

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:
www.minneapolismn.gov/cip/futureprojects/Bryant-ave-s-reconstruction

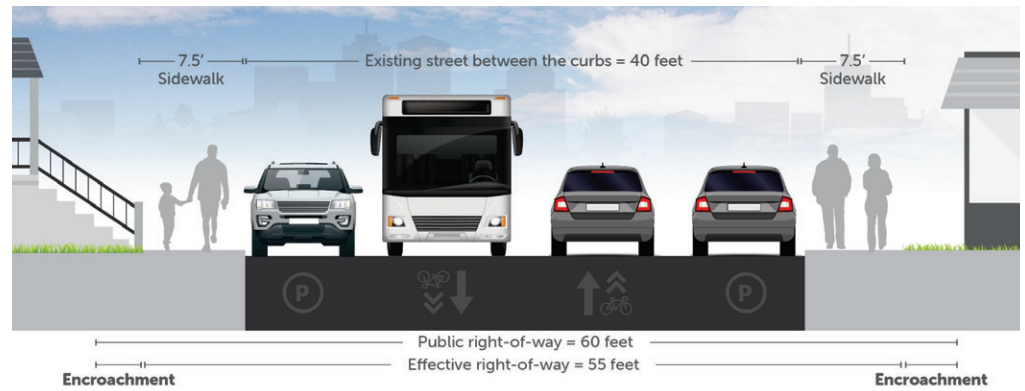
Or, contact staff with further questions:

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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.

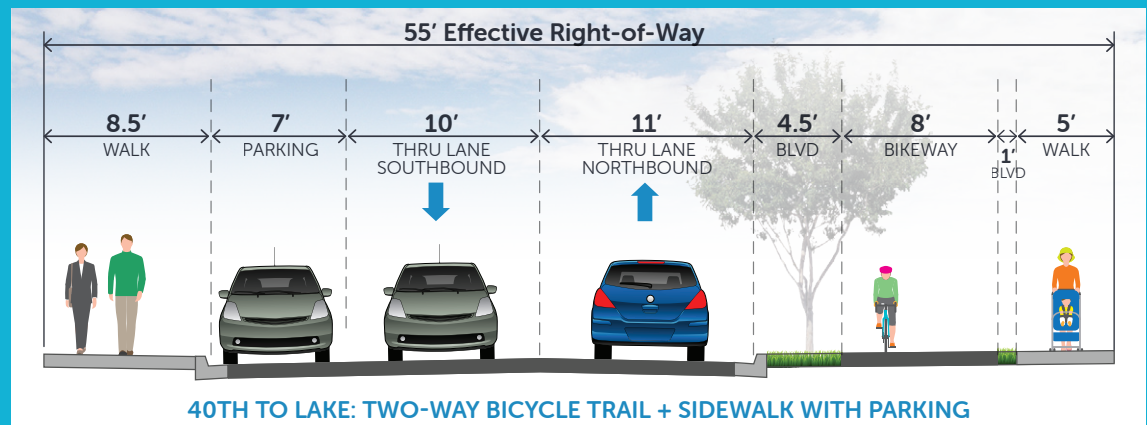
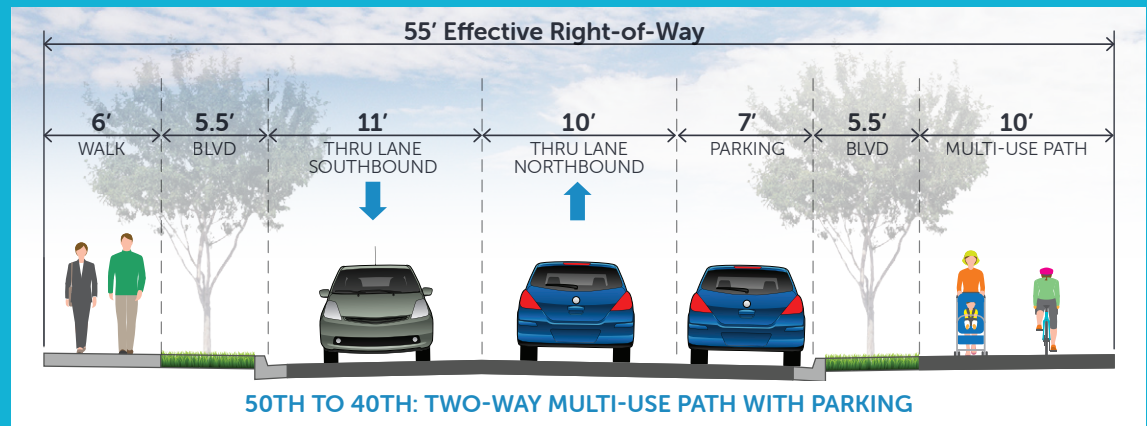
2. Bikes on Bryant: Move transit to Lyndale

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. This option best meets the project goals and priorities expressed by stakeholders thus far, as shown on the evaluation matrix on the next page. You can learn more about the details of the two other options by reading the 'Other Options Considered' factsheet on our project website.



NOTE: The 11' through lane is inclusive of a 1' gutter pan (ie. 10' through lane + 1' gutter)

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. Do you agree or disagree with our current evaluation? [Let us know!](#)

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

PROJECT GOAL	METRIC/ ACTION	PROJECT CONCEPTS		
		Bikeway and Transit	Bikeway	Transit
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).	● Separate spaces for people walking and people getting on and off the bus.
	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 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.	● One side of parking eliminated on adjacent street to make room for bikeway; disjointed routing to make N/S 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 Arterial Bus Rapid Transit (ABRT) stations.	● Transit shifted to Lyndale, room for shelters and future ABRT stations on Lyndale; some existing riders will have to walk further to access transit.	● Ample room for local transit shelter on Bryant, but future BRT stations 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 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, but constrains on-street customer parking at business nodes.
STAKEHOLDER PRIORITIES				
Maintain vehicle access	Vehicle mobility	● Maintains bidirectional traffic.	● Maintains bidirectional traffic.	● Maintains bidirectional traffic.
Maintain on-street parking	Vehicle mobility	● Right sizes Bryant parking based on parking counts, but constrains parking at business nodes.	● Right sizes Bryant parking based on parking counts, but constrains parking at business nodes.	● Right sizes Bryant 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

STAKEHOLDER OUTREACH

The first round of stakeholder outreach helped us understand the challenges and opportunities along the corridor today, as well as stakeholder priorities for the future. The top themes that we heard during this round of outreach covered:

- ✓ Improving bicycle facilities (e.g. protected/dedicated bicycle infrastructure, traffic signal timing)
- ✓ Concerns around combining bikes/cars/buses on the same narrow street – provide separate spaces for each mode for safety
- ✓ Slowing vehicle speeds/traffic calming
- ✓ Maintaining vehicle access/parking
- ✓ Calls for increased green infrastructure (e.g. boulevard, street trees, water quality infrastructure)
- ✓ Need for cross street intersection control
- ✓ Concerns for pedestrian accessibility and safety

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.

HOW WE'RE MOVING FORWARD:

We're using the City's project goals and two additional stakeholder priorities, maintaining vehicle access and maintaining on-street parking, to evaluate our concept design options.

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

SPECIAL ASSESSMENTS

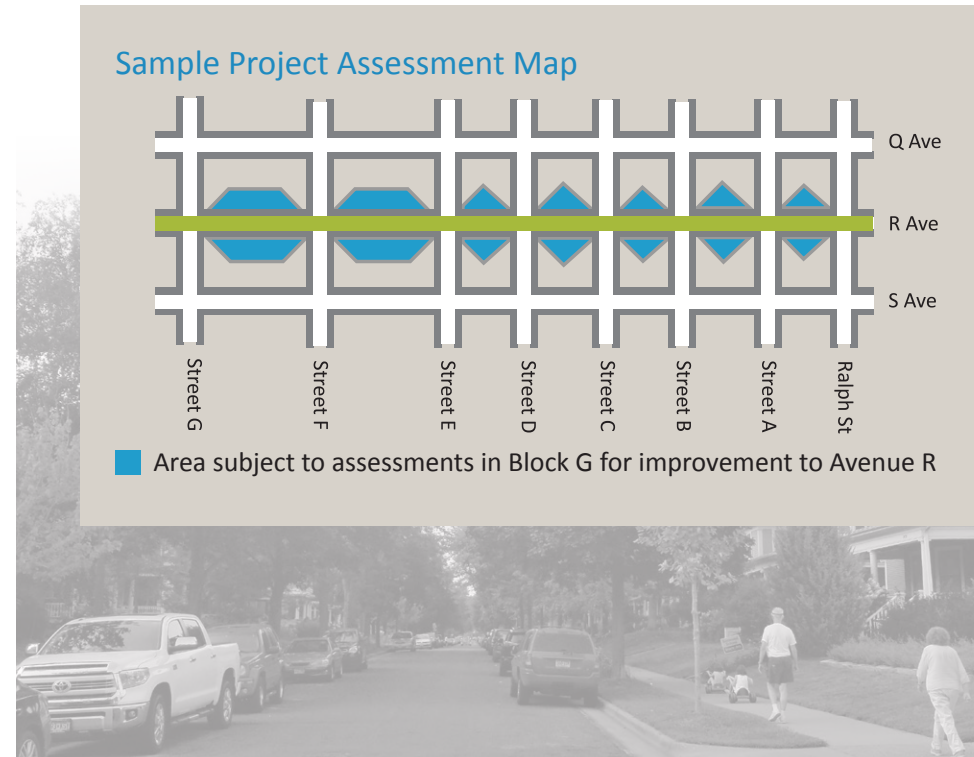
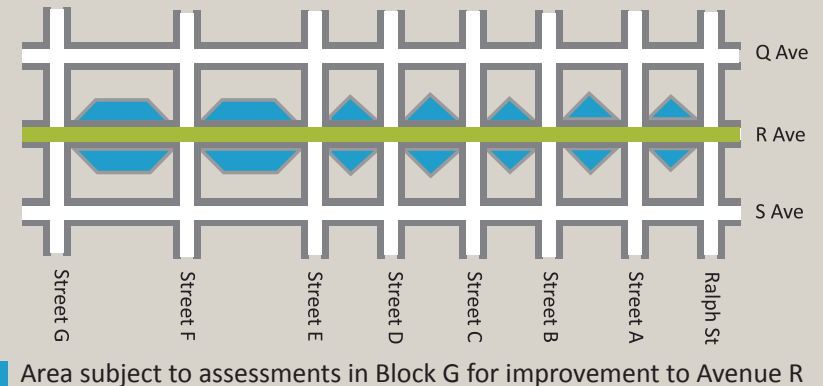
Property owners on Bryant Ave S will be assessed for this street reconstruction project.


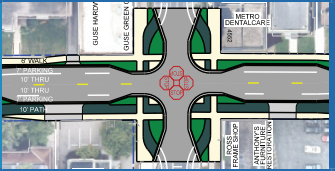

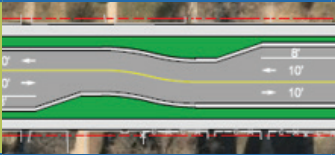


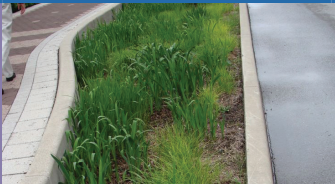
Project staff can provide property owners with an estimate of what their assessment will be for this project. Please contact staff via email at: Bryant.Ave.Reconstruction@minneapolismn.gov if you would like to receive an estimate.

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.

You can learn more about assessments on the [City's website](#).

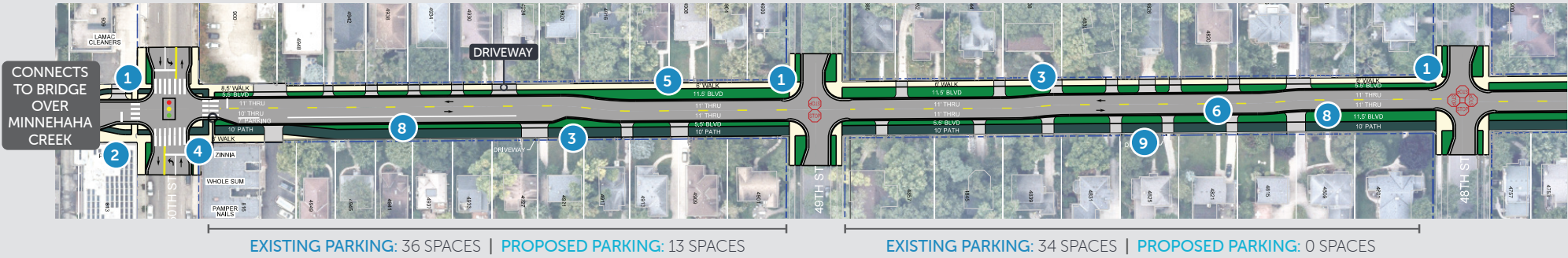
Sample Project Assessment Map



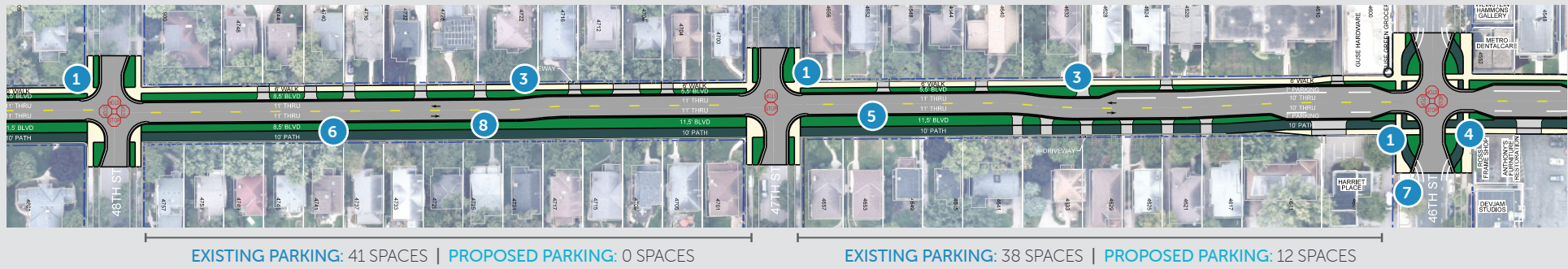
			BENEFITS	TRADEOFFS	
DESIGN STANDARD	PEDESTRIAN ZONE		6' sidewalk and boulevard along entire corridor	<ul style="list-style-type: none"> Expands pedestrian realm Provides space for snow storage Increases green space and tree coverage Expands buffer between pedestrians and vehicles 	<ul style="list-style-type: 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

DRAFT CONCEPT PROPOSAL



BRYANT AVENUE FROM 48TH STREET TO 46TH STREET



* **Transit service** moved to Lyndale Avenue

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



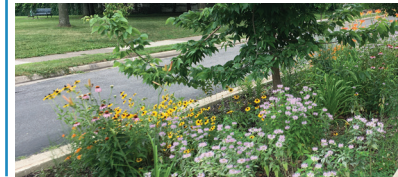
2 **Intersection treatments** for more comfortable bicycle crossing

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

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



6 Based on our parking counts, this draft proposal includes no on-street parking on this block. *If you have comments on this block or others, let us know.*

7 46th Street is designated as an **existing connector bikeway** in the [Draft Minneapolis Transportation Action Plan](#)

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



9 People walking and people biking **share space** on the east side of the street between 50th & 40th Streets. *Do you have thoughts on this design choice? Let us know via [our survey](#).*

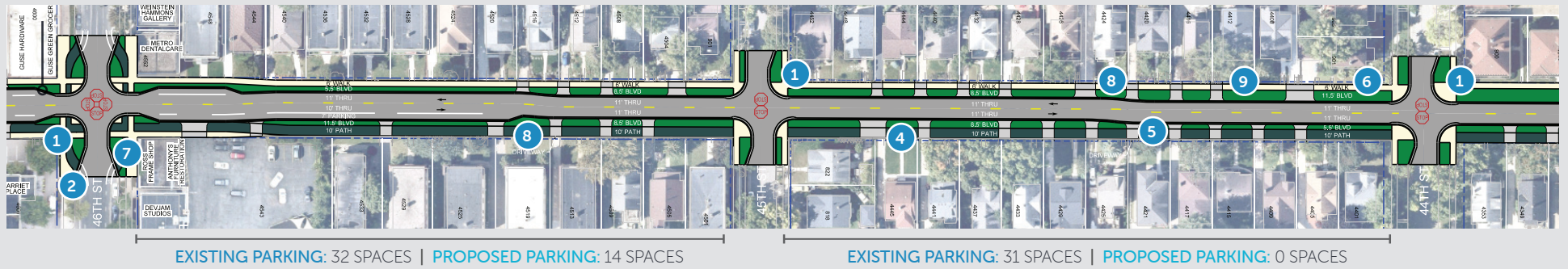


Example of mixed use path

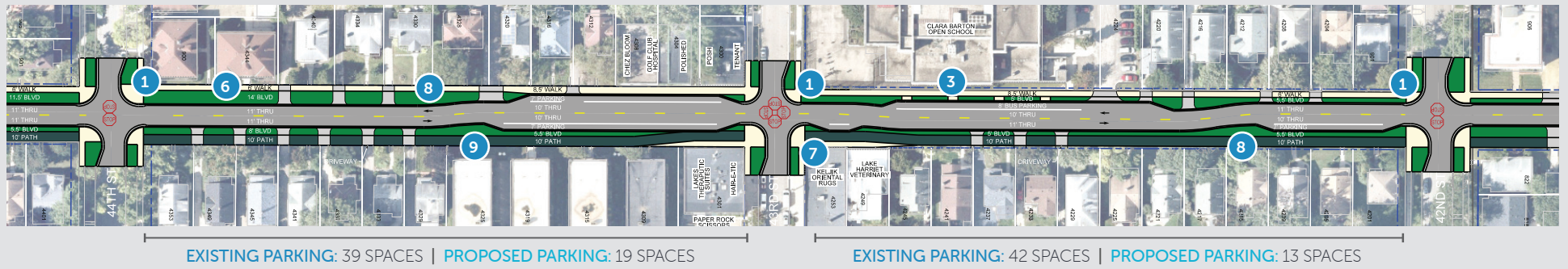
NOTE: The 11' through lane is inclusive of a 1' gutter pan (ie. 10' through lane + 1' gutter)

BRYANT AVENUE FROM 46TH STREET TO 44TH STREET

DRAFT CONCEPT PROPOSAL



BRYANT AVENUE FROM 44TH STREET TO 42ND STREET



* **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 **Bus loading spots** at Clara Barton School

4 People walking and people biking **share space** on the east side of the street between 50th & 40th Streets. *Do you have thoughts on this design choice? Let us know via [our survey](#).*



Example of mixed use path

5 Based on our parking counts, this draft proposal includes no on-street parking on this block. *If you have [comments on this block or others](#), let us know.*

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

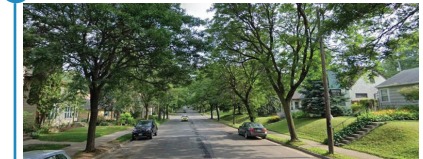


7 **Separate space** for people walking and biking near business node

8 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.



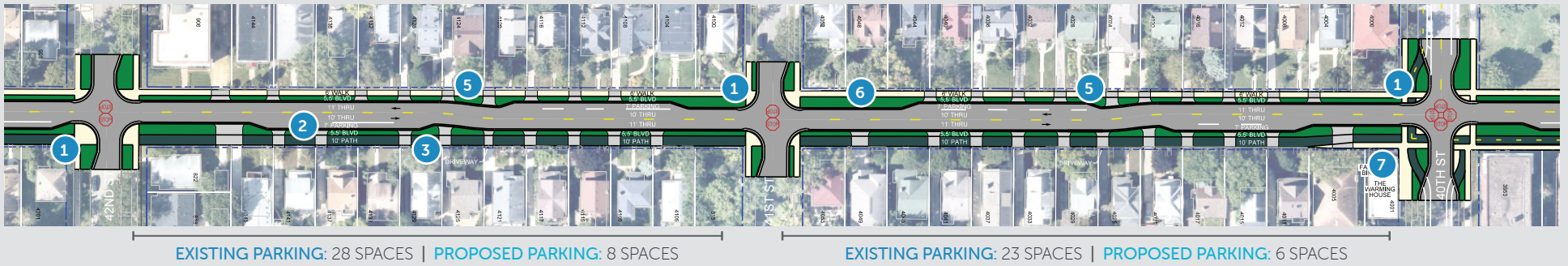
9 **Wide boulevard** that supports large tree growth



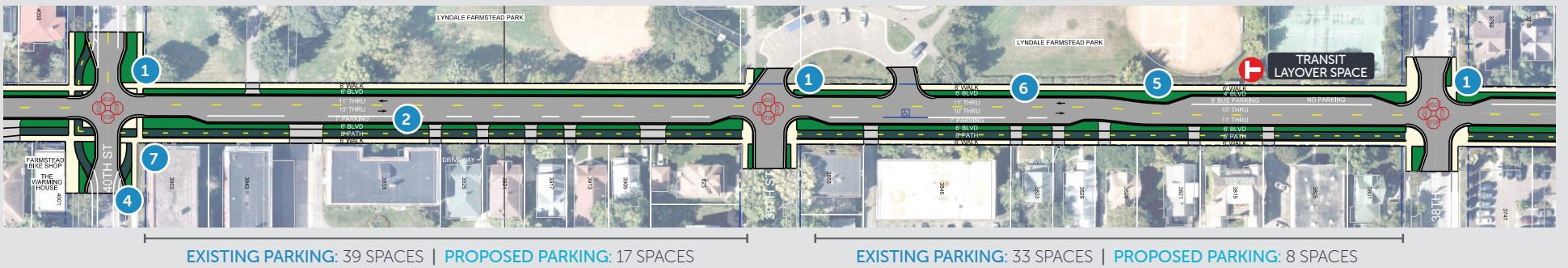
NOTE: The 11' through lane is inclusive of a 1' gutter pan (ie. 10' through lane + 1' gutter)

BRYANT AVENUE FROM 42ND STREET TO 40TH STREET

DRAFT CONCEPT PROPOSAL



BRYANT AVENUE FROM 40TH STREET TO 38TH STREET



- * **Transit service** moved to Lyndale Avenue
- 1 **Intersection bumpouts** to encourage safe travel speeds and shorten crossing distances for pedestrians
- 2 We are proposing right-sizing our parking based on our parking data collection. *Do you agree or disagree with the amount of parking shown? Let us know.*



- 3 People walking and people biking share space on the east side of the street between 50th & 40th Streets. *Do you have thoughts on this design choice? Let us know via our survey.*
- 4 40th Street is designated as an existing connector bikeway in the [Draft Minneapolis Transportation Action Plan](#)



- 5 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.



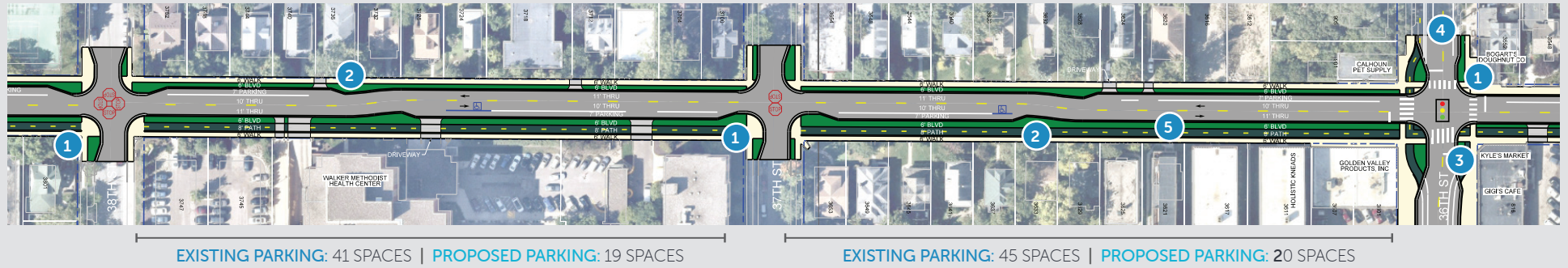
- 6 **Wide boulevard** that supports large tree growth
- 7 At 40th Street, the shared use trail transitions into separate space for people walking and biking. *Do you think this transition should happen somewhere else? Let us know via our survey.*



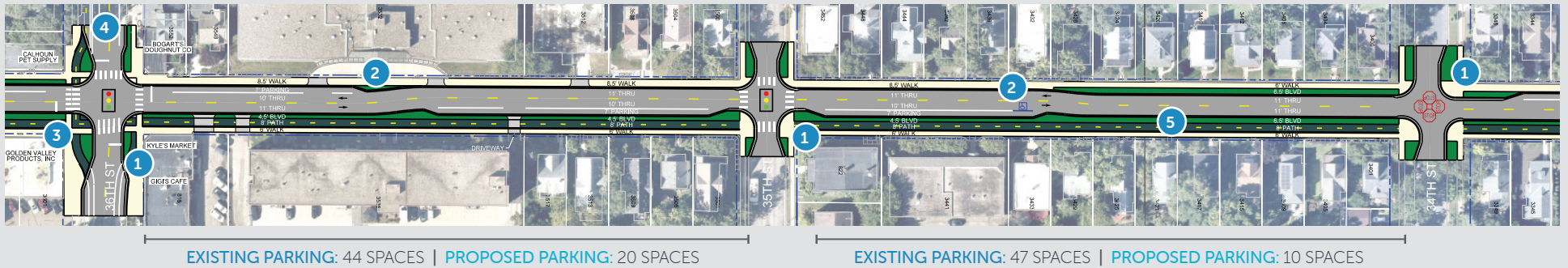
NOTE: The 11' through lane is inclusive of a 1' gutter pan (ie. 10' through lane + 1' gutter)

BRYANT AVENUE FROM 38TH STREET TO 36TH STREET

DRAFT CONCEPT PROPOSAL



BRYANT AVENUE FROM 36TH STREET TO 34TH STREET



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

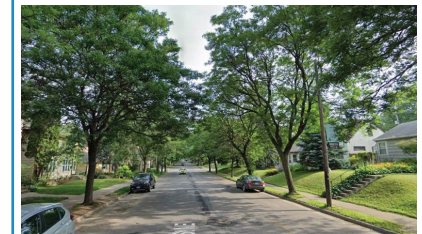


- 2 This block includes a **chicane**, which is used to slow vehicle traffic. When used on a block with no parking, it creates a range of boulevard widths throughout the block. If a chicane is not included, the boulevard space would be a consistent width throughout the block.



- 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. More information will be shared on this in our next round of stakeholder outreach. 36th Street West is designated as All Ages and Abilities bikeway in the [Draft Minneapolis Transportation Action Plan](#)

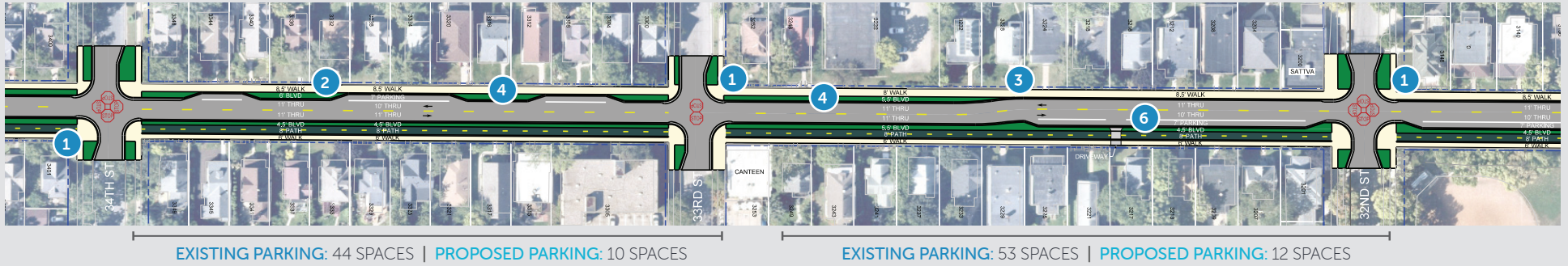
- 5 **Wide boulevard** that supports large tree growth



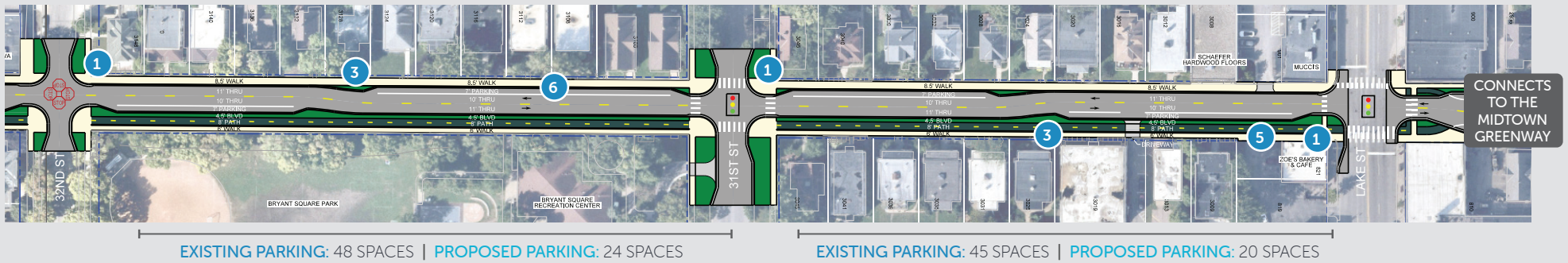
NOTE: The 11' through lane is inclusive of a 1' gutter pan (ie. 10' through lane + 1' gutter)

BRYANT AVENUE FROM 34TH STREET TO 32ND STREET

DRAFT CONCEPT PROPOSAL



BRYANT AVENUE FROM 32ND STREET TO LAKE STREET



* Transit service moved to Lyndale Avenue

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



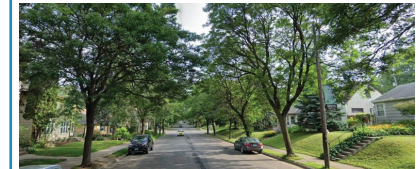
2 Space for green infrastructure to capture and treat stormwater runoff



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 Separate space for people walking and biking near business node

6 We are proposing right-sizing our parking based on our parking data collection. *Do you agree or disagree with the amount of parking shown? Let us know.*

NOTE: The 11' through lane is inclusive of a 1' gutter pan (ie. 10' through lane + 1' gutter)