

CITY OF MINNEAPOLIS

# Bryant Ave S Reconstruction

Informational Virtual Community Meeting

April 20<sup>th</sup> , 2023

# Background

- Bryant Aves S (50<sup>th</sup> St to Lake St)
- Lyndale Ave Intersections (50<sup>th</sup> St to 33<sup>rd</sup> St)

## 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



Minneapolis  
**VISION ZERO**  
ACTION PLAN 2020-2022



2022 Update  
Americans with Disabilities  
(ADA) Transition Plan for P  
Works

Minneapolis

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# Street Design Guide

February 2021



City of Lakes

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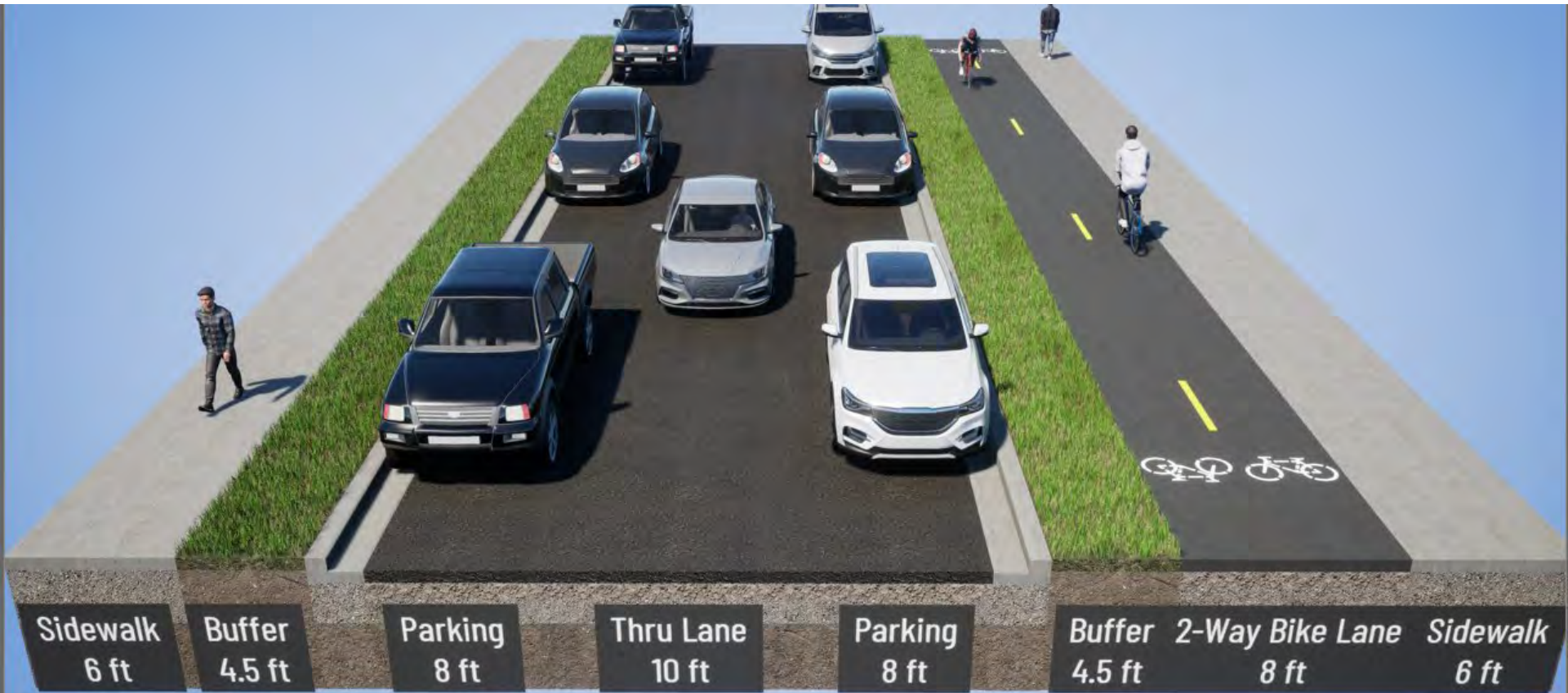
# Transportation Action Plan

December 4, 2020



# Policy Guidance

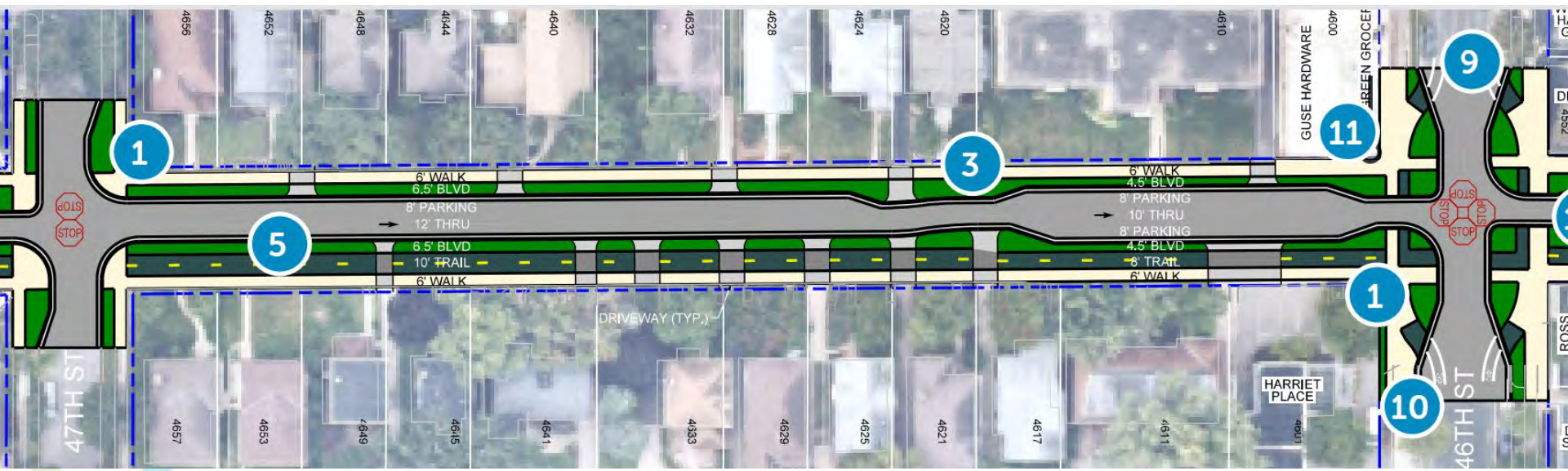
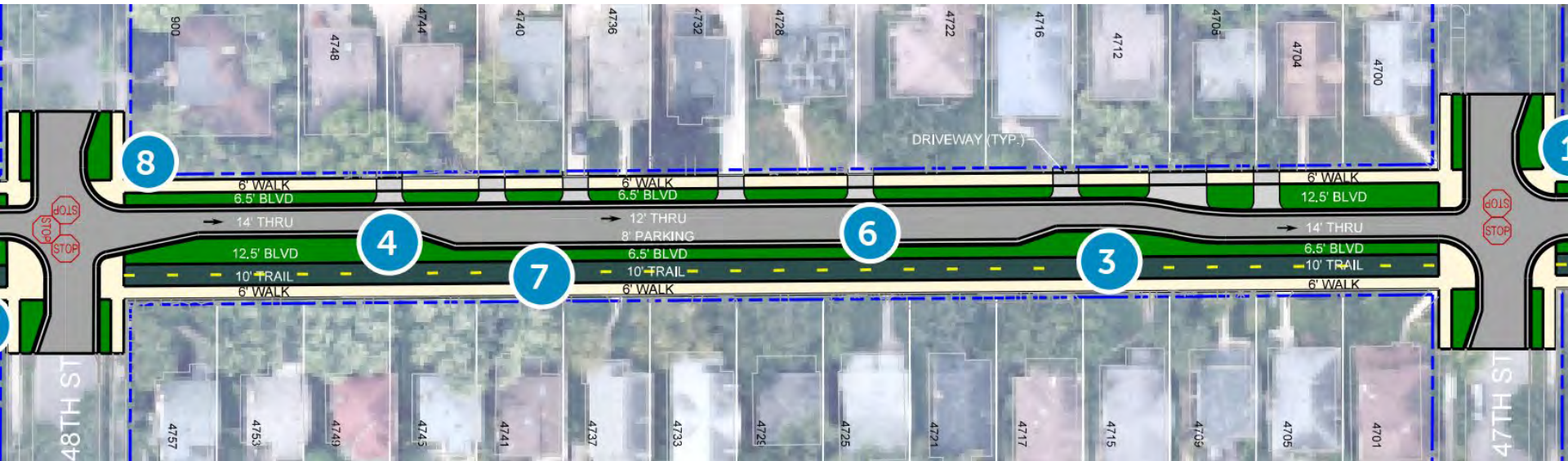
# Original Typical Cross Section Two-sided Parking



# Original Typical Cross Section One-sided Parking



# Original Typical Plan View



# Converging One-Way Operation



- Converging one-way design
  - Northbound: 50<sup>th</sup> – 46<sup>th</sup>
  - Southbound: Lake – 46<sup>th</sup>

# Construction Status

2022

Substantially completed

Lyndale Ave Intersections

Bryant Ave (50<sup>th</sup> St – 42<sup>nd</sup> St)

2023

Bryant Ave (42<sup>nd</sup> St – Lake St)

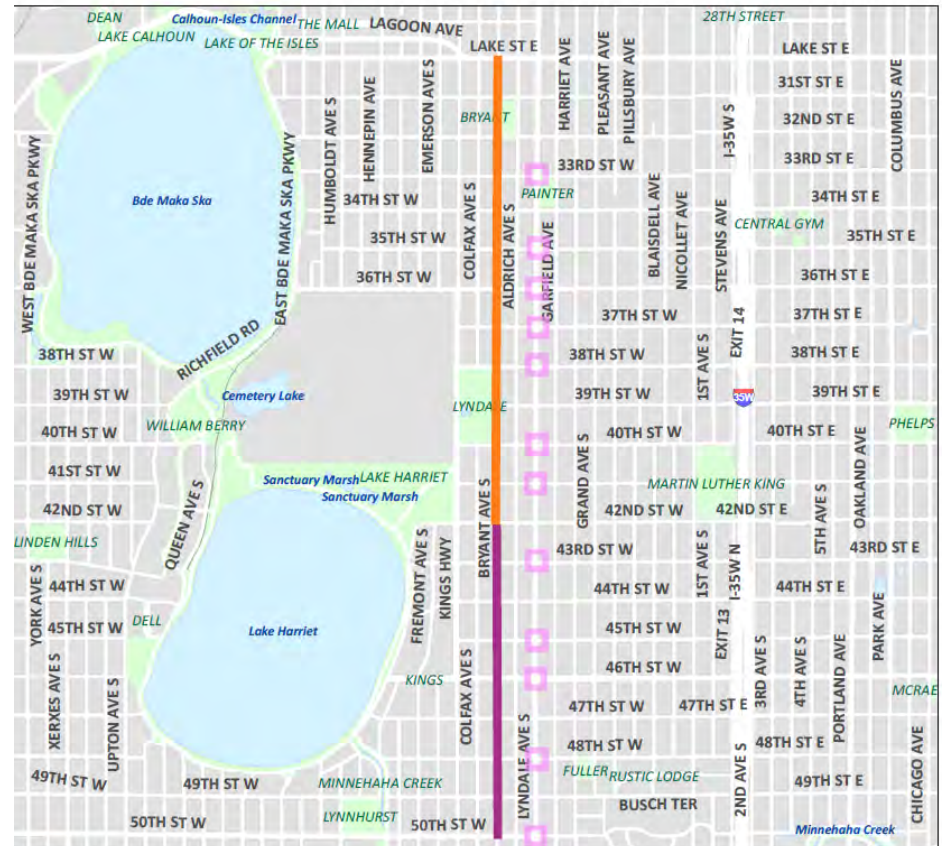
Phase 2A Bryant Ave (42<sup>nd</sup> St – 35<sup>th</sup> St)

Phase 2B Bryant Ave (35<sup>th</sup> St – Lake St)

Phase 2A construction started **April 10<sup>th</sup> 2023**

## Bryant Ave S Reconstruction

Bryant Ave S from 50<sup>th</sup> St W to Lake St W



Phase I of Bryant project, 2022 substantially completed (50<sup>th</sup> -42<sup>nd</sup>)

Phase II of Bryant project, 2023 (42<sup>nd</sup>-Lake St)

Lyndale Ave S intersections improvement, 2022 completed (50<sup>th</sup> -33<sup>rd</sup>)

Updated March 20, 2023



# Bryant Ave Phase I

## Feedback and Challenges

- Emergency vehicle access
  - Narrow lanes, worse with snow
- Snow plowing operations
  - Narrow lanes, more challenging as winter went on
- Ability to get in/out of driveways
  - Narrow driveways and narrow lanes, worse with snow
- Ability to get in/out of parked vehicles
  - Left or driver's side parking, worse with snowbanks
  - Some vehicles not against the curb, encroaching into the travel lane

# Emergency Vehicle Access



# Emergency Vehicle Access



# Snow Plowing Operations



# Driveway Access



# Driveway Access



# Driveway Access



# Left or Driver's Side Parking







# **Phase 2 Design Modifications**

# Phase 2 Design Modifications

- Fall 2022 – Now: Receiving feedback
- January 2023: Identify need for design revisions
- February – March 2023: Mobilize design consultant
  - Discuss with subject matter experts
  - Identify and evaluate possible design revisions, determine feasibility
  - Coordinate with emergency service providers
- Late March 2023: Decisions on design revisions
  - Proceed with implementing
  - Communication
- April 2023: Construction begins

# Phase 2 Design Modifications

- Aligns with City policy
- Consistent with Council adopted concept layout
  - Does not substantially change what is included in the project
  - Maintains pedestrian and bicycle modal priority in the corridor
  - Maintains traffic calming and safety design features while improving access for emergency vehicles
- Life Safety
  - Emergency Services
  - Vision Zero

# Phase 2 Typical Cross Section



# Comparison

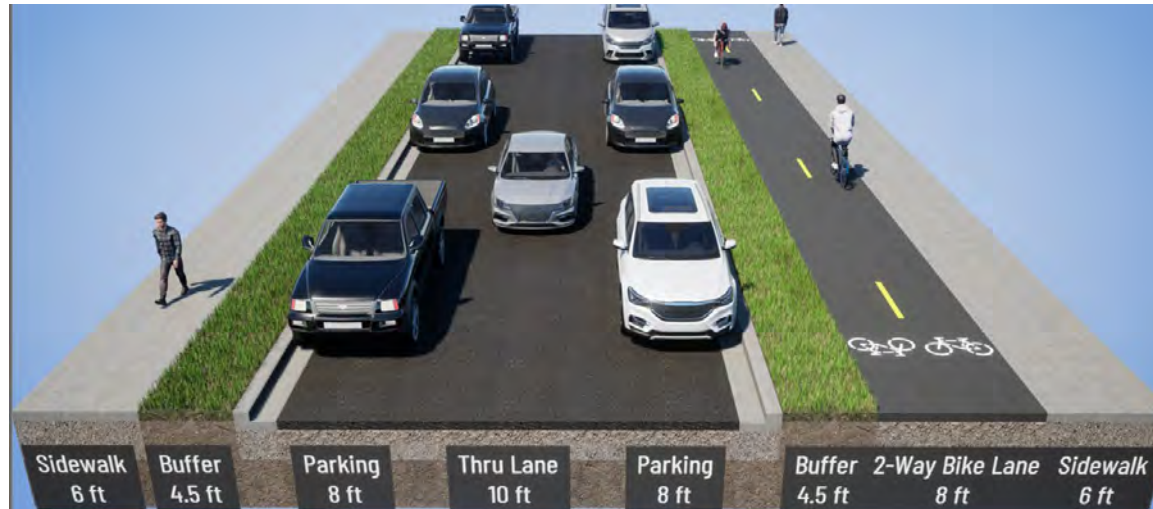
What is the same?

- Dedicated sidewalk and bikeway
- Protected curb-separated bikeway
- Narrowed street with one-lane one-way operation

What changes?

- Location of boulevard
- All parking on right or passenger side

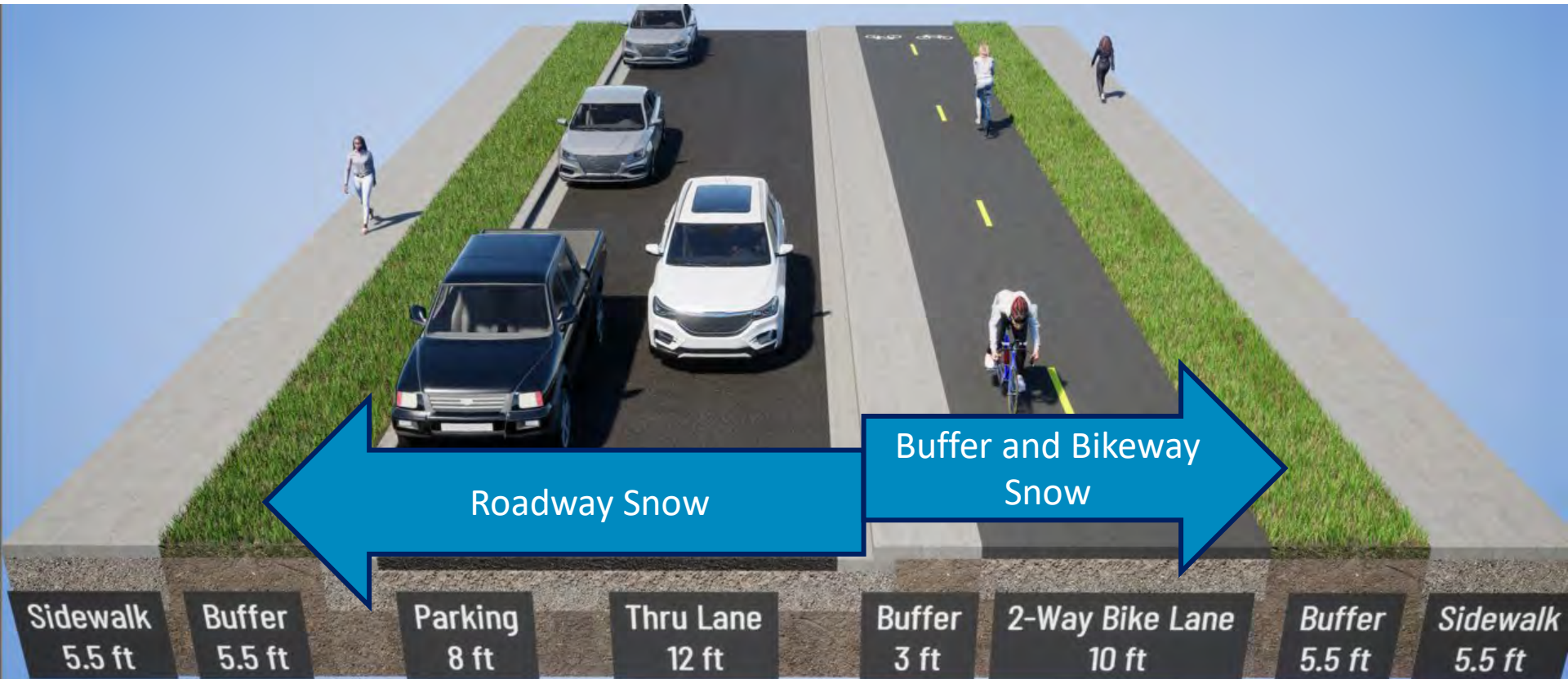
## Original



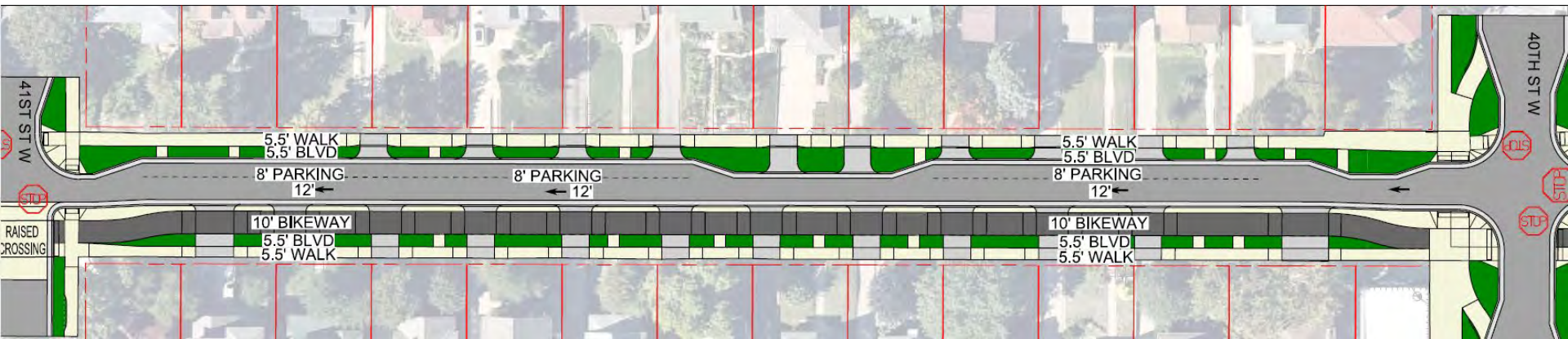
## Phase 2



# Phase 2 Typical Cross Section Snow Plowing



# Phase 2 Typical Plan View



# Comparison

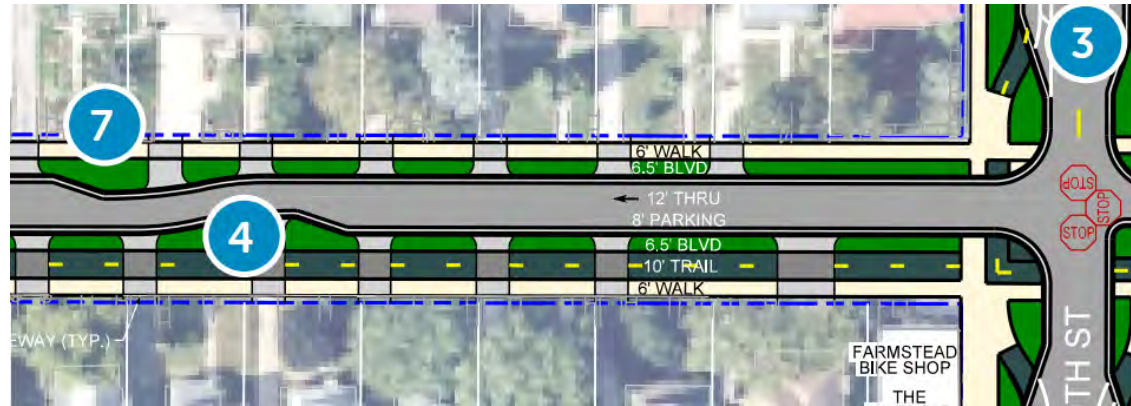
What is the same?

- Green space to support street trees and green stormwater infrastructure
- Safer intersection designs
- Traffic calming

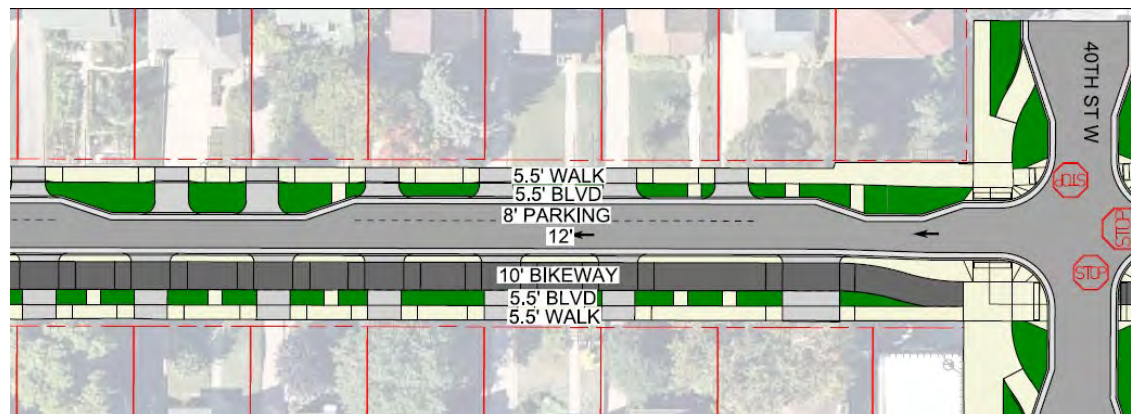
What changes?

- Some chicanes redesigned as bumpouts
- Additional bumpouts near intersections
- All parking on right or passenger side

## Original



## Phase 2



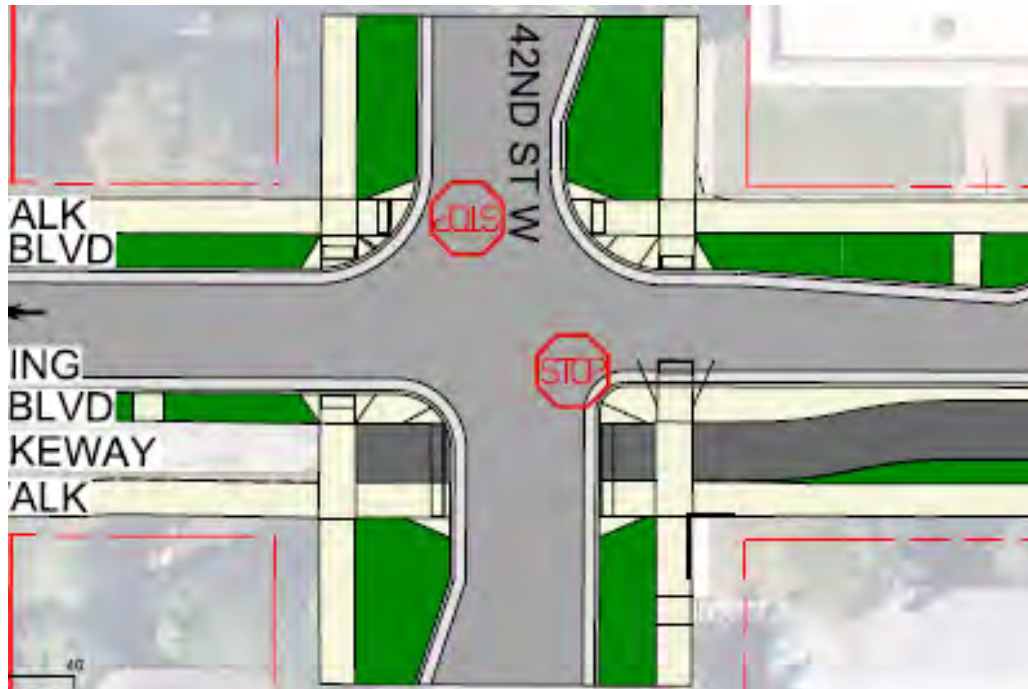


# Phase 2 Revised Design Summary

- Maintain designated pedestrian and bicycle space along the corridor
- Maintain the protected bicycle facility design at sidewalk level
  - Buffer between street and bikeway
- Maintain traffic calming and safety elements
  - Narrowed travel lanes
  - Mid-block as either chicanes or bumpouts
  - Intersection bumpouts
  - Additional bumpouts near some intersections
- Adjust the location of the boulevard green space
- Adjust curb lines as needed
- Widen driveway aprons
- Parking on the right or passenger side only

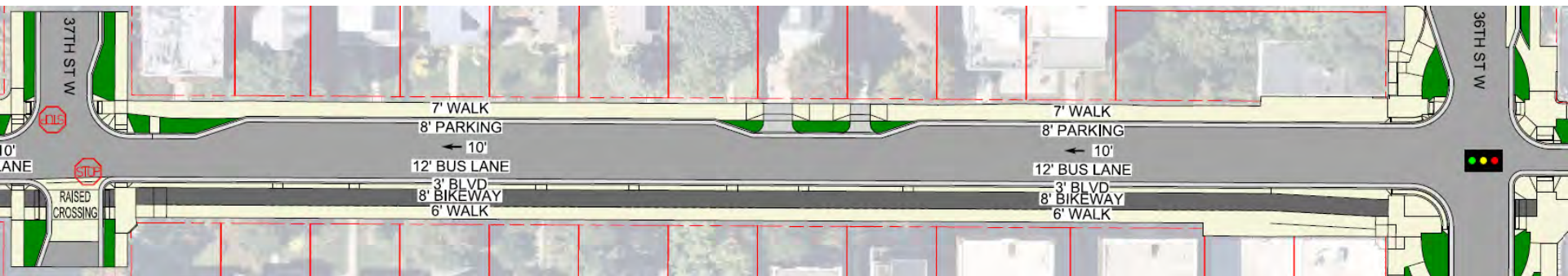
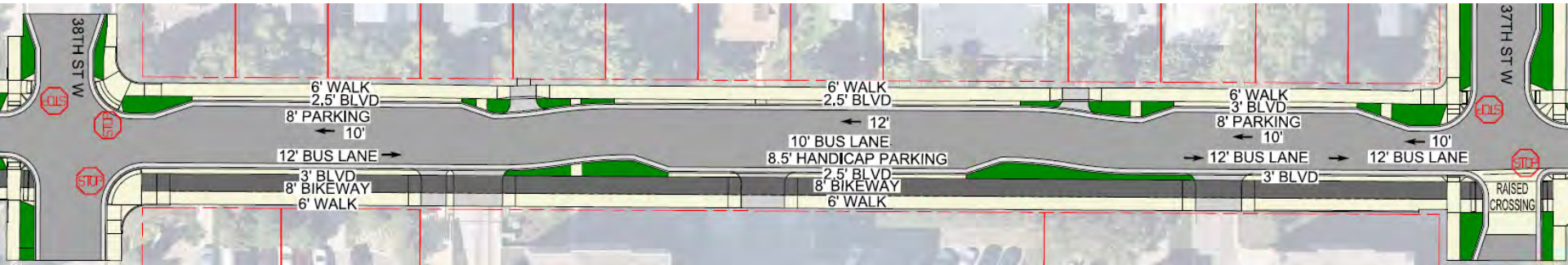
# Phase 2 Details

- Bikeway Continuity Between Phase 1 and Phase 2
  - “Bend-out” Design



# Phase 2 Details

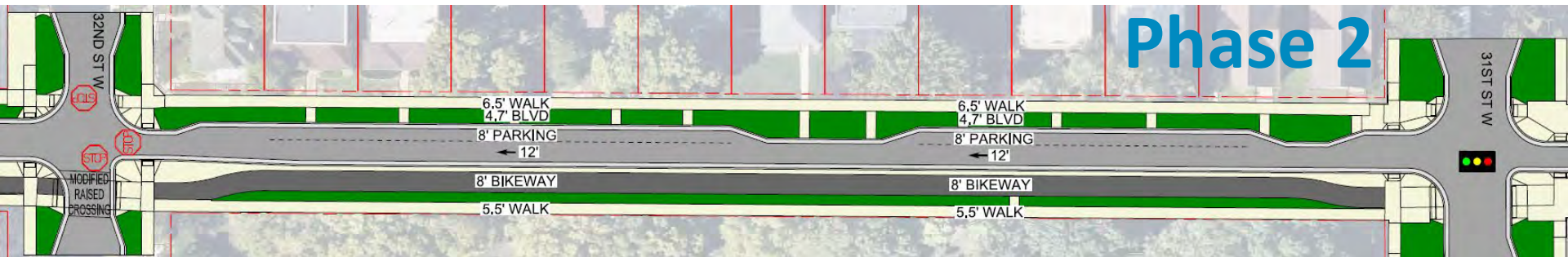
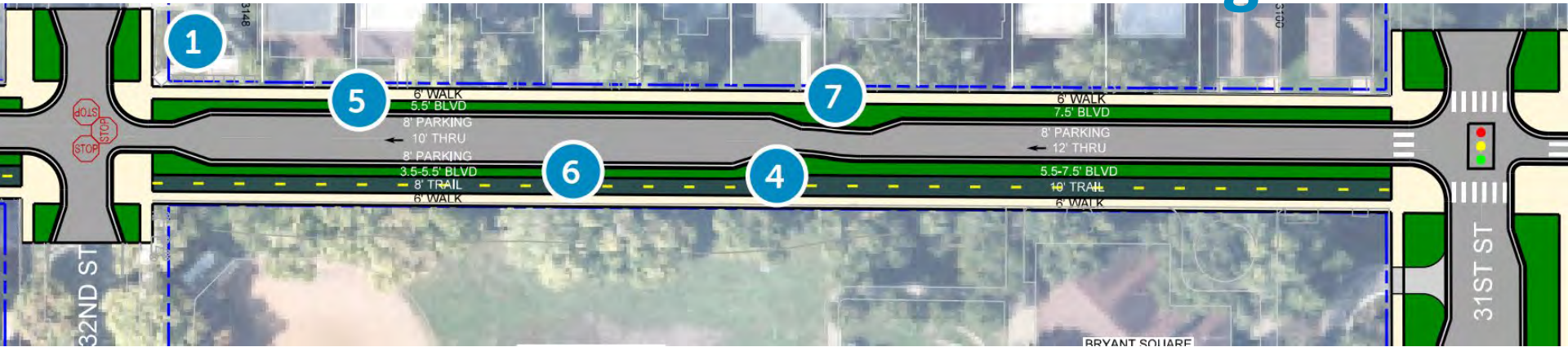
- No changes between 38<sup>th</sup> St and 36<sup>th</sup> St (except for driveway modifications)



# Phase 2 Details

- 32<sup>nd</sup> St to 31<sup>st</sup> St
  - Single-sided parking only

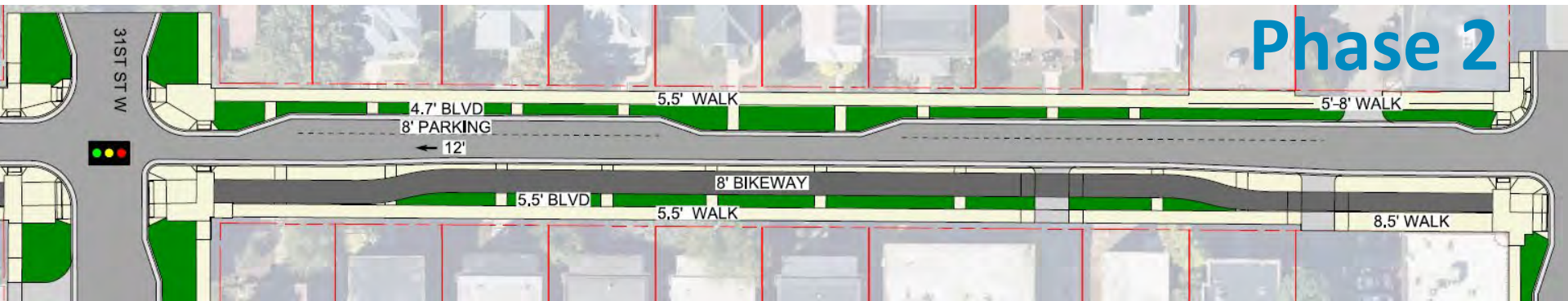
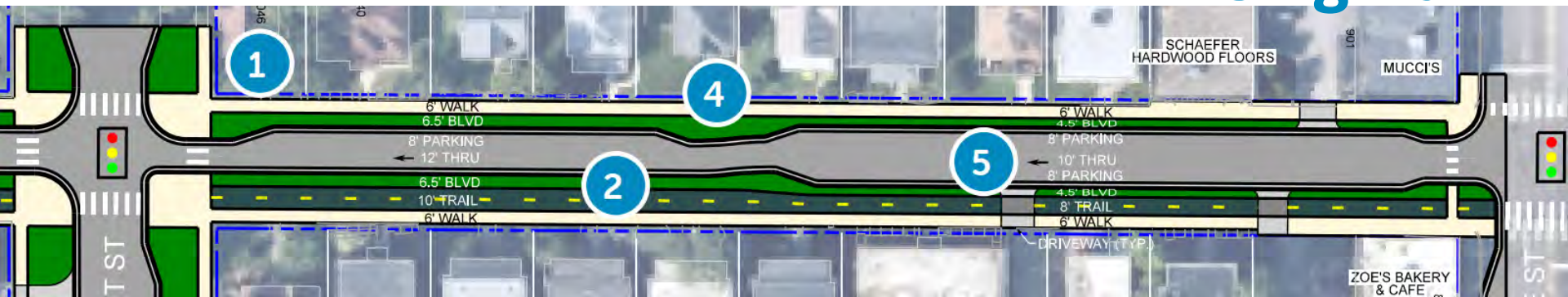
Original



# Phase 2 Details

- 31<sup>st</sup> St to Lake St
  - Single-sided parking only

Original



# Upcoming Meetings

- 4/20/2023 – Pedestrian Advisory Committee
  - Engineering Subcommittee
- 4/20/2023 – Virtual Community Meeting
  - 6:30 to 8 pm
- 4/26/2023 – Bicycle Advisory Committee
  - Full Committee



# Phase 1 Update

- Modifications
  - Modify driveways
  - Other – Evaluation continues
- Parking
  - Transition from winter parking restrictions
    - One-sided parking
  - No parking near chicanes
  - Seasonal changes possible

# Blank Slide





# Comparison: Bryant and Grand

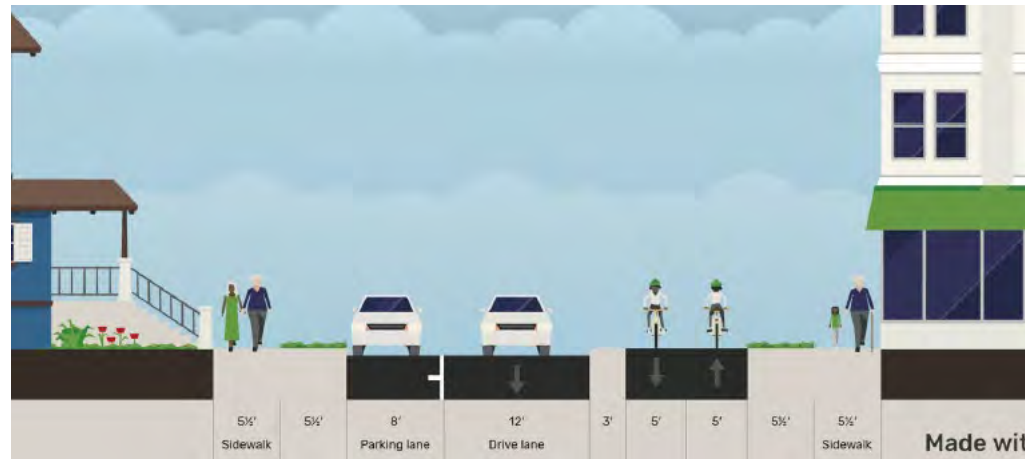
- Grand Ave

- 28 feet with parking on 1-side (20 feet clear)
- Limited areas of 2-sided parking, shifted sidewalk to accomplish
- Two-way operation
- No bikeway (except 31<sup>st</sup> St to Lake St sidewalk becomes multi-use trail)



- Bryant Ave

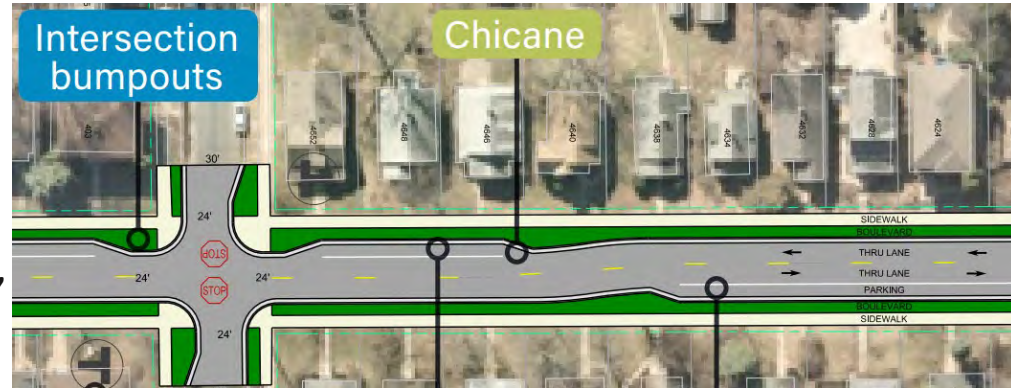
- 20 feet with parking on 1-side (12 feet clear)
- 26 feet with parking on both sides (10 feet clear)
- Single lane one-way operation
- Add bikeway to corridor



# Comparison: Bryant and Grand

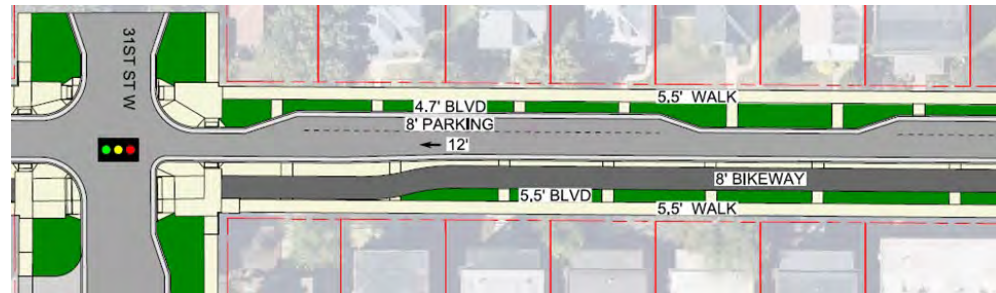
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- **Bryant Ave**

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# Grand Ave Pics

