

Park and Portland safety improvements



COUNTY ROADS 33 AND 35 IN MINNEAPOLIS

Park and Portland safety improvements

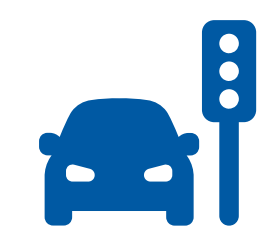


COUNTY ROADS 33 AND 35 IN MINNEAPOLIS

ENGAGEMENT SUMMARY

In February, March, April, and May 2025, the project team hosted a series of engagement events to present the draft design concept and gather community input for Park and Portland avenues.

Key themes



Traffic calming measures

- Suggestions included adding medians and speed bumps, especially near schools, parks, and high-crash areas.



Safety and visibility concerns

- Several comments were excited about safety improvements; specifically noting the restriction of parked cars at intersections to improve visibility.



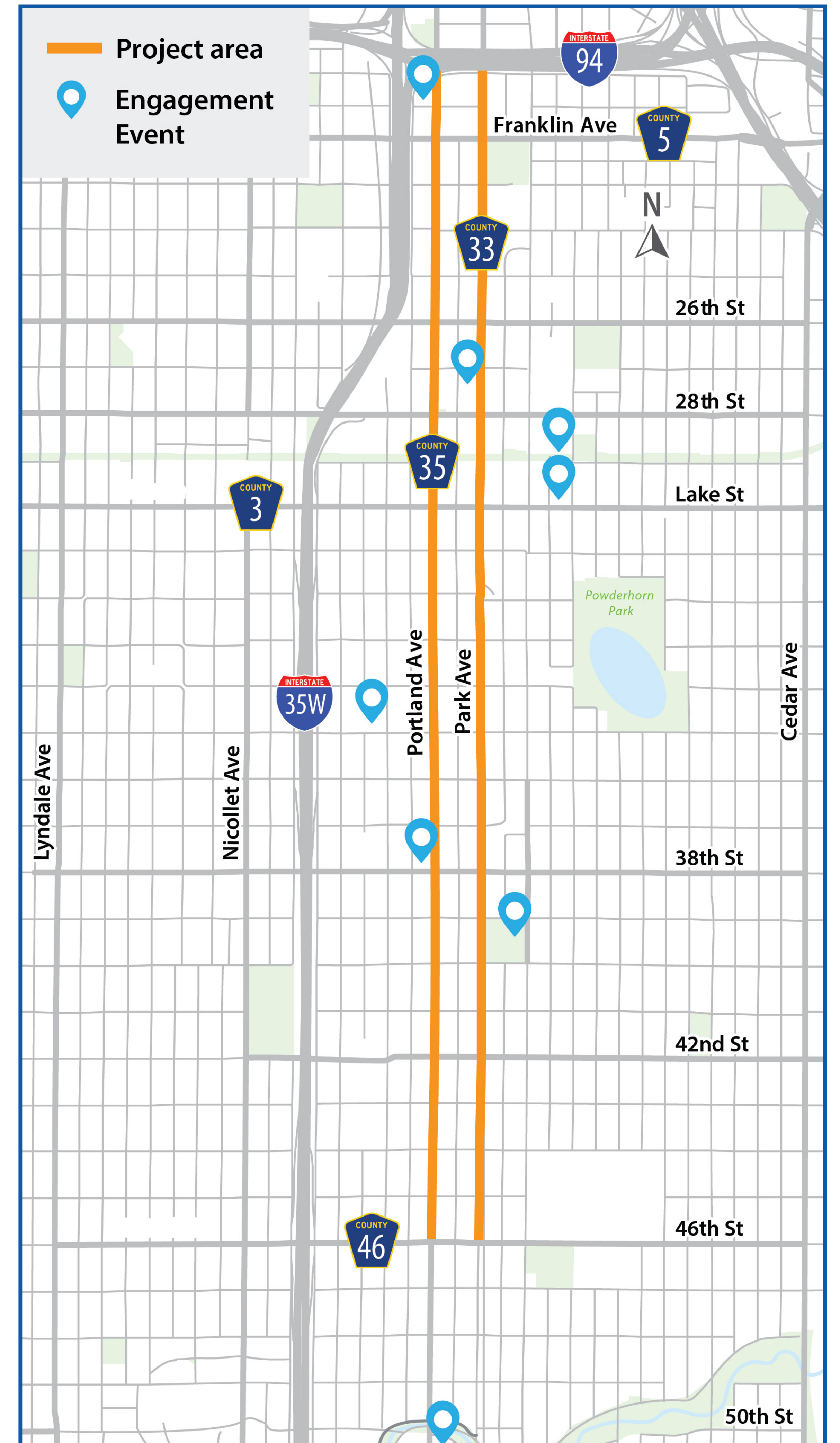
Snow removal concerns

- Comments questioned how the preliminary design would be maintained in the winter.



Parking and lane adjustments

- Opinions on parking impacts were mixed. Comments mentioned both concerns about parking impacts and excitement for safety improvements that would deter cars from conflicting with bikes.



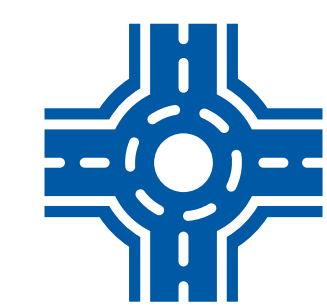
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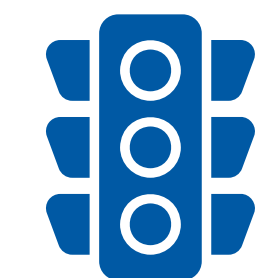
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FUTURE CONSIDERATIONS

Due to project scope limitations, the following will not be included in this project but could be considered in future roadway reconstruction projects:



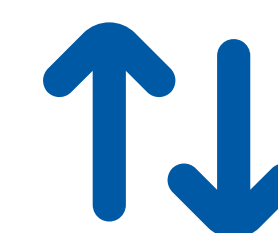
Roundabouts



Addition of stop signs and signals



One-lane, one-way roadway



Two-way bikeway



Off-street (sidewalk level)
bike facility



Conversion of
two-way roadway



Raised crossings



Transit/bus only lane

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E 18TH ST TO E 28TH ST



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MIDTOWN GREENWAY BIKE TRAIL TO E 37TH ST



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E 38TH ST TO E 46TH ST



Intersection treatment options

The project team used curb extensions, parking lane medians, and closed center medians in the final design concept. These elements are used throughout the final design concept and offer safety improvements at intersections. The appropriate intersection treatment was selected by analyzing each intersection based on the following criteria:

- Number of people driving, biking, and walking
- Signalized or unsignalized intersection
- Connection to the existing bike network
- Transportation disadvantage (Justice 40)
- Proximity to activity centers
- Crash history
- Community priority
- Engineering judgement

Curb extensions

Park Avenue and 31st Street example



Project final design concept

Parking lane medians

Park Avenue and 44th Street example



Project final design concept

Parking lane medians

Portland Avenue and 22nd Street example



Project final design concept



Existing conditions



Existing conditions



Existing conditions



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Visit the project website:

hennepin.us/residents/transportation/park-portland

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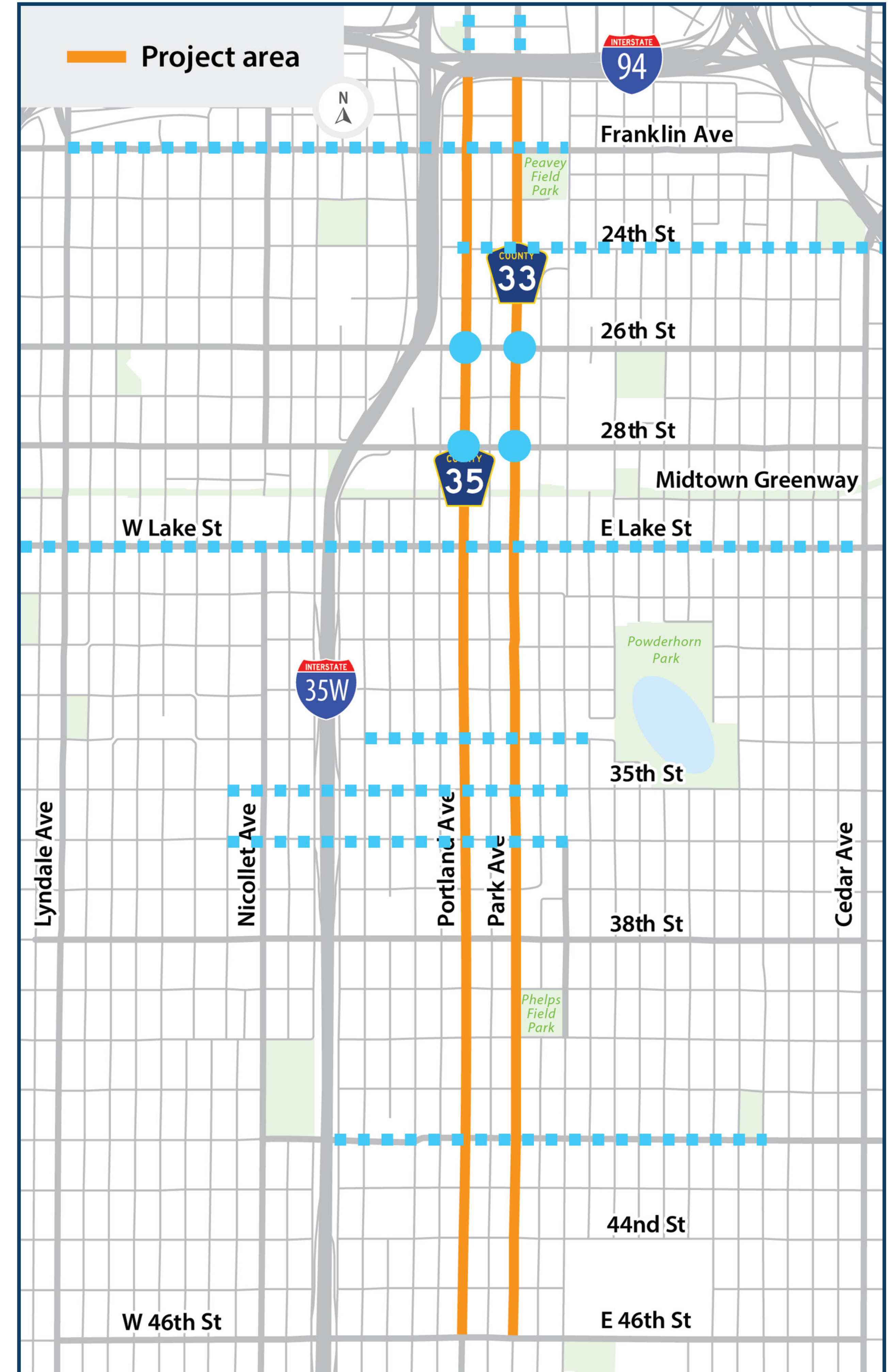
PROJECT AREA

- Park and Portland avenues from I-94 to 46th Street
- Multiple overlapping coordinated county and city projects

Coordinated projects

Streets: 

Intersections: 



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PROJECT PURPOSE & GOALS





-  Improve safety on Park and Portland avenues
 - I-94 to 46th Street
-  Enhance crossings for people walking, rolling, and biking
-  Create protected space for biking
-  Reduce vehicle speeds



Image Courtesy of Hennepin County

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SAFETY IMPROVEMENTS FOR ALL



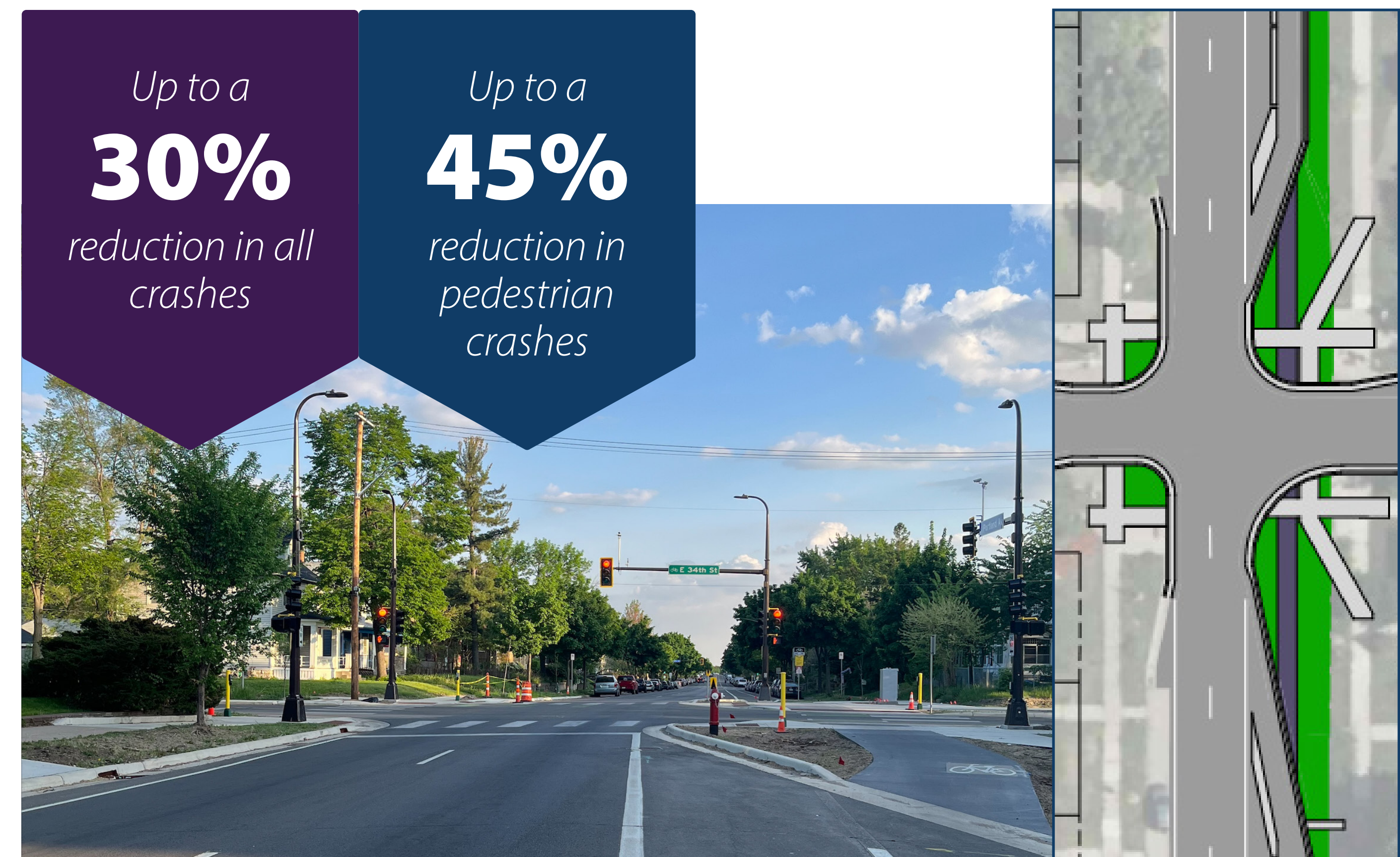
Right in/Right out conversion



Up to a
30%
reduction in all
crashes

Chicago Avenue and 40th Street

Curb extensions (bump outs)



Up to a
30%
reduction in all
crashes

Up to a
45%
reduction in
pedestrian
crashes

Portland Avenue and 34th Street

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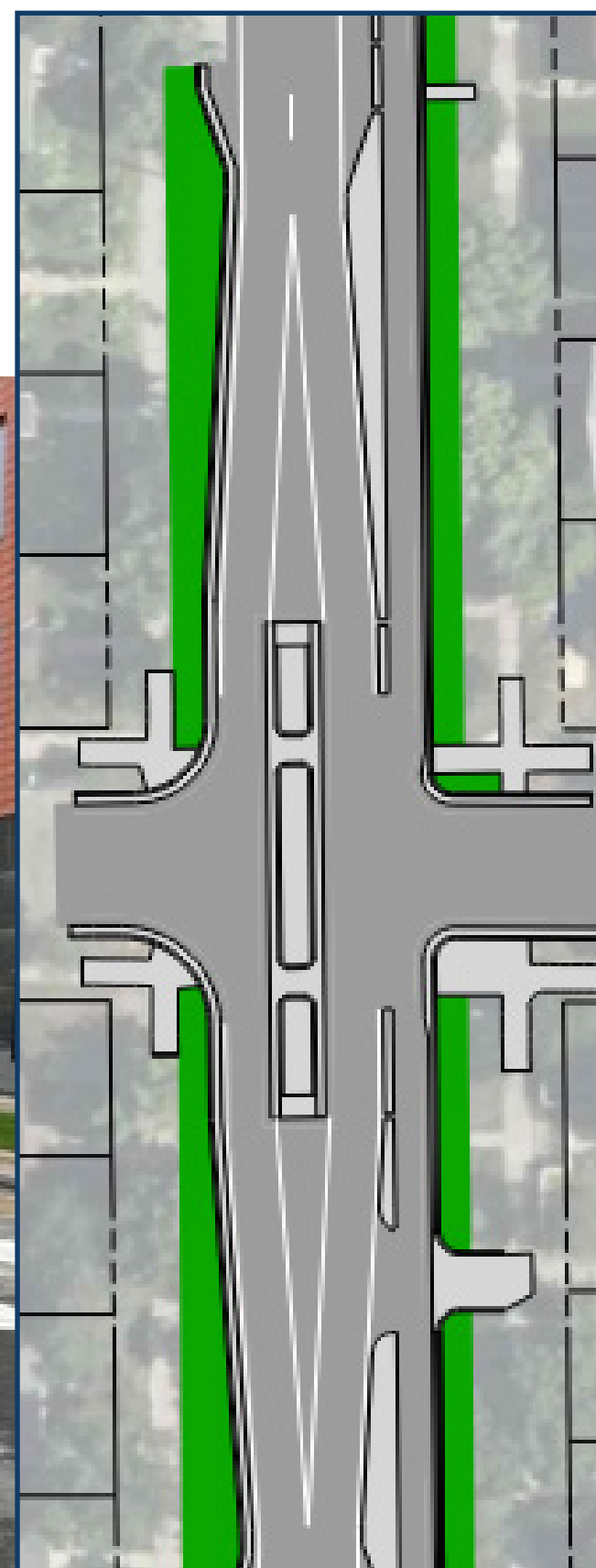
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SAFETY IMPROVEMENTS FOR PEOPLE WALKING



Median with pedestrian refuge

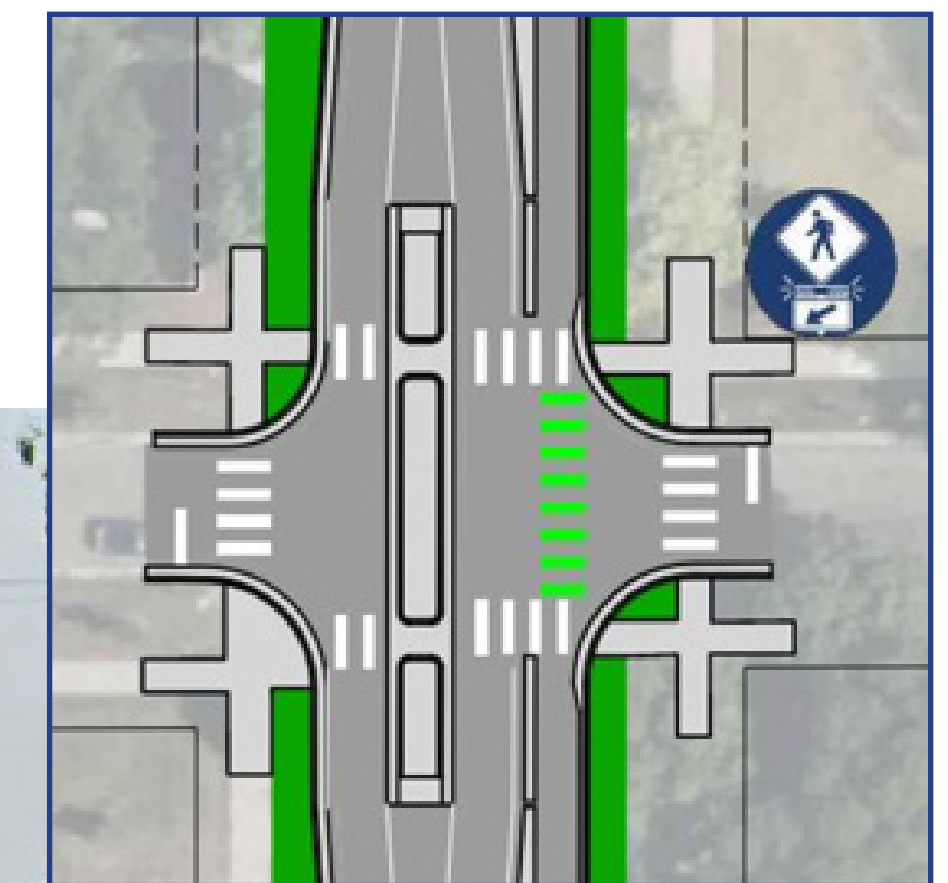
Up to a
56%
reduction in
pedestrian
crashes



2nd Street and 10th Avenue

Rectangular Rapid Flashing Beacon (RRFB)

Up to a
47%
reduction in
pedestrian
crashes



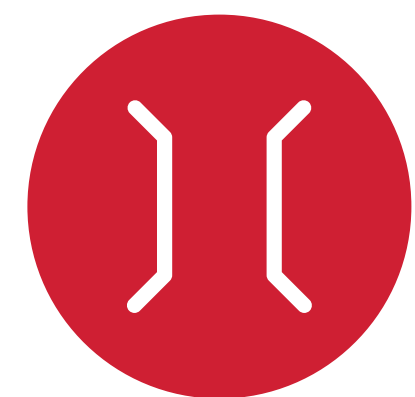
Lyndale Avenue and 25th Street

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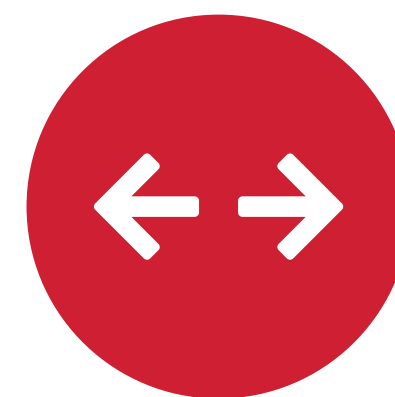
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SAFETY ELEMENTS TO SLOW VEHICLE SPEEDS



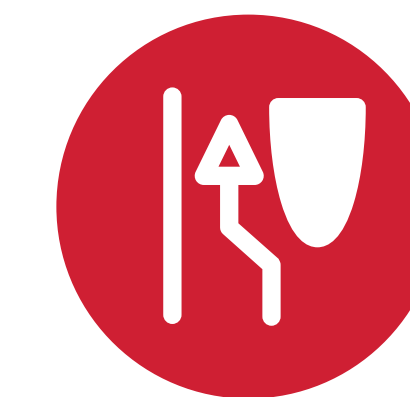
**Narrowing
vehicle lanes**

Up to a
5 mph
reduction
(FHWA)



**Curb
extensions
(bump outs)**

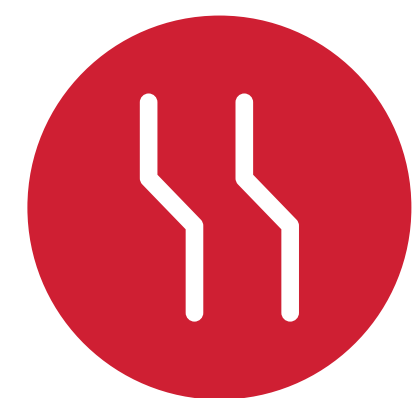
Up to a
4 mph
reduction
(FHWA)



Medians

Up to a
8 mph
reduction
(FHWA)

Additional safety element under consideration



**Chicanes
(horizontal
lane shifts)**

Up to a
9 mph
reduction
(FHWA)



Chicanes on Grand Avenue

