

CITY OF MINNEAPOLIS

# 26<sup>th</sup> St E/W & 28<sup>th</sup> St E/W Protected Bikeway

Open House - February 2017

# Purpose of Meeting

## **Inform:**

- Provide an overview of the project
- Opportunity to gather feedback/input/observations from area residents, business owners, etc.
- Review a preliminary layout for the corridor

**Involve:** Present additional/ongoing opportunities to work with City staff during project development and preliminary design phases to review concept and identify solutions.

**Feedback:** Let us know what you think and please ask questions. Forms are available for your input. Please leave with us, mail, or email forms/comments to staff by **March 14th**.

# Project Overview

## 26th & 28th Streets Bikeway Project - Phase II



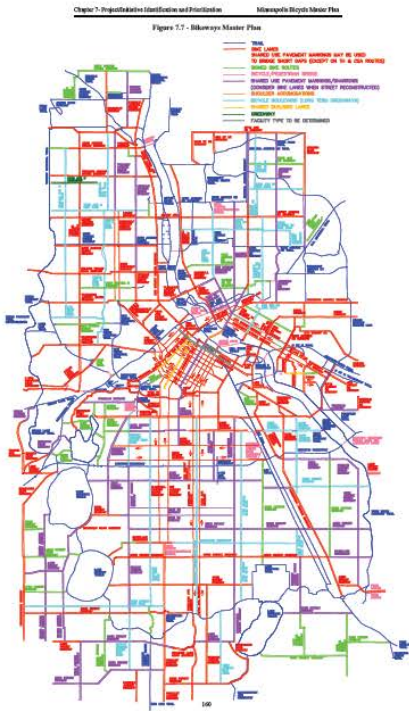
**Location:**  
26th St E/W from Portland Ave S to Hennepin Ave S  
28th St E/W from Portland Ave S to Hennepin Ave S

**What?**  
Installation of Phase II – Includes signage, striping and bollard delineators

**Why?**  
Extend protected bikeways implemented in 2015 Phase I – 2.5 miles and Phase II 2.9 miles  
Connect to multiple north/south bicycle facilities

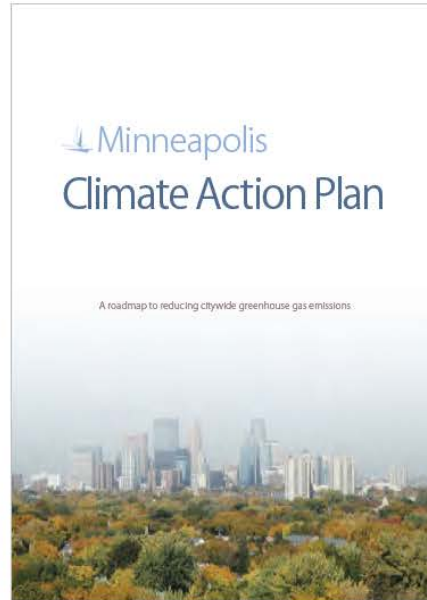


# Supporting City Plans



**2011 Minneapolis  
Bicycle Master Plan**

Identifies a bikeway on 26<sup>th</sup>  
and 28<sup>th</sup> St E/W



**2013 Minneapolis  
Climate Action Plan**

Recommends a 30-mile  
network of new on-street  
protected bike lanes

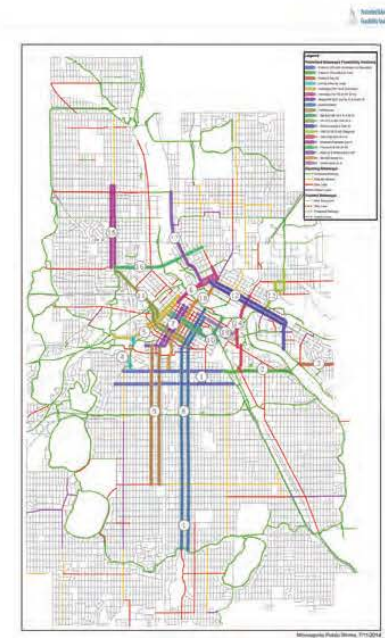


Figure 7-8 - Street Corridors

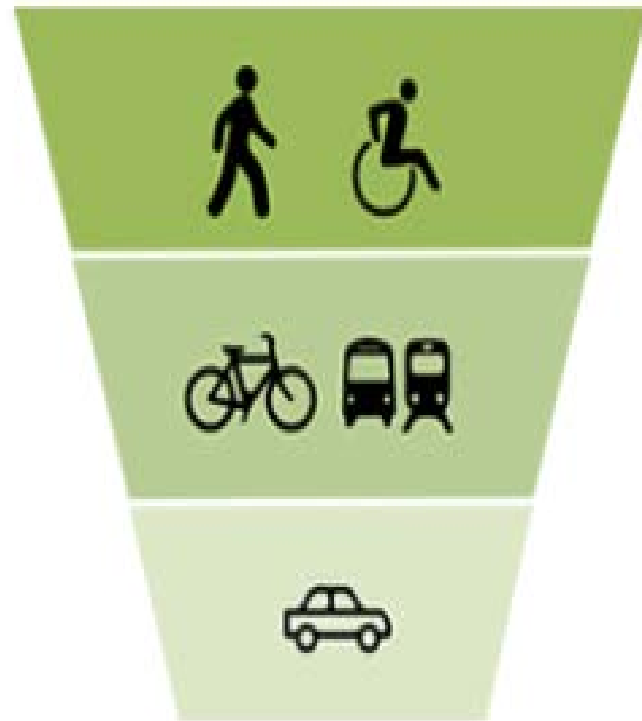
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**2015 Protected Bikeways  
Update to the Minneapolis  
Bicycle Master Plan**

Plan identifies protected  
bikeways on 26<sup>th</sup> and 28<sup>th</sup>  
ST E/W

# Supporting City Plans

- Complete Streets Policy (2016)
  - Establishes modal priority: walking, biking or taking transit, and driving motor vehicles
  - Rebalance network and provide acceptable levels of service for all modes
  - Provides traffic calming, improves safety, convenience, and comfort for all users



# Protected Bikeways

Protected bikeways are an important tool to increase bicycling in Minneapolis and to further goals that advance the City's Complete Streets Policy



**Standard Bike Lane**  
Current city bicycle mode share: **5%** (2015)



**Protected Bike Lane**  
City bicycle mode share goal: **15%** (by 2025)

# Phase I – 26<sup>th</sup> and 28<sup>th</sup> St E



Before



After

# Phase I – 26<sup>th</sup> and 28<sup>th</sup> St E



**Before**



**After**



# Project Background

- Community outreach began in 2015
  - Initially project conceived as a single project
    - Project limits from Hiawatha Ave to Hennepin Ave
    - Partial engagement occurred for full project extent
  - Project was separated into two phases
    - Phase I – Hiawatha Ave to Portland Ave
      - Implemented in 2015 in conjunction with a resurfacing project
    - Phase II – Portland Ave to Hennepin Ave
      - Implementation planned for 2017
- Since 2015
  - Implementation of project east of Portland Ave
  - Follow-up study of that corridor
  - Kimley-Horn contracted to determine whether 2015 layout still recommended based on updated bike, ped, and traffic counts



# Existing Conditions

## 26<sup>th</sup> St E/W

- 2-3 travel lanes
- Parking varies
- No existing bikeway
- 220 bicycles per day
- 630 pedestrians per day
- 3,800 to 6,100 cars per day
- Street width varies from 36 feet to 56 feet
  - 5 different widths in this segment

## 28<sup>th</sup> St E/W

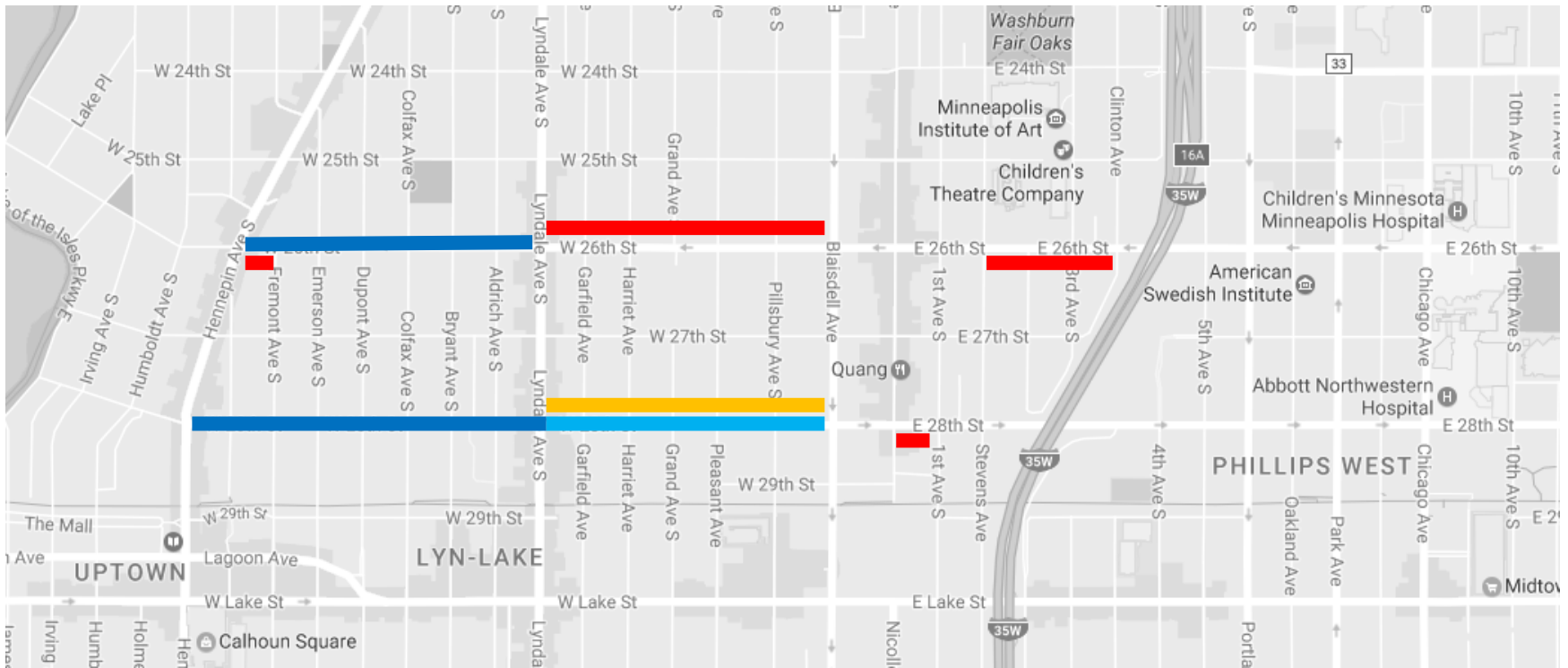
- 2-4 travel lanes
- Parking varies
- No existing bikeway
- 340 bicycles per day
- 750 pedestrians per day
- 4,300 to 7,000 cars per day
- Street width varies from 36 feet to 44 feet
  - 2 different street widths in this segment

# Recommendations

- 2017 concept is consistent with 2015 layout
- Recommended changes to lane configuration and parking removal consistent
- Both 26<sup>th</sup> and 28<sup>th</sup> show a declining trend in traffic volumes from 2000 to 2015
- Updated analysis indicates:
  - All intersections within the study area are expected to operate at a similar level of service compared to the existing
  - Some will improve due to timing changes based on revised geometry



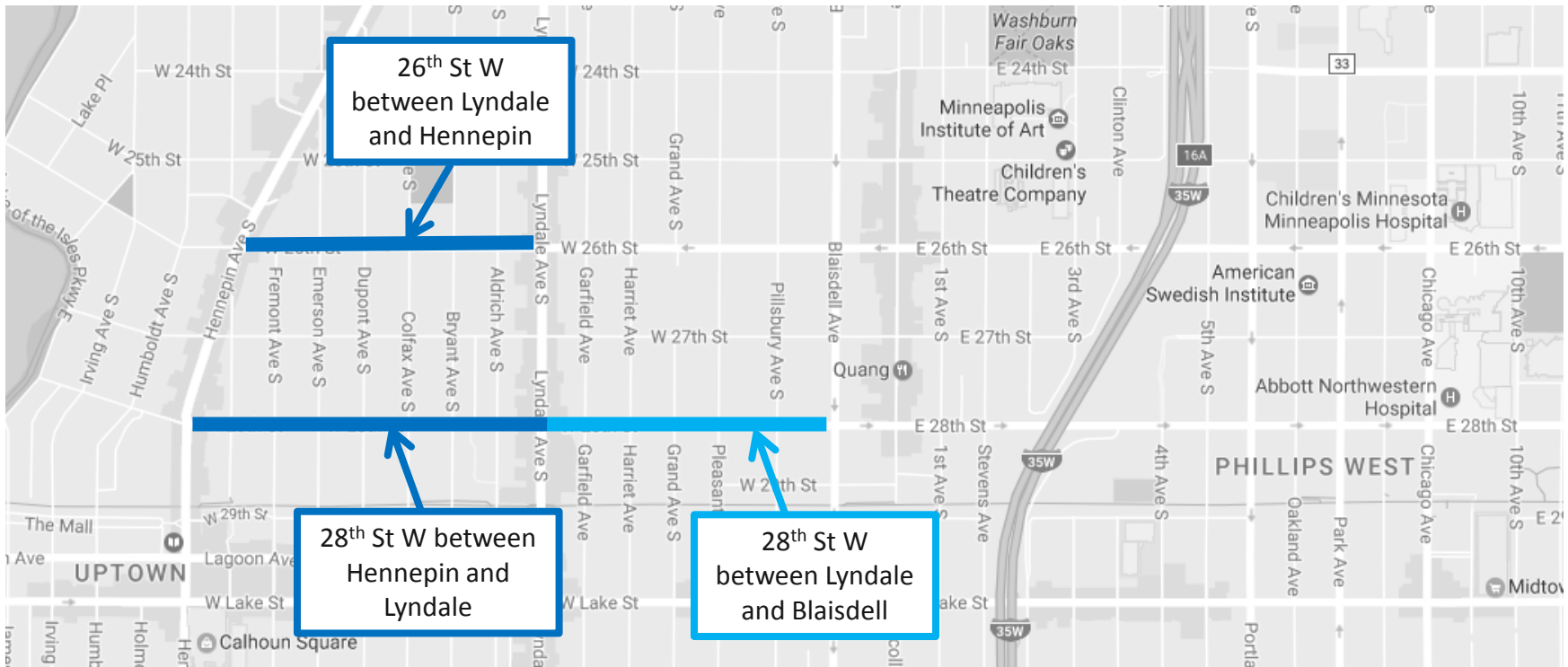
# Proposed Changes





- Reduce from 2 to 1 travel lane (full time)
- 2 lanes during AM and PM peak hours, 1 lane off-peak

- Remove on-street parking (one side)
- Remove on-street parking during peak hour (one-side)

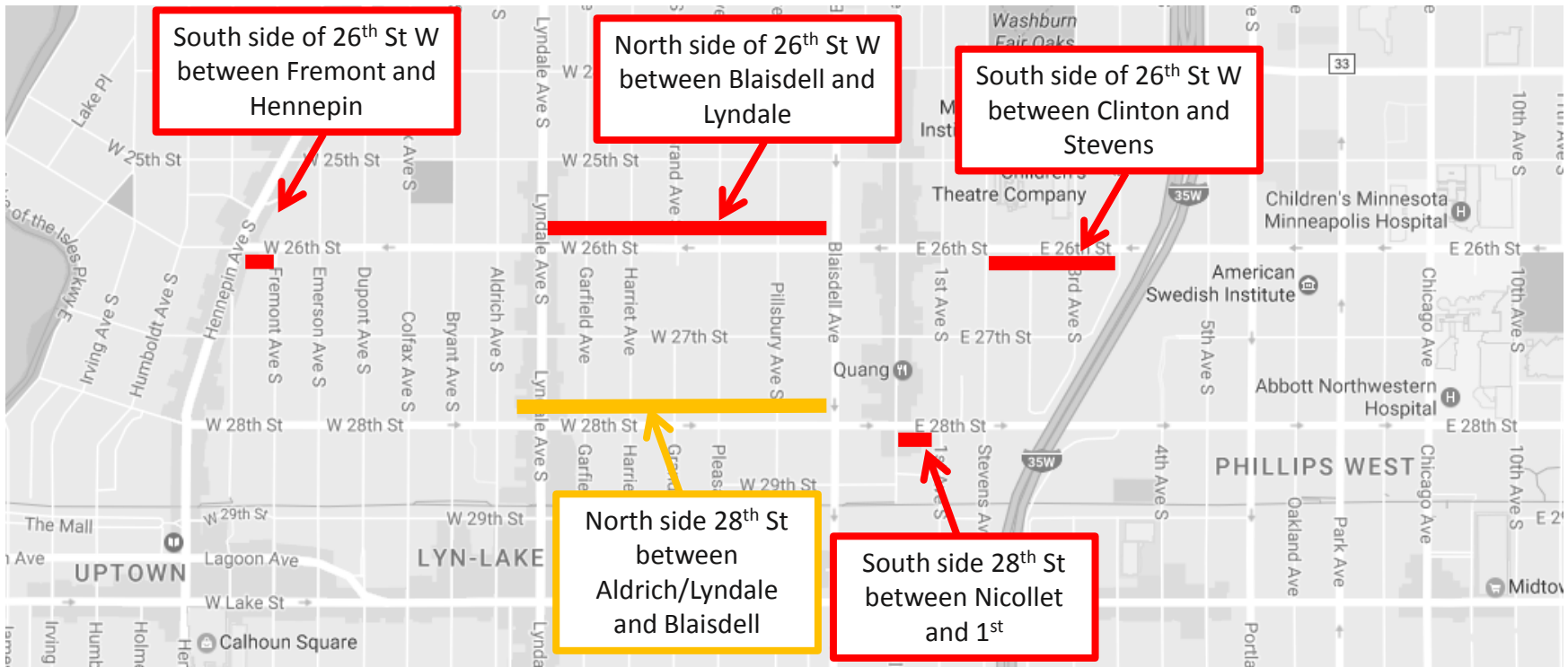
# Proposed Changes – Travel Lanes\*





-  Reduce from 2 to 1 travel lane (full time)
-  2 lanes during AM and PM peak hours (6:30-9:30 a.m. and 4 to 7 p.m.), 1 lane off-peak

\* Most impacted areas

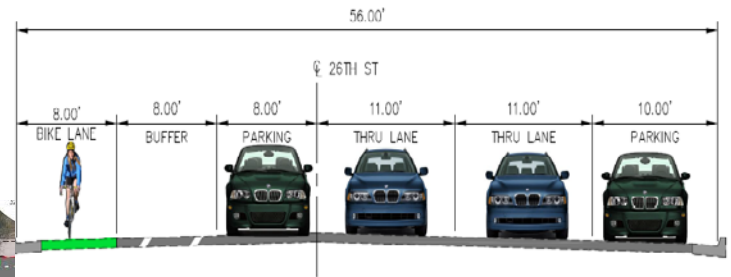
# Proposed Changes – On-Street Parking



-  Remove on-street parking (one side)
-  Remove on-street parking during peak hour (one-side)

# 26<sup>th</sup> St W

## Typical design between Stevens and Blaisdell

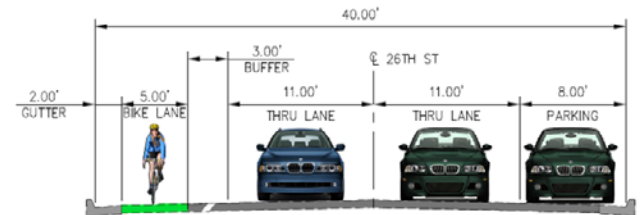


26TH STREET – SECTION D  
BLAISDELL TO STEVENS

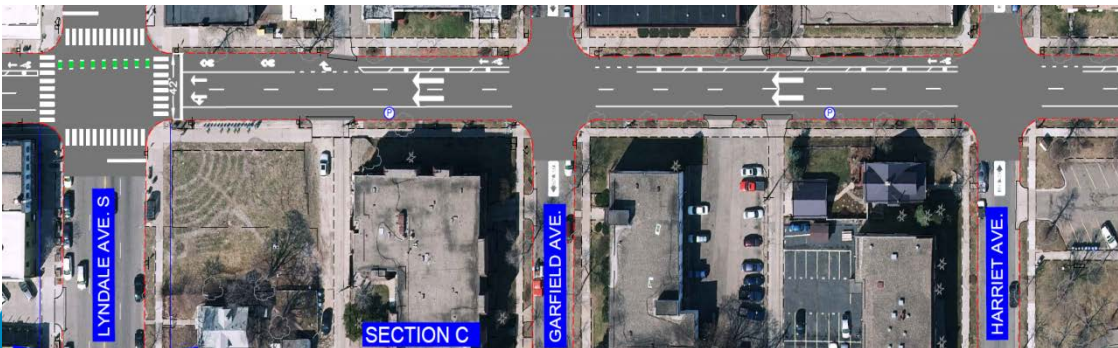


# 26<sup>th</sup> St W

Typical design between Blaisdell and Lyndale



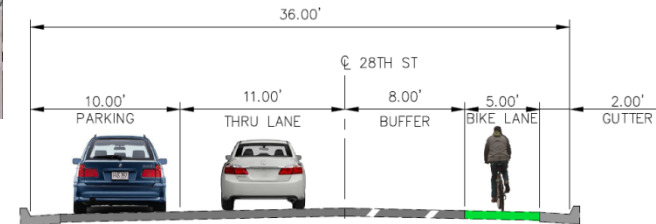
26TH STREET - SECTION C  
LYNDALE TO BLAISDELL





# 28<sup>th</sup> St W

Typical design between Hennepin and Lyndale

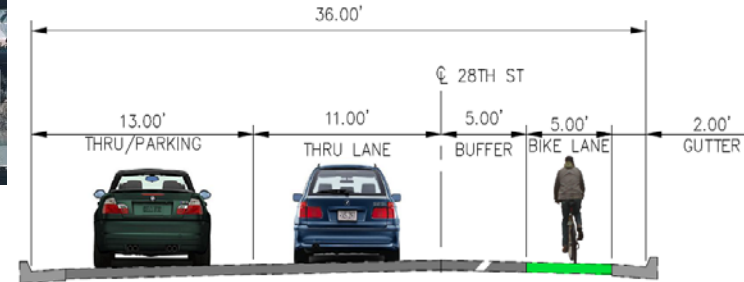


28TH STREET – SECTION A  
HENNEPIN TO LYNDALE



# 28<sup>th</sup> St W

## Typical design between Lyndale and Blaisdell

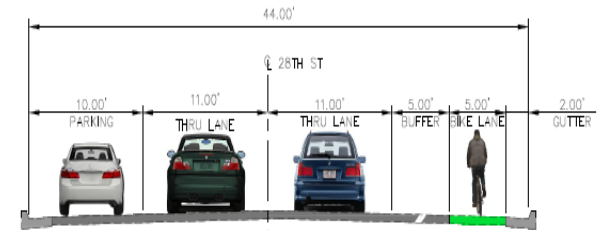
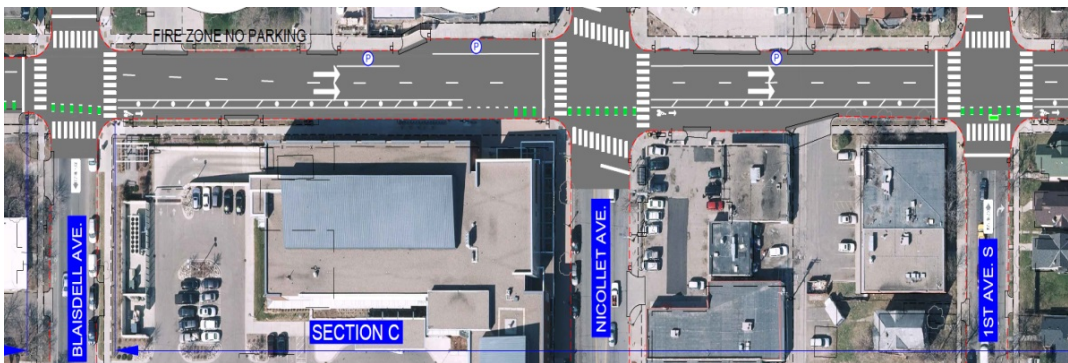
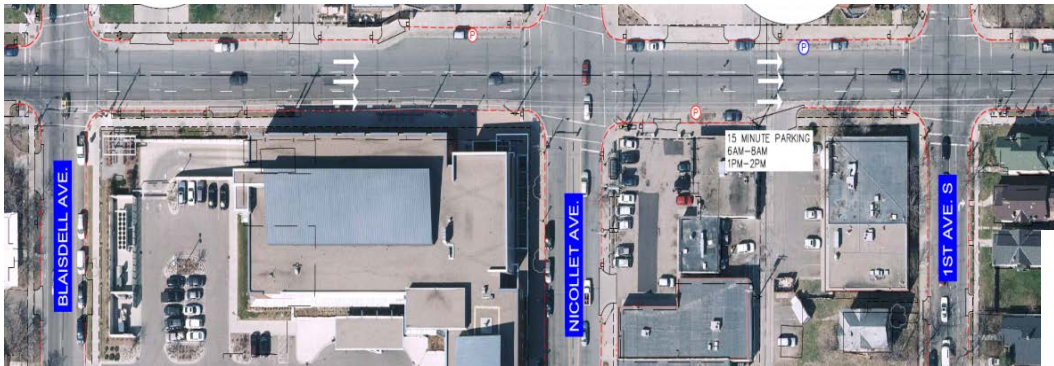


28TH STREET – SECTION B  
LYNDALE TO BLAISDELL



# 28<sup>th</sup> St W/E

## Typical design between Blaisdell and Portland



28TH STREET – SECTION C  
BLAISDELL TO PORTLAND

# Other Features



**Floating/off-set parking**



**Green markings and zebra crosswalks at signalized intersections**



**Mixing zones at some intersections**



# Other Discussion Items

- Two-way conversion
  - Lyndale to Hennepin – study will take time & money
  - Options – partial implementation/full implementation
  - City recommendation – implement project now
- Resurfacing 2022
  - 26<sup>th</sup> – Blaisdell to Hennepin
  - 28<sup>th</sup> – Hennepin to Stevens



# Next Steps

- Continue to gather feedback and inform impacted communities
- Refine preliminary layout
- Seek Council approval of layout/variance authorization
  - **May of 2017\***
- Finalize design
- Implementation in early summer



# Contact Info

Thank you!

- Submit comments or mail/email forms back by **March 14th.**

## Project Manager:

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