



## Community meeting to discuss restriping of Park and Portland Avenues on August 30

Hennepin County will be repaving and restriping Park and Portland Avenues from Washington Avenue South to East 46<sup>th</sup> Street in September. This project provides an opportunity for the county and City of Minneapolis to modify these two one-way streets in south Minneapolis so they can better serve everyone who uses them. The city and county are holding a community meeting to share plans that involve restriping the repaved streets to calm traffic and create a safer environment for bicyclists and pedestrians.

### **Community meeting on restriping Park and Portland avenues**

Thursday, August 30, from 6:30 – 9 p.m. (presentation 7:15 p.m.)

[The Center of Changing Lives](#) (Lutheran Social Services)

2400 Park Ave. S., Conference Room 104

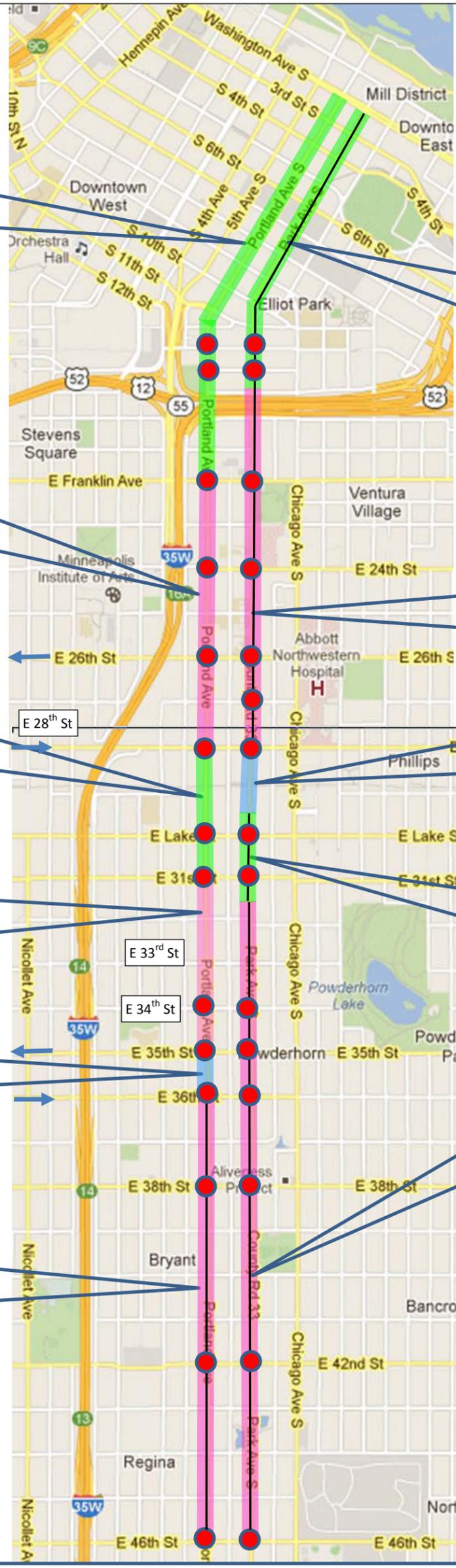
Next month's "mill and overlay" repaving of Park Avenue and Portland Avenue involves grinding off the top layer of asphalt and replacing it with a fresh, smooth driving surface. The construction, which was originally slated for earlier this summer, was delayed so the city and county could analyze how these streets handle traffic and see if improvements can be made after they're repaved. As a result of this partnership, significant restriping improvements are planned to provide for safety while also addressing motor vehicle speeds and livability issues. The key elements of the plan are summarized below and highlighted on the attached map. More specific layouts and details will be available at the meeting.

- 1) 65% of the corridor length will be restriped from three lanes to two through lanes with some turn lanes. The Downtown and Lake Street areas will retain three lanes.
- 2) 70% of bike lanes will be moved from the left side to the right side of these two streets.
- 3) Right side bike lanes will be striped the full length of Park Avenue and south of 35<sup>th</sup> Street on Portland Avenue. Left side bike lanes are retained on Portland Avenue from Washington to 35<sup>th</sup> Street.
- 4) Bicycle lanes will include a buffered area to better separate bicycles from vehicles. Improved connections and crossing treatments are planned to and from the Midtown Greenway.
- 5) Parking is retained for most areas. Some limited parking restrictions will be needed at selected intersections to accommodate turn lanes.
- 6) Pedestrians will have shorter crossing distances in the segments with two through lanes.
- 7) Speed limit will be lowered from 35 to 30 mph with traffic signal re-timing and new signs.

Park Avenue and Portland Avenue were converted to one-way streets back in 1946 and 1947 to handle the growth in driving commutes. With the initial construction of Interstate 35W in the 1960s and the recent Interstate 35W improvements near Crosstown highway 62, it is time to evaluate the future use and need for these streets as part of this repaving project. The restriping is consistent with the city's "[Access Minneapolis 10 Year Transportation Action Plan](#)" that examines how these streets should function for the community and drivers.

Visit the project website at [www.hennepin.us](http://www.hennepin.us) - search for "County Roads 33 & 35" in the search box and click on the first search result.

# Park & Portland Avenues – Concept Plan



**Existing 3-Lane Section**

- 3 traffic lanes
- Bike lane left side (existing)
- Narrow bike lane buffer area
- 2 parking lanes

**Existing 3-Lane Section**

- 3 traffic lanes
- Bike lane right side
- Narrow bike lane buffer area
- 2 parking lanes

**Bike Lane Buffer Area**

- 2 traffic lanes
- Bike lane left side
- Bike lane buffer area
- 2 Parking Lanes

**Bike Lane Buffer Area**

- 2 traffic lanes
- Bike lane right side
- Bike lane buffer area
- 2 parking lanes

**Existing 3-Lane Section**

- 3 traffic lanes
- Bike lane left side (existing)
- Narrow bike lane buffer area
- 2 parking lanes

**Transition Area (Midtown Greenway Access)**

- 2 traffic lanes
- Bike lanes both sides
- 2 parking lanes

**Bike Lane Buffer Area**

- 2 traffic lanes
- Bike lane left side
- Bike lane buffer area
- 2 parking lanes

**3 Lane Section**

- 3 traffic lanes
- Bike lane right side
- Narrow bike lane buffer area
- 2 parking lanes

**Transition Area**

- 2 traffic lanes
- Bike lanes both sides
- 2 parking lanes

**Bike Lane Buffer Area**

- 2 traffic lanes
- Bike lane right side
- Bike lane buffer area
- 2 parking lanes

**Bike Lane Buffer Area**

- 2 traffic lanes
- Bike lane right side
- Bike lane buffer area
- 2 parking lanes

**Miscellaneous Notes:**

- Add left and/or right turn lanes at selected intersections
- 35<sup>th</sup> Street (Portland), 28<sup>th</sup> & 27<sup>th</sup> Streets (Park) – Possible signal provisions for bikes
- Midtown Greenway / Park Avenue – possible queue box waiting area for bikes crossing to greenway access

**Legend**

3-Lane Existing Section (left side bike lane)	
3-Lane Section (change to right side bike lane)	
2-Lane Reduced Section (left side bike lane with buffer area)	
2-Lane Reduced Section (right side bike lane with buffer area)	
Transition Area (2-Lanes with bike lanes on both sides to permit weave shift)	

All sections retain parking on both sides with limited space reduction for turn lanes

Traffic Signal

File name: General Sections – Summary Map VI.docx      8/22/12