

Bryant Avenue South W Lake Street to W 50th Street Corridor Study

Minneapolis
City of Lakes



Transportation Planning & Programming
May 2018

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9 AM - 9 PM

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Project Overview

Study Purpose

The purpose of this study is to document existing conditions, planning guidance, issues, and opportunities along Bryant Avenue South between W Lake Street to W 50th Street in advance of the planned reconstruction project. The study is intended to inform the development of the capital reconstruction project set to break ground in 2022.

Project Background

Bryant Avenue South, located in Southwest Minneapolis, is a residential and commercial north-south corridor, spanning across five neighborhoods. This corridor supports a variety of land uses, including several commercial nodes, single and multi-family residential, a school, parks, religious institutions and a relatively large assisted living facility and health center.

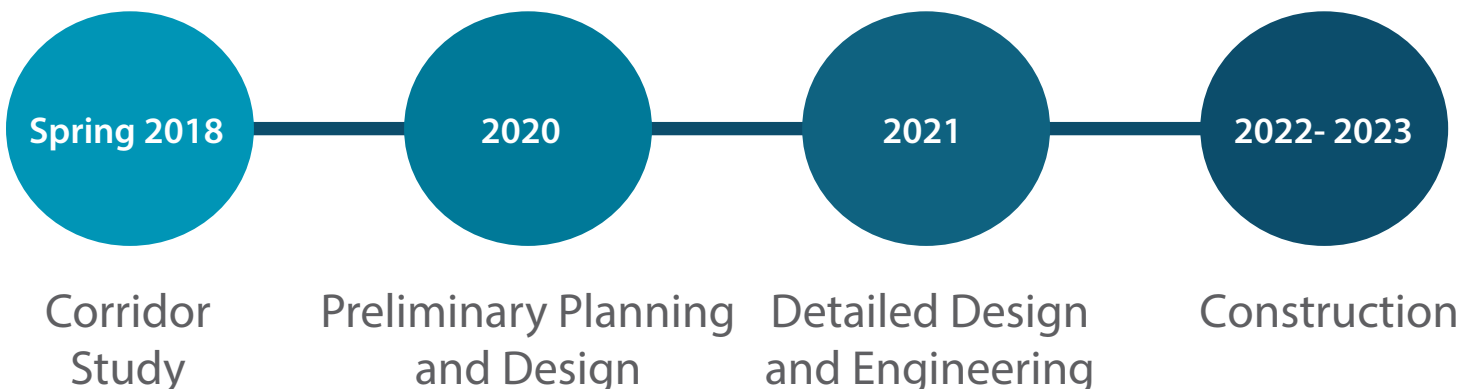
The street, originally built in 1957-58, currently has a pavement condition rating of poor and has outlived its expected useful life. Given the age and condition of the infrastructure, as well as the opportunity for improvements to the corridor, Public Works has recommended a full reconstruction of the corridor in 2022/2023.

In addition to replacing aging infrastructure, a full reconstruction provides an opportunity to integrate safety, comfort, and aesthetic improvements along the corridor by incorporating elements such as ADA compliant curb ramps, widening or altering sidewalks to remove obstructions, encouraging travel speeds that adhere to posted speed limits, and adding greening elements such as boulevards and trees.

Policy Guidance

The following City policies are relevant to Bryant Avenue and should be considered throughout the project planning and design:

- **Complete Streets Policy:** Strongly support use of multiple modes of transportation along the corridor, following the modal priority framework that prioritizes vulnerable users first such as people walking, followed by people bicycling and using transit.
- **Vision Zero Policy:** Improve safety along the corridor for all users, with the goal of eliminating fatalities and serious injuries that are a result of crashes on city streets by 2027.
- **Living well:** Minneapolis is safe and livable and has an active and connected way of life.

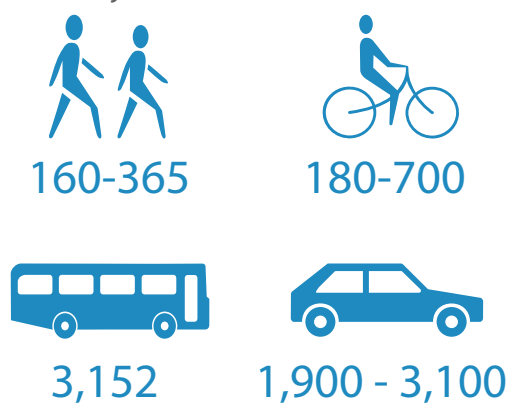


Study Area

Corridor Context & Land Use

An estimated 3,513 people live within one block along the corridor¹, in addition to many people who travel through or visit the businesses and institutions along the corridor. The graphs provide more demographic information, using the same source.

Bryant Avenue is served by three Metro Transit routes, an estimated average of 3,152 people board or exit a bus on an average day within the study area (W Lake Street to W 50th Street). Recent City counts indicate that 180 to 700 bicyclists use the existing Bicycle Boulevard and 150 to 550 pedestrians use this corridor daily. Bicycle and pedestrian activity is highest in the top third of the corridor, near W 35th Street. The average motorized traffic on this section of Bryant Avenue ranges from 1,900 vehicles per day between 48th and 49th Streets, to 3,100 just south of W Lake Street.

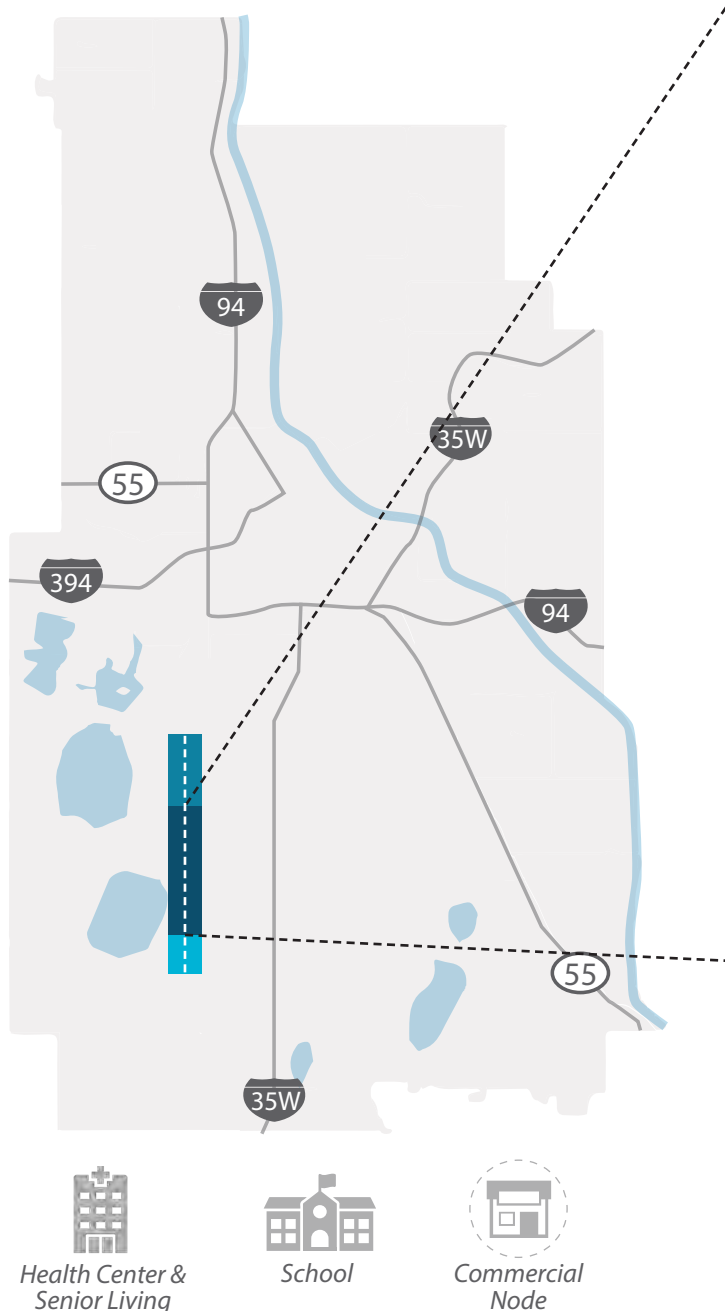


Currently, Bryant Avenue includes a mix of single and multi-family residential housing, as well as a variety of local shops, restaurants, and businesses at several commercial nodes along the corridor.

According to the 2015-2016 Minneapolis Public Schools Student Density Report, an estimated 11.4% (91) of Clara Barton Open School students live within the walk zone and less than 0.1% (2) of the students ride the bus within half mile.

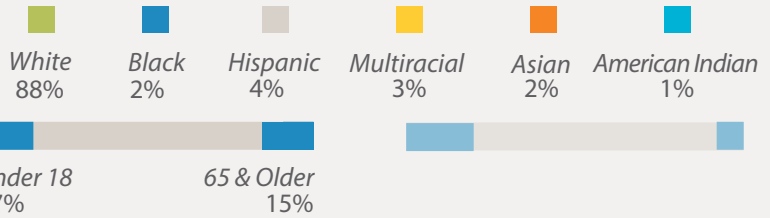
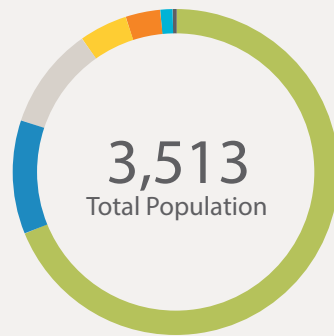
A variety of other land uses are also supported at various intersections along the corridor:

- Clara Barton Open School on the corner of W 43rd Street
- Bryant Square Park and Recreation Center between W 31st Street and W 32nd Street
- Lyndale Farmstead Recreation Center between W 38th Street and W 40th Street
- Commercial nodes at W Lake Street, W 36th Street, W 43rd Street, W 46th Street, and W 50th Street
- Assisted Living Facility and Health Center between W 37th Street and W 38th Street





At a Glance



Corridor Demographics

City of Minneapolis

(estimates within one block of Bryant)

Area of Analysis

Bryant Avenue South
(Lake Street to W 50th Street)

Corridor Length

2.5 miles

Designations

MSA Routes 161 & 162, Major Collector, and Local Street Typology

Neighborhoods

South Uptown (Lake Street to W 36th Street)

East Harriet (W 36th Street to W 46th Street)

Lynnhurst (W 46th Street to W 50th Street)

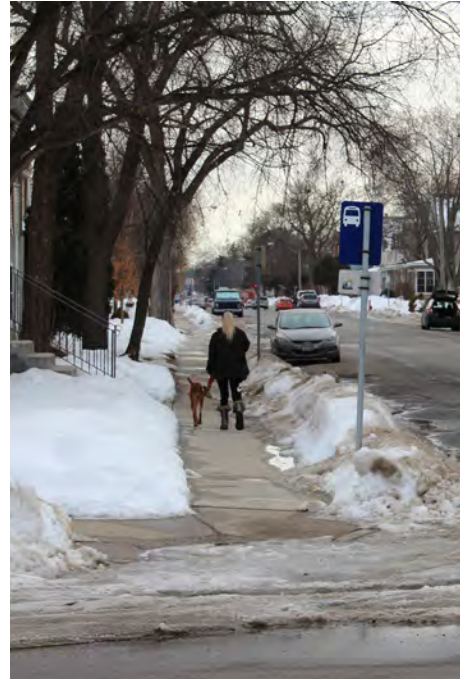
City Councilmembers

Ward 10: Lisa Bender

Ward 13: Linea Palmisano

In Pictures

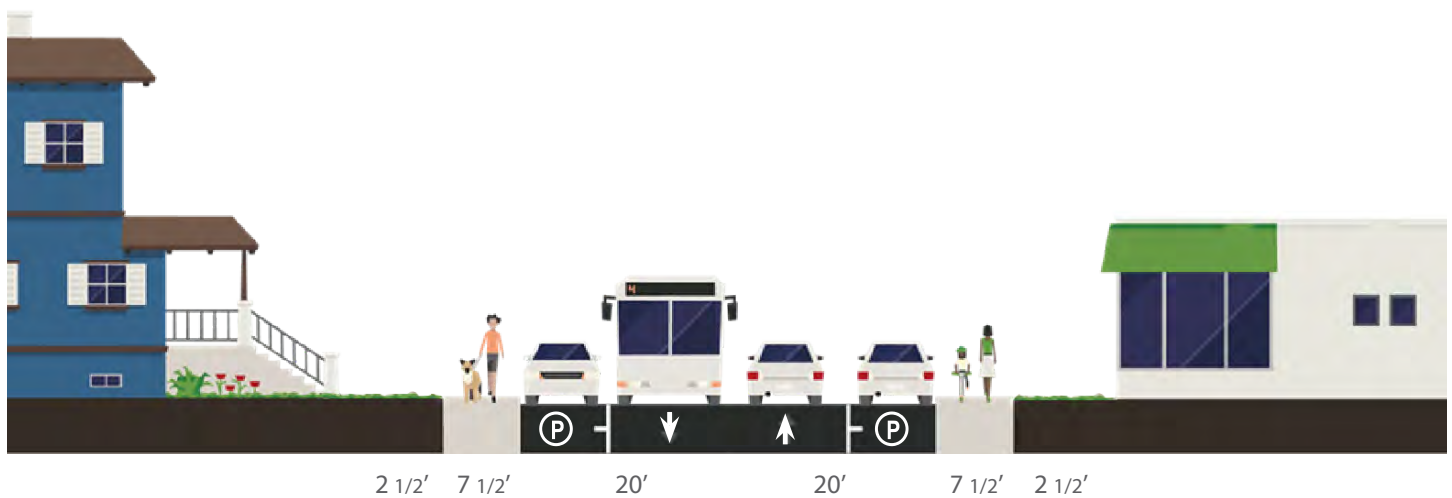




Existing Conditions

Typical Cross Section

The total right-of-way (total space owned by the City) along Bryant Avenue is 60 feet and includes 7.5 foot sidewalks on both sides of the street for the majority of the corridor. There are a few blocks or partial blocks where one or both sidewalks are smaller than 7.5 feet, including W 38th Street to W 39th Street and W 45th Street to W 46th Street. There are also three locations where one or both sidewalks are 10 feet wide, including part of the blocks between W 46th Street and W 47th Street, W 40th Street and W 41st Street, and W 31st Street and Lake Street. The entire corridor has two traffic lanes, and two parking lanes and there are no boulevards along the corridor.



From W Lake Street to W 50th Street the public right-of-way is 60, with the street making up 40 feet of the available space. The right-of-way includes one travel lane in each direction, parking on both sides of the street, and sidewalks on each side. Currently there are no dedicated bicycle lanes, but there are shared pavement markings and the corridor is signed as a bicycle route.

Encroachments in Right of Way

Although the total right-of-way is generally 60 feet throughout the corridor, the majority of the corridor contains encroachments, where the effective right-of-way is less than 60 feet. Some examples of encroachments include fences, retaining walls, and stairways. These encroachments often exist due to the grade changes between the private properties and the back of sidewalk.

In anticipation of the capital project, several examples of encroachments are documented below. This is not an inclusive list of all encroachment conditions, as further evaluation will be completed during the preliminary planning and engineering phase of the project once the preliminary survey has been completed.



Connectivity & Mobility

Pedestrian & Bicycle Network

As a local street, Bryant Avenue serves many transportation functions and modes.

400-700 people walk and 150-550 people bicycle through the corridor on an average day.² The graphs below show historical trends in people walking and bicycling.

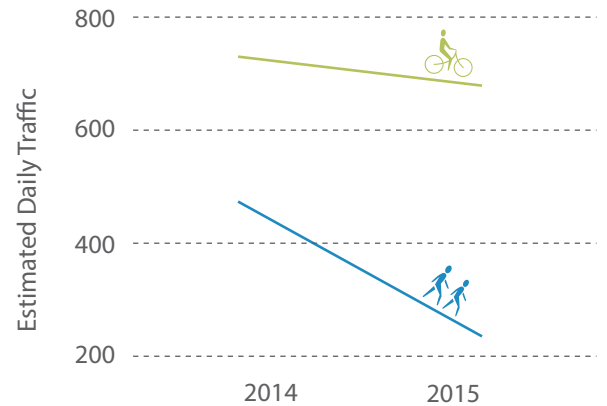
Given the limited pedestrian and bicycle data, more data should be collected in 2018 with additional count locations on the north end of the corridor near W Lake Street and Bryant Square Park..



Pedestrian Network

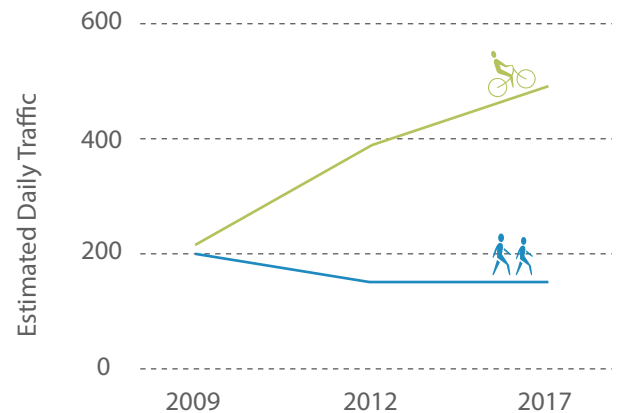
Pedestrian crossings are a combination of signalized and stop controlled crossings, with a crossing distance of 40 feet. The addition of bumpouts along the corridor has the potential to shorten crossing distances while also increasing visibility for people who are trying to cross the street while traffic is present. In recent years the City has replaced a number of sidewalk panels and some curb ramps to maintain the pedestrian network.

Bryant Avenue S, north of W 36th Street



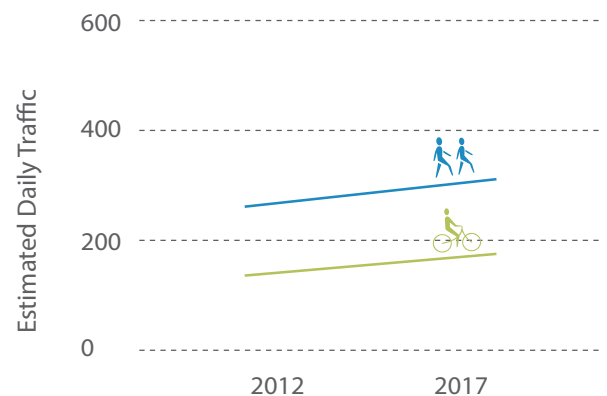
2% of people bicycling observed in 2015 were riding on sidewalks.

Bryant Avenue S, north of W 40th Street



2% of people bicycling observed in 2017 were riding on sidewalks.

Bryant Avenue S, north of W 50th Street



0% of people bicycling observed in 2017 were riding on sidewalks.

² Bicycle and Pedestrian Count Report, 2016.

³ School Pedestrian/Bicycle Safety Program Lyndale Elementary School, 2015.



Bicycle Network

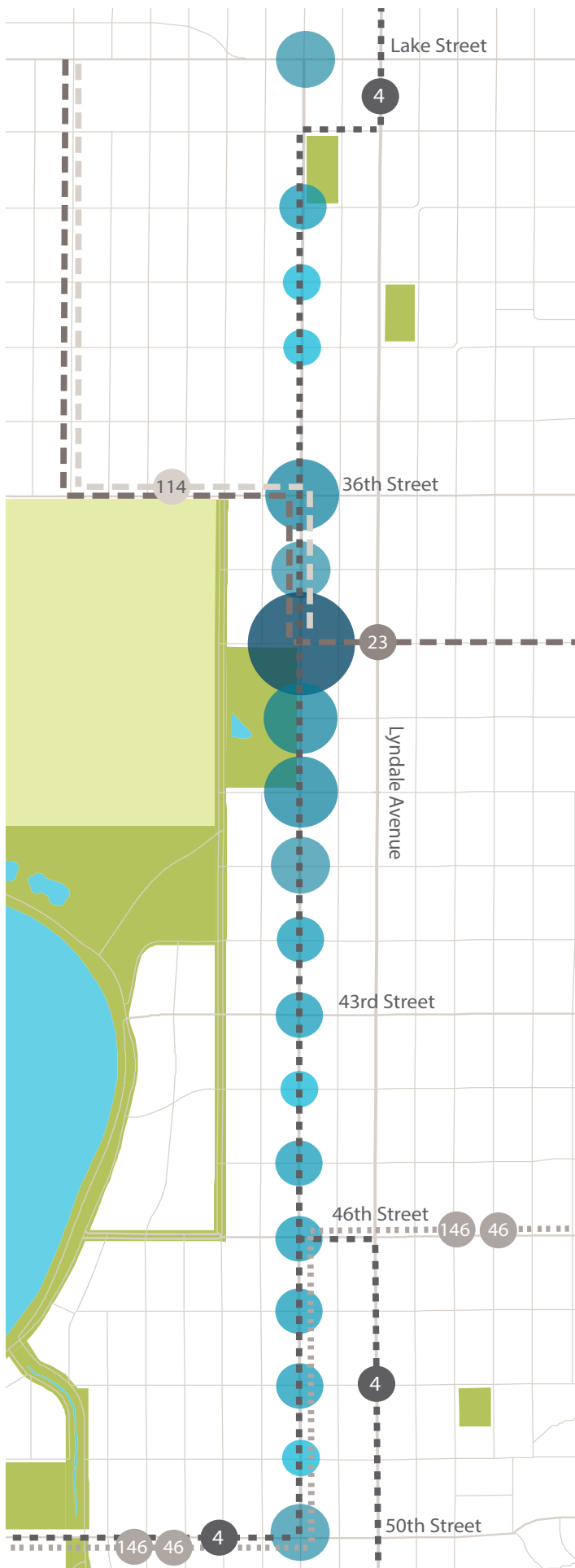
Bryant Avenue is identified as a shared use lane on the 2011 Minneapolis Bicycle Master Plan and the 2015 Protected Bikeway Update. It also intersects with several existing bikeways. There are bicycle lanes on W 40th Street and advisory bicycle lanes on W 46th street to the east and west of Bryant Avenue. On W 36th Street, to the blocks west of Bryant Ave, there are bicycle lanes that connect to a two-way protected bikeway before reaching E Calhoun Parkway. The Bicycle Master plan identifies W 50th Street as a bicycle lane. The Protected Bikeway Update added the following improvements: a shared lane on W 35th Street, shared lane on W 36th to the east of Bryant Avenue, a bicycle boulevard on W 38th Street, a shared lane on W 39th Street, a bicycle lane on W 42nd Street, and a bicycle boulevard on W 49th Street.

Bicycle parking is located at W Lake Street, W 36th Street, W 39th Street, W 40th Street, W 43rd Street, W 46th Street, and W 50th Street.

Enhance bikeways will be further evaluated and considered as a part of the public outreach and engagement process for the future reconstruction.

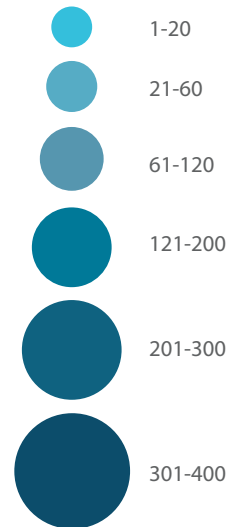




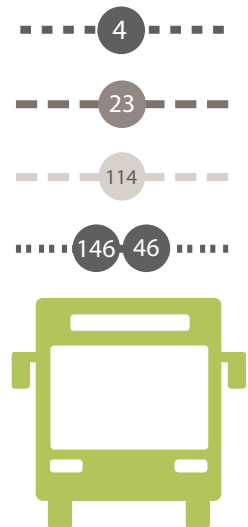


Transit Activity

Transit Boardings and Alightings



Metro Transit Routes



Four local Metro Transit routes serve Bryant Avenue:

- Bus route 4, a local radial route, alternates between two routes. goes from W 31st Street to W 50th Street where runs west onto W 50th Street. It also
- Bus route 113, a local limited stop goes from W 31st Street to W 48th Street where it turns west toward Lyndale Avenue.
- Bus route 115, does not operate during the University of Minnesota winter break
- Bus route 135, a local limited stop goes from W 35th Street to W 48th Street where it turns west toward Lyndale Avenue.

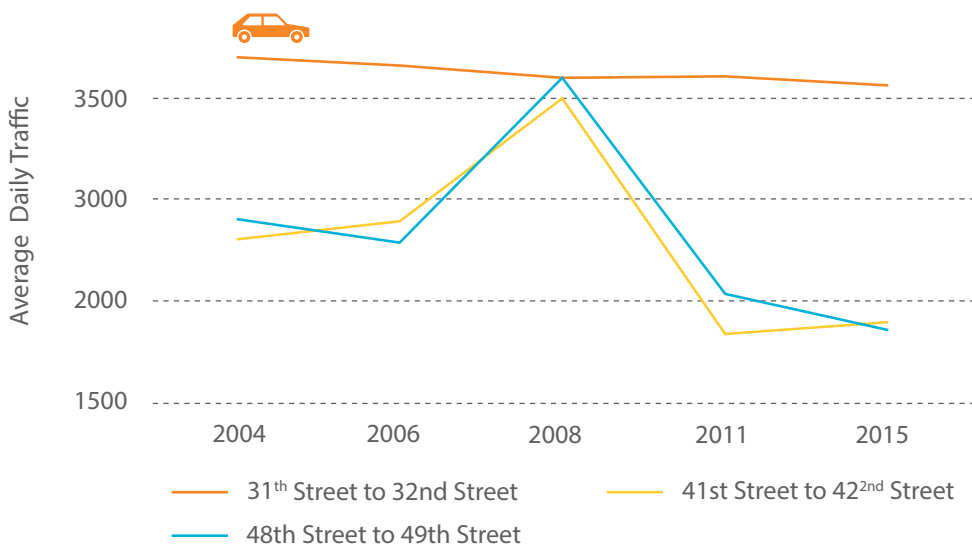
An estimated 3,152 people access transit along Bryant Avenue on an average weekday.

Bus stops are located at every block on the corridor aside from Lake Street. Bus shelters and benches are located at W 31st, W 36th, and W 37th going northbound only. Going southbound there is one bus shelter located mid-block between W 38th and W 39th. Stops with benches only are located on W 36th, W 37th, and W 39th going southbound and W 40th Street and W 43rd going northbound. There are benches serving the north and southbound bus stops on W 50th.

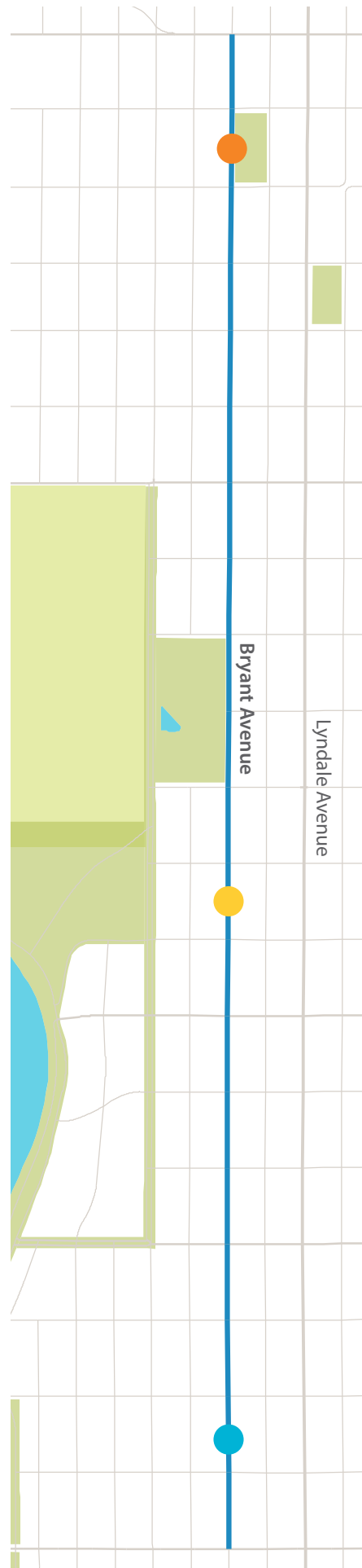
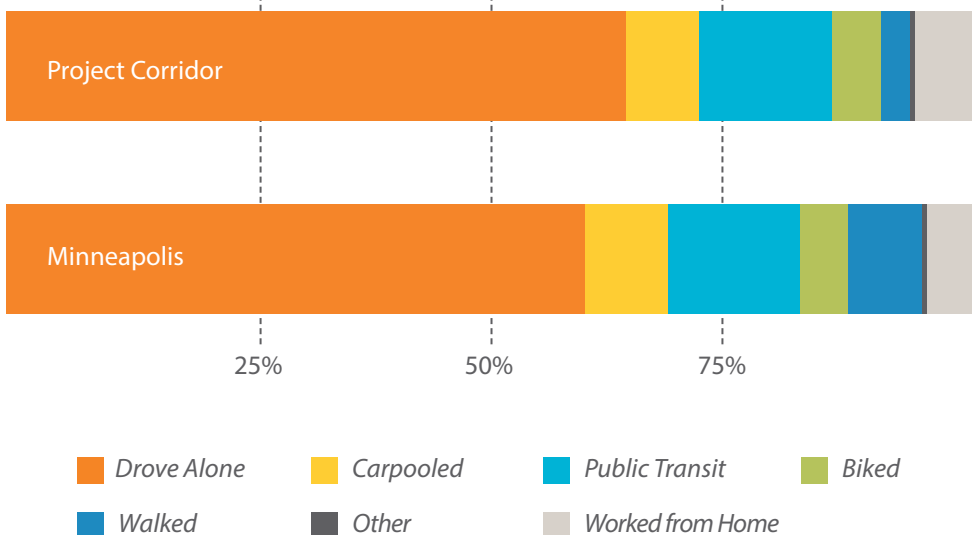
Motor Vehicle Circulation

The estimated average daily vehicle traffic along Bryant Avenue is 1,900 – 3,100, with vehicle traffic trends indicating a higher volume on the northern end of the corridor.

Vehicular Traffic Trends



Means of Transportation to Work

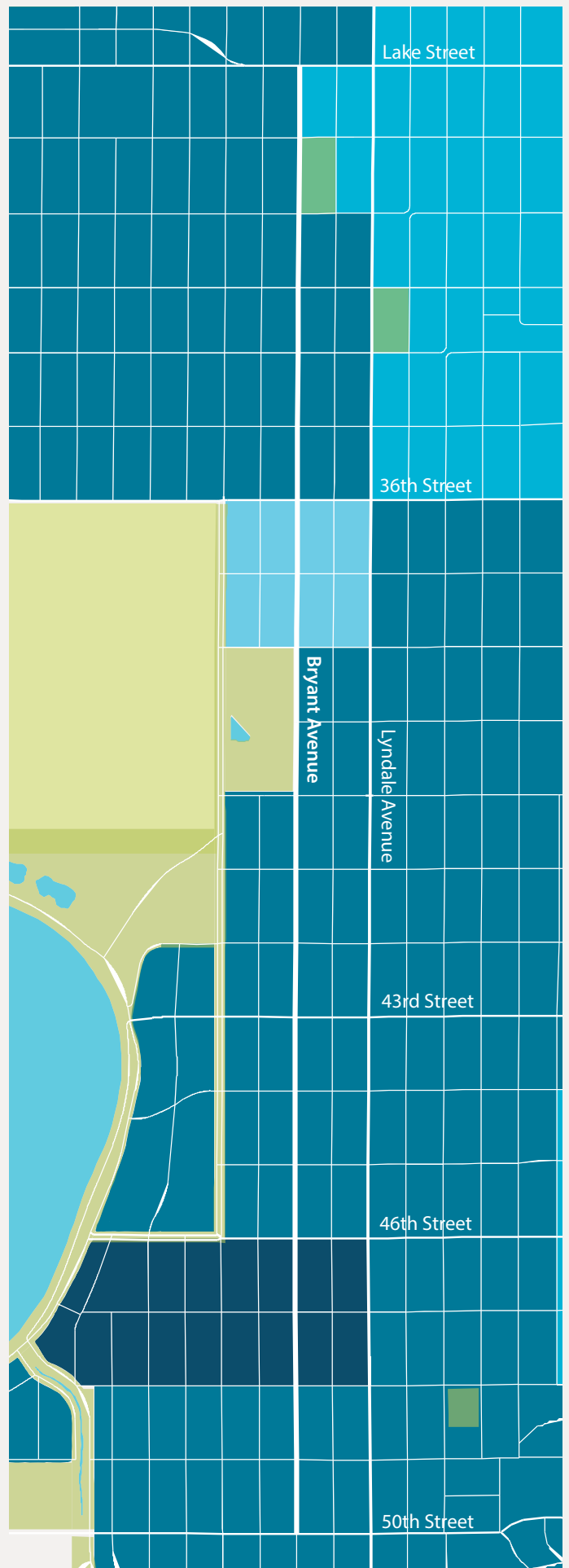




Household Vehicles per Driving-age Resident

- < 0.50
- 0.50 > 0.75
- 0.75 > 1
- 1 > 2

The ACS 2015 data shows vehicle availability to be lower on the north part of the study.






Safety

Crash Data

A total of **81** crashes took place along Bryant Avenue between 2011 and 2015, which included people walking, bicycling and driving. The following graphs and tables show the number of crashes per mode, severity type and crash type for vehicles.

Crashes from 2011 to 2015

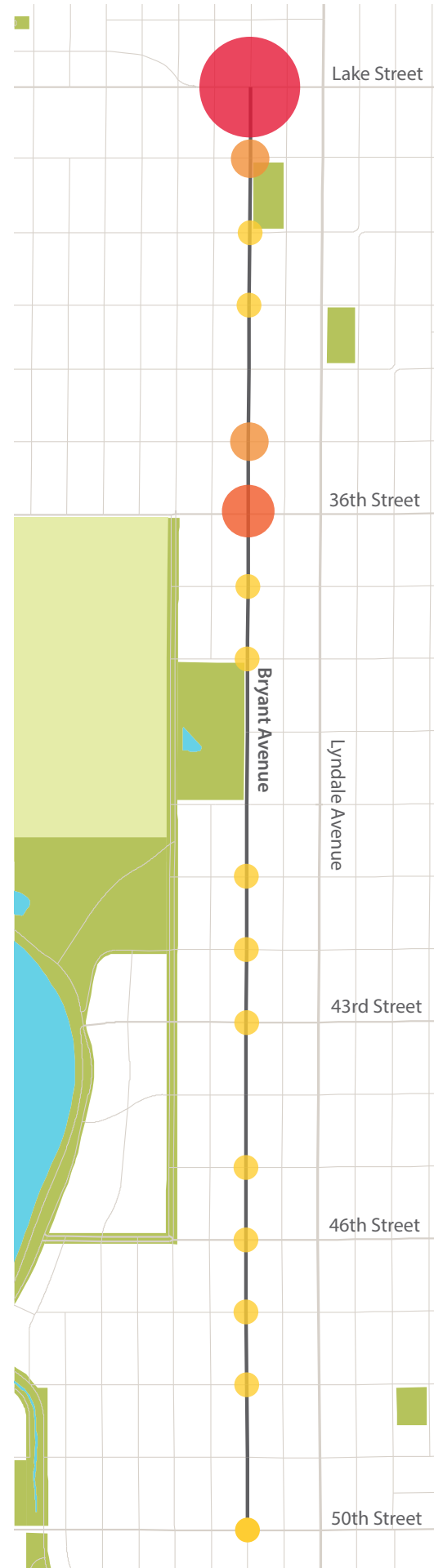
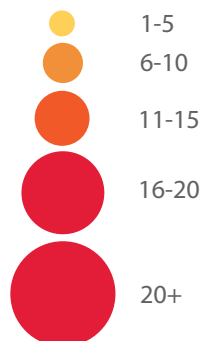
Mode	Number of Crashes	Percentage of Total
 Pedestrian	5	6%
 Bicycle	8	10%
 Vehicle	68	84%

Total Crashes

81

The crash data shows higher crashes for all modes to be concentrated at the northern end of the study corridor at the intersections of Lake Street, W 31st Street, and W 36th Street.

Total Crashes






VISION ZERO

MINNEAPOLIS

In 2017, the City Council passed a resolution for a Vision Zero policy to eliminate traffic fatalities and serious injuries on city streets within the City of Minneapolis by 2027.

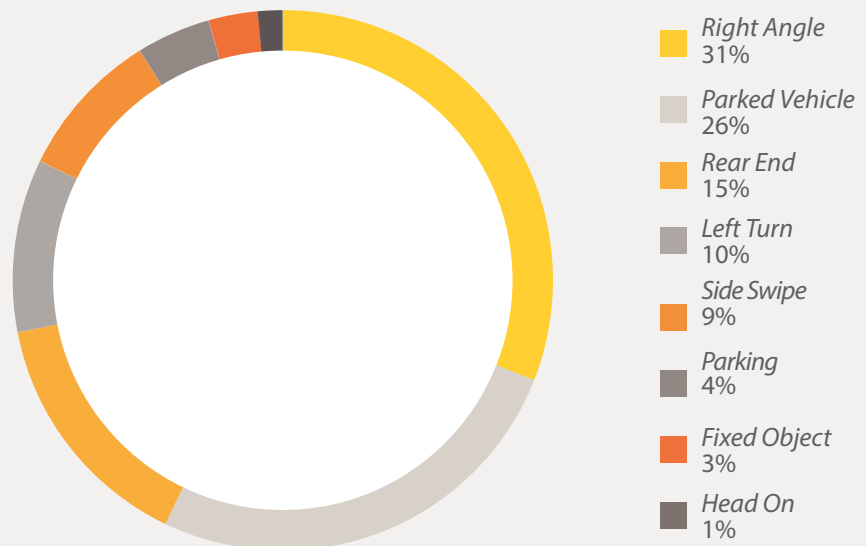
Vision Zero places an emphasis on the most vulnerable users of the road.

Crash Severity by Mode

	 Pedestrian	 Bicycle	 Vehicle	Total Crashes
Incapacitating Injury	0	0	0	0
Non-Incapacitating Injury	3	2	2	7
Possibly Injury	1	4	14	19
Property Damage Only	1	2	52	55
Total Crashes	5	8	68	81
% Crashes with Injuries	80%	75%	24%	32%

Vehicular Crash Type

Right angle and parked vehicle crashes account for more than half of vehicle crash type.



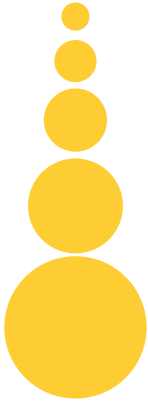


Data from 2011 to 2015 shows that most of the pedestrian and bicycle crashes are occurring at



Pedestrian Crashes

Bicycle Crashes



- 1
- 2
- 3
- 4
- 5+

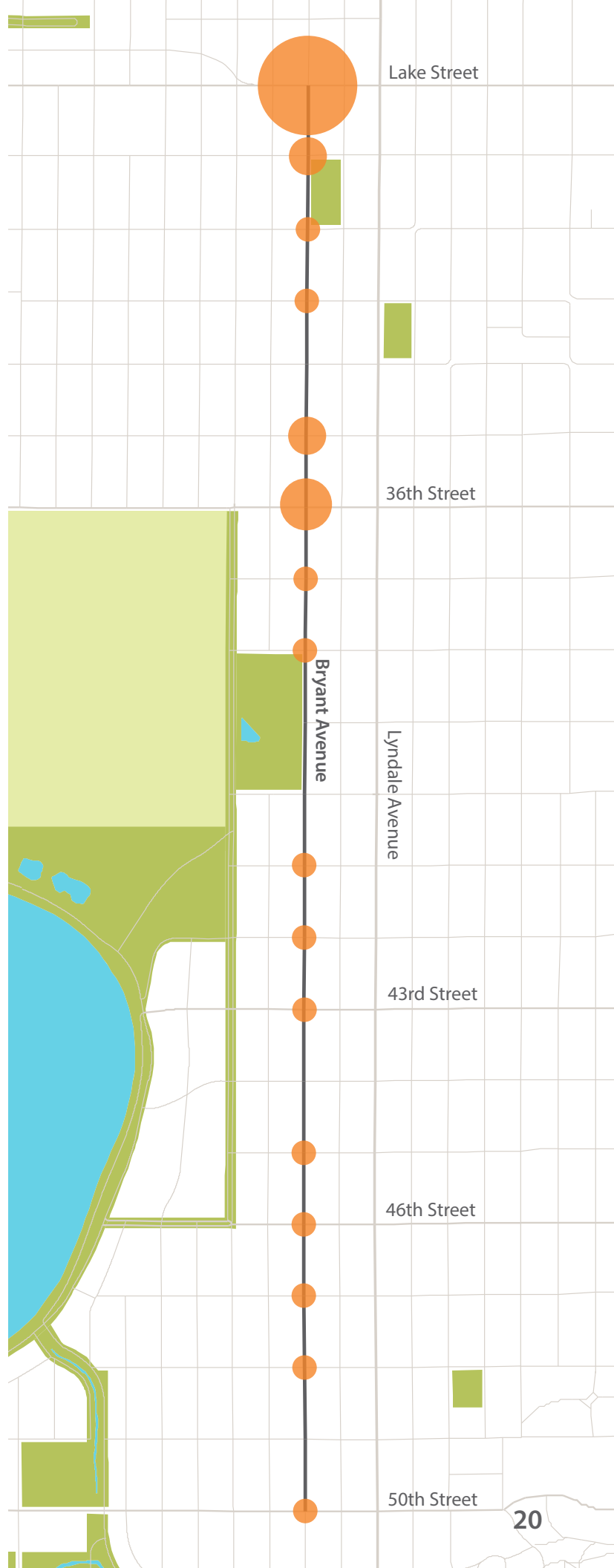
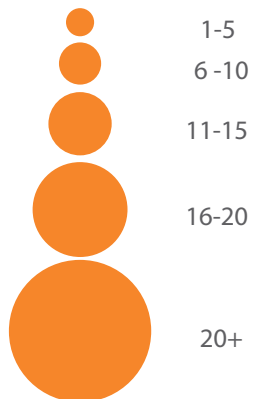




Most vehicle crashes between 2011 and 2015 occur at Lake Street or W 36th Street.



Vehicular Crashes



Planning Guidance

Like most street projects in the City of Minneapolis, making improvements along Bryant Avenue requires an evaluation of all users, modes, and adjacent or nearby land uses. Public Works will use both planning guidance and community input to inform the design of Bryant Avenue.

The reconstruction project provides an opportunity to design this portion of Bryant Avenue to better support existing and future users of the corridor. The 2009 Access Minneapolis Transportation Plan identifies transportation networks and street typologies, while the 2016 Complete Streets Policy prioritizes the movement of people walking, then bicycling and taking transit, followed by people driving.

The following plans were reviewed to document any existing or non-existing guidance for Bryant Avenue:

City of Minneapolis

Access Minneapolis

Street Typology, 2009

Bryant Avenue is identified as a local street in Access Minneapolis. Cross streets have been designated the following:

- Commerce Street (Lake Street) which identifies curb extensions and trees and landscaping;
- Community Connector (W 31st Street, W 38th Street) which identifies curb extensions and trees and landscaping;
- Neighborhood Connector (W 36th Street, W 46th Street) which identifies curb extensions.

Design Guidelines for Streets and Sidewalks

Figure 10-7: Pedestrian Zone Dimensions by Street Design Type, page 17

- 12' (acceptable) to 15' (recommended) wide pedestrian zones in commercial and mixed use zones for all street types, except Activity Center streets
- 12' (acceptable)-to 14' (recommended) wide pedestrian zones in residential zones for Local Streets



Minneapolis Bicycle Master Plan, 2011

Bryant Avenue is identified as a shared use lane on the 2011 Minneapolis Bicycle Master Plan and the 2015 Protected Bikeway Update. Evaluate crossing for mobility and safety at intersections along Grand Avenue to improve existing bikeways or accommodate planned bikeways.

City of Minneapolis Street Lighting Policy, 2015

Bryant Avenue S from Lake Street to W 50th Street is identified as a Pedestrian Street Lighting Corridor (PSLC) in the City's Street Lighting Policy. According to the policy, this means that metal pole lighting will be installed when the street is reconstructed. This also means that all lighting costs will be paid by the city, as opposed to property owners along the corridor.

Minneapolis Public Works Capital Improvement Projects (CIP) Map Coordination

- There are no planned projects that intersect Bryant Ave S in the CIP in the CIP.

Special Service District

Lyndale-Lake Special Service District Board

Coordinate with the special service district board and members to discuss the construction, maintenance, and operation of potential improvements or expansion of the district near Lake Street.

County Projects

Hennepin County will be performing ADA upgrades along 46th Street between Lyndale Ave S and Cedar Ave S in 2019. Furthermore, the County is also planning pavement preservation work along 50th St W between France Ave S and Lyndale Ave S in the next two to three years.

Neighborhood Plans

East Harriet Neighborhood Action Plan Phase II (2005)

The Neighborhood Plan identifies the following strategies relating to Bryant Avenue:

- Research the possibility of continuing the Bryant Avenue “share the road” bicycle lane from CARAG through East Harriet Farmstead to either 40th street or 58th street.

- Create and share info re. non-automotive transportation alternatives (info campaign, buses, car-sharing program, links to city-wide events)
- The East Harriet Farmstead neighborhood supports vehicular traffic flow and parking, bike and pedestrian safety, and is a neighborhood in which ambient noise is not detrimental to neighbors.
- EHFNA will plan, manage, maintain and promote traffic and parking compliance, traffic calming, pedestrian rights, and other neighborhood traffic concerns.
- EHFNA will continue to work with the City of Minneapolis to explore & implement traffic calming measures on Dupont, Bryant & Lyndale Avenues and at the business nodes.
- EHFNA will continue to look for and implement ways to address parking issues at the business nodes.
- EHFNA will produce and provide information about and encourage the use of non-automotive modes of transportation.



Carag Neighborhood Action Plan (2001)

The Neighborhood Plan identifies the following strategies relating to Bryant Avenue:

- CARAG will design and build bus stops in garden areas in accordance with the Neighborhood Master Plan. The creation of Neighborhood Bus Stops is related to, but not reliant upon, the street changes created by the Bryant Avenue Bikeway
- CARAG will fill a vital link in this route with dedicated bike lanes along Bryant Avenue as suggested by the CARAG Neighborhood Master Plan.
- A dedicated bike route on the east side of Bryant Avenue will create connections to downtown and the Midtown Greenway. A CARAG Transportation Committee will coordinate planning for this project. The neighborhood will petition Bryant Avenue property owners and work with Minneapolis Public Works to seek other funds for the project.
- A \$10,000 budget will be established to determine further interest and design of a bike route. A budget of \$40,000 will be allocated for implementation. Part of this project's cost may need to be shared by an adjacent property owners' assessment.

Carag Neighborhood Action Plan NRP Phase II (2010)

The Neighborhood Plan identifies the following strategies relating to Bryant Avenue:

- The Bryant Avenue Bikeway is a share-the-road bike facility linking CARAG to the Midtown Greenway, downtown Minneapolis and the River Lake Bikeway.
- During NRP Phase I, CARAG was instrumental in implementing the Bryant Avenue Bikeway route through the neighborhood. This popular bikeway features signage and 'share-the-road' pavement markings and connects CARAG to the Midtown Greenway, downtown Minneapolis, and the River-Lake Bike Route. CARAG will work with Minneapolis Public Works to further improve this route utilizing federal funding.
- Sidewalks allow CARAG neighbors to travel on foot for daily errands and activities with many goods and services within walking distance.
- • Too few bike racks are placed in convenient places in the neighborhood, leading bicyclists to attach bicycles to sign poles or leave bikes at home. CARAG will work with business and property owners to install bike racks throughout the neighborhood.



W 36th St



Issues & Opportunities

Bryant Avenue South is an important local corridor, which serves many transportation functions and modes. This study will guide the preliminary planning and design in advance of the planned reconstruction project. The reconstruction is intended to improve the right-of-way for all users and modes of travel. However, like most street projects, making improvements along Bryant Avenue may require trade-offs between different modes and space, which is why Public Works will use both planning guidance and community input to inform the design of Bryant Avenue.

Summary of Issues

Based on the data and information presented in this study, the following issues are to be considered:

Pedestrian Network

Bryant Avenue has a complete pedestrian network without sidewalk gaps. In recent years, the city has provided spot treatments to sidewalk panels that were damaged throughout the corridor. Some intersections have also been retrofitted to be ADA compliant, though there are many intersections that will require new curb ramps for compliance. Most existing marked crosswalks are parallel-line style, including at W 31st Street, W 35th Street, W 36th Street, W 38th Street, W 43rd Street, and W 50th Street.

Bicycle Network

Bryant Avenue is identified as a shared lane bikeway in the City's planned long-term bicycle network and currently operates as a shared lane facility. In 2011, this corridor was used to pilot advisory bike lanes. The findings from this report can be found in chapter six of *Evaluation of Bicycle Traffic Control Devices and Street Design Elements in Minneapolis*.

Transit

The corridor is well-served by transit. Metro Transit routes 4, 23, 46, 114 and 146 run along this corridor, with intersecting service provided from 36th to

38th Street. Enhancing the existing sidewalks, crosswalks, and providing ADA compliant curb ramps are a part of this project and will improve access and connectivity to transit.

Motor Vehicles

Traffic signals are a mix of old with no overheads or APS/ADA required items. Wood pole mounted street lights exist throughout the study corridor and it is not identified as a Pedestrian Street Lighting Corridor in the City's Street Lighting Policy.

Constrained right-of-way and Greening

The actual right-of-way of Bryant Ave South from W Lake Street to W 50th Street is 60 feet wide. Grades and encroachments limit the available right-of-way along most of the corridor. All sidewalks are located at the back of the curb with no established boulevard and no buffer between the sidewalk and moving or parked vehicles. Grade separation between sidewalks and private properties lessens or disappears south of W 38th Street and encroachments are far more limited than north of W 38th Street. The area along the project corridor is predominantly residential, with multiple commercial nodes, a school, and a place of worship requiring access. Pedestrians, automobiles, buses, and automobile parking will all be competing for space in this corridor.

Summary of Opportunities

Pedestrian Network

Curb extensions, refuge islands, and other physical crossing treatments reduce crossing distances and increase the visibility of pedestrians at intersections or mid-block locations. Public works will evaluate the feasibility and implementation of crossing treatments along the project corridor, especially at unsignalized locations and locations that have documented pedestrian crashes. Well-defined intersections help increase safety for crossing pedestrians. Public works plans to install

durable zebra crosswalk marking at all signalized intersections along the project corridor.

Bicycle Network

Consider public feedback in the identification of a bikeway, or a street design that support bicycle traffic, on Bryant Avenue during planning.

Transit

City staff will coordinate with Metro Transit on any proposed stop or route changes that impact the corridor as well as any future enhancements such as transit shelters, benches, etc.

Motor Vehicles

There are several factors that may impact the need to replace signals along this corridor. If there are curb line layout changes, elevation changes, or pedestrian ramp improvements signals may need foundation replacements. Signal needs should be evaluated further as designs are explored.

Additional improvements to consider

- Enhanced pedestrian crossings
- Incorporate curb extensions where feasible
- Other physical crossing treatments to reduce crossing distances and increase the visibility of pedestrians at intersections
- Additional boulevard space with space for trees
- Crossing improvements near Clara Barton Open School (W 43rd Street)
- Improved connections to transit and bikeways
- Reorganization of the public right-of-way to improve access, safety and comfort of all users
- Improve existing bus shelters and add shelters where warranted by Metro Transit activity thresholds
- Evaluate No Right Turn on Red (RTOR) on intersecting streets with a bikeway
- Reduce corner radii - to manage vehicle turn speeds
- Evaluate implementation of Leading Pedestrian Intervals (LPI) at signalized intersections
- Pedestrian warning signs
- Bicycle parking, especially at commercial nodes
- Evaluate all curb cuts and reduce width or eliminate as possible/needed

Constrained right-of-way and Greening

There is not a boulevard on either side of the street for the entire corridor. Despite the constrained right-of-way, adding boulevards and planting trees along the length of the corridor should be considered during reconstruction.

In addition, the reconstruction provides the opportunity to improve safety and access to commercial and business destinations such as markets, schools, restaurants, places of worship and other destinations on the corridor. It also provides the opportunity for traffic calming around Clara Barton Open School.

Summaries of issues to address, opportunities for improvement, and assets/infrastructure to maintain are provided below.

Assets/Infrastructure to maintain

- Connected sidewalks
- Updated signals at W 34th Street and Lake Street
- Sub-grade, pavement, curb, gutter, and stormwater infrastructure
- Signage and striping
- Address and upgrade associated utility infrastructure as needed

Critical issues to address

- Upgrade curb ramps to meet current American with Disabilities Act (ADA) standards
- Upgrade traffic signals with Accessible Pedestrian Signals (APS) technology and countdown timers
- Accessible bus stops/pads
- Consideration of a bikeway facility

Next Steps

Community Engagement

Given the variety of land uses and the constrained right-of-way along Bryant Avenue, community engagement will be imperative to understand the priorities and associated trade-offs, while also identifying critical elements that could be incorporated as a part of the project. Project elements that will require additional funding commitments from property owners, such as enhanced streetscaping and furnishings, should be discussed with business stakeholders throughout the community engagement process to determine interest and coordination with the reconstruction project.

Future community engagement should include the following groups:

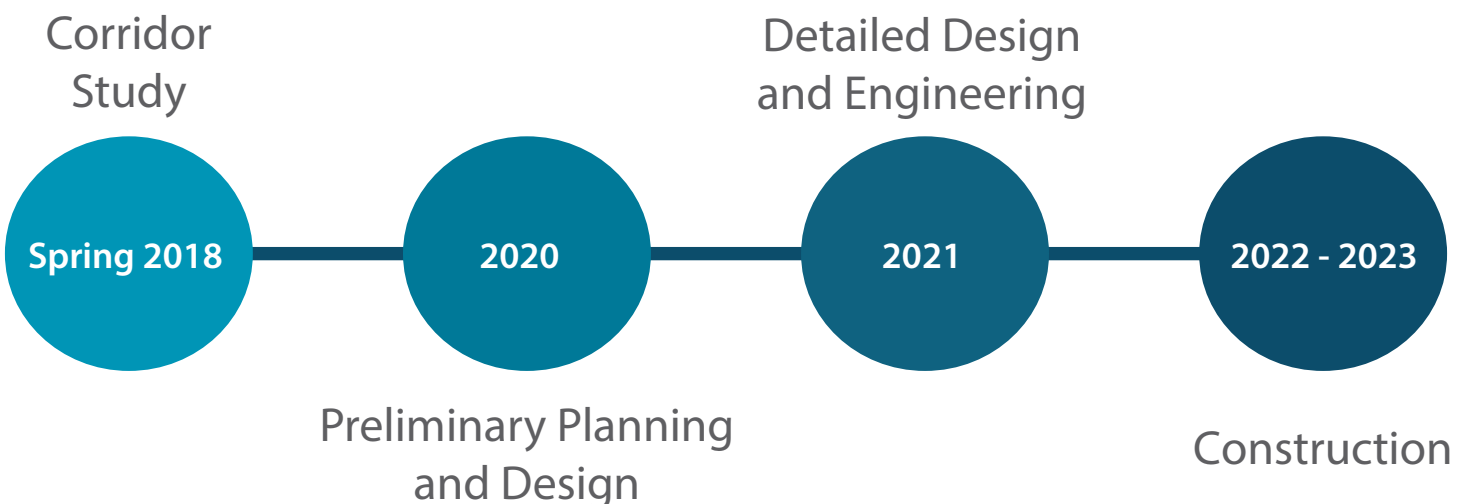
- Area residents
- Business owners, tenants, patrons
- Commuters passing through the study area
- Transit riders using local bus routes (4, 23, 46, 114, 146)
- Students and faculty at area schools (Clara Barton Open School)
-

Engagement Goals and Strategies

- Establish project communication channels: project website, email lists, solicit feedback through surveys
- Make it easier for people to engage with the project by going to where the people are
- Build an understanding of potential improvements: pilot changes, such as temporary bump outs, time permitting

Project Development

- Prepare Complete Streets checklist
- Conduct outreach and engagement
- Develop cross-section concept alternatives
- Conduct preliminary planning and engineering for design feasibility
- Conduct additional pedestrian and bicycle counts



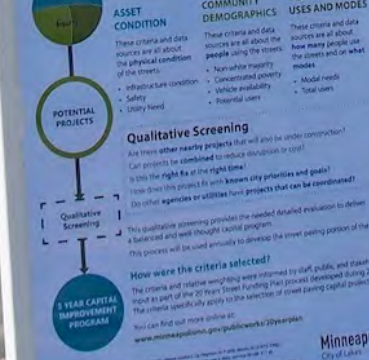


PUBLIC WORKS

How does Public Works select street improvement projects?

Public Works uses a criteria-based process with a focus on racial and economic equity to prioritize street projects on an annual basis.

Project Prioritization Process



Quantitative Criteria

<p>ASSET CONDITION</p> <p>These criteria and data sources are all about the physical condition of the streets:</p> <ul style="list-style-type: none"> Infrastructure condition Safety Utility need 	<p>EQUITY — COMMUNITY DEMOGRAPHICS</p> <p>These criteria and data sources are all about the people using the streets:</p> <ul style="list-style-type: none"> Non-white majority Concentrated poverty Vehicle availability Parental users 	<p>EQUITY — USES AND MODES</p> <p>These criteria and data sources are all about how many people use the streets and on what modes:</p> <ul style="list-style-type: none"> Mode needs Transit users
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Qualitative Screening

Are there other nearby projects that will and be under construction?
 Can projects be combined to reduce disruption to you?
 Is this the right fix at the right time?
 Do other agencies or utilities have projects that can be coordinated?
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This qualitative screening provides the needed detailed evaluation to deliver a balanced and well thought capital program.
 This process will be used annually to develop the street paving portion of the CIR.

How were the criteria selected?

The criteria and relative weighting were informed by staff, public, and stakeholder input as part of the 20 Year Street Funding Plan process developed during 2016. The criteria specifically apply to the selection of street paving capital projects.

You can find out more online at:
www.minneapolis.gov/publicworks/20yearplan



Questions?

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