



BRYANT AVENUE RECONSTRUCTION



The Minneapolis Public Works Department plans to reconstruct 2.5 miles of Bryant Ave S, from Lake Street to 50th St W, in 2022.

It is anticipated that this project will take two years to construct.

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



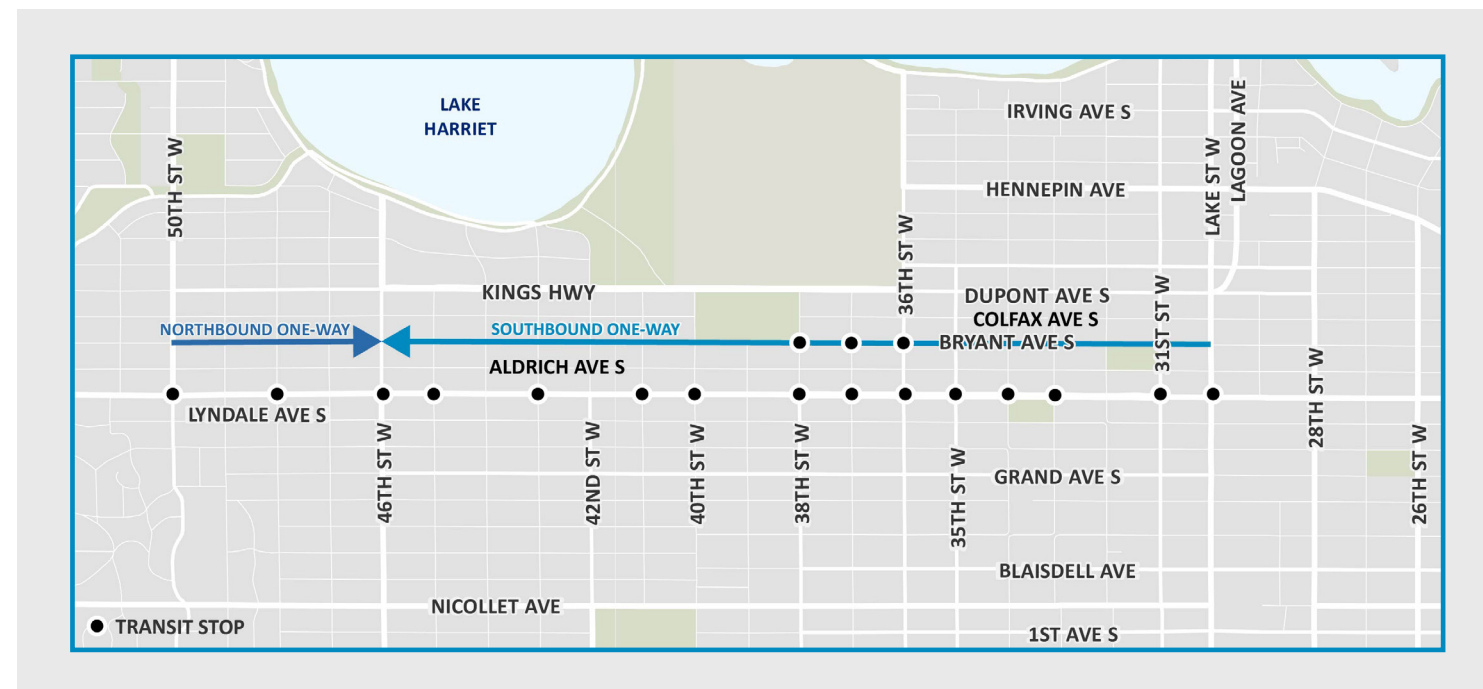
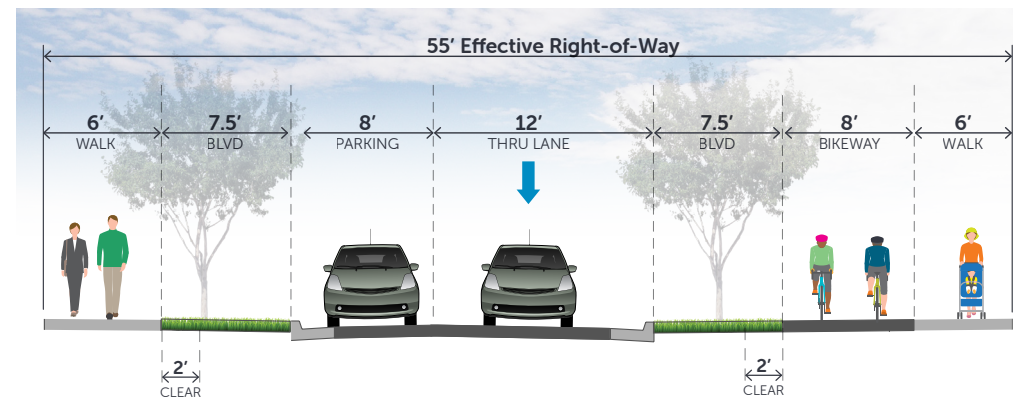
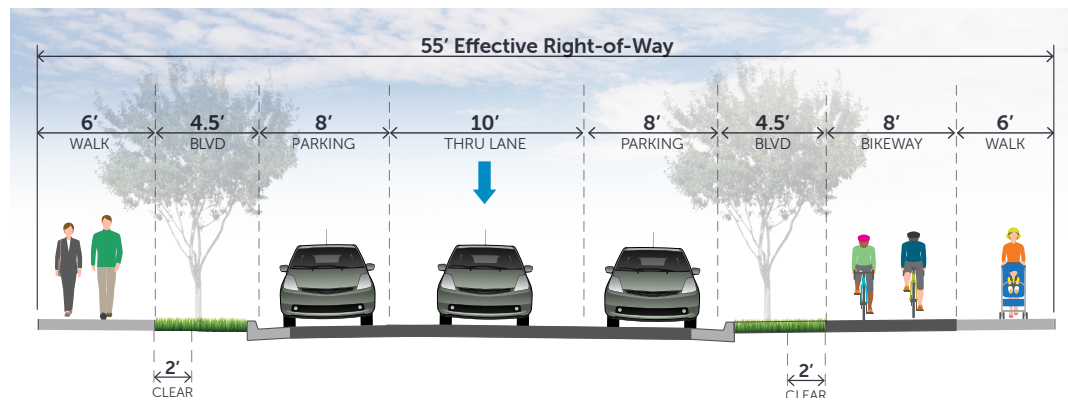
BIKES ON BRYANT, MOVE TRANSIT TO LYNDALE:

Public Works is recommending installing a two-way bicycle trail on Bryant Ave S and moving transit service to Lyndale Ave S. This concept design allows us to:

- ✓ Provide fully separated spaces for bicyclists and pedestrians throughout the whole Bryant Ave S corridor
- ✓ Provide more room for transit stops on Lyndale Ave S
- ✓ Add green space to Bryant Ave S for tree plantings and green stormwater infrastructure
 - The one-way design includes 3.3 acres of new boulevards space
- ✓ Maintain more on-street parking on Bryant Ave S, especially at business nodes
 - The one-way design includes 408 on-street parking spaces, retaining 52% of the parking supply that exists there today

This booklet focuses on the Bryant Ave S concept design recommendation. Details for the Lyndale Ave S concept design can be found in a separate booklet on the project website.

TYPICAL RECOMMENDED CROSS SECTIONS



Example of a two-way bicycle trail + sidewalk

Why is Public Works recommending a converging one-way street?

Public Works is recommending a converging one-street (i.e. a southbound one-way portion paired with a northbound one-way portion) because it has the fewest impacts on existing traffic operations along the corridor. The converging one-way design:

- Complements the existing one-way southbound block of Aldrich Ave S, between 49th St W and 50th St W, by creating a northbound pair on Bryant Ave S.
- Allows school buses serving Clara Barton Elementary School to be properly oriented, so the school bus door opens onto the sidewalk directly in front of the school.

How will a one-way street design impact existing traffic operations on Bryant Ave S?

The one-way design may modestly increase traffic on parallel residential streets. Public Works estimates the following shifts to occur:

- **65 to 100** cars per hour will use Lyndale Ave S instead of Bryant Ave S
- **20 to 35** cars per hour will use Dupont Ave S, Colfax Ave S, and Aldrich Ave S

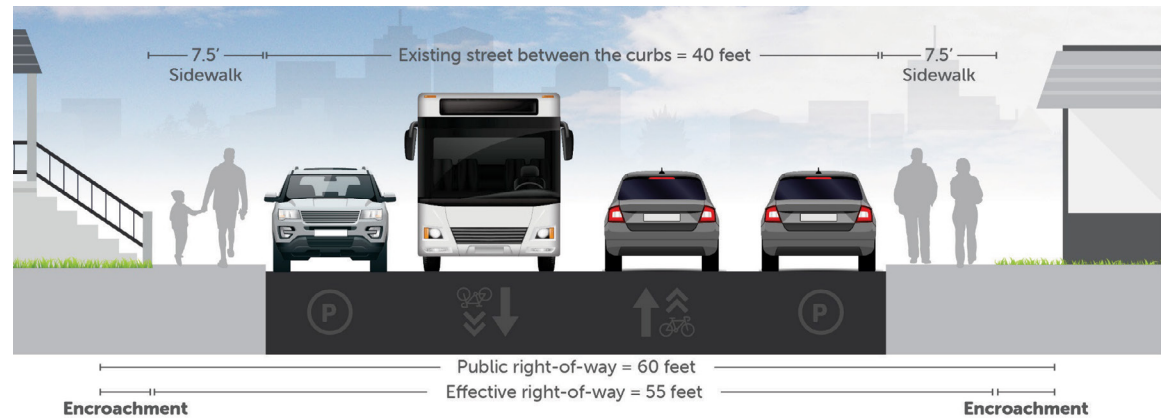
Why is Public Works recommending a transit only lane on Bryant Ave S between 38th St W and 36th St W in the one-way street concept?

Public Works is recommending a transit only lane in this location to allow bus service, Metro Mobility, and emergency service vehicles access to the Walker Methodist Health Center.



EXISTING STREET DESIGN

Bryant Avenue South currently consists of two travel lanes (shared with buses and people on bicycles), two parking lanes, and a sidewalk adjacent to each side of the street.



DESIGN OPTIONS CONSIDERED

The City considered three main design options for Bryant Ave S:

1. Squeeze it in: Bikes + transit on Bryant

A bicycle trail is installed on Bryant Ave S and existing transit service remains on Bryant Ave S.

2. Bikes on Bryant: Move transit to Lyndale

A bicycle trail is installed on Bryant Ave S and all transit service is moved to Lyndale Ave S.

3. Transit on Bryant: Move bicycle facility to adjacent street

RECOMMENDED
CONCEPT

Transit service remains on Bryant Ave S and a bicycle facility is moved to an adjacent street.

Public Works' final concept design recommendation is option two, Bikes on Bryant and move transit to Lyndale. This option best meets the project goals and priorities expressed by stakeholders thus far, as shown on the evaluation matrix on page 3. The following pages discuss Public Works' proposed design for Bryant Ave S.

To learn more about pedestrian and transit improvements recommended on Lyndale Ave S, check out the "Transit on Lyndale Ave S" concept design on the [project website](#).

STAKEHOLDER OUTREACH

Based on what we heard during our first round of outreach, stakeholder priorities generally aligned with the Public Works project goals. However, we also heard stakeholders asking to maintain vehicle access and on-street parking in the corridor. Therefore, we used the Public Works project goals and these two additional stakeholder priorities to evaluate concept design options:

- Maintain vehicle access
- Maintain on-street parking

You can find a summary of our engagement so far and a detailed look at the feedback we've received on our [project website](#).

DRAFT CONCEPT DESIGN TRADEOFFS

We used Public Works project goals and two stakeholder priorities to evaluate the concept options for the Bryant Ave S project.
The Bikeway on Bryant, One-way for Vehicles option best meets project goals and stakeholder priorities.

		FINAL CONCEPT DESIGN RECOMMENDATION			
PROJECT GOAL	METRIC	PROJECT CONCEPTS			
		Bikeway and Transit on Bryant	Bikeway on Bryant, Two-way for Vehicles	Bikeway on Bryant, One-way for Vehicles	Transit on Bryant
Improve pedestrian safety, access, and comfort	Separate pedestrian/bike facilities	Many locations where pedestrians must share space with bicyclists and people getting on and off the bus.	Separate space for pedestrians in busiest areas of the corridor (i.e. at all commercial nodes and north of 40th).	Fully separated space for bicycles and pedestrians throughout the whole corridor	Separate spaces for people walking, people getting on and off the bus, people biking.
	Provide room for plantings and trees	Limited boulevard space for plantings and trees on many blocks.	Wide boulevards for plantings and trees south of 40th St, but limited space north of 40th St.	Wide boulevard along full length of the corridor.	Wide boulevards along full length of corridor.
Create an All Ages and Abilities bicycle connection in the area	Provide a bicycle trail and comfortable, safe crossings at busy intersections	Bicycle trail for full length of corridor; potential for conflict with transit users at intersections.	Bicycle trail for full length of corridor; separate spaces for bicyclists and pedestrians on busiest blocks and at business nodes.	Bicycle trail for the full length of corridor; fully separated from pedestrian space to reduce conflict.	One side of parking eliminated on adjacent street to make room for bikeway; disjointed routing to make north/south bicycle connections, high additional costs to build bikeway.
Support existing and future transit service in the area	Provide space for transit facilities	Transit can be accommodated, but potential for conflicts with bicyclists; very limited space for shelters and future Bus Rapid Transit (BRT) stations.	Transit shifted to Lyndale, room for shelters and future BRT stations; some existing riders will to walk further to access transit.		Ample room for local, BRT can fit, but some may be constrained.
Use green infrastructure to collect and treat stormwater runoff	Include boulevards	Most right-of-way will be needed for paved purposes; allows for least amount of green space.	Allows for some boulevard/green space; may require surface treatment and underground storage.	Allows for more boulevard/green space than the two-way option.	Allows for some boulevard/green space; may require surface treatment and underground storage.
Accommodate business deliveries and customer access	Provide on-street parking	Accommodates business deliveries, but constrains on-street customer parking at business nodes.	Accommodates business deliveries, but constrains on-street customer parking at business nodes.	Accommodates business deliveries and on-street customer parking at business nodes	Accommodates business deliveries, but constrains on-street customer parking at business nodes.
STAKEHOLDER PRIORITIES					
Maintain vehicle access	Vehicle mobility	Maintains bidirectional traffic on Bryant Ave., very minimal impact to vehicle flow on Lyndale.	Maintains bidirectional traffic on Bryant Ave., very minimal impact to vehicle flow on Lyndale.	Traffic is reduced to one through lane and travels in one direction. Between Lake St and 46th St, traffic travels southbound. Between 46th St and 50th St, traffic travels northbound.	Maintains bidirectional traffic on Bryant Ave., very minimal impact to vehicle flow on Lyndale.
Maintain on-street parking	Available on-street parking	Right sizes Bryant on-street parking based on parking counts, but constrains on-street parking at business nodes.	Right sizes Bryant on-street parking based on parking counts, but constrains on-street parking at business nodes.	Maintains more on-street parking than the two-way option, especially at business nodes	Right sizes Bryant on-street parking based on parking counts, but constrains parking at business nodes; eliminates one side of parking on adjacent residential street.
Estimated Project Costs		\$19.4 million	\$19.4 million + \$600,000-\$800,000 to accommodate local transit on Lyndale Ave S		\$19.4 million + \$1-6 million to build a bikeway on an adjacent street

ON-STREET PARKING QUANTITY

HOW DO WE COUNT?

One on-street parking spot = 20 feet



No parking within 20 feet of intersections, or within 30 feet of stop sign or traffic controlled intersection

Parking counts were taken over five separate days in March and April 2018, during weekdays and a Saturday, at varying times throughout the day including mornings, mid-day, and evenings.

The final number of parking spots may vary slightly as the project moves through final design.

BLOCK	EXISTING PARKING SPACES	EXISTING PEAK PARKING COUNT	PEAK TIME	PROPOSED PARKING SPACES			RECOMMENDED CONCEPT
				December Open House #2 Two-Way Option	Two-Way Option	One-Way Option	
Lake St - 31st St	45	47	Saturday Evening	20	18	30	
31st St - 32nd St	48	45	Saturday Evening	24	24	36	
32nd St - 33rd St	53	34	Saturday Evening	12	12	21	
33rd St - 34th St	44	22	Saturday Noon	10	10	18	
34th St - 35th St	47	22	Weekday Morning	10	11	22	
35th St - 36th St	44	39	Saturday Morning	20	17	31	
36th St - 37th St	45	39	Saturday Evening	20	20	20	
37th St - 38th St	41	26	Weekday Noon	19	13	10	
38th St - 39th St	33	15	Weekday Morning	8	6	14	
39th St - 40th St	39	28	Weekday Morning	17	17	24	
40th St - 41th St	23	15	Saturday Noon	6	6	13	
41th St - 42nd St	28	21	Weekday Morning	8	8	13	
42nd St - 43rd St	42	16	Weekday Noon	13	21	20	
43rd St - 44th St	39	33	Weekday Morning	19	19	28	
44th St - 45th St	31	10	Saturday Morning	0	6	12	
45th St - 46th St	32	28	Saturday Morning	14	14	23	
46th St - 47th St	38	23	Saturday Morning	12	12	21	
47th St - 48th St	41	15	Saturday Evening	0	6	13	
48th St - 49th St	34	12	Saturday Evening	0	6	13	
49th St - 50th St	36	27	Weekday Evening	13	13	26	
Total	783	517		245	259	408	
Percent of Existing		66%		31%	33%	52%	