

# 26th and 28th Streets Bicycle and Pedestrian Improvements

## Summary of Comments

July 16, 2014

### Participation Summary

Public comments were received at a July 14 open house, via the project website, and via e-mail directly to the project team. This document summarizes comments received before July 16.

**July 14 Open House:** approximately 50 participants, over 250 unique comments

**Project website:** 200 visitors, 25 comments

**E-mails to project team:** 2 comments

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	[Bubble chart]
I bike here	[Bubble chart]
I walk here	[Bubble chart]
I am a business owner	[Bubble chart]
I work here	[Bubble chart]
I go to school or have a child in school here	[Bubble chart]

Mode of Travel	
How often do you typically travel in the following ways? *ON 26th & 28th*	
Mode of Travel	Frequency
Walk	[Bubble chart]
Bicycle	[Bubble chart]
Car (as driver or as passenger)	[Bubble chart]
Bus or light rail	[Bubble chart]
Truck/delivery vehicle	[Bubble chart]

Attendees of the July 14 open house were asked to self-identify their interest in this project. The most popular category was “I live here,” followed by “I bike here” and “I walk here.” A few people indicated that they work or go to school in the neighborhood. No one at the open house identified as a business owner.

### Location Specific (ordered from west to east)

- Consider two way traffic between Hennepin and Lyndale.
- Add parking on 26th in the Wedge to slow traffic.
- Live there no way to get to destination (route illustration at 25th and Bryant).
- Crossing 26th at Bryant can be dicey since lights are not timed.
- On Bryant when cyclists bike in the center of the lane it is dangerous for bikes and cars.
- Can eliminate four stop lights for cost savings at 26th and 28th, Emerson and Dupont.
- Emerson to Dupont is timed for cars, not bikes.
- Can't cross! [at 27th and Lyndale].
- Very dangerous intersection at 28th and Lyndale.
- Hard to see where to cross at 26th and Garfield.
- A cyclist died at the Greenway and Harriet – better lighting is needed.
- Lots of left turns at Grand to access Whittier Elementary School and Community Center.
- Lone striping west of Blaisdell is awkward.
- Remove the lights at 26th and 28th at Blaisdell.
- Remove the extra lane (east of Blaisdell) and expand boulevards.
- Fix the lane reduction transition between Nicollet and Blaisdell. 26th street goes from three to two lanes pretty much without warning and causes a lot of unsafe passing, sudden stopping and accidents.
- Merging onto 26th (to two lanes) at Blaisdell is difficult for bikes, cars.
- There is a lane jog on 28th as it crosses Blaisdell. This is confusing because drivers don't know which lane is theirs. It gets even worse in the winter as drivers can't see the lanes and so assume that the existing three lanes continue.

- 26th at Blaisdell: The left turn lane needs some kind of reinforcement to require drivers to turn left if they are in that lane. Way too many drivers try to go straight from the left turn lane and it bottles up traffic.
- Changes that I would like to see would include the conversion of 26th and 28th to two-way streets in The Wedge.
- Fix the crashes at Nicollet and 26th.
- Remove the lights at 26th and 28th at 1st Ave.
- Traffic is very chaotic at 26th and Clinton.
- Cars don't stop at the 35-W/28th St exit, even with light. Very dangerous to walk.
- I've almost been smooshed by speeding cars at 28th St and 35-W.
- Park and Portland and 26th and 28th intersections desperately need increased safety.
- SW corner of 25th and Park: difficult to cross streets because cars parked too close to corner- visual obstruction.
- Drivers do not look at Columbus Ave crossing when leaving ramp.
- You need to drive 35 mph to make Chicago light on 28th St. Change timing to 25 mph.
- Between Chicago and 10th, it's hard to see when cars come due to parked cars blocking view.
- Hard to cross 28th at 10th Ave S by bike.
- Need better crossings near the hospital. As a driver, it's hard to see people.
- Clear routing of hospital traffic into ramp. Drivers turn across 3 lanes or stop.
- Please put a light or flasher on 11th Ave where the soccer field is. It is an accident waiting to happen. Needs to happen now!
- Lots of children and families cross by Stewart Park. Cars need to slow down.
- 26th Street especially needs enhanced protections for people crossing into Stewart Park at all 3 intersections (12th, 11th, and 10th.)
- Could we look at 4-way stops at Stewart Park?
- Slow school zone on all blocks around Anderson School.
- Very hard to cross on foot at 28th St. and 12th Ave , 13th Ave, 17th Ave.
- 13th Ave S needs better connectivity to/from Greenway.
- 14th Ave and 28th: Signal light here now. Lots of kids cross.
- 15th Ave and 28th St scary to cross as pedestrian.
- What about 2-way to 1-way conversion between Cedar and Hiawatha?
- 26th and Hiawatha: terrible bike and ped crossing.
- I love the median at 28th St and the Greenway. Cars actually stop for bikes here!
- Who has right-of-way on 28th at Greenway? Scary to cross at times.
- The curb cut at the SW corner of 28th & Hiawatha is sized for only one bike or pedestrian at a time, despite it being located at a major bike thoroughfare, right on the Greenway. Not only that, but the traffic pole is directly in the way of the curb cut for north-south pedestrian or bike traffic! I've nearly run into it multiple times. This corner needs at minimum a much larger curb cut, and preferably two: one for north-south and one for east-west bike/ped traffic.
- On the east side of Hiawatha at the bike/ped crossing, the "curb cut" is not actually a curb cut--it's a sloped curb that is not friendly to bikes, strollers, wheelchairs, or anything else on wheels. I've nearly fallen on my bike because of it, and I've watched both kids and grownups on bikes have a terrible time getting over it while crossing the street. It's just not good for a crossing that is designated as part of a major bike trail.



## Bicycling

- I feel most safe riding my bike on streets with buffered bike lanes. I feel most safe leading bike rides with young people on buffered bike lanes. The buffered bike lanes change the feeling of young people who ride bikes. Young people feel confident safe and comfortable biking on streets with buffered lanes.
- Bike lanes on 26th and 28th Streets are stupid. Too much traffic and too close to the Greenway.
- We need protected bike lanes because of night/safety.
- Protected bike lanes that are only painted on don't offer much protection to winter bikers.
- Protected bike lanes and curb bump-outs at intersections are my preference.
- If converting the streets to two-way for autos is not possible, a protected two-way bike lane would be great. At the minimum, a protected bike lane with the direction of traffic is a must.
- Have physical protection between bikes and cars.
- Don't overdo it with bike buffer like did on Portland and Park.
- Protected bike lanes on bridges- bikes slow down when they go up hill but traffic does not
- One reason I would like to see a protected bike lane is to improve the ability of neighbors to travel short distances and to connect with other bike-friendly routes.
- Protected bike lanes with bollards or plantings—need this because traffic moves too fast and motorists violate one-ways
- A two-way protected bikeway would make it easier to cross 35-W (on either 26th or 28th)
- Consider the benefits of standardization/consistent design of protected bike lanes so people get used to it
- Bicycle specific stop lights in heavy traffic intersections to get bikes into or across the intersections before cars.
- Are there opportunities to time the lights to improve traffic flow for bikes?
- I would love to bike but it's not safe.
- Protected bike lanes need to be plowed or they won't work.
- The bike lanes should be protected from the auto lanes. By installing protected bicycling facilities and removing a traffic lane it will make the roadway more accessible to more riders and make the roadway safer for all users in the area.
- We desperately need protected bike lanes. The writing is on the wall for cities. This is a trend that is not going away. Having a green, livable city, where one does not need to own a car is huge!
- I think bike lanes are a great idea on these streets. I have to ride on them every day to get to work, and it makes me nervous every time, cars go too fast and too close to bikers.
- Painted Crosswalks/Plastic Bollards/Bump Outs - (Unnecessary Cost / Poor Urban Planning /Obstruct Snow Removal) Bryant is the epitome of a safe, functioning, and properly implemented bike boulevard for Minneapolis. It had low vehicle traffic before implementation as a bike boulevard, and only few improvements needed to be made. There's been no need for bump-outs/bollards or the excessive use of paint.
- While I appreciate faster throughput for autos, I would rather see better bicycle facilities along 26th and 28th.
- Timing on lights is long enough for cars, but not for bikes.
- Four lanes is completely inappropriate. That's more than most freeways. This is a street.
- Need tree canopies as traffic calming.
- Narrower lanes and fewer lanes are needed on both streets.
- Biking on 28th makes me feel like I'm taking my life into my hands.
- Lots of bikes on sidewalks. Not safe. When I see more kids and adults riding on the sidewalk than in the street, that's one indication that street cycling is unsafe.
- I live here and this is still the safest place to bike I've ever lived.
- Keep 1 ways- this is safer for bicyclists since crashes are often rear endings. (Two disagree to this comment. One person had a friend killed by being rear ended while cycling.)
- Most bicyclists are not reckless.
- Too many bikes going both ways on the sidewalks.



## Walking

- Cars on cross streets don't look for pedestrians crossing from opposite direction of one-way 26th/28th traffic
- Increase ADA standards along all the corridor.
- Curb bump-outs at intersections are my preference.
- Bump-outs to make things easier for pedestrians to cross on both 26th and 28th.
- that lane. Not sure how to do it but way to many drivers try to go straight from the left turn lane and it bottles up traffic.
- Difficult for bicyclists trying to access the Greenway at Nicollet because of all the car turns.
- Bump-outs and curb extensions , especially at major intersections.
- Crosswalks at every intersection please!
- Plastic bollards at intersections between Hennepin and Lyndale (like on 31st) [illustration]
- Curb extensions with plantings (limit cars parked close to crosswalks).
- Implement solutions to prevent cars from parking too close to intersections.
- Enhanced crosswalks, brightly colored.
- Low visibility: Can't see over cars when you're trying to cross the street.
- Trees block visibility on 28th.
- Cross on 28th and 26th needs to be safe and not a barrier between neighborhoods (Whittier and Lowry Hill East).
- Don't make pedestrians push a button to get a walk signal.
- More and better crosswalks, especially in high traffic areas by the hospital, school, and major intersections.
- Please: visual improvements: tree canopies, vegetation, more comfortable for walking.
- Why is it so hard to cross at a corner with park, school and 3 residences? Too fast, I say! Even with stoplight 1 block away.
- The convenience of these one-way streets is great, but more lights, bumps, traffic circles, etc. Anything to slow down the cars and reduce crashes would be great. People drive way too fast, it's dangerous for walking and biking, which are major ways that we get around in the neighborhood. I'd gladly take 2 - 5 extra minutes on my car trip from Target to Uptown in exchange for safer streets and a more pedestrian and bike-friendly neighborhood.



## Driving

- Cars drive way too fast on 28th and 26th. Traffic calming needed. Many people do not drive in the Phillips neighborhood and so the design concept should not prioritize cars over other modes.
- Cars need to slow down.
- Don't restrict traffic on 26th and 28th Streets. We need east-west auto corridors.
- I am concerned about gridlock on a choked down 26th and 28th. Do not replicate the horrible gridlock on Franklin Ave between Cedar and the River.
- The streets both need to be converted to 2-way streets for cars. If we cannot convert to 2-way in this project, don't do anything that will prevent that in the future.
- Having these streets 1-way encourages people to drive out of their way to use the streets even with other alternatives are available. A 2-way 26th Street would create an alternative for neighborhood traffic to cross Hiawatha; traffic that is now funneled to Franklin and Lake St. causing rush hour congestion on those streets.
- Don't decrease car travel in the name of bike safety. Nearby new apartments are aimed at people who own cars.
- At least 2 lanes for drivers.
- Only 1 lane for drivers.
- In winter, high parking demand causes cars to park close to corner- requires cars to pull out far to see.
- I would find it acceptable to remove a lane of parking in order to create this two-way protected bike lane.
- Racing for green lights.
- Time lights to encourage safe speeds.
- 28th has faster speeds than 26th between Hennepin and Nicollet.
- Speed is much faster at 3 lanes (east of Blaisdell) which is unsafe for bikes.
- Slow the traffic in residential areas and near schools. Cars are moving too fast.
- Most people are not speeding.
- Can we time the lights to influence the traffic speed while maintaining the same volume in a given time?
- With the Greenway, we don't need an east-west route right there. I'd rather keep an efficient way for cars to move and stay off of the quieter streets.
- Winter parking restrictions on 26th.
- This street got very dangerous this winter between the hospital and Hennepin when the snow reduced capacity and the lanes essentially disappeared. Restricting parking on this street wouldn't solve the lane issue, but freeing up at least one side of the street gives cars more space to avoid collisions.
- Restrict Parking within 60 ft before Intersections to Improve Line of Sight & Safety
- With the expanding population, vehicle traffic will only continue to increase along 28th and 26th where these thoroughfares are needed for Inter-neighborhood vehicle traffic. Additionally, two-way traffic would decrease the availability of street parking in the high density area where parking is already limited.
- Too fast, too wide.
- It's critical to look at converting 26th and 28th Streets to two-lane streets.
- I'd like to make it a priority to address the safety and livability of those who live along these corridors over the desires of motorists to preserve their urban freeway.
- 26th and 28th make a poor pairing of one-ways due to being 1/4 mile apart. Seems like they operate as independent car sewers.
- Noise is an issue (hospital, general traffic).
- Frenzied driving on arterials (Hennepin and Lyndale, 26th, 28th, Lake) seeps onto side streets.
- Hennepin to Cedar is only 3.5 miles. Calming is not likely to seriously impact motorist commutes.
- Parking on both sides of 26th and 28th between Hennepin and Lyndale.
- Don't ruin 26th and 28th like you did for Park & Portland - give cars a place to go.
- No right turn on red along 26th and 28th Street.
- 26th and 28th lane markings not visible.



## Alternate Routes

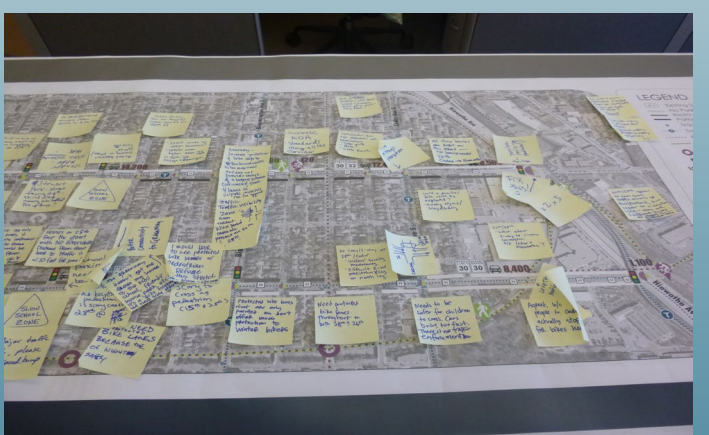
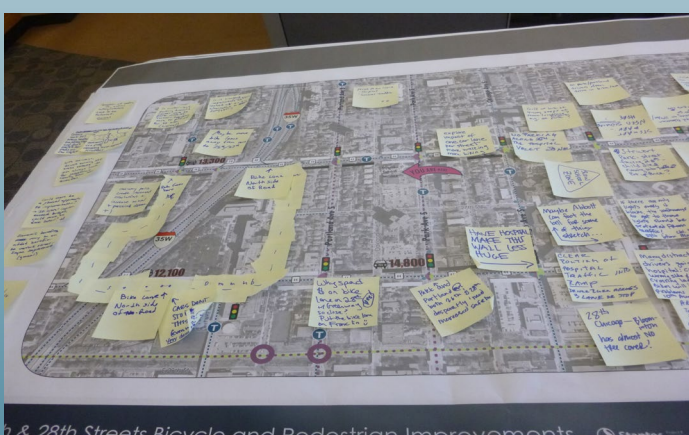
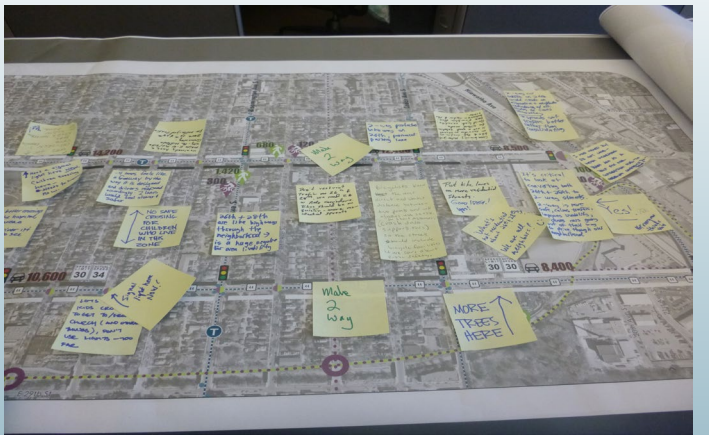
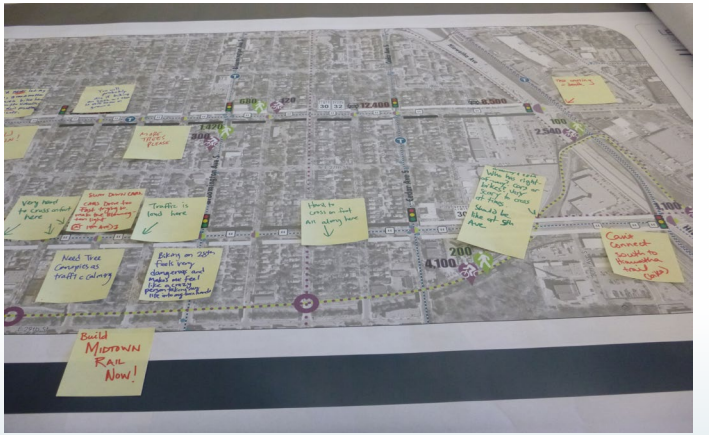
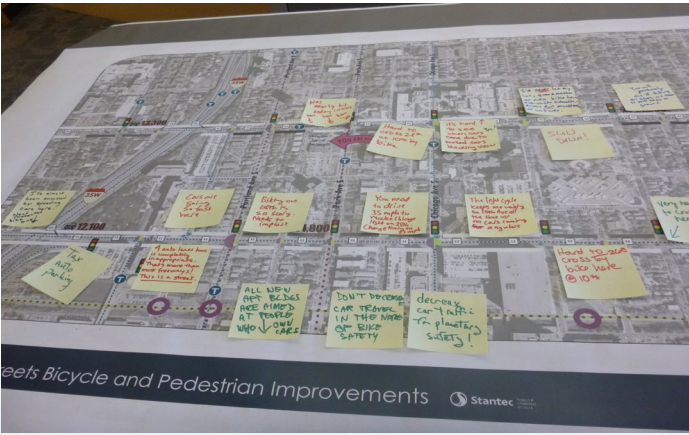
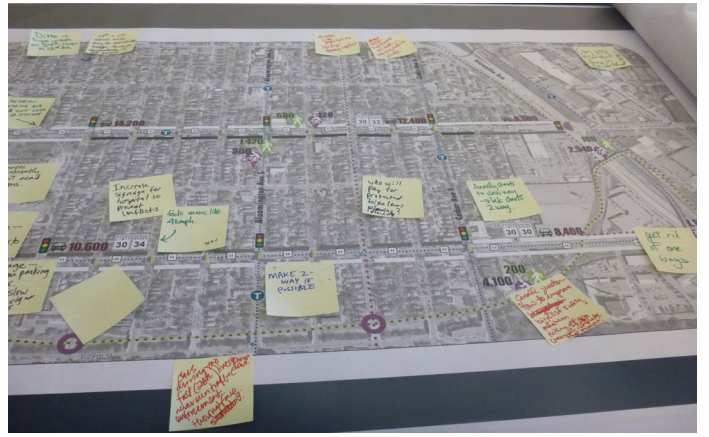
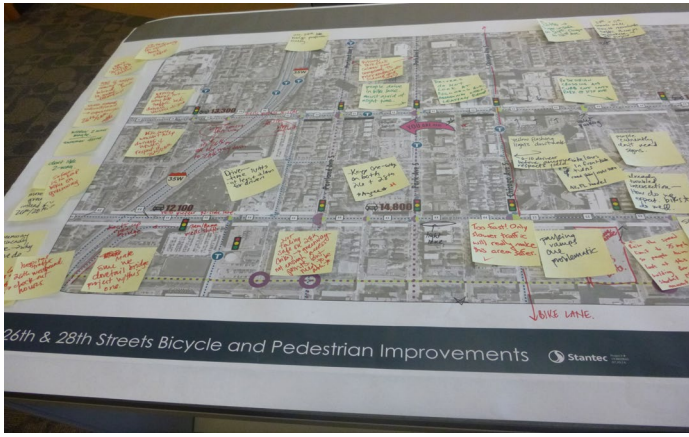
- Why not put in a few 4-way stops at busy intersections and make 29th and 27th more bicycle friendly?
- Many of us favor leaving these two streets for traffic and designating 27th as a bikeway street or 24th and the Greenway. There is no other way to cross town and only two bridges for cars – 26th and 28th. Choking them down will lead to unsolvable congestion and more road rage.
- Could bike/ped improvements on 29th be looked at as an alternative?
- Maybe move bike lanes away from cars to 25th/27th
- Why spend money on bike lane on 28th with the Greenway so close? Put the bike lane on Franklin.
- Novice biker used Greenway for 1 whole year- this route is out of the way
- Could we turn 25th or 27th into a bike boulevard? This would pull the bike traffic off 26th and 28th. Like Bryant Ave S.
- Many people use 24th as current East-West corridor.
- Consider preventing vehicle traffic by using Bryant as a throughway for bikes (illustration).
- I oppose changes to 28th and 26th Streets. As a resident of the Wedge, I support bikeway/pedestrian improvements to 29th Street or other streets which currently exhibit low vehicular traffic, as was done along Bryant Avenue for North-South commuting. Just as many bikers avoid traveling on existing vehicle thoroughfares such as Hennepin, Lyndale, and Nicollet as there are alternative and adjacent bike ways (i.e., Bryant, Portland, Park, 1st Avenue), there should be a bike/pedestrian alternative adjacent to 28th and 26th instead of making changes to the actual thoroughfare. I would support 27th Street as an alternative.
- I understand there are already discussions within the Wedge regarding the future use of 29th Street as a pedestrian/bike way. As a resident of the Wedge, I support the proposal to use 29th Street as an intra-neighborhood pedestrian/bike way. It would then be unnecessary to make changes to 28th or 26th within the Wedge.

## Other Experiences and Comments

- Economic benefits may be an added benefit to various streetscape improvements
- 28th Chicago to Bloomington has almost no tree cover.
- Add a center median, trees, more of a parkway feel.
- Hard to get to destinations by taking 26th and 28th- can't cross except on busy streets
- Make 26th and 28th neighborhood streets- which they are!
- "Ghost bikes" should be left alone and serve as a reminder to drivers!
- Do the speed and traffic volumes reflect the new development?
- A link between 28th and Lake Street Transit station?
- The resurfacing will be very helpful from a safety perspective.
- Congestion pricing for rush hour on 35-W
- 24th St and 11th Ave Somali Mall: time to reevaluate traffic there in conjunction with this project. Super unsafe on 24th from Chicago to 12th.
- I'd love a safe connection to Lake of the Isles.

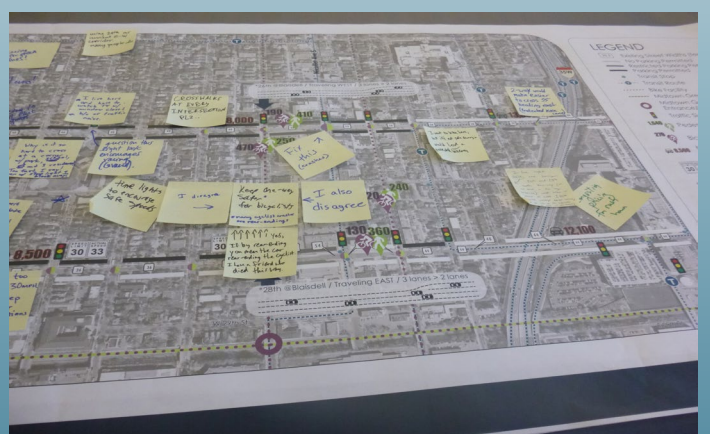
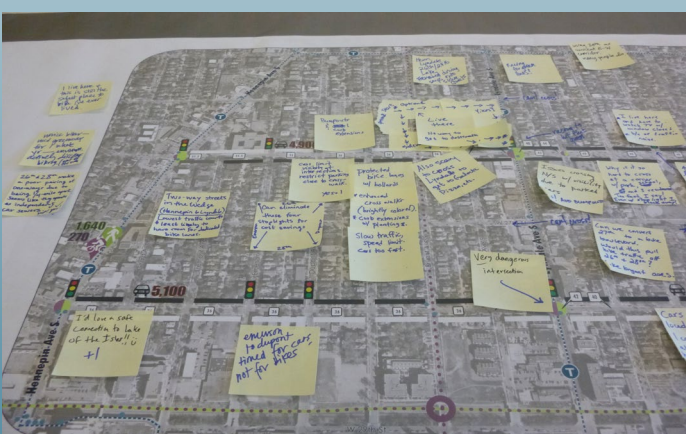
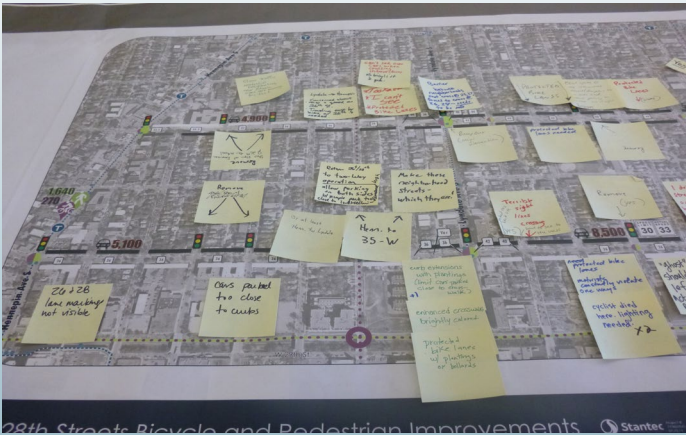
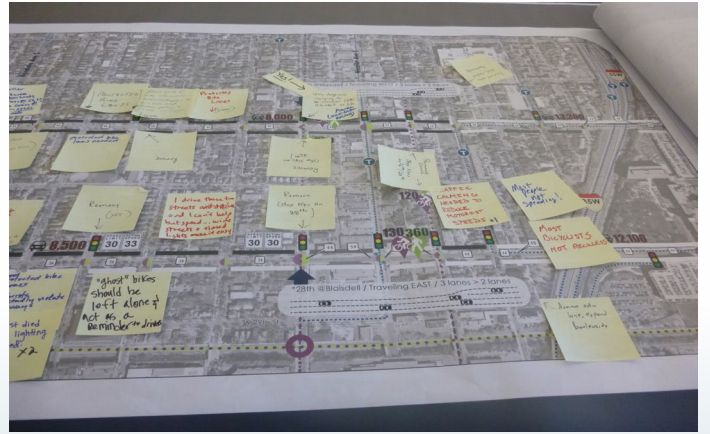
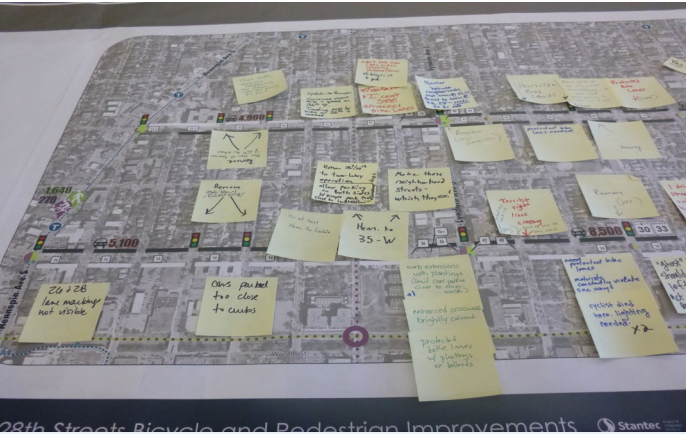
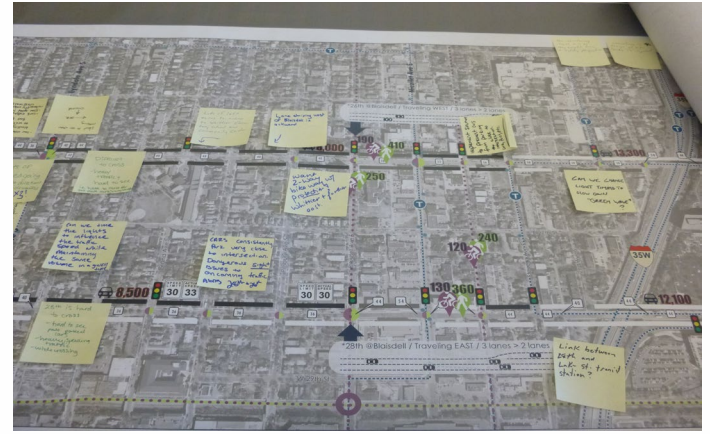
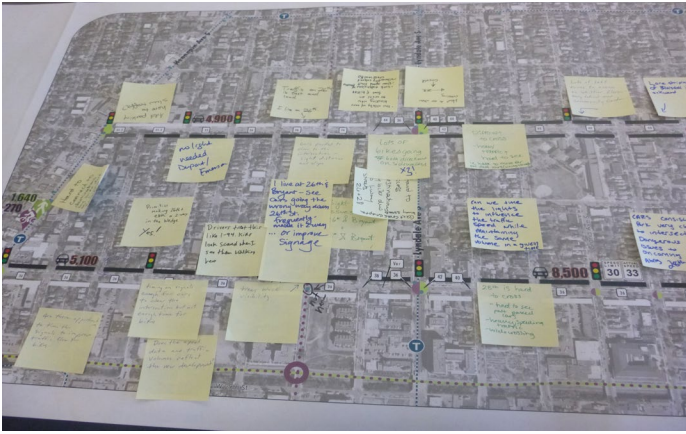






## Open House Comments: 35-W to Hiawatha





# Open House Comments: Hennepin to 35-W

