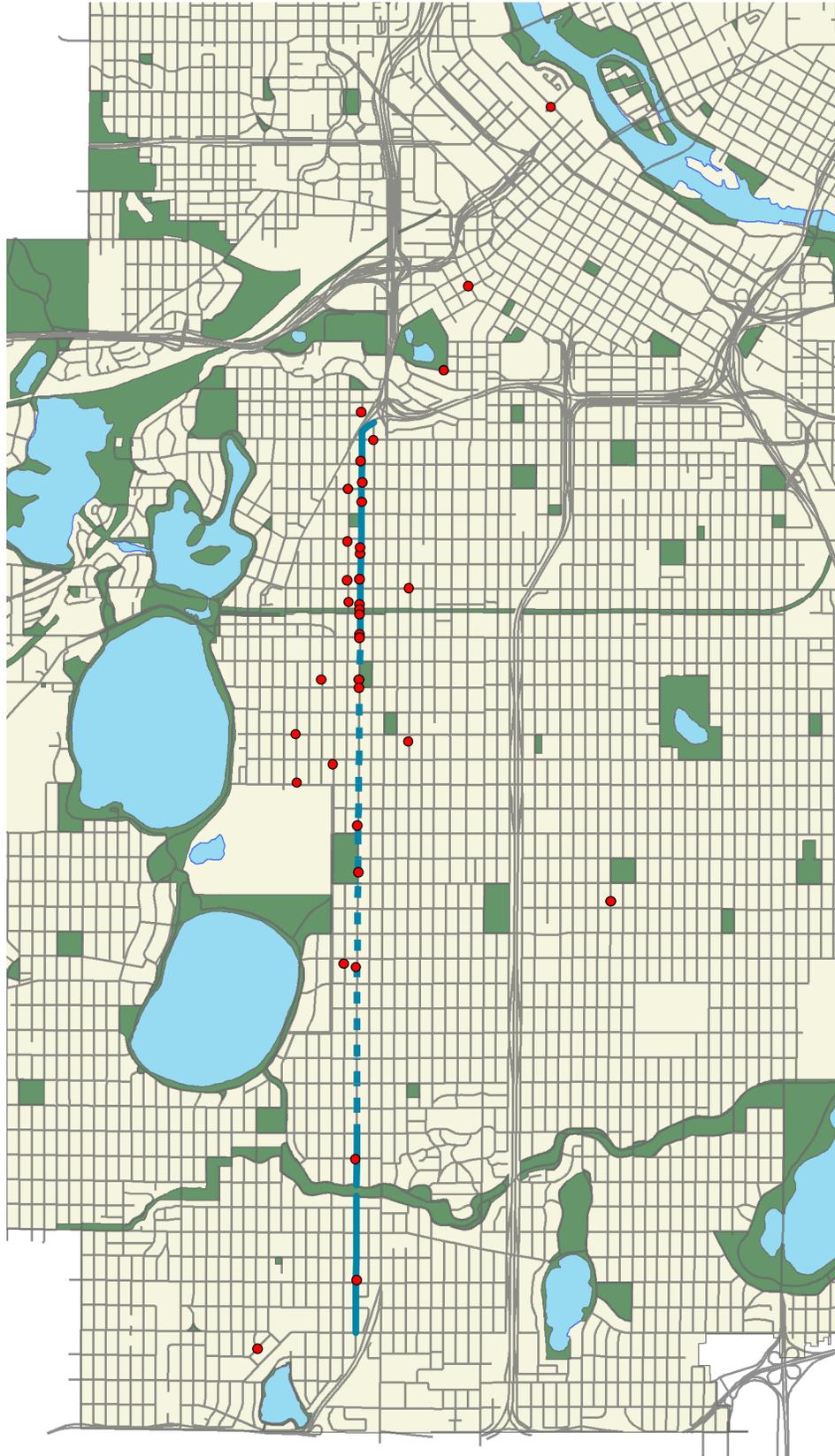


Bryant Ave S Bicycle Boulevard

Public Comment Address Locations*



Legend

- Comment Address
- Parks
- Rivers & Lakes
- Bicycle Boulevard
- - - Colored Sharrow Lane

0 0.1250.25 0.5 0.75 1 Miles



*41 of 57 Public Comments
Included a Valid Address

Bryant Ave S Bicycle Boulevard Public Feedback Summary

Loring Bridge to Lake St. and 50th St. to 58th St.

Summary

A total of 57 comments were received concerning the Bryant Ave S Bicycle Boulevard project. Members of the public submitted comments by phone, email, post mail, meeting feedback forms, and a prioritization ranking ballot provided at meetings and available on the City website. An additional 30 verbal comments were collected during a public meeting at Bryant Square Park on February 9, 2010 and at a meeting with the Lyn-Lake Business Association on February 16, 2010.

Recurring issues concerned the general safety of cyclists, winter maintenance, vehicle access and parking, the bikeway alignment, and intersection crossings. The intersections along the route that received the most comments were Franklin Ave., 26th St., 28th St., 29th St., the portion of the route between Lake and 50th, and Minnehaha Pkwy.

Of all the comments received, about 10 were largely positive and about 7 were largely negative. The remaining comments (40) were generally positive, but also included recommendations that sought to refine the project. Due to the numerous options along the route, most individuals provided feedback for treatments at specific locations. Below, the (#) represents how many times the alternative was supported through the prioritization ranking ballot, during a meeting, or through another mode of communication.

Recurring Issues

General Safety Issues

Safety, primarily the safety of cyclists, was mentioned in about 15 comments. This was especially a concern at major intersections. Other comments noted safety issues south of Lake due to increased interactions with auto and bus traffic.

Winter Maintenance Issues

Winter maintenance issues were mentioned in 8 comments. Many comments noted the difficulty to navigate Bryant between Loring Bridge and Lake during the winter months. Many suggested making this section into a snow emergency route.

Vehicle Access and Parking

Vehicle access and parking issues were mentioned in about 7 comments. Overall comments suggested the need to limit through traffic, but maintain auto access to property and businesses. The parking removal alternative at Franklin received 3 negative comments.

Bikeway Alignment Issues

Bikeway alignment issues were mentioned in 4 comments. Two comments suggested that Bryant was not the best alignment for a bicycle boulevard. Aldrich or Colfax were suggested as alternatives.

Priority Areas

Item 3: Intersection of Franklin and Bryant (# of Times Ranks for Preference: 29)

- **(5) Alt A:** 8' Refuge Median + Exclusive Left Turn Lanes - Allow All Left Turns (Remove 19 parking stalls)
- **(3) Alt B:** 8' Refuge Median and Curb Extensions - Prohibit EB/WB Left Turns (Remove 9 parking stalls)
- **(11) Alt C:** 18' refuge median, allow left turns or prohibit EB and WB left turns (Remove 19 parking stalls)
- **(10) Alt D:** Install No Parking Anytime Corner Clearance Zone (4 Curb Faces Along Franklin) (Remove 9 parking stalls)

Multiple individuals noted that this is a key connection between Downtown and South Minneapolis. Two comments referred to Franklin as the “gateway” to the boulevard. There were 3 negative comments concerning this intersection, stating that a median would disrupt heavy traffic conditions. Three (3) comments stated that Franklin is currently not difficult to cross and the alternatives are over engineered solutions.

Item 4: Intersection of Bryant and 26th (# of Times Ranks for Preference: 9)

- **(9) Only Option:** Install Curb Extensions (South Side Only to Narrow 26th Street Crossing)

Item 5: Intersection of Bryant and 28th (# of Times Ranks for Preference: 20)

- **(12) Alt A:** Install Curb Extensions (North Side Only to Narrow 28th Street Crossing)
- **(8) Alt B:** Install No Parking Clearance Zone (NW Corner - Remove Approx. 2 Total Stalls)

The majority of comments prioritizing curb extensions at 26th and 28th noted that only one curb extension is needed as both 26th and 28th are one-way. Installing only one extension was seen as a cost-saving measure.

Item 7: Intersection of 29th and Bryant (# of Times Ranks for Preference: 31)

- **(9) Alt A:** Install Traffic Circle at 29th Street W
- **(10) Alt B:** Install Half Closure at 29th Street W
- **(3) Alt C:** Curb Extensions (South Side of Intersection at 29th Street W)
- **(6) Alt D:** Install Raised Crosswalk at Midtown Greenway Ramp
- **(3) Alt E:** Install 3 Chicanes Between 28th St W and GW Ramp

From the comments concerning 29th St. no clear preferred alternative emerged. While many people supported a half closure or a traffic circle, there were also many negative comments concerning these two treatments. Negative comments about the half closure mentioned auto access to property on Bryant between 28th and 29th St. Negative comments about the traffic circle were concerned about the limited/available space and access for semis and emergency vehicles. It was also mentioned that whatever alternative was selected at 29th, access to businesses between Lake and 29th St. should be maintained. Overall, there was a general preference to calm traffic at this location, but maintain access to local traffic and businesses.

Lake to 50th (# of Times Ranks for Preference: 16)

- **(5) Option 1:** Apply Green Lane Full Length Between Lake St and 50th St
- **(5) Option 2:** Apply Green Lane Between Lake St and 40th St
- **(6) Option 3:** Apply Green Lane Between Lake St and 36th St

Many comments supporting a shorter installation of green lanes (Options 1 or 2) chose the option to provide more funding for treatments in the northern portion of the route. There was also some concern that the green paint would be too slippery when wet.

Item 6: Minnehaha Parkway (# of Times Ranks for Preference: 15)

- **(8) Alt A:** Connect to Minnehaha Pkwy Trail via Existing Sidewalk (North Side). Provide Signing.
- **(7) Alt B:** Connect to Minnehaha Pkwy Trail via 51st Street and Aldrich Avenue (Southbound)