

APPENDIX A – DETAILED PUBLIC ENGAGEMENT SUMMARY

As of May 31, 2021

Appendix A is a detailed summary of responses received from the virtual open house, online survey, and virtual group discussions during Round 3 of public engagement for the Bryant Avenue Reconstruction project. Comments that are **bolded** are ones received most frequently.

Round 3 – Updated Design Concepts for Bryant Ave S and Lyndale Ave S

VIRTUAL OPEN HOUSE (MAY 4, 2021)

On May 4, Minneapolis Public Works held a virtual open house where project staff gave a live online presentation followed by a Q&A session. The purpose of this meeting was to:

- Provide an overview of the project
- Share updated design concepts for Bryant Ave S and Lyndale Ave S
- Discuss construction impacts
- Answer questions and concerns

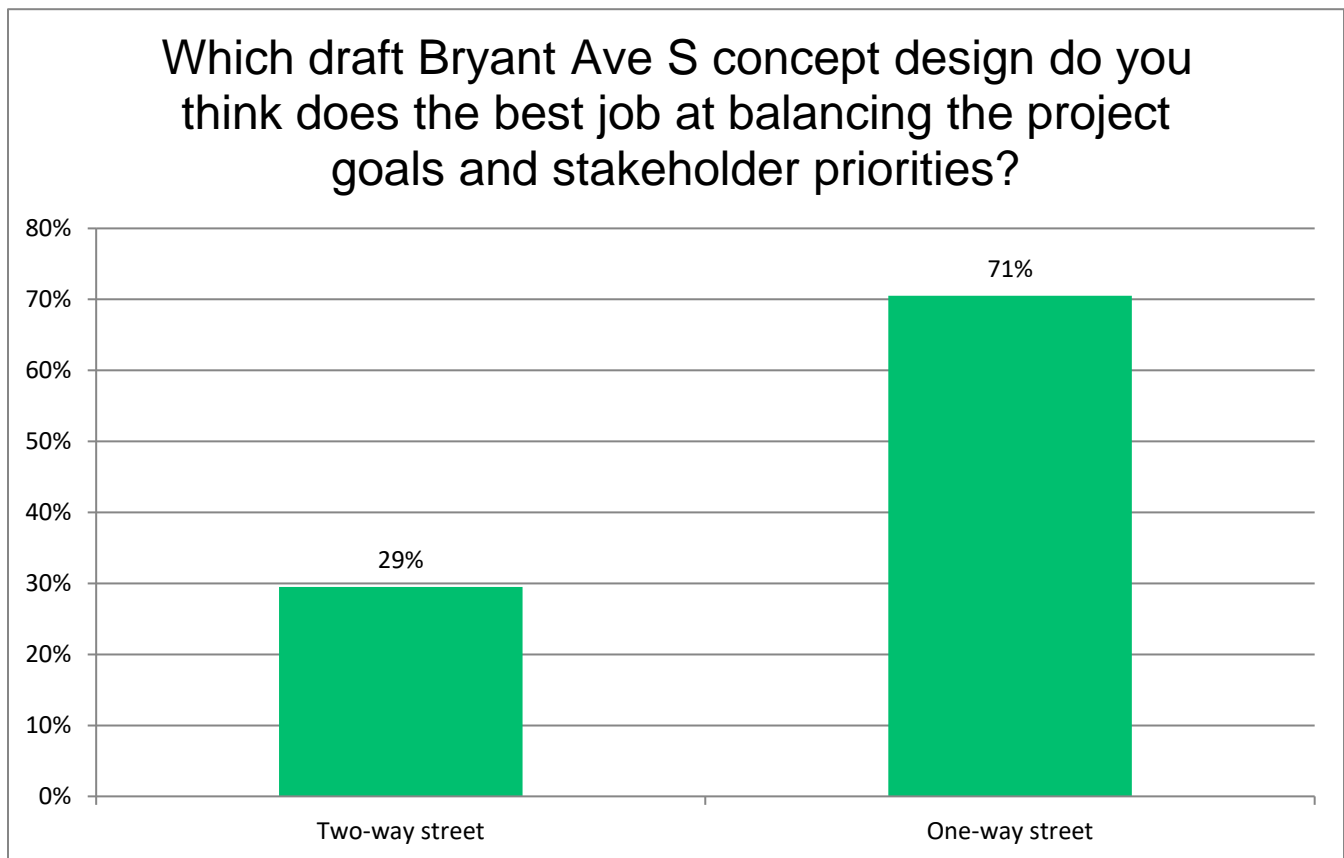
Over 150 people virtually attended the open house, and 154 comments and questions were submitted. Below are some of the most common questions and comments that were submitted:

- **Mixed feedback about amount of on-street parking**
 - Don't like that the one-way design adds more on-street parking back in; need to deprioritize car access/storage (given the results of the parking study) and prioritize other project goals
 - Need to increase amount of on-street parking; people will continue to drive cars (e.g. increase in electric vehicles)/have a need for parking
- **Mixed feedback about moving transit to Lyndale**
 - Makes more sense to keep transit on Bryant where more businesses are located
 - **Lyndale is dangerous and congested with traffic, adding transit will only worsen congestion and make the street less safe (e.g., cars cutting around stopped buses)**
 - Lyndale was recently reconstructed; waste of money
 - Bryant is designated as a bike boulevard, bikes should be prioritized over transit
 - Lyndale has more right-of-way for transit
- How/who was engaged in this process? How is feedback applied to the design?
- **Concerns about speeding/increased traffic on Bryant and side streets with the one-way design; need for traffic calming (e.g., speed bumps)**
- Would like to see a design with one-way bikeway on either side of the street
- Like that the one-way design allows for more greenspace

- Concerns about when traffic data was collected; traffic patterns have shifted over the past few months
- Don't like the shared use path; creates conflicts between bicyclists and pedestrians
- Feel that bikes are being overprioritized on Bryant
 - Prefer bike facility in the street
 - Existing bike facility is underutilized
 - Why can't bikes move to Aldrich or Dupont?
- Prefer in-lane bus stops
- Who is assessed/pays for the project?

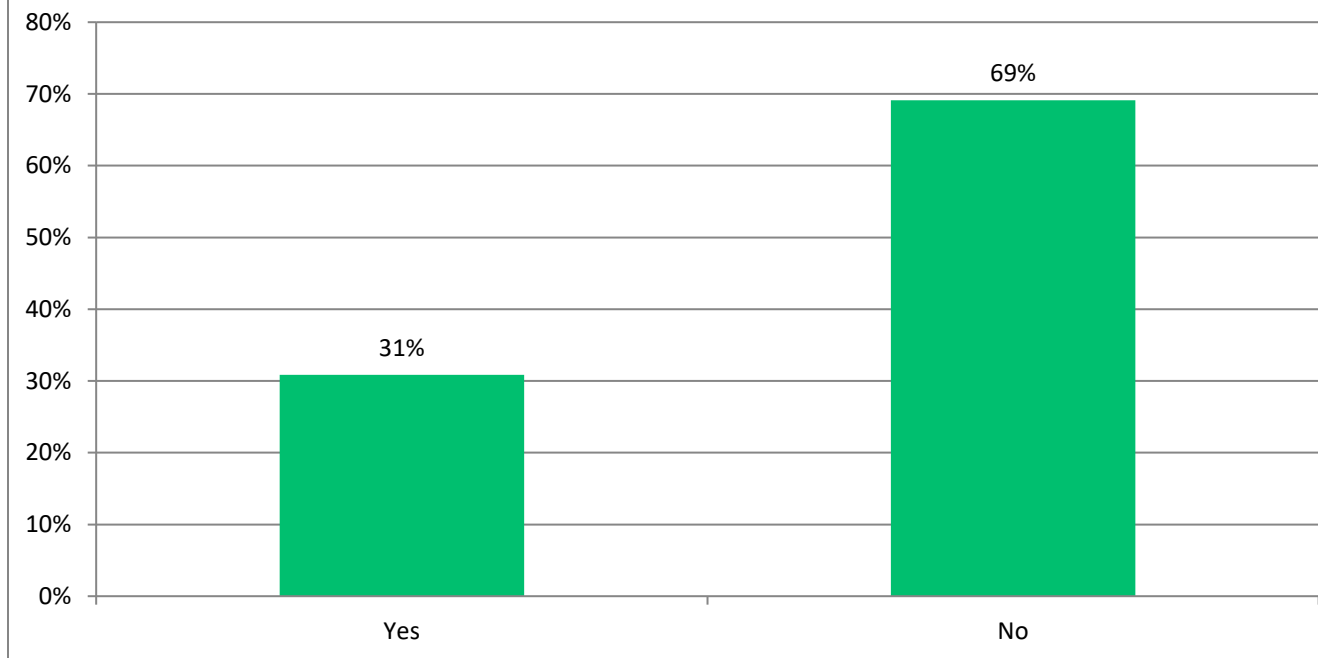
ONLINE SURVEY (MAY 2021).

As of May 31, 2021, 360 people responded to the online survey. Results of the online survey are displayed below. A list of common themes and responses received were summarized for open ended questions.



Answered: 356 respondents

Are there specific blocks where you would like to see design changes to better balance the project goals and stakeholder priorities?



Answered: 350 respondents

If you answered Yes, which block or location?

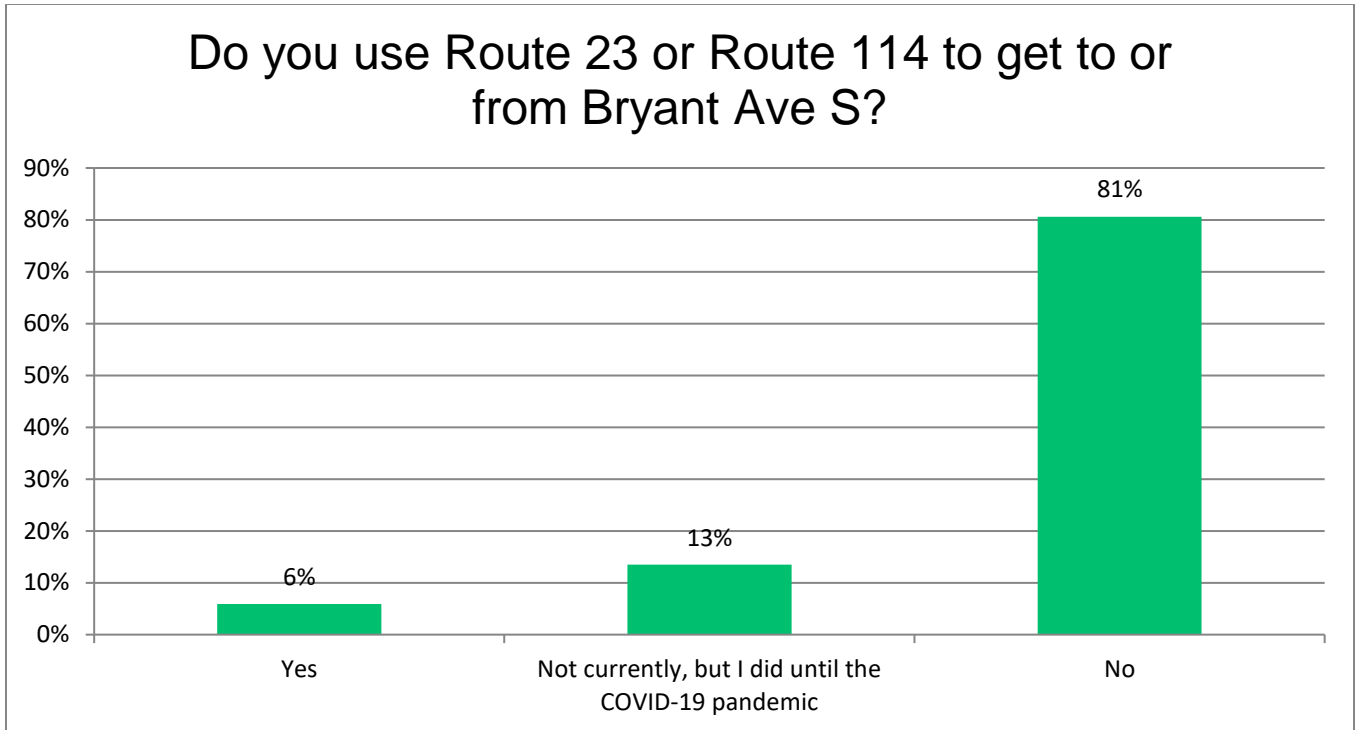
Answered: 117 respondents

- **Lake St intersection/Lake St to 31st**
- **31st intersection/31st to 32nd**
- 34th to 35th
- **36th to 37th**
- 36th to 38th
- **42nd to 43rd**
- 44th to 45th
- **46th to 50th**
- **Entire corridor**
- Lyndale Ave
- **Increase parking near business nodes**
- Limited/metered parking near businesses
- Move bikeway off Bryant Ave
- Bryant Ave north of Lake St – continue bikeway to the Midtown Greenway

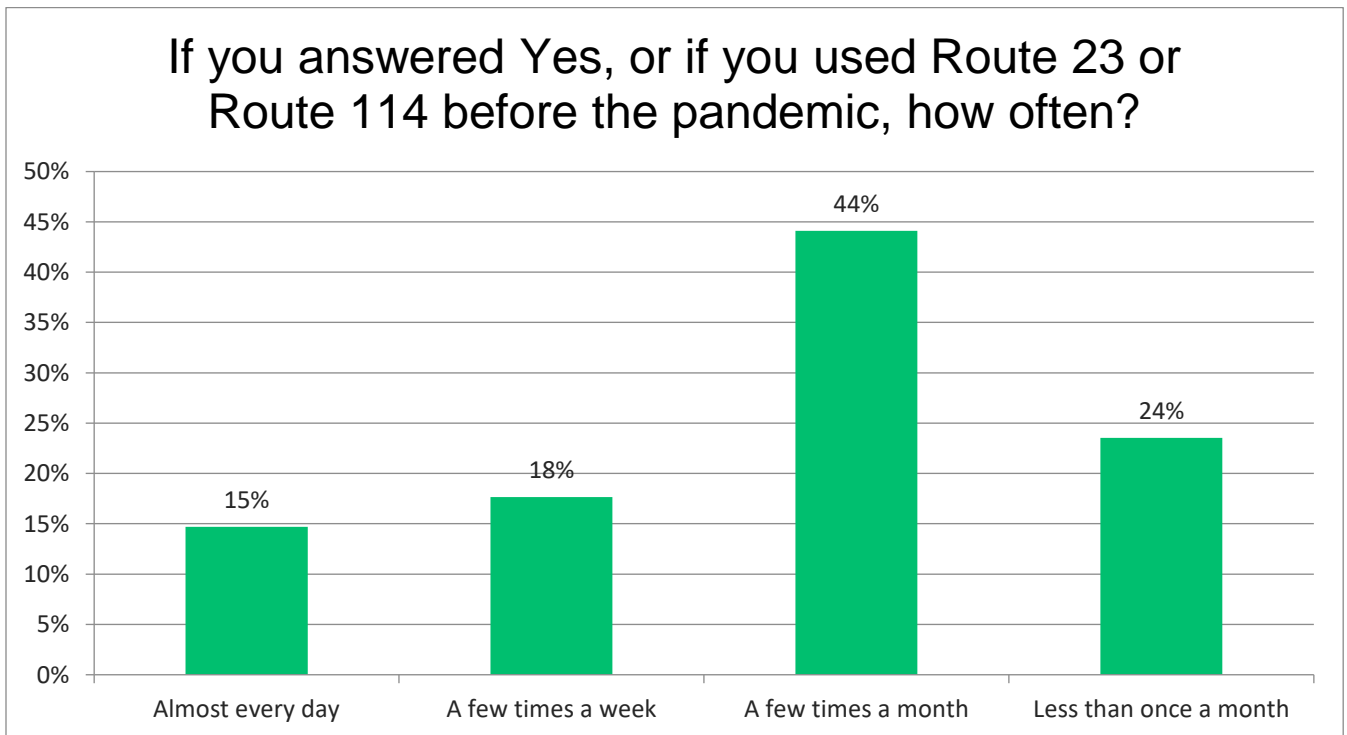
If you answered Yes, please tell us what changes you would like us to see.

Answered: 118 respondents

- **Reduce on-street parking**, don't need parking on both sides of street
- **Widen bike path, should be minimum of 12' wide**
- Bike path should be one-way on both sides of the street
- Increase green space (e.g., west side of 3600 block, 40th to 41st)
- **Maintain/Increase parking** (e.g., at business nodes, Lake St to 31st, 41st to 42nd, 43rd, east side of 4700 block, spread parking across 3400 block)
- Implement more traffic calming, make Bryant safer for non-motorists
- Separate pedestrian and bike facilities (e.g., at different grades, **boulevard in between facilities**)
- Safety concerns at Bryant and 42nd
- **Don't move transit to Lyndale**
 - Adding transit to Lyndale will cause further congestion
 - More multifamily residences and businesses on Bryant that rely on transit
- **Move bikeway to another street with less vehicle traffic (e.g., Aldrich or Colfax)**
- One-way should go southbound for full length of the project corridor
- Time traffic signals for bicyclists
- Keep two-way traffic
- **Prioritize pedestrian and bicyclist safety at intersection crossings (e.g. raised crossings, painted cross walks)**
- Bike facility improvements at Lake St intersection
 - **Make connection to bike boulevard north of Lake St safe for bicyclists; make this transition happen at 29th St instead of Lake St, Lake St is a stressful intersection**
 - Continue two-way path to Midtown Greenway

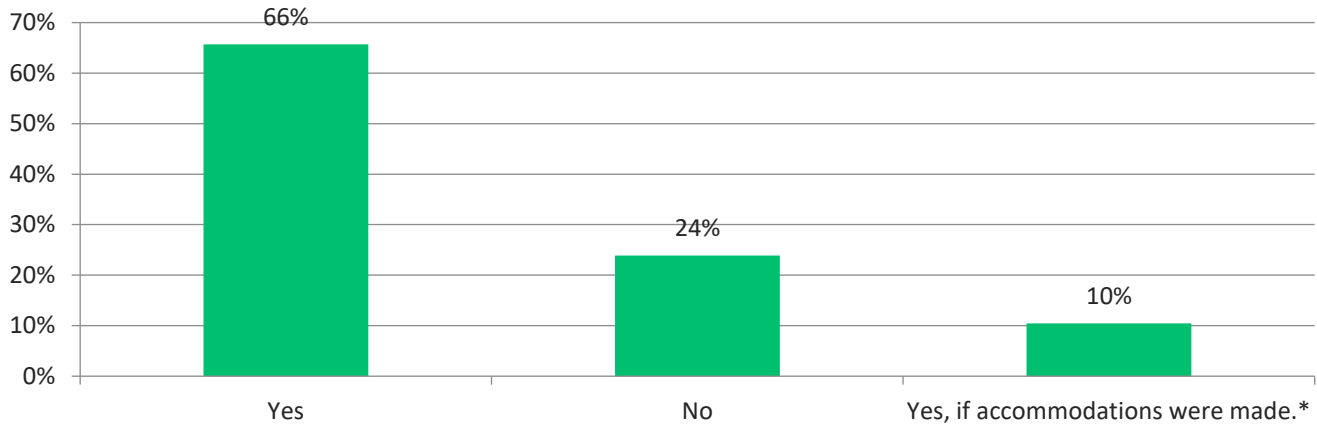


Answered: 356 respondents



Answered: 68 respondents

If Route 23 and Route 114 moved from Bryant Avenue to Lyndale Avenue, would you be able and willing to travel the two blocks between Bryant Avenue and Lyndale Avenue to ride the bus?

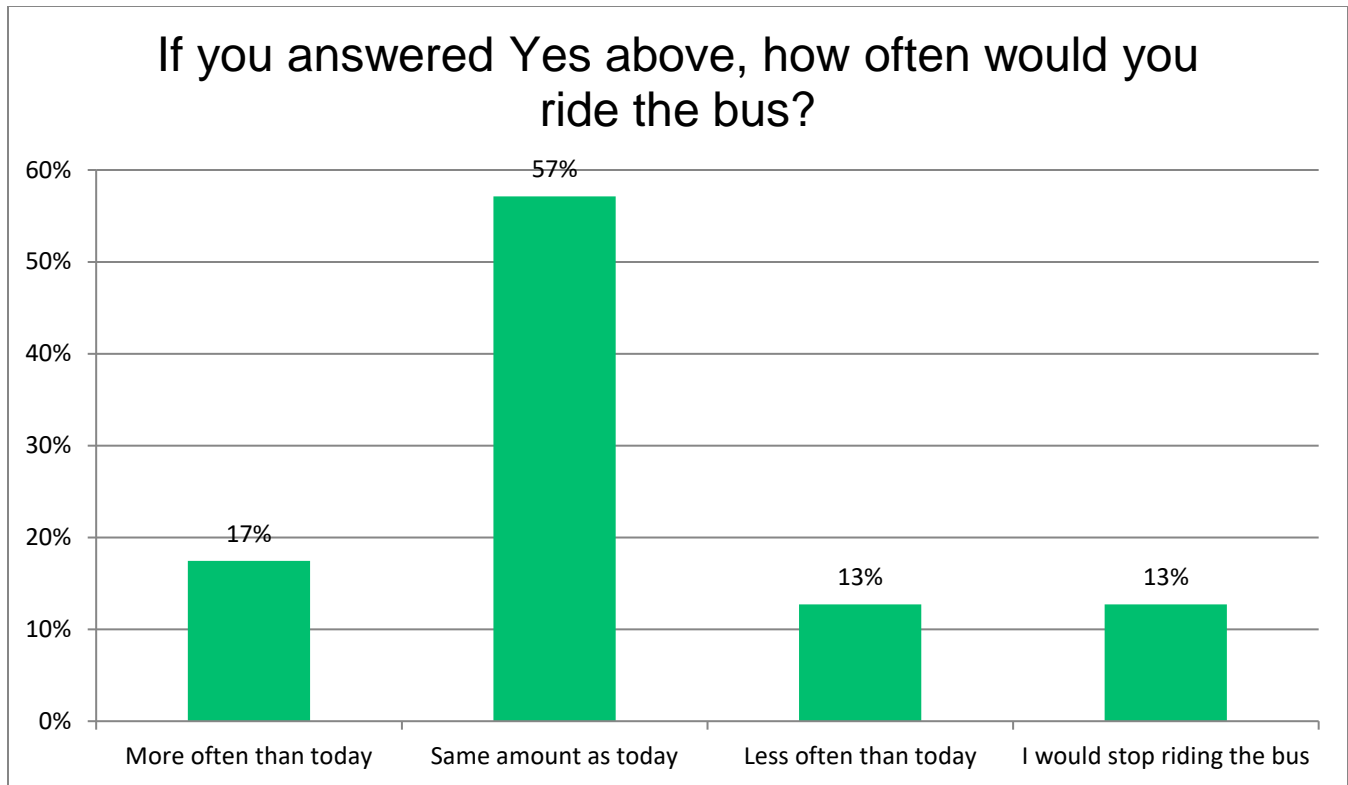


Answered: 67 respondents

If you answered *Yes, if accommodations were made*, please list what changes would be needed:

Answered: 11 respondents

- Ensure sidewalks are well maintained, accessible, especially for those with mobility devices
- Lyndale is hostile/unsafe for pedestrians to cross – need to make more safety improvements (e.g., more signals, bigger bumpouts for greater visibility)
- Shelters and lighting at transit stops



Answered: 63 respondents

Some stakeholders had concerns about pedestrians safely crossing Lyndale Ave S. In response to this concern, Public Works is recommending adding pedestrian medians at proposed bus stops located at intersections without traffic signals. Are there other changes you would like to see to make this section of Lyndale Ave S safer for pedestrians?

Answered: 199 respondents

- Supportive of pedestrian medians
 - Add landscaping to them
- **Make pedestrian crossings clear to drivers (especially near Washburn and Page Middle) – add pedestrian crossing lights and raised and marked crossings**
- **Reduce speed limit**
- **Narrow the road/travel lanes; reduce Lyndale to 3 lanes for the entire length**
- **Implement traffic calming measures** (e.g., speed bumps, bumpouts to reduce crossing distance)
- **Mixed feedback about restricting turning on Lyndale**
 - Favor more dedicated left turn lanes, oppose the pedestrian medians
 - Favor restricting left turns and turns on red
- Leading pedestrian intervals at signalized intersections
- Dedicate more space to protected bike lanes

- Speed limit enforcement (e.g., signs with integrated speed display, speed cameras, red light cameras, stop sign cameras)
- **More signalized intersections**
- Don't move buses to Lyndale, they will further congestion and make it unsafe for pedestrians

Anything else you'd like to share with the project team?

Answered: 198 respondents

- **Concerns that one-way will increase traffic and speeds on Bryant and on side streets**
 - **Need to include traffic calming measures on side streets (e.g., speed bumps)**
- **Bike lanes need to be a minimum of 12 feet**
- **Reduce car storage/access**
 - Need to take climate change seriously and disincentivize car use
 - Don't need two-sided parking; parking should be on one side (opposite the bike path)
 - Prioritize greenspace and safety of non-motorists over parking
- Don't bend to a few loud voices that want to add parking
- Crossings should be marked and tabled for safe pedestrian/bicyclist crossing
- Don't put a dedicated bikeway on Bryant
 - Put on less busy street (e.g. Aldrich) and keep buses on Bryant
 - Most people don't bike, especially during winter
- **Don't like this design**
 - Street works well today, doesn't need a new design
 - Over-prioritizes bikers; negatively impacts residents and businesses on Lyndale and Bryant
 - Need for more on-street parking; most people use/will continue to use cars
- **Like the design**
 - One-way balances project priorities well
 - Makes Bryant much safer for pedestrians and bicyclists
- **Don't move transit to Lyndale**
 - **Will make an already busy street even busier**
 - Land use and design don't support transit
- **Like moving transit to Lyndale**
 - Makes sense – moving off residential street to a thoroughfare
 - Gets people closer to businesses on Lyndale
- Separate bike and pedestrian facilities, shared paths are unsafe and cause conflicts with pedestrians
- Need to fix the signal timing for cyclists (e.g., at 35/36th and Lake/31st)
- Need to improve Bryant from Lake St to Franklin

VIRTUAL GROUP DISCUSSIONS (APRIL – MAY 2021)

Minneapolis Public Works held three virtual group discussions to have more interactive review and live conversations about the updated concept designs. Meetings were held on April 29 and May 6 from 7 to 8 p.m. and on May 4 from noon to 1 p.m. Approximately 25 people attended in total. Below are some of the most common questions and comments shared during these meetings.

- Concerns about moving transit to Lyndale
 - Increased traffic congestion and pollution
 - Not enough outreach has been done with Lyndale Ave residents
 - Lyndale Ave recently reconstructed to calm traffic
 - Concerns about pedestrian safety – pedestrian medians aren't enough to get drivers to stop for pedestrians crossing
- Mixed feedback about pedestrian medians on Lyndale
 - Supportive of pedestrian medians because they increase pedestrian safety
 - Unsupportive of pedestrian medians because they restrict left turns
- Questions about what the greening and stormwater infrastructure will look like on Bryant
- Questions about consideration for alternative bikeway designs (e.g., one-way on either side of the street, boulevard between the bikeway and sidewalk)
- Questions about bus stop spacing on Lyndale Ave
- Concerns about losing on-street parking, particularly at nodes with businesses and multifamily residences (e.g., 43rd)
- Concerns about one-way design increasing traffic/worsening pedestrian safety on nearby north-south side streets
- Questions about how this project fits in with other City projects and considerations for how this project will impact neighboring streets