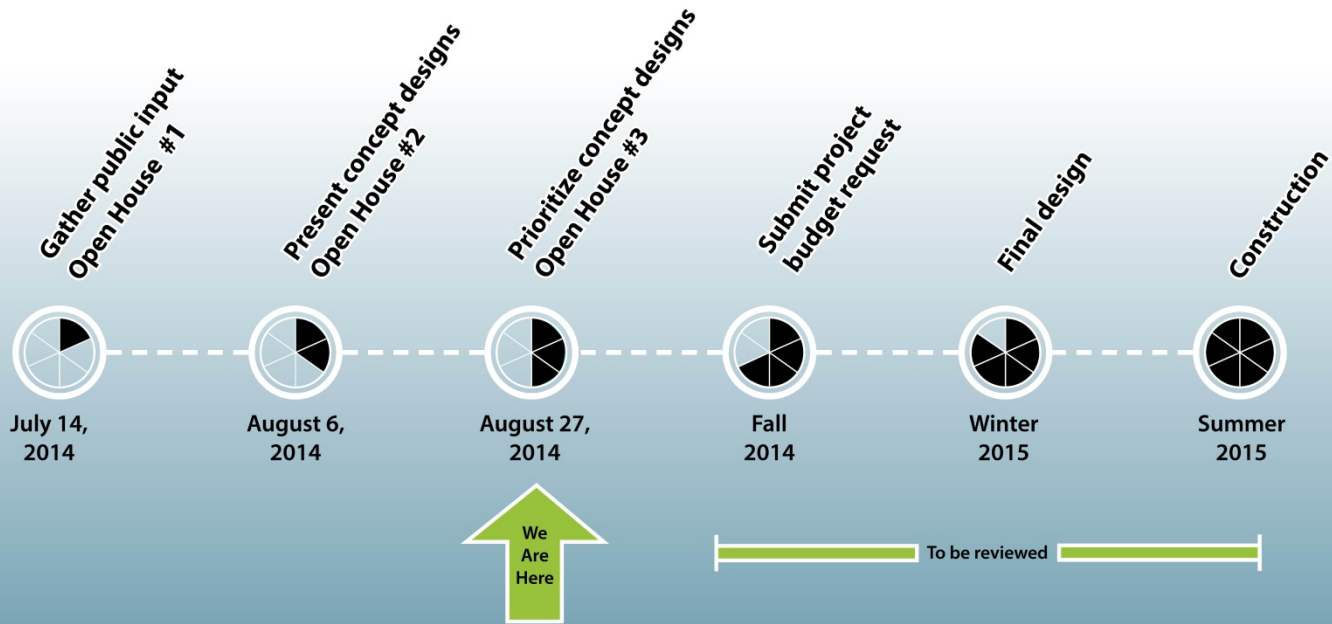
Next steps after tonight's meeting

- Refine concepts/technical analyses to help determine a recommended concept
 - Identify intersections for pedestrian improvements
 - Analyze reduced travel lane concepts
 - Define left or right turn lane needs
 - Costs
- Gain approvals for recommended concept and share recommended concept with the public
- Final design and implementation



Next Steps

Project Timeline



Let's hear from you

Join conversations at tables

Fill out comment sheets

- One-way vs. two-way protected bike lanes
- Unique corridor conditions

Comment forms at entry table



Contact information

Project website

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