

CITY OF MINNEAPOLIS

Bryant Ave S Reconstruction

Update to Pedestrian and Bicycle Advisory Committees

PAC Engineering Subcommittee: April 20th , 2023

Full BAC: April 26th, 2023

Background

- Bryant Aves S (50th St to Lake St)
- Lyndale Ave Intersections (50th St to 33rd St)

PUBLIC WORKS PROJECT GOALS

- ✓ Improve pedestrian safety and comfort
- ✓ Create an All Ages and Abilities bicycle connection in the area
- ✓ Support existing and future transit service in the area
- ✓ Use green infrastructure to collect and treat stormwater runoff
- ✓ Accommodate business deliveries and customer access

PROJECT TIMELINE



Minneapolis
VISION ZERO
ACTION PLAN 2020-2022



2022 Update
Americans with Disabilities
(ADA) Transition Plan for P
Works

Minneapolis

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Street Design Guide

February 2021



City of Lakes

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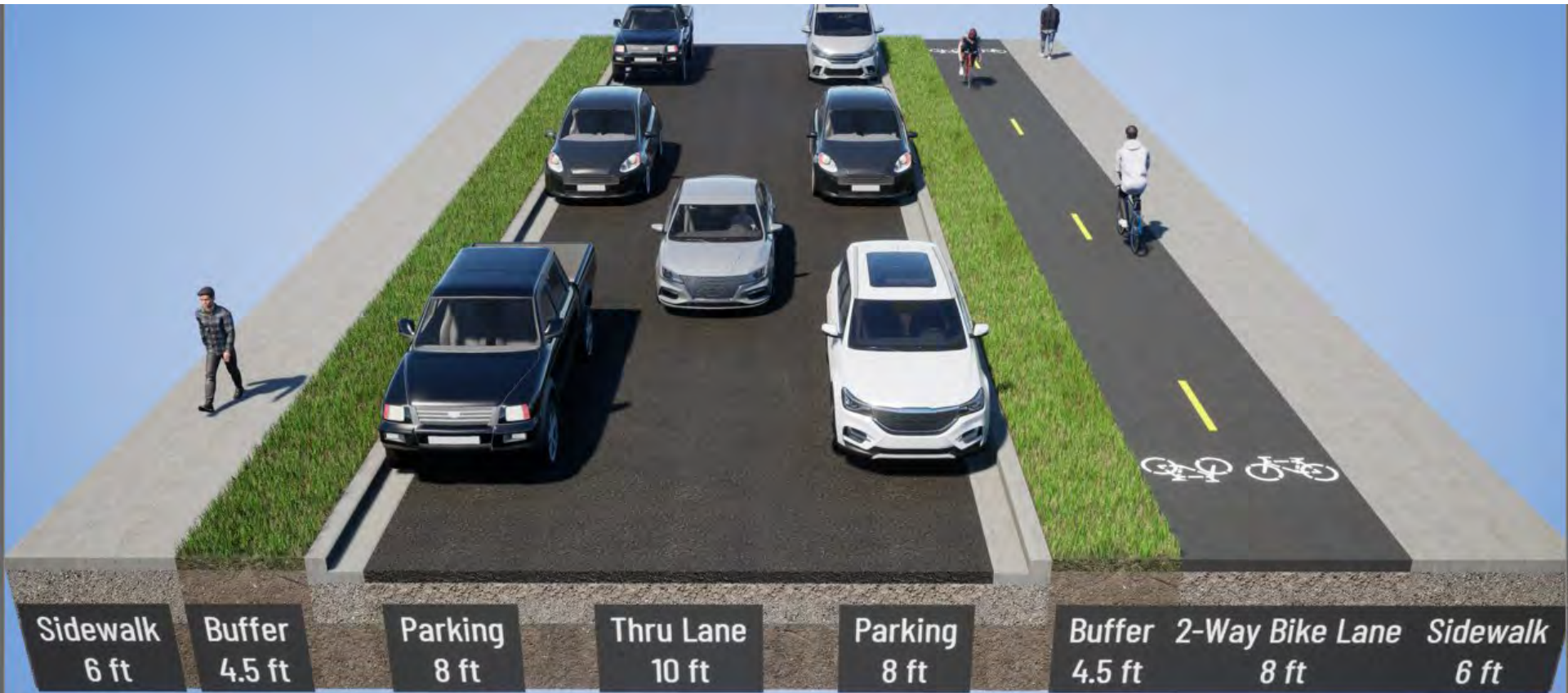
Transportation Action Plan

December 4, 2020



Policy Guidance

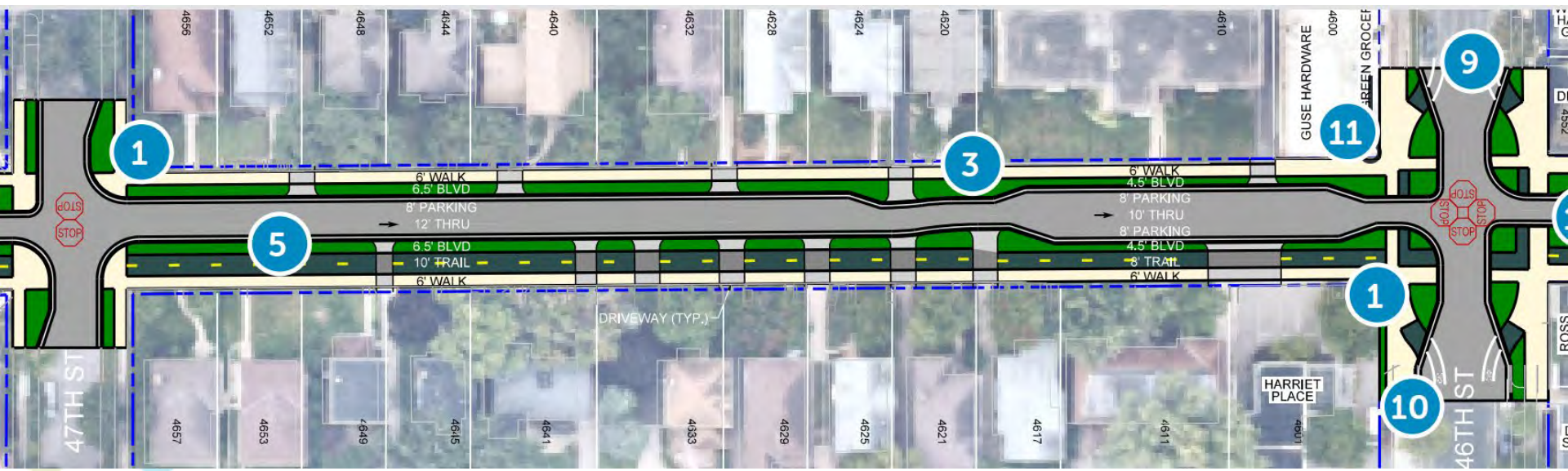
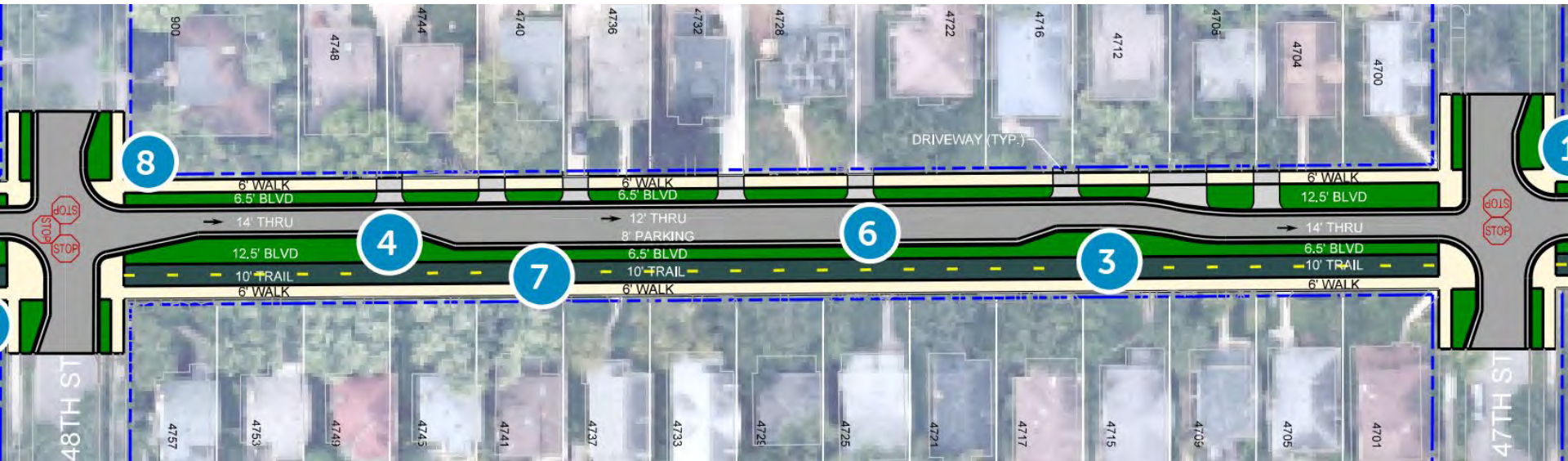
Original Typical Cross Section Two-sided Parking



Original Typical Cross Section One-sided Parking



Original Typical Plan View



Converging One-Way Operation



- Converging one-way design
 - Northbound: 50th – 46th
 - Southbound: Lake – 46th

Construction Status

2022

Substantially completed

Lyndale Ave Intersections

Bryant Ave (50th St – 42nd St)

2023

Bryant Ave (42nd St – Lake St)

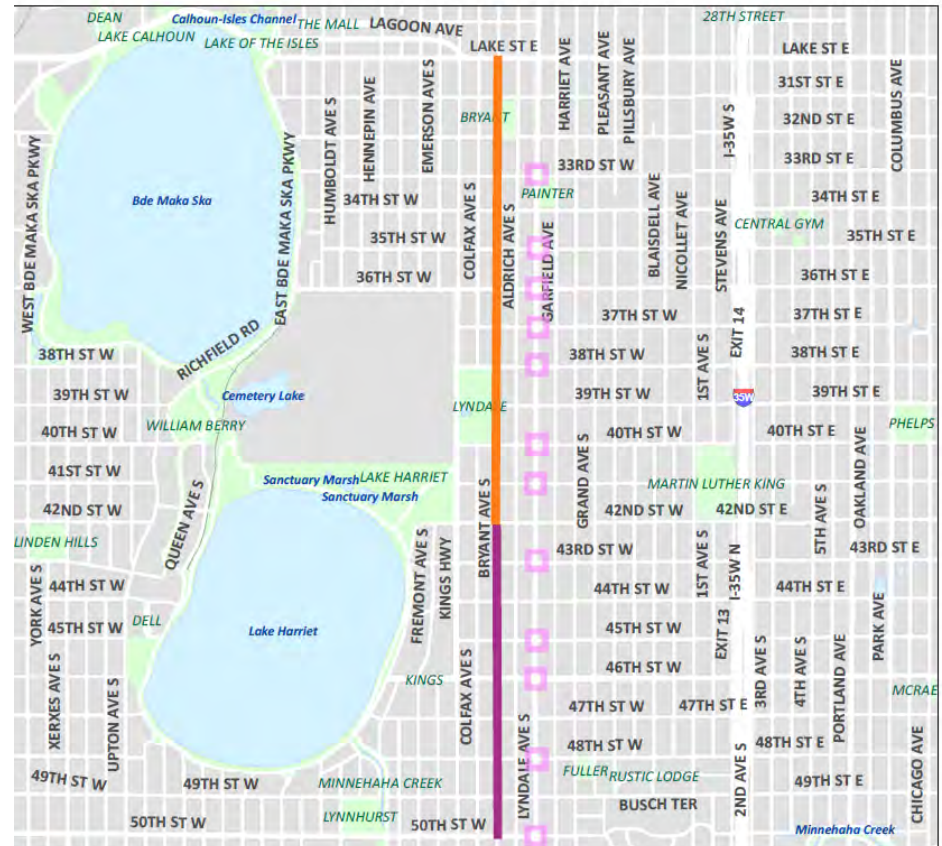
Phase 2A Bryant Ave (42nd St – 35th St)

Phase 2B Bryant Ave (35th St – Lake St)

Phase 2A construction started **April 10th 2023**

Bryant Ave S Reconstruction

Bryant Ave S from 50th St W to Lake St W



- Phase I of Bryant project, 2022 substantially completed (50th -42nd)
- Phase II of Bryant project, 2023 (42nd-Lake St)
- Lyndale Ave S intersections improvement, 2022 completed (50th -33rd)



Updated March 20, 2023

Bryant Ave Phase I

Feedback and Challenges

- Emergency vehicle access
 - Narrow lanes, worse with snow
- Snow plowing operations
 - Narrow lanes, more challenging as winter went on
- Ability to get in/out of driveways
 - Narrow driveways and narrow lanes, worse with snow
- Ability to get in/out of parked vehicles
 - Left or driver's side parking, worse with snowbanks
 - Some vehicles not against the curb, encroaching into the travel lane

Emergency Vehicle Access



Emergency Vehicle Access



Snow Plowing Operations



Driveway Access



Driveway Access



Driveway Access



Left or Driver's Side Parking





Phase 2 Design Modifications

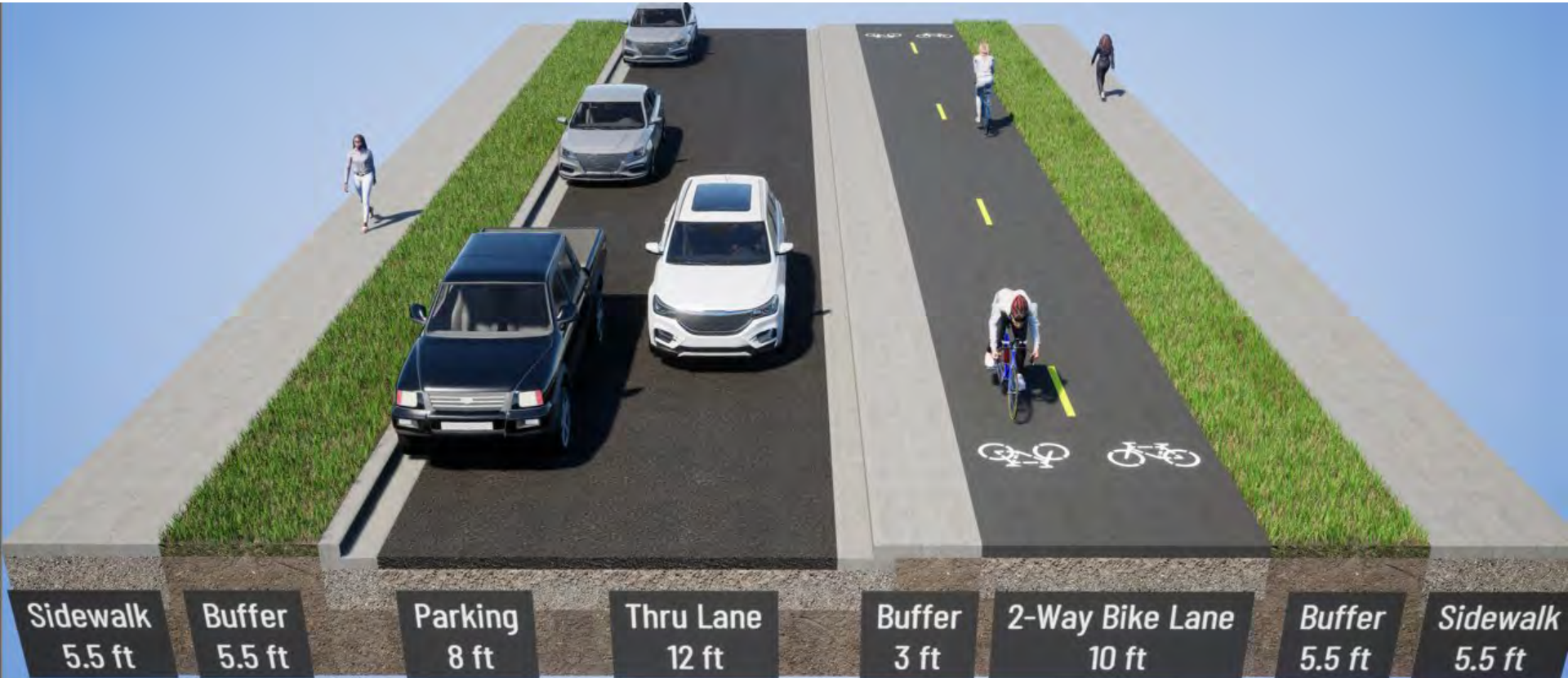
Phase 2 Design Modifications

- Fall 2022 – Now: Receiving feedback
- January 2023: Identify need for design revisions
- February – March 2023: Mobilize design consultant
 - Discuss with subject matter experts
 - Identify and evaluate possible design revisions, determine feasibility
 - Coordinate with emergency service providers
- Late March 2023: Decisions on design revisions
 - Proceed with implementing
 - Communication
- April 2023: Construction begins

Phase 2 Design Modifications

- Aligns with City policy
- Consistent with Council adopted concept layout
 - Does not substantially change what is included in the project
 - Maintains pedestrian and bicycle modal priority in the corridor
 - Maintains traffic calming and safety design features while improving access for emergency vehicles
- Life Safety
 - Emergency Services
 - Vision Zero

Phase 2 Typical Cross Section



Comparison

What is the same?

- Dedicated sidewalk and bikeway
- Protected curb-separated bikeway
- Narrowed street with one-lane one-way operation

What changes?

- Location of boulevard
- All parking on right or passenger side

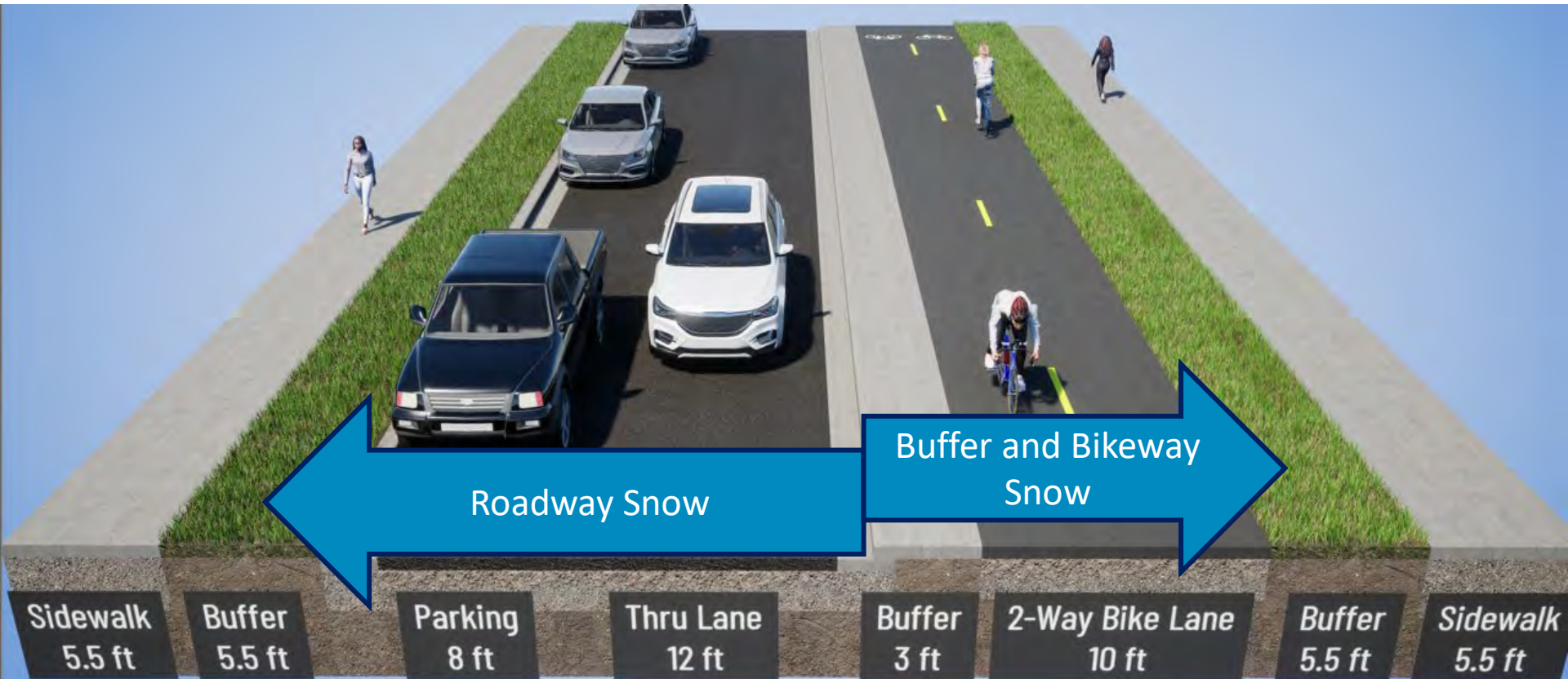
Original



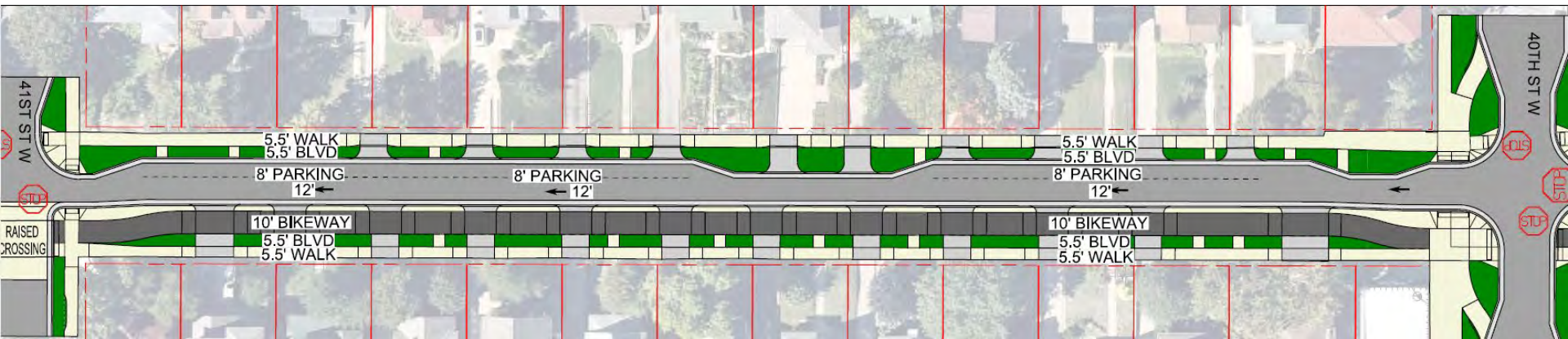
Phase 2



Phase 2 Typical Cross Section Snow Plowing



Phase 2 Typical Plan View



Comparison

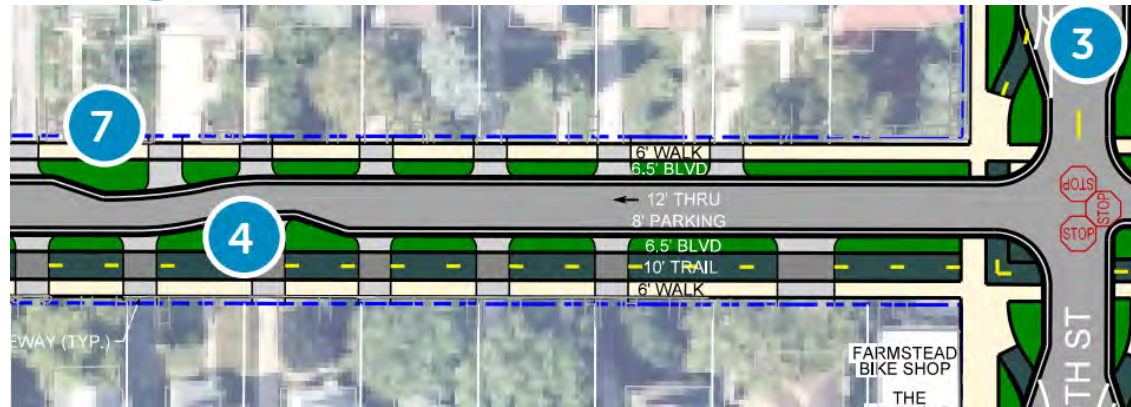
What is the same?

- Green space to support street trees and green stormwater infrastructure
- Safer intersection designs
- Traffic calming

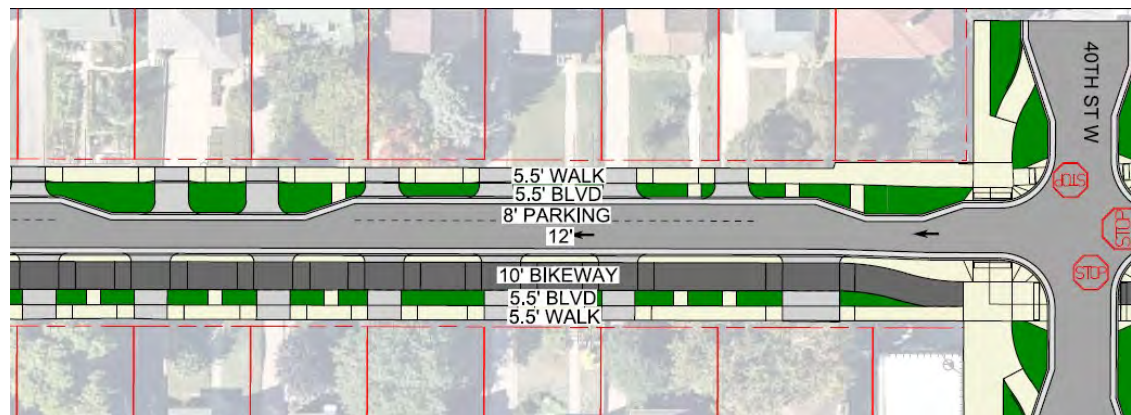
What changes?

- Some chicanes redesigned as bumpouts
- Additional bumpouts near intersections
- All parking on right or passenger side

Original



Phase 2

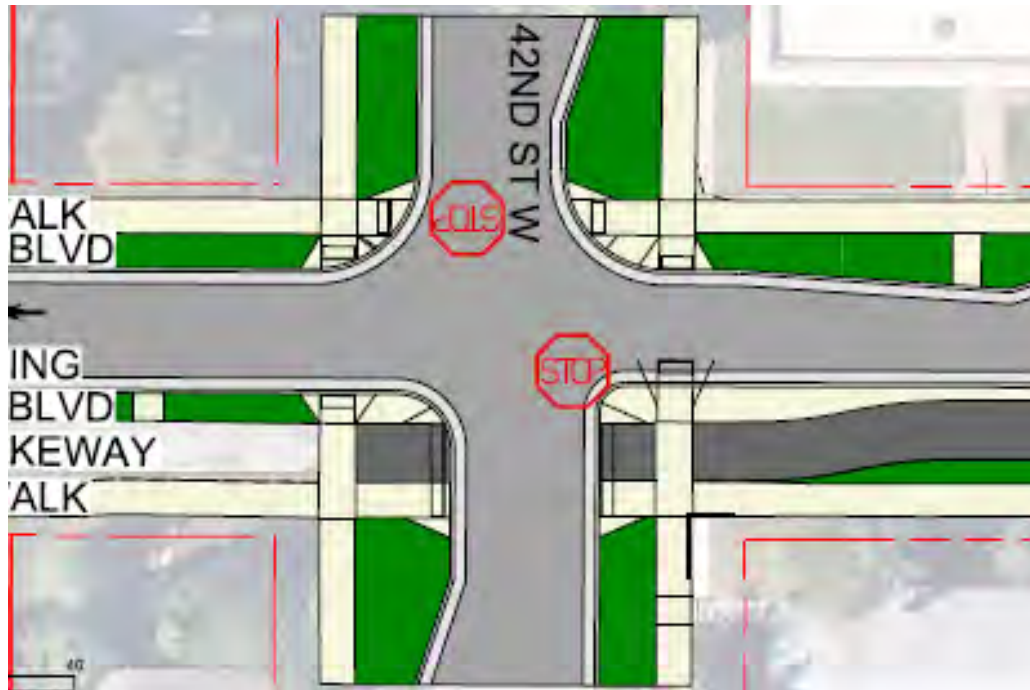


Phase 2 Revised Design Summary

- Maintain designated pedestrian and bicycle space along the corridor
- Maintain the protected bicycle facility design at sidewalk level
 - Buffer between street and bikeway
- Maintain traffic calming and safety elements
 - Narrowed travel lanes
 - Mid-block as either chicanes or bumpouts
 - Intersection bumpouts
 - Additional bumpouts near some intersections
- Adjust the location of the boulevard green space
- Adjust curb lines as needed
- Widen driveway aprons
- Parking on the right or passenger side only

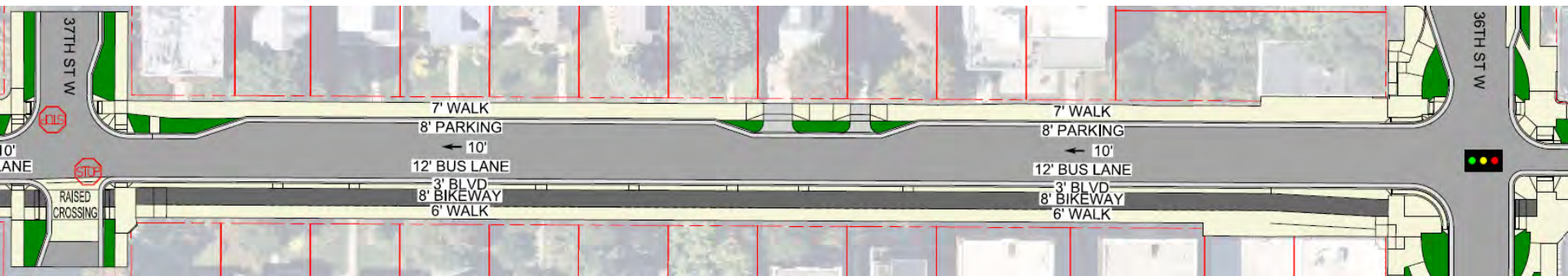
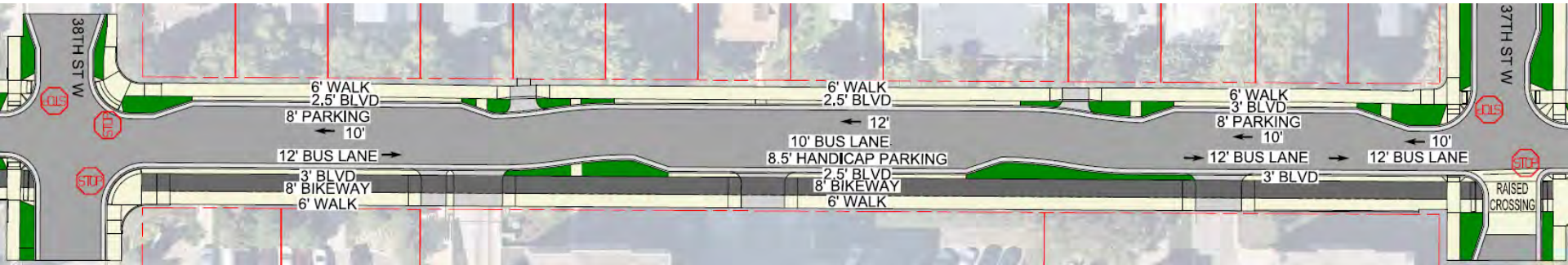
Phase 2 Details

- Bikeway Continuity Between Phase 1 and Phase 2
 - “Bend-out” Design



Phase 2 Details

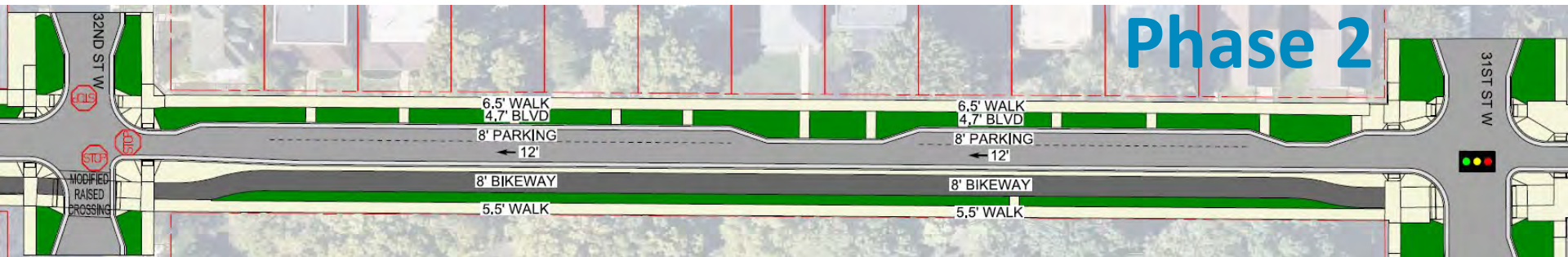
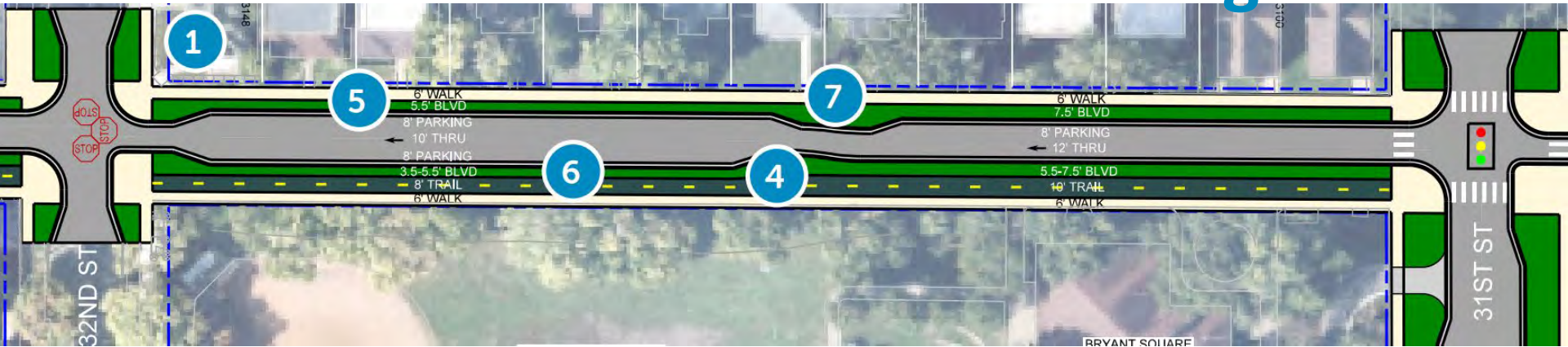
- No changes between 38th St and 36th St (except for driveway modifications)



Phase 2 Details

- 32nd St to 31st St
 - Single-sided parking only

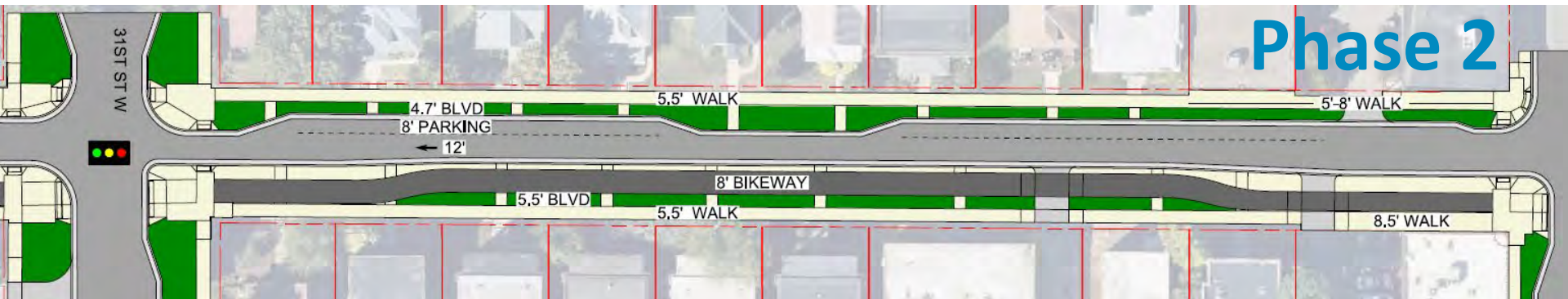
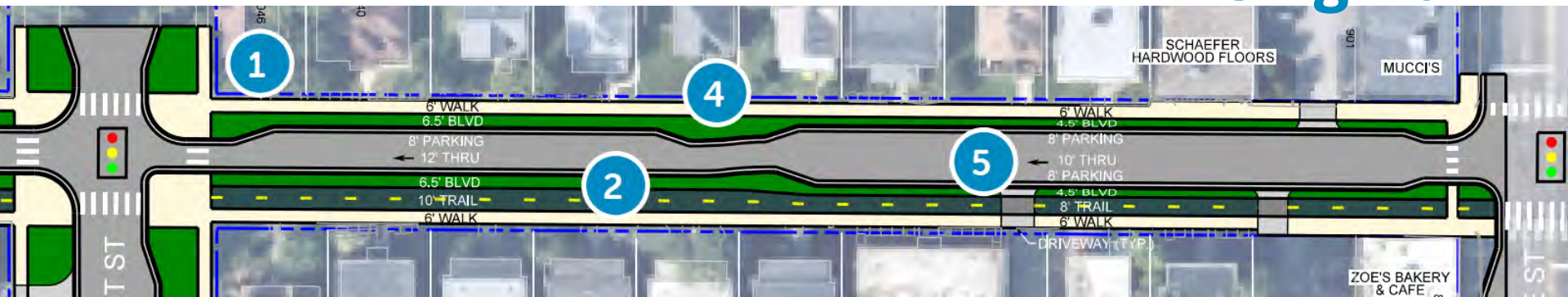
Original



Phase 2 Details

- 31st St to Lake St
 - Single-sided parking only

Original



Upcoming Meetings

- 4/20/2023 – Pedestrian Advisory Committee
 - Engineering Subcommittee
- 4/20/2023 – Virtual Community Meeting
 - 6:30 to 8 pm
- 4/26/2023 – Bicycle Advisory Committee
 - Full Committee



Phase 1 Update

- Modifications
 - Modify driveways
 - Other – Evaluation continues
- Parking
 - Transition from winter parking restrictions
 - One-sided parking
 - No parking near chicanes
 - Seasonal changes possible

Blank Slide



Comparison: Bryant and Grand

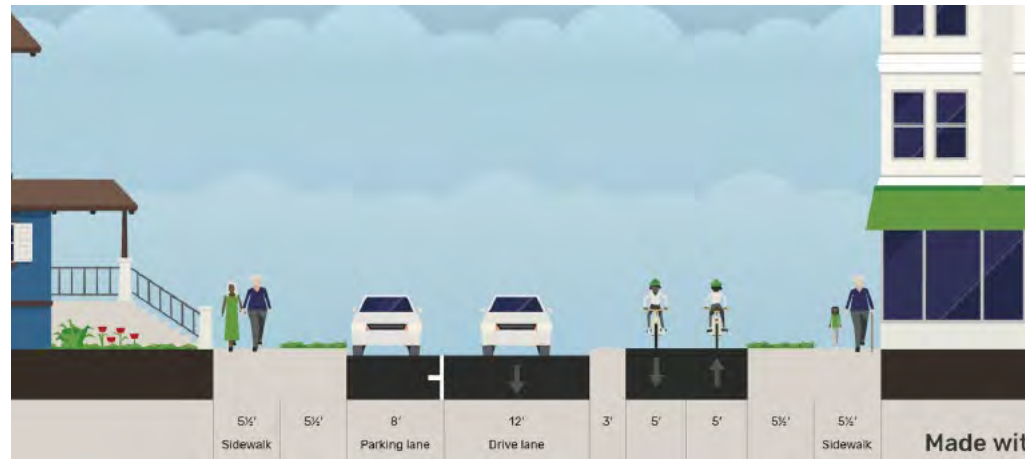
- Grand Ave

- 28 feet with parking on 1-side (20 feet clear)
- Limited areas of 2-sided parking, shifted sidewalk to accomplish
- Two-way operation
- No bikeway (except 31st St to Lake St sidewalk becomes multi-use trail)



- Bryant Ave

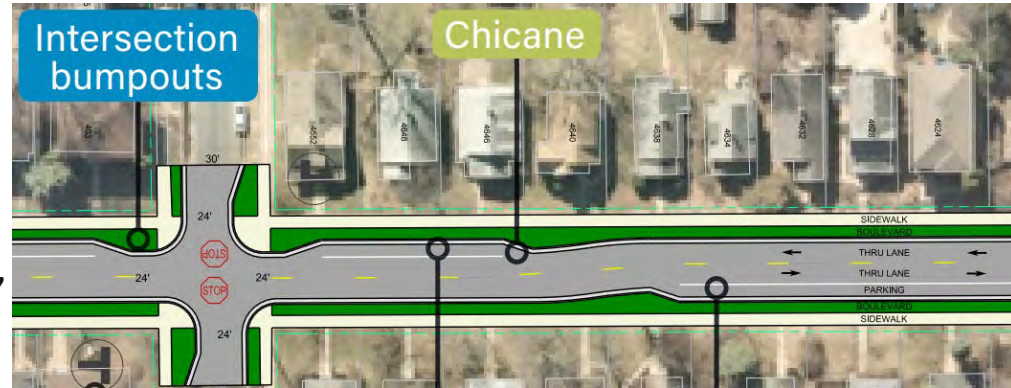
- 20 feet with parking on 1-side (12 feet clear)
- 26 feet with parking on both sides (10 feet clear)
- Single lane one-way operation
- Add bikeway to corridor



Comparison: Bryant and Grand

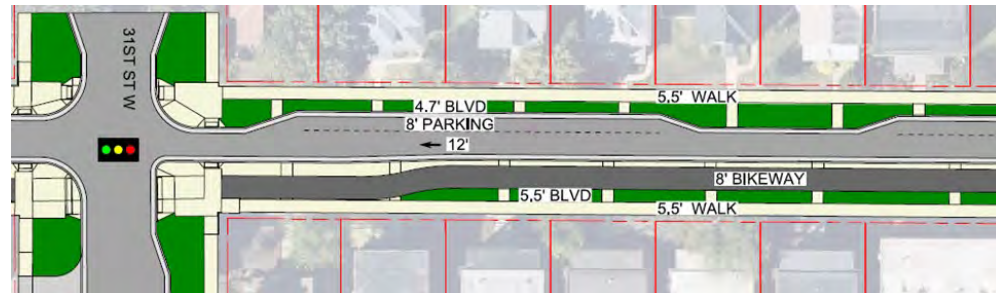
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- **Bryant Ave**

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Grand Ave Pics

