

APPENDIX B – RAW SURVEY RESPONSES

As of May 31, 2021

Appendix B includes all raw written comments from the open-ended questions received from the Round 3 online survey between April 19 and May 31, 2021.

ONLINE SURVEY COMMENTS

Are there specific blocks where you would like to see design changes to better balance the project goals and stakeholder priorities? If you answered Yes, which block or location?

Responses:
Lake & Bryant: move the transition from the bike boulevard design north of Lake to the sidepath design south of Lake north a block. This would move cyclists away from the busy Bryant and Lake intersection. - 38th-36th St on Bryant I would favor the two-way design here. Cars are going to drive in the bus-only lanes anyway. And It would be good to have accessible parking in front of Walker Methodist.
NA
No
All with established commercial nodes
Lake Street and three blocks south.
40th (bike through way)
Between Franklin and Lake
Aldrich, one way alternating by block for cars.

<p>Since I can't answer a "yes" or "no" question without qualifications, I'm just looking for the first open comment space while looking at the updated April two-way, one-way traffic plans. (I have attended 2 of the online community meetings - and thank you for doing those - but I am an introvert who finds it difficult to speak publicly.) 😊 Although I think it's preferable to keep two-way car traffic with one-side parking, the best options presented for the most greenery (both east and west boulevards) and separate two-way bike/walk paths, are the graphics for one-way traffic. However, I notice that if I use the most modest footage parameters you have presented for any feature in any of the graphics, it would still be possible to accommodate what I would imagine to be the best of all worlds within the 55' right-of-way. As follows: From west to east – 5' walk, 4.5' boulevard, 8' one-side parking, 10' thru traffic south, 10' thru traffic north, 4.5' boulevard, 8' two-way bike path, 5' walk. And it seems to me this could be done for the entire 40th – 50th corridor. For decades I have been a heavy transit user, cyclist (including for transportation) and walker. For almost 30 years I did not own a car by choice, but moving into retirement I chose to again purchase one for I think understandable reasons. So I have always been very invested in all the mobility options we must consider, but am especially excited that they are being combined with more greenery (which was sacrificed to transit to begin with – full circle I guess). I am very grateful for all your hard work. And I hope to still connect in person with someone to posit the above, or at least to share preferences. Thanks for “listening”. Judith</p>
<p>Corners or stretches with existing commercial buildings could use a little less boulevard treatment to give space for commercial uses (cafe, sales, etc) with intentional use of trees flush with sidewalk (metal grate) to provide shade. Would also extend the sidewalk area at these spots at the expense of on-street parking (e.g. corner of 43rd and Bryant, west side). We have tons of parking availability on the cross streets. Meter them to free up even more room and ensure turnover. Include that in the project scope/budget.</p>
<p>46th & Bryant</p>
<p>Na</p>
<p>South of Lake street, move the bike lane to dupont and have it be a shareway. To move busses to Lyndale would require pedestrians to cross an even busier street, is crazy. To accomodate the very few people whi buke to work with this amount of infrastructure is also crazy. To date, I have asked for and not received any hard data that shows people have been injured or the number so accidents on Bryant. This is not a data driven process. And to say that people want a bike lane is not data.</p>
<p>Take bike lane off all of Bryant and move to Aldrich with connection to Greenway</p>
<p>Bryant/ Lake</p>
<p>Lake & Bryant</p>
<p>Continue bike lane to Midtown Greenway</p>
<p>2600 to Greenway access on Bryant.</p>
<p>Please don't put the shecane right in front of the 2 driveways on the 3600 block of Bryant S. I can't see how there will be much room for a rain garden or other permaculture, trees, bushes with 2 cement driveways going thru. It would be less costly to put the shecane further down the block where there are no driveways.</p>

Locations with local businesses.
4800
36th 43rd and 46th
Na
Bryant and Lake
All blocks, and one specific comment for the final block, just north of Lake.
Business node
4700 Block of Bryant Av S
31st and Bryant 46th and Bryant 50th and Bryant
The 4300 block next to Barton needs to be carefully considered for student safety.
Between 44th and 45th.
n/a
38th St to 36th St: Move the bus lane and bus routes over to Lyndale, just as every other block on this project. Traffic enforcement (keeping normal cars away) would not be nearly possible for this two block stretch. 37th St through 49th Street: Add zebra stripes at every intersection, just has already been incorporated North of 36th St. There are many parks, schools, playgrounds, churches along this stretch and all pedestrians, no matter their locality, deserve this bare minimum of protection. All blocks: have the driveway pavement start and stop on each side of the bike way (ie. show that bikes and pedestrians always have the right of way, and that vehicles crossing this space have to naturally defer to more vulnerable users).
42ne- 43rd block of Bryant. Take as little land as possible to reduce damage to granite steps,pond & landscaping- paid \$40,000. and these plans damage it!
27th Lyndale S
If there is increased traffic on colfax between 40 and 43....Barton is there. Bus times and school activities should also be considered.
This is specifically for the portions of Bryant that I use, but it could just as easily be applicable to the entire project.
48th to 47th
42nd and 43rd intersection and adjacent streets

<p>I think more green space can be squeezed into 40-41st and reduced parking, if the one-way is chosen. Over the past week I estimate 5-7 cars parked on the block, and 4 of them are by neighbors who have garages and driveways but prefer not to back out into the street. If there is a one way design, I would ask to add a stop sign at 41st street as it is a speeding point between 40th and 43rd.</p>
<p>All. With the Minneapolis zoning changing to not requiring parking as a part of new construction, will now have even more pressure for parking spaces in the city. Sticking your head in the sand and hoping the cars go away is futile and frankly unfair. You may do the project but just don't remove any parking spots in order to accomplish your goal.</p>
<p>The closer you are to lake street the harder parking will become. I would like to revisit the amount of green space being put in these areas to help maintain more parking. I am not confident in the cities ability to maintain the green spaces as it does not look like they are properly maintained now on lyndale or other surrounding streets.</p>
<p>Lake to 31st.</p>
<p>The blocks around Lake & Bryant currently do not have enough parking as is. This design will negatively impact businesses who rely on parking and the residents who already can't park on their own block when these businesses are open. With the rise of car jackings and violent crimes in this area it is irresponsible to expect people to park multiple blocks from home. Also... Minnesota is cold as all fuck and I'd dare anyone to walk 4 blocks in the dark in Jan after work just to get to their home that used to have a spot right out front</p>
<p>Lake & Bryant, 31st & Bryant.</p>
<p>the corner of Aldrich and 43rd has become very dangerous as cars that stop on 43rd and bryant often speed through that block to get the green light at 43rd and Lyndale. I also see many cars run the stop sign on Aldrich at 43rd so it seems like an accident just waiting to happen</p>
<p>At Barton open school on 42/43, how is this going to impact bus flow? Will it make Colfax more dangerous? Busses need to come / go multiple times a day, plus parents, field trips, many of these kids are tiny, eyc!</p>
<p>All non signalized intersection</p>
<p>Between the greenway and Minnehaha</p>
<p>Any block where the bikeway is narrower than 6' wide in each direction (12' total) and any block where there is parking on both sides of the street.</p>
<p>Na</p>
<p>Near intersections. Bryant and 31st</p>
<p>All of them</p>
<p>More parking near local businesses</p>
<p>NA</p>

Entire length
31st - 32nd Ave.
Full corridor
35th
31-32nd, 38th-40th, 42nd-43rd
N/A
Loading zones in front of businesses. Parking limited to daytime, high turn over, otherwise, no parking at all. Less concrete. More green space. Less expense. Less subsidizing the storage of private property.
na
anything near Lyndale
parking for 46th through 50th Streets.
3600 block - midblock bump out
Lake Street intersection
Add more parking near business nodes.
I've already submitted detailed comments on several issues via email (philip.n.schwartz@gmail.com)
All of them
NA
All blocks. There does not need to be parking on both sides. Even in both one-way designs the bikeway is not an all-ages bikeway. It should be at least 12 feet wide to allow for two-way traffic.
46th street to 50
Any blocks with sidewalk-level bike lane.
46th to 50th
parking by business nodes on 2 way street. metered parking at business nodes to discourage resident parking.
By Walker
Lake-31st

36th/Bryant 39th/Bryant
43rd
I wish there was a stop sign on Bryant at 42nd street since so many people cross Bryant here to get to/from Lake Harriet and the Rose Garden
Bryant between Lake Street and 31st should also have speed bumps. Car race this portion especially when there is a green light on North-South direction.
Bryant/42nd
I am most concerned about the as-yet-unseen plans to retrofit the blocks between Lake St. and the Midtown Greenway to connect the bicycle infrastructure. And tied into that is the design for the Lake St. intersection itself.
3400 block of Bryant Ave
All
Lyndale Avenue
Revert to the 2 way design south of 36th
47th Street.
On Lyndale, I'm concerned about in lane bus stops. My opinion is that in lane bus stops will reduce transportation efficiency for everyone and increase emissions for neighbors at this locations. I am also concerned that the new pedestrian medians in Lyndale, at 37th and onward to the south, do not appear to be landscaped. We need more beauty and more greening on busy city streets to help offset emissions, heat island effects, and to improve the experience of city living. Greening/beautifying the medians will also have some positive impact on traffic speeds. Thank you
46th to 50th
40th - we live on the east side at 4011 Bryant.
49th to 50th street, please. We have had so many speeding busses and cars through the years, we really need relief. More importantly, there are many families with small children on this block, so safety is paramount.
NA
on the 46xx block of Colfax Aldrich and Kings HW, speed bumps near 46th st to help with possible overflow southbound traffic speeders. we already have people whip southn on colfax from 46thwestbound at high speed
41st-42nd of Bryant. Parking for residents and parent pick up at Barton school
44-45

The Lyndale ave transit plans. The number of bus stops between 36th - 40th is enormous
All blocks with Chicanes
The block of 34th and Bryant. It was expressed before that having the parking at one end of the block is not desirable. A layout more like the 3300 block of Bryant allows for parking up and down the street. It would be nice to tailor the block of 3400 like that.
Bryant from 36th St to 38th St
Lake Street
50th to 49th Street, 47th to 46th Street, 46th to 45th Street, 44th to 43rd Street, 43rd to 42nd Street, 40th to 35th Street, 34th to Lake Street
Maintain at least some on-street parking on all blocks.
Bryant and 36th
46th and Lyndale and 50th and Lyndale are already busy enough intersections, proposed additions of multiple additional bus routes through these intersection is going to detrimentally affect the Lyndale neighbors and traffic on an already very busy street
The project goals are flawed! Your research methodology is flawed to drive a desired outcome. These are tax payer dollars and your project goals are based on biased city council priorities. The project should be delayed until tax payers can vote on whether or not they agree with the priorities.
44th and Bryant.
3100 block (and 3000 block, and nearby blocks, I just happen to live on the 3100 block so I focus on that one)
you are directing buses to Lyndale Ave S which is already overpopulated by traffic. And to say that buses will be stopping traffic will kill pedestrians and cause even more accidents.
n/a
All blocks around commercial nodes must have accessible parking. We need to support small business and those they employ. Public Works must realize that not all Minneapolians are childless renters. Observe the present design around commercial nodes. If cars are parked, parking will be necessary in the new design.
3100-3300, 3600, 4200
Along the whole route. Lake street intersection
No more bike lanes. Bryant is already a bike share street. Please leave it the way it is and keep it a two way street with parking on both sides. NO MORE BIKE LANES.

All half-block length parking lanes.
The locations that currently have an 8' bike path.
Between 46th and 50th.

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

Responses:
As above.
NA
No
Improved pedestrian connections to new bus stops on Lyndale
I'd like to see less priority given to car storage. It also encourages drunk driving. We get a worse design in this stretch to accommodate private car storage. We need to just giving so much space to cars in our city. We have limited space. It leaves less space for pedestrians and people biking.
Better marking and bike lane visibility. Study traffic light timing (the light to cross lyndale is long and the pedestrian/bike crossing button does not seem to impact timing)
Protected Bike lanes.
Have one way change block by block for cars on Aldrich
See # 3.
See above. Modifications are minor
Having the one way dedication end in head to head crashes would be awful for the neighborhood. Then, almost all the traffic, both northbound and southbound, would be expected to turn east on 46th to go to Lyndale, then turn to continue their journey. 46th and Lyndale will be an awful intersection. The plan creates a large traffic problem with no mention of any steps to deal with it
Na
Keep busses and pedestrian safety on Bryant and keep the bike lane a shareway either on Bryant or Dupont.
Take bike lane off all of Bryant and move to Aldrich with connection to Greenway
The transition into the two-way bike facility should occur north of the Lake/Bryant intersection for cyclist safety

<p>The transition from the bike boulevard design north of Lake to the sidepath design south of Lake should be shifted north a block - away from the hectic and signalized Bryant and Lake intersection.</p>
<p>Continue bike lane to Midtown Greenway</p>
<p>This is where I think it should be one way, with parking retained on one side. I fully understand that car traffic will bleed onto neighboring roads, I live on Columbus where people now use that to deal with less lanes on Park and Chicago being closed a few blocks south of me. I don't feel safe biking or driving that stretch of Bryant. First off, the potholes on Bryant and 26th are ridiculous, so you're looking down and dodging them. Secondly, there are many people driving, biking, and walking in this particular stretch that could be injured for reasons other than pothole watch.</p>
<p>I put my most specific change suggestion in that last box. I would like to see my neighbors not completely inconvenienced to accommodate a 2way bike path. This ave. has been built up precisely because it is on a transit cooridor. People with any kind of mobility issue will not want to live here if you take away the bus routes AND most of the parking. It seems particularly cruel.</p>
<p>Blocks with local business should retain their parking. No one way street, no additional room for bike trails. This is ridiculous.</p>
<p>Use of speed bumps instead of chicanes to provide for more parking spaces</p>
<p>Na</p>
<p>I would like to see the two way bike lane transition moved north to 29th and Bryant. Bryan and lake is a very stressful intersection already and having to transition from no bike lane to a two-way one on one side of the street would only add to that stress. Bryant is very low volume between 29th and Lake and could easily handle a bike lane up to the greenway.</p>
<p>- Can crosswalks really not be painted at every intersection? It would seem like a small expense, why not paint crosswalks and stop bars? - The width of the gutter seems excessive in places. There should not be any 12' thru lanes. The max lane width should be 10', and all excess width should be used to make the cycletrack wider. - The most northern block needs more thought put into the connection with the Greenway. I hope to see a plan for curbed protection, or at minimum a lot of bollards that will protect the connection to the Greenway.</p>
<p>Maintain on street parking.</p>
<p>We need more on-street parking</p>
<p>31st keep good traffic flow 46th make a space for the buses where cars can go around them in the winter 50th make lots of commercial parking, ped-xing on 50th</p>
<p>Lots of traffic calming measures so cars can't fly through! And ensuring that circulation works if the one-way option is chosen.</p>
<p>More parking</p>

n/a
38th St to 36th St: Move the bus lane and bus routes over to Lyndale, just as every other block on this project. Traffic enforcement (keeping normal cars away) would not be nearly possible for this two block stretch. 37th St through 49th Street: Add zebra stripes at every intersection, just has already been incorporated North of 36th St. There are many parks, schools, playgrounds, churches along this stretch and all pedestrians, no matter their locality, deserve this bare minimum of protection. All blocks: have the driveway pavement start and stop on each side of the bike way (ie. show that bikes and pedestrians always have the right of way, and that vehicles crossing this space have to naturally defer to more vulnerable users).
reduce or work with pond landscaping on my property (4217) to avoid damaging the \$40,000. I paid for this landscaping. And I will have to pay to damage it!!!
Either turn lane or signal.
Cars MUST park more than 30 ft from intersection. The sight lines are horrible on 42 and Bryant. Going to be more accidents there and other uncontrolled (light) intersections.
I'm bored a fan of either of the options that you've presented. Please keep the busses on Bryant and please keep the bikes on the street with the Bike Boulevard concept that we already have.
On Lyndale, there are frequent car crashes, it is dangerous to walk, park, and live. Lyndale avenue under went a significant traffic calming reconstruction a few years ago, which the people who lived on the street bore a significant assessment to pay for it. The assertion was it would make Lyndale safe and more livable by slowing down traffic. Every nearby construction project has negated any benefit & the danger increases- just like the 35W construction has done. Now, you propose to increase car traffic even more and add transit. Residents on Lyndale can hardly get in or out of their homes during rush hour. Don't make it worse. Leave the busses on Bryant. Consider moving cyclists to Aldrich or Colfax where they don't have to worry about cars.
I like the new designs that added parking back to this block (as opposed to having 0 spaces previously), as the East side of the block has no driveways and thus maintaining some amount of on-street parking is critical. I am mostly supportive of the one-way concept because I am assuming it will maintain more parking. However, I am confused about the proposed parking for this block for both concepts. On page 5 of the proposal, this block lists 6 spaces for the two-way option and 13 spaces for the one-way option. However, on the detailed view on page 11, it lists 6 spaces for both options. It's unclear how many spaces are being proposed for the one-way option, but I would prefer to see 13 parking spaces for this block.
How about making streets with very low vehicle traffic designated cyclist streets with designated cyclist lanes?
More parking for residents and patrons of the businesses that node
All. With the Minneapolis zoning changing to not requiring parking as a part of new construction, will now have even more pressure for parking spaces in the city. Sticking your head in the sand and hoping the cars go away is futile and frankly unfair. You may do the project but just don't remove any parking spots in order to accomplish your goal.

See my response above. I am in favor of creating the dedicated bike lane but do not see a need for the increase in green space. I truly worry about it being maintained.
I don't know if this is part of the project, but one reason I don't use Bryant as a cyclist is that the lights on 31st and Lake are timed for maximum waiting – I always get to the second intersection just after it turns red. (This also leads cars to do some reckless things around me.) One-way is a major change, and I hope it will mean a change in that timing as well.
More parking. More considerations for the vehicular ecosystem already in play in this area. All I hear is more traffic, less parking, all for an extra chunk of grass for dogs to poop on. I'm all for a bike lane but this is ridiculous
The lake/Bryant and 31/Bryant area are constantly full on parking because of businesses. As a resident losing parking here will absolutely make me want to move
after having lived on 59th and vincent - I look at upton and 58th as a good example of a possible solution - move bikes to Aldrich instead of Bryant and put in a few traffic circles to slow people down - specifically at 43rd and aldrich, but i'm sure there are other corners that would also benefit. Bryant seems really unsafe for bikers right now as it's a busy street with business, parking, and busses. A residential street like aldrich (Or other if there's a better option) would still achieve a much safer bike option while maintaining two way traffic on Bryant and maybe buses stay on Bryant too? I see a lot of potential issues with cars having to stop in lane behind buses on Lyndale. People stuck behind a bus will turn off on residential streets to try and speed around them, plus with increased traffic with a one way bryant option I think it could be a problem
Bike path CANT block kid drop off from busses
Have an at grade crossing for the sidewalk and bike path so that they don't have to drop down to the road level
One way street. Boulevard protected two way bike lane.
Maintaining parking is not a priority I agree with
A truly stellar bikeway requires 7' of bikeway in each direction (total 14' for the bikeway), matching the Midtown Greenway. There's no justification for so much on-street parking - there's simply not demand for it. Plus, all the research shows that easier parking and free parking incentivizes driving, in direct opposition to the TAP goals and safety goals. Reduce the amount of free on-street parking and allocate more space to the bikeway and to green space.
Keep access to local businesses for quick stops
Compromising on bike lane width on a bike boulevard is a non-starter.
More parking near local businesses
NA
Single sided parking should be the only option along this project. And the biking/pedestrian areas should be widened with more traffic calming measures implemented to prioritize and protect non-vehicle movement.

This block should not have 2 sides of parking with it being adjacent to a park and the park already having a parking lot.
Bike lanes and boulevard should be switched to truly separate sidewalk
could use extra care for pedestrian crossing as it has a lot of stores and will continue to get more dense.
The above segments of Bryant Ave should all be filtered to greatly reduce motor vehicle traffic and increase the safety of non-motorists enjoying city parks and kids going to school at Barton Also along the entire stretch, the two-way bike path is too narrow at 8'. It should be at least 12', and increasing the width is easy to do by removing 8' from the parking/roadway.
N/A
Loading zones in front of businesses. Parking limited to daytime, high turn over, otherwise, no parking at all. Less concrete. More green space. Less expense. Less subsidizing the storage of private property.
na
it would be wonderful for that intersection to be more walkable.
more parking besides at the ends of the block.
Please make Bryant a good place to walk, roll, and bike, and not to prioritize car storage, despite what a couple loud businesses are saying.
12 feet should be the minimum for two-way bike lanes to make Bryant a truly functional bike connection
On the west side of the 3600 block, there's a short mid-block bumpout around a couple of driveways. The rest of the block lacks any boulevard space, as it includes parking on the west side of the street. Please considering lengthening that midblock bumpout / boulevard space to occupy a larger portion of the block, by shortening the length dedicated to on-street parking. Streets without boulevards look horrible and we should not be building any more of them. No boulevard means no space for trees or snow storage.
Make sure connection to bike boulevard north of Lake is safe for people on bikes and doesn't require them to do things that surprise/put them in conflict with people in cars
More parking at business nodes. Remove the weird curves in the road and add roundabouts at stop sign intersections.
See above
Two way bike lane needs to be at least 12 feet for safety.
Less parking, more greenspace
All blocks. There does not need to be parking on both sides. Even in both one-way designs the bikeway is not an all-ages bikeway. It should be at least 12 feet wide to allow for two-way traffic.

More parking.
Pedestrian sidewalk and bike lane should not be directly adjacent at same level. As a cyclist, I'd be terrified of people and/or dogs walking into the bike lane, and as a dog walker, I'd be worried about my dog being getting hit by a bike. These facilities should be CLEARLY separated, either by putting the bike space at street level, or by separating sidewalk from bike space with green space. Also, in my experience, car drivers are less aware of cyclists on the sidewalk than cyclists on the street, so by separating the cyclists from the road with green boulevard space, it increases risk of accident when cars turn on/off of Bryant. Solutions: remove sidewalk next to bike lane and increase size of boulevard on opposite side of street. This will make the remaining sidewalk more pleasant for pedestrians, and eliminate bike v. ped conflicts. This doesn't eliminate right-hook risk to cyclists, but its better than nothing.
I'd like to see the one-way concept maintained in the same direction for the entire stretch of the project. You could remove the one-ways on Aldrich since the cut through traffic could be diverted to Bryant.
see response to question 3.
Two way traffic
Do not narrow the bike trail when it approaches Lake Street - this will be a very busy area with Midtown Greenway connections so it's counterintuitive to reduce the trail space here. Just get rid of on-street parking one side of Bryant. They'll be fine.
The multi-unit dwellings and businesses at 43rd and Bryant need sufficient parking
Stop signs on Bryant at 42nd.
speed bumps; in addition to those chicanes.
Please pay special attention to safety at the bryant/42nd intersection. Tons of accidents over the years. The proposed designs may already address this, but please make sure .
I think more thought needs to be put into designing the way bike riders travel through the Lake St. intersection. Ideally, the two-way path would continue all the way to the ramps to the Midtown Greenway. Making the transition point— from biking on both sides of the street to a separated two-way bicycle path—happen at the Midtown Greenway exit ramps, rather than at the busy Lake St. intersection, seems so much safer. From what I can see of the current draft designs, bike riders going southbound will have to cross the Lake St. intersection twice, first west-to-east and then north-to-south. This is a non-intuitive transition, which will cause unaware bikers to continue straight in the car lane and miss the bike path. The current design also makes southbound bikers either spend twice as much time at the intersection as every other person, or do a dangerous diagonal cross. In addition, I'd like to see the Lake St. intersection be designed in a way that bike rides going both directions are kept safe from turning and crossing cars. Can bikers and pedestrians have a headstart in their crossing signal, and are there other measures that can be built into the intersection design to reduce danger from cars?
Spread parking out evenly throughout the block instead of all at the SE corner.

In all locations eliminate car posting. Cities should not be subsidizing private business amenities. Customers can walk or bike to these businesses and/or businesses can provide their own off street parking (as many already do). Just like businesses that refuse to pay a living wage, this highlights a parasitic quality of such businesses.
No buses on Lyndale
Revert to a 2 way south of 36th
More parking is needed on the East side. Most homes on the East side rely on street parking. Please look to keep similar parking levels that are happening along the full corridor to the 47th block. We rely on street parking to be able to live here. If other blocks can have more parking in the reconstruction, this block should also be able to have more,
Please see previous response.
I don't see the need for 46th to 50th being one way going north when the remainder of Bryant is one way going south. Can we really not have two adjacent blocks one way in the same direction? Aldrich relative to 50th is basically useless and a non-intersection as it is currently so I don't see why that has to ruin such a big section of the Bryant design - let all of Bryant be one way going south
The proposed parking spot in front of our house should be eliminated, as it is already difficult to back out of our driveway with cars parked on either side (hard to see around the vehicles). The parking spot will impair visibility and add another component and would mean navigating 26.5 feet just to get to the street from our driveway - parking spot (8'), boulevard (4.5'), a two-way bike lane (8') and sidewalk (6'). That's a lot to navigate and potentially very dangerous! Please consider eliminating this parking spot so that our line of sight is not so impaired by the parking cars. Also, we would greatly appreciate a sign posted stating "do not block driveway". This is an existing issue for us - many people block our driveway when visiting the bike shop on 40th/Bryant.
Separate spaces for bicycles and pedestrians and many fewer busses. Most of the busses even before the pandemic were mostly empty, so for years it has been a ridiculous waste of resources. And also SO important to us, is more green space. This will actually improve the quality of our lives.
NA
the speed bumps on colfax kings HW and aldrich just south of 46th st - probably on the 4500 blocks too for the same problem northbound.
Save parking on 41)st-42nd block of Bryant.
one way design with 12 parking spaces and dedicated bike lane that is separate from ped traffic.
Consolidation of the number of bus stops, moving bus stops to the south side of southbound intersections on Lyndale so that cars turning right out of side streets don't get smashed into by cars zooming by buses
The Chicanes do not appear to have a sharp enough angle to actual slow traffic.

<p>The block of 34th and Bryant. It was expressed before that having the parking at one end of the block is not desirable. A layout more like the 3300 block of Bryant allows for parking up and down the street. It would be nice to tailor the block of 3400 like that.</p>
<p>I live at 3620 Bryant Ave S. I am a big fan of the 1-way approach, but wasn't happy to see that 36th to 38th would keep an extra north bound bus lane, and very little green space. Could the bus routes take 36th St East to Dupont, Colfax, or Aldrich and turn South from 36th to 38th, and pick up on 38th Street (or in the case of Aldrich, pick up at Walker-Methodist on Aldrich? This would make use of existing South bound lanes and not require a special South bound lane to be constructed on Bryant, where it would otherwise be one way traffic. It would also leave more room for either green space (my vote) or parking (particularly justified at 36th and Bryant where it is high density and commercial). I just took a walk and verified that there is already a bus stop by Walker Methodist on 38th Street. Thanks for your consideration and I understand that no solution will leave everyone happy.</p>
<p>It is still unclear how the bidirectional bike path on the one-way option will connect safely to the ongoing two way traffic without a bike lane north of Lake Street. Bikers heading north will have to move diagonally across a busy intersection, which feels very risky. Furthermore, it is unclear how the path will connect to the Greenway, which also happens quite quickly after the Lake street exchange. More details needed there.</p>
<p>Why are we shrinking an already minimally sized 10' two-way bike lane to 8' in all of the busiest corridors? If we're truly trying to follow the climate action plan and Transportation Action Plan to minimize vehicle use, we should create the infrastructure that best allows that first and then form parking plans after that. There are far too many blocks with only 8 foot wide two-way lanes, which are marginally wider than most one-way bike lanes in the city. I know you're hearing pushback from homeowners, many of whom have access to garages, and businesses who don't yet know how many more people would come by bike to support their business if it was safe to do so... but please, please, don't lock us in to a less-than-ideal design to preserve parking that may not even be needed in 10 years, while this reconstruction will last for 50 years.</p>
<p>See above</p>
<p>I would like to see more landscape and less car/busses. A one way road can allow off street parking as well as bike to roam the street. I would like the busses route move to Lyndale Ave. and I would like to see a separate lane for bikers and pedestrian.</p>
<p>I would NOT like to see the proposed plan go through for Bryant reconstruction. It puts bikers above home owners on Lyndale (having to have transit moved to our street) and apartment-dweller and business owners on Bryant (there are many more of both on Bryant compared to Lyndale and you will negatively impact both due to the loss of Bryant transit and loss of parking on Bryant. This plan is putting bikers above too many other stake holders and I do not think it is worth these impacts or the costs</p>
<p>Limiting vehicle traffic and parking on city streets is the exact opposite of the goals of city planning. This will reduce livability. It will not reduce vehicle ownership by 30%, it will just reduce quality of life in the city.</p>
<p>The corner is very dangerous and the speed of vehicles from 46th to 43rd is too fast. We need a stop sign!!</p>

<p>These blocks maintain parking on both sides because parking studies showed higher demand. however much of that demand, particularly on the 3100 block, is driven by fri and sat night bar-goers. The city should not be making it easier for people to drive to bars and drive home drunk. Without that extra lane of parking, these blocks could have bike paths that aren't nearly unusably narrow. and could have wider sidewalks and boulevards.</p>
<p>keep bus stops off of Lyndale. you don't even look at the bike traffic on Bryant. Why are you changing something you don't even research. this group of City Council members are insane.</p>
<p>n/a</p>
<p>Retain parking! The Public Works design is killing business on Hennepin Ave S between Lake Street and 31st due to the elimination of parking. Stop the expansion of failed design!</p>
<p>These are access points to Bryant Square Park or busy business nodes where pedestrians safety should be prioritized (and an opportunity to beautify these nodes too).</p>
<p>Along the whole route, the bike paths should be one-way on both sides of the street vs. two-way bike path on one side. Prime example of why this is important is at Lake Street where the pathway ends. Bikers traveling South are going to have to cross the street before continuing their travel southwards on the path on the opposite side. Along the whole route, parking should be right sized based on the project assessment. People should be made aware of available, ample parking on side streets. People can walk to there destinations from there. This is a city...not a suburb. If special access is needed, then on-street parking areas can be designated for things like drop-off/pick-up, handicap, or short-term parking (i.e. 15 min).</p>
<p>No more bike lanes. Bryant is already a bike share street. Please leave it the way it is and keep it a two way street with parking on both sides. NO MORE BIKE LANES.</p>
<p>I would encourage breaking up the longer parking bays with short stretches of bump-outs to further discourage speeding. There will likely be periods of the day where some parking lanes are mostly empty. Empty parking lanes (especially on both sides of the street) will encourage speeding. A solution would be smaller parking bays.</p>
<p>Please consider other options before narrowing the bike path. This will be a high use facility and would benefit from having a consistent 10' width.</p>
<p>I do wonder if it's really necessary to reserve that much space for boulevards.</p>

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

<p>Responses:</p>
<p>Well maintained, accessible (especially to wheelchairs/ mobility devices) sidewalks.</p>
<p>Safety improvements to hostile Lyndale Avenue.</p>

Need to make sure the sidewalks are shoveled in the winter to assure that everyone, including those with disabilities, can make the walk.
All transit moved to Lyndale should still divert to serve the Walker Campus.
Lyndale is awful. High traffic, high speed, makes me anxious to stand/walk along it. Crossing Lyndale takes forever at unsignalized intersections because drivers do not respect right of way laws. Center medians for pedestrians will only go so far, and will end up stranding people and children in the middle of the road. Crossing Lyndale will be a requirement for bi-directional use of Lyndale as a transit street. Add signals more frequently (or, at every corner with a transit stop), build out the corner curbs more than they are today to give better visibility to pedestrians while slowing traffic to 25 mph or less. Ensure any transit stop has high quality shelters protecting transit users from road debris, splashes, noise. Any crossing should have better lighting than today. Don't hold back on these- if moving transit to Lyndale is a must to make Bryant better, then go all-in.
Benches or shelters
I am new to the area and bought a house specifically on this bus line to make it easy to get to work when we return to the office as I sold my car during covid. I will be able to make the walk but it does make things more complicated.
Improved sidewalks bus stops.
priority bus-only lane on lyndale fully separated from cars.
Just move it. It's for the best. Bryant Ave transit is an antiquated remnant from the streetcar network, build a 21st century network and run transit where the people are (on Lyndale)
keep buses off of Lyndale and do your homework on what you will do to the lyndale residents who already deal with all the 35W redirected traffic. cars line up by the hundreds every day during rush hours and now you are going to have buses stop that traffic even more? WTF is wrong with you?

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?

Responses:
More traffic signals to stop cars so that people can more easily cross Lyndale safely. Narrow the roadway to stop drivers from speeding
I hate your design proposals. No barriers on lyndale. No buses on lyndale.
No

fewer car lanes!
There needs to be lights or cars will not stop
Painted lines indicating crosswalks AND a line indicating where vehicles should stop before the crosswalks, flashing crosswalk signs, very long times allotted for crossing Lyndale (many lighted crosswalks are far too fast for able folks to cross in time, much less anyone with any kind of mobility issue or children)
4 to 3 lane conversion. Slower speeds anything that slows drivers down. Often they're looking at their phones and not even paying attention.
Limit parking for visibility to cross non light controlled intersections
Enforce parking limits near intersections. People park right at intersections throughout the whole neighborhood despite the fact that it isn't allowed, and it creates dangerous blind spots for walkers, drivers, and bikers alike.
Dedicated Left turn lane, more signals
I would like to see flashing pedestrian crossing indicators to raise visibility of crossings for driver. There is a similar set up at 38th St and France Ave.
Remove stop lights and return signs on lyndale.
These sound good.
Reduce the speed limit on Lyndale. Add pedestrian flashers at intersections without stoplights. Add raised pedestrian walkways so cars have to slow down to cross.
Lyndale is a disaster for people on foot. It needs a comprehensive redesign not just a few tweaks in order to make it safe.
See previous post. Medians are a minor improvement and still leave people stranded on a small patch of concrete between 35mph+ traffic. Kids are tough to keep contained on these. Car drivers still don't care.
I would agree with this concern. Lyndale is a busy street and drivers will be focused on getting where they going and bus riders focused on catching their bus. I think bus shelters, ideally heated, will be important to make riders okay with arriving earlier to wait for their bus no matter the weather (e.g. rain, snow, etc).
Making the pedestrian crosswalks reflective and with a push button flashing light
I don't know what the solution is, but putting more pedestrians crossing lyndale would be very concerning. Whatever is proven safest should be used. It might piss off speedy cars, but consider raised crosswalks like in Europe. Instead of pedestrians stepping down onto a street, it makes cars go over a gently raised crosswalk.
Re-stripe Lyndale north of 31st to make it not be a 4 lane freeway that people drive 45 mph down!
i would love to see a 4-3 conversion completed on Lyndale Ave S, hopefully this summer

Add pedestrian medians and stop lights (even if they have to be the ones controlled by pedestrian beg buttons). Add these north of Lake as well (25th and 27th, for example).
high-vis pedestrian signs so cars are aware the people might be crossing even if there is no light or stop sign
No additional transit on Lyndale
I would like to see bumpouts at intersections as well to further reduce crossing distance, improve visibility, and provide some additional traffic calming.
Keep the busses on Bryant. Too much disruption to accommodate bikers!
add pedestrian crossing signals like in Uptown
Signs for vehicles of pedestrians crossing.
Lower speed limit of 25MPH, flashing pedestrian signals, paint all the crosswalks
More traffic signals to stop cars so that people rolling, or on foot can more easily cross Lyndale safely. Narrow the roadway so that private vehicle drivers don't feel safe speeding through at 30+ mph.
I sometimes feel unsafe walking along Lyndale while crossing side streets such as 32nd and 33rd. It's such a busy and fast moving road that sometimes drivers seem to not notice me until they are already starting to turn onto the street I'm crossing. I also think that there is poor visibility turning onto Lyndale from streets like 32nd, which causes drivers to pull very far forward and block the crosswalk. Not sure what the fix is to these concerns
no
Crosswalk signals
review pedestrian crossing light placement
If a pedestrian median is a bump out at a corner with those white bike lane sticks, I am not in favor. They just get run over by car or by snow plow, and do nothing real to provide safety. Lyndale is a hot mess that "public works" created by turning it into a one way south of 31st with a median where I've been sitting in bumper to bumper with a fire truck stuck with no where to go. I know someone who died crossing the street on the 2500 block of Lyndale. People are speeding to make up for all the streets in the area where you are restricting driving lanes (Park/Portland, 26th/28th). My bike riding on Lyndale is limited to 2549 to 2800. It just isn't safe for long stretches, nor should it be changed to encourage more biking.
Push buttons to help with crossing the road and sound indicators for those who are visually impaired.
Keep Bryant Avenue as a bus corridor so transit riders do not have to cross Lyndale Avenue.
No.
have buses stop not in traffic lanes

No
I think the addition of painted crosswalks as well as possibly pedestrian lights would help immensely as well as the medians. I attempt to cross Lyndale at 32nd almost daily and end up having to walk a full block out of my way (so 4 blocks total there and back) in order to cross there.
Medians will be helpful.
I mean, the major safety issues from Lyndale happen upstream. If someone could go out to Medina and knock some sense into the county's traffic engineers, that would be great.
No pedestrian medians
We need more traffic calming to slow down car traffic on Lyndale. Also need bike lanes. Make sure to paint the crosswalks too!
I've lived on Lyndale for 18 years. You people are crazy to put all the bus lines on Lyndale BEFORE you get rid of the police and EMT routes. The traffic on a daily basis is between angry and ballistic. That's on an average day. Add bad weather, an event, or something else (e.g., the National Guard using it as their path to Uptown) then the bus lines can and will be disrupted.
crossing signal at 49th on Lyndale due to large number of Washburn and Justice Page students who cross at this intersection. Also athletic teams and phys. ed classes from Washburn use this intersection to cross Lyndale. I've witnessed many close calls of kids running across this intersection trying to get to school in the morning.
Those intersections should have flashing pedestrian signals, bump out curb corners, and/or raised crosswalks.
Medians will help. More stop signs or stoplights along Lyndale. ANYTHING to slow down traffic. It's actually almost impossible to cross Lyndale at certain times of day unless Lyndale traffic has a stoplight.
In order to make these crosswalks safer and more accessible for everyone, they need to have flashing lights and audible sounds--the crosswalk at 38th & France was mentioned as a good solution. I'm very concerned about the new crosswalk at 49th & Lyndale as it is in a corridor that features a lot of traffic lights (54th, 53rd, Parkway, 50th, 48th AND 46th!) and will only give pedestrians a false sense of safety to cross the busy street. Drivers will likely try to pick up speed between 48th and 50th Streets and not expect pedestrians at the new crosswalk and not want to stop for them to cross. Also, the lack of flashing lights will catch drivers behind the car stopping off guard and could cause a rear-end crash. This is especially the case traveling north on Lyndale from 50th as there is a small somewhat blind hill.
No
This question is not specific enough. If this question refers to pedestrian improvements on Lyndale for the entire stretch of Lake St to 50th St, then yes. Add zebra stripes to every intersection on Lyndale. This will reinforce that pedestrians have the right of way at every non-signalized intersection in the city, according to City code.
The crosswalks on 50th in Edina have worked well for years. Might be time for Mpls to implement and to create a culture of true pedestrian priority.

If it is going to cost me more money then NO. I think the property owners on Lyndale Ave. should pay for their street upgrades, Not Bryant property owners.
Reduce the speed limit if it's not already reduced to 20 mph, create robust pedestrian barriers all along Lyndale not just at bus stops, make large and pronounced pedestrian walkways. Lyndale is very dangerous for pedestrians. I experience it every time I walk along, or across, Lyndale.
No.
Flashers like at 50th and France corridor.
Keep the busses on Bryant.
Don't move transit onto Lyndale. Don't move anymore cars onto Lyndale
push button or automatic lights pedestrians can use to alert traffic to their presence.
No, I think that adding the pedestrian medians should adequately address those concerns. Moving transit will not impact my feeling of safety in crossing Lyndale.
How about a couple few spots where pedestrians can push a button and have flashing lights go off, in which case cars would have to yield to pedestrians?
No
Adding activated flashers such as exist on 35th and Pillsbury would be great.
Lyndale from Lake to 94 is a disaster and needs to be redone anyways. The north park of Lyndale should be like the shouth part of lyndale from lake to 54th. One lane is either direction with a middle turn lane.
Yes, do not increase bus traffic on Lyndale. Why would you do this? This makes absolutely no sense to me. It devalues homes, it negatively impacts parking, which is already in a state of racist assault.
Crossing Lyndale is terrifying even with crossing signals. Anything that might improve this would be appreciated
No.
Bumpouts near Lake St would also help with ped safety. Medians are a good idea too!
i like the idea of pedestrian medians
Every lyndale intersection is catastrophically dangerous. Whichever ones you make safer, this will make cars drive more aggressively at the other intersections. You can't do this piecemeal. Every single intersection needs a marked crosswalk!!
Push button activated pedestrian crossing lights
I support traffic calming, narrow lanes, and medians on Lyndale.

Narrow the road to one lane in either direction, and one bus lane.
Stop sign cameras. Nobody stops at stop signs on Bryant or Lyndale. I've seen many close calls with pedestrians at stop signs and cars not stopping.
Less/no parking near crosswalks. This obstructs the view of pedestrians by car traffic.
Heck, anything on Lyndale to make it safer, that currently is a disaster
Leading pedestrian intervals, lowered speed limits, and zoning Lyndale appropriately for its whole length will signify this is an urban corridor, not a suburban surface hellscape. That will help people drive more carefully and cross the street more comfortably
Pedestrian cross lights
Yes! I live on Garfield and have to cross Lyndale daily. It is so very dangerous. Speed limit should be brought down to 20 or 25. Any attempt at creating pedestrian safety needs to have large, physical barriers present. Simple pain or plastic bollards create an illusion of safety but do nothing to keep people safe. Let's make our streets prioritize people and families first! Let's not mess around and re-create a mini city street highway.
Slow cars down, remove car access, remove parking, add more bike space
Lyndale needs a road diet - take the four lanes and bring it down to three with pedestrian refuges. It's too busy of a street north of Lake Street for there to be any street without signalized crossings. If 25th and 27th don't get lights, they should be right-in/right-out ONLY. Pedestrian refuges are a must.
No
Lyndale should be 3 lanes not 4
Protected bike lanes on both sides of traffic. Reducing traffic lanes down to one. Reducing the speed limit to like 25. General traffic calming measures.
Bumpouts and other traffic calming measures to slow down vehicle traffic.
Lyndale feels like a death trap every time I have to cross it. This road desperately needs traffic calming. Also, I know traffic enforcement can be fraught, but I am supportive of speed cameras + red light cameras.
reduce speed of cars on Lyndale but shrinking the road, adding speed bumps and other traffic calming methods to remind drivers that pedestrians have the right of way at every intersection
NA
Additional traffic calming measures, speed bumps, etc.
As a driver and a pedestrian I appreciate walk signals and would appreciate those being added to as many spots as possible in the city broadly (similar to near Macalester College on Snelling Ave in Saint Paul).

Restriction of turns (especially left turns) and speed mitigation
It would be nice to see bumpouts at these intersections along with any other enhancements that shorten crossing distances.
Lyndale is horrible to get across by any travel method.
Tabletop crossings to decrease speed further.
Clear crosswalk signs and signals. Like at Girard and 31st. Most drivers won't stop at crosswalks, especially on a street like Lyndale, please make sure it is clear that pedestrians have priority.
Make a center bus-only lane with center bus stops/pedestrian islands.
The desired, and legally required behavior is that drivers yield to pedestrians crossing at all legal crosswalks. All intersections along Lyndale Ave contain two legal crosswalks. These crosswalks should use significant bump-outs to reduce crossing distance, and the city needs to build raised crosswalks that force drivers to slow down and encourage them to properly yield to pedestrians attempting to cross instead of recklessly blowing through every intersection.
No
4-3 conversion. Physical traffic calming throughout. Bumpouts, and medians that only allow bikes through (blocking left-hand turns).
Narrower lanes (or fewer lanes), shorter turn radii, leading pedestrian intervals, especially at major crossings like 46th
Remove 4 lane section to mirror Lyndale south of 31st
A road diet the entire length of Lyndale with a 4-3 conversion so that there's smaller crossing distances the whole length and is consistent on Lyndale.
4 to 3 conversion. Or closing it down and letting transit and commercial traffic only.
4-to-3 conversion all along Lyndale
slower speed limit, add flashing lights, make Lyndale a two-lane road with no parking and large bike lanes
I'm terrified of crossing Lyndale, so anything that could help improve it, I'm all for.
Have a turn signal at 50th for traffic traveling south Lyndale.
Lyndale should remain one lane the entire length of this project and the speed limit should be reduced to 25 mph. Thanks!
The project team should utilize all tools available to fully implement the City's and County's complete streets and climate action goals to prioritize people walking, bicycling and accessing transit on this corridor - which means installing traffic calming facilities and bike/ped safety and accessibility improvements

<p>The medians and turn restrictions look good. But I think there are some bus stops that should be removed for spacing reasons, especially as aBRT is being planned for this corridor. For example, it seems the stop at 37th St could be dropped, as there are stops at 36th and 38th, both of which have signals. Install the median for safer crossing, but the bus doesn't need to stop there. Consider eliminating the stops at either 34th or 35th as well, for better spacing between 33rd and 36th. You might as well think of this relocated route as "pre-aBRT" since you are already going to be making a big change in moving service from Bryant. Pull off the band-aid all at once and have the new service open on Lyndale as "BRT-ready". That will minimize the stop changes and disruptions when the full aBRT plan is implemented in a few years.</p>
<p>Make Lyndale a two lane street with a turn lane in the middle</p>
<p>No</p>
<p>Pedestrian medians are good.</p>
<p>Pedestrian safety should be prioritized over vehicle convenience at all intersections and stops.</p>
<p>Reduce the light cycle timing. It takes way too long to cross Lyndale and the long cycles create a barrier between neighborhoods. I should not have to stand in the cold/rain for 90 seconds to cross a street to access a business or bus stop in my neighborhood. Please reduce the light timing signal cycles dramatically to make crossing less of a barrier. Also, 32nd street should get a median.</p>
<p>Push button for flashing pedestrian lights, like on Minnehaha Parkway by the Lake Nokomis park building.</p>
<p>This is great! Bump-outs would also be appreciated. It would also be nice if the medians had flowers or other types of plantings.</p>
<p>That sounds great. Lyndale Ave S is too wide and fast. Through block crossings should be added at 32nd, 27th, and 25th. Lyndale should be converted to three-lanes for its whole length.</p>
<p>RRFB's or something similar. Cars NEVER yield to pedestrians on Lyndale.</p>
<p>Anything that can be done to improve pedestrian safety would be welcome. Recognizing that these improvements will necessarily make drivers slow down or feel deprioritized on this corridor, they are critical and I fully support whatever can be done.</p>
<p>Pedestrian bump outs and medians at non signal intersections.</p>
<p>No</p>
<p>no</p>
<p>No. My dentist is at Bryant and 46th and crossing there has never been an issue.</p>
<p>Arrows for turning onto Lyndale from 46th street</p>
<p>No, pedestrian medians are a great idea!</p>

Speed limit enforcement and/or signs with integrated speed displays.
Why wouldn't a median be added at 49th as this is a road Washburn and Justice Page kids use to cross? I also don't like the restricted access at 41st since a traffic signal is at 40th and would prefer the median be removed.
I support additional turn restrictions and medians to further increase the project's safety benefits. I also support installing intersection bulb outs to decrease crossing distances, more pavement marking (e.g. zebra marking), and RRFBs to be installed.
I think moving the number 4 bus permanently to Lyndale will make it very difficult to get down town on the bus. Crossing Lyndale will be very difficult and dangerous. Taking public transit is a challenge when it is convenient. One more inconvenience will lower ridership. I am also concerned for the 2040 plan. Where does that fit in to a transit system that shifts the bus line away from the new housing built on a transit line that no longer exists . Also if you take away the bus more people living on Bryant ave will need to or want to own a car. So taking away parking is a double whammy. Lyndale will not be safer because there will be more traffic on Lyndale due to all the constraints on Bryant.
I strongly oppose the introductions of medians which will eliminate left hand turn lanes on Lyndale. Those lanes are why traffic flows as smoothly as it does.
Medians are a great idea
No
Add fence
It's safe
No right on red at lights
no
The ped medians are a great addition.
More traffic lights at additional intersections. Also redesign entire street to undo the moronic redesign of a decade or so ago that over prioritizes car parking and forces drivers to swerve dangerously based on hard to see pavement paint.
No buses. Period. The last thing on earth Lyndale residents need is more congestion, noise and garbage. Removing mature trees? Adding concrete? Incorporating bus shelters in a residential part of Lyndale? Is Bryant the ONLY street that can have environmentally careful planning?
I think reducing left turns is terrible. I'm not sure having bikes AND buses on Lyndale will help pedestrian safety (or bike safety for that matter). Maybe keep Bryant as the preferred bike route. Again, without looking at the whole set of streets it's very difficult to answer these questions. One street at a time is very problematic.
Put up automated signs that report auto speeds. Some drivers go 50 mph on Lyndale.

<p>Lyndale is currently very challenging to cross as a pedestrian or cyclist. Slowing the speed on Lyndale and having spaces for cyclists and pedestrians to cross at every intersection will help make this bus route change safer and the neighborhood in general more people friendly.</p>
<p>It is not obvious to Lyndale drivers that there are school children who must cross Lyndale to attend Washburn and Page Middle. Please make it more apparent that these paths are used by kids and that drivers need to slow down and pay attention.</p>
<p>My children feel unsafe crossing Lyndale at 49th to get to school. Having some options to slow traffic and make it clearer that people cross there would be good.</p>
<p>Install signs that begin flashing when activated by pedestrian to alert motorists to a pedestrian waiting to cross</p>
<p>Better bus stops</p>
<p>Add more traffic signals</p>
<p>No right turns on red lights</p>
<p>No</p>
<p>The proposed one-way plan has a lot of driveways crossing the bike lane - is that cause for concern?</p>
<p>Why not keep the buses on Bryant; Move the bikeways to Aldrich or Colfax And, leave Lyndale as it is. Those folks worked very hard to get a street design. The street is pretty now and already has enough traffic on it!</p>
<p>No</p>
<p>I would recommend adding those pedestrian safety lights where the pedestrian can push a button and lights flash similar to those at 50th and France</p>
<p>Stops signs or RRFBs at intersections that have heavy pedestrian traffic</p>
<p>As mentioned above, I think the traffic medians for pedestrian safety are great, though I'm concerned about the medians' design. Please add green landscaping to these mew medians! We need as much green space as possible to offset emissions, improve the pedestrian experience, and help drivers appreciate the sense of place along busy Lyndale and slow down. Every green space, with permeable surfaces will also reduce runoff into storm Swedes and improve water quality. Thank you. I'm sure neighbors are will to help keep these spaces small median spaces beautiful too, if they are not filled with concrete.</p>
<p>Not sure how you would handle bus riders crossing Lyndale Ave. especially during rush hour. That street keeps getting busier and busier. You just reconfigured Lyndale a few years back. Why don't you just leave things alone for a change. Put the money somewhere else, like keeping the community safe.</p>
<p>Would it be feasible to have flashing warning lights available for use when a pedestrian needs to cross? They are in use near campus - 10th Ave and 5th Street is one intersection I can think of with a when-needed light</p>

I like the pedestrian medians.
Yes! I see so many close calls with kids at 49 Street and Lyndale crossing to run, bike, or walk to school.
I would like to see pedestrian medians at every intersection.
design looks good
No, but the pedestrian medians are a great idea.
This was my biggest concern, but I think I really like the plan of adding medians at these crossings (assuming they are actually wide enough to stand on not like the weird cones at 25th and 27th). I would like to see painted crosswalks too— I think drivers supposed to stop for you but no one knows that.
Do not move transit to Lyndale
While pedestrian safety is a concern, I live on Lyndale with my driveway on Lyndale, 4 houses north of 45th St. I find the pedestrian medians problematic and would like to find another solution. This would acutely affect our daily life in a negative way. Traffic is heavy on Lyndale, and cars are backed up from 46th street up to two blocks throughout the day. It is also congested because of the buses that are backed up from Stonebridge in the vehicle lanes, pushing cars back further. Frequently, we can't safely leave our driveway into the far lane because of heavy traffic in both directions and we rely on making left turns on 45th to drive around the block so that we don't have to back into 2-way traffic. 45th and Lyndale is not an appropriate location for a bus stop or pedestrian medians because there is already too much activity in this location from the 46th street lights and Stonebridge. For several years, the difficulty of getting out of our driveway has been getting worse, and this will only magnify the situation. We moved into this location because the last construction on Lyndale was meant to slow down and control traffic, and this new idea of adding more bus stops and eliminating turn lanes will lock up our street. More street markings or pedestrian lights would be appropriate. 46th street is only one block up, and that is where we cross. The streetlights could be changed to allow for pedestrian crossings only in all directions, before vehicle traffic, as they do in parts of Europe.
No.
This would be a good solution.
Will left turn lanes be accessible for passing buses blocking right lane when picking up passengers?
No, this would be great!
More lighting that specifically covers the sidewalk at the corners of the intersections where pedestrians wait to cross
I don't have any other suggestions other than stop lights.
No
I support the addition of medians

<p>Near side traffic signals would make pedestrian crossings safer by keeping vehicles out of the crosswalk. Painted crosswalks at every Lyndale intersection would also reinforce to drivers that pedestrians have right of way. Finally, as has long been advocated for, a 4:3 conversion would do wonders for calming traffic. Alternatively, moving Lyndale to the same design setup as Hennepin (dedicated bus lane + single car lane) would be great.</p>
<p>I really like the idea of pedestrian medians along Lyndale at any major intersection. I don't have other ideas besides that we continue to not force pedestrians to push a button in order to cross at any crossings along Lyndale. Prior to COVID-19 related changes if you missed pushing the button, or forgot to, you'd have to wait multiple light cycles (minutes, because it's crossing a busy street) just to travel across the street.</p>
<p>No</p>
<p>I really like this addition.</p>
<p>I would encourage driver to drive at 20 or 25 mph on Lyndale Ave. Have sign to slow down.</p>
<p>Do not put buses on Lyndale. Lyndale is already very busy with traffic and cars that go fast. Buses are going to significantly affect traffic and having pedestrians crossing Lyndale to get to bus stops is going to put pedestrians at too high of a risk. Pedestrians would be safer with transit on Bryant.</p>
<p>Keep buses on Bryant.</p>
<p>Please consider using flashing yield signs near pedestrian walkways, to alert/remind drivers that they should yield to pedestrians attempting to cross Lyndale</p>
<p>This project is not enhancing quality of life! It is poor use of tax payer dollars. Has the ongoing cost of maintaining mixed use bike lanes and pedestrian medians been factored into the project cost. This is explained as a change for 60 years. Please reflect the full cost for the project including the ongoing maintenance that did not exist prior.</p>
<p>No, I think pedestrian medians would solve for this issue.</p>
<p>Clearly mark intersections, even uncontrolled ones, with crosswalks.</p>
<p>I never feel comfortable crossing Lyndale Ave S. without a traffic signal and always walk to an intersection with a traffic signal to cross even if that is not the most direct route.</p>
<p>Look I think we all know that the main goal here is to make automobile usage undesirable here in the twin cities. I travel on Bryant quite a lot and quite honestly don't ever see all that many people walking or crossing to warrant any of the things you want to do.</p>
<p>you will kill people with this change. buses stopping an already over crowded Lyndale Avenue S traffic will have people speeding around stopped buses causing accidents.</p>
<p>Keep transit on Bryant Ave S! Problem solved.</p>

Crossing lyndale at 36th street is extremely dangerous to pedestrians right now. I have almost been hit three times in the past year where I had to run back to the curb to avoid serious injury. The drivers were completely unaware that I was crossing on the walk sign. We need to make this crossing safer
In addition to the medians, please consider bump-outs for pedestrians waiting to cross Lyndale.
Flashing lights at median on 49th that pedestrians can activate like at Washburn High School and 50th. Drop the speed limit to 25 mph on Lyndale.
I think medians will help substantially. It also helps that the street is already a 3 lane street which calms traffic more so than 4 lanes. I heavily supporting moving transit to Lyndale.
Keep transit on Bryant. Do not move transit to Lyndale, which is already a heavily trafficked street. That's why they moved transit to Bryant in the first place.
Not really.
these will help i'd think
Bumpouts, even low cost or temporary installations where there aren't medians.
No concerns

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

Responses:
I strongly support moving transit from Bryant to Lyndale I'd love a stretch of bike lane from 36th to Bryant because then i could access Bogarts Donuts with my kids. We don't bike there now because there's no protected bike way.
Have bike path crossings at intersections stay at consistent level, making crossings essentially speedbumps for motor vehicles, prioritizing cycling traffic over motor vehicles.
I think you have done a good job of trying to meet project goals and balance resident concerns.
Yes, explain in detail "generally" support. I don't believe that most people support your plans. The raw data seemed to show most people dont support taking lanes and parking from bryant to add bike lanes. Where is the link to the initial study about bryant avenue usage? Where is the data about how much support there is for moving bus transportation to lyndale? I think the outcome was predetermined by the powers that be and the process of seeking feedback is a ruse.
Thanks for your commitment to helping make Bryant safe and welcoming to pedestrians and cyclists!
we're in a climate emergency, and should be prioritizing everything that is not cars above cars.
Protected bike areas are the only thing that will reduce injury and death. Bike lanes are often neglected by drivers and they consider it just another part of the road

Use real, cement bollards and/or full separation from car traffic— NOT flexiposts.
I'd like to see more space for pedestrians and people that bike. If we're following complete streets why is car storage given such priority. Better light timing for people on bikes. Bryant is used by a lot of bikers 10 ft, 8 ft isn't enough space for people traveling by bike especially when it's really busy I say this as a user.
Good work. I am a daily biker on Bryant Ave, and these designs are much safer than the current design. One comment - you absolutely need to fix the signal timing at 35th/36th and lake/31st so that a cyclist can clear the pair without having to stop twice. So irritating today I often bypass those sections of Bryant.
I believe, strongly, that Bryant Ave should be re-surfaced with zero other changes as to width, parking, or bus service. And zero changes made to parallel adjoining streets like Lyndale.
Nope
Not at the moment. And again, thanks for your hard work!
There's a big problem with the feedback on these specific streets: there isn't a systemic look at what might work best in the area. Hennepin Ave., Bryant, and Lyndale have all had separate surveys soliciting input, when what happens on one is interconnected to the others. The city has priorities but doesn't follow them because people don't have the imagination to really rethink how people traverse Minneapolis. They want to do what they've always done and take up the space they are currently occupying, even when that's not best for the overall picture. We have suburbs if people what to go everywhere in cars. Let's build a Minneapolis on human scale rather than for gigantic SUVs. I'm a disabled middle-aged woman who has trouble walking, and motor vehicle entitlement really limits where I can go. Preserving more parking preserves that status of putting vehicles before people.
A two way street will better serve businesses and pushing more traffic into neighboring streets is a bad idea. Traffic on Dupont, especially, already goes too fast, and many drivers ignore stop signs. Keep Bryant a 2 way!!!
Make sure Bryant is safe for bikes !
Consider the use of a "one-way roundabout" similar to this: http://www.placemakers.com/2009/12/17/learning-from-leon/ Take advantage of low-traffic intersections and better design to keep cyclists from having to stop as often, and provide potentially more public space for pedestrians at critical corners.
Thanks for considering the feedback received.
Yay! I watch bikes try to share the road with cars on Bryant Ave every day from my front porch. I'll be glad when bikes can travel safely and also stay out of the sidewalks designated for pedestrians. Right now it's dangerous for everyone except people in cars.
The vast majority of users of Bryant and Lyndale are drivers in cars. Your plans will spend a lot of money to make things worse for the majority of users. You are ok with that? Bryant would be better off just being repaved.
Really like it. The 26' one way with two parking lanes should be the standard not the 30' that is currently in the street design guide.

<p>This process has been deeply troubling. Representatives of all stakeholders should be in a meeting together. The responses given to community members have often been condescending and dismissive. The people who live here should be the primary stakeholders.</p>
<p>Please paint all crosswalks along Bryant Ave s. All crossings (on both sides of Bryant) should be tabled for safe pedestrian crossing. The bike path should be no narrower than 12' throughout the entire corridor. I'm concerned with putting all the cyclists on one sidepath, it could get congested. Along the path, please have the markings stay continuous. Do not align the color of the path where it intersects with drive ways. The trail should remain the same color and design throughout the corridor to clearly communicate people on the trail have priority.</p>
<p>- The posted, and the design speed limit should be 20 mph. - Please make it so that all non-snow-emergency crossings are continuous sidewalks/tabled. - Please make it so that all driveway crossings are smooth and designed to imply drivers are entering a bike/ped priority space. Not the other way around. - I'd like to see some diverters so that Bryant isn't used by drivers commuting out of Downtown. - Please install marked crosswalks at all schools, parks, and retail nodes. - I am very excited about the 36th St bikeway being connected to Bryant in a protected way. (This missing stretch is what prevents me from biking to Bogarts' Donuts with my kids.) - I strongly support moving transit from Bryant to Lyndale.</p>
<p>I really like the one way design. I think that Bryant should definitely have a 2 way bike path that is completely separate from traffic and pedestrians. I think the city should ensure that it is easy to turn out of the bike path, for example when you are making a left from the very far right side of the road and having to cross traffic going straight. I also hope that there are plans to extend the bike path north of lake street all the way to Franklin</p>
<p>Thank you</p>
<p>Start thinking about unintended consequences of each action. Adding bike lanes to busy city streets is just dumb. Adding bike lanes that are different street by street doesn't make me as a cyclist safer. Designing streets like 31st near Nicollet where you have to swerve back and forth with changing turn only lanes doesn't make anyone safer. Taking car lanes away or parking away displaces cars to other streets more residential in nature.</p>
<p>It is very short sighted to design this section of Bryant with just one mode of transportation in mind. There will need to be a stop sign at every single street crossing for bicyclists' safety. Sounds like a commuter's nightmare & not a very fun bike ride for anyone else, either.</p>
<p>I left emails and phone messages for the 2 people in charge of this project. Neither of them ever responded. Not impressed with their follow up. Also very disappointed that Bryant from Lake to Franklin gets absolutely nothing from this project. This is what needs fixing not what they're doing. City priorities are backwards.</p>
<p>Lyndale is already too busy because of the one lane design. With more mass transit and more cars, it will be a complete disaster.</p>

<p>This is a poorly conceived plan. Keep Bryant Avenue as a transit corridor to eventually add BRT. Why are you prioritizing bike lanes on this street when by your own admission there are MAYBE 150 bikers a day, meanwhile 2900 use transit and 2000 cars? What is the obsession with bike lanes? I live on Garfield Avenue and there are many happy bikers that use it as a means to travel N-S. I have ridden my bicycle many times from 46th Street to Lake Street WITHOUT STOPPING and I am sure many people do the same thing on Aldrich, Colfax, and Dupont Avenues. You are prioritizing the wrong mode - rich white men that want to ride their bikes on Bryant at the expense of apartment dwellers, small business owners, etc. If speeding is an issue on Bryant why not set up an occasional "speed trap", hand out a few speeding tickets, and see what happens. We need to do more than put a few "20 is Plenty" signs in our front yards. Spending millions of \$\$ in an effort to control driving habits is ridiculous. I also cannot believe that the City of Minneapolis would even put the number \$1.6 MILLION on a public document as a serious proposal to build a bike lane on an adjacent street. That is simply immoral. Please rebuild Bryant, add beautifying elements that residents deserve, and forget everything else. We do not live in Portland or Amsterdam, biking is never going to be a serious alternative commuting mode here. And even in Amsterdam they do not have separate bike lanes with ugly white pickets that get mowed down by distracted drivers.</p>
<p>These plans will make Bryant significantly worse, just like Hennepin has been destroyed for businesses and cars. We don't need a better bike lane there. Leave it alone, already!</p>
<p>No</p>
<p>Think 2 way with shared bicycle path. In several of the reconstructions around the city with more accommodations for bicyclists, they are rarely used and really slow down traffic to a ridiculous level. On 28th st, used to take 10 minutes to get to work at peak times. Now 30 minutes. How does that benefit drivers except to create road rage. Along 36th which I travel frequently, rarely see a bicyclist. Holds true on many streets that have separate designated bike paths. think the city has gone overboard by accommodating bicyclists that don't use the bike paths and frustrating drivers with longer trips. Please take this into account when redesigning. Also not very many bicyclist use Bryant Ave, though more than other streets. Shared path should work just fine.</p>
<p>I think the one-way design is the best option. I do think though that there is no reason to ever have both sides street parking if this is a one way street. Bryant is supposed to be bike friendly. Giving some space back to the bike community by getting rid of parking would be a huge net positive for non-car mode share.</p>
<p>Reduce the cartway as much as possible and make the cycletrack as wide as possible! Let's make this a bicycle highway!</p>
<p>There is already heavy traffic on Lyndale. Cars can back up 2-3 blocks. Further traffic will degrade Lyndale.</p>
<p>They often claim that the changes made are for everyone. So not true. Bicycles seem to take the priority. Parking and cars are the minority. Handicap accessibility is becoming non-existent in this city. It is not feasible to have just a walking and biking city. Please, for once, plan accordingly. Why would you increase traffic on Lyndale? Makes no sense.</p>
<p>Omg. This is such a waste of money. Defund the police. Concentrate on improving air quality in north minneapolis. Fix the school redistricting plan. What a waste of time.</p>
<p>I feel that we need better access to our home, on street parking, access for handicap people. Walking a block to get to our homes does not seem practical.</p>

<p>The bike path is too narrow at 8-10 feet. It needs to be 10-12' or wider so people can comfortable use it. Bryant already had a lot of bike traffic, and it will get even more. The car lanes are too wide. They should be 10 feet, including the width of the gutter pan. The speed limit should be 20 mph. There should be no traffic signals on Bryant except on Lake. These signals slow down people biking and walking too much. Safety can be achieved with other traffic calming.</p>
<p>Please keep us abreast of progress in consistent, clear reports. That's what kept us sane during the Lyndale Redo ~2008. Thanks for asking for input! Good luck on the project.</p>
<p>My main concern is changing Bryant to a one-way. I use this road several times a week and do NOT see changing it to a one-way as a good option. I urge you to remove that as an option. It is only going to make traffic on Aldrich and Colfax/Dupont increase. I prefer Bryant to Lyndale because there are stop signs and not stop lights.</p>
<p>I live on Aldrich Ave S between 49th and 50th (currently a one-way street) and many vehicles fly down our street to avoid the 50th & Lyndale intersection and lights. Many on our street would like to see a speed bump installed to slow these cars that are doing this. Lots of kids live on this street and it is becoming increasingly dangerous. Thanks.</p>
<p>I'm pleased to see the separated bikeway in the current design. Retaining on-street parking on Bryant or Lyndale (particularly south of about 34th) should not be prioritized. I'm very excited about having transit along Lyndale, especially if it connects to the node at 53rd. Let's do nice transit shelters and BRT!!</p>
<p>The one-way proposal will shift traffic to parallel side streets. Aldrich & Colfax are ill-suited for additional traffic volume. This will decrease pedestrian safety on Aldrich & Colfax. Furthermore, the converging one-way design contributes nothing except to force more traffic to parallel streets. My personal usage of Bryant will decrease ~90% (current Colfax resident) with this design.</p>
<p>Please reconsider the amount of traffic disruptions on Lyndale Ave S. In-lane bus stop, crosswalks, traffic signals... I worry drivers will become frustrated and will ultimately make poor and reckless driving decisions. Is it possible to consolidate bus stops to more major intersections--like 50th and 46th, and remove the stop at 48th to help keep traffic going.</p>
<p>No</p>
<p>I encourage maximizing greening of the corridor and squeezing as much stormwater management as possible. Also, I'd like to see the city initiate a campaign to educate bicyclists on how to ride safely and lawfully around other modes (esp peds).</p>
<p>keep costs down! Need to have Lyndale property owners pay for their own changes on Lyndale. I object to paying for theirs.</p>
<p>In your project planning and execution, please remember the people who live on or adjacent to Bryant, and not just the people passing through with vehicles. Thank you.</p>
<p>No.</p>
<p>We need parking. Keep the bike lanes smaller. Bikers aren't using them anyway. Bikers on lyndale a lot, keep them on a bike boulevard.</p>

Please keep bikes on the street and continue the Bike Boulevard concept, and please keep the busses on Bryant.
Moving buses to Lyndale will be a disaster. The traffic on Lyndale is already terrible.
Cyclists and walkers could be safely accommodated on Aldrich, Colfax or Dupont. The current plans don't seem to account for the significant impacts on Lyndale & the people who live there and use it.
I believe moving public transit to Lyndale is a mistake. This road is already very slow moving. Adding buses will slow it even further, which will likely decrease ridership. Keeping public transit on Bryant is consistent with making Bryant a bike and pedestrian corridor, since many people make trips with a combination of biking, walking, and busing.
Please review all pedestrian medians for impacts to private driveway use. Some placements of pedestrian medians may limit private residence's use of their driveways. Are there design modifications that can be made to the pedestrian medians can be shortened or driven over where adjacent to existing driveways?
I slightly favor the one-way concept because it allows for more on-street parking and separates the sidewalk from the bikeway along my block. However, my biggest desire with the whole project is to reduce vehicle speeds on Bryant. I am still a bit concerned that a one-way will encourage faster travel speed, so appreciate anything that can be done to help mitigate that!
This plan is going to make traffic worse. If those in the municipal government really think that the number of cyclists, pedestrians, & public transit users is going to grow rapidly increase in the near future, & that car usage will go down, they are wrong. I think future projects will need to better balance the two sides. I have lived on Lyndale, & traffic already sucks when I drive to work. I have also used Bryant for biking to school, & it worked quite well for me, other than a few potholes.
Lyndale Ave. has seen an immense amount of traffic increase, it is a major thorough fair. I am not sure how this project will affect that traffic.
I strongly urge the team to stand tall against the "parking for all mentality" which results in the one-way street. Instead I encourage the following: 1. Squeeze in more green space block by block, especially on low parking blocks. 2. Right-size parking to accommodate realistic parking needs around business nodes and high density/no dedicated parking blocks. 6 spots on a block with all houses having garages or parking pads seems fair (47-49th). "I need enough parking for when I hold a barbecue" seems unjustified. 3. Consider more severe traffic calming chicanes, closer to 90 degree shifts, to squeeze in more green space. Thank you for all your work and cordiality on this project.
Great to see a protected bikeway on Bryant!
Get your woke heads out of your ass and see that your miss placed priorities will end up displacing many residents who will flee the area for the suburbs. This is extremely poor policy based on narrow constituencies of need.
Overall, as a new homeowner I am truly curious how much of this has been communicated over the year to owners. Much of the block where I am located is duplexes and many of the owners do not homestead. I am now an owner and a homestead owner and I am very concerned not only for the affects of parking for myself and residents but also on how to pay for all of this. It just adds a layer to all of this and if i didnt live in the property I probably would not have known

<p>about these changes. Were owners properly notified through the city? I moved to the city and the area because I know it is up and coming but this is a huge shock to have to deal with as a new property owner.</p>
<p>This feels like a weird thing to say, but it's sincere: I really appreciate how the one-way proposal addresses concerns that I don't care about. I mostly bike and walk on this corridor, so I'd happily ignore everyone's requests for parking, but I think this plan does a great job of bringing parking back, reasonably accommodating car traffic, and still making the street much safer and more pleasant for other modes. Nice job, I hope it wins.</p>
<p>I feel like this project was designed by people who don't live right in the heart of lyn/lake. The plan make sense some blocks south or some blocks north, but the area at the intersection of Bryant and Lake will turn into a hellscape of paid parking and failing businesses</p>
<p>This plan is really disappointing and nonsensical.</p>
<p>Yes! I am a civil engineer/planner and appreciate the thought and updates to the proposal based on feedback. My biggest suggestion would be to reduce the one-way lane width to 10' at all points, not just where there is two-sided traffic. With a focus on pedestrian safety, one of the greatest benefits is making drivers pay attention by making them less comfortable on the road. Narrower road widths help to slow down drivers by making them feel less at-ease. If 10' widths will be used with two-sided parking, I see no reason to keep 12' widths in other areas, especially as drivers would already feel safer to go faster when they don't have parking on both sides. That enclosed feeling will give drivers pause, which is a good thing. My other comment is that I think the one-way alternative is definitely a better choice overall. With sustainability in mind, having separated pedestrian and bike facilities is a huge plus, as well as boulevard space for planting trees, which Bryant currently and quite noticeably does not have. Although there would be some traffic implications, drivers also adjust to their surroundings, and there are folks who would choose to take transit, bike, or walk instead of changing their route. A little bit at a time helps us reduce our car dependency and become a role model for other cities across the US. Thanks so much for taking the time to read this and for your dedication to Bryant Ave S and the City of Minneapolis! :)</p>
<p>i'm in general not opposed to many of the idea on bryant, adding green space, reducing parking etc to achieve those. we already have a lot of people that park in aldrich and 43rd that are going to the business on the corner and really don't mind as it's mostly just during business hours. I'm mostly concerned about increased traffic and angry drivers trying to rush through the more residential streets that are not designed for that and are filled with kids. There are 6 kids alone that live on the corner of 43th and aldrich with one more on the way. plus 40 kids total just on the 43th block of aldrich. Traffic volume is not going to go down over the years, so I think doing what we can to keep the volume on the roads intended to handle it is the best solution. bikers can be safer on those less busy residential streets (think upton south of 50th). I used to bike that way all the time and it never felt unsafe, so I think a similar idea could apply here, where I agree biking on bryant the way it is now is definitely not safe for families</p>
<p>Every time you add a bike lane it sends cars searching for a shortcut into the neighborhoods. The number of bike lanes is making the city markedly less safe for pedestrians— every bike lane at this point should come with additional stop signs on parallel streets because people are road raging through the neighborhoods trying to get away from traffic.</p>
<p>N/A</p>

<p>Ignore the haters. Build a pleasant street for everyone and those people will forget their knee-jerk reactions. We'll love it.</p>
<p>I think moving transit to Lyndale is a great option to get people closer to the businesses on Lyndale. Would like to see how this will not impact flow of traffic on Lyndale as a thorough fare</p>
<p>12' minimum width for bike lanes!! Nobody will remember cry-baby cars in 20 years after residents experience an actually liveable city. Everyone will remember the planners/engineers when this is revisited 20 years from now for failing to plan for a future without/with less cars.</p>
<p>I work on Bryant and use it for my daily commute by bicycle. Make it a boulevard. Make it beautiful. Plant trees. Go all out and do it right and everyone will benefit. Even if people get mad, they'll forget it was ever different really quick and appreciate the increase in home value, increase in safety, and increase in beauty. Please don't skimp out because people are worried about parking.</p>
<p>I was disappointed to see the proposed bike lane is only 8' instead of the previously recommended 12'. Having a wider lane would more comfortably allow for bikes to travel off-street. Added bonus: those who have cargo bikes/tow using their bikes can do so on the bike lane without obstructing flow.</p>
<p>This is awesome, it always confused me how much we were cramming in there as it's implemented today. Most streets (at least in the wedge) can't even handle 2 way without finding a place to pull over and let oncoming traffic through.</p>
<p>Please learn to balance out the vocal minority with the majority. Every local group will always have a stake in maintaining a status quo and subsidized parking. STOP focusing on subsidizing parking. Be able to move beyond that.</p>
<p>Follow the City's adopted TAP and 2040 and climate action plan policies. Do not allow a small number of people who are most comfortable with the status quo to derail what is one of our few opportunities to make an excellent street.</p>
<p>Bike lanes need to be minimum 10 ft, if not 12 to give bikers a safe distance. I'm worried taking public transportation off Bryant, a street I bike frequently, will increase vehicle traffic, attracting a faster thru-put in place of Lyndale. There must be a conscious effort to keep traffic slow, especially with all the parks and schools along Bryant.</p>
<p>Bike lanes are not needed on every street. Bikes could go over one block and have safer rides.</p>
<p>Stop worrying about parking! A handful of businesses shouldn't dictate the design. Just remove as much parking as you need to and ignore them.</p>
<p>Make the bike lanes as BIG as possible!</p>
<p>Make Lyndale and Bryant streets worth walking/biking/busing along. PLEASE!</p>
<p>Please listen to the concerns of local businesses. There can be an appropriate compromise to allow Bryant to be a two-way street but also preserve parking near businesses.</p>

<p>Don't do any of that weird "both directions of bike lane are on one side of the street." It's incredibly confusing for inexperienced cyclists to use compared to just, protected bike lanes in corresponding directions on both sides of the street.</p>
<p>I do not think maintaining parking needs to be a priority. Additionally, the bike lanes should be wider to be able to fully accommodate all riders, including families with children.</p>
<p>Please reduce car use as much as possible in these corridors to make it safer for everyone travelling. Safety is far more important than convenience.</p>
<p>Wider bike lanes please!</p>
<p>Safe movement of non-vehicles should be a priority.</p>
<p>Please prioritize bike and pedestrian space over parking. If people can arrive at the stores in a safe way, parking won't be needed. I know that's scary to some, but cars already take up too much space in this city.</p>
<p>I understand the desire for street parking at business nodes, but as someone who lives on this street, I enjoy being able to frequent these businesses without a car safely. I worry that accommodating parking at these places will discourage nearby residents from patronizing businesses on Bryant.</p>
<p>No</p>
<p>Widen the bike path to 12' minimum even if it means less parking on Bryant. Bryant is billed as a "bike boulevard so the design should reflect that priority over cars/car storage.</p>
<p>Don't prioritize car storage. there is plenty of parking on Bryant, and how is it fair to make busses, cyclists, and pedestrians have to walk 2 blocks rather than having to make car users walk 2 blocks to their parking??</p>
<p>Please do better than Public works has do in the past. Climate breakdown requires urgent, bold action to be taken by city leaders and staff, so so far that isn't happening. Cars are coffins, drivers are deadly. City planners need to greatly tip the scales in favor of safe, sustainable transportation in order to induce a mode-shift away from cars.</p>
<p>The bike facility is not wide enough.</p>
<p>I have an 18-month-old and I'm really excited to think about the fact that we might have a safe two-way north-south bike facility to bike on when he gets old enough to start riding. To me this is a small price to pay for reducing space for cars and parking. There are plenty of available alternatives for people who want to drive and park... that isn't the case for bicycling. Also, even though shifting transit to Lyndale could result in a longer walk for some folks, I'm looking forward to having the Route 4 two blocks closer to me, since I live east of Lyndale.</p>
<p>We have to adhere to our bike, transit and climate goals even when it's difficult against homeowners and drivers. Designs that sacrifice to maintain parking are not really an option if we are meeting those goals.</p>

<p>Can we just make the default being supporting the climate emergency actions we need, transportation action plan and complete streets? This is like asking avid fast food eaters if they want to eat healthier instead of tastier. People are going for the burger and shake because it's habit and change is hard.</p>
<p>Please prioritize literally everyone aside from private passenger vehicles. For decades we have designed our cities to increase vehicle throughput at the expense of everyone else. How many more pedestrians need to be killed by cars before we commit to designing safer streets?</p>
<p>na</p>
<p>Across the board, I wish the bike lanes would be wider and not shared with walkers. This would make it easier for me to ride with my young children. We do not need 2-sided parking anywhere on Bryant. I live on Colfax and bike on Bryant regularly and there is virtually no time where parking is being used on both sides of the street. This frees up more space for safe walking and riding.</p>
<p>No thank you.</p>
<p>12 feet should be the minimum for two-way bike lanes to make Bryant a truly functional bike connection</p>
<p>The 2900 block of Bryant should really be added to the scope of this project. To build 2 miles of bikeway and not have it seamlessly connect to the Greenway is just silly, and emblematic of what frustrates people about government. I'm a planner myself, and certainly understand project scope and funding constraints, but this should have been planned from the very beginning to include a seamless connection to the Greenway.</p>
<p>Out of transit, car traffic, pedestrians, and bikes, bikes should be the lowest priority in terms of space allocated. Most people don't bike daily and even less people bike during the winter (6 months of the year in MN). If it does come to sacrificing more utilized modes of transport on behalf of the vocal minority of bikers, it would be great to reclaim some of the space in the wintertime when those bike paths will be almost completely empty. If you look at the protected bike lane on 36th between Bde Maka Ska and Kings highway in the wintertime, no one is using it to bike and the snow that builds up along the posts squeezes the car traffic even tighter together. You can live with that on such a short stretch of road, but I wouldn't want to see the city spend so much money to completely rebuild Bryant just to make it a worse street in the wintertime. Which, again, is most of the year here. Thanks</p>
<p>Yes, please increase the space utilized for the two-way bike path. 12 feet should be the MINIMUM for such a two-way bath. Let's truly make the focus about bikes (their convenience and safety), not cars, on this "bike boulevard".</p>
<p>As a person who travels primarily by bike & transit and uses Bryant as my primary north/south route, I strongly prefer the one-way option that has parking only on one side (the opposite side from the bike path). Two-way off-street bike paths can create unsafe situations at intersections, where car drivers are not looking for people moving at bike speed, especially not in the direction that would be "against traffic". Putting parked cars between car drivers and bicyclists creates a sight barrier that increases the risk of a driver crashing into a bicyclist that seemed to come "from out of nowhere". Also, I wonder if any consideration was given to an option with in-street, protected bike facilities (one direction on each side of the street) that would allow bicyclists to behave in ways that drivers see as more predictable, especially when making turns off of Bryant.</p>

Consider adding roundabouts in place of stop sign intersections.
Two way bike lanes should be at least 12 feet wide for the safety of all street users
Very excited to see Bryant actually become more bike friendly instead of just having the bikers painted on the pavement
I bike on Bryant nearly everyday and it feels really dangerous. Cars and parking are prioritized on nearly every other street. Please don't let a few whiny boomers water down a great project.
There does not need to be parking on both sides for the one-way design. Even in both one-way designs the bikeway is not an all-ages bikeway. It should be at least 12 feet wide to allow for two-way traffic. If the bikeway isn't wide enough, it'll result in bikers still using the street. In order to make it truly functional the bikeway needs to allow for side-by-side riding, passing, and comfortable use for both directions. Parking should be limited to one side and the boulevards should be narrower to ensure at least a 12 foot bike lane. Needless to say, 8 feet is sub par, that would be a good width for a one-way bike lane, not two-way.
Stop responding to a vocal minority concerned about parking. Are we going to follow through on our policy goals and concerns around climate change or not? Propose what the best solution is based on adopted policies in Minneapolis 2040 and the TAP and force elected officials to make the case against it. Stop making it easy for them to hide the ball - they need to publicly own their inability to act on climate change. If you move forward with the one-way proposal, you need to include traffic calming measures on adjacent streets as part of the project, whether it's neck downs mid block or speed bumps/tables. People already don't abide by the 20mph speed limit, it will get worse if people are forced to circle an entire block to get to their destination.
Transit on Lyndale makes sense, and the one-way design on Bryant is great. Excellent work -- looking forward to seeing these upgrades realized in our community!
Shared walking and biking paths are a terrible compromise for both pedestrians and bicyclists. Please stop suggesting this in street plans. As a bicyclist I'd rather bike with cars than next to people, cars generally pay more attention. As a mother with young kids it's very nerve wracking to walk in a shared bikeway without feeling like you have to hold on tight to all the kids at once in case they move unexpectedly in front of fast bike traffic.
Excited to see this project
As a resident of Aldrich Ave, with restaurants nearby, traffic and parking will increase on our street. And if buses are on Lyndale, traffic will be much slower and people will bypass Lyndale and Bryant , especially if Bryant is a one way, and use the side streets, like Aldrich. How will you help the residents on Aldrich?
Nope. Please just don't underestimate bike/pedestrian conflicts caused by directly adjacent same-level bike/ped paths. I'm not sure why this issue is never taken seriously, but as a daily cyclist and pedestrian, I feel very uncomfortable in these shared spaces, and would not use them. Realistically, I would walk on the other side of the street, and bike in the road.
If parking is only going to be available on one side of Bryant in the residential areas, safe crossings need to be provided for the pedestrians/residents living on the other side of the street.

<p>the goals can be satisfied with the 2 way option. It hard to to justify turning 10 blocks into a 1 way, for 3 smaller business nodes that don't require a lot of parking, and to “compliment”, one, block side street 50th and 49th. 10 ft. drive lane is tight for emergency vehicles and transit (if planned). Especially in the winter with snow banks lessening the width of the paved surface. Multi-use path not ideal for pedestrians, but preferred over an on street facility. Bike speeds on multi-use path will be minimal with the amount of intersections to navigate, versus with the current on- road facility. Faster bicyclists typically prefer the street. Does the city maintain the green infrastructure? Turning a street like Bryant with a 55 ft. nearly entirely paved R.O.W. into a 1- lane one way is extreme. Is there a precedent in Minneapolis you can use as an example that back up your concepts? 40th to lake – Why install a 1’ grass boulevard between the bikeway and sidewalk? Just pave it.</p>
<p>Thanks for the hard work! Really excited to see some green space returned to Bryant Ave.</p>
<p>Please consider deleting the proposed bus stops at 34th St and 36th St, and/or rebalancing bus stops on Lyndale in general with regular, quarter-mile spacing between stops, to increase transit speed and reliability on Lyndale.</p>
<p>My biggest concern with this project is the moving of the number 4 bus. There is a 60 plus years of momentum of housing and businesses built up on Bryant Ave based on the presence of a convenient bus line. This change will change the character of this street in ways you can not predict. Without a bus on Bryant Ave parking will need to increase not decrease. I am also very concerned that Lyndale will not be a safe place for pedestrians to catch a bus.</p>
<p>It took many years to get community support for a great working solution on Lyndale. Transit belongs on a two-way street on Bryant Ave. where the density exists. Move the bike lane to an alternate location and reduce the chicanes to allow for greater parking at the business nodes and where multiplexes are located to minimize the loss of on street parking. I live on Colfax and have no interest in having additional traffic on my residential street for safety reasons.</p>
<p>I know parking advocates can be noisy, but parking along Bryant just is not a problem and having less parking is not going to be a big problem for almost anyone.</p>
<p>I wish you would use the whole public right-of-way, not just the effective ROW, to widen the trail and boulevard space. Encroachments are still on public property and we should therefore treat it as such. Also the one-way design is a very good design! Please please PLEASE don't bend to the whim of people complaining about parking. This is Minneapolis in 2021 and we are hopefully past that reductive NIMBYism. They're just the loudest voices - so know there are LOTS of us out here who support this plan too.</p>
<p>You’ve allowed so much commercial MDUs zoning rather than single family housing over the decades, which added to the population/traffic increase - but now proposing to removal of car traffic/parking and making it a one way? YIKES!</p>
<p>No</p>
<p>Nice graphics and presentation of the data. Both proposals will be a huge improvement. Thanks for the hard work!</p>
<p>I'd be curious to hear how this plan for Bryant jives with the Minneapolis 2040 plan. At face value they seem out of step. Are zoning areas going to be revised to reflect the envisioned changes to bryant?</p>

<p>I don't have strong opinions about making the street two-way or one-way for car travel, but I'm disappointed to see so many parking spaces in the one-way design. We are in the middle of a climate crisis, and private car ownership should be disincentivized where ever possible. So much of this plan moves us forward as a city to preparing for the devastation of climate change by improving access to walking, biking, and using the bus, but the large amount of car parking sticks out as a step in the wrong direction.</p>
<p>There is a need to eliminate parking and decrease automobile use on Lyndale and everywhere to meet climate change objectives. Current proposals are woefully inadequate...they need to reduce car traffic by double digits within 2-3 years. Please take climate change seriously...this project currently does not take it seriously enough.</p>
<p>Traffic is already very heavy on Lyndale, with lines of cars for over 2 blocks on a typical Weekend afternoon. Won't this proposal exacerbate that problem?</p>
<p>Land use patterns and street design on Lyndale are not supportive of transit service.</p>
<p>I understand the challenges of improving Bryant, and I also understand why it's important to treat storm water, make it greener, keep it safe, upgrade the road bed. But all of us on Lyndale are being asked to make BIG changes to our daily life and when it gets brought up at meetings, the response from the traffic planners is, "we don't think it will be that big of a deal " what's in it for us? There is NO corresponding carrot for those of us who live on Lyndale. It seems to me we are all being asked to alter our daily quality of life for bicyclists who will only be REALLY riding the trails during good weather. Surely there can be a way to give Minneapolis bikers a pleasant, all-user path without compromising quality of life on Lyndale.</p>
<p>It's a travesty that you reduced Lyndale to a one lane on each side boulevard and now want to add bus traffic. I actually agree that buses make sense on Lyndale, but not now. It will be very unsafe with the reduced width and boulevard elements you added. Now you have limited choices for Bryant as well. And please stop combining bike routes with bus routes. It's extremely unsafe. Many people have recumbant bikes now and the buses just can't see them. I also think you really need to pay a LOT of attention to the parking and traffic needs of the school and Walker residence. Having been a frequent visitor to Walker for a decade, I most often had to take the car. The parking lot was usually full. I needed to take my parents to any number of specialist doctor appointments all over the cities. My mother had Parkinson's and my dad had Alzheimers. Neither could walk very far. Neither could safely take the bus, even if I was with them because of balance challenges, etc.. If you reduce street parking near Walker, a lot of people will really be hosed -- and public transit is not a viable option/solution for their transportation needs, and don't comfort yourself that Metro Mobility will solve the problem or Walker's one van, because you have to sign up for Metro Mobility at least 6 weeks in advance and they are often full and Walker's one van usually just goes to the grocery store or outings. It does not offer transportation for appointments. And seniors have many.</p>
<p>As someone who lives on Lyndale Avenue, I'm not excited about options that increase the traffic on Lyndale. The 35W reconstruction has already significantly increased traffic on Lyndale.</p>
<p>Proposed widths for bicycle paths are insufficient. International standards call for a minimum of of 6.5 feet for a one-way bicycle track. The current one-way design has a width of 8 feet for a two-way bicycle track. This does not allow bicycles to travel alongside one another or pass easily.</p>

<p>Bryant currently is such a huge connection point for cyclists and pedestrians moving throughout the cities. I look forward to seeing the ways Bryant is further improved to benefit cyclists and the community with these changes.</p>
<p>I am curious to know who will select trees and plants for the new boulevards. We have a food garden in our front yard which relies on sunlight from the west. It would be a shame to lose it due to large shade trees planted by the city.</p>
<p>Consider one way from lake to 36th then transition to 2 way the rest of the route</p>
<p>As a cyclist commuter, the one way design makes me feel more safe biking on Bryant esp with the Greenway connection</p>
<p>I like the one-way design. I'm really excited about the added green space.</p>
<p>I like separating buses and pedestrians, and I agree that there was too much expected of Bryant in this regard. What about protected bike lane on Aldrich instead, and leave buses on Bryant?</p>
<p>I live between 49th and 50th on Bryant. I love the idea of a one way. Right now the high speeds that many cars take on Bryant feel dangerous. I am hoping that a one way would make the street quieter and safer.</p>
<p><3</p>
<p>1) The bikeway next to the sidewalk does not meet my level of feeling safe. (Pedestrian safety being #1 on your goals list). 2) Is the 1 way versus the 2 way options just proposed in this 3rd go around our only choices? 3) If Bryant becomes a one way street I am not in favor of Bryant going N for 4 blocks from 50th to 46th. Let the street run south from Lake Street to 50th. 4) I feel like you guys can promote whatever you want for Bryant Avenue. You're not going to have to live on Bryant with the results once the reconstruction project is completed. 5) You have failed to tell us what the next steps are. Are you going to pick the design of your choice and present it for a vote to the City Council and Transportation Dept.?</p>
<p>I am so happy about the proposed one-way on Bryant from 50th to 46th. This is BY FAR The best possible solution. Please keep and us this model.</p>
<p>I am so pleased you are considering a one-way option for Bryant. I love the trees bordering both side of the road and the extra parking that will be available for businesses at 50th. It is going to be beautiful.</p>
<p>Thank you for prioritizing bike and pedestrian safety! Those are the two most important factors in my opinion.</p>
<p>Thank you for the process.</p>
<p>Appreciate that you did pivot after resident feedback - the initial plan was horrible and you did address concerns</p>
<p>Great job. We really like the one way.</p>
<p>I think green infrastructure is most important for our cities water. We can make parking work like other big cities. Not every city has beautiful lakes. We should prioritize our water!</p>
<p>Please eliminate the parking spot in front of 4011 Bryant. Thanks for your consideration and hard work on this project.</p>

<p>we have lived at 4930 Bryant for 30 years and are very impressed with the careful thought you appear have to put to this project. We love the one-way design and will be fine with the changes to our routine. thank you for planning for the future!</p>
<p>Thank you so much for asking for our input and considering our needs! We appreciate the work you are doing.</p>
<p>If we actually were to get BRT that would be sweet, but since we probably won't anytime soon, I am really concerned about busses getting slower being on Lyndale with more lights and traffic. I ride the bus from 48th into uptown/Lowry Hill now (maybe 1x-2x/mo pre COVID), but I probably won't anymore if it takes much longer than today. Has this been studied how it will affect time on the bus?</p>
<p>Adding more traffic to Lyndale is a mistake.</p>
<p>When we decided to live on Lyndale, one of our factors was that it wasn't a bus route. I imagine that people who chose to live on Bryant knew that is was a bus route. I'm really disappointed that the conversation has changed from rapid transit with few stops to a full re-route with many stops on Lyndale.</p>
<p>I think the one-way design best meets the project goals, but I'm concerned about additional traffic on adjacent side streets. Why does the one-way design have southbound traffic north of 46th and northbound south of 46th? Lastly, I think having some in-line bus stops on Lyndale is extremely problematic - and they should probably be made pull-outs. With one lane of traffic in each direction and in-line bus stops, serious congestion will result. It's important to keep a few major streets on which vehicular traffic can move well. Thank you!</p>
<p>One way street would disrupt current homeowners too much</p>
<p>Buses on Lyndale will prevent the flow of already heavy usage during rush hours. Lyndale hard to enter as it is.</p>
<p>I am concerned about additional bus traffic on Lyndale. It already backs up quite a lot at 46th during peak times. How will the city help manage this backup? Longer lights?</p>
<p>While I believe that biking on Bryant should a higher priority the amount of parking that was taken away from the residents that live on Bryant in the Two-way design diminishes their property values. I don't believe that the tenured residents on Bryant should pay the price for the convenience of bike lanes and green space for the residents that live on the surrounding blocks.</p>
<p>No</p>
<p>If Bryant Ave is made a 1-way, please review the need for stop lights on Bryant (as in, can we eliminate?). I live at 3620 Bryant Ave and wish we had a stop sign at 36th and Bryant rather than stop light. People fly by at 40mph, including buses, and it literally shakes my 1920 duplex.</p>
<p>This corridor definitely doesn't need that much parking. Another option would be one-way traffic, single side parking, single bike lanes going each way, and increased greenspace. Understanding that we probably aren't going back in that direction, I would still limit parking more than in the current designs and instead focus on short term drop off parking and/or handicapped parking only.</p>

<p>I really like the designs this team has created, but I'd like to urge the team to be strong in the face of opposition to change. SW Minneapolis seems very afraid of change over the past few years, and if we're going to reach our climate and transit goals we need to be bold in the face of those who think we need to preserve the status quo. Many people who have two cars in their family might find they only need one when they have an amazing bikeway right in front of their house or apartment. Businesses might find business increases when there's minimal parking (but ample parking in nearby off-street zones) and easy bike access. Our family would be one of those that would be more likely to frequent businesses along Bryant. Right now we avoid it because it's a "bikeway" and not a Bikeway.</p>
<p>Plan design ignores visibility / access issues for residences in west side of street, many of which have hills down which residents must come to access street. A single-lane 1-way street design would make it very difficult to access. Also, what access will residents have to Bryant during reconstruction? No alleyways, so Bryant is some point of home access for vehicles.</p>
<p>Please prioritize biking, walking, slowing traffic, and green space over parking. Thanks for your work! I think both plans look great.</p>
<p>I really want green space prioritized over parking. I think the business community's hissy-fit doesn't reflect the reality of who their customers are or where they're coming from. There's always a TON of open parking on Bryant and surrounding blocks. Slowing down traffic is important too.</p>
<p>No</p>
<p>This is a poorly thought out plan. It detrimentally impacts residents and business owners on both Bryant and Lyndale. Why are bikers need for a two way bike path put above all of the many residents and business owners who already benefit from having transit where it is located and having parking access. Biking is not a year round activity for most Minnesotans so it is very short sighted to expect that putting this bike lane on Bryant is going to significantly increase the number of bikers, certainly not enough to outweigh the loss of many parking spaces on Bryant particularly as there are already many more apartments on Bryant than Lyndale. Lyndale just had a major reconstruction in recent years and it is ridiculous to go back on changes already made and to further increase Lyndale's traffic with many bus stops when this is already a very busy street. Bryant on the other hand has ample space for buses that are already there. Don't change what is already working. Why not put bikers on a less busy street that doesn't have buses such as Aldrich or King's highway? This would be safer and more convenient for everyone.</p>
<p>Lyndale ave south is busy enough already, please do not add bus transit. We live here and do not need more traffic</p>
<p>Added buses to Lyndale will only make a already busy street even more chaotic. Lyndale residents have enough traffic to deal with.</p>
<p>With buses on Lyndale and a one-way design for Bryant (with few stop lights/signs), I'm concerned that drivers' patterns will shift. I'm concerned that southbound traffic will shift from Lyndale to Bryant, with resulting higher traffic volumes on Bryant and higher speeds. I'd like to believe that the one-way design is the utopia presented (I have nothing against safe bikeways and green infrastructure), but I strongly suspect it will decrease quality of life on Bryant by increasing traffic speeds and volume. I'm also concerned that the original two-way proposal was a great option, but the only people who spoke up at early meetings were those who didn't like it. Many (me included), were happy with the original two-way proposal with buses on Lyndale. I suspect a minority of people really wanted more parking, and only on a few specific</p>

<p>blocks. Unfortunately, it seems that a minority who wanted more parking really pushed the design from two-way to one-way.</p>
<p>This project should be delayed. The project goals are based on plans developed by current city council. Some of whom will be voted out and/or leaving the city. This is changing the city, voters have not agreed to this or voted on it. Electric vehicles are a more likely future than bikes in Minnesota. Flawed and unreasonable goals for a group focused on transit in the city of Minneapolis.</p>
<p>I think the one way plan is a good balance of priorities and this will be a nice change for those of us that live directly on Bryant.</p>
<p>I like the chicanes, but they, in combination with the "bump outs", won't be enough to decrease traffic velocity to an acceptable level. Add a speed bump at the narrowest section of every chicane and restore the "basket weave".</p>
<p>I am excited to see each iteration, and I would just urge the team to realize that a few loud business voices should not drown out the voices of those of us who live and travel on the corridor every day, and who see how much of the traffic is on foot and bicycle. As the city moved today to eliminate parking minimums city-wide, citing, among other things, the climate impact, the city public works should follow suit and de-emphasize the provision of free car storage in street designs. Streets exist to move people, not store motor vehicles, and I hope the final version of the Bryant redesign can reflect that. I could cite the complete streets policy here, but I know you're well aware of it. Please don't let a few loud voices keep you from doing the work that needs to be done to make our city a better, lower-emissions place. The planet literally depends on it.</p>
<p>I live on Bryant Ave between Lake and 31st. I was initially disappointed about transit moving off of Bryant because the Bryant and 31st stop is so convenient, but it seems like a reasonable trade off to allow for a dedicated bike way and more green space (and the stop at Lyndale and 31st is still quite convenient). Personally, making Bryant one way will change how I drive. I seldom travel South on Bryant and if I drive, it is heading North on Bryant the vast majority of the time. I have alley access on 31st and when I leave, I usually turn right on to 31st from the alley and then right on to Bryant heading North. If Bryant becomes one-way heading South, I would likely continue on 31st once I leave the alley and turn right on Dupont. I find turning left on to Lyndale from 31st to be essentially impossible. Though making Bryant one-way will personally make driving more difficult for me, I still think overall it does the best job of meeting the project requirements. However, I don't think adding back the parking spaces should be part of the consideration.</p>
<p>Leave well enough alone. Quit fucking up every street in the city. I hate the fact that we have residential streets that are one way, or that we have divereters that will not allow us a straight path such as those in SW Minneapolis near Lake Harriet.</p>
<p>Try living in this area or at least measuring the negative impact to something that is working COMPLETELY FINE RIGHT NOW! Quit trying to spend money just trying to spend money. there are more important things to change than redirecting traffic to an already crazy busy street.</p>
<p>We live on 40th block of Bryant Ave and fully support adding boulevards and a bikeway to the avenue. This will increase safety for cyclists and also reduce the speeds of cars, both of which are important to us raising small kids (4 and an infant). Thank you for your innovative designs!</p>

The current design of Bryant Ave S works for pedestrians, transit, cyclists, business and residents. What has failed is the surface material. My hope is Public Works understands the present failure if Bryant is caused the the pavement's failure, not design failure. Resurfacing using concrete would be money exceptionally well spent.

If Bryant becomes a one-way going south, we know the northbound traffic will be shunted over to Dupont. Please plan to install and budget for sufficient speed bumps to avoid shifting the safety problem to residents along Dupont Ave.

Yes, we all know Bryant is in need of resurfacing. While doing that, install speed bumps. This will reduce speed, keep all existing parking and use less funds. A simpler solution and a win-win situation for all.

The traffic light at 35th St should be removed. A stop sign would help reduce wasted time and traffic emissions sitting at this light for hours a year with no cross traffic.

I am really happy to have the buses moved from the more residential street to a road that is more of a thorough fair. I walk my child down Bryant to daycare dailey and am so happy about the addition of blvds

No dedicated bike lanes on Bryant. Please. For the love of god, stop ruining Minneapolis for the elderly, handicapped, and those who cannot bike and walk everywhere. It is becoming unlivable for us.

great job!

Thank you for proposing a one way option! This is a great way to prioritize bikes and peds.

I am concerned about the increased traffic on Lyndale due to busses and Bryant becoming a one way. Lyndale was reconstructed to slow down traffic 10 years ago.

Re-evaluate how much space is being reserved for boulevards.