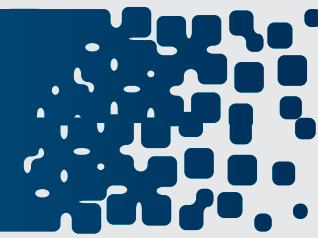


GRAND AVENUE

RECONSTRUCTION



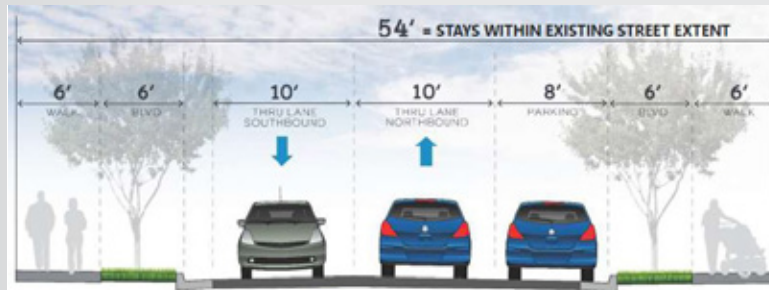
DESIGN RECOMMENDATION

Public Works is recommending narrowing Grand Avenue between Lake Street and 48th Street to add space for greenery, improve safety for all modes of travel, and calm traffic. The recommendation replaces aging infrastructure and includes chicanes, bumpouts, hardened centerlines, parking revisions, and medians at key crossings. The corridor will maintain two-way vehicle traffic and commercial access, and an off-street shared-use path for pedestrians and bicyclists will be incorporated between 31st Street and Lake Street.

KEY TRADEOFFS

To implement the recommendation, some on-street parking was removed. This tradeoff was made to provide an acceptable pedestrian realm, and after Public Works observed that some parking areas on Grand Avenue S were not utilized throughout most of the day. Additionally, parking alternates between sides of the block and some blocks make use of the full right-of-way to add additional parking capacity at critical locations such as business nodes and near apartment buildings.

TYPICAL CROSS-SECTION



WHAT'S THE TIMELINE?



STAY UPDATED!

Visit our website for the most up-to-date project information:
minneapolismn.gov/cip/futureprojects/grand-ave-s

Or, contact staff with further questions:

Dan Edgerton, Project Planner

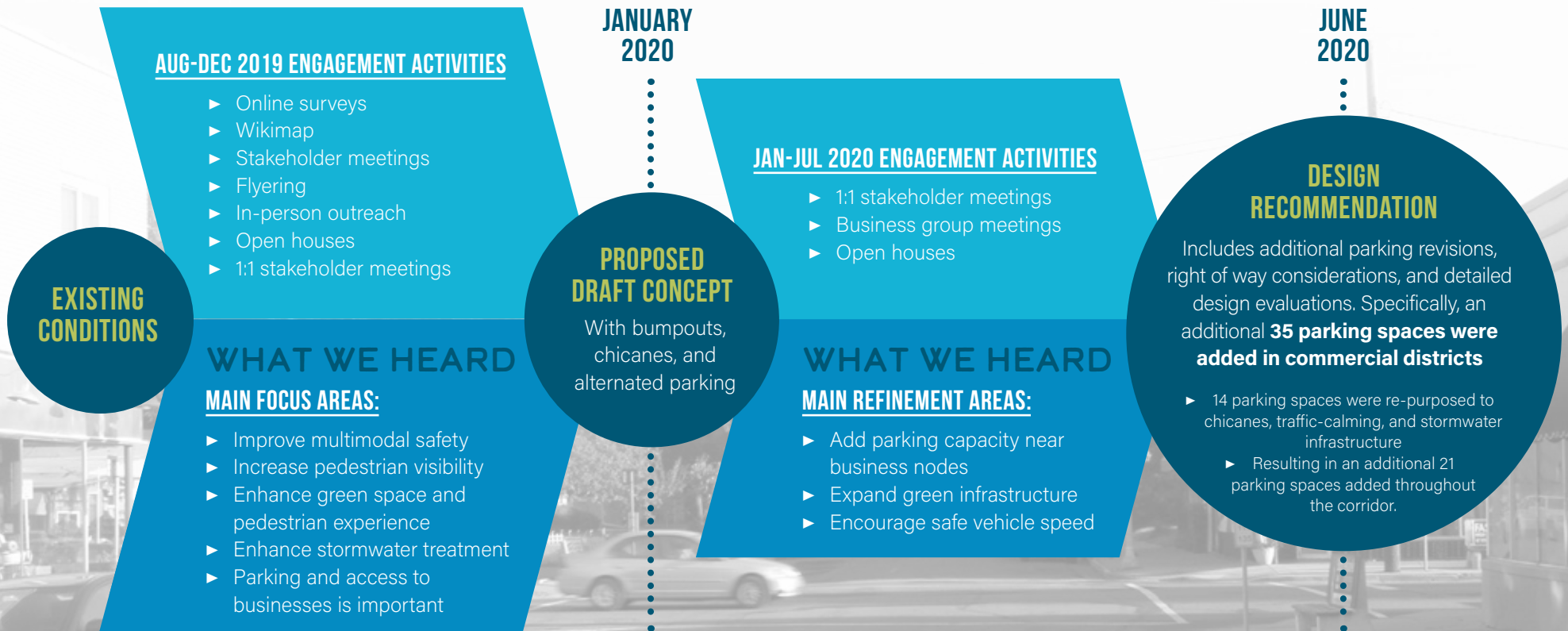
dan.edgerton@minneapolismn.gov | 612.207.5722

Beverly Warmka, Project Engineer

beverly.warmka@minneapolismn.gov | 612.673.3762



WHAT CHANGES HAVE BEEN MADE TO THE DESIGN?



SINCE THE PROPOSAL DRAFT CONCEPT WAS RELEASED IN JANUARY 2020, THE REVISED CONCEPT LAYOUT HAS INCORPORATED:



Expanded parking at commercial nodes and utilization of full right-of-way in some areas



Refined design details such as chicane locations, bumpout designs, medians, RRFB, and crosswalks




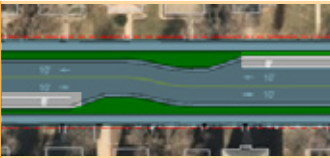
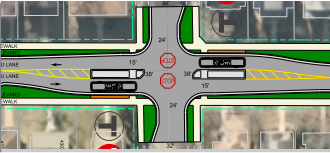





Transit revisions (including hardened centerline, and bus stop location revisions at 46th Street, 38th Street, and 35th Street)

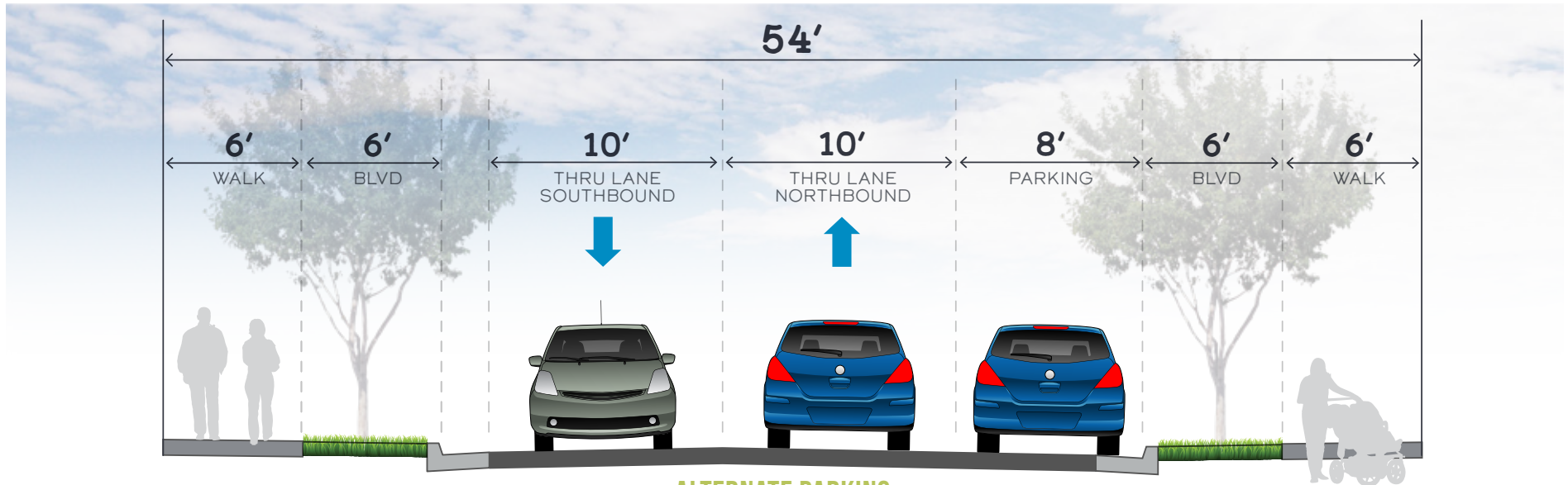


Providing an off-street shared-use path for pedestrians and bicyclists between Lake Street and 31st Street to facilitate the planned Pleasant/Grand Ave neighborhood greenway

DESIGN FEATURES

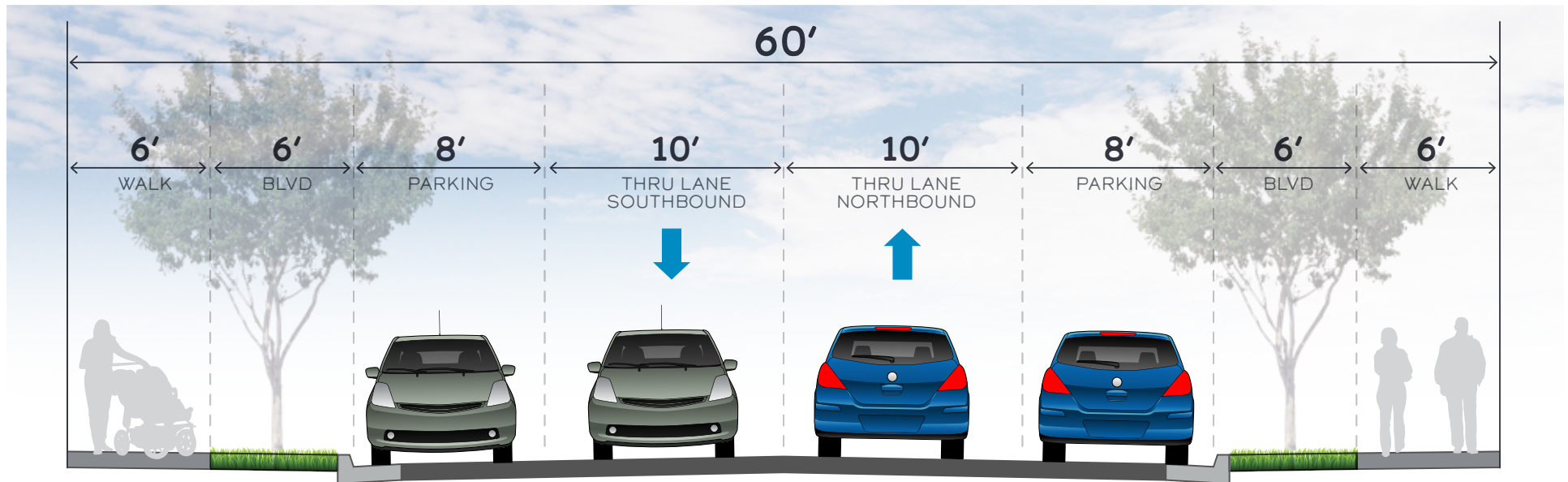
			BENEFITS	TRADEOFFS
DESIGN STANDARD	12' PEDESTRIAN ZONE	 6' sidewalk and 6' boulevard along entire corridor	<ul style="list-style-type: none"> Expands pedestrian realm Provides space for snow storage Increases green space Expands buffer between pedestrians and vehicles 	<ul style="list-style-type: none"> May require full ROW in some places Parking removal in constrained locations
	BUMPOUTS	 Used at intersections; designed to accommodate larger vehicles when applicable	<ul style="list-style-type: none"> Encourages safer turning speeds Creates shorter crossing distances Increases visibility Expands pedestrian realm May improve bus travel times 	<ul style="list-style-type: none"> May reduce on-street parking capacity May restrict larger vehicle turns
DESIGN STRATEGY	CHICANE	 An alignment shift is a horizontal curve in a road added by design rather than in response to geography or network	<ul style="list-style-type: none"> Encourages safer travel speeds Provides space for greenery and stormwater management Alternates parking location 	Reduces on-street parking capacity
	ALTERNATE PARKING	 Used to right-size and balance parking	<ul style="list-style-type: none"> Balances location of on-street parking Converts on-street parking space for other uses Encourages safe travel speeds 	Reduces on-street parking capacity
	MEDIAN CROSSINGS	 Used to allow pedestrians and bikes to safely cross the street and limit vehicle turns	Reduces crossing distance, encourages safer travel speeds, prioritizes walking and biking access along key routes	May restrict larger vehicle turns
	TRANSIT STOP LOCATION REVISIONS	 Consolidated stops where bus ridership is low and relocated some stops farside to improve boarding and alighting conditions	<ul style="list-style-type: none"> Faster transit operations Increase on-street parking capacity at some intersections 	May result in farther walking distances to nearest stop
	HARDENED CENTERLINE	 Used hardened centerline to prevent passing of buses stopped in the travel lane	Discourages unlawful and dangerous traffic maneuvers	New design feature in Minneapolis; will need to be evaluated for effectiveness
	WATER QUALITY INFRASTRUCTURE	 Used to capture and treat stormwater runoff through infiltration - typically sited within bumpout boulevard areas.	Provides infiltration opportunities to reduce runoff to receiving water bodies	May reduce on-street parking capacity

RECOMMENDED ROADWAY SECTIONS



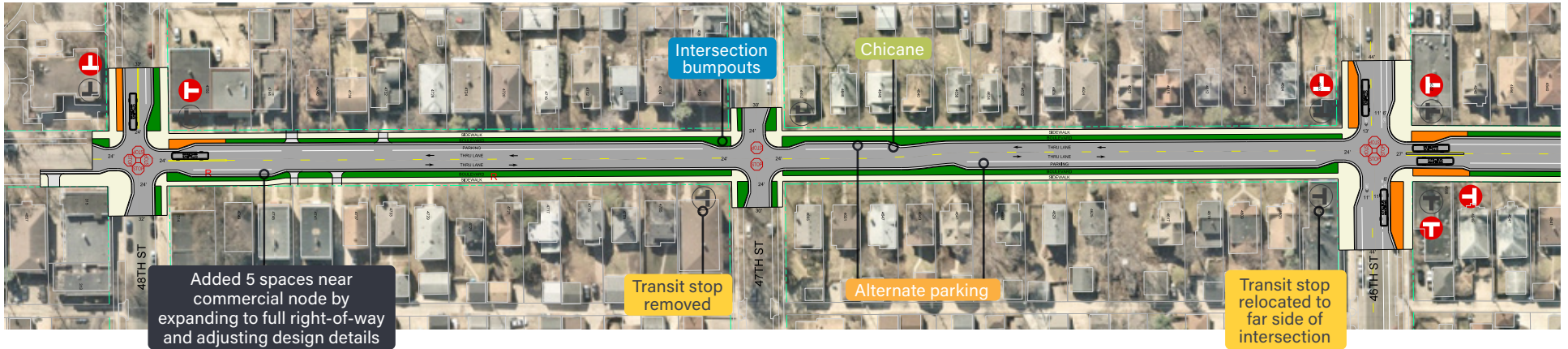
ALTERNATE PARKING

Note: Parking alternates between either side of the street throughout the corridor.

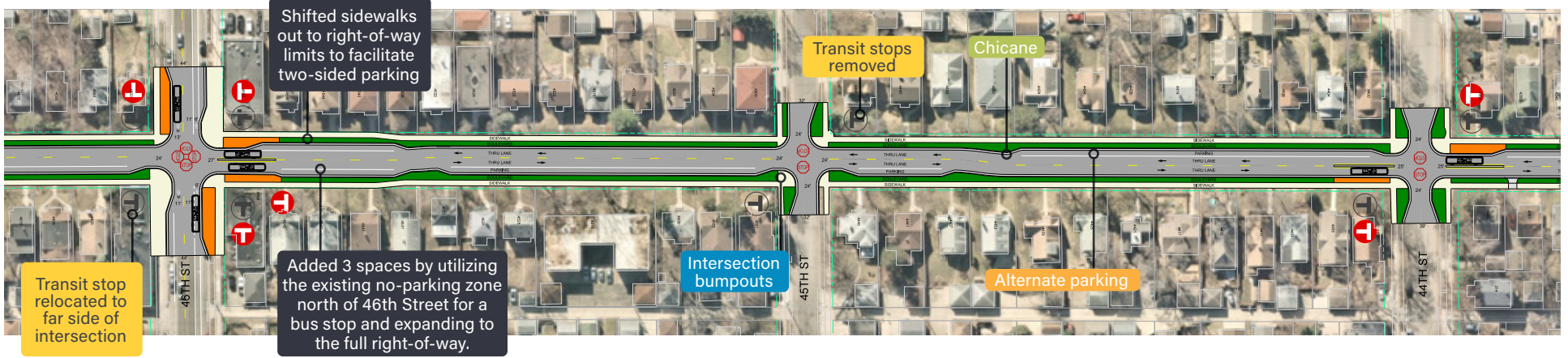


TWO-SIDED PARKING

GRAND AVENUE FROM 48TH STREET TO 46TH STREET



GRAND AVENUE FROM 46TH STREET TO 44TH STREET



- LEGEND**
- TRAFFIC SIGNAL CONTROL
 - EXISTING METRO TRANSIT BUS STOP
 - PROPOSED DRIVEWAY CLOSURE - REMOVE APRON
 - STOP SIGN CONTROL
 - PROPOSED METRO TRANSIT BUS STOP
 - BOULEVARD
 - SIDEWALK
 - ADDITIONAL SPACE

KEY CONCEPT DESIGN FEATURES

INTERSECTION BUMPOUTS

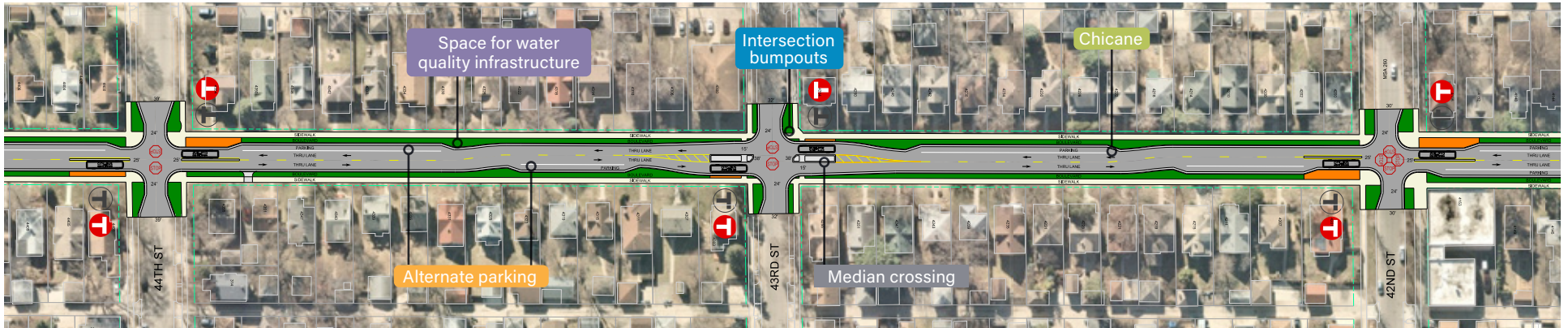
12' PEDESTRIAN ZONE - 6' SIDEWALK AND 6' BOULEVARD

TRANSIT STOP LOCATION REVISIONS AND IN-LANE TRANSIT STOPS

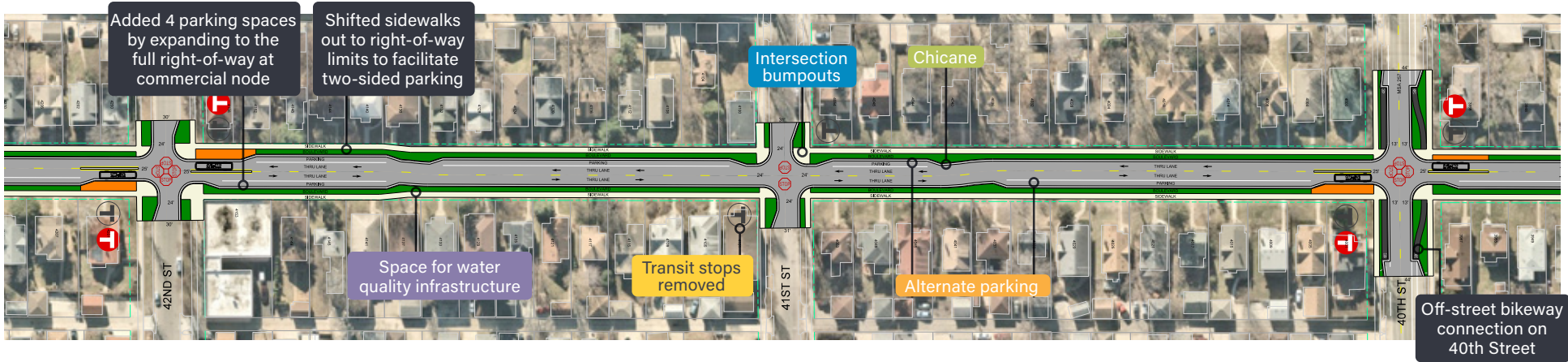
CHICANES

SPACE FOR WATER QUALITY INFRASTRUCTURE

GRAND AVENUE FROM 44TH STREET TO 42ND STREET



GRAND AVENUE FROM 42ND STREET TO 40TH STREET



- LEGEND**
- TRAFFIC SIGNAL CONTROL
 - EXISTING METRO TRANSIT BUS STOP
 - PROPOSED DRIVEWAY CLOSURE - REMOVE APRON
 - CITY BUS TURNING MOVEMENTS
 - STOP SIGN CONTROL
 - PROPOSED METRO TRANSIT BUS STOP
 - EXISTING COMMERCIAL BUILDING
 - BOULEVARD
 - SIDEWALK
 - ADDITIONAL SPACE

KEY CONCEPT DESIGN FEATURES

INTERSECTION BUMPOUTS

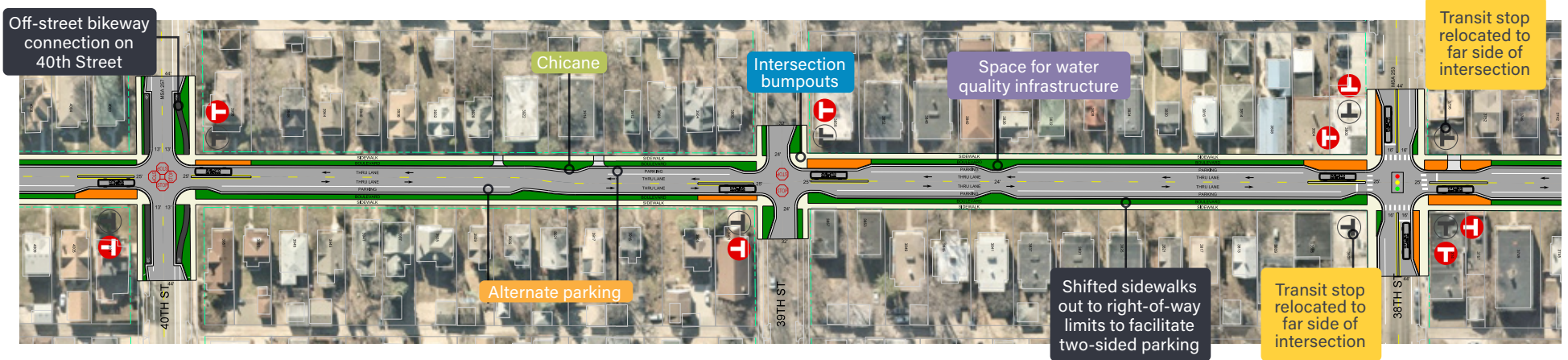
12' PEDESTRIAN ZONE - 6' SIDEWALK AND 6' BOULEVARD

TRANSIT STOP LOCATION REVISIONS AND IN-LANE TRANSIT STOPS

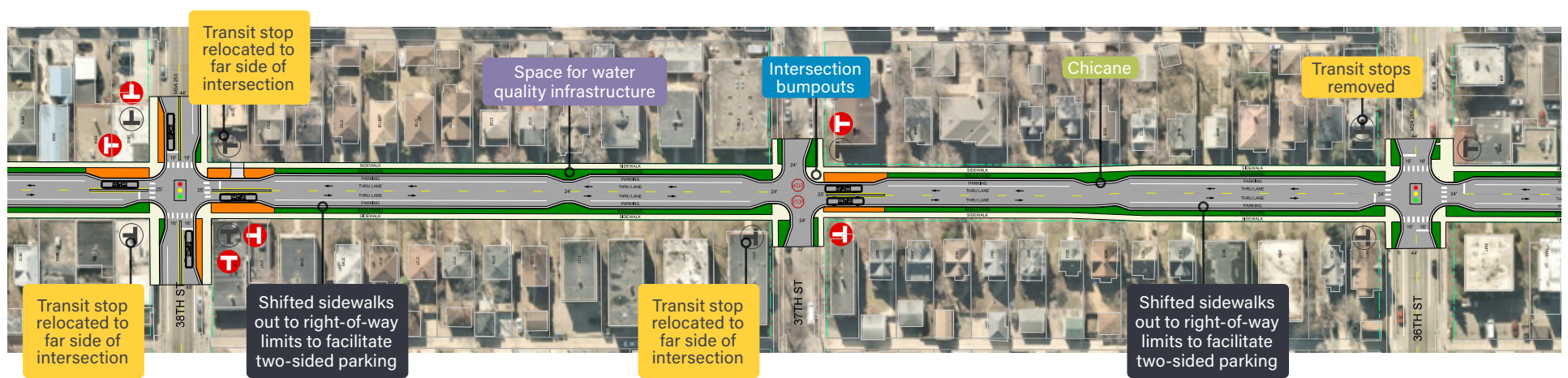
CHICANES

SPACE FOR WATER QUALITY INFRASTRUCTURE

GRAND AVENUE FROM 40TH STREET TO 38TH STREET



GRAND AVENUE FROM 38TH STREET TO 36TH STREET



- LEGEND**
- TRAFFIC SIGNAL CONTROL
 - EXISTING METRO TRANSIT BUS STOP
 - PROPOSED DRIVEWAY CLOSURE - REMOVE APRON
 - CITY BUS TURNING MOVEMENTS
 - STOP SIGN CONTROL
 - PROPOSED METRO TRANSIT BUS STOP
 - EXISTING COMMERCIAL BUILDING
 - BOULEVARD
 - SIDEWALK
 - ADDITIONAL SPACE

KEY CONCEPT DESIGN FEATURES

INTERSECTION BUMPOUTS

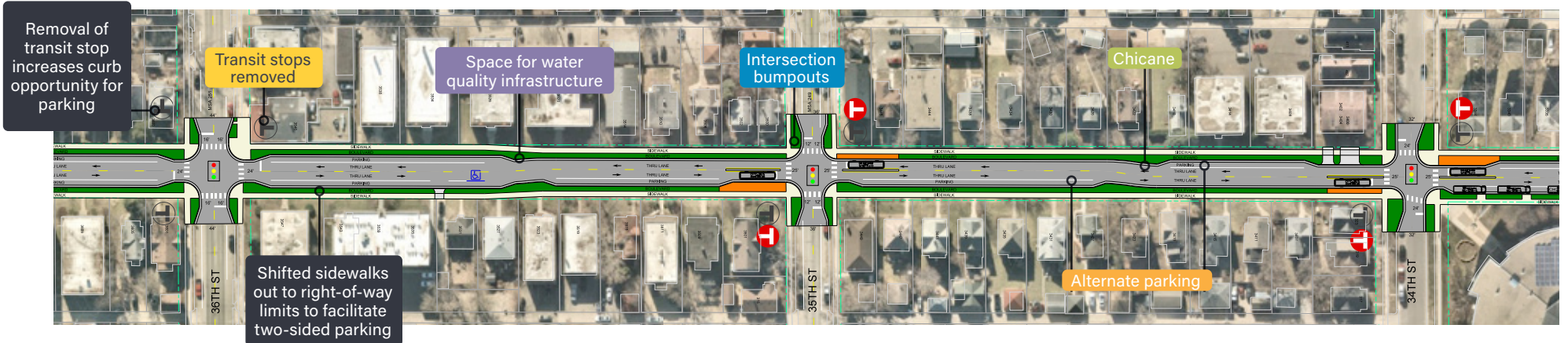
12' PEDESTRIAN ZONE - 6' SIDEWALK AND 6' BOULEVARD

TRANSIT STOP LOCATION REVISIONS AND IN-LANE TRANSIT STOPS

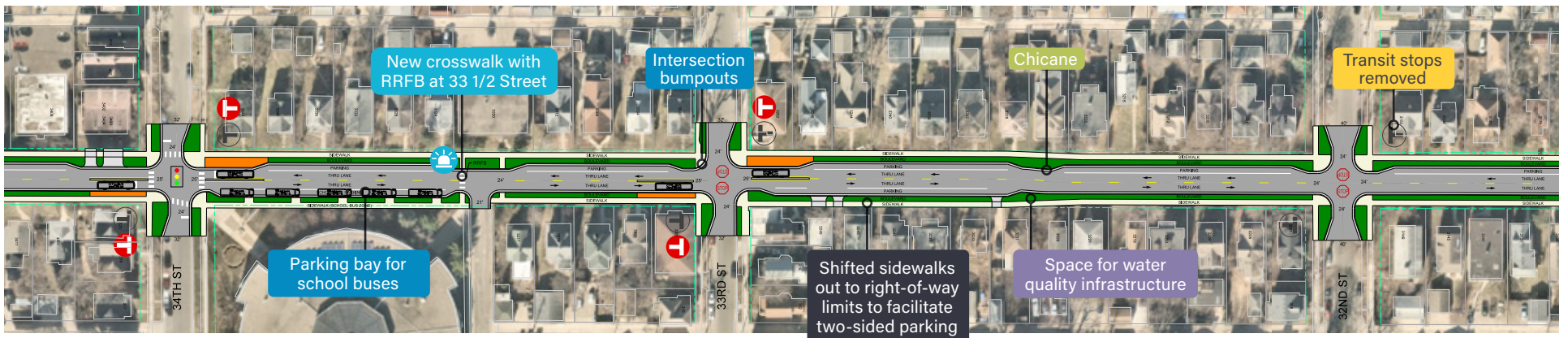
CHICANES

SPACE FOR WATER QUALITY INFRASTRUCTURE

GRAND AVENUE FROM 36TH STREET TO 34TH STREET



GRAND AVENUE FROM 34TH STREET TO 32ND STREET



- LEGEND**
- TRAFFIC SIGNAL CONTROL
 - EXISTING METRO TRANSIT BUS STOP
 - PROPOSED DRIVEWAY CLOSURE - REMOVE APRON
 - CITY BUS TURNING MOVEMENTS
 - STOP SIGN CONTROL
 - PROPOSED METRO TRANSIT BUS STOP
 - EXISTING COMMERCIAL BUILDING
 - BOULEVARD
 - SIDEWALK
 - ADDITIONAL SPACE

KEY CONCEPT DESIGN FEATURES

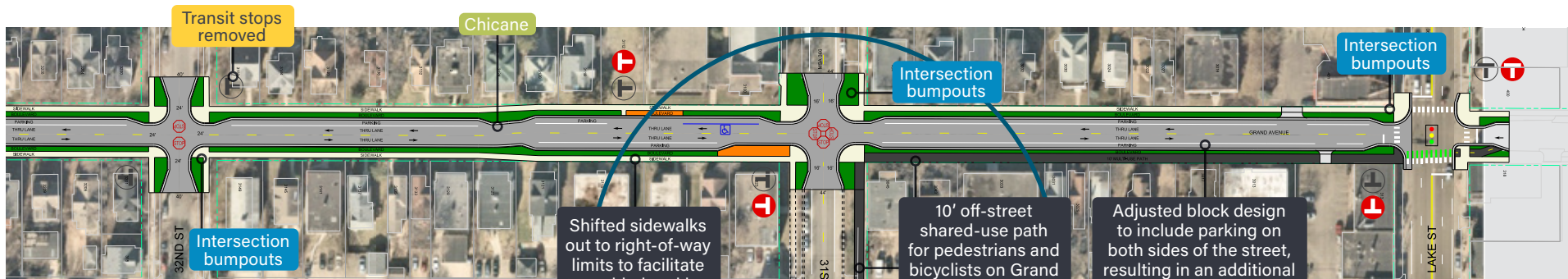
INTERSECTION BUMPOUTS

12' PEDESTRIAN ZONE - 6' SIDEWALK AND 6' BOULEVARD

TRANSIT STOP LOCATION REVISIONS AND IN-LANE TRANSIT STOPS

CHICANES

SPACE FOR WATER QUALITY INFRASTRUCTURE



GRAND AVENUE FROM 32ND STREET TO LAKE STREET

BICYCLE INFRASTRUCTURE

The Grand Avenue project will complete the 31st Street and Grand Avenue sections of the Pleasant/Grand Ave neighborhood greenway, which is a planned All Ages and Abilities network. The other portions of this bikeway are included in the 6-year capital improvement plan (CIP) for implementation before 2026.

Making this connection as a part of the Grand Avenue project is consistent with the bicycle strategies outlined in the TAP:

“Build bikeway connections that overcome significant physical barriers during the buildout of the All Ages and Abilities Network.”

“Prioritize a network of neighborhood greenways during the buildout of the All Ages and Abilities Network.”

The draft All Ages and Abilities (AAA) network documented in the Transportation Action Plan (shown below) will include protected lanes and trails and will feature improved intersection crossings. The goal for the AAA Network along the Pleasant and Grand Avenue neighborhood greenway is for people on bikes to only share space with cars on quiet low-speed streets.



LEGEND

EXISTING BIKEWAYS

- LOW STRESS BIKEWAY
- CONNECTOR BIKEWAY

FUTURE BIKEWAYS

- NEAR-TERM LOW STRESS BIKEWAY (BY 2030)
- CONNECTOR OR LONG-TERM LOW STRESS BIKEWAY

KEY CONCEPT DESIGN FEATURES

- | | | | | | |
|------------------------------|------------------------|---------------------------------|---------------------------------|--|----------------------------|
| STOP SIGN CONTROL | TRAFFIC SIGNAL CONTROL | EXISTING METRO TRANSIT BUS STOP | PROPOSED METRO TRANSIT BUS STOP | PROPOSED DRIVEWAY CLOSURE - REMOVE APRON | CITY BUS TURNING MOVEMENTS |
| EXISTING COMMERCIAL BUILDING | BOULEVARD | SIDEWALK | ADDITIONAL SPACE | | |

INTERSECTION BUMPOUTS

12' PEDESTRIAN ZONE - 6' SIDEWALK AND 6' BOULEVARD

TRANSIT STOP LOCATION REVISIONS AND IN-LANE TRANSIT STOPS

CHICANES

SPACE FOR WATER QUALITY INFRASTRUCTURE

BIKEWAY CONNECTIONS