

26th and 28th Streets Bicycle and Pedestrian Improvements

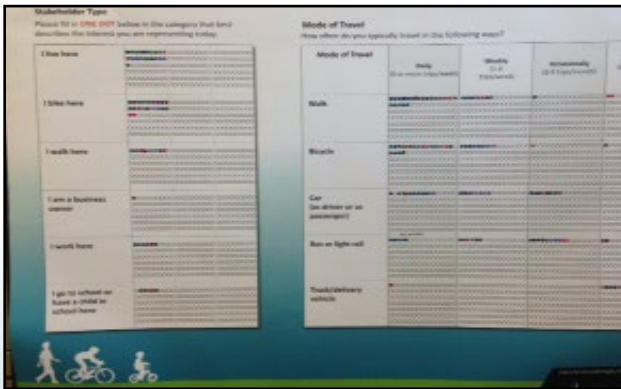
Summary of Comments

August 28, 2014

Participation Summary

Public comments were received at a August 27 open house, via e-mail and via the project website. This document summarizes comments received after the second open house on August 6 and at the third open house on August 27.

August 27 Open House: approximately 50 participants



Project website: 600 unique visitors

Attendees of the August 27 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. One person at the open house identified as a business owner.

Concept A: One-Way Protected Bikeways vs. Concept B: Two-Way Protected Bikeway on 26th St.

Open house attendees reviewed two design concepts and weighed in on which bikeway concept they preferred.

One-way Protected Bikeway (21 votes)

What do you like most about the concept you selected?

- Not so far out of way- as if only 26th.
- I feel two-way bikeway on a one-way street is dangerous for bikers. Car drivers don't expect the flow of bikes.
- Provides space for bikers, allows for pedestrian improvements, and still gives cars flexibility to park during essential hours.
- Seems like it would be safer for biking because it is more intuitive and going in the direction of traffic; Also like that 28th street seems to be 2 lanes (instead of 3) for greater distance. I live in the Phillips Neighborhood and there is a HUGE need to slow down speeds- there's no reason for a 3-lane freeway to go through a predominantly residential space with a lot of kids and families and an elementary school right there.
- Mostly I don't like the two-way concept. They have been shown to be less safe (Copenhagen example). A two-way facility must be wider than 10ft total width.
- Both streets need protected bike lanes.
- This plan eliminates two-way bike traffic on a 10 foot lane which is too narrow and bikes making turns in front of bikes going the other way and area where gutter pan meets road surface which will eventually create cracks or broken road surface.

- People currently bike on the right side of the street. By their actions, the bike community has spoken what they want and will use: Option A. For someone who has lived in the neighborhood for 10 years, I think the concept makes the most sense. It will also slow down traffic on 28th which is good for safety. In option B is selected, something still needs to happen on 28th street since people already bike along this route, even with the Greenway only 1 block away.
- Reduces and slows down traffic, making it safer for bikers, especially children, during crossings.
- Car drivers are more aware of bikers going with the flow of traffic. The two-way on 26th gives narrow lanes for all modes.
- I'd prefer a two-way protected bikeway because two-ways are more accessible to inexperienced cyclists. I would still like some sort of infrastructure on 28th Street (such as an unprotected lane).
- This follows the flow of traffic that already exists on the street. As a driver and biker I can remember which street to take when I bike. Also, seems like there's more room for bikers.
- Large pedestrian refuges at intersections, more consistent across entire corridor, reduces lane down to one lane west of Lyndale, seems to calm traffic better.
- It reduces travel lanes and hopefully travel speeds for cars. The one-way protected bike lane makes more sense to me as a cyclist and driver.
- Two one-way paths increase options. One two-way path limits bicyclists' options.
- Bikes going with the direction of traffic.
- Good for pedestrians, 2-way paths are good but I worry there won't be enough signals, education and enforcement of it to be done correctly.
- The separation of cars and bikes helps more folks get out on bikes.
- It's more clear where bikes and cars are supposed to be and is less complicated than a two-lane bike path on a one-way street.
- It seems to fit better in the existing bike routes nearby. As long as there is a lot of clear signage, it seems like one-way bike routes would keep traffic flowing for cars and bikes. Also, it leaves more room for snow removal in the winter. I'd be happy to ride on protected lanes on 26th and 28th
- Having a two-way bike lane on a one-way street is odd. Therefore, Concept A with a buffer logically makes sense

Are there specific locations where the concept you selected should be modified? How should those locations be modified?

- Challenges at right turns with shared lane.
- Please pay special attention to bike facility design where north-south bike routes are intersected: Park, Portland, Bryant, Blaisdell.
- It seems like there's some question still about whether 28th should be 2 vs 3 lanes in some places. I would modify and keep fewer than 3 lanes throughout. I also would go with a turn lane/protected bike lane treatment that keeps bikes as far from turn lanes as possible. (ex: diverting protected bikeway into sidewalk territory in some cases)
- If plastic bollards are used as protection they should be placed closer together than 30 feet. 15-20 feet between the posts would give better protection from cars. Also, consider reducing the speed limit to 25 mph.
- I think it makes sense to have restricted parking on 26th Street between Portland and 10th Avenue during peak times of travel. Otherwise I think there should be parking between Portland and 10th.
- There should still be 3 lanes of travel during peak hours specifically between 10th Avenue and 35W on 26th and 28th.
- No mixing zones. Consider bike-only zones at intersections
- I'm in the neighborhood between Hiawatha and 35W. There is a bus route that serves the neighborhood, especially people in the high rises who have mobility challenges to get to the light rail or the Target and Cub



shopping center.

- The intersection at Bryant needs a “no left turn” median.
- I will be primarily a cyclist on these two streets, then a driver. But I also hope that credence is given to the needs of pedestrians.
- I think having traffic slow down is the most important. Slowing traffic is an instant benefit to bikers and pedestrians. I believe protected bike lanes should be maintained for the entire length of the corridor.
- I agree with the PAC, curb extensions as much as possible!
- I hope this continues for the whole corridor
- I'll have to think as I drive these streets.
- The intersections near Lyndale are always really busy and cars often run red lights. Could we put in a green box for turning or special signals?

Two-way Protected Bikeway on 26th (7 votes)

What do you like most about the concept you selected?

- 2-way protected lane on 26th allows for bike traffic east- a major problem right now that results in lots of bikes riding on sidewalks
- Two-way access. 26th is nearly ½ a mile from the Greenway and provides good spacing between east-west bikeway. Also supports future bikeway on Franklin rather than 24th (better spacing).
- It makes it a road I will be more likely to bike on.
- This calms traffic on both streets to increase livability in the neighborhood.
- I live in Uptown between 22nd and 24th Streets. It is very difficult for me to get around south Minneapolis by bike without going to the Greenway which is sometimes 8 blocks out of my way. A two-way on 26th would let me zip back and forth both ways.
- I think that having an eastbound protected facility at that point north-south would add more convenience for eastbound bicyclists than the same facility on 28th. However, my preference for two-way is only “slight”.
- Least impact to car traffic, please remove parking to keep traffic flow high.
- I live in Whittier and I see a lot of people biking against traffic on the sidewalk. It would be great to have access to neighborhood destinations on 26th- there are a few!

Are there specific locations where the concept you selected should be modified? How should those locations be modified?

- Also include simple painted bike lane on 28th. Aside from funding, I cannot imagine a practical reason not to. The space is there and takes nothing away from cars. Two-way street study needed for Hennepin to Lyndale, possibly all the way to Blaisdell.
- Increase traffic calming on 28th to make it safer for pedestrians and cyclists
- The discontinuity between Stevens and Blaisdell is not great. It's nice to be able to follow a straight path
- If a two-way is installed on 26th, we should also install a normal bike lane on 28th street
- It would be great to see more on 28th street with this concept. There are schools, pedestrian generations, and people who bike here. Something to calm traffic, even if it's not bike lanes would be great!
- 28th Street anywhere there are 3 lanes



Other Design Suggestions (12 votes)

- One way bike-lane on 28th (with a two-way on 26th)
- Two-way on 26th and something bike related on 28th
- 2-way bike lane on 26th and 1-way bike lane on 28th
- Two-way protected bike lane on 26th Street with one way protected bike lane and traffic calming on 28th Street
- A two-way protected bike lane on 26th and a bike facility on 28th
- Include a one way bike-lane on 28th (with a two-way on 26th)
- A two-way on 26th Street with a regular bike lane and traffic calming on 28th Street
- A two-way bike facility on 26th, a one-way protected facility on 28th, two way conversion in the Wedge
- No opinion- want more traffic lanes
- No facilities is my preferred option but it sounds like that won't happen
- A two-way seasonal bike lane with removable barriers
- For 26th from Lyndale to Hennepin: 1 bike lane, 1 traffic lane and 1 parking lane

What do you like most about the concept you selected?

- Local, safe bikeways and access on neighborhood streets.
- More access to safe commuter and neighborhood biking in Minneapolis.
- It serves the most people and is the safest option.
- Best combination and safest option. Cars will travel slower and pedestrians and bikers will be treated with consideration.
- I've ridden on two-way protected facilities and they work well. This will be a game changer for safety as well as making the streets feel more like neighborhood streets, which they are.
- Very few people bike in the cold, dark winter months. Give those lanes back to motorists in the winter
- Improvements for both streets- the two-way allows better local bike access.
- A two-way on 26th is critical for local access on 26th. 28th Street desperately needs narrowing. How do we justify keeping one-way streets in the Wedge?
- Having two travel lanes makes everyone move too fast. This increases the likelihood of serious accidents. We need parking for homeowners in the neighborhood.

Are there specific locations where the concept you selected should be modified? How should those locations be modified?

- I'd like to see 26th and 28th streets converted back to two-way streets between Lyndale and Hennepin. Lots of community support for this.
- Also include simple painted bike lane on 28th. Aside from funding, I cannot imagine a practical reason not to. The space is there and takes nothing away from cars. Two-way street study needed for Hennepin to Lyndale, possibly all the way to Blaisdell.
- I think that a one-way facility is needed on 28th and a two-way on 26th.
- Converting 26th and 28th to two-way streets in the Wedge is best.
- I'd like to see a bike lane on 28th even if it is unprotected.
- Concept B: let's save the traffic lanes for the thousands of people who drive on 26th. Driving in bad weather is also important.
- Save the parking lane! Who cares if there is only one travel lane from Lyndale to Hennepin?
- I'm not in favor of permanent barriers on any street in Minneapolis.
- I'm concerned about mixing zones. Why is there restricted parking on 26th in the two-way?
- Save the parking lane! Who cares if there is only one travel lane from Lyndale to Hennepin?



Location-Specific Feedback

Tell us where you think it is important to maintain on-street parking.

- No concerns
- May be a bigger issue in winter with single side street parking
- On street parking is disposable and not an important use of right of way
- Near Eat Street (26th and 28th between Stevens and Pillsbury)
- If it calms traffic while maintaining protected bikeways AND fewer than 3 lanes throughout, I like car parking lane throughout (probably on the left side of the street).
- 26th and Nicollet, Looks like that is accommodated well. On lower traffic section, allow parking in variable parking/driving lanes to provide additional calming. Please keep parked cars away from intersections for better sight lines than existing today. Hard to cross 26th and 28th on lesser north-south streets without signals. Parked cars obscure view.
- Transportation has a higher value than car storage
- Nowhere; there are not any businesses along these streets. Even if so, bikers can bring business.
- Between Portland and 10th on 26th Street
- On-street parking is not a priority
- I think there should always be parking but not during peak weekday hours between 10th Avenue and 35W.
- I'm happy to sacrifice parking for bike facilities
- I'd like to see priority given to pedestrians and bicyclists
- Maintain parking near the Hospital, near Nicollet and near Lyndale.
- Parking is least important in Whittier
- Near business districts and the Hospital
- Where the street is wide enough to support it, for example Nicollet at 26th and 28th
- Let's make it harder to park in general. However, on-street parking near the Hospital and Chicago Avenue is very useful. We also need more visibility for crossing streets- have a wider, no-parking zone near intersections
- Near residential areas and small businesses
- Near Nicollet
- I do not have need for on-street parking along these streets
- 26th street from 1st avenue to Lyndale, particularly near businesses
- In the 56 foot wide area and near Nicollet and 26th; I don't feel strong about preserving parking anywhere else.
- Not sure
- Please ask residents and businesses this question
- It's not important to have street parking on 26th or 28th. The side roads provide sufficient parking.
- No parking- people always figure it out.
- I do own a car in Whittier and live close to here. We survived 1-sided winter parking with little issue so I think we can remove parking without any problems. If there is an opportunity to add more marking, great! I don't think it's a priority.
- 26th Street between Nicollet and Lyndale
- 26th and 28th Streets west of Nicollet
- Keep as much parking as possible as way to calm traffic
- Nowhere
- Anywhere near the intersections of Lyndale and Nicollet. I think there needs to be clear signage about parking hours too
- There is already parking on only 1 side of the street between Lyndale and Hennepin. Don't take it away



Comments marked on Concept A: One-way Protected Bikeways

- 28th and Dupont: Need to maintain driveway access between Dupont and Emerson
- 26th and Bryant: I live here. Parking is really important and we don't have enough. My vote: 1 lane travel, 1 lane bike, 1 lane parking. Back up of bikes here. Median at Bryant for bike boulevard (26th and 28th Streets). WE can only park on one side of the street already- you can't take it away. A two-way bike path might work better here
- 28th and Lyndale: Could we put a green box for turns here? Seconded
- 26th and Garfield: Make parking lane dedicated, not restricted. I'm fine with removing parking here. Removing parking is fine. Seconded. (Smiley face drawing)
- 28th and Blaisdell: Median and bike lanes
- 26th and Chicago: Hospital area is not safe because of traffic volume and employees parking
- 28th and 13th: Not a lot of need for parking along 28th
- 28th and 14th: Generally not many people park here
- 28th and 15th: Consider no parking between Chicago and Cedar.
- 26th and Bloomington: Parking is needed from 10th to Bloomington, but not Bloomington to Cedar. A green turn box is needed because there are a lot of bikers on Bloomington.
- 28th and Cedar: this intersection is already messy because of the two-way to one-way conversion. A parking lane would definitely help reduce the number of drivers who cut across 3 lanes at the last minute. Could cabs still be able to turn left here?
- 26th and Cedar: semis making deliveries at the store block visibility.
- 26th and Hiawatha: This exit off of Hiawatha has high speed. Create a dedicated right turn lane. Consider a bridge or safe crossing for bikes at Hiawatha.

Comments marked on Concept B: Two-way Protected Bikeway

- 26th and Hennepin: Keep two lanes!
- 26th and Emerson: Convert the lights at Dupont and Emerson to 4 way stops.
- 26th and Dupont: Will this work? Parking is already at a premium. One lane for cars is not enough. I agree.
- 26th and Bryant: Add a stop sign so that bikes can cross 26th easier
- 26th and Lyndale: Turning south here would be a mess (by bike)
- 26th and Harriet: Why restrict parking here? I really like the 2-way bikeway here do to all the sidewalk biking in Whittier.
- 26th and Blaisdell: I can see this intersection becoming even more confusing
- 28th and Nicollet: I would like to see this down to two lanes of travel. 3 lanes is too many and too fast for the neighborhood
- 29th and Portland: More signage to the Greenway entrance at 5th street is needed.
- 28th and Park: This parking will be seldomly used. I would rather see a bike lane. It's also hard to travel south on Columbus when the cars park on 28th because you can't see cars coming down 28th.
- 28th and Hiawatha: Is a tunnel under 28th street feasible to connect the Greenway? This crossing is still not ideal even with the new median. Maybe a light would be good. Cars often mean well, but don't know whether or not to yield or go and more signage would help. Make a safer crossing.



Other Comments on Concept A: One-way Protected Bikeways

- This feels narrow as both a cyclist and a driver
- Both as a biker and a driver I don't like the idea of a right turning car having to cross the bike lane
- Seems that a treatment where the protected bike lane is shifted onto the sidewalk might make turns faster
- Pedestrian refuges in the intersections
- Best plan for keeping bicyclists safe.
- I support protected bike lanes on 28th and 26th. I will feel safe riding my bike.
- Why not a two way on 26th and a one way on 28th?
- Boo to mixing zones. Don't make it less safe and comfortable at intersections.
- Let's not do this sort of mixing zones. Look at protected intersection designs.
- Consider allowing pedestrians (kids walking to school) to use the protected bike lane in the winter when sidewalks aren't shoveled.
- Enforcement and education of bike rules and laws would be essential at parks and schools

Other Comments on Concept B: Two-way Protected Bikeway

- Best of the two options
- This is good. I like it. Makes south Minneapolis much more accessible by bike
- Why not put something on 28th? Even just a regular bike lane
- 3 lanes on 28th isn't doing enough to slow the freeway like travel speeds. Narrow to two lanes throughout
- Let's add a one-way bike lane to 28th Street for this proposal
- If this option is selected, I would also like a bike lane on 28th. This makes the most sense because bikers will still use it
- I would like to see a protected bike lane on 28th street added to this option
- 2-way streets west of Lyndale! This segment has lower traffic counts than Cedar to Hiawatha. Agree. Also agree.
- 2-way bike lane is too confusing and thus unsafe (2)
- 5 ft for a bike lane is very tight
- This isn't enough for traffic calming and speeds. Should be two lanes throughout- seconded

Additional Comments

- I haven't heard anything about how the 35W access project will affect traffic on these streets. There will be exit ramps onto 28th and I don't remember what will happen with 26th. There will be a lot of traffic with Allina and Wells Fargo.
- I am very much in favor of traffic calming on both streets, including bump-outs, parked car buffers, etc. Vehicles should never be driving immediately adjacent to the curb/sidewalk, especially at night (off peak variable parking/driving lanes). I strongly support the two-way bike facility on 26th and a painted lane on 28th. It's only paint and takes no space away from vehicles. I strongly support two-way streets where traffic counts dictate, particularly in the Wedge, and possibly all the way to Blaisdell.
- In my younger days, I always bused or walked. Now I need to use my car to get around. Let's have cars co-exist with other transportation options. There is no other east-west option for cars to smoothly travel. Lake Street is too clogged and takes twice as long. I support mass transit, pedestrians and bikes. However, cars are needed by some people too. I would like to see 26th and 28th streets remain one way streets, preferably without dedicated bike lanes. I live near 28th street in the Wedge (at Dupont). It's a crucial commuter street for the people traveling cross-town, as well as emergency vehicles. Between Lyndale and Hennepin and 28th Street to Lake Street there have been about 2000 new apartments and condos built in less than a decade. With at least 400 units still unfinished there is already traffic gridlock at certain times of the day. It will only get worse when it is all occupied. There is a year round dedicated 2-way bikeway (the Greenway) less than 1 block south. If necessary, add more access points to the Greenway instead of another bike lane.



- Why put bike lanes next together? Why not put a right side bikeway eastbound and another right-side bikeway westbound?
- Overhearing a conversation between a lady and one of the representatives of the city here, he told her she should submit her comments because it's mostly "bike coalition people" who have been submitting stuff so far. I think this is a mischaracterization, and an unfair one, of the people who have been submitting their thoughts. I consider myself a neighborhood activist, and I can count 20 people I am personally connected to that aren't "bicycle coalition people". I want safer streets and more pleasant neighborhoods. We all do. We aren't all some kind of lobbyists. Most of us are not.
- Please time the lights on 26th and 28th to help traffic go the speed limit and limit congestion. Right now they are not timed well at all for one-ways from Blaisdell to Portland. This is really important since travel lanes will be limited during rush hour.
- This is great! Good work getting to know tow good options for a protected bike facility on 26th/28th. While I would prefer a 2-way facility on 26th, I would happily support either option.
- I'd like to see a protected two-way lane on 26th, as well as some kind of bike lane on 28th. I think improving infrastructure on both streets is important to local residents who will be able to use them for short trips. Traffic calming is also important, especially from 35W to Hiawatha.
- Safety for families and children, bikers and pedestrians should be prioritized and a key filter. Health impacts should also be a critical impetus for the construction of bike lanes and having less cars on the road in a high asthma part of town.
- Great meeting- I love the venue. I would prefer to see an option for two-way protected bike lanes on 26th as well as a one-way protected bike lane on 28th.
- Informative presentation. Nice location- I'd like to see the city consider the following idea: Two- way protected bike lanes on 26th and one-way protected bike lane, with traffic, on 28th street. This would make a cleaner and safer environment for everyone. Improve my neighborhood immediately.
- I think the two lanes of 26th may be filled with the need to educate drivers to check both ways. What about alleys? These have not been portrayed.
- I am uncomfortable with the way the city hired consultant has handled this process. The website provided for comment required a password and login and did not look like a city site. This confused some residents and annoyed others causing less comment to be recorded. Communication with some neighborhood groups was also disappointing, for example, Phillips Midtown. Please do not hire this consultant again. The city should extend the public comment period and get the word out in a more efficient manner. It is good to add bike lanes and promote the safety of pedestrians and cyclists. It is not good to make bike lanes the priority while complicating vehicular traffic. This is a city covered in ice and snow from October to April. Cars are not going to go away and buses are going to become more abundant on the roads. Please keep this in mind regarding road reconstructions in this city. 26th and 28th should remain one ways. Replace the majority of traffic lights with stop signs and add additional stop signs to slow traffic. Leave traffic lights only at major intersections. Traffic calming is very important. Add a bike lane only to 26th, and make it a dedicated bike lane with a cement barrier for safety and wide enough for a bobcat to clear it in winter. No bike lane on 28th, it is too close to the greenway. Add more street lights to make all vehicles and pedestrians more visible. Add crosswalks at all stop signs to promote safety for pedestrians. Enforce traffic regulations equally for cyclists, pedestrians, and motor vehicles to promote safety for all.
- The Phillips West Board supports the bicycle lane along with 2 vehicle lanes all the time with 3 vehicle lanes during peak hours.
- I thought from the first that this was all decided and it would lead to basally just bike ways on both streets – from what I noted last night at Midtown meeting I think the same – no real engagement is going to take place and no real studies are going to take place – if real engagement is to take place do it and also do real traffic studies – not just spend what money is there right now
- In our Midtown Phillips CPP grant, we identify a priority for our neighborhood being traffic and safety 26th & 28th Street. As you and I talked about, having meetings with barely any notification in the middle of summer and



held at the Swedish Institute, probably does not reflect much, if any, input from Midtown and East Phillips folks. Depending on the outcome of designs which we will see at their last meeting - Public Open House (which I have yet to get a flyer on from the paid Consultant Team) and they should be POSTING/Advertising in the Alley whose deadline is tomorrow.....we could always work with Carrie on doing a Neighborhood Priority Plan to address and insist that our neighborhood involvement and good community engagement with broadbased, multi-cultural input is indeed part of this process. Clearly in our CPP grant we state the priorities of: Reduced Speed on both streets, Additional of crosswalks and / or traffic signals, especially by the Park and School, Ability to cross intersections safely, Public Realm Improvements (many has said to narrow the lanes and get back the boulevards so that trees could be planted, crosswalks are less far apart and the biking, pedestrian experience is a pleasant one. Right now, it is hot, filthy, ugly, and non aesthetic the way those streets look. I also believe with the city testing for air quality, we should have folks test up and down 28th and 26th and build this into the equation and outcome in any proposed designs. I would volunteer to take a canister and be a tester. All I know is that I cannot keep my siding free from dirt with the amount coming from the traffic on 28th. Think what that does to our lungs and our air quality. There are questions in my neighborhood, about why additional bike lanes would be put in vs. expanding the boulevards when we are adjacent to the Midtown Greenway and bike lanes have now been painted on 24th. This seems like overkill to me and as an impacted neighbor, NOT what is needed on 28th St.....another bike lane. Really? Thank you for listening to my input. What we need is materials about the project displayed somewhere like St Paul's church so folks can see it. And interpreted. It would have been nice to get a flyer from the high paid consultant team that we could have posted throughout this process. If you remember, I had volunteers to flyer door to door on this project and we could get nothing from Public Works to post out, nothing in Spanish and nothing in Somali. This project is paid for by tax dollars, right? Thanks to you and Aisha for at least providing some notice on fb that we could use. As a tax payer I am logging my serious concern about timely notification to impacted stakeholders along this project by Public Works and their high paid consultant team. 3 Open Houses where Consultants put up boards, takes anonymous comments, and no sit down discussion is not my interpretation if good community process. With all the dialogue at City Hall about Community Engagement, I expected more. I have found that HN County, especially when projects were under Chuck Ballentine, Former City Planner. Maybe Chuck could be brought in to train City Depts on how to do Community Engagement and the NCR Dept could lead this process??

- Thanks for the work you are doing to improve 26th and 28th streets for pedestrians and bicyclists. I live near 28th Street and Pleasant and every day I watch kids try to cross 28th. They take their lives into their hands as they navigate two lanes of high speed traffic with terrible visibility. I am also the Community Education Coordinator at Whittier School and I lead a Walk-to-School group. Whittier buses kids from 29th and Pillsbury (a mere 3 blocks from school) because it is too dangerous for them to cross 28th Street. While I am happy that the project promises to improve conditions east of 35W, it is disappointing to see that no funding is earmarked for Whittier. Hopefully this can be changed now and the project area can be extended west to Hennepin. I would like to invite both of you to come cross 28th Street at Pleasant with us to see first-hand what it is like. If you are able to do that, please call me to set up a time.

