

BRYANT AVENUE RECONSTRUCTION



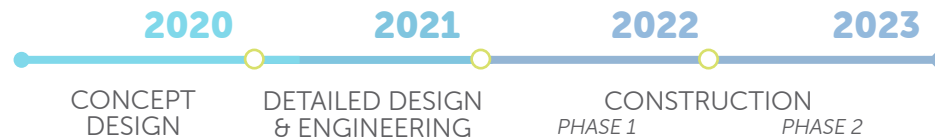
The Minneapolis Public Works Department plans to reconstruct 2.5 miles of Bryant Ave S, from Lake Street to 50th St W, in 2022.

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



STAY UPDATED

Visit our website for the most up-to-date project information:
minneapolismn.gov/government/projects/bryant-ave-s-reconstruction/

Or, contact staff with further questions:

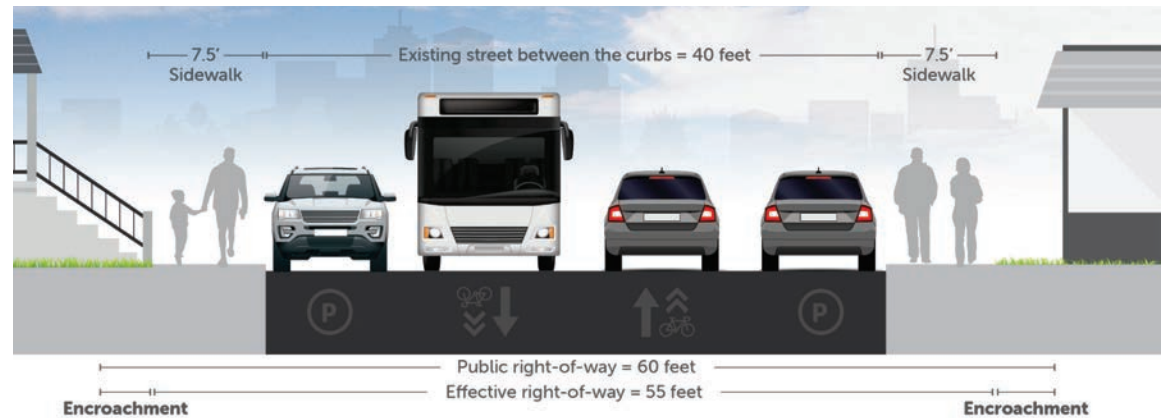
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EXISTING STREET DESIGN

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

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

The City's current concept design proposal 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 6. Two design concepts have been created with different options to keep bikes on Bryant Ave and are described in the following pages. You can learn more about the details of the two other options by reading the 'Other Options Considered' factsheet on our 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 are using the Public Works project goals and these two additional stakeholder priorities to evaluate concept design options:

- Maintain vehicle access
- Maintain on-street parking

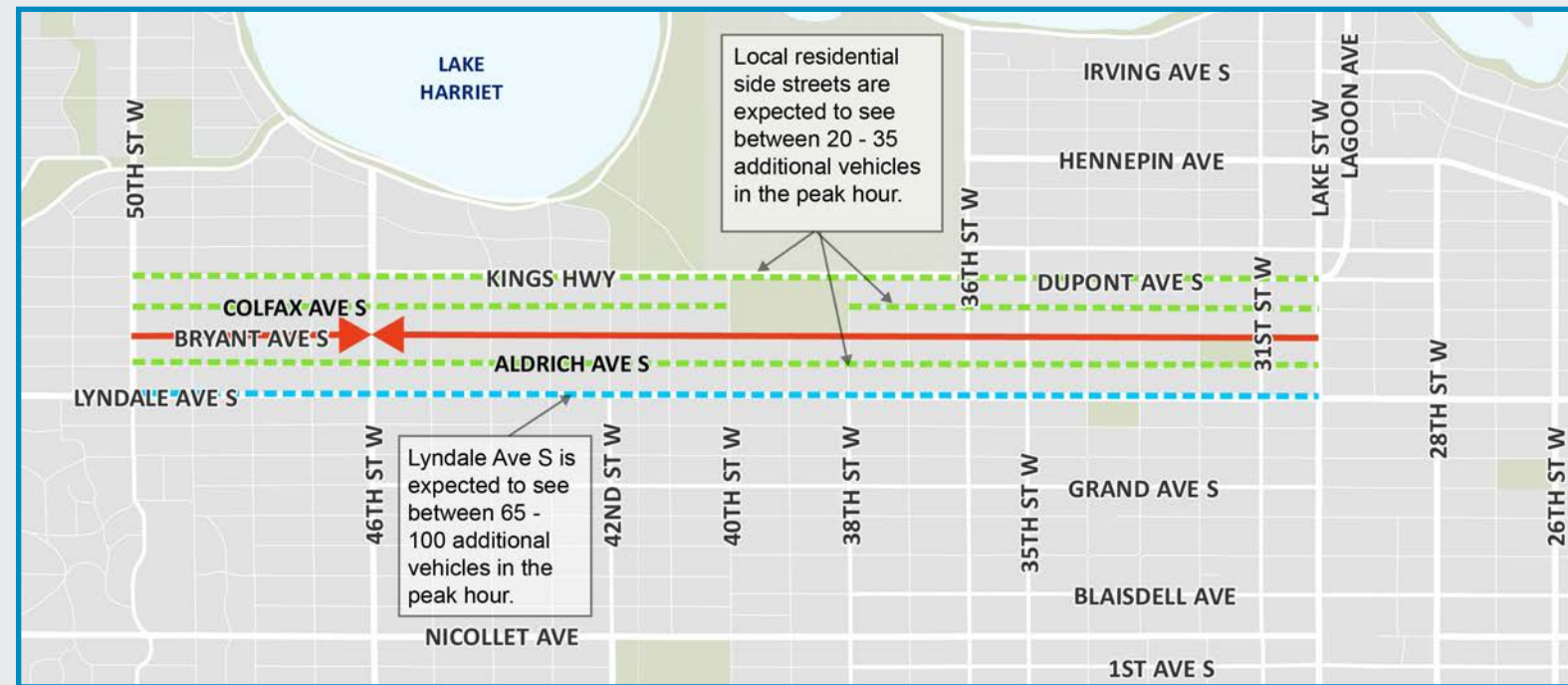
You can find a summary of our engagement so far and a detailed look at the feedback we've received on our project website.

BIKES ON BRYANT, MOVE TRANSIT TO LYNDALE: TWO-WAY VERSUS ONE-WAY STREET FOR CARS

Public Works is considering two concept designs for Bryant Ave S: a design that maintains two-way vehicle traffic and one that changes Bryant Ave S to a converging one-way street for vehicles.

The one-way design is being considered in direct response to two of the most common concerns we heard from stakeholders:

- Concerns about pedestrian and bicyclist conflicts on the shared use path
- Concerns about on-street parking availability on Bryant Ave S, especially at business nodes



The one-way design allows us to:

- ✓ Provide fully separated spaces for bicycles and pedestrians throughout the whole corridor
- ✓ Maintain more on-street parking, especially at business nodes
- ✓ Add more green space to the corridor

However, the one-way design may modestly increase traffic on parallel residential streets (i.e., Dupont Ave S, Colfax Ave S, Aldrich Ave S, and Lyndale Ave S).

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

Public Works is exploring 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:

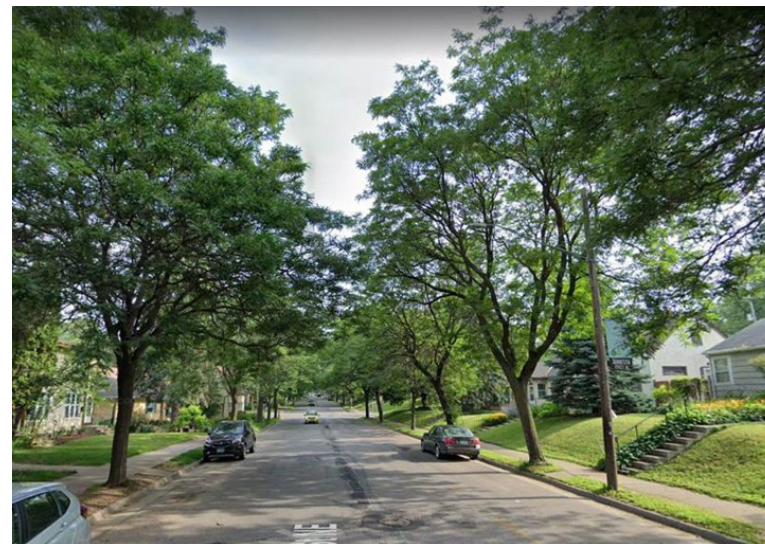
- **65 to 100** cars per hour will use Lyndale Ave S instead of Bryant Ave S
- **20 to 35** cars per hour will use Dupont Ave S, Colfax Ave S, and Aldrich Ave S

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

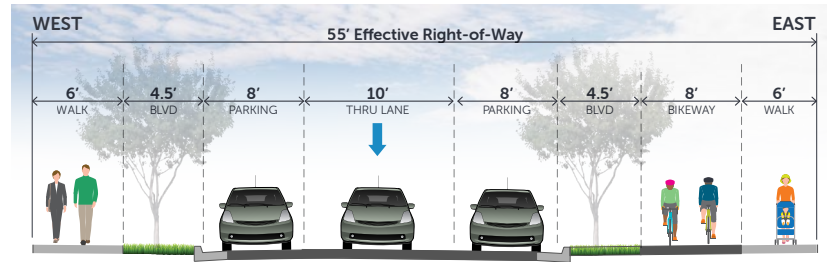
Public Works is exploring a transit only lane in this location to allow bus service, Metro Mobility, and emergency service vehicles access to the Walker Methodist Health Center.

As shown on the evaluation matrix on page 6, **the one-way option best meets project goals and stakeholder priorities.**

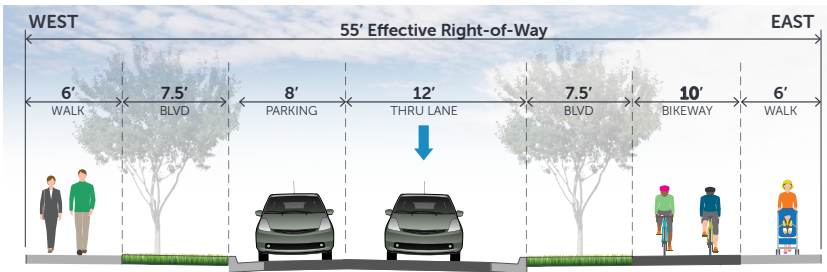
To learn more about the details of the concept design for proposed pedestrian and transit improvements on Lyndale Ave S, check out the "Transit on Lyndale Ave S" concept design on the [project website](#).



ONE-WAY



TWO-WAY BICYCLE TRAIL + SIDEWALK, WITH TWO-SIDED PARKING

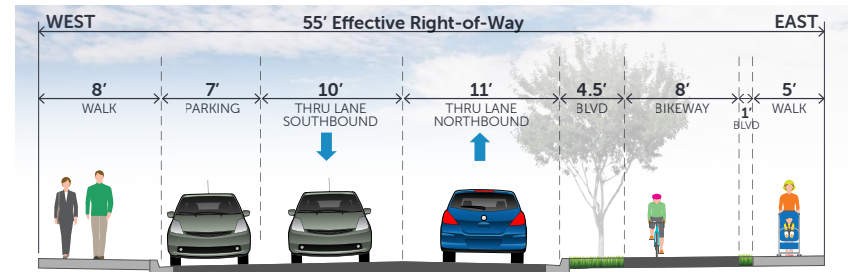


TWO-WAY BICYCLE TRAIL + SIDEWALK WITH ONE-SIDED PARKING

TWO-WAY



50TH TO 40TH: TWO-WAY MULTI-USE PATH WITH PARKING



40TH TO LAKE: TWO-WAY BICYCLE TRAIL + SIDEWALK WITH PARKING

DRAFT CONCEPTS SUMMARY

CRITERIA	TWO-WAY DESIGN	REVISED TWO-WAY DESIGN	ONE-WAY DESIGN
Total Parking Spaces	245	259	408
Percentage of existing parking retained	31%	33%	52%
Boulevard space for Green Infrastructure	3.03 Acres	2.68 Acres	3.26 Acres
Pedestrians and bike interactions	Shared use path south of 40th	Shared use path south of 40th	Separate bikeway and sidewalk entire project length
Vehicle mobility	Two-way traffic entire length	Two-way traffic entire length	One direction of traffic rerouted to Lyndale and adjacent streets, may modestly increase traffic on residential side streets

PARKING QUANTITY

BLOCK	EXISTING PARKING SPACES	EXISTING PEAK PARKING COUNT	PEAK TIME	PROPOSED PARKING SPACES			GREEN SPACE COMPARISON		
				December Open House #2	Two-Way Option	One-Way Option	December Open House #2 (SQ FT)	Two-Way Option (SQ FT)	One-Way Option (SQ FT)
Lake St - 31st St	45	47	Saturday Evening	20	18	30	4,690	4,850	7,660
31st St - 32nd St	48	45	Saturday Evening	24	24	36	4,960	7,290	9,720
32nd St - 33rd St	53	34	Saturday Evening	12	12	21	4,920	4,940	8,270
33rd St - 34th St	44	22	Saturday Noon	10	10	18	4,660	4,740	7,560
34th St - 35th St	47	22	Weekday Morning	10	11	22	5,990	6,040	8,270
35th St - 36th St	44	39	Saturday Morning	20	17	31	3,250	4,740	7,170
36th St - 37th St	45	39	Saturday Evening	20	20	20	7,580	4,180	2,170
37th St - 38th St	41	26	Weekday Noon	19	13	10	6,820	3,940	4,730
38th St - 39th St	33	15	Weekday Morning	8	6	14	6,520	5,400	7,100
39th St - 40th St	39	28	Weekday Morning	17	17	24	7,110	4,380	7,340
40th St - 41th St	23	15	Saturday Noon	6	6	13	6,770	6,670	6,890
41th St - 42nd St	28	21	Weekday Morning	8	8	13	6,850	6,850	6,960
42nd St - 43rd St	42	16	Weekday Noon	13	21	20	6,630	5,750	7,450
43rd St - 44th St	39	33	Weekday Morning	19	19	28	8,280	8,300	8,360
44th St - 45th St	31	10	Saturday Morning	0	6	12	8,280	7,010	7,050
45th St - 46th St	32	28	Saturday Morning	14	14	23	6,540	5,380	6,180
46th St - 47th St	38	23	Saturday Morning	12	12	21	7,140	6,560	6,830
47th St - 48th St	41	15	Saturday Evening	0	6	13	9,580	8,810	8,720
48th St - 49th St	34	12	Saturday Evening	0	6	13	8,630	7,480	7,040
49th St - 50th St	36	27	Weekday Evening	13	13	26	6,630	6,740	6,450
Total	783	517		245	259	408	131,830	120,050	141,920
Percent of Existing		66%		31%	33%	52%			

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. Which Bryant Ave S design concept best meets project goals and stakeholder priorities? [Let us know!](#)

● MEETS PROJECT GOAL
 ● MEETS PROJECT GOAL WITH LESS THAN IDEAL CONDITIONS
 ● DOES NOT MEET PROJECT GOAL

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

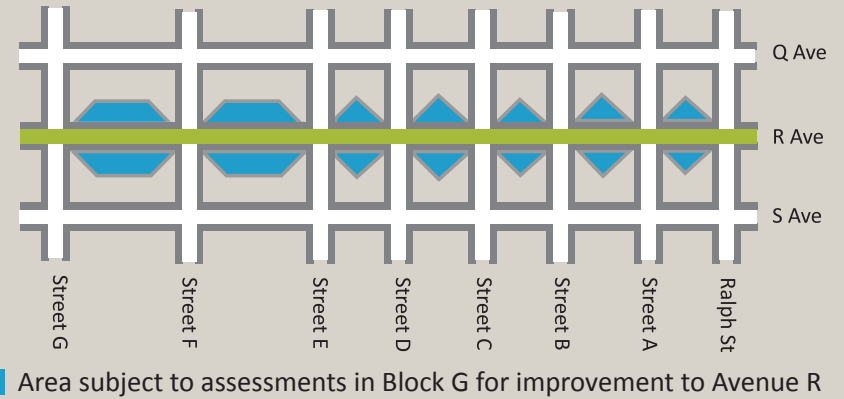
SPECIAL ASSESSMENTS

Property owners on Bryant Ave S will be assessed for this street reconstruction project.

For questions about assessments, please visit the [Special Assessments](#) page of the City website or contact our special assessment staff. Their email address is PWspecialassessments@minneapolismn.gov and their phone number is 612-673-2401.

Additional details about the assessment for this project will occur once the project is further designed and include a public hearing through the Transportation and Public Works Committee of the Minneapolis City Council.

Sample Project Assessment Map



SIMILAR STREETS IN MINNEAPOLIS

The following streets in the City of Minneapolis have similar designs and features as the concepts we are proposing on Bryant Ave S and Lyndale Ave S.

ONE-WAY STREET WITH PARKING ON ONE SIDE



W 32nd St, from Excelsior Blvd to W Bde Maka Ska Blvd: This one-way street is 24 feet wide and has one travel lane and parking on one side. The boulevards are approximately 4 feet wide.

TWO-WAY STREET + TWO-WAY TRAIL AND SIDEWALKS



26th Ave N, from N 3rd St to N Vincent Ave: This two-way street ranges from 20-36 ft wide and has no parking on either side. The two-way bicycle trail is typically 8 feet wide and the sidewalks are typically 5 feet wide.

TWO-WAY STREET + TWO-WAY SHARED USE PATH


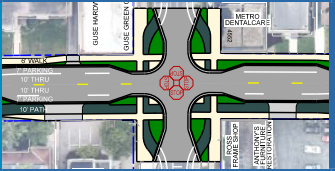




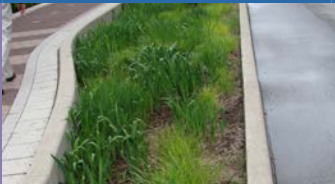


18th Ave NE, from Monroe St to Central Ave NE: This section of 18th Ave NE features a 10-foot-wide two-way shared use path (i.e. combined space for pedestrians and bicyclists). The two-way street is 32 feet wide and contains two-travel lanes and parking on one side.

PEDESTRIAN MEDIAN

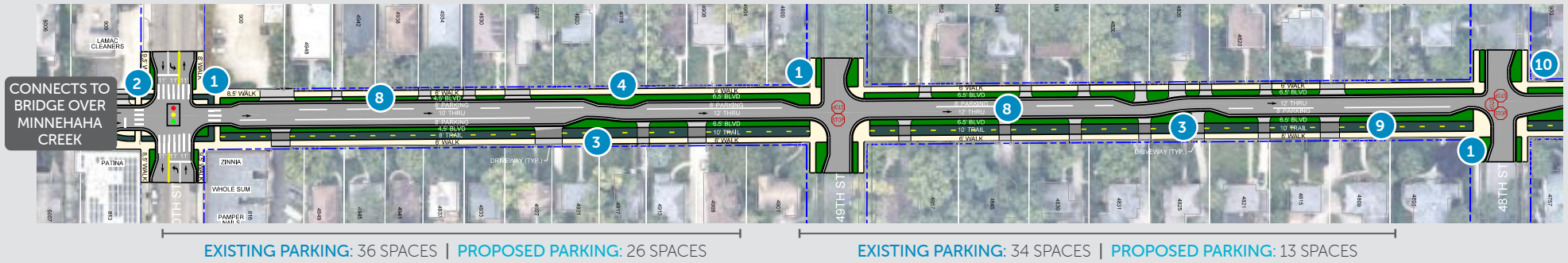


E 46th St at Oakland Ave: This pedestrian median allows people walking to cross one lane of traffic at a time, making it safer and easier to cross a busy street. However, it also means that drivers cannot drive straight across or make left turns from E 46th St or from the Oakland Ave.

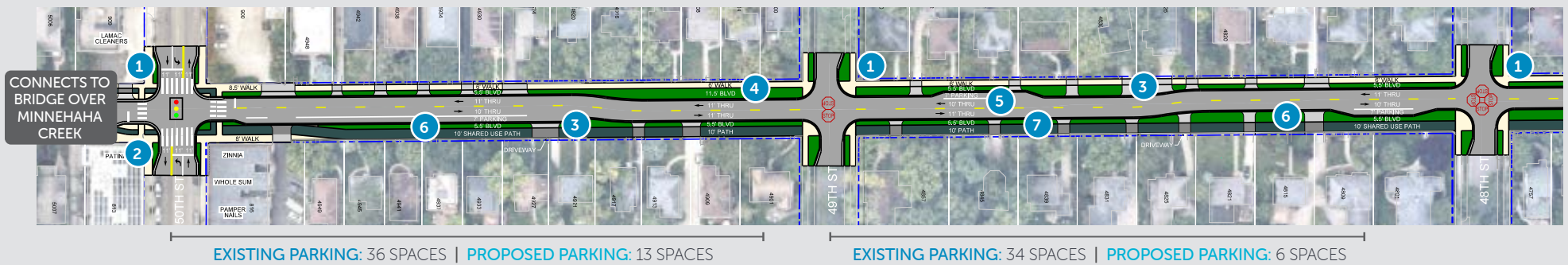
			BENEFITS	TRADEOFFS	
DESIGN STANDARD	PEDESTRIAN ZONE		6' sidewalk and boulevard along entire corridor	<ul style="list-style-type: none"> Expands pedestrian realm Provides space for snow storage Increases green space and tree coverage Expands buffer between pedestrians and vehicles 	<ul style="list-style-type: none"> Parking removal in constrained locations
	BUMPOUTS		Used at intersections; designed to accommodate larger vehicles when applicable	<ul style="list-style-type: none"> Encourages safer turning speeds Creates shorter crossing distances Increases visibility for people walking and driving Expands pedestrian realm 	<ul style="list-style-type: none"> May reduce on-street parking capacity May restrict larger vehicle turns
	BICYCLE TRAIL		Two-way trail on the same level as the sidewalk provides separation from vehicle traffic	<ul style="list-style-type: none"> Provides for an All Ages and Abilities bicycle connection Separate bike and pedestrian space north of 40th Street and at commercial nodes 	<ul style="list-style-type: none"> Shared bicycle and pedestrian space south of 40th Street, except at commercial nodes Reduces room for greenery along the corridor when trail is separated from sidewalk
DESIGN STRATEGY	CHICANE		A design that causes a shift in the vehicle travel lanes	<ul style="list-style-type: none"> Encourages safer travel speeds Provides space for green infrastructure 	<ul style="list-style-type: none"> Reduces on-street parking capacity
	RIGHT SIZING PARKING		Data-driven parking consolidation	<ul style="list-style-type: none"> Converts on-street parking space for other uses Encourages safe travel speeds by narrowing the street where on-street parking is not consistently used 	<ul style="list-style-type: none"> Reduces on-street parking capacity
	TRANSIT OPERATIONS REVISIONS		Shifted transit operations throughout the corridor from Bryant Avenue S to Lyndale Avenue S	<ul style="list-style-type: none"> Increases on-street parking capacity at some intersections Provide separate space for transit users and bicyclists Provides more room for future bus rapid transit stations 	<ul style="list-style-type: none"> May result in farther walking distances to nearest stop
	GREEN INFRASTRUCTURE		Used to capture and treat stormwater runoff through infiltration	<ul style="list-style-type: none"> Provides infiltration opportunities to reduce runoff to receiving water bodies Can increase green space with grass boulevards, infiltration basins/swales, rain gardens, or tree trenches 	<ul style="list-style-type: none"> May reduce on-street parking capacity

BRYANT AVENUE FROM 50TH STREET TO 48TH STREET

ONE-WAY



TWO-WAY



* **Transit service** moved to Lyndale Avenue

1 **Intersection bumpouts** to encourage safe travel speeds and shorten crossing distances for pedestrians



2 **Intersection treatments** for more comfortable bicycle crossing

3 This block includes a **chicane**, which is used to slow vehicle traffic. When used on a block with no parking, it creates a range of boulevard widths throughout the block. If a chicane is not included, the boulevard space would be a consistent width throughout the block.



4 Space for **green infrastructure** to capture and treat stormwater runoff



5 Based on public feedback and further review, we've revised the location and/or amount of parking on this block.

6 **Wide boulevard** that supports large tree growth



7 People walking and people biking share space on the east side of the street between 50th & 40th Streets.

8 One-way operations create additional space for parking

9 One-way operations leave room for people biking and walking to have separate space

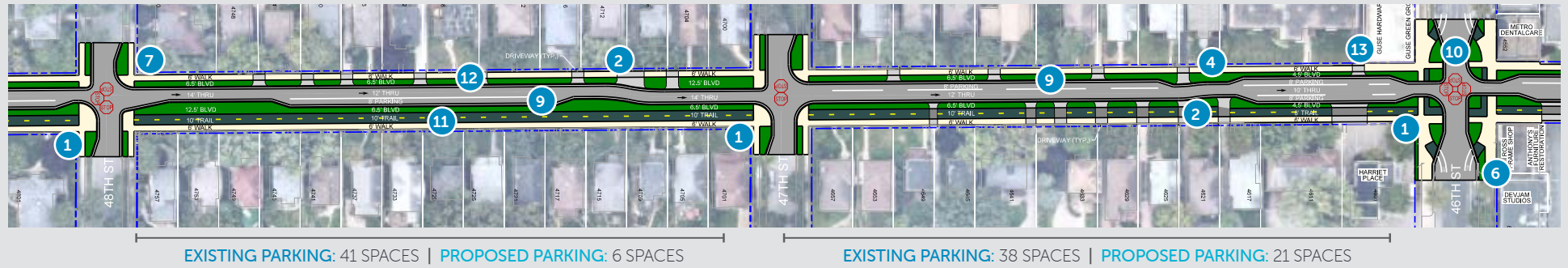


10 Intersection design accommodates turning movements for large vehicles including fire trucks.

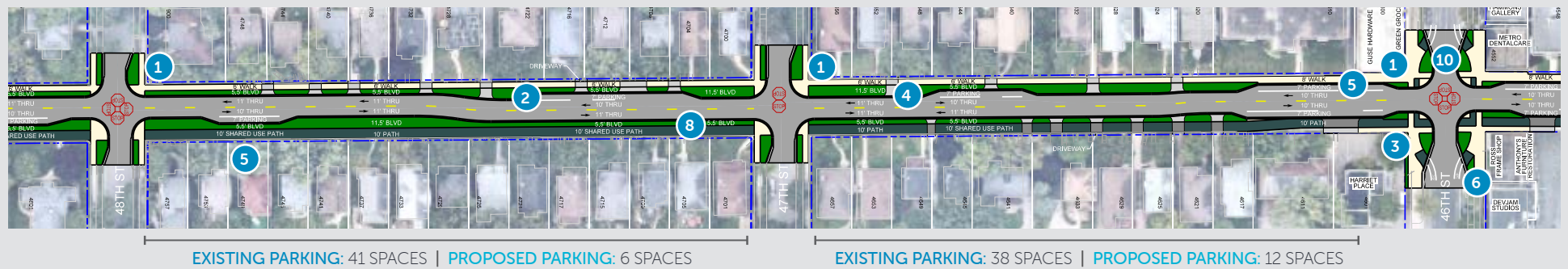
NOTE: The 11' through lane on the two-way concept is inclusive of a 1' gutter pan (i.e. 10' through lane + 1' gutter). The 12' through lane on the one-way concept is inclusive of a 2' gutter pan (i.e. 10' through lane + 2' gutter).

BRYANT AVENUE FROM 48TH STREET TO 46TH STREET

ONE-WAY



TWO-WAY



- * **Transit service** moved to Lyndale Avenue
- 1 Intersection bumpouts** to encourage safe travel speeds and shorten crossing distances for pedestrians



- 2** This block includes a **chicane**, which is used to slow vehicle traffic. When used on a block with no parking, it creates a range of boulevard widths throughout the block. If a chicane is not included, the boulevard space would be a consistent width throughout the block.



- 3 Separate space** for people walking and biking near business node

- 4** Space for **green infrastructure** to capture and treat stormwater runoff



- 5** Based on public feedback and further review, we've revised the location and/or amount of parking on this block.
- 6** 46th Street is designated as an existing **connector bikeway** in the Draft Minneapolis [Transportation Action Plan](#).

- 7** Intersection design accommodates turning movements for large vehicles including fire trucks.
- 8** People walking and people biking share space on the east side of the street between 50th & 40th Streets.
- 9** One-way operations create additional space for parking
- 10** One parking spot removed on the side street due to the intersection design.

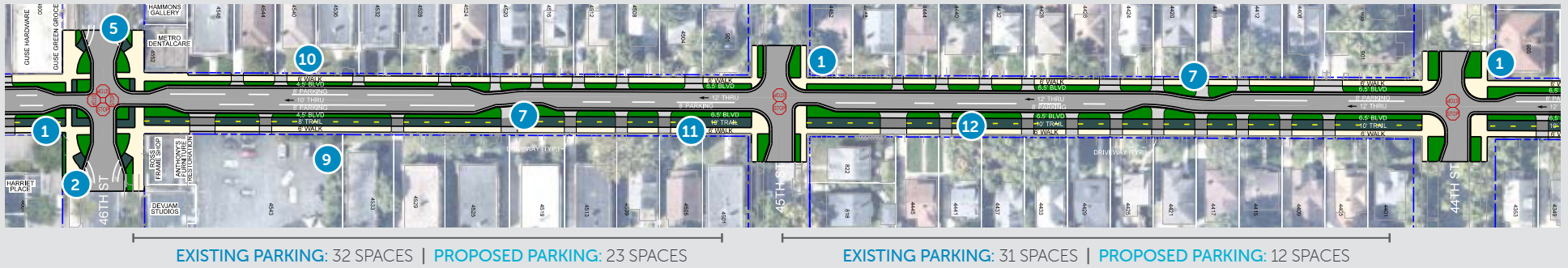
- 11** One-way operations leave room for people biking and walking to have separate space



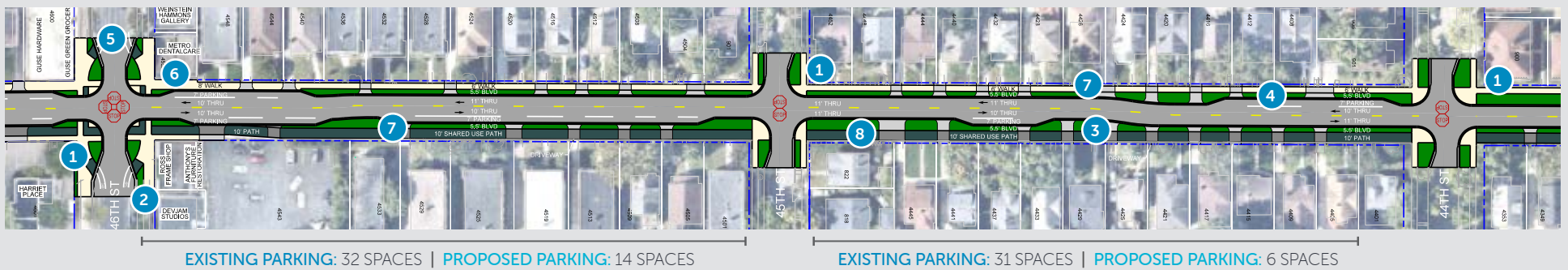
- 12** Additional green space provided with one-way operations
- 13** South of 46th Street vehicle traffic switches to northbound

BRYANT AVENUE FROM 46TH STREET TO 44TH STREET

ONE-WAY



TWO-WAY



* **Transit service** moved to Lyndale Avenue

1 Intersection bumpouts to encourage safe travel speeds and shorten crossing distances for pedestrians



2 46th Street is designated as an existing **connector bikeway** in the Draft Minneapolis [Transportation Action Plan](#).

3 People walking and people biking share space on the east side of the street between 50th & 40th Streets.

4 Based on public feedback and further review, we've revised the location and/or amount of parking on this block.

5 One parking spot removed from the side street due to the intersection design

6 Separate space for people walking and biking near business node

7 This block includes a **chicane**, which is used to slow vehicle traffic. When used on a block with no parking, it creates a range of boulevard widths throughout the block. If a chicane is not included, the boulevard space would be a consistent width throughout the block.



8 Wide boulevard that supports large tree growth



9 North of 46th Street vehicle traffic switches to southbound

10 One-way operations create additional space for parking

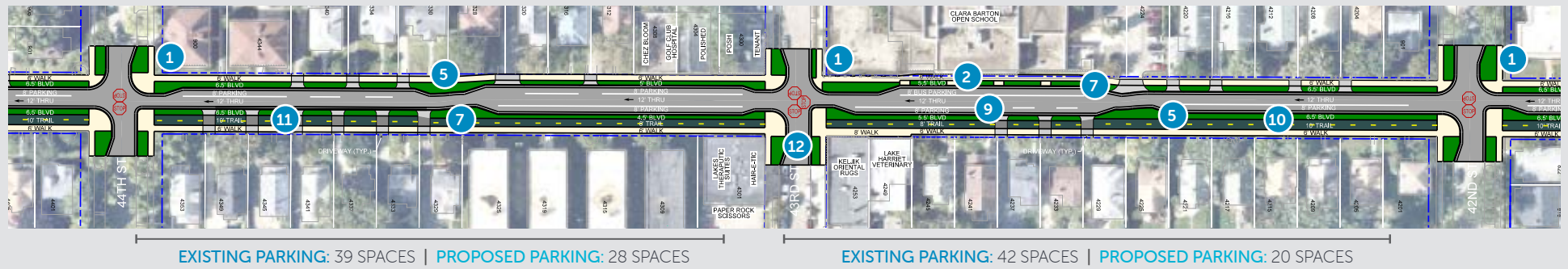
11 Additional green space provided with one-way operations

12 One-way operations leave room for people biking and walking to have separate space

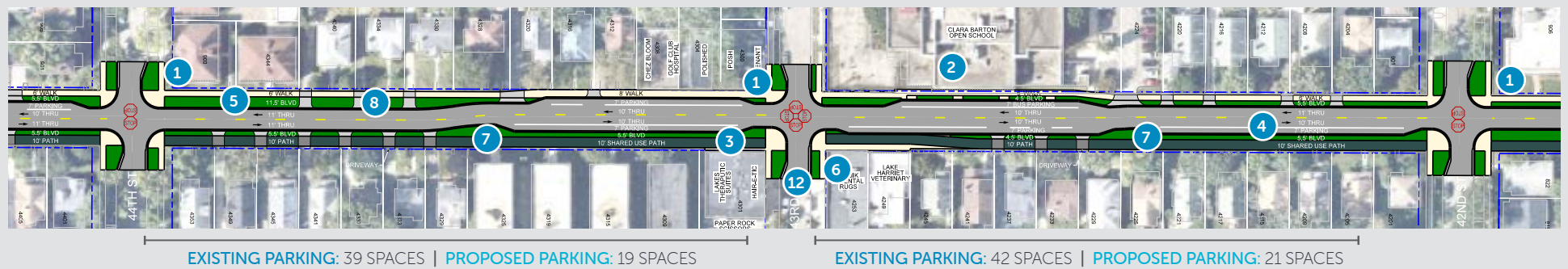


BRYANT AVENUE FROM 44TH STREET TO 42ND STREET

ONE-WAY



TWO-WAY



* **Transit service** moved to Lyndale Avenue

1 Intersection bumpouts to encourage safe travel speeds and shorten crossing distances for pedestrians

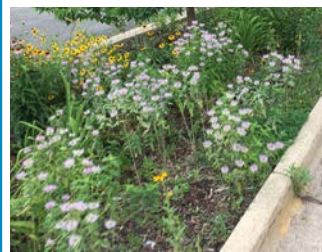


2 Proposed 1' easement on school property allows for bus parking and parking on the east side of the street.

3 People walking and people biking share space on the east side of the street between 50th & 40th Streets.

4 Based on public feedback and further review, we've revised the location and/or amount of parking on this block.

5 Space for **green infrastructure** to capture and treat stormwater runoff



6 **Separate space** for people walking and biking near business node

7 This block includes a **chicane**, which is used to slow vehicle traffic. When used on a block with no parking, it creates a range of boulevard widths throughout the block.



8 **Wide boulevard** that supports large tree growth



9 One-way operations create additional space for parking

10 Additional green space provided with one-way operations

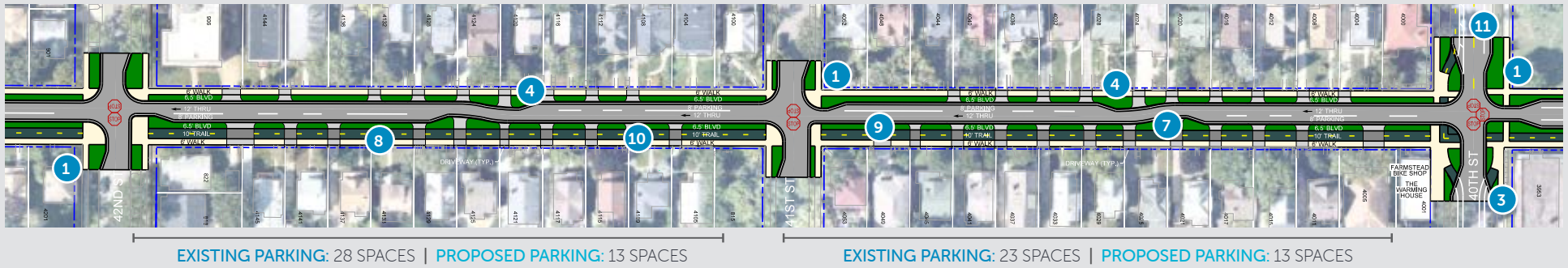
11 One-way operations leave room for people biking and walking to have separate space



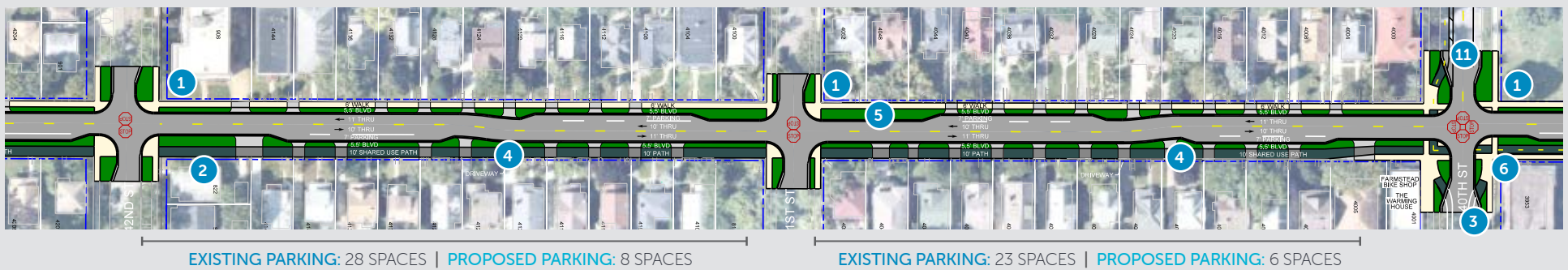
12 One parking spot removed on the side street due to the intersection design.

BRYANT AVENUE FROM 42ND STREET TO 40TH STREET

ONE-WAY



TWO-WAY



* **Transit service** moved to Lyndale Avenue

1 **Intersection bumpouts** to encourage safe travel speeds and shorten crossing distances for pedestrians



2 People walking and people biking share space on the east side of the street between 50th & 40th Streets.

3 40th Street is designated as an **existing connector bikeway** in the [Draft Minneapolis Transportation Action Plan](#).

4 This block includes a **chicane**, which is used to slow vehicle traffic. When used on a block with no parking, it creates a range of boulevard widths throughout the block. If a chicane is not included, the boulevard space would be a consistent width throughout the block.



5 **Wide boulevard** that supports large tree growth



6 At 40th Street, the shared use trail transitions into separate space for people walking and biking.

7 Space for **green infrastructure** to capture and treat stormwater runoff



8 One-way operations leave room for people biking and walking to have separate space

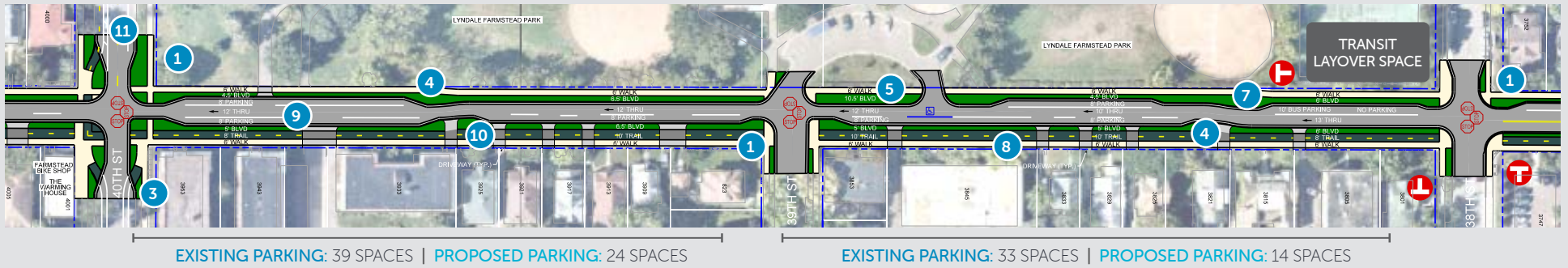
9 One-way operations create additional space for parking

10 Additional green space provided with one-way operations

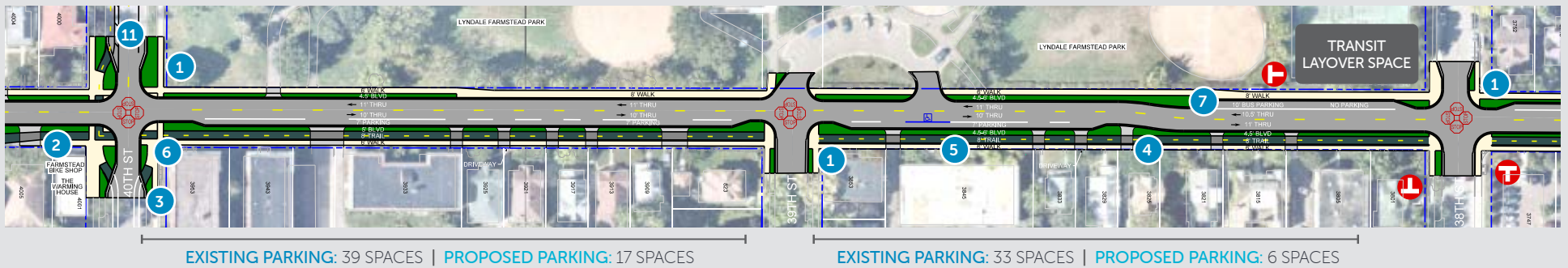
11 Three parking spots removed on the side street due to the intersection design.

BRYANT AVENUE FROM 40TH STREET TO 38TH STREET

ONE-WAY



TWO-WAY



* Route 23 and 114 remain on Bryant Ave S from 38th St to 36th St. Route 4 moved to Lyndale Ave S.

1 Intersection bumpouts to encourage safe travel speeds and shorten crossing distances for pedestrians



2 People walking and people biking share space on the east side of the street between 50th & 40th Streets.

3 40th Street is designated as an **existing connector bikeway** in the [Draft Minneapolis Transportation Action Plan](#).

4 This block includes a **chicane**, which is used to slow vehicle traffic. When used on a block with no parking, it creates a range of boulevard widths throughout the block. If a chicane is not included, the boulevard space would be a consistent width throughout the block.



5 **Wide boulevard** that supports large tree growth



6 At 40th Street, the shared use trail transitions into separate space for people walking and biking.

7 Space for **green infrastructure** to capture and treat stormwater runoff



8 One-way operations leave room for people biking and walking to have separate space

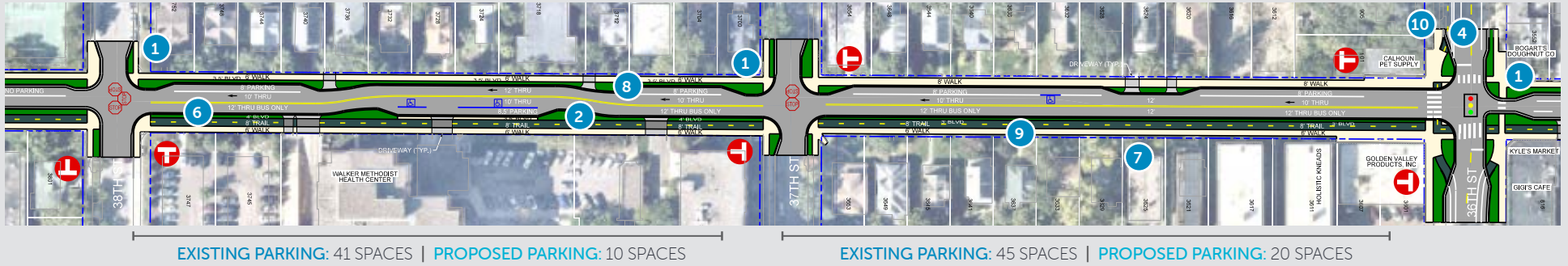
9 One-way operations create additional space for parking

10 Additional green space provided with one-way operations

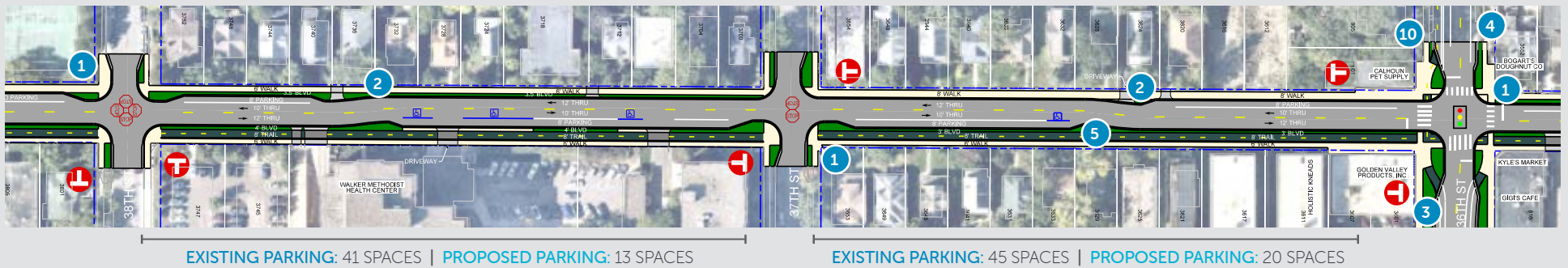
11 Three parking spots removed on the side street due to the intersection design.

BRYANT AVENUE FROM 38TH STREET TO 36TH STREET

ONE-WAY



TWO-WAY



* Route 23 and 114 remain on Bryant Ave S from 38th St to 36th St. Route 4 moved to Lyndale Ave S.

1 **Intersection bumpouts** to encourage safe travel speeds and shorten crossing distances for pedestrians



2 This block includes a **chicane**, which is used to slow vehicle traffic. When used on a block with no parking, it creates a range of boulevard widths throughout the block. If a chicane is not included, the boulevard space would be a consistent width throughout the block.



3 **Separate space** for people walking and biking near business node

4 The design of 36th Street west of Bryant will be continued to be explored through this project. 36th Street West is designated as All Ages and Abilities bikeway in the [Draft Minneapolis Transportation Action Plan](#).

5 **Wide boulevard** that supports large tree growth



6 A northbound transit only lane from 38th Street to 36th Street will allow transit and emergency access to the Walker Methodist Health Center.

7 Even on the two-way segment from 38th Street to 36th Street there is room for people biking and walking to have separate space

8 Additional green space provided with one-way operations

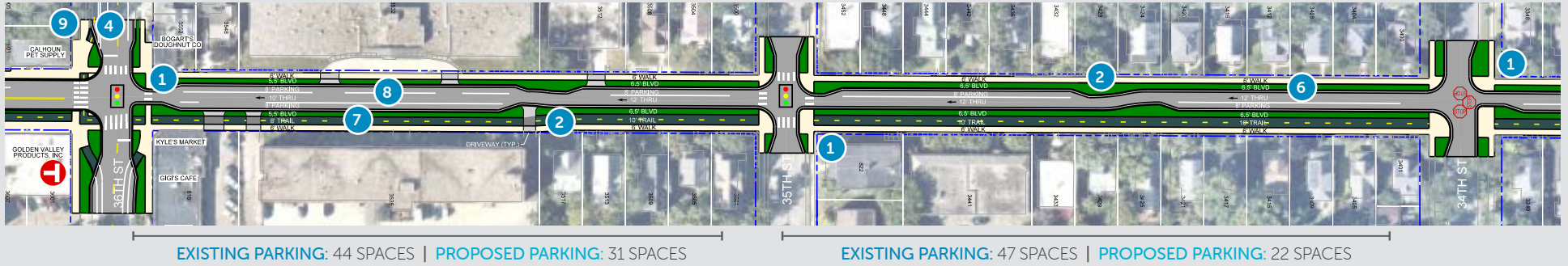
9 One-way operations leave room for people biking and walking to have separate space



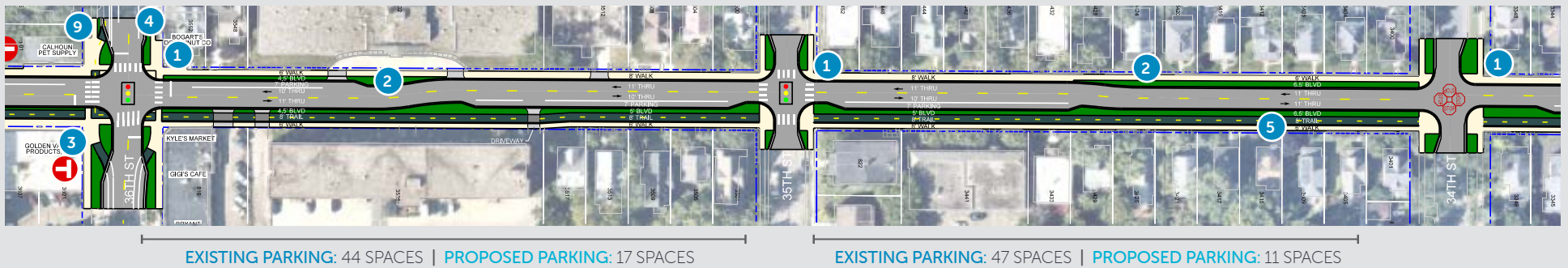
10 Four parking spots removed on the side street due to the intersection design.

BRYANT AVENUE FROM 36TH STREET TO 34TH STREET

ONE-WAY



TWO-WAY



- * **Transit service** moved to Lyndale Avenue
- 1 **Intersection bumpouts** to encourage safe travel speeds and shorten crossing distances for pedestrians



- 2 This block includes a **chicane**, which is used to slow vehicle traffic. When used on a block with no parking, it creates a range of boulevard widths throughout the block. If a chicane is not included, the boulevard space would be a consistent width throughout the block.



- 3 **Separate space** for people walking and biking near business node

- 4 The design of 36th Street west of Bryant will be continued to be explored through this project. 36th Street West is designated as All Ages and Abilities bikeway in the [Draft Minneapolis Transportation Action Plan](#).

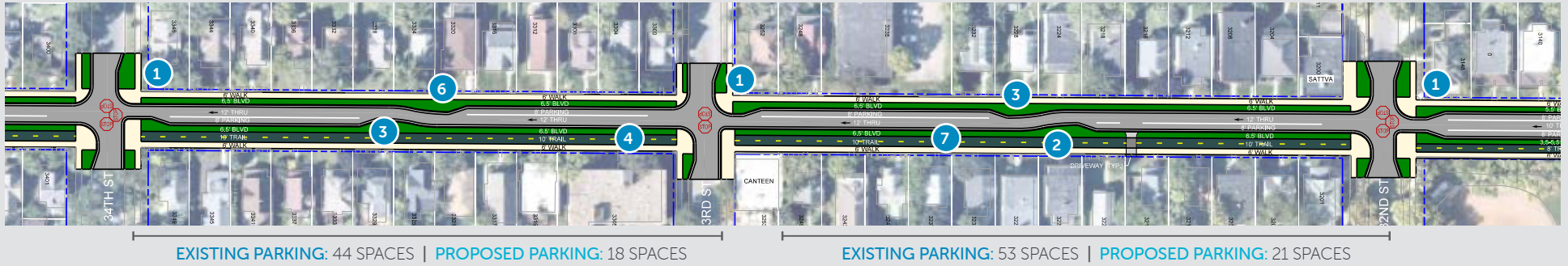
- 5 **Wide boulevard** that supports large tree growth



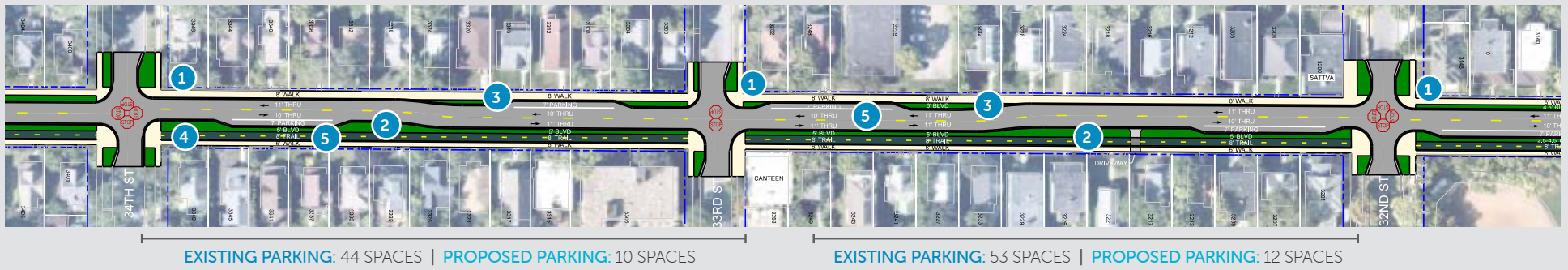
- 6 Additional green space provided with one-way operations
- 7 One-way operations leave room for people biking and walking to have separate space
- 8 One-way operations create additional space for parking
- 9 Four parking spots removed on the side street due to the intersection design.

BRYANT AVENUE FROM 34TH STREET TO 32ND STREET

ONE-WAY



TWO-WAY



* Transit service moved to Lyndale Avenue

1 Intersection bumpouts to encourage safe travel speeds and shorten crossing distances for pedestrians



2 Space for green infrastructure to capture and treat stormwater runoff



3 This block includes a chicane, which is used to slow vehicle traffic. When used on a block with no parking, it creates a range of boulevard widths throughout the block. If a chicane is not included, the boulevard space would be a consistent width throughout the block.



4 Wide boulevard that supports large tree growth



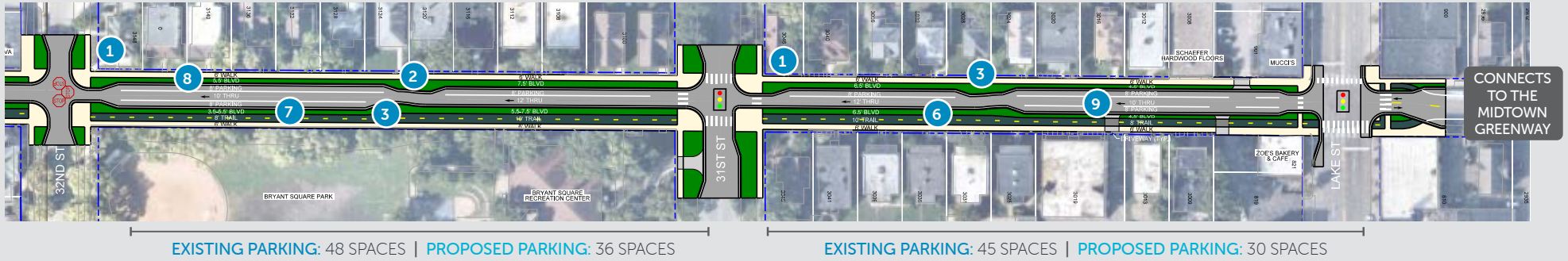
5 Based on public feedback and further review, we've revised the location and/or amount of parking on this block.

6 Additional green space provided with one-way operations

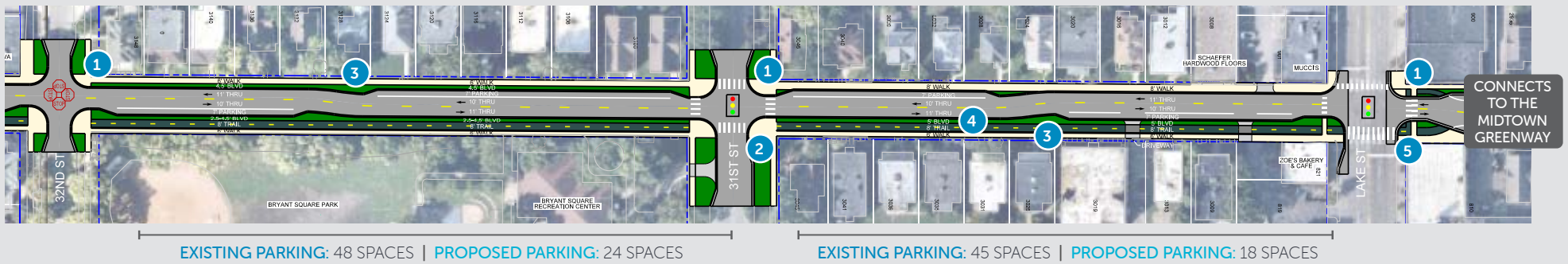
7 One-way operations leave room for people biking and walking to have separate space

BRYANT AVENUE FROM 32ND STREET TO LAKE STREET

ONE-WAY



TWO-WAY



* **Transit service** moved to Lyndale Avenue

1 **Intersection bumpouts** to encourage safe travel speeds and shorten crossing distances for pedestrians



2 Space for **green infrastructure** to capture and treat stormwater runoff



3 This block includes a **chicane**, which is used to slow vehicle traffic. When used on a block with no parking, it creates a range of boulevard widths throughout the block. If a chicane is not included, the boulevard space would be a consistent width throughout the block.



4 **Wide boulevard** that supports large tree growth



6 Additional green space provided with one-way operations

7 One-way operations leave room for people biking and walking to have separate space

8 One-way operations create additional space for parking

5 **Separate space** for people walking and biking near business node