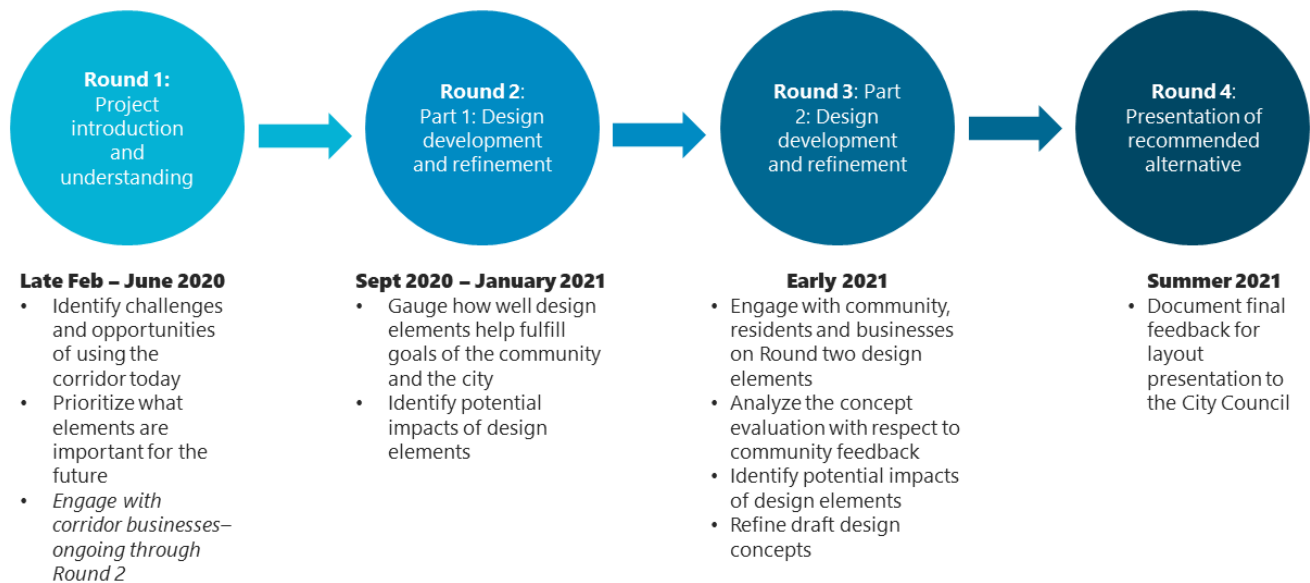


PUBLIC ENGAGEMENT SUMMARY

As of March 10, 2021

Engagement Strategies and Approach

Four rounds of engagement are planned to identify a new street design for the future reconstruction of Bryant Avenue.



Thus far, Minneapolis Public Works has completed two rounds of public engagement for the Bryant Avenue Reconstruction project. The first round asked stakeholders to prioritize elements they would like factored into the future design of Bryant Avenue, share their project goals, and provide feedback on the challenges and opportunities they face using the corridor today. The second round sought input from the public on the draft design concepts for Bryant Avenue South and proposed changes to support transit on Lyndale Avenue South.

This document summarizes feedback received through the Round 2 engagement process from December 2020 to March 2021. **Appendix A** includes a more detailed summary of responses and questions received from the virtual open house, online survey, and interactive feedback map during Round 2 of public engagement. **Appendix B** includes all raw written responses from the open-ended questions from the online survey and interactive feedback map collected from December 2020 to March 2021.

Project staff engaged with the public about the project through the following:

- Virtual Open House
 - May 12 – 100+ attendees, 129 comments/questions received
 - December 10 – 150+ attendees, 344 comments/questions received
- Recorded Presentation posted to the project website
 - May 12 Open House
 - December 10 Open House

- Round 2 Virtual Group Discussions
 - January 12, 13, and 14; noon to 1 p.m. and 7 to 8 p.m.
 - ~60 attendees in total
- Project Staff Office Hours
 - Via phone following the May open house
- Online Surveys
 - Round 1: 402 responses
 - Round 2: 293 responses
- Interactive Feedback Map
 - Round 1: 101 users, 247 comments
 - Round 2: 28 users, 136 comments
- Neighborhood Meeting Presentations
 - East Harriet on 5/6/2020, Lynnhurst on 5/14/2020, South Uptown on 5/19/2020
 - Project staff attended virtual neighborhood meetings to introduce the project and answer questions from meeting attendees
- Project Postcards
 - Round 1: ~1,500 postcards mailed
 - Round 2: ~5,700 postcards mailed
- Project Overview Factsheet
- FAQs Handout
- Draft Drawing of the Corridor
- Lyndale Ave S Draft Transit Proposal Factsheet
- On-street Parking by Block Factsheet
- Green Infrastructure Opportunities Factsheet
- Other Options Context Booklet
- Project Phone/Email
 - Calls and email correspondence with residents and business owners
- Engagement with individual businesses, Southwest Business Association, and Lake Street Council
 - Business engagement will continue through Round 3

COMMON THEMES

Below are the common themes that emerged from feedback received during Round 1 and Round 2 engagement including the virtual open house, online survey, interactive feedback map, neighborhood meetings, emails, and office hours.

Round 1 – Corridor Visioning

- Improve bicycle facilities (e.g. protected/dedicated bicycle infrastructure, traffic signal timing)
- Concerns around combining bikes/cars/buses on the same street – separate modes for safety
- Slow vehicle speeds/traffic calming
- Maintain vehicle access/parking
- Need for increased green infrastructure (e.g. boulevard, street trees, water quality infrastructure)
- Need for cross street intersection control
- Concerns for pedestrian accessibility and safety

Round 2 – Draft Design Concepts

- Prioritize vulnerable users and space for multimodal facilities, deprioritize car access/parking
- Maintain parking along Bryant Ave S, especially for business access and residents in multifamily buildings
- Concerns about the proposed bicycle facility including:
 - Concerns about pedestrian and bicyclist conflicts on the shared use path
 - Not wide enough
 - Unsafe to mix pedestrians/bicyclists/driveways
 - Needs to continue to the Midtown Greenway
 - Too much stopping at intersections
- Mixed feedback regarding a one-way design on Bryant:
 - Some support for the idea
 - Some concerns that a one-way would increase traffic volumes and speeds
 - Some uncertainty about how the design would work
- Mixed feedback regarding moving transit to Lyndale:
 - Some support for the proposal to move transit to Lyndale
 - Some desire to keep transit service on Bryant; Lyndale is difficult/unsafe to cross, too congested, and more residential