

DESIGN OPTIONS CONSIDERED

The City considered three main design options for Bryant Ave S:

1. Squeeze it in: Bikes + transit on Bryant

A bicycle trail is installed on Bryant Ave S and existing transit service remains on Bryant Ave S.

2. Bikes on Bryant: Move transit to Lyndale

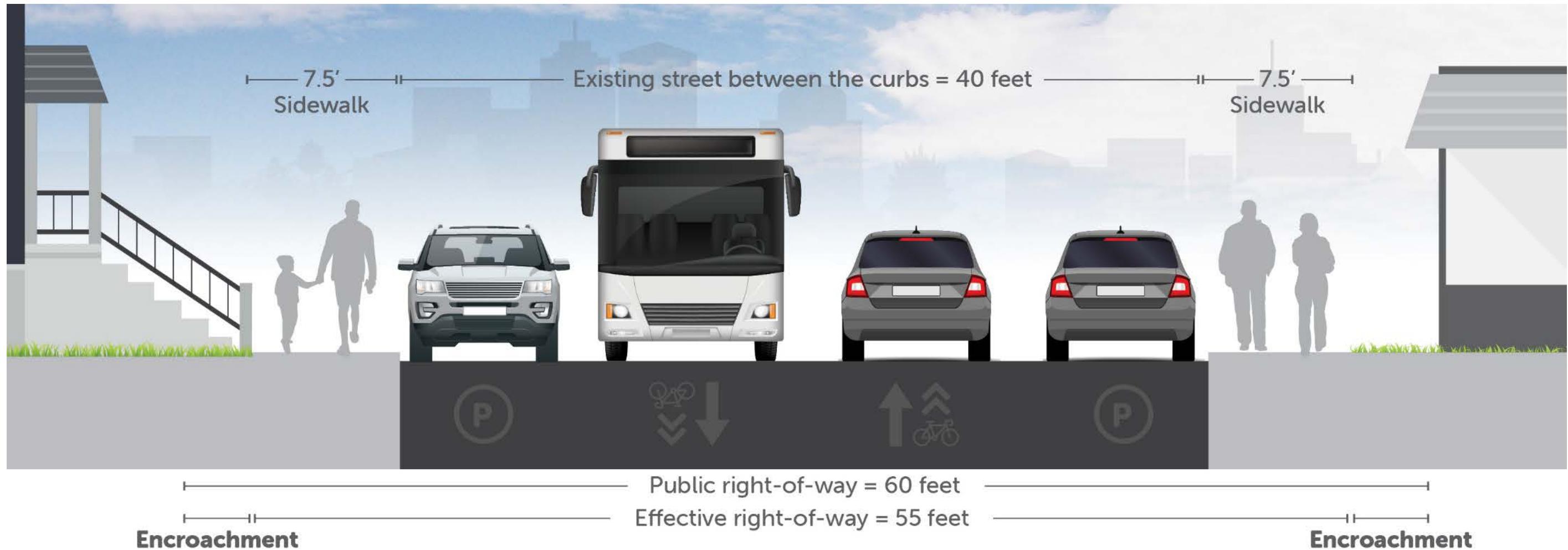
A bicycle trail is installed on Bryant Ave S and all transit service is moved to Lyndale Ave S.

This option is the City's current draft concept proposal. You can learn more about the details of this proposal from the 'Bryant Ave S Draft Proposal' factsheet on the project website.

3. Transit on Bryant: Move bicycle facility to adjacent street

Transit service remains on Bryant Ave S and a bicycle facility is moved to an adjacent street.

This booklet provides details on design options one and three.



EXISTING STREET DESIGN

Bryant Avenue has two traffic lanes and two parking lanes, one in each direction. There are sidewalks on both sides of the street, and some blocks have boulevard space.

The total public right-of-way is 60 feet, but the space used today is only 55 feet.

1. Squeeze it in

In this option, both a both a bicycle trail and transit service remain on Bryant Ave S, along with sidewalk facilities, two vehicle travel lanes, and on-street parking on one-side of the street, where needed. Figure 4 on the next page shows what a few typical blocks of Bryant Ave S would look like for this option.

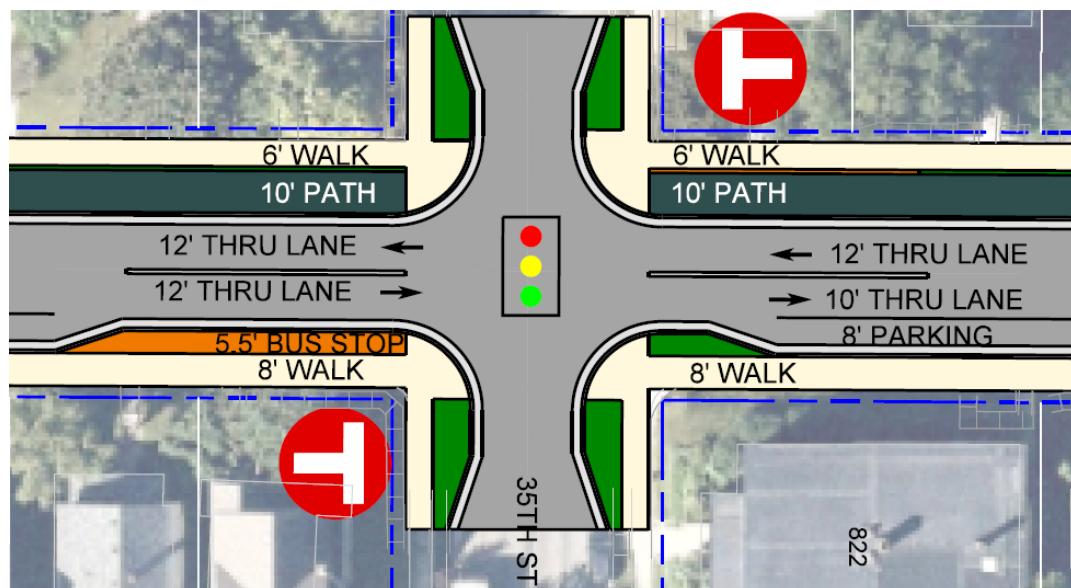


Figure 1: Squeeze It In option, shown at 35th St W with a separate bicycle trail and sidewalk on the west side of Bryant Ave S.

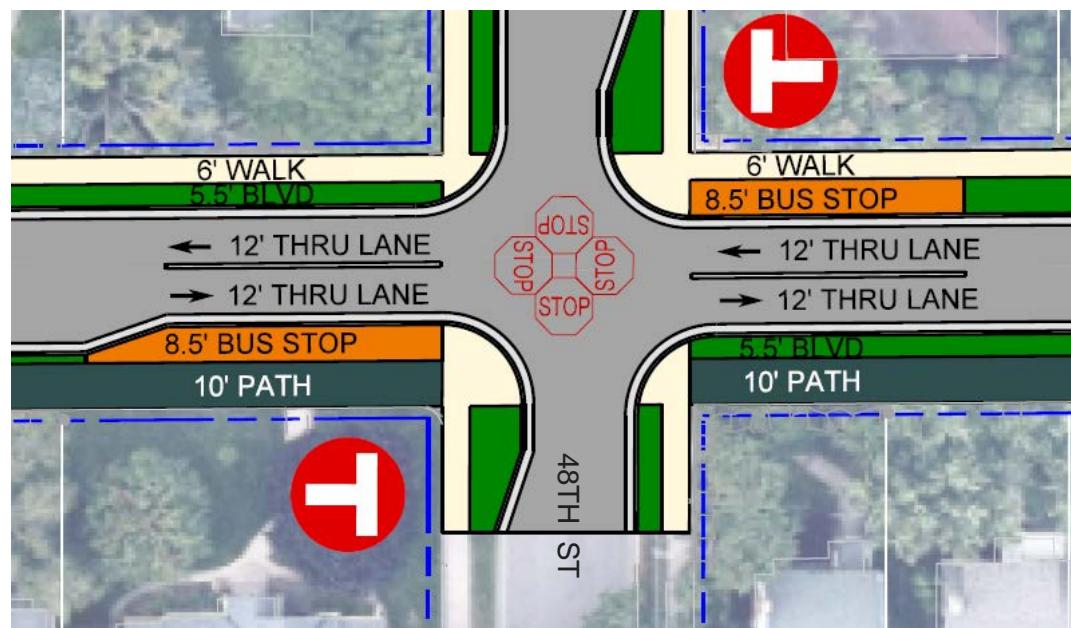


Figure 2: Squeeze It In option, shown at 48th St W with a multi-use trail

OPPORTUNITIES

Includes a bicycle trail

A bicycle trail is included for the full length of Bryant Ave S in this option. As with the draft concept proposal, a multiuse trail is assumed south of 40th St W and separate trail and sidewalk spaces are assumed north of 40th St W, where bicycle and pedestrian usage is higher.

No additional funds spent on adjacent streets

Since both the bicycle facility and transit service remain on Bryant Ave S in this option, no additional investment on adjacent streets is needed for this option.

CHALLENGES

Conflicts between people walking, taking transit, bicycling, and driving

In this option, there would be many points of conflict between people walking, taking transit, and bicycling - especially at intersections. For example, when the bicycle trail and sidewalk are separated, as shown in Figure 1, transit riders would have to board and exit the bus from the bicycle trail. The most consistent piece of feedback we received in [our first round of outreach](#) was that there are currently too many points of conflict between people using Bryant Ave S. This option would perpetuate that existing condition.

Doesn't provide room to invest in transit amenities

When the bicycle trail and sidewalk are separated there is no room to place transit shelters or benches for local bus service. In the section with a multi-use trail, only Metro Transit's smallest transit shelters could be fit in. Furthermore, adding future [bus rapid transit](#) platforms to the street, would constrain intersections even more, as shown on Figure 5.

Limited boulevard space

In this option to accommodate local transit the travel lanes must be 1-2 feet wider than if transit service was moved to Lyndale Ave S. To gain this needed space, 1-2 feet must be taken out of the boulevard. In many places in the corridor this means that boulevards would no longer be wide enough to support large tree growth and in some locations there would be no boulevard space at all.

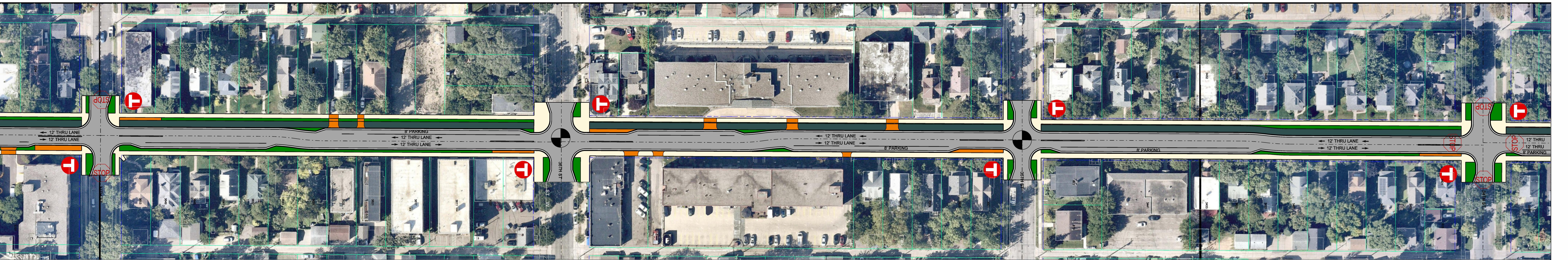
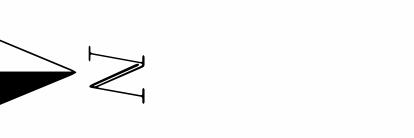
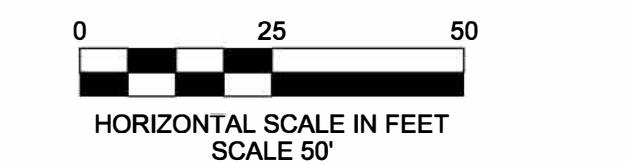
Fewer on-street parking spots maintained

When compared the Bicycles on Bryant option, more on-street parking spots would need to be removed in this option to accommodate bus stops.

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BRYANT AVENUE RECONSTRUCTION - PROPOSED BIKEWAY LAYOUT
37TH STREET TO 34TH STREET

DATE:

06/17/2020

Kimley >Horn

Minneapolis
City of Lakes

1. Squeeze it in: Bus Rapid Transit

The Johnson/Lyndale (Route 4) corridor is one of 10 corridors Metro Transit is considering for future bus rapid transit (BRT) in [Network Next](#), a 20-year plan for expanding and improving the bus network.

Because the upcoming reconstruction will set the course for the next 50 years of operations on Bryant, it's critical to consider how space for arterial BRT stations would be accommodated in this or a parallel Lyndale corridor.

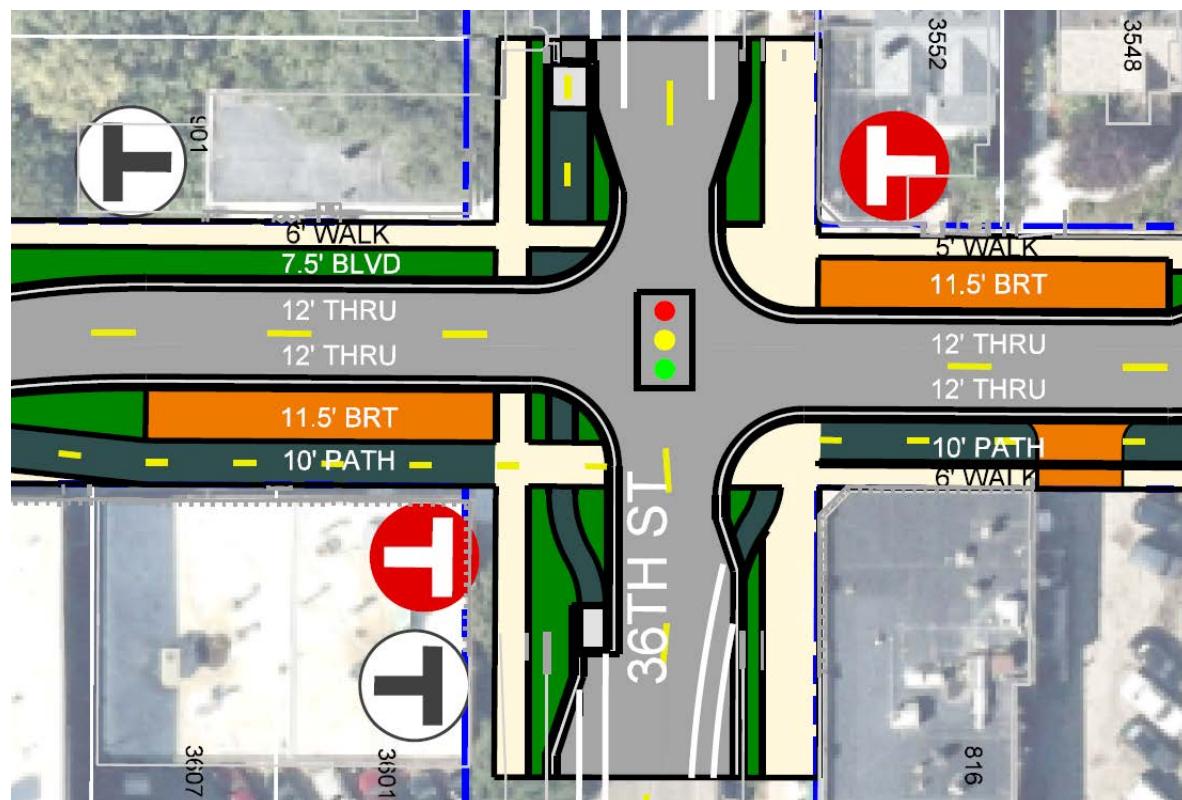


Figure 5: Typical example of what a bus rapid transit platform would look like when incorporated into the Squeeze It In option on Bryant Ave S.

CHALLENGES OF SQUEEZING IN BRT ON BRYANT AVE

Pinch point for pedestrians and bicyclists behind the platform

Adding a BRT platform to the Squeeze It In option requires combining pedestrian and bicycle space behind the BRT platform, as shown in Figure 3. This would be necessary even in areas where we have very high existing pedestrian and bicycle usage.

Vehicle lane shifts that are too large

When a separate sidewalk is included behind the BRT platforms in the Squeeze It In Design it creates an unsafe lane shift (i.e. an off set in lanes that requires drivers to swerve across the intersection to stay in the lane) across the intersection. The sidewalk could be removed and pedestrians could be routed to the front of the station; however this would worsen the pinch point at station locations and create more potential conflicts for pedestrians, transit riders, and bicyclists.

ABOUT BUS RAPID TRANSIT (BRT)

BRT would bring faster service with enhanced stations about every 1/2 mile, like those on the A Line and C Line.

Metro Transit is currently evaluating the 10 potential corridors, and will be releasing recommendations for 3-4 near-term priority corridors in December for public feedback to name the F, G, and H lines from this top tier.



Figure 6: C Line BRT station platform

3. Transit on Bryant

In this option, transit service remains on Bryant Ave S and a bicycle facility is moved to an adjacent street. On Bryant Ave S, sidewalks on both side of the street, two vehicle travel lanes, and on-street parking on one-side of the street, where needed, would also be included. Figure 8 on the next page shows the streets where a bicycle facility could be constructed.



Figure 7: Looking north on Aldrich Ave S at 40th St W. This crossing is 36 feet wide. For comparison, Public Works is proposing narrowing crossing distances on Bryant Ave S to 22 feet in the Bicycles on Bryant option.

OPPORTUNITIES

Separates out transit service from bicycle facility

This option removes conflict points between pedestrians, transit users, bicyclists, and people driving by moving the proposed bicycle facility to an adjacent street.

Provides room to invest in transit amenities

With the bicycle facility is moved to an adjacent street there is enough room to place bus shelters and/or benches for local transit service. There would also be more room for future bus rapid transit platforms.

CHALLENGES

Requires spending \$1-6 million for improvements on an adjacent street

It would cost approximately \$1-6 million to create an All Ages All Abilities bicycle facility on Bryant Ave S. The bulk of these costs would go toward making intersections safe and comfortable for people riding bicycles. As shown in Figure 7, there are many wide intersections on adjacent streets that create difficult crossings for people riding bicycles.

May require parking removal on one side of the adjacent street

Creating an All Ages All Abilities bicycle facility on an adjacent street would mean creating a separate space for bicyclists to ride. The most likely way to accomplish this would be to remove parking on one side of the street to make room for the bicycle facility. The other option would be to fully reconstruct the sidewalk and boulevard on one side of the street, which would likely result in many mature trees being removed from the corridor.

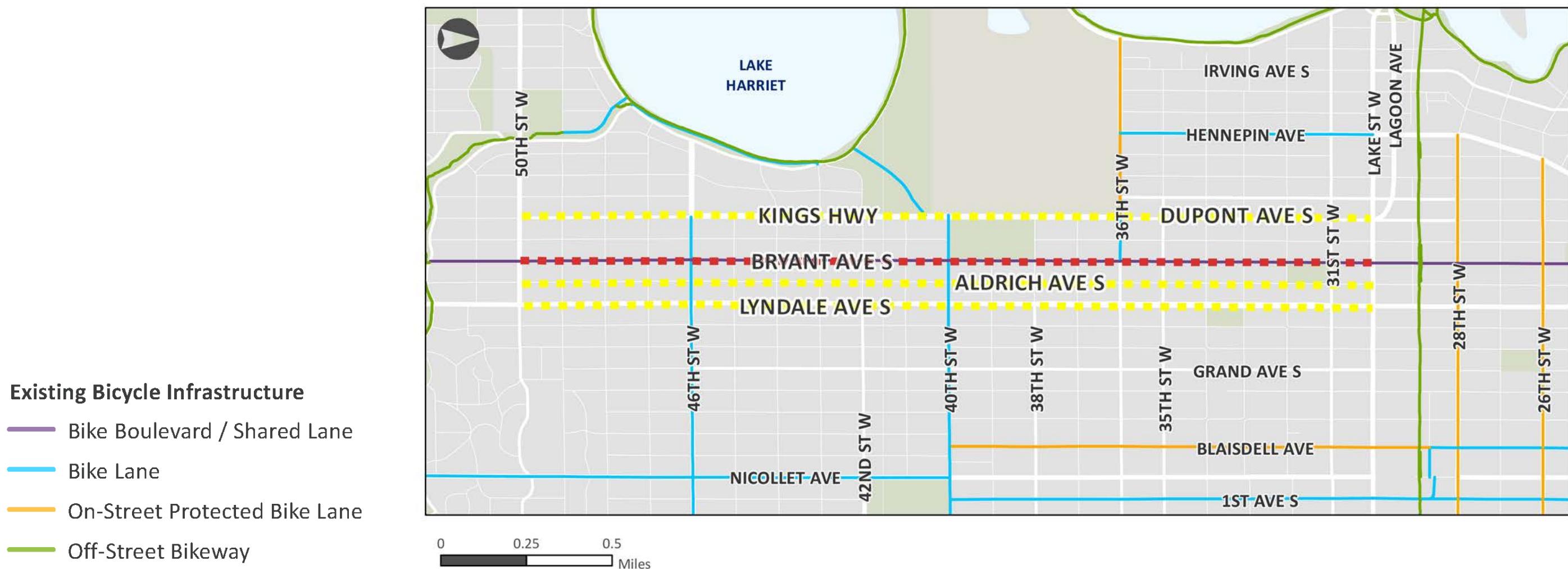
Adjacent streets have many unsignalized crossings at busy streets

The local streets adjacent to Bryant Ave S do not have traffic signals at 50th, 36th, 35th, 31st, and Lake St to help people riding bicyclists safely cross these busy streets. To mitigate this the City would either have to invest in crossing aids at these streets or the bicycle facility would have to wind back and forth to Bryant Ave S and back to the adjacent street to provide safe and comfortable crossings for people riding bicycles.



3. Transit on Bryant: Bicycles on an adjacent street

Public Works explored adding an All Ages All Abilities bicycle facility to four streets adjacent to Bryant Ave S.: Kings Highway, Colfax Ave S, Aldrich Ave S, and Lyndale Ave S. Retrofitting any of these four adjacent streets to include a bicycle facility brings similar opportunities and challenges. Needed changes would include on-street parking removal, tree removal, and reconstruction at intersections.



Where would the bus stops be if local bus service remained on Bryant Ave S?

In both the Squeeze It In and Transit on Bryant options local transit service would remain on Bryant Ave S; however some stops would likely be consolidated to help improve transit speed and reliability and to minimize the number of potential conflict points between pedestrians, transit riders, and bicyclists. This map shows where stops would be proposed for these two options.

