

26th and 28th Streets Bicycle and Pedestrian Improvements

Summary of Comments

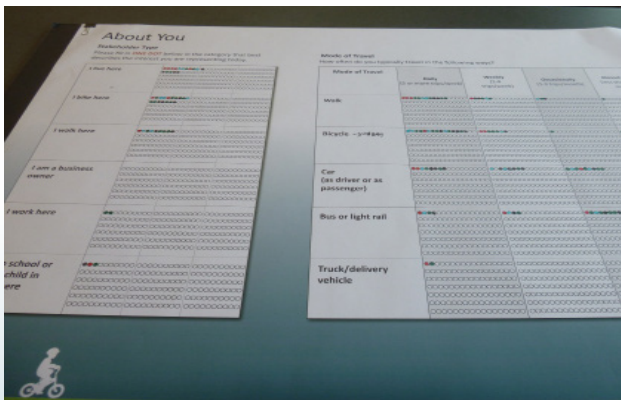
August 6, 2014

Participation Summary

Public comments were received at a August 6 open house and via the project website. This document summarizes comments received after the first open house on July 16 and at the second open house on August 6.

August 6 Open House: approximately 60 participants, over 250 unique comments

Project website: 500 unique visitors



Attendees of the August 6 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.

Left Side vs. Right Side Protected Bikeways

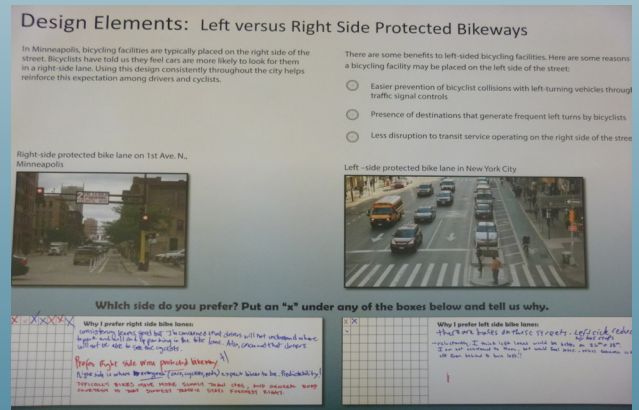
Open house attendees marked which side of the street they’d prefer a protected bike lane and why.

Right Side Protected Bike Lanes (9)

- Consistency seems good but I’m concerned that drivers will not understand where to park and will end up in the bike lane. Also concerned that drivers will not be able to see the cyclists
- Prefer right side with protected bikeway (+1)
- Right side is where everyone (cars, cyclists, peds) expect bikes to be. Predictability!
- Typically, bikes move more slowly than cars, and general road courtesy is that slowest traffic stays furthest right.

Left Side Protected Bike Lanes (2)

- There are buses on these streets. Left side reduces conflicts with bus stops
- Reluctantly, I think left lanes would be better on 26th and 28th. I am not accustomed to them, but would feel safer... unless someone cut me off from behind to turn left!!

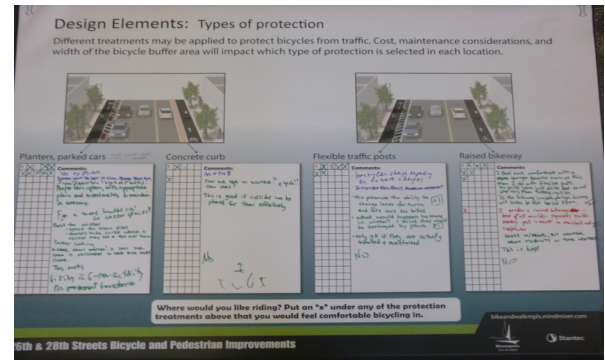


Types of protection

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

Planters, parked cars (9)

- Too expensive
- Planters won't be kept up and will become trash bins
- I would maintain 1 block of planters!
- Prefer this option with appropriate plans and investments to maintain in seasons
- For a more beautiful city!
- Go green spaces!!
- Best for winter
- Space for snow piles
- Doesn't hide curbs which a cyclist may hit and fall over from
 - Better looking
- Agree about winter! A spot for snow is necessary to keep bike lanes clear
- This works
- Biking is a 6-mo activity. No permanent boundaries



Concrete curb (3)

- No too \$
- Can we see in winter?
- Can cars?
- Yeah!
- This is good if corridor can be plowed for snow effectively
- No

Flexible traffic posts (6)

- Best, can change depending on future changes
- Do flexible posts really accomplish anything?
- This preserves the ability to change lanes for turns and lets cars see bikes (+1)
- What would happen to these in winter? I think they would be destroyed by plows (+1)
- Only ok if they are actually installed and maintained
- No

Raised Bikeway (8)

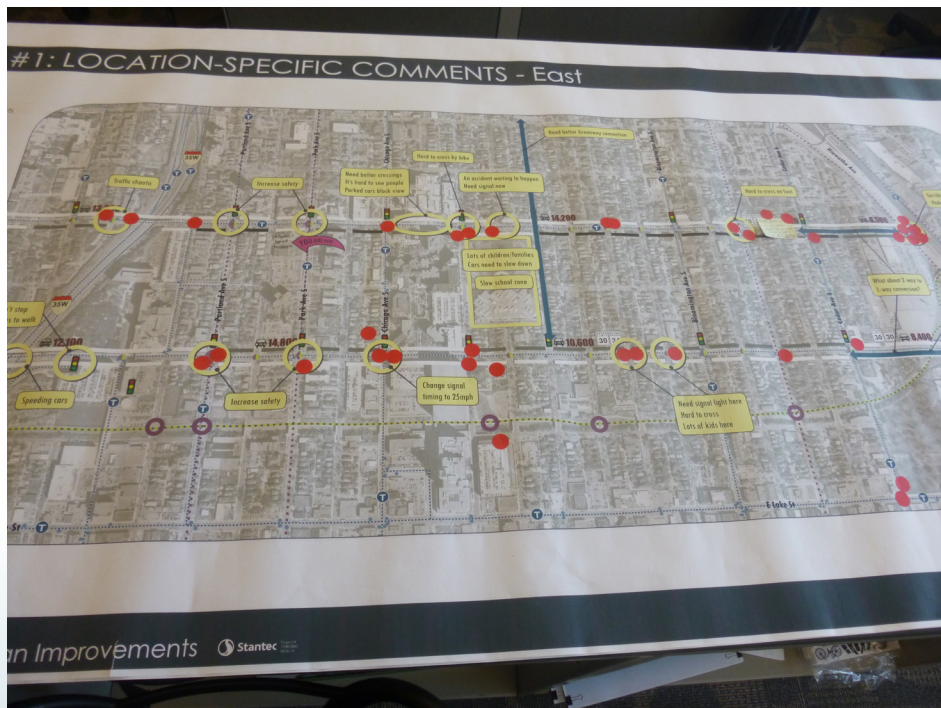
- I feel more comfortable with a stronger barrier such as this than I do with flexible posts. The posts seen just visible but do not stop cars from hitting cyclists. If the bikeway is raised, perhaps drivers will better be able to see bikers. (√√)
- I prefer a raised bikeway- best of all worlds- separates traffic modes yet is easier to maintain and exit/enter (√√)
- Agree w/ above, but wonder about visibility in poor weather
- This is best



Key Intersections

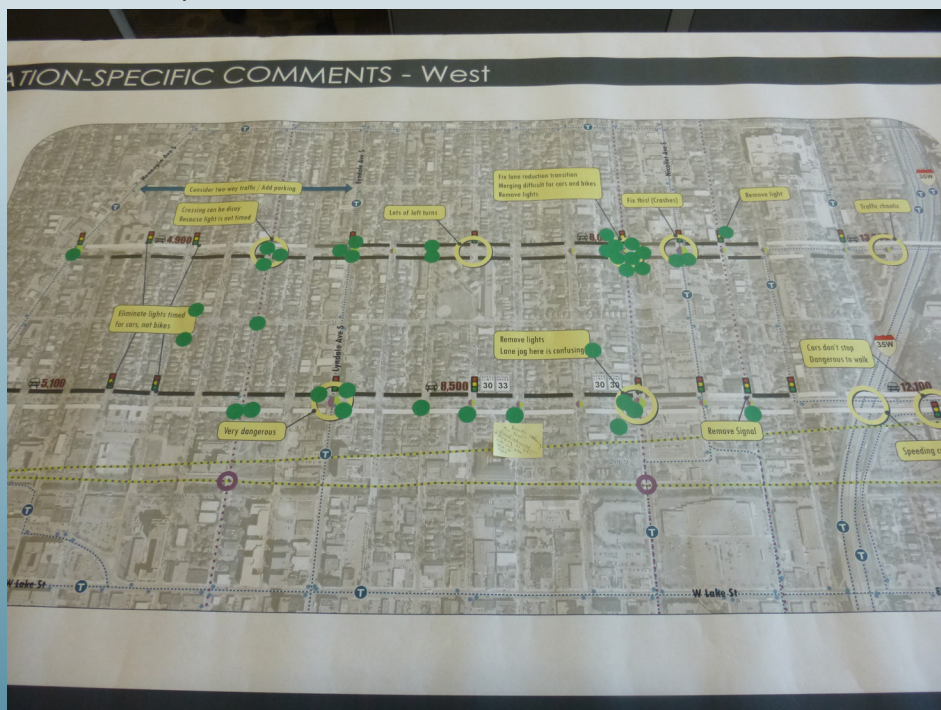
Open house attendees placed stickers on intersections they felt were most important for pedestrian improvements. Intersections that were marked with two or more stickers are listed below.

Hiawatha to 35W



- 26th and Hiawatha (6)
- 28th and Hiawatha (3)
- Greenway median near Cedar (2)
- 26th and 17th Ave (2)
- 26th and 14th Ave (2)
- 28th and 14th Ave (2)
- 26th and 10th Ave (2)
- 28th and 10th Ave (2)
- 28th and Chicago Ave (3)
- 28th and Portland Ave (2)
- 26th near 35W (2)

35W to Hennepin



- 26th and Nicollet (2)
- 26th and Blaisdell (9)
- 28th and Blaisdell (3)
- 26th and Harriet (2)
- 26th and Lyndale (3)
- 28th and Lyndale (3)
- 26th and Bryant (3)
- 28th and Bryant (2)



Other Comments

Attendees added other comments to the display boards and on comment cards at the open house, and via the project website. Comments are listed here:

- Two way streets in the Wedge (west of Lyndale)
- In the Wedge, have two-way streets with parking lanes on both sides
- Have two-way protected bike lane on 26th St. and one-way protected bike lane on 28th St.
- A significant amount of sidewalk bike traffic on 26th St and 28th St. is people wanting to go the wrong way
- I like the 2 travel lane option [56' section]
- Definitely put cycles and vehicles on opposite sides
- I especially appreciate parked cars on left side of the road. Helps make room for safe biking
- 2-way protected bike lane makes it safer for people to bike their own neighborhood
- Section 44 option 4 and section 36 option 4 are great ideas. Section 36 option 3 would be better in high volume intersections especially where parking is limited already. As a driver I would prefer this option. As a cyclist I would prefer option 4 so that two-way biking can happen.
- I am concerned that we've foreclosed options west of I-35W. Specifically, the stretch of 26th Street and 28th Street in the wedge (Lyndale to Hennepin) would make for a perfect two-way traffic conversion – two travel and two two-way parking lanes. Would calm traffic, make biking easier, and increase parking. 24th Street in the wedge is the model.
- I strongly prefer two-way option on 26th and 28th west of Lyndale and west of Blaisdell if at all possible. These are residential areas with little commercial activity. Traffic is much lighter and even today biking on 28th in this area isn't bad. What we do need to do is slow down the cars through here. Since the streets are one-way with no parking on one side, drivers feel safe going faster but it is unsafe for pedestrians and kids. Make these segments two-way with parking on both sides to help with the parking crunch in the Wedge. Bikes can share traffic lanes with cars here. Remove stop lights at Emerson and Dupont to save conversion costs. Put 4-way stops at Emerson and Bryant for the school and bike boulevard.
- Unless there is an important reason to preserve the one-way alignment in the wedge (Lyndale to Hennepin only), use this opportunity to make those streets neighborhood assets again. The transition has to be somewhere, so why not Lyndale over Hennepin.
- Comments on opposition from last session were not reported this time. It is stupid to build bikeway on 28th when Greenway is one block south. It is stupid to reduce car transportation capacity while increasing the number of cars in the neighborhood. 26th and 28th are major east-west routes for Minneapolis residents. Don't make them narrower because you personally don't like cars. For 90% of us, bicycling is a 6-month activity. Don't narrow the streets we have to use in the winter. All of the staff at the meeting are under 30. How about including older people in your thought process? Removing parking along 26th and 28th should not be done without first asking/surveying people who park there. Windshield survey. These meetings are a joke. Suggest making 24th Street a bike street. Lightly used through street, will need to build a bridge over freeway. PS. I bike down Greenway to train, train to work every day May to October.
- I came as an interpreter and saw no minorities present. I work for the city of Minneapolis frequently interpreting community event and rarely see minorities. I applaud and commend the city for providing language services. Thank you from my community. But somehow minorities do not seem welcome or seem to integrate to city planning events. I place no blame here. Just as a minority thought you (the city of Minneapolis) might want to hear my/our voice on an important diversity/multi-cultural issue. After all, the city is everyone's.



- Not all streets need or should have bike lanes.
- Parking along 26th and 28th is needed. Do not do away with it.
- More bike traffic off of 28th to Greenway where it is dedicated to bikes. Not an inconvenience. Saves money and is safer.
- In addition to the trend towards increased bicycle use across Minneapolis, this stretch of 26th and 28th streets has a particularly high density of children. Physically separated bike lanes will be a big boon for their safety. And for protecting youth, curbs and barriers provide certain benefits that painted lanes don't.
- We need 1 parking lane 24 hours a day on 28th Street. We have a big shortage of parking spots already. We have a bike path on 29th Street Greenway. So NO bike paths on 28th and 26th streets. This would be very unsafe. Traffic moves way too fast to have bikes on these two streets.
- I am a bicyclist and a car driver and sometimes a pedestrian on 26th and 28th streets. I strongly support a protected bikeway on 26th and 28th streets. Based on what I currently understand, I would prefer a one-way cycle track that moves with the direction of traffic if the streets stay one-way streets. I support plastic bollards, a curb separation, or most strongly a separation with a small plant-filled boulevard. I do not currently ride on 26th or 28th due to the traffic lane going all the way to the curb in some stretches. Overall I hope that traffic calming is prioritized and that cyclists and pedestrians are central in the decisions made about the street design.
- Love two-way protected bikeway on all segments of both 26th and 28th. This would properly serve local bike traffic and offer safe crossings of all the major avenues. They are way too far apart (two long blocks) to serve as two one-way bikeways. If budget is a constraint, phase in the second one over time.
- I am a driver, bicyclist, and pedestrian: I live close to 26th and 28th and use them frequently. I urge the city not to either change the one-way nature of those streets (which makes them much safer and faster) or to take away a lane of car traffic (as was done on Portland and Park). While I love bike lanes, that should not be done at the expense of car lanes. Taking away car lanes, in my opinion, does not add to urban quality of life...it makes things harder. It also builds unnecessary resentment toward bicyclists!
- I use 26th St for many reasons, for appointments, to go out to eat, to get groceries, to get to 35W. As a cyclist, and I live just north of 26th Street on a bicycle blvd., it is a main way for me to get across 35W and it is really scary with the potholes! I need to swerve out of the way, and cars may not realize they need to give me 3 feet of space, or sometimes I need to take the whole lane. I am not a big fan of the bumpouts as a driver because I have to pull far into the intersection to check for on coming traffic if there are cars parked blocking my view. By doing this, I block the pedestrian area and I feel bad doing this. I like that those are one way streets, but there needs to be more calming devices used. Protected bike lanes would help. I would also like to see a bus that goes down 26th and 28th that goes all the way uptown, especially in winter when it is hard to get to either Franklin or Lake Street because curbs are not shoveled and sometimes not sidewalks.
- Please add cross walks with flashing lights every 2 blocks. It is difficult and dangerous to cross.
- Put in actual protection between the bikes and cars, like the small plastic bollards they have on 1st Ave in Downtown Minneapolis.
- I'm okay with the idea of a protected bikeway, but it would be nice to have it with planters instead of paint and ballads, especially in high traffic pedestrian areas like Lyndale, Nicollet, and Chicago.
- There are definitely sight-line issues with parked cars. Bump-outs for pedestrians would greatly improve the visibility and safety. I think keeping them one-ways would be fine with two lane in each direction and turn lanes (replacing parking) where needed.
- I won't be able to make the Whittier Alliance meeting tonight, but I support a two-way protected bike lane on 26th Street, bike lane on 28th Street, and traffic calming on both streets. I understand that will require removing some parking in Whittier on 26th Street, but I think it is worthy because of the safety and community benefits that will come with the protected bike lane. I've biked on 26th Street but I honestly sometimes try to avoid it



because it can be scary with all the car traffic. There's very little room between parked cars and the lane of traffic, giving even less room for bikers on that street. I've come very close to being hit more than once on 26th Street. Cars are driving really fast, and sometimes miss me by little more than a foot. A protected bike lane would help immensely on what is one of the best east-to-west thoroughfares through the city. Yes, the Greenway is nice, but does that have to be the only option for bikers, when there are so many streets readily available? I'm a driver as well as a biker, so I know how easy it is to get around both ways. It's time to share the road.

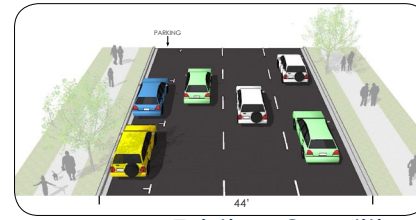
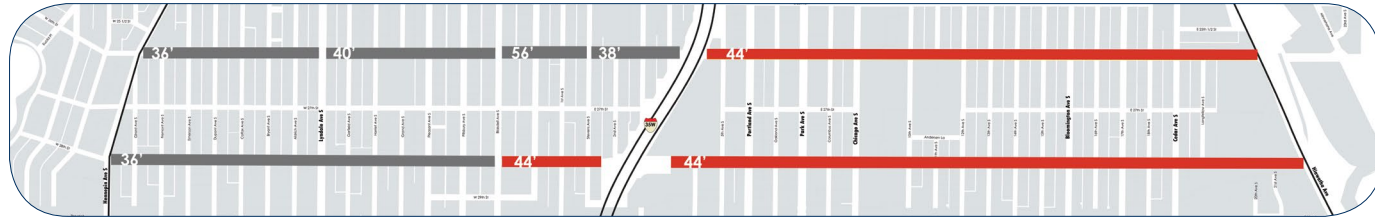
- I'm a resident in Whittier, unable to make it to the meeting this evening. I want to express my support for protected bike lanes all over, but especially today because of the conversations around 26/28th streets. I bike almost daily 8 months of the year. Feeling safe is key for those less inclined to hit the streets and use a bike as transportation.
- I'm writing to express my support for a two-way protected bike lane on 26th Street, a bike lane on 28th Street, and traffic calming on both streets. I understand that they will require removing some parking in Whittier on 26th Street, but I think it is worthy because of the safety and community benefits that will come with the protected bike lane. I am a Whittier resident who relies on biking as my primary form of transportation. Creating these facilities to make 26th and 28th Streets safe for biking would have a huge impact on my daily transportation. For a large portion of the year each winter I am forced to bike on these streets for any east/west trips (which I make nearly every day), as the Greenway is covered in snow and unusable. During the rest of the year too these streets are often the most convenient and viable routes for the many shorter trips I make for which the Greenway is inconvenient due to limited entrances/exits or due to being too far south of my destination (I often travel to locations on or nearby Franklin Avenue when running daily errands, which is even more dangerous for biking than 26th/28th are in their present forms). I know that I am not the only one for whom bike lanes on these streets would represent a significant and much-needed improvement in our neighborhood, and I strongly urge you to support them.
- I hope you will direct staff to evaluate the feasibility of converting 26th and 28th to two-way, neighborhood streets between Lyndale and Hennepin. At the 26th and 28th Streets public meeting last night, I was disappointed that none of the options presented acknowledged the possibility of a Wedge-only (Lyndale to Hennepin) two-way conversion. When I asked staff why that wasn't even included in the possibilities, they didn't seem aware of the dramatic decrease of traffic counts on the west side of Lyndale, and they commented on the need for a consistent corridor and the challenge of transitions. They raise important concerns, and I'd argue that a conversion on this short stretch would simply shift the transition 6-8 blocks to the east. I am a daily Bryant Bike Boulevard bike rider, a property owner of a home that faces 26th Avenue in the Wedge, and someone who cares deeply about the livability of every home in Minneapolis. Every infrastructure improvement should be an opportunity to ask, "is this the best design it can be for the needs we have to meet?" In this case, the evidence is clear that slower, two-way streets are more livable than high-speed one-way corridors designed for large traffic volumes. Any stretch of these corridors that can be converted back to neighborhood streets should be. Similarly, any narrowing of the roadway, reduction of driving lanes should be considered as an opportunity to return space to more livable pedestrian, bike rider, green space, parklet, bike corral, or on-street parking uses, where conversion is not possible. I hope you will direct staff to evaluate the feasibility of converting 26th and 28th to two-way, neighborhood streets between Lyndale and Hennepin.



- I am writing to you to object to the current planning process for 26th/28th street improvements. The staff are all young, athletic, interested in converting a lane of 26th and 28th to bike paths. They are not interested in hearing opposition to the project, only listening to preferences. Did you want painted bike lanes or concrete barriers? That is most certainly not the only question. It is the stated policy of the City to increase the density of housing in the neighborhoods closest to downtown. The population of overnight parking spaces for cars has gone up every year in my neighborhood (the Wedge). It is unconscionable to increase the number of cars in S. Mpls while at the same time reducing the capacity of our streets to carry them. I ride my bike down the Greenway to the LRT, then take the train to work in Bloomington, every day from May-October. I am strongly opposed to converting a lane of 28th street for bike use when the Greenway is ONE BLOCK SOUTH. Instead of 26th street, may I recommend using 24th street, which is a lightly-used through street. You'd have to build a bike/pedestrian bridge over the freeway, as was done over Hiawatha. Please don't make winter driving during rush hour that much harder in order to please a few bicycle enthusiast.



44' SECTION

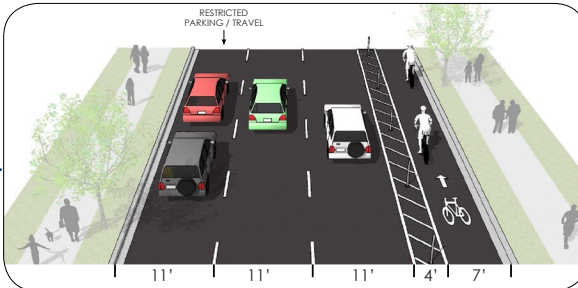


Existing Conditions

OPTION 1: 3 Travel/Restricted Parking Lanes / (1-way) Protected Bike Lane

TRADE-OFFS

Example Section



- Adds bicyclist protection
- Allows minimal pedestrian refuge median
- Maintains 3 travel lanes during peak hours
- Maintains 1 parking lane during non-peak hours

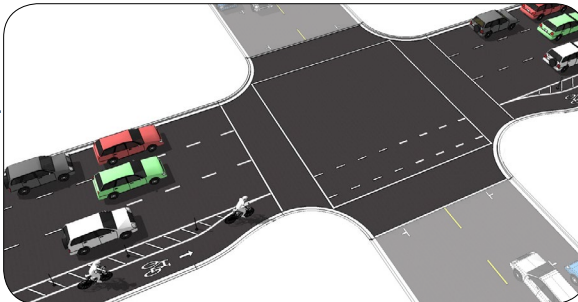
No. of open house participants with this opinion

7	2
5	1 2
5	1 7
4	1 2

Open House Comments

- Too wide
- No bike path on 26th or 28th St. Use the Greenway.
- No need for planters or vertical posts. Make it like Park/Portland
- Certain areas (north of the school on 26th) need pedestrian refuges
- I don't think the street is wide enough to merit an island.
- Two lanes max. These aren't freeways.
- I don't support any option that includes 3 car lanes going in the same direction. Driver behavior becomes highway-like, drivers changing lanes rapidly and jockeying for positions. This is very dangerous for pedestrians and bike lanes.
- Agreed. No 3-lane sections
- People need parking when they're home (especially during snow emergencies)
- This is a reasonable idea. A street is for movement and not parking. If there is space during non-peak hours for parking then ok, but parking shouldn't be a priority.

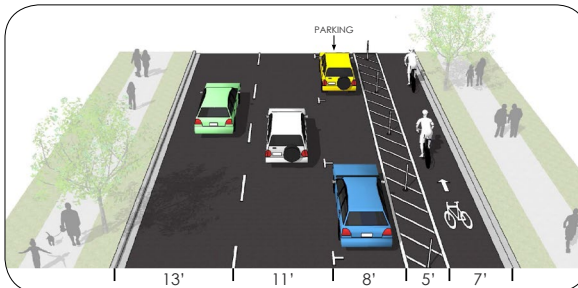
Example Intersection Treatment Options



OPTION 2: 2 Travel Lanes / 1 Parking Lane / (1-way) Protected Bike Lane

TRADE-OFFS

Example Section



- Adds bicyclist protection
 - Allows pedestrian refuge in parking lane/ bicycle buffer area
- Reduces travel lanes from 3 to 2
- Maintains 1 dedicated parking lane

No. of open house participants with this opinion

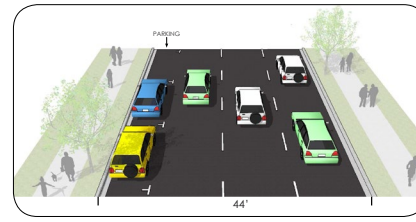
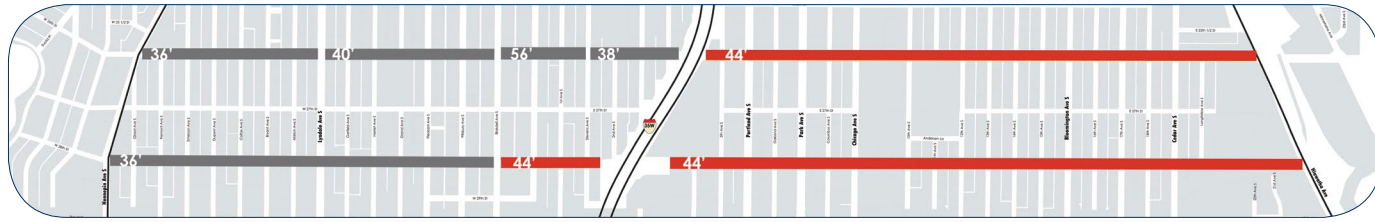
10	1
5	
3	2 2
8	1 1

Open House Comments

- Most prefer this option.
- This seems like the best option for actually preventing cars from parking in (or partly in) the bike lane. This feels safe and I wouldn't hesitate to bike here.
- Park on the other side of the street would be better.
- Parking in the center of the street may be confusing for drivers, difficult for snow removal, and may reduce visibility for cyclists.
- Use the Greenway
- Need local access.
- Don't reduce travel lanes near 35W
- Decrease of bike lane buffer- more room to parallel park as opposed to parking on left side (option 3)



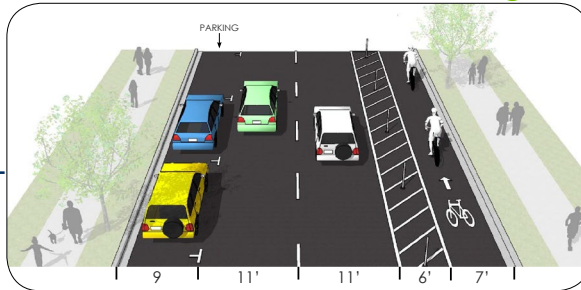
44' SECTION



Existing Conditions

OPTION 3: 2 Travel Lanes / 1 Parking Lane / (1-way) Protected Bike Lane

Example Section



TRADE-OFFS

- Adds bicyclist protection
- Allows pedestrian curb extension in parking lane & refuge in bicycle buffer
- Reduces travel lanes from 3 to 2
- Maintains 1 dedicated parking lane

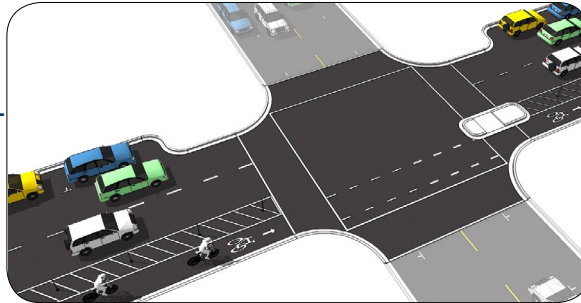
No. of open house participants with this opinion

Like	Dislike	Other
9	2	
14	1	
11	1	5
17	2	

Open House Comments

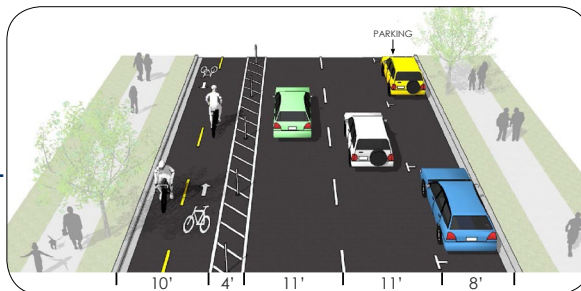
- I think it will be better and less confusing if parking is on the other side of the street, and better for snow removal (✓✓)
- Bicycle protection on both 26th and 28th important.
- Bicyclists have the Greenway which is much safer than 28th or 26th- if they can't bike over 1 or 3 blocks, they should stay off the streets. (Right on)
- Really like pedestrian refuges! For slow crossers they really work well.
- Love the curb extensions. Visibility is horrible today.
- Pedestrian refuges at non-signalized intersections would be great.
- We need pedestrian refuges because cars DO NOT STOP for pedestrians crossing north-south. I cross with kids almost every day and it is really unsafe.
- Yes. These are not freeways. 2 lanes max.
- In the winter, 26th/28th become 2 lanes because people have too much street and are not familiar with lane jobs
- Reduction of lanes is key! (✓)
- Would be best during snow emergencies
- Parking should not be a priority!
- Parking for residents is critical as well as businesses
- 2 lanes max.
- No, often 3 lanes are not enough
- I like reduction of lanes from 3 to 2 because people drive too fast

Example Intersection Treatment Options



OPTION 4: 2 Travel Lanes / 1 Parking Lane / (2-way) Protected Bike Lane

Example Section



TRADE-OFFS

- Adds bicycle facility & protection on one-street (26th or 28th). No bicycle facility on the other street
- Allows pedestrian curb extension in parking lane (either street)
- Reduces travel lanes from 3 to 2 on one street. Concept cannot accommodate 3rd travel lane unless bicyclist protection space removed. Maintains 3 or reduces to 2 travel lanes on other street
- Requires traffic signal upgrades (High Cost \$)

No. of open house participants with this opinion

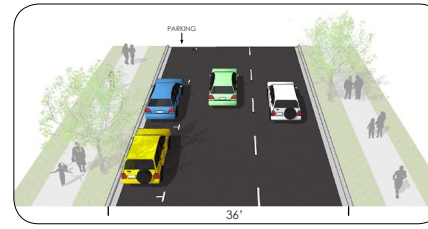
Like	Dislike	Other
10	1	7
10	1	
10	1	3
5	2	3

Open House Comments

- Two way bike lane on 26th would make most sense. Allows travel into Seward which is my work commute. Also far enough from Greenway. (✓)
- 26th Street makes more sense for two-way bike lane. 28th street is so close to Greenway.
- Put 2-way on 26th. Still put something on 28th though (yes!)
- Greenway does not have local access.
- Two one way bike lanes feels much safer (✓✓✓)
- What does other street look like with no bike facility?
- Makes more sense on bike side (if two-way bike lane is wider than parking lane)
- Both streets need ped improvements
- Perfect. I've been almost hit many times because of poor visibility.
- I would not ride in this bike lane if the "buffer" were removed, it's too hard to keep track of both oncoming bicyclists and cars. Plus I want a pedestrian refuge!
- I like that parking is on the opposite side of the bike lane. 2-way is also a plus.
- Do not maintain 3 lanes on either street! Horrible for pedestrians (ditto).
- People treat 26th and 28th as if they were freeways. I live on the corner of 26th and 17th and cars whip around going 40+ mph on a residential street with kids. I'd like to see traffic slowed significantly.
- During rush hour things could be a bummer but better timing on the traffic lights could ameliorate many of those issues.
- The city is already replacing signals in the corridor. Simply coordinate this project with the citywide replacement program (ditto).
- Hopefully the traffic lights will allow bikers to move before cars. Ofeten times the most terrifying part of being a biker is the moment when you're trying to turn at a light and a car decides it needs to go first.
- Not worth doing unless no bike lane on 28th- but then will we still have problems with sidewalk riding on 28th?
- Dangerous turns for bicyclists
- Plenty of space for this
- Bike lane on 28th and 26th is better and more accessible.
- Use the Greenway
- The greenway doesn't go everywhere. If you live in the neighborhood, it won't get you around, only out.
- When two-way bike lanes end, like on Stinson, cyclists are dumped onto sidewalks or into oncoming traffic.
- Why no bike facility on other street? You could add a bike lane there (yes).
- Why is bike connectivity not mentioned here? Two-way is best for that (yes)



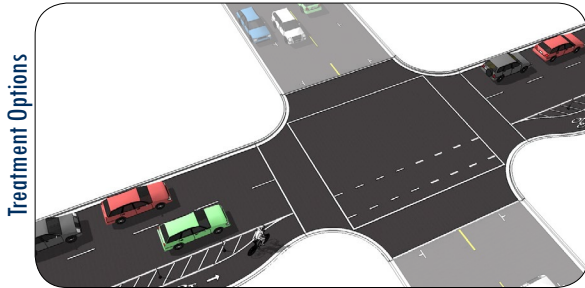
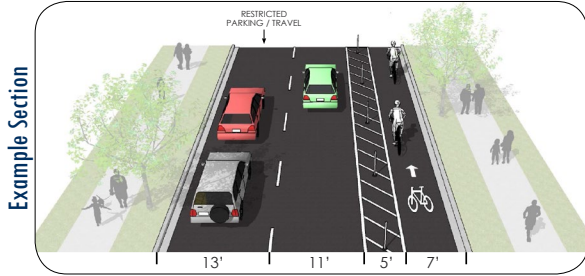
36' SECTION



Existing Conditions

OPTION 1: 2 Travel/Restricted Parking Lanes / (1-way) Protected Bike Lane

TRADE-OFFS



- Adds bicyclist protection
- Allows minimal space for pedestrian curb extension
- Maintains 2 travel lanes during peak hours
- Maintains 1 parking lane during non-peak hours

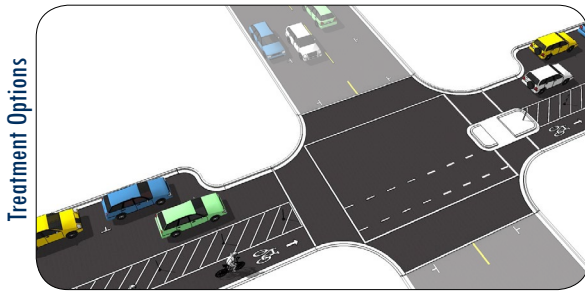
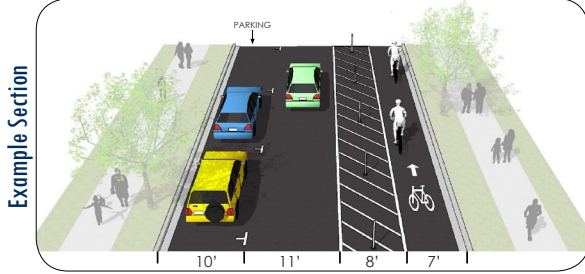
No. of open house participants with this opinion	
Thumbs Up	Thumbs Down
13	5
4	4
7	4
7	4

Open House Comments

- Still prefer two way facility
- They have the Greenway which is much faster than 26th and 28th would be
- Not when traveling in my own neighborhood- this is a dense neighborhood where a lot of us are traveling to the grocery store, library, movie theater by bike- greenway wouldn't make any sense. Make neighborhoods feel like neighborhoods! Make it safe to travel by foot or bike!
- The greenway is not safe at night for women.
- Especially unsafe for women, but I wouldn't bike on greenway at night either. Also somewhat inconvenient for shorter trips, due to distance and change in grade.
- Don't do this west of Lyndale
- Not west of Lyndale
- West of Lyndale, 2 way traffic, two parking lanes, shared bike and traffic. Traffic volumes are relatively low and even today biking isn't that bad. There's a huge parking crunch in the Wedge. Remove lights at Emerson and Dupont to save cost of 2-way conversion
- Please!
- I agree completely
- Me too! It can be done! Do it!
- No, curbs s/b handicap access but not anything else
- Better than nothing
- Need 4
- Cutting travel lanes will make surrounding streets busier even though they don't go through
- Parking is important along entire length
- Yes!

OPTION 2: 1 Travel Lane, 1 Parking Lane / (1-way) Protected Bike Lane

TRADE-OFFS



- Adds bicyclist protection
- Allows pedestrian curb extension in parking lane and refuge in bicycle buffer
- Reduces travel lanes from 2 to 1
- Maintains 1 dedicated parking lane

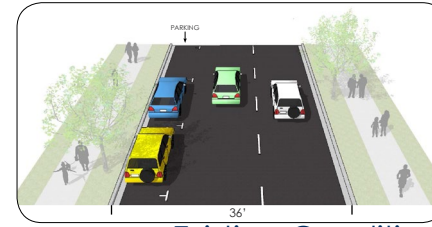
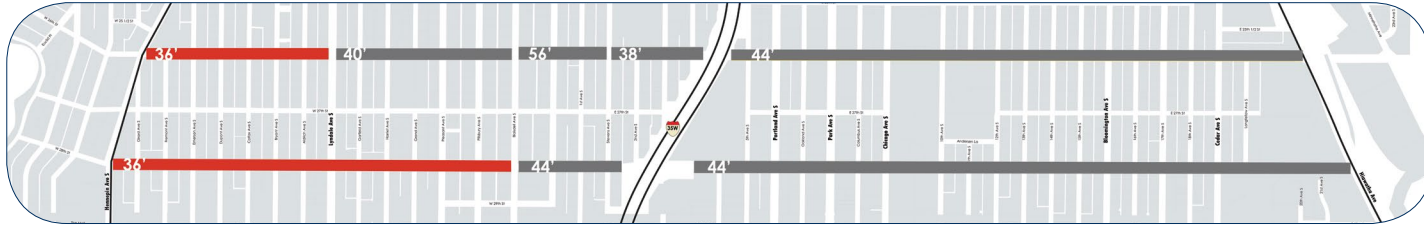
No. of open house participants with this opinion	
Thumbs Up	Thumbs Down
21	2
15	1
11	5
7	1

Open House Comments

- Strongly support this option
- Please put bike protection on both 28th and 26th. It is important because 35W is a barrier and there are few crossings.
- Bikes need to use the Greenway
- We do! It doesn't go everywhere
- No bike paths on 26th and 28th Street
- What if I'm biking in my own neighborhood?
- Yes! Wonderful
- Yes
- Curb extension better!
- Strongly support this option
- Especially appreciate refuge for walkers- increase visibility
- Curb extensions keep cars from parking too close to intersections. Visibility is poor!
- Good for age/mobility issues
- Traffic calming
- Agreed. 28th could be totally 1 lane west of Blaisdell.
- I have never seen traffic build up on 28th headed east of Lyndale. I have however been cut off while driving and biking. 28th and Grand is the beginning of faster speeds and less intersection observation.
- This could work on 28th in Whittier
- Would be really hard for car commuters
- Please don't do this
- Traffic > 1 lane



36' SECTION



Existing Conditions

OPTION 3: 2 Travel Lanes / 1 Parking Lane / (1-way) Bike Lane

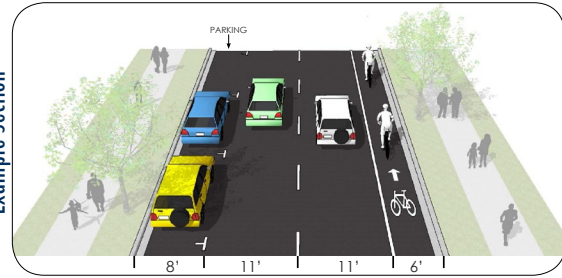
TRADE-OFFS

- Adds bicyclist lane (not protected)
- Allows pedestrians curb extension in parking lane
- Maintains 2 travel lanes
- Maintains 1 dedicated parking lane

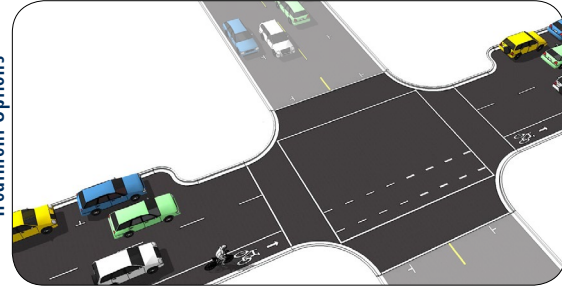
No. of open house participants with this opinion	
👍	👎
4	13
5	2
7	3
14	2

Open House Comments

- General comment: Ok for 26th, move bikes to Greenway rather than 28th
- Bike lane should be protected- Yes!
- Bike lanes need to be protected
- Bike lanes disappear in winter if they aren't indicated with physical separations
- I think planters are the best barriers because the spacing between planters allows spaces for snow piles and they are high enough that they aren't going to disappear like a curb might (a curb cyclist may inadvertently hit)
- Refuges are better! Cars pull into the crosswalk more when curbs are extended and bikes get pushed into car traffic
- Prefer parking only during off hours rather than all-day parking at the cost of a bike barrier



Example Section



Example Intersection Treatment Options

OPTION 4: 2 Travel Lanes/Restricted Parking Lane / (2-way) Protected Bike Lane

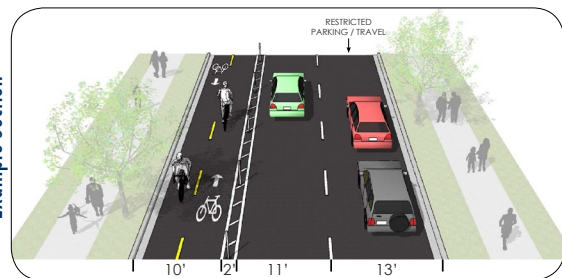
TRADE-OFFS

- Adds bicycle facility & protection on one-street (26th or 28th). No bicycle facility on the other street
- No space for pedestrian refuge or curb extension on street with bikeway
- Maintains 2 travel lanes during peak hours
- Maintains 1 parking lane during non-peak hours

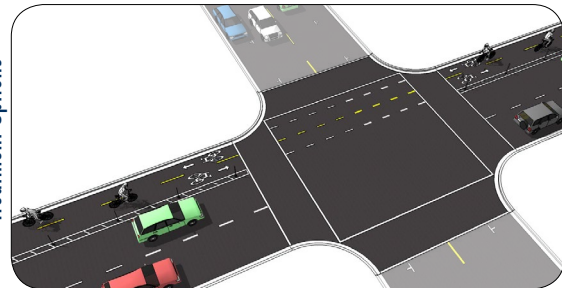
No. of open house participants with this opinion	
👍	👎
17	7
2	6
4	3
8	1

Open House Comments

- Concerned about biking on the left side (of 28th) major loss of already problematic parking
- Needs bike facility on other street too
- Protected two-way bike facility on 26th. Still need at least basic 6 foot bike lane on 28th.
- Should do on both 26th and 28th! Also, raise it and put up the curb
- Need improvements on both streets for pedestrians and bicyclists — Yes!
- If the traffic lanes were narrowed by six inches, you could have a 3 foot buffer
- Traffic calming on the other street will be critical, although it need not be a bike facility.
- Yes, do this on both 26th and 28th.
- More bicycle accidents occur... smaller space in road?
- We need pedestrian refuges!
- Or bumpouts!
- Wide crossway
- Curb extensions help
- Yes, help
- Yes
- 13 foot restricted parking/travel lane is too wide and will encourage speeding
- Important in winter
- Prefer two-way bike lane on one road
- 26th better because wider
- This means many cyclists trying to cross the street w/ no facilities
- Wide ped crossing
- Yes! To 2-way prot. Bike lanes, but still some kind of facility needed on other street- it's mostly just paint!
- Yes. Absolutely.
- Please
- I stood on the sidewalk on 26th and there is sooo much bike traffic on the sidewalk anyway. BIG PROBLEM



Example Section



Example Intersection Treatment Options

