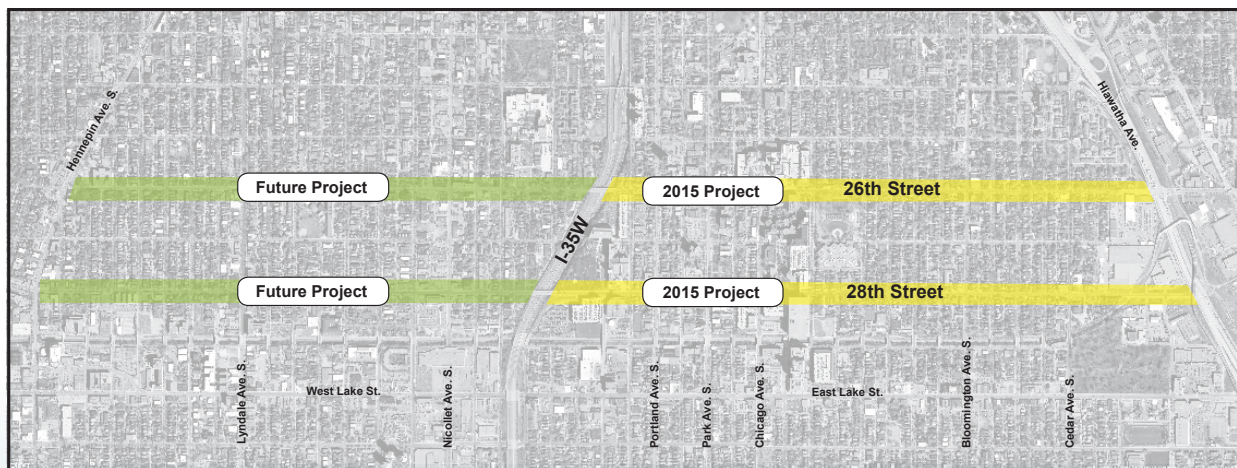


# 26th and 28th Streets Bicycle and Pedestrian Improvements

## Let's talk about 26th and 28th Streets

This is an opportunity to improve our experiences bicycling and walking on 26th and 28th Streets. During a series of three public open houses, Minneapolis is inviting the community to share what's important about the design of these streets, review proposed design concepts showing potential bicycling and walking improvements, and prioritize these design concepts.



## Where is the project?

The initial repaving on 26th and 28th Streets will happen between Hiawatha Ave. and Interstate 35-W, but our planning efforts will extend west to Hennepin.

We are discussing designs between 35-W and Hennepin Ave so that future work is compatible along the whole corridor. At this time, no timeline of funding for work on this western segment has been identified.

Minneapolis has programmed \$400,000 for a bicycle facility along 26th and 28th Streets between Hiawatha Ave and Interstate 35-W. Approximately \$150,000 of this budget is for concept/design efforts and \$250,000 is for construction. This project will focus on improvements between the street curbs.

Different parts of the street may receive different improvements- we'll choose the best design for each location or segment.

## We want to hear from you:

Public open houses are scheduled from 6-8 pm on the following dates:

**July 14, 2014:** Learn about the project and share your ideas and concerns

**August 6, 2014:** Review concept designs of bicycle and pedestrian improvements

**August 27, 2014:** Prioritize concept designs

**American Swedish Institute,**  
2600 Park Ave S, Minneapolis



### Join the on-line conversation

Review materials and share comments at <http://bikeandwalkmpls.mindmixer.com>



## What's in our toolbox?

Minneapolis will consider several types of bicycle and pedestrian treatments to improve 26th and 28th Streets. Protected bike lanes, medians, and bump-outs can make the street safer and better manage traffic.



A protected bike lane is a bicycle facility that is physically separated from motor vehicle traffic. Common forms of separation are parked cars, curbs, medians, bollards/flexible traffic posts, or planters.



Medians provide a safety refuge for pedestrians as they cross the street. Sometimes they are installed as part of a protected bike lane.



Bump-outs extend the sidewalk further into the street. They reduce the distance pedestrians have to travel to cross the street and allow drivers to see pedestrians about to cross who might otherwise be hidden behind parked cars.

## Project Timeline

