

# 26<sup>th</sup>/28<sup>th</sup> Street Bikeway

**Date:** April 28, 2015

**Subject:** 26<sup>th</sup>/28<sup>th</sup> Street Bikeway Design Considerations and Summary of Street Operations Analysis between Hiawatha Avenue and Portland Avenue South

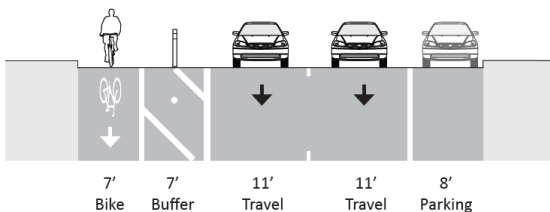
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## Background

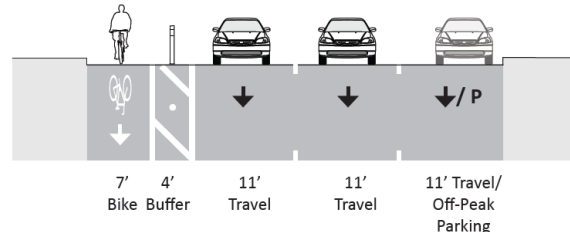
In conjunction with the 2015 resurfacing of 26<sup>th</sup> Street and 28<sup>th</sup> Street, the City of Minneapolis is planning to install one-way protected bike lanes on 26<sup>th</sup> Street and 28<sup>th</sup> Street between Hiawatha Avenue and Portland Avenue South. To install the bicycle project, changes to the existing lane configurations are required. To understand the impact of the changes, Minneapolis Public Works conducted a street operations analysis of the corridor. The scope of Attachment A: *26th Street/28th Street Operations Analysis* included 26<sup>th</sup> Street and 28<sup>th</sup> Street between Hiawatha Avenue and Hennepin Avenue. The recommendations within the 2015 project limits (Hiawatha Avenue and Portland Avenue South) are summarized below in addition to other design considerations identified during the planning process.

## Recommended Layout for 26<sup>th</sup>/28<sup>th</sup> Streets One-way Sections

26<sup>th</sup> Street: Cedar Avenue South to 10<sup>th</sup> Avenue South  
28<sup>th</sup> Street: Cedar Avenue South to Portland Avenue South



26<sup>th</sup> Street: 10<sup>th</sup> Avenue South to Portland Avenue South  
Weekday 3:00-6:00 p.m. operation



## Summary of Street Operations Analysis

- **26<sup>th</sup> Street one-way segment** – Under the recommended layout, 26<sup>th</sup> Street from Cedar Avenue South to Portland Avenue South is expected to operate at a similar level of service as the existing conditions. On weekdays from 3:00-6:00 p.m., three travel lanes are recommended between 10<sup>th</sup> Avenue South and Portland Avenue South because the hourly traffic volumes exceed 1,400 vehicles per hour. This recommendation is based on the standard travel lane capacity of 700 vehicles per hour. It is recommended that this section operate as two travel lanes and one parking lane during all other times.
- **28<sup>th</sup> Street one-way segment** – Under the recommended layout, 28<sup>th</sup> Street from Cedar Avenue South to Portland Avenue South is expected to operate at a similar level of service as existing conditions. To accommodate high turning movements, dedicated turn lanes are recommended at Portland Avenue South, Park Avenue South, and Cedar Avenue South. Unlike 26<sup>th</sup> Street, three travel lanes are not recommended during peak periods because the hourly traffic volumes do not approach or exceed 1,400 vehicles per hour at any time throughout the day.
- **Impact of I-35W/Lake Street Transit Access Project** – The street operations analysis included traffic forecasts completed for the I-35W/Lake Street Transit Study. Following implementation of the I-35W/Lake Street project, traffic volumes on 26<sup>th</sup>/28<sup>th</sup> Streets near I-35W are expected to increase by 700 to 1,200 vehicles per day. This increase is within the capacity of the recommended two-lane roadway sections.
- **Two-way segments** – 26<sup>th</sup> Street and 28<sup>th</sup> Street operate as two-way streets between Cedar Avenue South and Hiawatha Avenue. The recommended layout for this segment of 26<sup>th</sup> Street includes a westbound bike lane, two westbound travel lanes, and one eastbound travel lane. The recommended layout for 28<sup>th</sup>

Street between Cedar Avenue South and the Midtown Greenway includes an eastbound bike lane, two eastbound travel lanes, and one westbound travel lane. No changes are recommended for 28<sup>th</sup> Street east of the Midtown Greenway.

#### **Other Design Considerations**

- Emergency vehicle access – Due to the location of hospital facilities, 26<sup>th</sup>/28<sup>th</sup> Streets serve as primary routes for emergency vehicles. The project design provides the flexibility for the bike lane and buffer area to be used in emergency situations. The 7' bike lane and 4'-7' buffers provide space for emergency vehicles to overtake traffic. The buffer space can also be used by non-emergency vehicles to use in order to provide a clear path for emergency vehicles.
- Parking ramp access – Parking ramp turning movements at Wells Fargo, Allina, and Children's Hospital facilities were included in the street operations analysis. At high volumes ramp access points, the bike lane design is modified with additional pavement markings and a cutaway in the buffer to allow entering ramp users to queue.

**Attachment A:** 26<sup>th</sup> Street/28<sup>th</sup> Street Operations Analysis