

FREQUENTLY ASKED QUESTIONS (FAQ)



Design/Construction Phasing

HOW WILL CONSTRUCTION IMPACT ME?

It is anticipated that the project will take two years to construct. Planning for construction (i.e. phasing and detours) will not take place until the next phase of the project in the detailed design phase in 2021.

IS THE CITY PLANNING TO ACQUIRE RIGHT-OF-WAY TO WIDEN THE STREET?

The City's intent is not to acquire additional right-of-way for this project. Some temporary construction easements (i.e. when the City acquires short-term permission to do work on private property) may be needed during construction for grading or utility work. The need for temporary construction easements will be evaluated as the project moves into detailed design.

WILL WORK BE DONE TO THE INFRASTRUCTURE BELOW THE STREET (E.G. WATER AND SEWER)?

The condition of the infrastructure below the street (e.g. water and sewer infrastructure) will be reviewed as the project moves forward. Improvements and replacements will be made as necessary.

To save yourself time and money, if you have experienced any problems with your sewer and/or water connection it is recommended that you contact a licensed plumber to correct the problem before the street is paved. One problem frequently encountered in connection with street paving is the condition and age of the private water and sewer services from the house or business to the City main in the street.

IS IT POSSIBLE TO MAKE BRYANT A ONE-WAY STREET?

Public Works will be evaluating multiple options for Bryant Avenue S, including evaluating if it is possible to make it a one-way street. All options evaluated will need to consider the needs of all modes of transportation, understand broader impacts to the neighborhood, and be fiscally feasible to construct and maintain. The benefits and challenges of making Bryant Avenue S a one-way street are being evaluated with all these considerations in mind.

HOW IS SNOW REMOVAL BEING CONSIDERED?

Snow removal operations are reviewed during every stage of project design by Public Works maintenance and operations staff. Also, we are exploring where we can include additional boulevard space for snow storage.

Vehicle Operations and Storage

ARE YOU PROPOSING TO TAKE AWAY CARS ON BRYANT?

Public Works is not proposing removing vehicle access from the entire 2.5-mile project corridor. However, Public Works will be prioritizing the needs of people walking, bicycling, and taking transit in the design. As part of that, Public Works is considering targeted locations along the corridor where access and parking for vehicles may change.

ARE YOU PROPOSING TO TAKE AWAY PARKING ON BRYANT?

On-street parking usage is being evaluated as part of this project. There are 783 existing parking spaces on Bryant Avenue S between Lake St and 50th St and 618 existing spaces on the adjacent side streets between Colfax and Aldrich. Corridor wide, on average, about half of the available spaces on Bryant Avenue S and the side streets are occupied during the busiest time of the week (Saturday evening). There may be opportunities to reduce parking while maintaining the adequate amount based on the current demand and use. For more information about parking trends, visit the [project website](#) and click on the document link titled Bryant Ave S On-Street Parking Trends.

WILL YOU BE ADDING MORE STOP SIGNS OR SIGNALS?

Public Works will be evaluating intersection treatments along the entire corridor as part of this process.

WHAT WILL YOU BE DOING TO SLOW DRIVERS DOWN ALONG BRYANT?

We will be looking at multiple designs that have been shown to slow drivers, including, but not limited to:

- Narrowing travel lanes
- Narrowing the curb to curb width of the streets
- Including [chicanes](#) in the design

HOW WILL YOU MAKE THIS STREET SAFER FOR PEDESTRIANS?

We will be looking at multiple design options that improve pedestrian safety, including but not limited to:

- Narrowing crossing distances
- Adding or expanding the boulevard for separation from the traffic lanes
- Incorporating bump-outs at intersections to increase pedestrian visibility
- Redesigning the curb ramps to be ADA compliant and slow turning vehicles
- And other traffic calming measures such as chicanes to slow vehicles

HOW WILL YOU HANDLE UBER/LYFT CURB OPERATIONS?

We will be evaluating existing curb side activity on Bryant Avenue S including ride sharing, pick up and drop offs, and freight deliveries as part of the design process.

Transit Operations

WILL TRANSIT CONTINUE TO OPERATE ON BRYANT AVE?

During this project, we are working with Metro Transit and Hennepin County to determine how we can best support existing and future transit service in the area. As part of that work, we are exploring both what it would look like to keep transit on Bryant Avenue S, as well as the feasibility of moving transit to Lyndale Ave S. The goal of the project is to create a transit corridor that best serves riders and the community.

WILL YOU BE CONSOLIDATING ANY BUS STOPS ALONG BRYANT?

During this project, we are working with Metro Transit to determine how we can best support existing and future transit service in the area. Stop consolidation is a possibility that is under consideration.

Bicycle Facility Improvements

WILL YOU BE IMPROVING BICYCLE FACILITIES ON BRYANT (E.G. MAKING IT A PROTECTED BIKEWAY, RAISED BIKEWAY, BEHIND-THE-CURB TRAIL, ETC.)?

Public Works will be looking at multiple designs for bicycle facilities on Bryant Ave S, including options that include improving facilities for people who bike. Bryant Avenue S is identified on the [All Ages and Abilities Bikeway](#) network in the City's [draft Transportation Action Plan](#), as well as the existing [Bicycle Master Plan \(2011\)](#), so Public Works will be using this guidance when developing the bikeway network design in the area.

CAN THE BIKEWAY BE MOVED TO ANOTHER STREET?

Bryant Avenue S is identified on the [All Ages and Abilities Bikeway](#) network in the City's [draft Transportation Action Plan](#), as well as the existing [Bicycle Master Plan \(2011\)](#), so Public Works will be using this guidance in accordance with the City's [Complete Streets Policy](#) when developing a recommendation for the bikeway network in the area. As part of this project we will be evaluating the benefits and challenges of creating an All Ages and Abilities Bikeway on Bryant Ave S and on a parallel street (i.e. Colfax Ave S, Aldrich Ave. S, etc.). This evaluation will document the financial impacts of creating an All Ages and Abilities Bikeway on a parallel street.

WILL YOU SYNCHRONIZE/TIME TRAFFIC SIGNALS TO PRIORITIZE BICYCLE TRAVEL?

Traffic signals are coordinated at a citywide scale and the timing at each individual signal is constantly being adjusted. Traffic signal timing on Bryant Avenue S will be re-evaluated in the in the detailed design phase of the project, and the specific timing will consider typical travel patterns and modes both along Bryant Avenue S and its cross-streets.

Stormwater Management/Greening

WILL TREE REMOVAL BE REQUIRED AS PART OF THIS PROJECT?

The Minneapolis Park and Recreation Board (MPRB) owns and manages the urban forest within the public right-of-way. Public Works coordinates work closely with MPRB staff, which includes an inventory of trees by species and condition. All efforts will be made to retain as many trees as possible during reconstruction, which will be informed by MPRB's inventory and staff recommendation. There are currently approximately 50 trees within the City's right-of-way on Bryant Ave S. There is the potential that some of these trees may have to be removed.

HOW IS STORMWATER BEING TREATED ON THIS PROJECT?

This question will be answered fully during the detailed design phase of the project; however, using green infrastructure to collect and treat stormwater runoff is a stated goal of the project.

IS IT POSSIBLE TO MEASURE THE EFFECTIVENESS/IMPACTS OF GREEN INFRASTRUCTURE ON BRYANT?

It will be possible to measure how much water is treated using green infrastructure on Bryant Ave S. The City reports the amount of target pollutants (e.g. phosphorus and sediment) that are removed by green infrastructure on an annual basis. This information is then added to the City's water quality model to evaluate the need for additional water treatment.

Project Funding

HOW MUCH DOES THE PROJECT COST?

The current cost estimate for the Bryant Avenue S project is \$19,442,000. This is a very preliminary estimate. The project estimate will be refined as the project moves into detailed design.

HOW IS THE PROJECT FUNDED?

This project is being funded from a variety of sources including Municipal State Aid (gas and vehicle sales tax), Net Debt Bonds, and Special Assessments.

WILL THE PROJECT BE SUBJECT TO LARGER CITY BUDGET CONCERNS?

The Bryant Avenue S project has been recommended by Public Works for capital funding in 2022 and 2023. This recommendation is subject to review by the Capital Long-Range Improvement Committee (CLIC), whom makes recommendations to the Mayor as a part of the City Council's annual budget process. This project is being funded through a variety of capital funding sources (see above) including net debt bonds, as compared to the City's general funds. Public Works will continue to work with the Mayor and City Council to understand how the projected budget shortfalls may result in changes to planned capital improvements, including Bryant Avenue S.

Upcoming Engagement

WHEN WILL WE BE ABLE TO ENGAGE WITH STAFF IN PERSON AGAIN?

To help prevent the spread of COVID-19, Public Works staff are currently not hosting or attending in-person meetings. However, you can still engage with us now! If you have any questions or comments, you can reach out to:

- Liz Heyman, Senior Transportation Planner: 612.759.3712
- Trey Joiner, Associate Transportation Planner: 612.271.8684
- Email: Bryant.Ave.Reconstruction@minneapolismn.gov

Please visit the project webpage for more information on the project, sign-up to receive email updates, and ways you can participate remotely: <http://www.minneapolismn.gov/cip/futureprojects/bryant-ave-s-reconstruction>