



THANKS FOR ATTENDING THE VIRTUAL OPEN HOUSE FOR BRYANT AVENUE.

*The presentation will start shortly.*



## AGENDA

- Project background, goals, and schedule
- Existing conditions
  - Street design and usage
- How you can participate
- Question and answer session

## Communication in Changing Times

- All project communication will be virtual or over the phone
- Project website:
- <http://www.minneapolismn.gov/cip/futureprojects/bryant-ave-s-reconstruction>
- Virtual neighborhood meetings

## Introductions

- **Liz Heyman, Senior Transportation Planner**
- **Trey Joiner, Associate Transportation Planner**
- **Greg Kufahl (Moderator)**
- **Beverly Warmka (Minneapolis Transportation Engineer)**
- **Cyndi Harper (Metro Transit)**
- **Joe Bernard (Minneapolis CPED)**

## Meeting Logistics


- **Presentation (30 mins)**
- **Q&A (30 mins)**
  - Some questions will be responded to in the Q&A box but most will be responded to verbally at the end
  - Please only ask questions related to the project
  - An FAQ will be published on the website after the meeting for any unanswered questions

## Q & A Instructions

- **On the Web Version:**

- Click “Ask a question” button (lower right corner of the window) to submit a question to the project team at any point during the presentation. You can also check the box to “ask anonymously”
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## WHAT IS THE BRYANT AVENUE RECONSTRUCTION PROJECT?

Opportunity to reimagine our right-of-way



# WHY ARE WE RECONSTRUCTING?

- 60-year-old infrastructure
- Many people using the street in many different ways





# PROJECT SCHEDULE



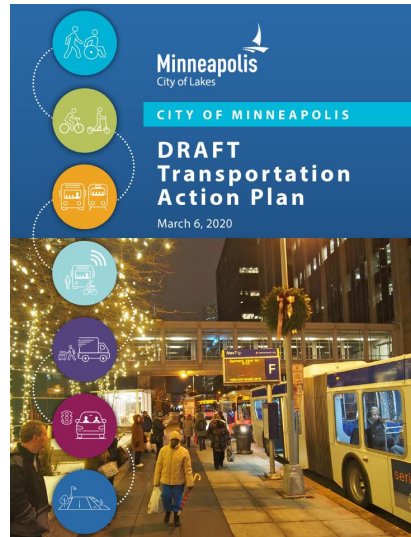
**We are here**

*What is concept design?* The basic elements of the street

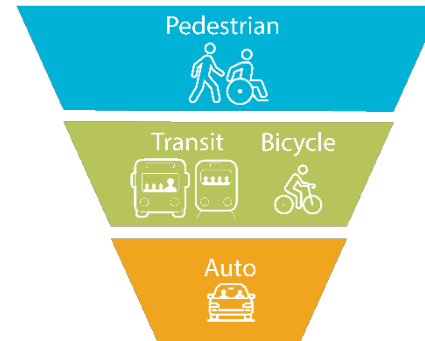
CITY POLICY + TECHNICAL ANALYSIS + STAKEHOLDER FEEDBACK = CONCEPT DESIGN

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# GUIDING POLICY



Minneapolis Complete Streets Hierarchy



## Minneapolis declares climate emergency

© December 13, 2019 / City of Minneapolis

### City demands massive mobilization to address climate change

Minneapolis has declared a [climate emergency](#) that demands a massive-scale mobilization to halt, reverse and address the consequences and causes of climate change. This declaration recognizes that climate change is already affecting people's lives, health, livelihoods, and access to food and shelter with record heat, extreme storms and wildfires, droughts and floods, and other destructive effects in Minnesota and worldwide.

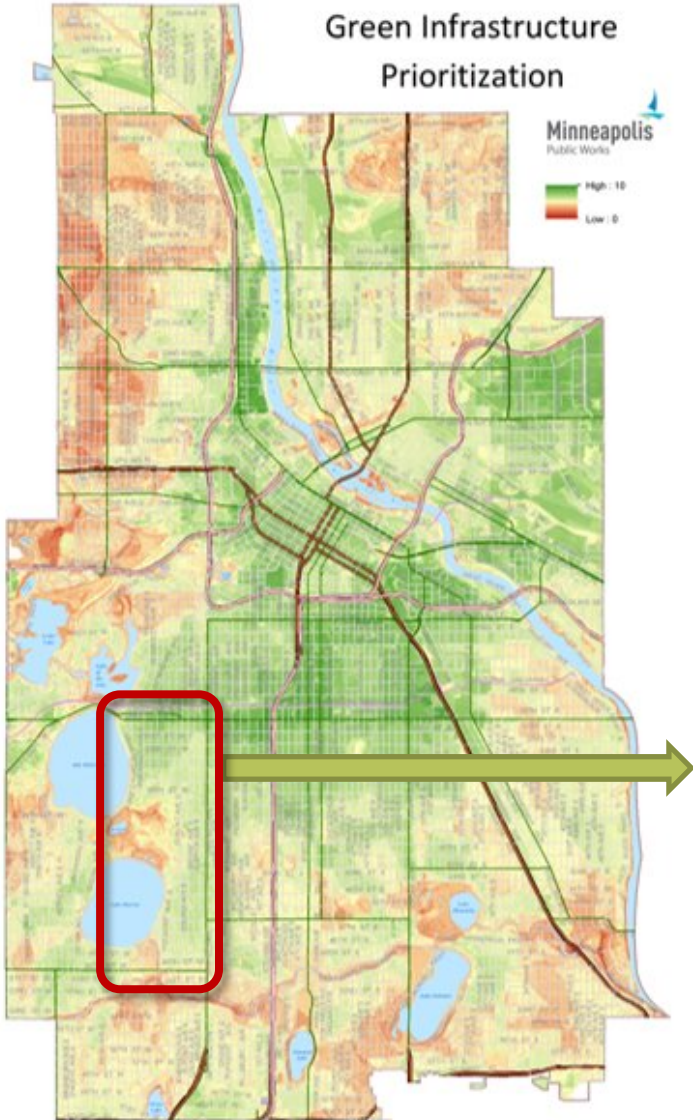
CITY POLICY + TECHNICAL ANALYSIS + STAKEHOLDER FEEDBACK = CONCEPT DESIGN

## PROJECT GOALS

### MINNEAPOLIS PUBLIC WORKS GOALS FOR THE PROJECT INCLUDE:

- ✓ Improve pedestrian safety, access, 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

### Green Infrastructure Prioritization



- ✓ Use green infrastructure to collect and treat stormwater runoff

### Bryant Ave Corridor



CITY POLICY + TECHNICAL ANALYSIS + STAKEHOLDER FEEDBACK = CONCEPT DESIGN

# BLOCK BY BLOCK APPROACH



50%



50%

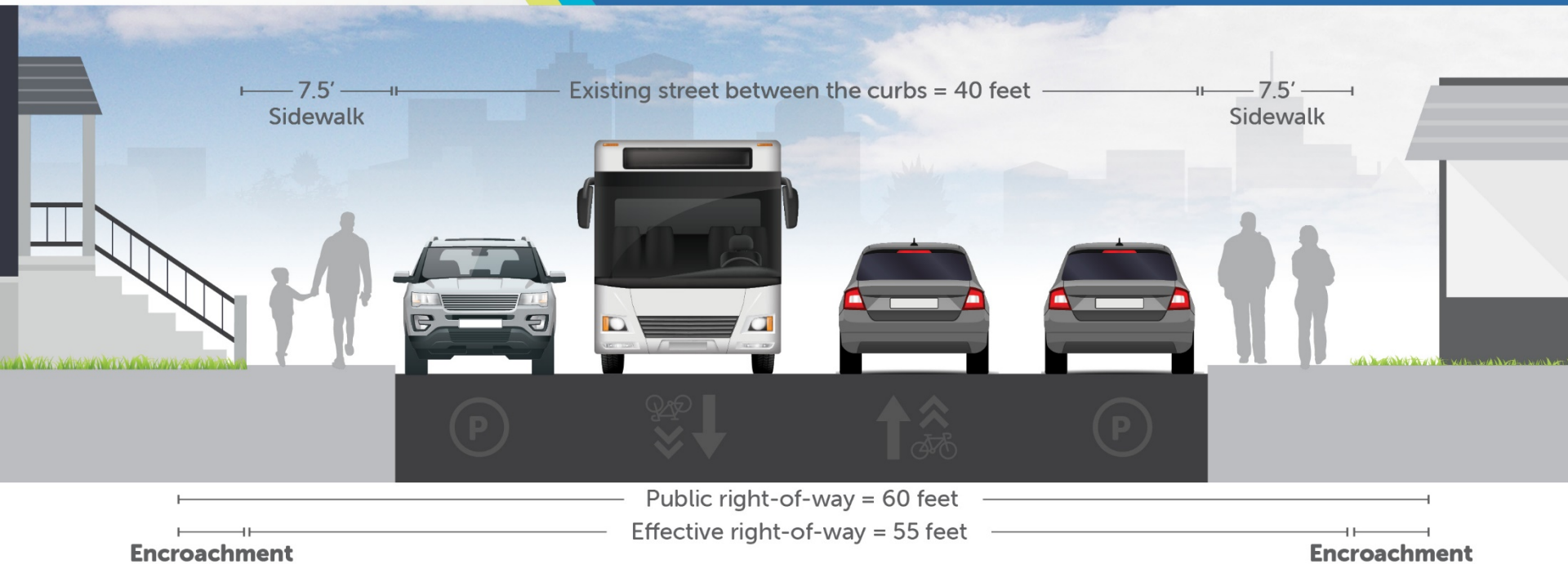


# EXISTING CONDITIONS



# WHO USES BRYANT AVENUE?





## 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.





# EXAMPLE ENCROACHMENTS



Retaining walls

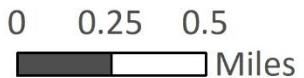


Large trees & landscaping

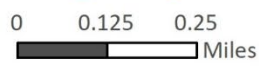
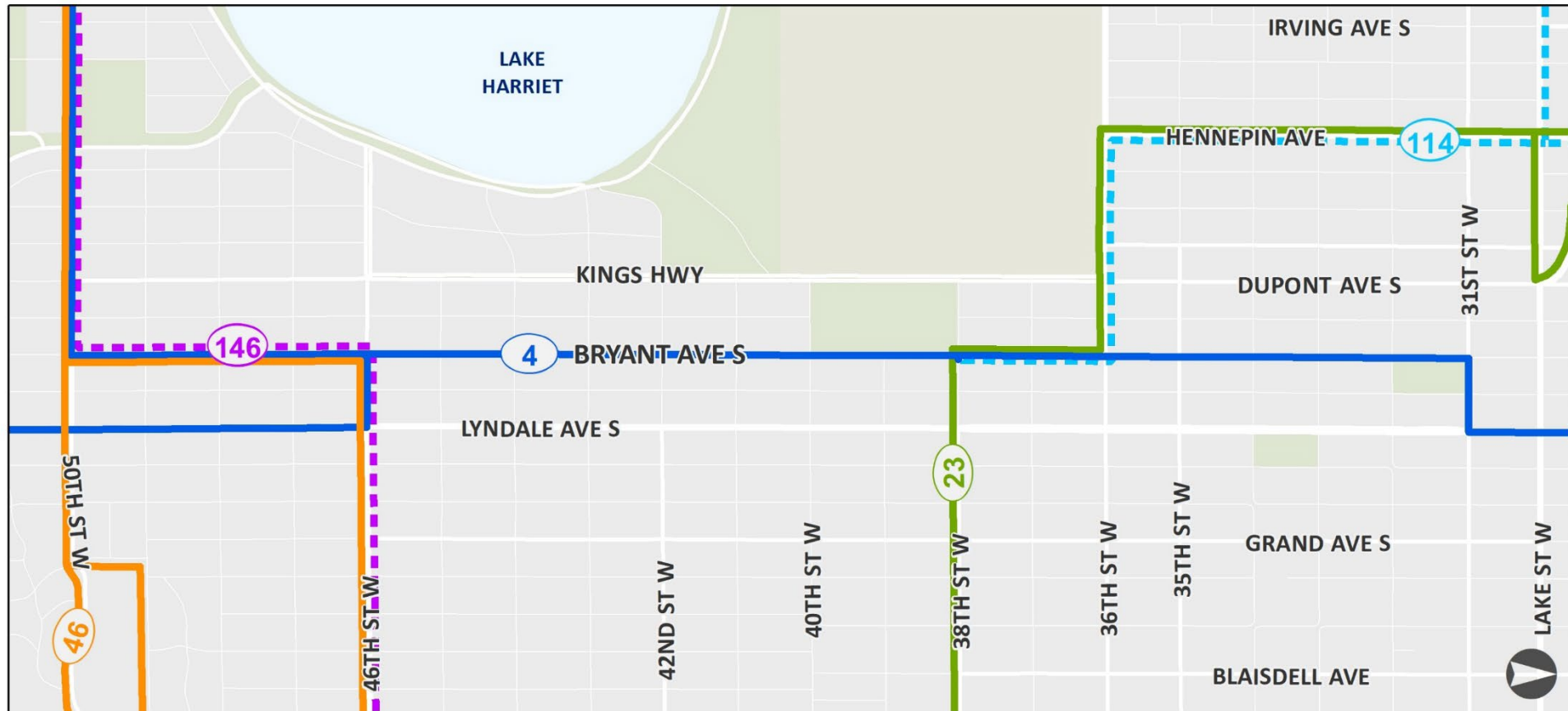


Stairways

# CURRENT BICYCLE INFRASTRUCTURE

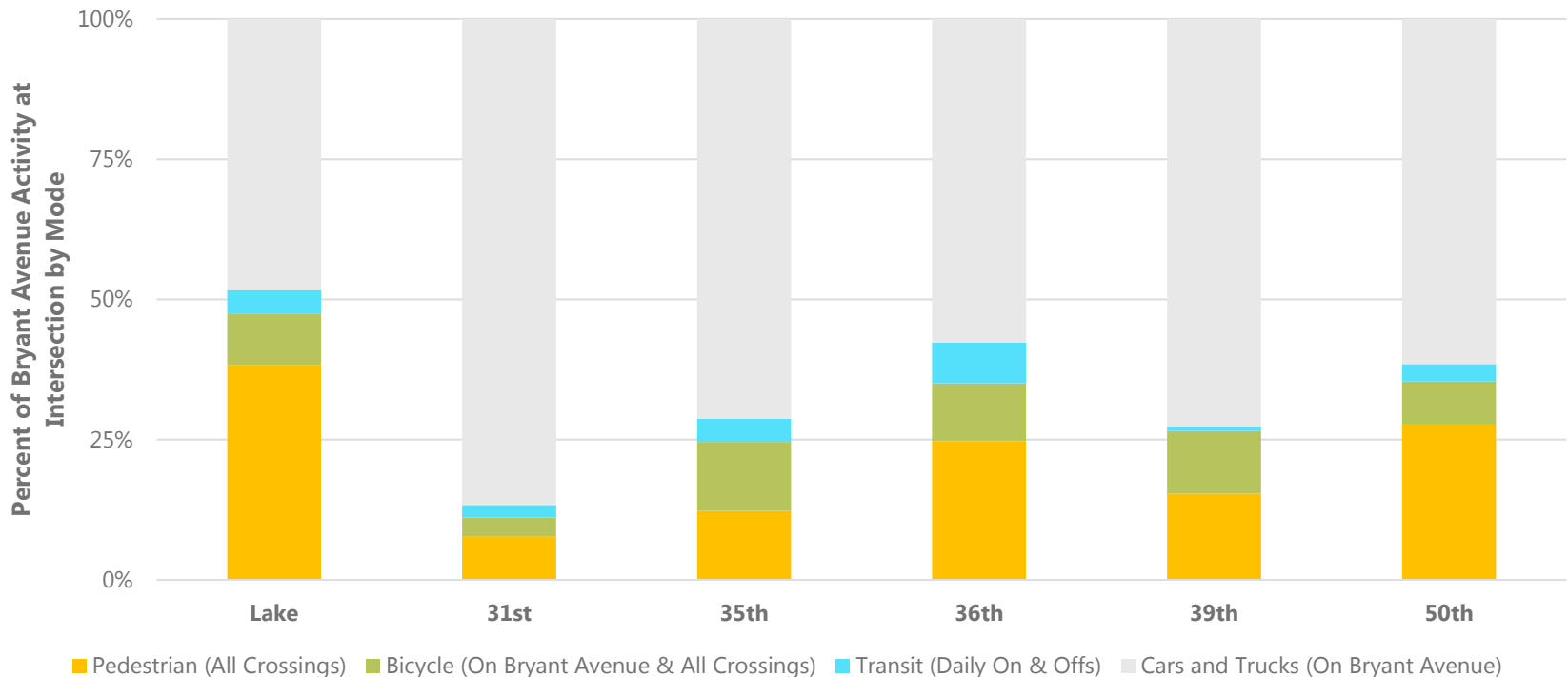


# TRANSIT SERVICE



# ACTIVITY BY MODE

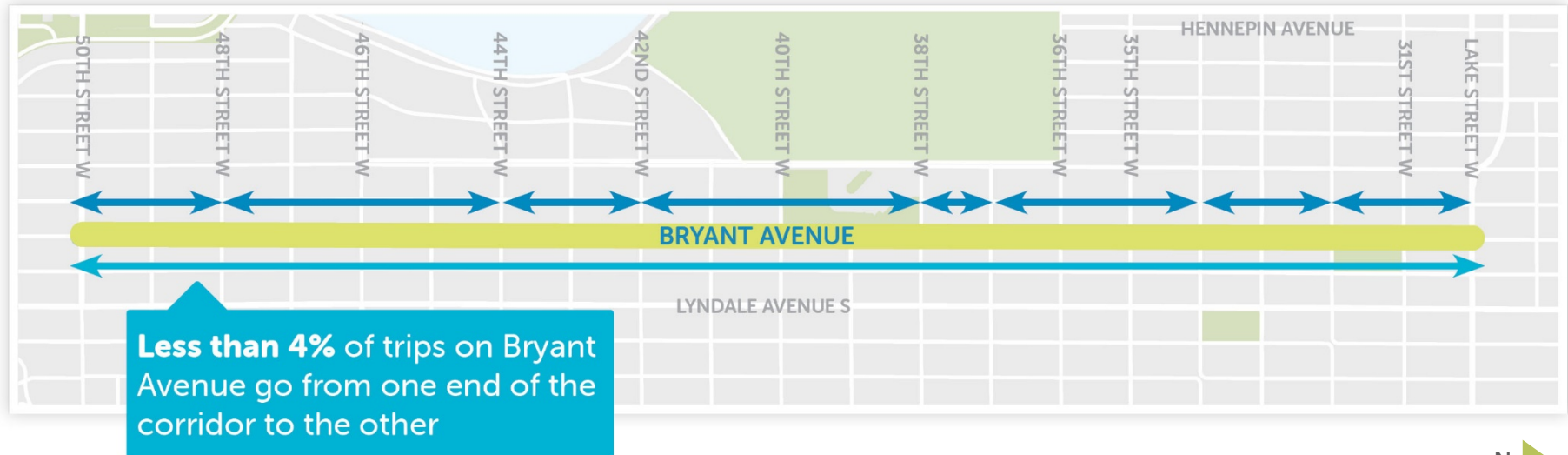
Many people are **walking**, **biking**, and **taking transit** on Bryant Ave S. At some intersections in the corridor, people using these modes make up 50% of the activity on Bryant Avenue.



# TRAVEL PATTERNS

## People driving on Bryant Avenue make short trips

- They stay on Bryant Avenue for a block or two before turning onto another local street for their exact destination





## SPEED TRENDS

Nearly 25% of all vehicles on Bryant Avenue are travelling above the posted speed limit of 30 MPH.

- Between 32nd St and 33rd St:  
26% of vehicles travel above 30 MPH
- Between 38th St and 39th St:  
12% of vehicles travel above 30 MPH
- Between 44th St and 45th St:  
42% of vehicles travel above 30 MPH
- Between 46th and 47th St:  
39% of vehicles travel above 30 MPH

# CRASH TRENDS

**Bicycle and pedestrian crashes are overrepresented on Bryant Avenue.**

- Citywide, 8% of all crashes involve a bicycle or pedestrian. On Bryant Avenue, that number was slightly higher, with 13% of all crashes involving a bicycle or pedestrian.

**The vast majority of all crashes on Bryant only result in property damage between two vehicles.**

- Parked vehicle crashes were most common, followed by angle crashes (i.e. not head-on, rear-end, or sideswipes), and rear ends.

**Bicycle and pedestrian crashes are infrequent but troubling.**

- Although there were fewer bicycle and pedestrian crashes than other types, when these crashes did occur, they more frequently resulted in injury.

# PARKING



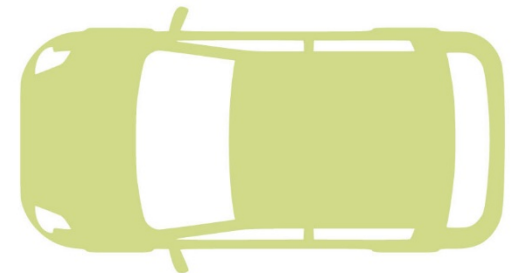
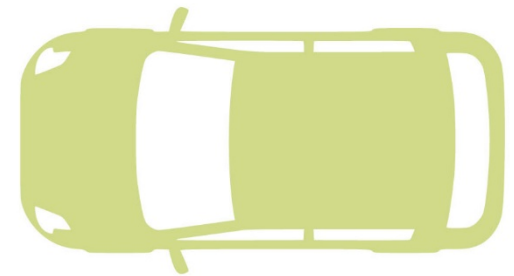
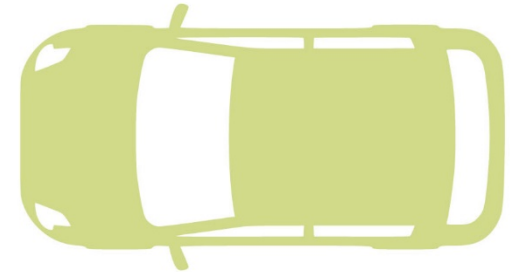
# ON STREET PARKING TRENDS

## HOW MUCH PARKING IS THERE?

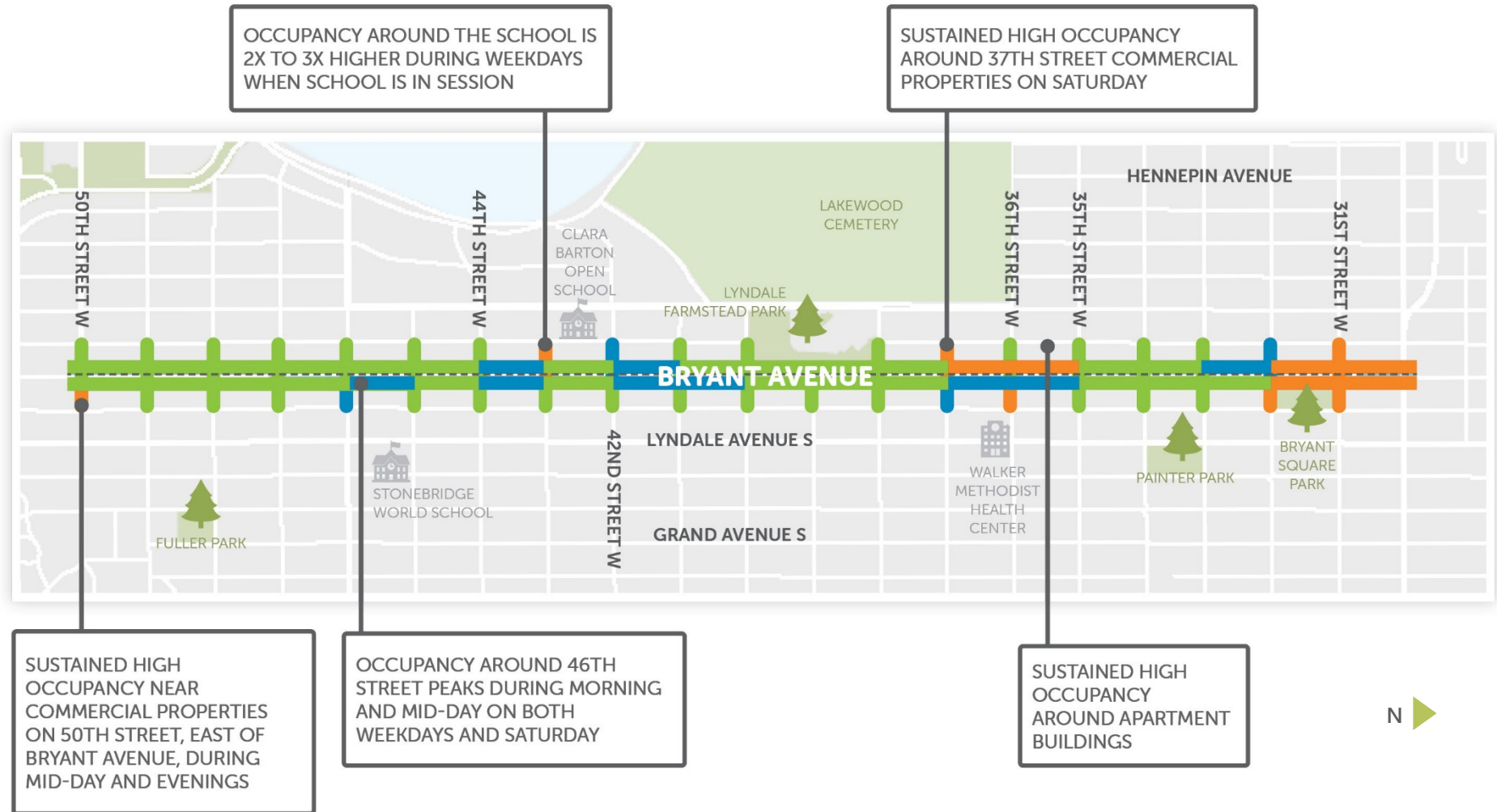
**783** existing parking spaces on Bryant Avenue between Lake St and 50th St

**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 and the side streets were occupied during the busiest time of the week (Saturday evening).



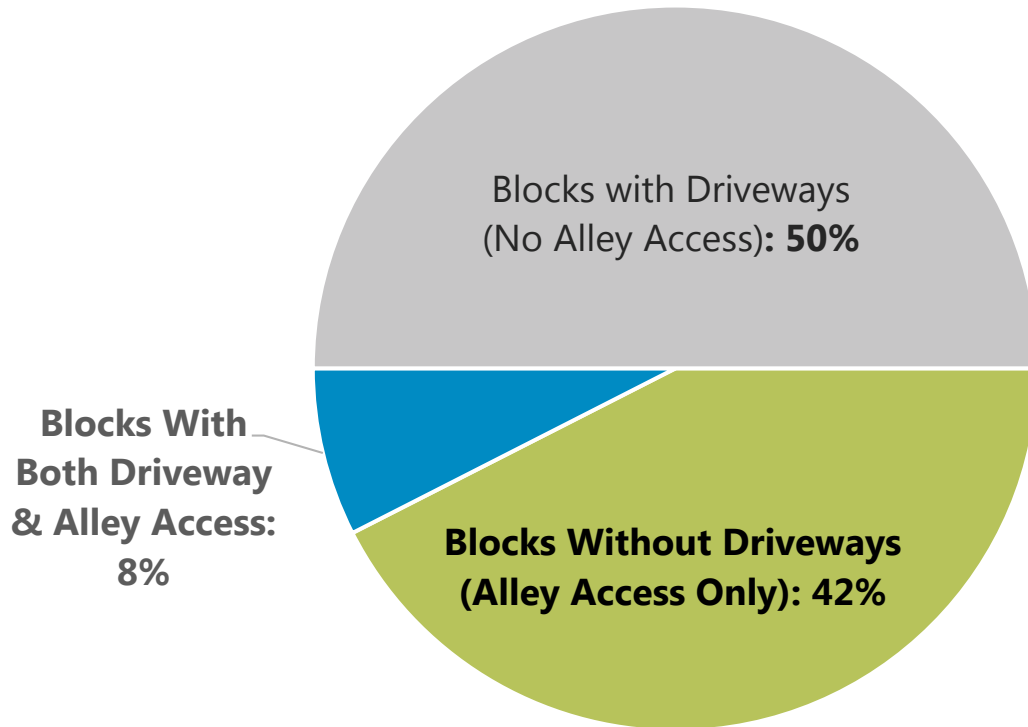
# ON-STREET PARKING TRENDS



# Vehicular Property Access

As design progresses, vehicular access will be evaluated and accommodated

Vehicular Access On Bryant Avenue (Between Lake St and 50th St) by Block:



# HOW YOU CAN PARTICIPATE

A decorative graphic consisting of three overlapping chevrons pointing to the right. The innermost chevron is dark blue, the middle one is light blue, and the outermost one is yellow.

CITY POLICY + TECHNICAL ANALYSIS + STAKEHOLDER FEEDBACK = CONCEPT DESIGN

- Provide your feedback on the project through our survey at:  
[www.surveymonkey.com/r/bryantave](http://www.surveymonkey.com/r/bryantave)
  - The survey will be available until June 1, 2020
- Feedback map

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## UPCOMING CONVERSATIONS


- Virtual neighborhood meetings
  - Lynnhurst (5/14), South Uptown (5/19)
- Additional community conversations and open houses will be scheduled into the summer and fall

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# Thanks for joining us!

- Recording posted on website
- Written responses to frequently asked questions
- Discussion hours
  - TOMORROW: Wednesday, May 13th
    - 12pm – 2pm
    - 6pm – 8pm
  - Leave a voicemail if the line is busy
- **Contact information**
  - Liz Heyman, Senior Transportation Planner: 612.759.3712
  - Trey Joiner, Associate Transportation Planner: 612.271.8684
  - [Bryant.Ave.Reconstruction@minneapolismn.gov](mailto:Bryant.Ave.Reconstruction@minneapolismn.gov)