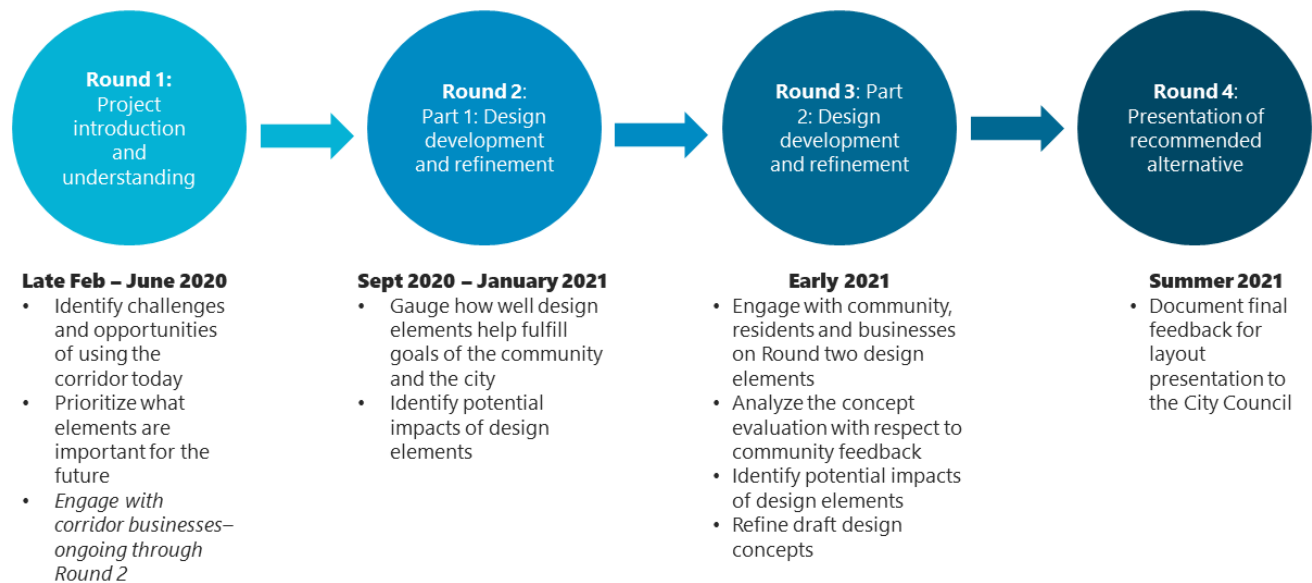


PUBLIC ENGAGEMENT SUMMARY

As of May 31, 2021

Engagement Strategies and Approach

Four rounds of engagement are planned to identify a new street design for the future reconstruction of Bryant Avenue.



Thus far, Minneapolis Public Works has completed three rounds of public engagement for the Bryant Avenue Reconstruction project. The first round asked stakeholders to prioritize elements they would like factored into the future design of Bryant Avenue, share their project goals, and provide feedback on the challenges and opportunities they face using the corridor today. The second round sought input from the public on the draft design concepts for Bryant Avenue South and proposed changes to move transit on Lyndale Avenue South. The third round asked stakeholders to share feedback on a more detailed concept design for transit improvements on Lyndale Avenue South and one-way and two-way street designs for Bryant Avenue South.

This document summarizes feedback received through the Round 3 engagement process from April to May 2021. **Appendix A** includes a more detailed summary of responses and questions received from the virtual open house, online survey, and virtual group discussions during Round 2 of public engagement. **Appendix B** includes all raw written responses from the open-ended questions from the online survey collected from April to May 2021.

Project staff engaged with the public about the project through the following:

- Virtual Open House
 - May 12, 2020 – 100+ attendees, 129 comments/questions received
 - December 10, 2020 – 150+ attendees, 344 comments/questions received
 - May 4, 2021 – 150+ attendees, 154 comments/questions received
- Recorded Presentation posted to the project website

- May 12, 2020 Open House
 - December 10, 2020 Open House
 - May 4, 2021 Open House
- Round 2 Virtual Group Discussions
 - January 12, 13, and 14; noon to 1 p.m. and 7 to 8 p.m.
 - ~60 attendees in total
- Round 3 Virtual Group Discussions
 - April 29 and May 6; 7 to 8 p.m.
 - May 4; noon to 1 p.m.
 - ~25 attendees in total
- Virtual business node meetings (April 2021)
 - 4 meetings total
 - ~10 business owners attended
- Project Staff Office Hours
 - Via phone following the May open house
- Online Surveys
 - Round 1: 402 responses
 - Round 2: 293 responses
 - Round 3: 360 responses
- Interactive Feedback Map
 - Round 1: 101 users, 247 comments
 - Round 2: 28 users, 136 comments
- Neighborhood Meeting Presentations
 - Project staff attended virtual neighborhood meetings to introduce the project and answer questions from meeting attendees in the following neighborhoods:
 - South Uptown
 - East Harriet
 - Lynnhurst
 - Tangletown
- Project Postcards
 - Round 1: ~1,500 postcards mailed
 - Round 2: ~5,700 postcards mailed
 - Round 3: ~5,700 postcards mailed
- Project Overview Factsheet
- FAQs Handout
- Draft Drawing of the Corridor (December 2020)
- Bryant Ave Two-way and One-way Design Proposal (May 2021)
- Lyndale Ave S Draft Transit Proposal Factsheet
- On-street Parking by Block Factsheet
- Green Infrastructure Opportunities Factsheet
- Other Options Context Booklet
- Project Phone/Email
 - Calls and email correspondence with residents and business owners

- Engagement with individual businesses, Southwest Business Association, and Lake Street Council

COMMON THEMES

Below are the common themes that emerged from feedback received during Round 1, Round 2, and Round 3 engagement.

Round 1 – Corridor Visioning

- Improve bicycle facilities (e.g. protected/dedicated bicycle infrastructure, traffic signal timing)
- Concerns around combining bikes/cars/buses on the same street – separate modes for safety
- Slow vehicle speeds/traffic calming
- Maintain vehicle access/parking
- Need for increased green infrastructure (e.g. boulevard, street trees, water quality infrastructure)
- Need for cross street intersection control
- Concerns for pedestrian accessibility and safety

Round 2 – Draft Design Concepts

- Prioritize vulnerable users and space for multimodal facilities, deprioritize car access/parking
- Maintain parking along Bryant Ave S, especially for business access and residents in multifamily buildings
- Concerns about the proposed bicycle facility including:
 - Concerns about pedestrian and bicyclist conflicts on the shared use path
 - Not wide enough
 - Unsafe to mix pedestrians/bicyclists/driveways
 - Needs to continue to the Midtown Greenway
 - Too much stopping at intersections
- Mixed feedback regarding a one-way design on Bryant:
 - Some support for the idea
 - Some concerns that a one-way would increase traffic volumes and speeds
 - Some uncertainty about how the design would work
- Mixed feedback regarding moving transit to Lyndale:
 - Some support for the proposal to move transit to Lyndale
 - Some desire to keep transit service on Bryant; Lyndale is difficult/unsafe to cross, too congested, and more residential

Round 3 – Updated Design Concepts

- Stakeholders stating the one-way design balances projects goals/priorities well; will make the street safer for pedestrians and bicyclists
- Feedback asking to improve the bike facility, including:
 - Make connection to bike boulevard north of Lake St safe for bicyclists; make this transition happen at 29th St instead of Lake St (Lake St is a stressful intersection)
 - Separate pedestrian and bike facilities
 - Bike path should be one-way on each side of the street
 - Widen bike path, should be minimum of 12' wide
- Mixed feedback about amount of on-street parking on Bryant, including:
 - Need for more on-street parking – residents/businesses rely on parking; people use/will continue to use cars in the future
 - Need for reduced car storage/access – disincentivize car use/take climate change seriously; prioritize non-motorist safety and green space over cars
- Mixed feedback about moving transit to Lyndale, including:
 - Some support for moving transit to Lyndale – Bryant is designated as a bike boulevard; bikes should be prioritized over transit
 - Some support for keeping transit on Bryant – Lyndale Ave is dangerous and congested with traffic, adding transit with further congest it
- Stakeholders stating that the designs overprioritize bikers
 - Move bikeway to another street with less vehicle traffic (e.g., Aldrich or Colfax)
 - Existing bike facilities are underutilized
- Concerns that one-way will increase traffic and speeds on Bryant and on side streets
 - Need to include traffic calming measures on side streets (e.g., speed bumps)
- Pedestrian safety improvements needed on Lyndale:
 - Make pedestrian crossings clear to drivers (especially near Washburn and Page Middle) – add pedestrian crossing lights and raised and marked crossings
 - Implement traffic calming measures (e.g., speed bumps, bumpouts to reduce crossing distance, reduced speed limits, 4 to 3 lane conversion)
- Mixed feedback about restricting turning on Lyndale