

APPENDIX A – DETAILED PUBLIC ENGAGEMENT SUMMARY

As of March 10, 2021

Appendix A is a detailed summary of the responses received from the virtual open house, online survey, and interactive feedback map during Round 2 of Public Engagement for the Bryant Avenue Reconstruction Project.

Round 2 – Draft Design Concepts

VIRTUAL OPEN HOUSE (DECEMBER 10, 2020)

On December 10, Minneapolis Public Works held a virtual open house where project staff gave a live online presentation followed by a Q&A session. The purpose of this meeting was to:

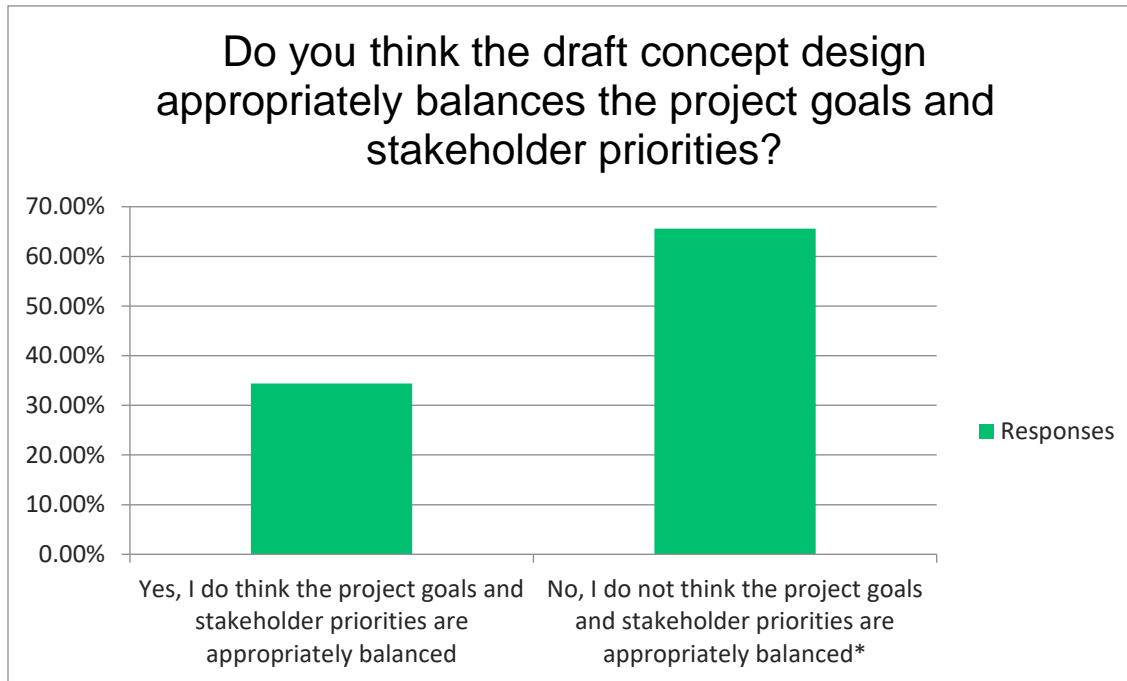
- Provide project background, goals, and engagement to-date
- Share and solicit feedback on the draft design proposal and other potential concepts
- Answer attendees' questions about the project
- Share next steps and how the public can participate

Over 150 people virtually attended the open house, and 344 comments/questions were submitted. Below are some of the common comments/questions that were submitted:

- Feels like you are improving Bryant at the expense of Lyndale and other adjacent streets; this project is not just affecting those on Bryant Ave
- Continue bicycle facility north of Lake St
- Concerns about moving transit to Lyndale Ave S (Lyndale has heavy traffic today, buses would add to the congestion, unsafe for drivers and pedestrians)
- Design the bicycle paths to flow with traffic, unsafe to place on one side of the street and mix with pedestrians
- Supportive of moving transit to Lyndale Ave
- Supportive of having a dedicated bicycle facility
- Prioritize non-car modes of transportation on Bryant Ave S
- Which stakeholders were asked to provide input (any not on Bryant)?
- Was moving the bicycle facility to a side street (e.g., Aldrich) considered?
- Keep bicycles and transit on Bryant Ave
- Who clears snow from the bikeway?
- Concerns about removing on-street parking along Bryant Ave S
- Where can we access data you mention (e.g., traffic data, the feasibility study, data on impacts to Lyndale if transit is added)?
- Concerns about making Bryant Ave S a one-way
- De-prioritize bicycle facilities, bikeway should remain in the street, few people bike year-round
- Supportive of the traffic-calming measures in the design proposal
- An 8' bikeway is too narrow

ONLINE SURVEY (DECEMBER 2020 – MARCH 2021)

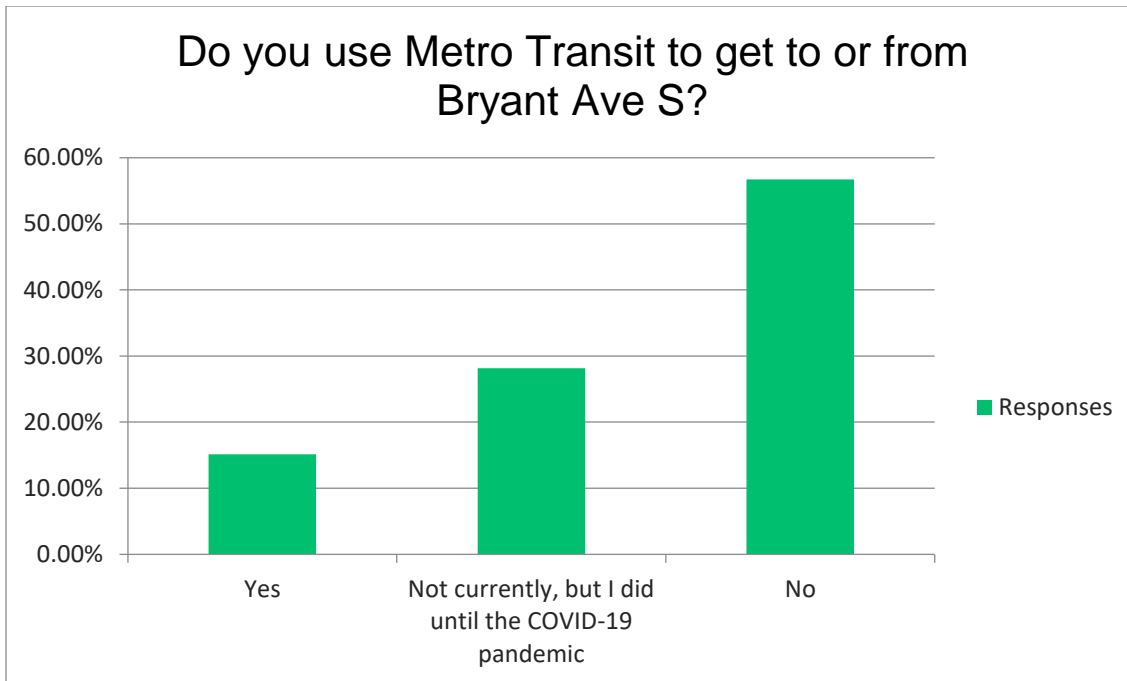
As of March 10, 2021, 293 people responded to the online survey. Results of the online survey are displayed below. A list of common themes and responses received were summarized for open ended questions.



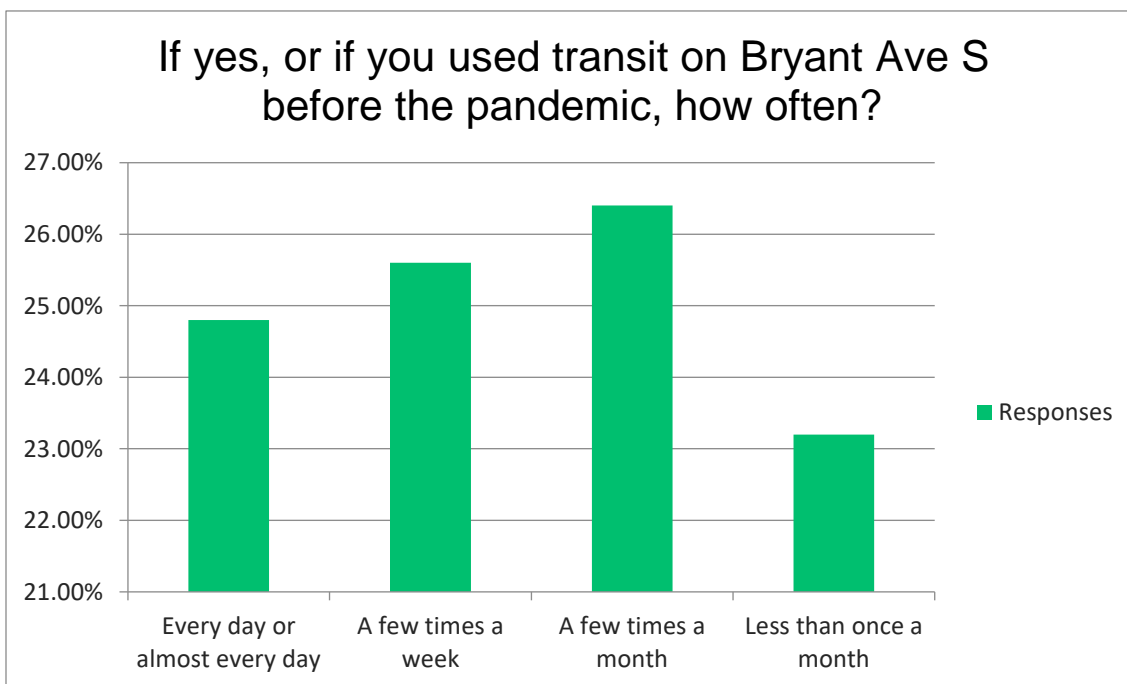
Answered: 285 respondents

*If you answered *No*, please tell us what changes you'd like to see:

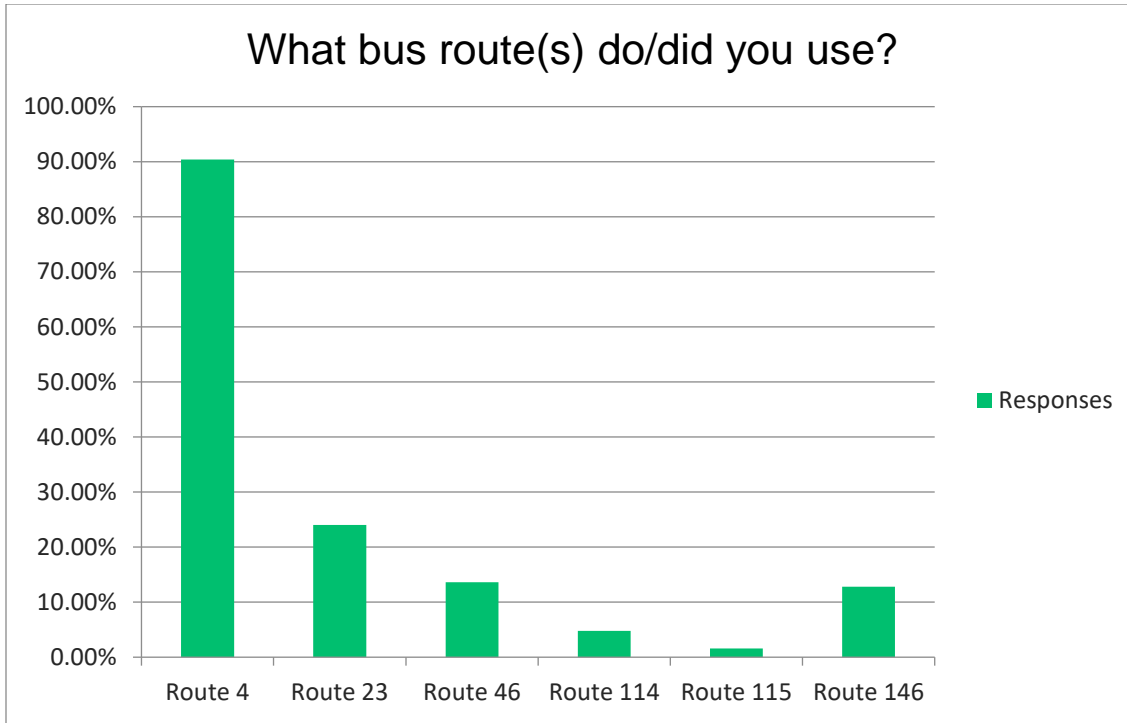
- **Do not reduce on-street parking capacity along Bryant Ave S**
 - **Already difficult to find parking**, especially during the wintertime
 - **Needed for elderly, people with limited mobility, business access, and multifamily residences**
- Current design proposal does not prioritize pedestrian safety
 - **Transit should stay on Bryant Ave**, it's unsafe for pedestrians to cross Lyndale Ave to get to transit stops
 - **Unsafe for pedestrians and bicyclists to mix, have separate paths**
 - With reduced parking capacity, would not feel safe walking a block (or more) at night
- **Remove the bike facility from Bryant Ave S**
- **Put the bike facility on an adjacent street** (e.g., Aldrich, Dupont, etc.)
- Bikes are being over-prioritized
- Should consider/study impacts to adjacent streets if parking is removed, transit moves to Lyndale, etc.
 - Don't make improvements to Bryant Ave S at the expense of other nearby streets
- **De-prioritize space for cars**
- Feel that the design proposal ignored stakeholder input



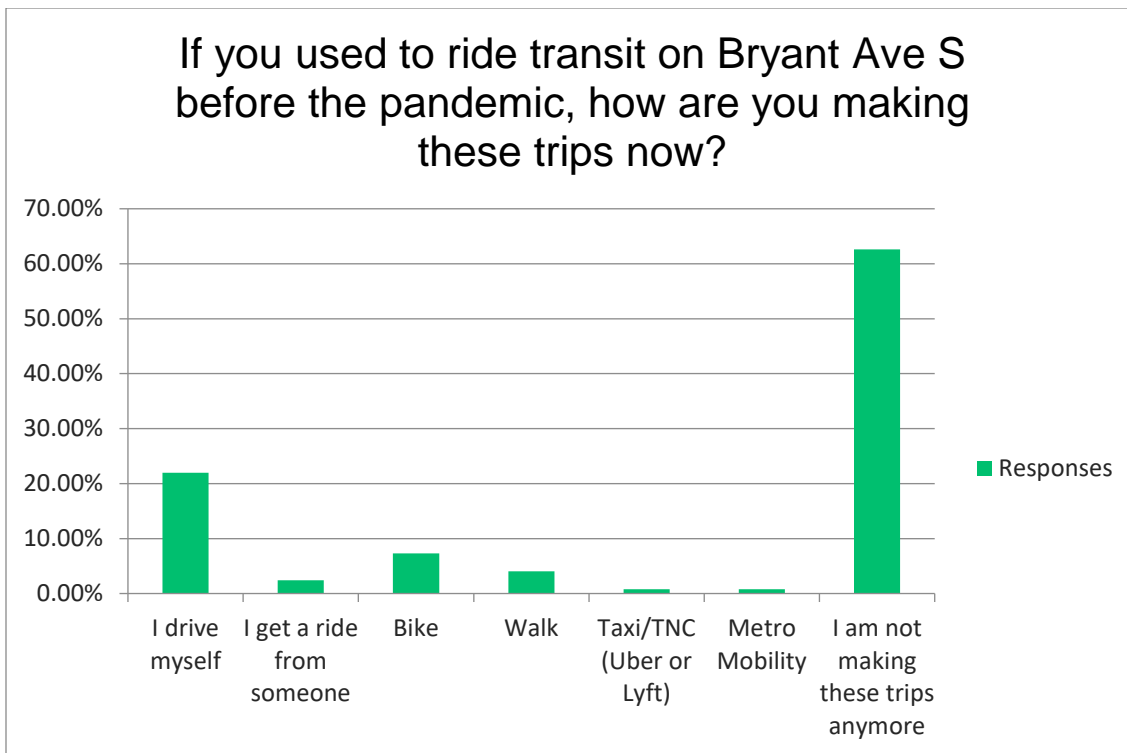
Answered: 291 respondents



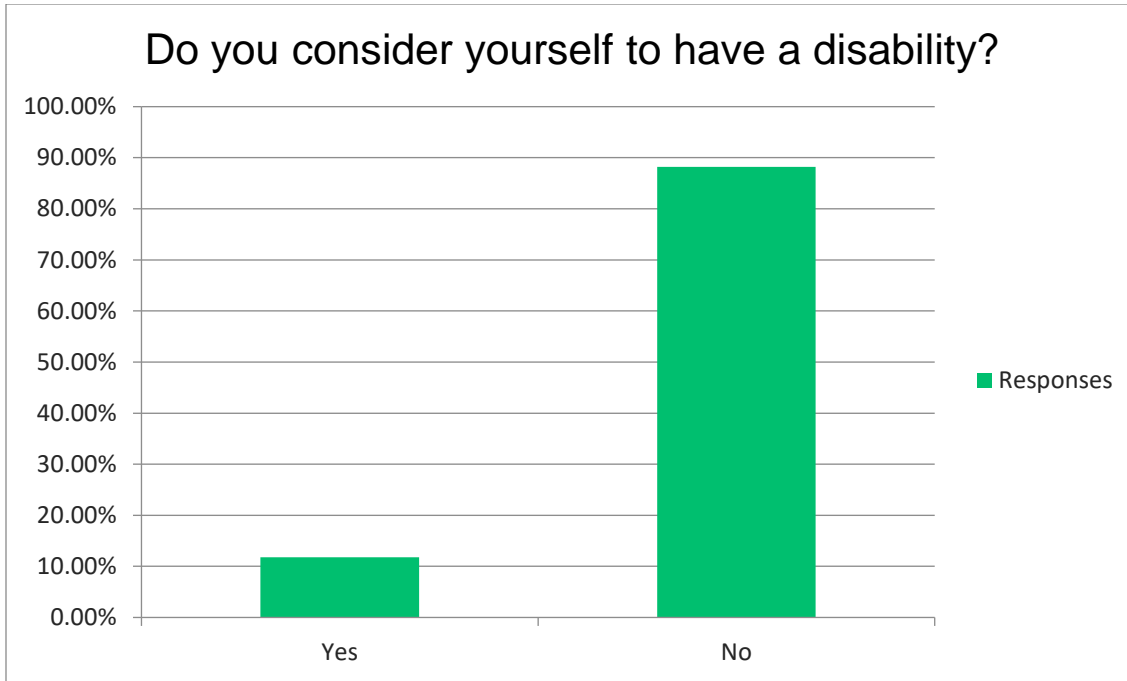
Answered: 125 respondents



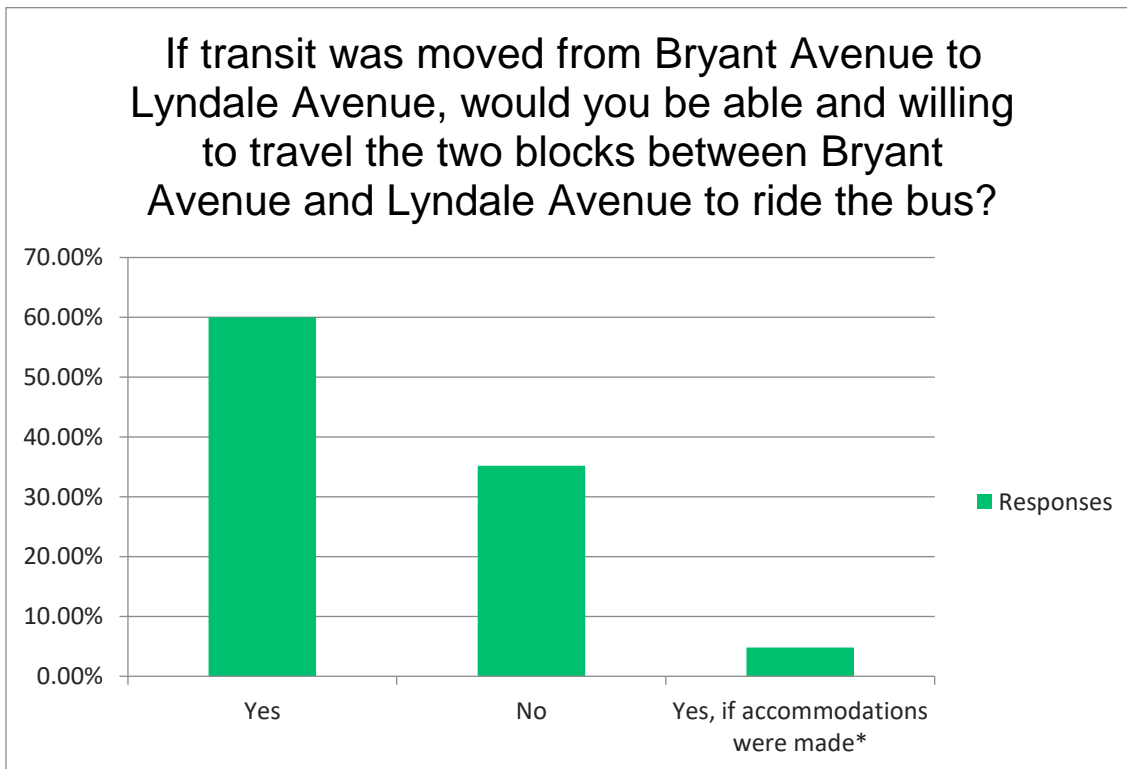
Answered: 125 respondents



Answered: 123 respondents



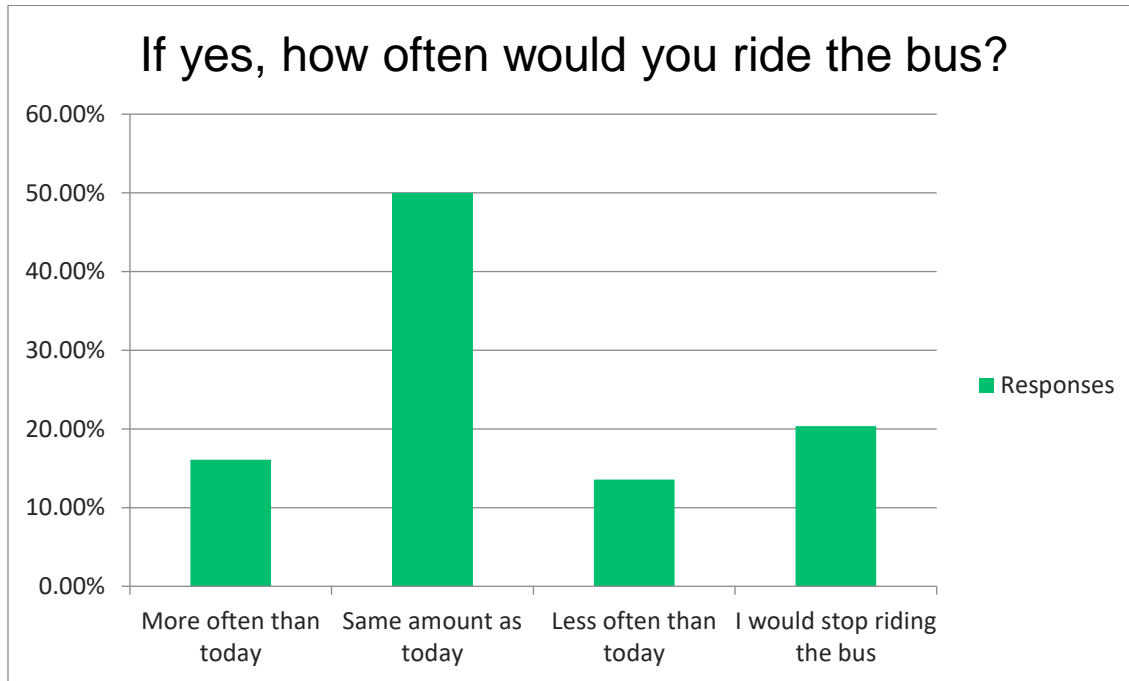
Answered: 125 respondents



Answered: 125 respondents

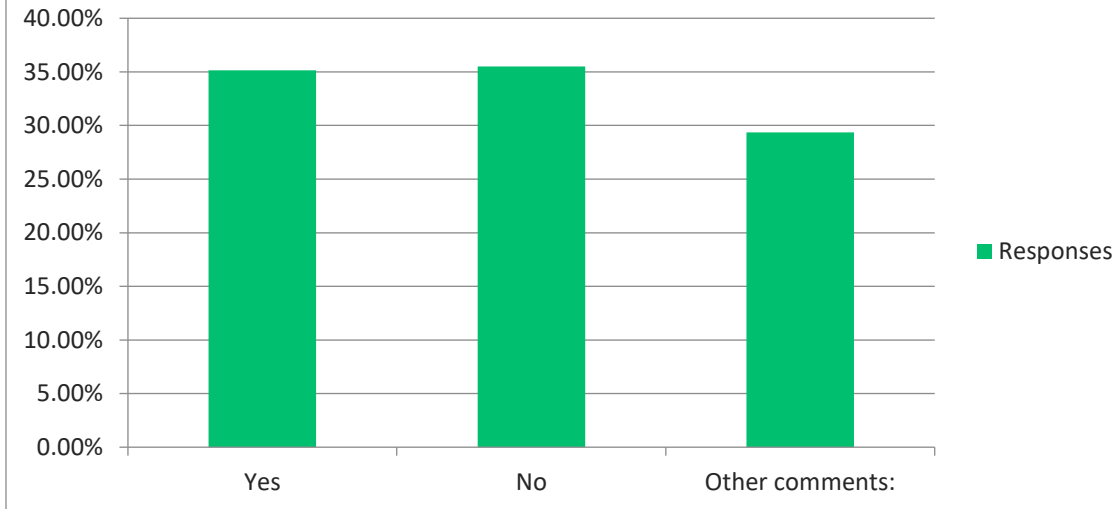
*If you selected *Yes, if accommodations were made*, please list what changes would be needed:

- **Lyndale Ave is difficult/scary to cross (especially at intersections without traffic signals)**
 - Needs pedestrian and traffic calming improvements
- Keep transit on Bryant Ave S/do not move transit to Lyndale Ave S
 - **Lyndale Ave has higher traffic congestion compared to Bryant Ave**, would slow bus travel times
 - More appropriate route spacing if transit remains on Bryant Ave



Answered: 118 respondents

The draft design for Bryant Ave S includes a shared use path (i.e., combined space for people walking and biking) from 50th St to 40th St and then transitions to a bikeway trail + sidewalk from 40th St to Lake St. Do you think this is the correct transiti



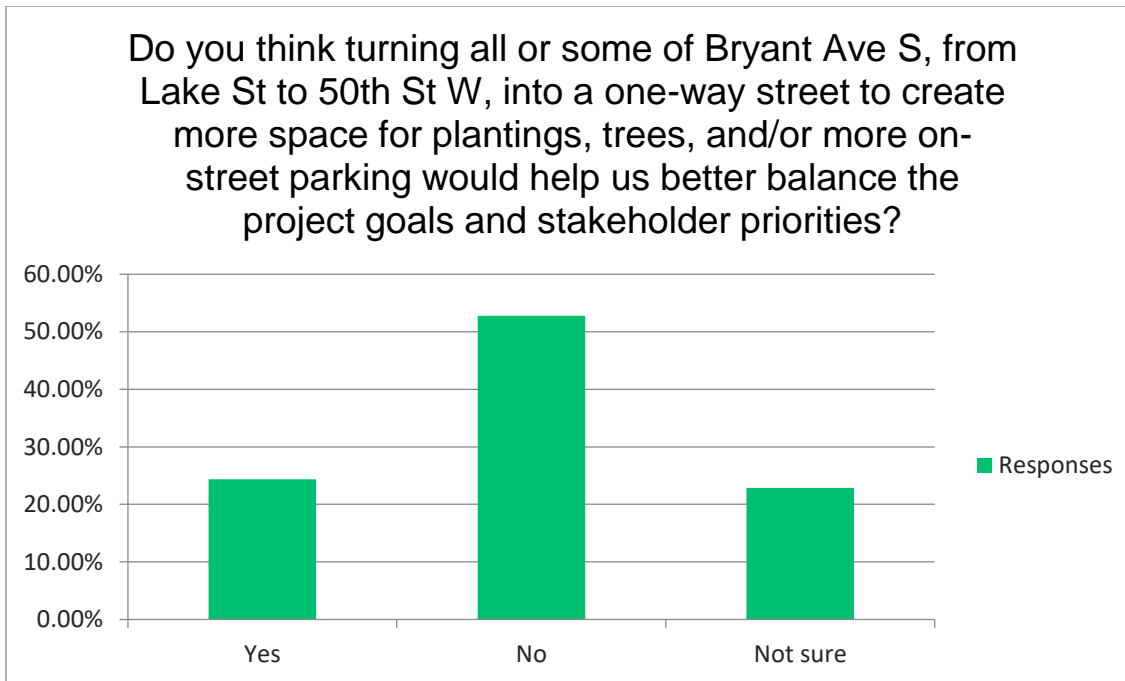
Answered: 276 respondents

Other comments:

- **Separate the bicycle and pedestrian paths for the full length of the project corridor, combining the two is unsafe**
- Reduce travel lane and/or parking to accommodate separate space for walkers and bicyclists
- **Prioritize space for vehicles over bicycle infrastructure**
- **Bicyclists should remain in the street or use a residential/side street**
- Keep transit on Bryant Ave
- Explore transition at 46 St

If no, at which intersection would you make the transition?

- **Eliminate the shared use path, have separate facilities the entire length of the corridor**
- **Put the bike path on a residential/less busy street (e.g. Aldrich)**
- Leave Bryant Ave as-is
- **Make the transition further south (e.g., 46th St)**
- Keep transit on Bryant Ave
- Explore transition further north (e.g., 36th St, 38th St)
- **Remove the bicycle facility and maintain space for vehicles, too much accommodation for bicycles**



Answered: 271 respondents

Anything else you'd like the project team to know?

Common themes/responses to this question include:

- **Parking removal went too far/do not reduce parking along Bryant Ave S**
 - Needed for multifamily residences, businesses, elderly, people with limited mobility
 - Ensure enough parking at Bryant & 43rd St given the density and Clara Barton
 - Keep some parking on 4700 block of Bryant Ave
- **Supportive of the draft design proposal**
 - Balanced approach to mobility needs in the area
 - Like that it prioritizes bikes, pedestrians, and greenspace
- **Unsupportive of the draft design proposal**
 - Keep the street the same/project is unnecessary
 - Too much accommodation for bicyclists
 - Money should be spent on other things (e.g., rebuilding Lake St, crime prevention)
 - Chicanes are not necessary
- **Supportive of making Bryant Ave S a one-way**
 - Increases space for on-street parking
 - Increases pedestrian, bicyclists, and driver safety
 - **Make portions of Bryant Ave a one-way**, explore use of diverters
 - **Make Bryant Ave a one way to create space for separate bike and pedestrian paths and more green infrastructure, not parking**
- **Unsupportive of making Bryant Ave S a one-way:**
 - **May increase traffic volumes and speeding on Bryant and adjacent streets**

- May hurt corridor businesses
- One-way should go on adjacent street (e.g., Aldrich, Colfax)
- No need to create more space for cars, side streets have plenty of available parking to support Bryant
- Would need another route for the return trip, there's not a natural pair
- **Prioritize feedback of those that live on Bryant/in the neighborhood**
- Look holistically at network when making changes, **improve Bryant but not at the expense of nearby streets**
- **Remove/de-prioritize on-street parking and vehicle access to create space for other modes and greening**
- Need dedicated N-S bike facility in this area, don't feel safe biking in traffic
- **Do not like the shared use path, need separate bike and walking paths**
- Bryant from Franklin to Lake St should be added to the project
 - North of Lake St – lanes are narrow, poor conditions for biking, connect to Midtown Greenway
- **Keep transit on Bryant/do not move transit to Lyndale**
 - **Lyndale is difficult/unsafe for pedestrians to cross**
 - **Traffic is already bad on Lyndale, transit would be slower and add to congestion**
 - The redesign of Lyndale was not meant to accommodate transit
 - Due to street width, residential nature, and proximity to transit on Grand Ave
 - **Move bikeway to an adjacent street (e.g., Aldrich, Colfax, Kings Highway)/prioritize transit over bikes on Bryant**
 - More density and commercial nodes along Bryant that need transit access
- Do not plan the reconstruction now
 - Uncertainties due to COVID-19 and traffic pattern shifts
 - Can't handle more construction and traffic
- **Move transit to Lyndale**
 - There's more space for transit stop amenities on Lyndale
 - **Bryant should prioritize bicycles**, it's not suited for transit
 - Moving transit to Lyndale will increase transit efficiency and usage

INTERACTIVE FEEDBACK MAP (DECEMBER 2021 – MARCH 2021)

As of March 10, 2021, the interactive feedback map had 28 users and 136 comments. Users could select a pin and drop it in locations along the corridor where they wanted to provide feedback. Pin categories included: pedestrian safety and access; transit service or amenity; business access, parking, or delivery; bicycle facility and access; green infrastructure/sustainability; or other feedback. The most commonly received feedback/comments are summarized by their associated pin category.

Pedestrian Access and Safety

- Implement raised sidewalks at key intersections
- 43rd St intersection – dangerous for pedestrians, implement more aggressive traffic calming and prioritize pedestrian safety given that Clara Barton School is here
- Supportive of the proposed bumpouts/shorter crossing distances

Bike Facility and Access

- Consider bikeway connections:
 - 36th St – key bicycle connection from Uptown to this area

- 43rd St (under consideration as a low-stress bikeway)
- Time traffic signals for cyclists/reduce amount of stopping for cyclists
- Continue bikeway one more block to connect to the Midtown Greenway
- Concerns about design of the proposed bikeway
 - Mixing fast cyclists, pedestrians, driveways, etc. on shared use path is unsafe
 - Separate bicyclists and pedestrians, slow bicyclists down, keep bike facility on-street
 - 32nd St, 35th St, 37th St, 42nd St, 39th St, 40th St, 41st St, and 46th St – dangerous intersections for cyclists coming/going from the East due to parking on East side of the street, recommend moving parking to the West side

Transit Service or Amenity

- Do not move transit to Lyndale
 - People who live and work at Walker Methodist rely on transit on Bryant Ave S; those with reduced mobility would no longer be able to take transit
 - Keep transit on Bryant south of 36th St – aligns better with the density and amount of businesses/attractions, Lyndale is low-density residential south of 36th St
 - Business nodes rely on transit access
- Supportive of moving transit to Lyndale
 - Prefer separation of bikes and buses
 - Route 4 would travel faster without having to re-route to/from Bryant (as it currently does)

Green Infrastructure/Sustainability

- Need for boulevard/trees/green infrastructure

Business Access, Parking, or Delivery

- Maintain more on-street parking (e.g. 35th to 36th St, 39th to 40th St, 46th to 47th St, 47th to 48th St)
 - Needed for people living in apartment buildings/multifamily residences and to access businesses and parks
 - On-street parking is already difficult to find
- On blocks currently showing no parking, keep some parking spots rather than removing all parking

Other Feedback

- 29th St and 31st St – consider traffic diverters/closing off parts of Bryant Ave S to improve bicyclist and pedestrian safety and reduce through traffic
- 35th St – consider removing the traffic signal
- 38th St – do not add a cul-de-sac
- 40th to 41st St – since Lyndale Farmstead is on this block, additional greening is not needed
- Supportive of converting Bryant Ave S to a single-lane one-way if it increases space for boulevards, biking, sidewalks, and parking
- Bumpouts cause issues during the winter, consider eliminating them
- Supportive of having bumpouts and other traffic calming measures to slow vehicles