

## TRANSIT ON LYNDALE AVE S

As part of the Bryant Avenue Reconstruction project, the City is considering moving transit from Bryant Ave S to Lyndale Ave S to balance needs for all users in the area while meeting the project goal of supporting existing and future transit service. The map to the left shows adjusted routes and proposed stop locations if transit moved to Lyndale Ave S. Please note that this map does not reflect actual service changes but is for illustrative purposes only.

- 6 bus routes would use some portion of Lyndale Avenue between Lake St and 50th St
  - 3 local routes
  - 3 limited stop routes (currently suspended due to COVID-19)
- 14 transit stops, including both pull out and in-lane stops (see examples on page 3)
- More room for transit amenities such as shelters
- Intersection changes provide an opportunity to improve safety for all users on Lyndale Ave S

### Adjusted Transit Routes and Proposed Stop Locations for Lyndale Avenue

**Legend**

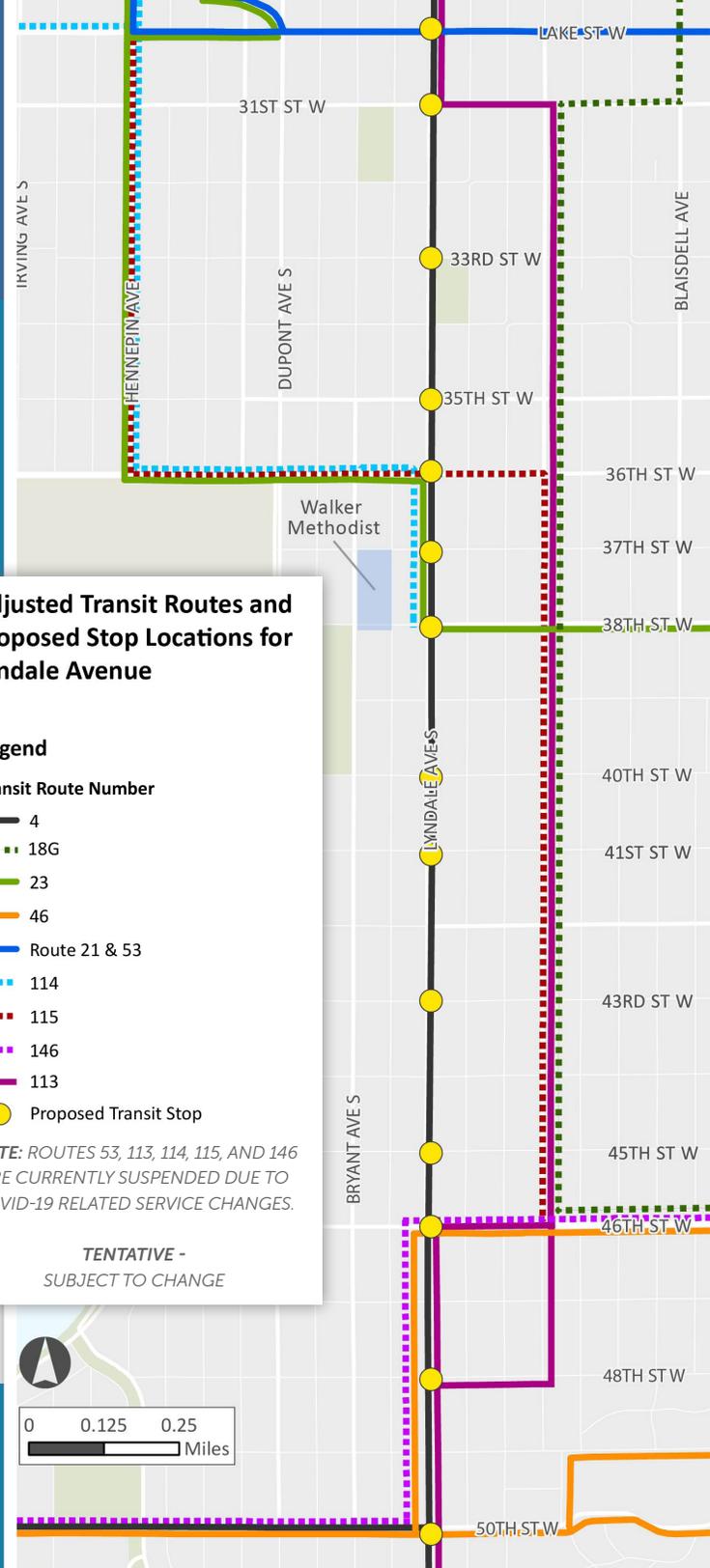
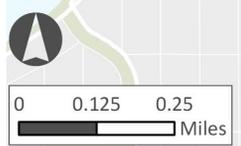
**Transit Route Number**

- 4
- 18G
- 23
- 46
- Route 21 & 53
- 114
- 115
- 146
- 113

Proposed Transit Stop

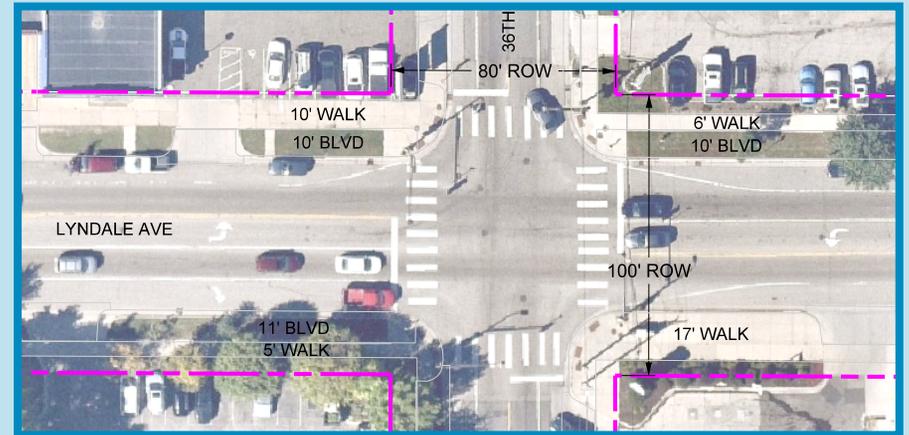
*NOTE: ROUTES 53, 113, 114, 115, AND 146 ARE CURRENTLY SUSPENDED DUE TO COVID-19 RELATED SERVICE CHANGES.*

TENTATIVE - SUBJECT TO CHANGE



## HOW WILL ADDING TRANSIT SERVICE IMPACT VEHICLE OPERATIONS ON LYNDALE AVE S?

Traffic modeling completed for this project shows that intersections on Lyndale operate at an acceptable level for vehicular traffic flow during the morning and evening rush hours. This means that, while people driving on Lyndale Ave S do experience some delay during these times, these delays do not cause undo impacts to the City's vehicular transportation system. The modeling also concluded that adding local transit service to Lyndale Ave S would not significantly impact vehicular traffic flow on the street now or into the future.



Existing dimensions of Lyndale Ave S at 36th St W

## FUTURE TRANSIT ON LYNDALE

Johnson/Lyndale is one of four near-term priority corridors under consideration to become the F, G, and H lines. Metro Transit is seeking feedback on these priorities through January 20 with a [short survey](#).

Because the upcoming Bryant Ave S reconstruction project will set the course for the next 50 years of operations on Bryant, it's critical to consider how space for BRT stations would be accommodated somewhere in this area.

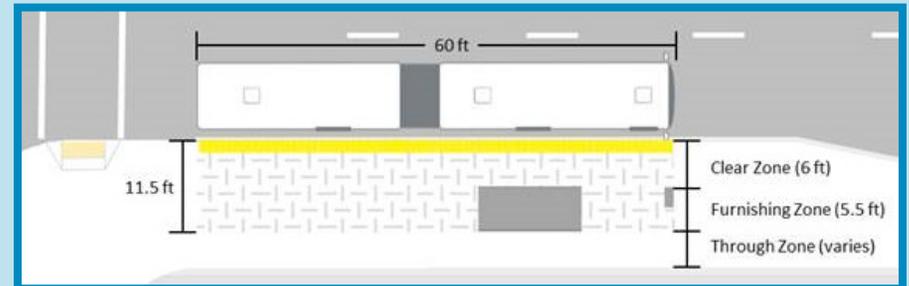
Given that there is more available right-of-way on Lyndale Ave S, BRT stations would be less constrained than if they were placed on Bryant Ave S.



C Line BRT station platform

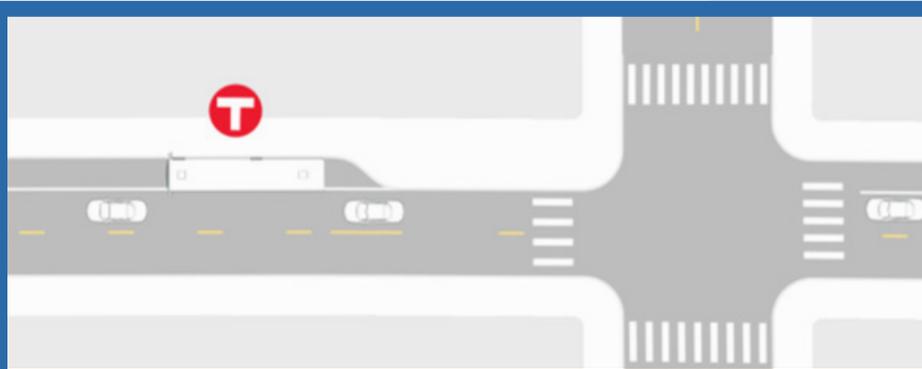
## ABOUT BUS RAPID TRANSIT (BRT)

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



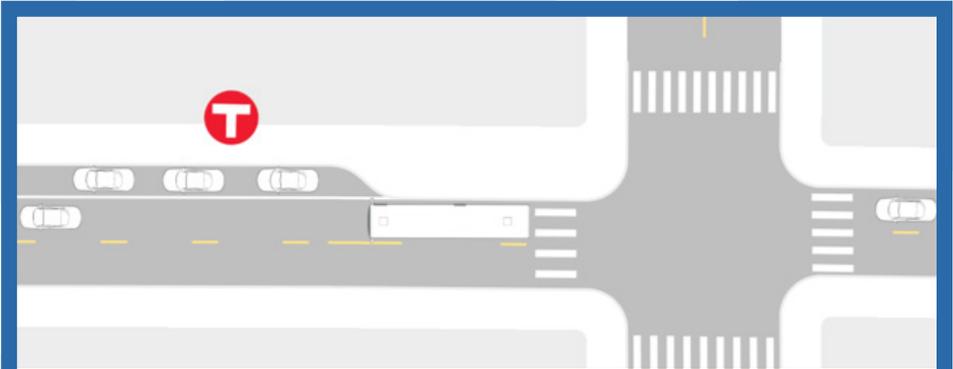
Dimensions for a typical BRT station

## PULL OUT VERSUS IN-LANE STOPS



### Pull out bus stop

Buses exit the travel lane completely, pulling to the curb for passenger boarding and alighting. Pull out stops require more time than in-lane stops because buses must merge back into the flow of traffic.



### In-lane bus stop

Buses remain in the travel lane while passengers board and alight. Buses do not need to merge back into the flow of traffic which saves time. However, making stops may require traffic behind the bus to wait.

## QUESTIONS?

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**SOMALI:** Ogow. Haddii aad dooneyso in lagaa kaalmeeyo tarjamadda macluumaadkani oo lacag la' aan wac 612-673-3500.

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