

CITY OF MINNEAPOLIS

26th St E/W & 28th St E/W Protected Bikeway

Phillips West Neighborhood
Organization - April 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 **April 20th**.

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?

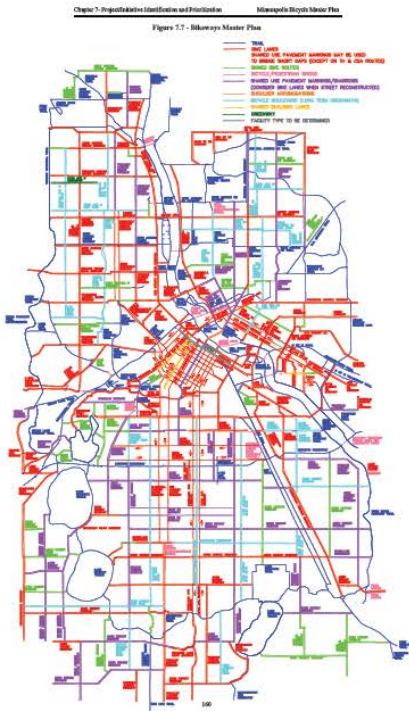
Extend protected bikeways implemented in 2015
Phase I – 2.5 miles and Phase II 2.9 miles
Connect to multiple north/south bicycle facilities



 Project Location

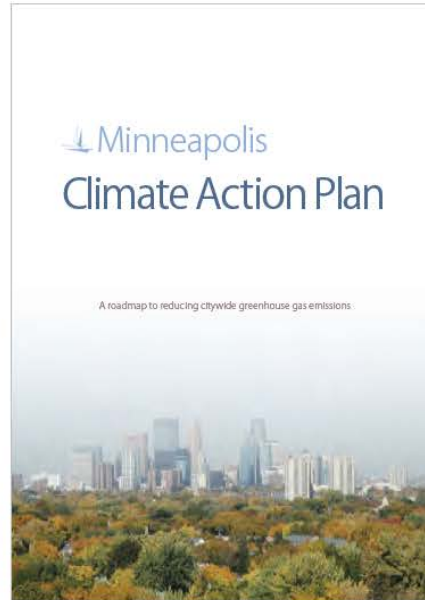


Supporting City Plans



**2011 Minneapolis
Bicycle Master Plan**

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



**2013 Minneapolis
Climate Action Plan**

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

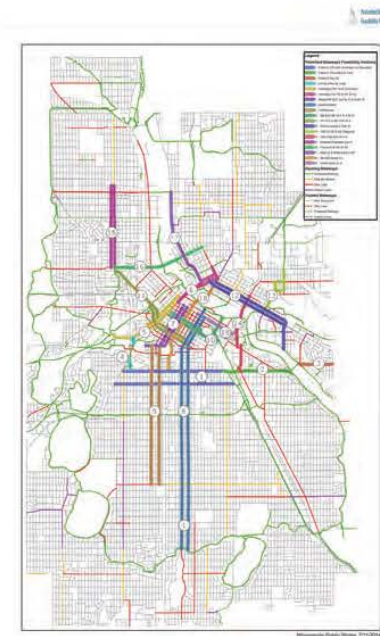


Figure 7-8 - Street Corridors

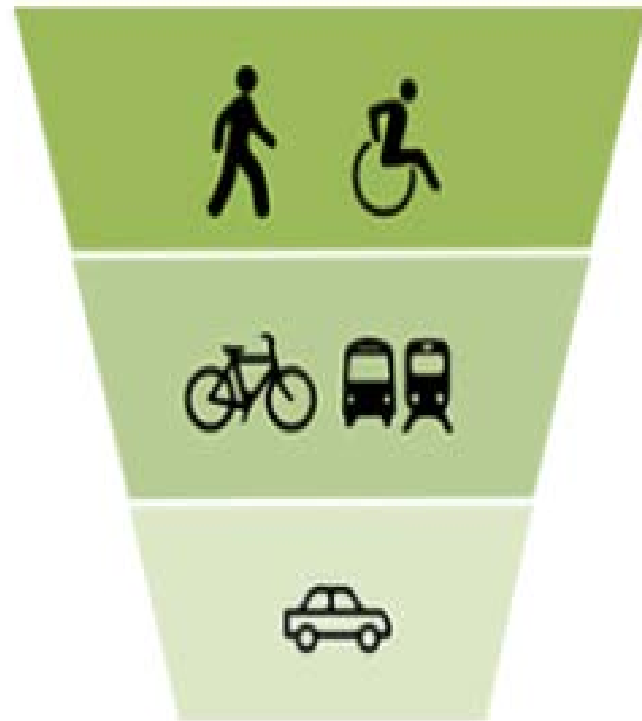
Page 2 of 6

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

Plan identifies protected
bikeways on 26th and 28th
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 – 26th and 28th St E



Before



After

Phase I – 26th and 28th 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

26th 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

28th 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 26th and 28th 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



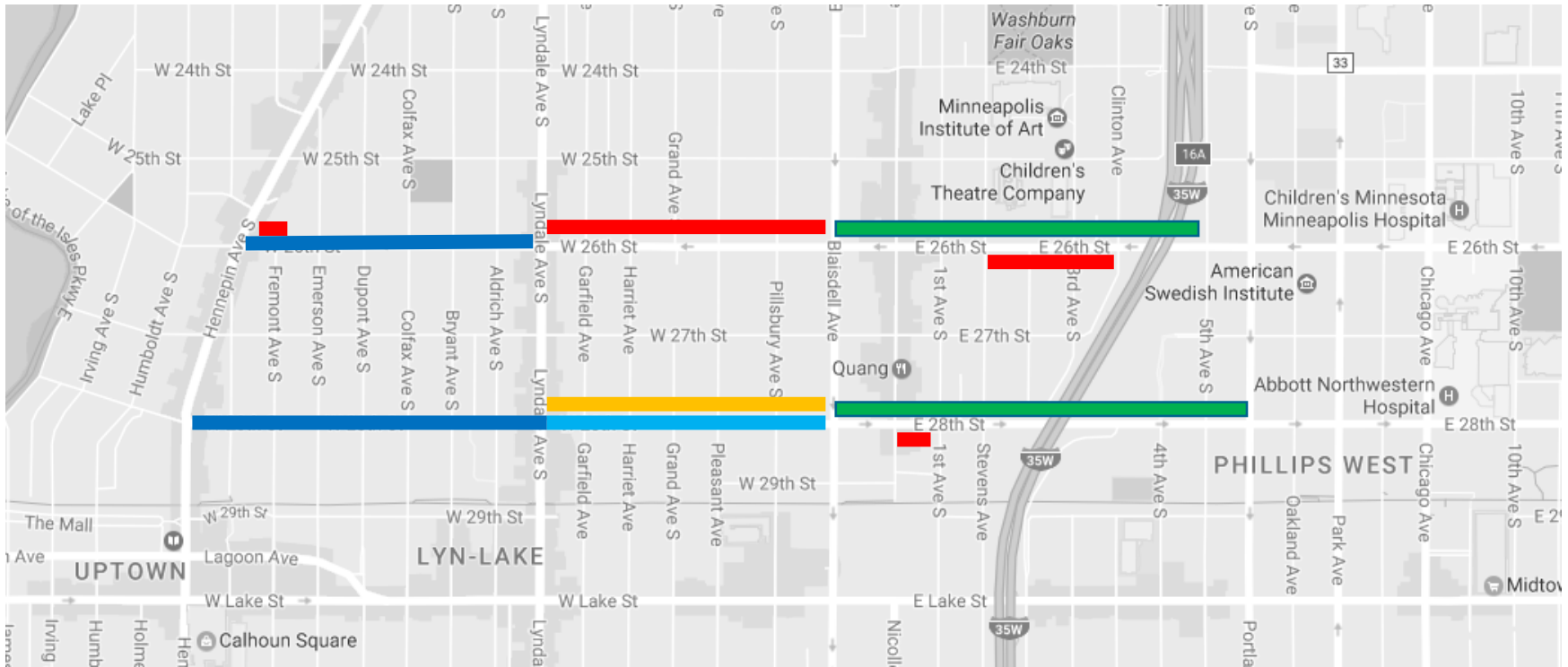
Proposed Changes

Impacting Ward 6 / Phillips West

- 26th – 5th Ave to Clinton Ave
 - 3 travel lanes to 2 travel lanes
 - No impacts to parking
- 28th – Stevens Ave to Portland Ave
 - 3 travel lanes (4 during peak) to 2 travel lanes
 - No impacts to parking



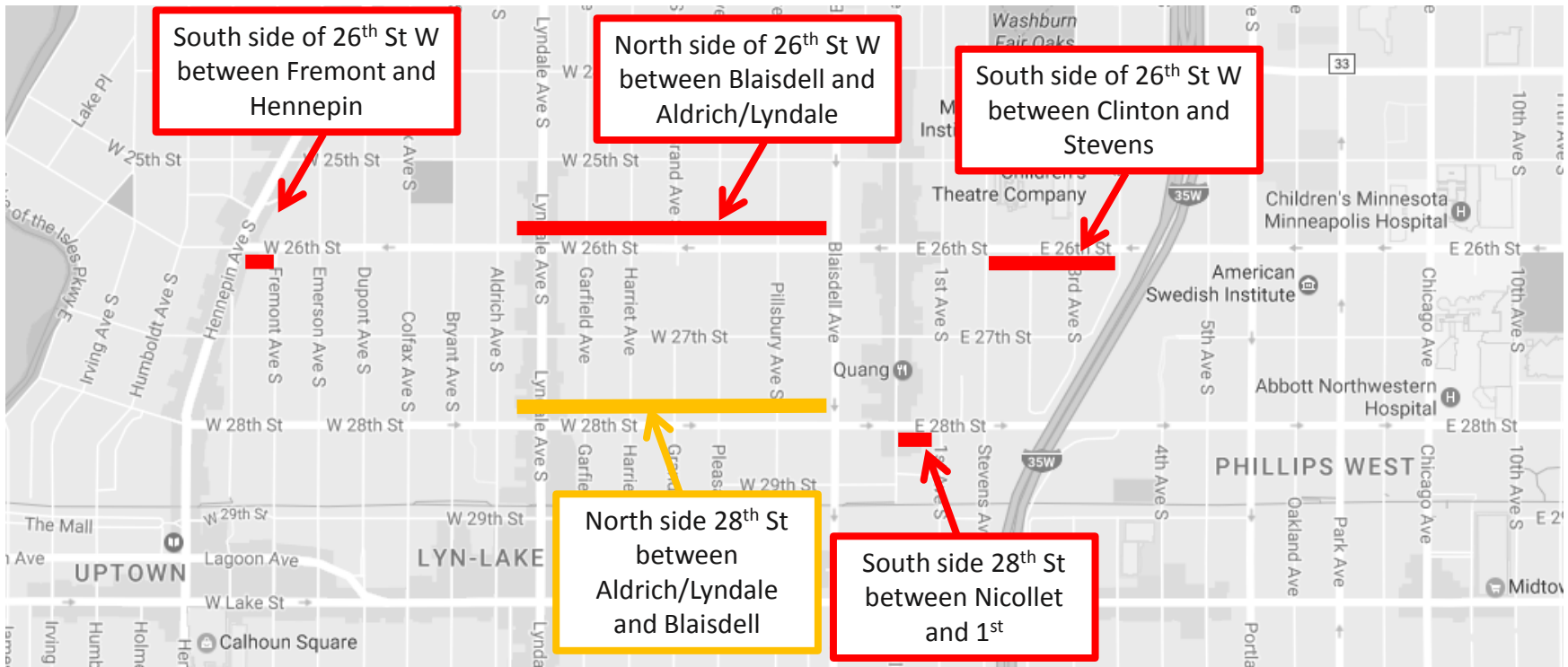
Proposed Changes





- Dark blue bar: Reduce from 2 to 1 travel lane (full time)
- Light blue bar: 2 lanes during AM and PM peak hours, 1 lane off-peak
- Green bar: Reduce from 3 to 2 travel lanes (full time)

- Red bar: Remove on-street parking (one side)
- Yellow bar: Remove on-street parking during peak hour (one-side)

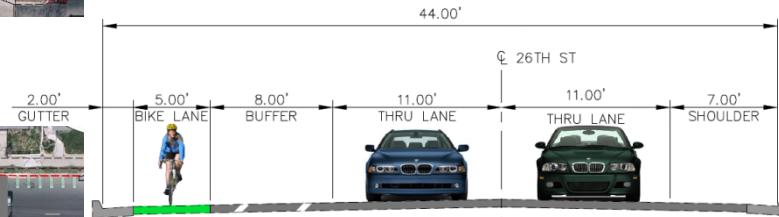
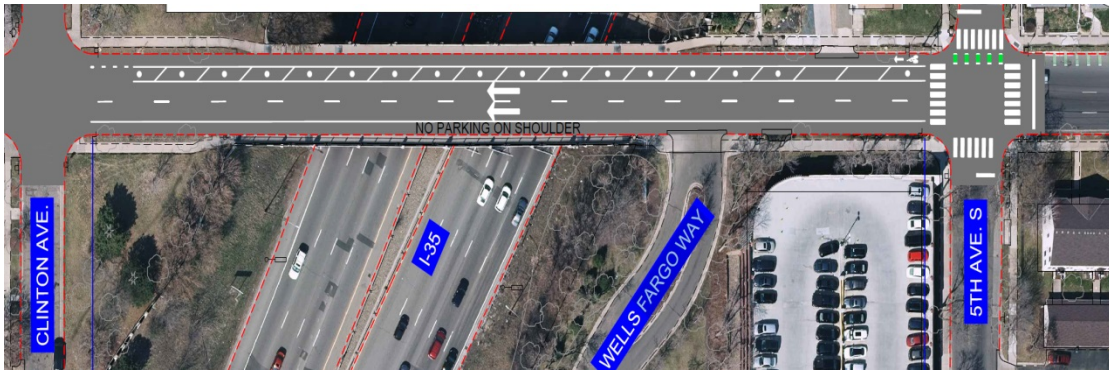
Proposed Changes – On-Street Parking



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

26th St W/E

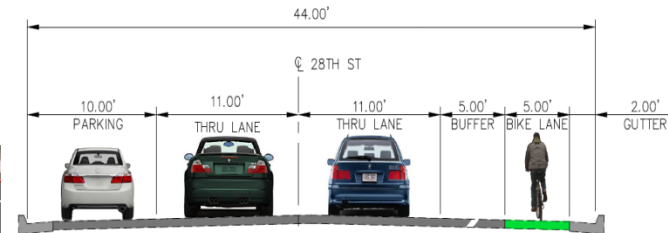
Typical design between Clinton Ave and 5th Ave S



26TH STREET – SECTION F
CLINTON TO 5TH

28th 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

- Resurfacing 2022
 - 26th – Blaisdell to Hennepin
 - 28th – 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 **April 20th**.
- Project website
 - <http://www.minneapolismn.gov/bicycles/projects/26th-28th-st-bikeway>

Project Manager:

Becca Hughes

Transportation Planner

Rebecca.hughes@minneapolismn.gov

612.673.3594