

26th and 28th Streets Bicycle and Pedestrian Improvements

Summary of Community Input June-August 2014 (Prepared August 28, 2014)

PROJECT BACKGROUND

Minneapolis Public Works plans to resurface 26th and 28th Streets between Hiawatha and 35-W in 2015. This work presents an opportunity to improve bicycling and pedestrian safety on these two streets and implement goals adopted by the Minneapolis City Council in the Minneapolis Bicycle Master Plan, which identifies a need for bike lanes on 26th and 28th Streets, and in the Minneapolis Pedestrian Master Plan, which articulates goals for safe streets and crossings throughout the city.

Public Works contracted Stantec to conduct outreach to understand community desires for bicycle and pedestrian improvements on these streets and develop preliminary concept designs of these improvements. Although no work is programmed for the portions of the streets between Hennepin and 35-W, outreach included discussion of these sections to ensure compatibility among design concepts and to prepare for future funding availability.

Public Works hosted three meetings to consult the public regarding preferred design concepts. The following is a summary of the community engagement process and input provided to the project team.

PROJECT COMMUNICATION

Open Houses

Public Works hosted three open houses on July 14, August 6 and August 27 2014 to solicit feedback from the public about this project. Meetings were from 6 to 8 pm at the American Swedish Institute.

Stantec developed a flyer announcing the date, location and purpose of the three open houses. The flyer included information in Spanish, Hmong, Somali, and English. The week of June 30, Stantec delivered paper flyers to approximately 750 property owners and tenants adjacent to 26th and 28th Streets. Stantec and city staff distributed the flyer to the following individuals or groups and requested electronic distribution:

Name	Organization	Distribution
Councilmember Lisa Bender	Ward 10	Constituent contacts
Councilmember Alondra Cano	Ward 9	Constituent contacts
Councilmember Abdi Warsame	Ward 6	Constituent contacts
Mackenzie Turner	Minneapolis PW	Ped Advisory Committee and contact list
Simon Blenski	Minneapolis PW	Bicycling Advisory Committee and contact list
Paul Mogush	Minneapolis CPED	Phillips, Midtown Phillips, East Phillips neighborhood groups
Brian Schaffer	Minneapolis CPED	Whittier, Lowry Hill East, East Isles neighborhood groups
Lance Knuckles	Minneapolis NCR	NCR contacts; AICDC, Lake St. Council, Whittier Business Association; Lyn-Lake Business Association; Uptown Business Association



Following the first and second open houses, Stantec contacted staff at neighborhood organizations to alert them of project websites and remind them of upcoming meetings.

Project Website

In addition to open houses, the public was invited to share feedback on the project’s interactive website, <http://bikeandwalkmpls.mindmixer.com>. The website translates information in Spanish, Somali, and Hmong. During the process, over 600 unique visitors viewed pages on the project website, 92 of whom left comments or engaged with website content.

Other Communication

Project team members and City Council members received written and verbal communications from individuals and neighborhood groups. Some neighborhood groups, including Whittier Alliance, Phillips West, an Midtown Phillips discussed the project at subcommittee meetings or neighborhood board meetings. Stantec made presentations at the Minneapolis Bicycle Advisory Committee Engineering Subcommittee meeting and at the Minneapolis Pedestrian Advisory Committee Infrastructure and Engineering Subcommittee meeting after the second open house.

Communication Goals

Input Sought (June- August 2014)	How Public Input Was Received
<ul style="list-style-type: none"> Understand public perceptions and experiences using 26th/28th Streets Identify specific locations with perceived issues 	Public Open House 1 Project website Email comments
<ul style="list-style-type: none"> Understand public response to trade-offs among modes Understand public preference for left vs. right side facilities Understand public preferences regarding types of protection 	Public Open House 2 Minneapolis BAC presentation Minneapolis PAC presentation Project website E-mail and phone correspondence with neighborhood organizations and community groups
<ul style="list-style-type: none"> Understand public preference for one-way vs. two-way protected bike lanes 	Public Open House 3 Minneapolis BAC presentation Minneapolis PAC presentation
<ul style="list-style-type: none"> Understand public response to design concepts on corridor scale, highlighting concepts of major and minor intersections and locations where existing parking/travel lanes are being considered for removal 	Public Open House 3



PROJECT FEEDBACK

Input provided to the project team at open houses and by organizations and neighborhood groups is summarized below. Attendees of the three open houses 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.” Very few open house participants identified as business owners.

July 14 Open House

Approximately 60 people attended the first open house. Attendees were asked to comment on their experiences using 26th and 28th Streets as bicyclists, pedestrians and drivers. Typical comments indicated the following community desires and concerns:

- Bicycling feels unsafe and scary.
- Many bicyclists ride on sidewalks.
- Crossing as pedestrians feels unsafe.
- Intersections near parks and schools are especially unsafe for children.
- Pedestrians aren't visible at intersections due to parked cars
- Cars drive too fast.
- Vehicles drive too fast; the streets feel like highways.
- These streets are important for drivers getting across town, commuting home, and getting to local businesses/employers. Traffic shouldn't be slowed for bike lanes.

August 6 Open House

Approximately 60 people attended the second open house. Participants reviewed design concepts for different segments of the corridors. Each concept was presented with a list of trade-offs and intersection examples depicting bicycling and walking improvements and modifications to travel and parking lanes compared to today's conditions. The following themes were discussed at that open house:

- Bike lanes should be protected
- Bike lanes should be on the right side of the street
- Visibility between cars and bikes important
- Winter maintenance important
- Maintenance of protection important, whether flexible traffic posts or buffer
- Cyclists want ability to move in and out of protected space to change lanes
- Preference to have parking lanes placed away from bicycling buffer, rather than next to it
- If a two-way bike facility, it should be on 26th not 28th.
- Thumbs up: maintain dedicated parking, allow pedestrian curb extensions
- Mixed responses: reducing travel lanes
- Intersections where pedestrian crossing improvements are most important include Blaisdell, Lyndale, Bryant, Chicago, 10th Ave, Hiawatha, Bloomington and Cedar.

Following the second open house, other groups reviewed design concepts and provided input on their preferences. The Minneapolis BAC Engineering Subcommittee passed a resolution supporting protected bike lanes from Hiawatha to Hennepin Avenue consistent two automotive traffic lanes on each corridor, placing parking on the opposite side of the road from the bike lane, and diversions at Bryant Avenue at both 26th and 28th Streets. Minneapolis PAC Infrastructure and Engineering Subcommittee members expressed



support for lane reductions on both streets and improved crosswalk markings and curb extensions wherever feasible. Subcommittee members did not favor pedestrian refuge islands in the bikeway protected space, citing concerns about winter maintenance and questioning the amount of protection such a treatment could provide. The Phillips West Board made an official motion supporting a one-way bicycle lane on each street with two vehicle lanes all the time and with three vehicle lanes during peak hours. The Whittier Alliance Community Issues meeting passed a resolution in support of one-way protected bike lanes on each street pending further details after the third public meeting. In a phone conversation with the project team, Wells Fargo's community contact expressed support for keeping all existing drive lanes on 28th Street to mitigate congestion potential for the 2,000+ vehicles who park in Wells Fargo's parking ramp, which includes an entrance on 28th Street. In addition, she expressed concern about a two-way bikeway on 28th that would cause drivers to have to look both ways for on-coming traffic who are used to only looking one way.

August 27 Open House

Approximately 50 people participated in the third open house. Participants reviewed two concepts as depicted across the entire corridor and three-block close ups to illustrate how the concepts would be applied at intersections. Participants were asked to identify their preference for a two-way protected bike lane on 26th Street versus two one-way protected bike lanes on 26th Street and 28th Street.

One-Way Protected Bike Lane

This option was preferred by 22 open house participants. Elements of the concept participants expressed preference for were:

- More consistent for both drivers and cyclists with other bikeway designs; more intuitive
- Creates opportunity to slow speeds on both streets
- Two-way concept depicted was not wide enough for bicyclist comfort
- Both streets need bike facilities
- Leaves more room for snow removal in winter

Suggested modifications to this concept included:

- Concern there won't be enough signals, education and enforcement
- Challenges at right turns with shared lanes and mixing zones
- Special attention needed at locations that intersect with other bike facilities

Two-way Protected Bike Lane on 26th Street

Seven open house participants favored this option. Elements of the concept participants liked were:

- Could prevent sidewalk riding by allowing eastbound bike travel
- 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)
- Least impact to car traffic, please remove parking to keep traffic flow high



Suggested modifications to this concept included:

- Also include bike facility on 28th, even painted bike lane
- Increase traffic calming on 28th to make it safer for pedestrians and cyclists
- Dislike discontinuity between Stevens and Blaisdell; make a straight path
- More traffic calming needed on 28th St.

Other Design Preferences Shared

- No facilities
- A two-way seasonal bike lane with removable barriers
- 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
- For 26th from Lyndale to Hennepin: 1 bike lane, 1 traffic lane and 1 parking lane

NEXT STEPS

Public Works staff will conduct further technical analyses to develop a recommended project concept that incorporates community input to the design concepts. The recommended concept will be shared with the public prior to final design and implementation.

The project team will continue to accept feedback from the public on design concepts. Individuals may contact Simon Blenski, Minneapolis Public Works at simon.blenski@minneapolismn.gov or Fay Simer, Stantec at fay.simer@stantec.com

Interested individuals are encouraged to review a complete set of project materials and leave comments on the project website: <http://bikeandwalkmpls.mindmixer.com>

