

BRYANT AVENUE RECONSTRUCTION



The Minneapolis Public Works Department plans to reconstruct 2.5 miles of Bryant Ave S, from Lake Street to 50th St W, in 2022.

It is anticipated that this project will take two years to construct.

PUBLIC WORKS PROJECT GOALS

- ✓ Improve pedestrian safety and comfort
- ✓ Create an All Ages and Abilities bicycle connection in the area
- ✓ Support existing and future transit service in the area
- ✓ Use green infrastructure to collect and treat stormwater runoff
- ✓ Accommodate business deliveries and customer access

PROJECT TIMELINE



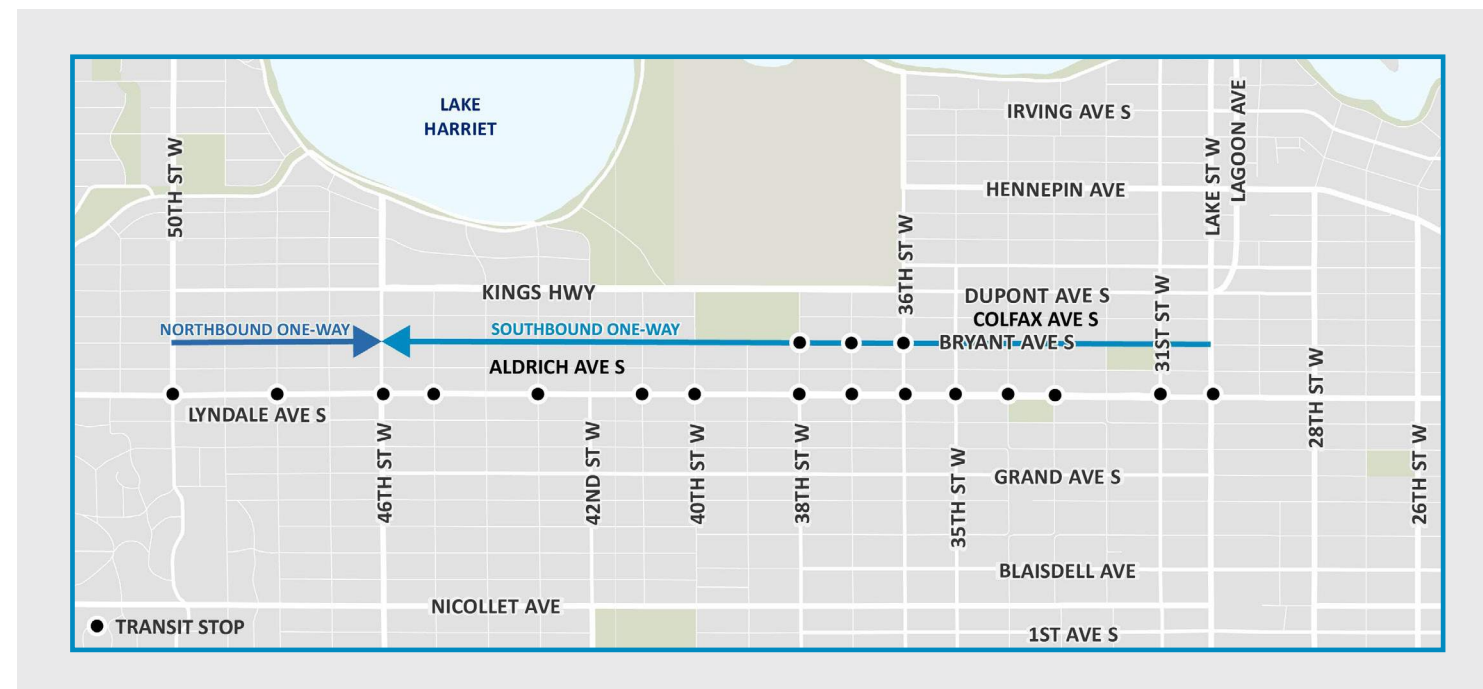
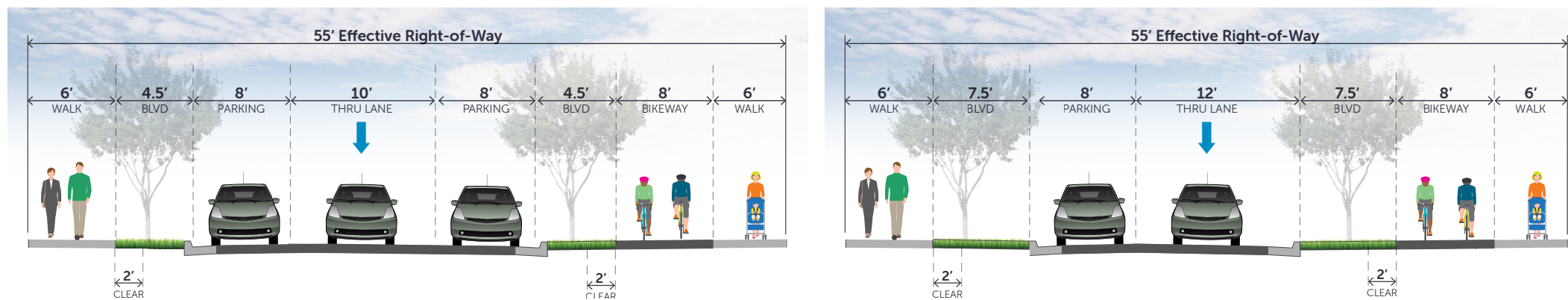
BIKES ON BRYANT, MOVE TRANSIT TO LYNDALE:

Public Works is recommending installing a two-way bicycle trail on Bryant Ave S and moving transit service to Lyndale Ave S. This concept design allows us to:

- ✓ Provide fully separated spaces for bicyclists and pedestrians throughout the whole Bryant Ave S corridor
- ✓ Provide more room for transit stops on Lyndale Ave S
- ✓ Add green space to Bryant Ave S for tree plantings and green stormwater infrastructure
 - The one-way design includes 3.3 acres of new boulevards space
- ✓ Maintain more on-street parking on Bryant Ave S, especially at business nodes
 - The one-way design includes 408 on-street parking spaces, retaining 52% of the parking supply that exists there today

This booklet focuses on the Bryant Ave S concept design recommendation. Details for the Lyndale Ave S concept design can be found in a separate booklet on the project website.

TYPICAL RECOMMENDED CROSS SECTIONS



Example of a two-way bicycle trail + sidewalk

Why is Public Works recommending a converging one-way street?

Public Works is recommending a converging one-way street (i.e. a southbound one-way portion paired with a northbound one-way portion) because it has the fewest impacts on existing traffic operations along the corridor. The converging one-way design:

- Complements the existing one-way southbound block of Aldrich Ave S, between 49th St W and 50th St W, by creating a northbound pair on Bryant Ave S.
- Allows school buses serving Clara Barton Elementary School to be properly oriented, so the school bus door opens onto the sidewalk directly in front of the school.

How will a one-way street design impact existing traffic operations on Bryant Ave S?

The one-way design may modestly increase traffic on parallel residential streets. Public Works estimates the following shifts to occur:

- **65 to 100** cars per hour will use Lyndale Ave S instead of Bryant Ave S
- **20 to 35** cars per hour will use Dupont Ave S, Colfax Ave S, and Aldrich Ave S

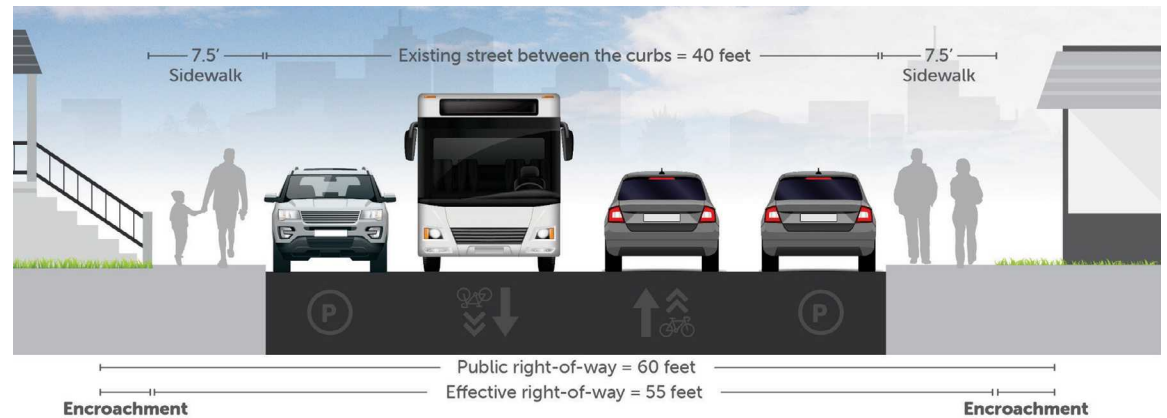
Why is Public Works recommending a transit only lane on Bryant Ave S between 38th St W and 36th St W in the one-way street concept?

Public Works is recommending a transit only lane in this location to allow bus service, Metro Mobility, and emergency service vehicles access to the Walker Methodist Health Center.



EXISTING STREET DESIGN

Bryant Avenue South currently consists of two travel lanes (shared with buses and people on bicycles), two parking lanes, and a sidewalk adjacent to each side of the street.



DESIGN OPTIONS CONSIDERED

The City considered three main design options for Bryant Ave S:

1. Squeeze it in: Bikes + transit on Bryant

A bicycle trail is installed on Bryant Ave S and existing transit service remains on Bryant Ave S.

2. Bikes on Bryant: Move transit to Lyndale

A bicycle trail is installed on Bryant Ave S and all transit service is moved to Lyndale Ave S.

3. Transit on Bryant: Move bicycle facility to adjacent street

RECOMMENDED CONCEPT

Transit service remains on Bryant Ave S and a bicycle facility is moved to an adjacent street.

Public Works' final concept design recommendation is option two, Bikes on Bryant and move transit to Lyndale. This option best meets the project goals and priorities expressed by stakeholders thus far, as shown on the evaluation matrix on page 3. The following pages discuss Public Works' proposed design for Bryant Ave S.

To learn more about pedestrian and transit improvements recommended on Lyndale Ave S, check out the "Transit on Lyndale Ave S" concept design on the [project website](#).

STAKEHOLDER OUTREACH

Based on what we heard during our first round of outreach, stakeholder priorities generally aligned with the Public Works project goals. However, we also heard stakeholders asking to maintain vehicle access and on-street parking in the corridor. Therefore, we used the Public Works project goals and these two additional stakeholder priorities to evaluate concept design options:

- Maintain vehicle access
- Maintain on-street parking

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

DRAFT CONCEPT DESIGN TRADEOFFS

We used Public Works project goals and two stakeholder priorities to evaluate the concept options for the Bryant Ave S project. **The Bikeway on Bryant, One-way for Vehicles option best meets project goals and stakeholder priorities.**

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

		FINAL CONCEPT DESIGN RECOMMENDATION			
		PROJECT CONCEPTS			
PROJECT GOAL	METRIC	Bikeway and Transit on Bryant	Bikeway on Bryant, Two-way for Vehicles	Bikeway on Bryant, One-way for Vehicles	Transit on Bryant
Improve pedestrian safety, access, and comfort	Separate pedestrian/bike facilities	● Many locations where pedestrians must share space with bicyclists and people getting on and off the bus.	● Separate space for pedestrians in busiest areas of the corridor (i.e. at all commercial nodes and north of 40th).	● Fully separated space for bicycles and pedestrians throughout the whole corridor	● Separate spaces for people walking, people getting on and off the bus, people biking.
	Provide room for plantings and trees	● Limited boulevard space for plantings and trees on many blocks.	● Wide boulevards for plantings and trees south of 40th St, but limited space north of 40th St.	● Wide boulevard along full length of the corridor.	● Wide boulevards along full length of corridor.
Create an All Ages and Abilities bicycle connection in the area	Provide a bicycle trail and comfortable, safe crossings at busy intersections	● Bicycle trail for full length of corridor; potential for conflict with transit users at intersections.	● Bicycle trail for full length of corridor; separate spaces for bicyclists and pedestrians on busiest blocks and at business nodes.	● Bicycle trail for the full length of corridor; fully separated from pedestrian space to reduce conflict.	● One side of parking eliminated on adjacent street to make room for bikeway; disjointed routing to make north/south bicycle connections, high additional costs to build bikeway.
Support existing and future transit service in the area	Provide space for transit facilities	● Transit can be accommodated, but potential for conflicts with bicyclists; very limited space for shelters and future Bus Rapid Transit (BRT) stations.	● Transit shifted to Lyndale, room for shelters and future BRT stations; some existing riders will to walk further to access transit.		● Ample room for local, BRT can fit, but some may be constrained.
Use green infrastructure to collect and treat stormwater runoff	Include boulevards	● Most right-of-way will be needed for paved purposes; allows for least amount of green space.	● Allows for some boulevard/green space; may require surface treatment and underground storage.	● Allows for more boulevard/green space than the two-way option.	● Allows for some boulevard/green space; may require surface treatment and underground storage.
Accommodate business deliveries and customer access	Provide on-street parking	● Accommodates business deliveries, but constrains on-street customer parking at business nodes.	● Accommodates business deliveries, but constrains on-street customer parking at business nodes.	● Accommodates business deliveries and on-street customer parking at business nodes	● Accommodates business deliveries, but constrains on-street customer parking at business nodes.
STAKEHOLDER PRIORITIES					
Maintain vehicle access	Vehicle mobility	● Maintains bidirectional traffic on Bryant Ave., very minimal impact to vehicle flow on Lyndale.	● Maintains bidirectional traffic on Bryant Ave., very minimal impact to vehicle flow on Lyndale.	● Traffic is reduced to one through lane and travels in one direction. Between Lake St and 46th St, traffic travels southbound. Between 46th St and 50th St, traffic travels northbound.	● Maintains bidirectional traffic on Bryant Ave., very minimal impact to vehicle flow on Lyndale.
Maintain on-street parking	Available on-street parking	● Right sizes Bryant on-street parking based on parking counts, but constrains on-street parking at business nodes.	● Right sizes Bryant on-street parking based on parking counts, but constrains on-street parking at business nodes.	● Maintains more on-street parking than the two-way option, especially at business nodes	● Right sizes Bryant on-street parking based on parking counts, but constrains parking at business nodes; eliminates one side of parking on adjacent residential street.
Estimated Project Costs		\$19.4 million	\$19.4 million + \$600,000-\$800,000 to accommodate local transit on Lyndale Ave S		\$19.4 million + \$1-6 million to build a bikeway on an adjacent street

ON-STREET PARKING QUANTITY

HOW DO WE COUNT?

One on-street parking spot = 20 feet



No parking within 20 feet of intersections, or within 30 feet of stop sign or traffic controlled intersection

Parking counts were taken over five separate days in March and April 2018, during weekdays and a Saturday, at varying times throughout the day including mornings, mid-day, and evenings.

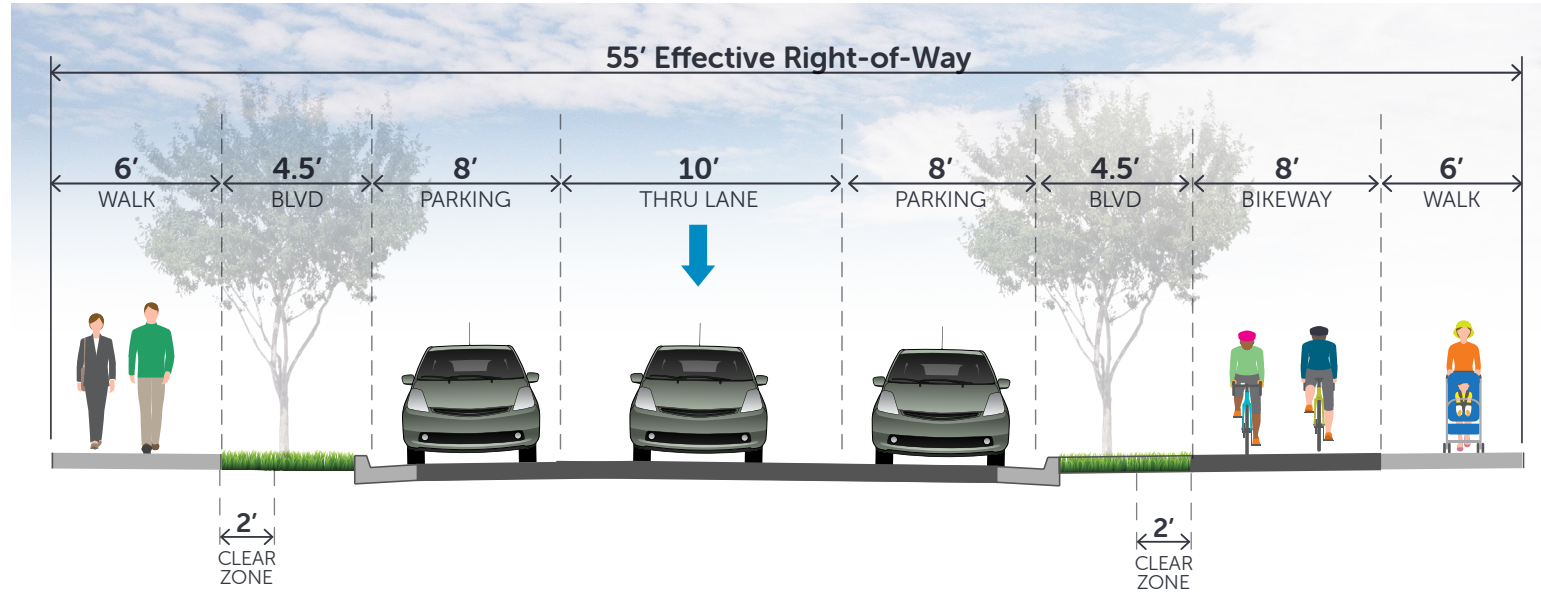
The final number of parking spots may vary slightly as the project moves through final design.

BLOCK	EXISTING PARKING SPACES	EXISTING PEAK PARKING COUNT	PEAK TIME	PROPOSED PARKING SPACES		
				December Open House #2 Two-Way Option	Two-Way Option	One-Way Option
Lake St - 31st St	45	47	Saturday Evening	20	18	30
31st St - 32nd St	48	45	Saturday Evening	24	24	36
32nd St - 33rd St	53	34	Saturday Evening	12	12	21
33rd St - 34th St	44	22	Saturday Noon	10	10	18
34th St - 35th St	47	22	Weekday Morning	10	11	22
35th St - 36th St	44	39	Saturday Morning	20	17	31
36th St - 37th St	45	39	Saturday Evening	20	20	20
37th St - 38th St	41	26	Weekday Noon	19	13	10
38th St - 39th St	33	15	Weekday Morning	8	6	14
39th St - 40th St	39	28	Weekday Morning	17	17	24
40th St - 41th St	23	15	Saturday Noon	6	6	13
41th St - 42nd St	28	21	Weekday Morning	8	8	13
42nd St - 43rd St	42	16	Weekday Noon	13	21	20
43rd St - 44th St	39	33	Weekday Morning	19	19	28
44th St - 45th St	31	10	Saturday Morning	0	6	12
45th St - 46th St	32	28	Saturday Morning	14	14	23
46th St - 47th St	38	23	Saturday Morning	12	12	21
47th St - 48th St	41	15	Saturday Evening	0	6	13
48th St - 49th St	34	12	Saturday Evening	0	6	13
49th St - 50th St	36	27	Weekday Evening	13	13	26
Total	783	517		245	259	408
Percent of Existing		66%		31%	33%	52%

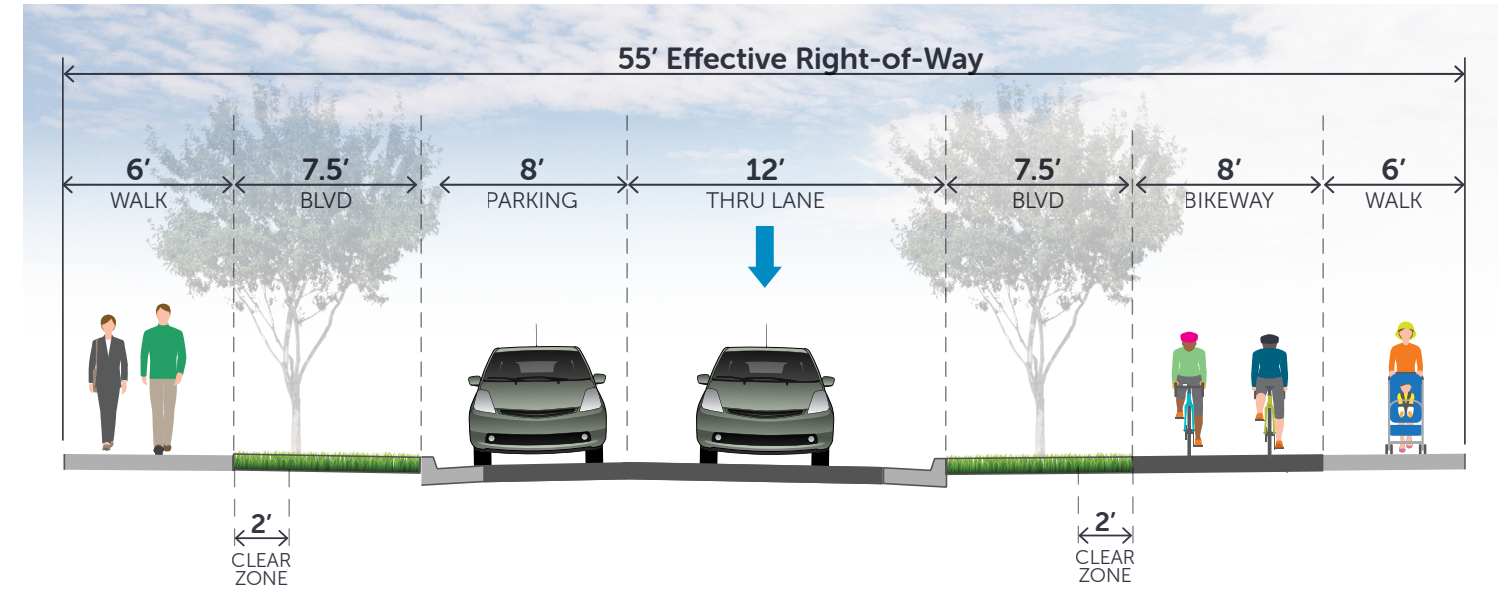
BIKES ON BRYANT - OTHER OPTIONS CONSIDERED

Public Works evaluated multiple other cross sections during the concept design process. However, the cross sections below were not included in our final recommendation based on technical analysis and stakeholder feedback.

TYPICAL RECOMMENDED CROSS SECTIONS



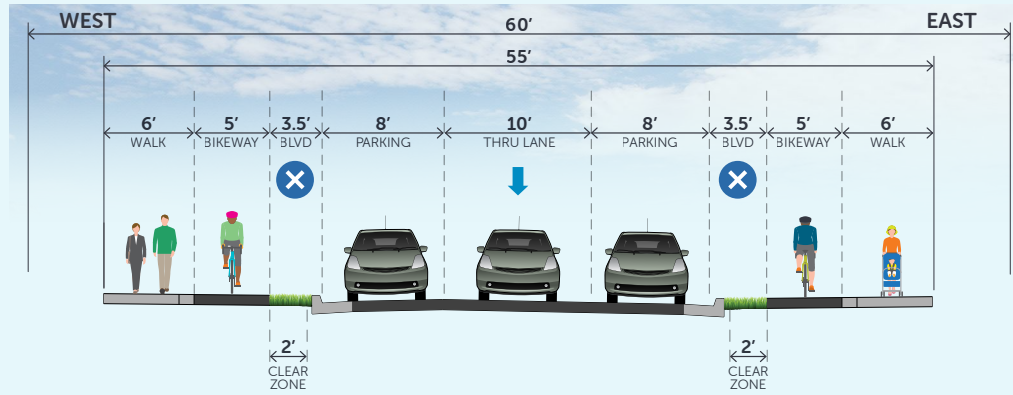
TWO-WAY BICYCLE TRAIL + SIDEWALK, WITH TWO-SIDED PARKING



TWO-WAY BICYCLE TRAIL + SIDEWALK WITH ONE-SIDED PARKING

EVALUATED, BUT NOT RECOMMENDED CROSS SECTIONS

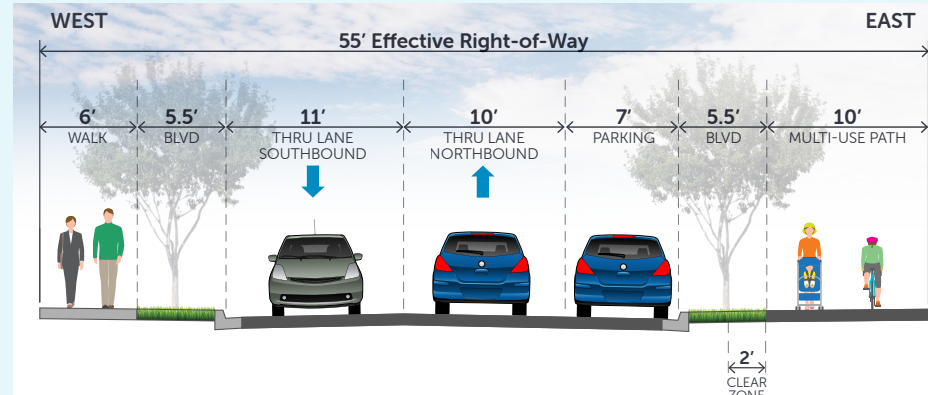
ONE-WAY BICYCLE TRAIL ON EACH SIDE OF THE STREET



Creating separate one-way trails on each side of the street would create very narrow boulevards in our most constrained areas. This would mean fewer spots for tree plantings and minimal space for snow storage.

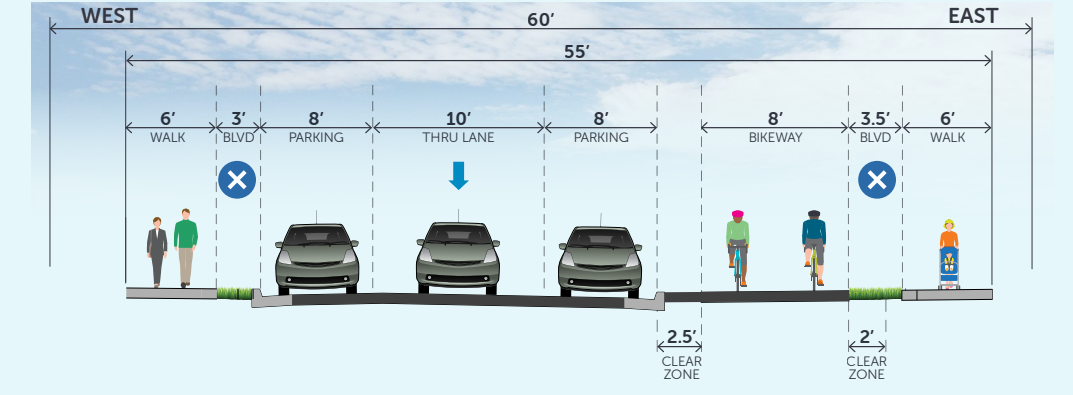
⊗ Boulevards too narrow for tree plantings

MULTI-USE PATH



Public Works draft concepts included sections of shared use path. However, many corridor stakeholders expressed concerns about pedestrian and bicyclist conflicts on the shared use path.

TWO-WAY BICYCLE TRAIL WITH BOULEVARD SEPARATING THE TRAIL & SIDEWALK



If the boulevard space is placed between the trail and the sidewalk, it would create very narrow boulevards in our most constrained areas. This would mean fewer spots for tree planting and minimal space for snow storage.

In areas that are less constrained, the boulevards would be wider. However, it would decrease our opportunities for using green stormwater infrastructure. Green stormwater infrastructure is easiest to install and has the most impact in large, connected areas of green space.

NOTE: In places identified as "clear zone", this space must be completely unobstructed. Street elements such as lighting, landscaping, etc. are not permitted in clear zones.

GREEN INFRASTRUCTURE OPPORTUNITIES ON BRYANT AVENUE

A goal of the Bryant Ave Reconstruction project is to use green infrastructure to collect and treat stormwater runoff. The first step towards meeting this goal is identifying the locations along the corridor where the City can implement green infrastructure as well as the locations where implementing green infrastructure would have the highest positive impact. High impact locations include:

- Locations that collect runoff from large areas
 - A drainage area is the total land area draining to a low point or an inlet in the street. The table to the right shows the amount of new green space we are recommending per drainage area.
 - Since large drainage areas collect more runoff than smaller drainage areas, placing green infrastructure within large drainage areas means more runoff will be treated and more pollutants will be removed
- Large, connected areas of green space such as a long strip of boulevard
- Locations spread out along the corridor, ideally at the bottom of hills or steep grades and closer to the collection or low point of the drainage area
- Locations where there are high ratios of impervious surface in drainage areas

BRYANT AVENUE DRAINAGE AREAS

50TH STREET - 46TH STREET



45TH STREET - 41ST STREET




40TH STREET - 36TH STREET



35TH STREET - LAKE STREET



DRAINAGE DISTRICTS

 BRYANT AVE DRAINAGE AREA, THE TOTAL LAND AREA THAT DRAINS TO THE EXISTING STORMWATER SYSTEM ON BRYANT AVE

WATERSHEDS
The green and yellow shading show which watershed each drainage area flows to.

 MINNEHAHA CREEK
 MISSISSIPPI RIVER

BLOCK	RECOMMENDED CONCEPT ONE-WAY OPTION GREEN SPACE (SF)
Lake St - 31st St	7,650
31st St - 32nd St	9,790
32nd St - 33rd St	8,450
33rd St - 34th St	7,740
34th St - 35th St	8,460
35th St - 36th St	7,640
36th St - 37th St	3,280
37th St - 38th St	4,660
38th St - 39th St	6,990
39th St - 40th St	7,480
40th St - 41st St	6,970
41st St - 42nd St	7,080
42nd St - 43rd St	7,270
43rd St - 44th St	7,090
44th St - 45th St	6,910
45th St - 46th St	6,350
46th St - 47th St	7,190
47th St - 48th St	8,940
48th St - 49th St	7,070
49th St - 50th St	6,060
Total (SF)	143,070
Total (ACRE)	3.28

THE AREA WITHIN THE BRYANT AVENUE PROJECT DRAINS INTO:

FOUR WATERBODIES:	Bde Maka Ska
	Lake Harriet
	Minnehaha Creek
	Mississippi River
TWO MAJOR WATERSHEDS:	Minnehaha Creek Watershed
	Mississippi River Watershed

SIMILAR STREETS IN MINNEAPOLIS

The following streets in the City of Minneapolis have similar designs and features as the concepts we are recommending on Bryant Ave S and Lyndale Ave S.

ONE-WAY STREET WITH PARKING ON ONE SIDE



[W 32nd St](#), from Excelsior Blvd to W Bde Maka Ska Blvd: This one-way street is 24 feet wide and has one travel lane and parking on one side. The boulevards are approximately 4 feet wide.

TWO-WAY TRAIL AND SIDEWALKS



[26th Ave N](#), from N 3rd St to N Vincent Ave: The two-way bicycle trail is typically 8 feet wide and the sidewalks are typically 5 feet wide.

PEDESTRIAN MEDIAN



[E 46th St at Oakland Ave](#): This pedestrian median allows people walking to cross one lane of traffic at a time, making it safer and easier to cross a busy street. However, it also means that drivers cannot drive straight across or make left turns from E 46th St or from the Oakland Ave.

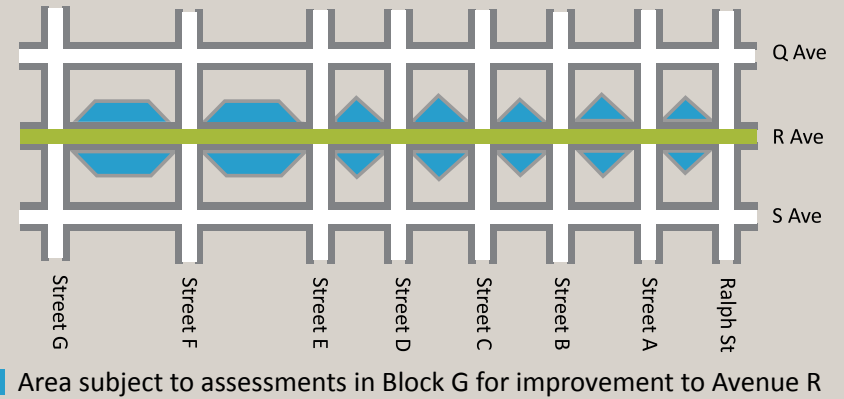
SPECIAL ASSESSMENTS


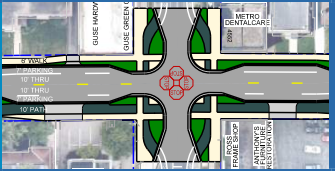




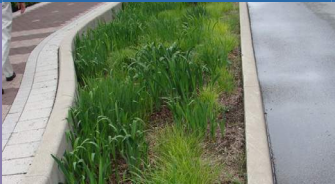
Property owners on Bryant Ave S will be assessed for this street reconstruction project.

For questions about assessments, please visit the [Special Assessments](#) page of the City website or contact our special assessment staff. Their email address is PWspecialassessments@minneapolismn.gov and their phone number is 612-673-2401.

Additional details about the assessment for this project will occur once the project is further designed and include a public hearing through the Transportation and Public Works Committee of the Minneapolis City Council.

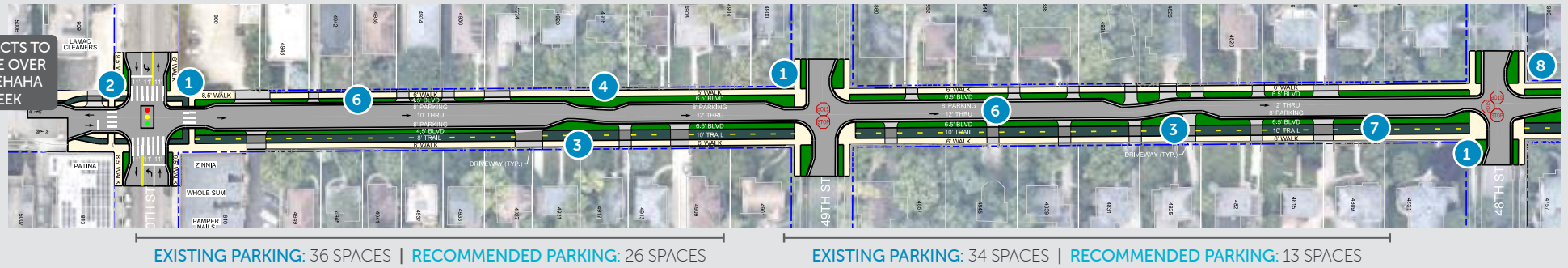
Sample Project Assessment Map



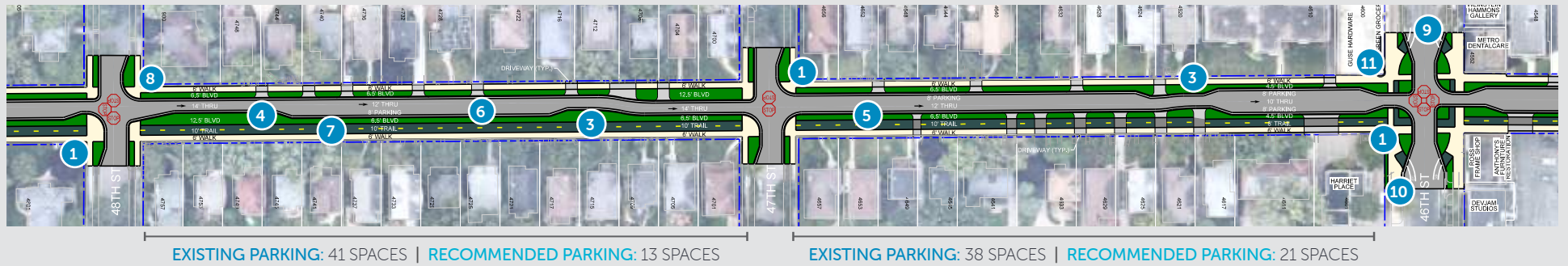
			BENEFITS	TRADEOFFS	
DESIGN STANDARD	PEDESTRIAN ZONE		6' sidewalk and boulevard along entire corridor	<ul style="list-style-type: none"> Expands pedestrian realm Provides space for snow storage Increases green space and tree coverage Expands buffer between pedestrians and vehicles 	<ul style="list-style-type: none"> Parking removal in constrained locations
	BUMPOUTS		Used at intersections; designed to accommodate larger vehicles when applicable	<ul style="list-style-type: none"> Encourages safer turning speeds Creates shorter crossing distances Increases visibility for people walking and driving Expands pedestrian realm 	<ul style="list-style-type: none"> May reduce on-street parking capacity May restrict larger vehicle turns
	BICYCLE TRAIL		Two-way trail on the same level as the sidewalk provides separation from vehicle traffic	<ul style="list-style-type: none"> Provides for an All Ages and Abilities bicycle connection Separate bike and pedestrian space 	<ul style="list-style-type: none"> Reduces room for greenery along the corridor when trail is separated from sidewalk
DESIGN STRATEGY	CHICANE		A design that causes a shift in the vehicle travel lanes	<ul style="list-style-type: none"> Encourages safer travel speeds Provides space for green infrastructure 	<ul style="list-style-type: none"> Reduces on-street parking capacity
	RIGHT SIZING PARKING		Data-driven parking consolidation	<ul style="list-style-type: none"> Converts on-street parking space for other uses Encourages safe travel speeds by narrowing the street where on-street parking is not consistently used 	<ul style="list-style-type: none"> Reduces on-street parking capacity
	TRANSIT OPERATIONS REVISIONS		Shifted transit operations throughout the corridor from Bryant Avenue S to Lyndale Avenue S	<ul style="list-style-type: none"> Increases on-street parking capacity at some intersections Provide separate space for transit users and bicyclists Provides more room for future bus rapid transit stations 	<ul style="list-style-type: none"> May result in farther walking distances to nearest stop
	GREEN INFRASTRUCTURE		Used to capture and treat stormwater runoff through infiltration	<ul style="list-style-type: none"> Provides infiltration opportunities to reduce runoff to receiving water bodies Can increase green space with grass boulevards, infiltration basins/swales, rain gardens, or tree trenches 	<ul style="list-style-type: none"> May reduce on-street parking capacity

BRYANT AVENUE FROM 50TH STREET TO 48TH STREET

ONE-WAY



BRYANT AVENUE FROM 48TH STREET TO 46TH STREET



* **Transit service** moved to Lyndale Avenue

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



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

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



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



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



6 One-way operations create additional space for parking

7 One-way operations leave room for people biking and walking to have separate space



8 **Intersection design** accommodates turning movements for large vehicles including fire trucks.

9 One parking spot removed on the side street due to the intersection design.

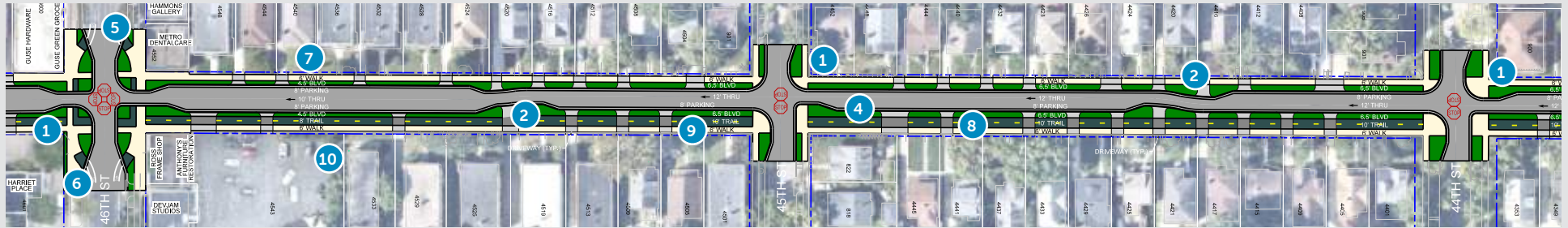
10 46th Street is designated as an existing connector bikeway in the Draft Minneapolis [Transportation Action Plan](#).

11 South of 46th Street vehicle traffic switches to northbound

NOTE: The 12' through lane on the one-way concept is inclusive of a 2' gutter pan (i.e. 10' through lane + 2' gutter).

BRYANT AVENUE FROM 46TH STREET TO 44TH STREET

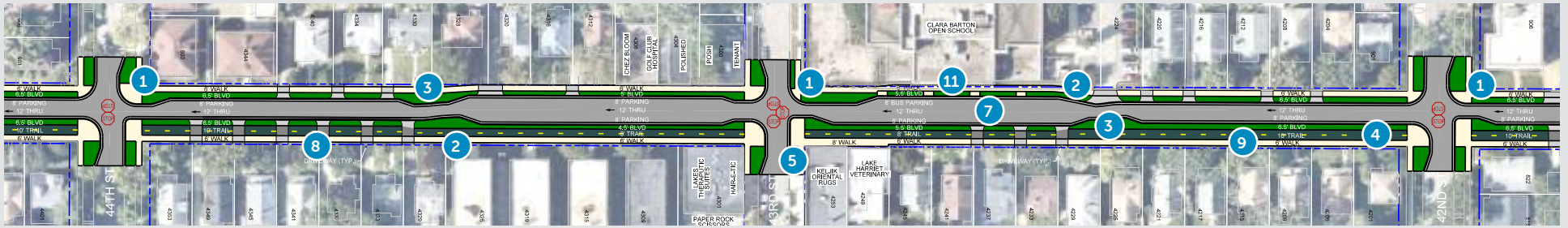
ONE-WAY



EXISTING PARKING: 32 SPACES | RECOMMENDED PARKING: 23 SPACES

EXISTING PARKING: 31 SPACES | RECOMMENDED PARKING: 12 SPACES

BRYANT AVENUE FROM 44TH STREET TO 42ND STREET



EXISTING PARKING: 39 SPACES | RECOMMENDED PARKING: 19 SPACES

EXISTING PARKING: 42 SPACES | RECOMMENDED PARKING: 13 SPACES

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



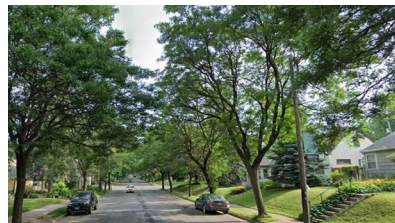
- 2 This block includes a **chicane**, which is used to slow vehicle traffic. When used on a block with no parking, it creates a range of boulevard widths throughout the block. If a chicane is not included, the boulevard space would be a consistent width throughout the block.



- 3 Space for **green infrastructure** to capture and treat stormwater runoff



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



- 5 One parking spot removed on the side street due to the intersection design.

- 6 46th Street is designated as an existing **connector bikeway** in the Draft Minneapolis [Transportation Action Plan](#).

- 7 One-way operations create additional space for parking

- 8 One-way operations leave room for people biking and walking to have separate space



- 9 Additional green space provided with one-way operations

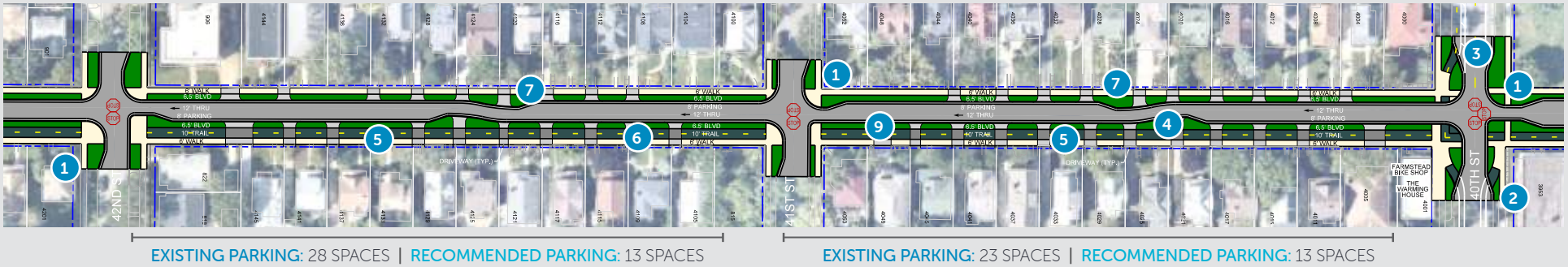
- 10 North of 46th Street vehicle traffic switches to southbound

- 11 Proposed 1' easement on school property allows for bus parking and parking on the east side of the street.

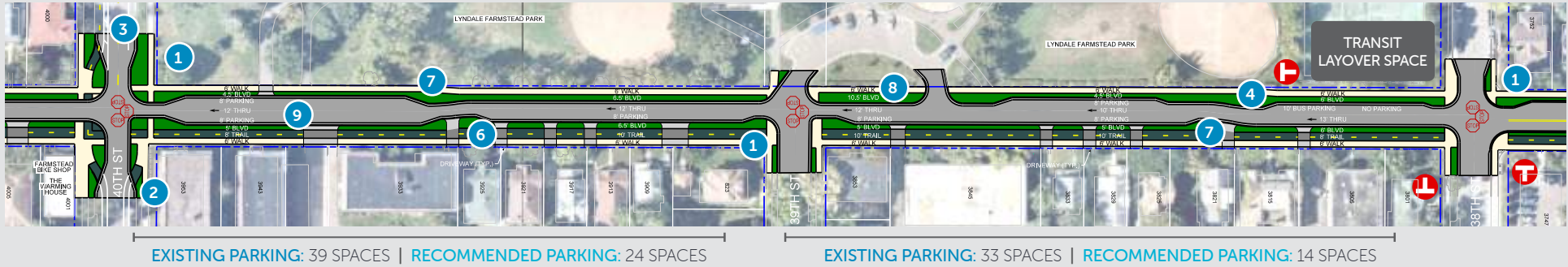
NOTE: The final number of parking spots may vary slightly as the project moves through detailed design. Also, the striping shown on the street is for illustrative purposes only. The striping plan will be finalized through detailed design.

BRYANT AVENUE FROM 42ND STREET TO 40TH STREET

ONE-WAY



BRYANT AVENUE FROM 40TH STREET TO 38TH STREET



* Transit service moved to Lyndale Avenue

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



2 40th Street is designated as an existing connector bikeway in the [Draft Minneapolis Transportation Action Plan](#).

3 Three parking spots removed on the side street due to the intersection design.

4 Space for green infrastructure to capture and treat stormwater runoff



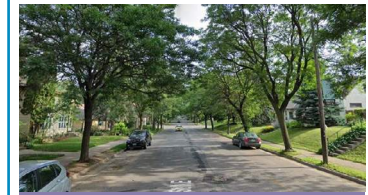
5 One-way operations leave room for people biking and walking to have separate space

6 Additional green space provided with one-way operations

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



8 Wide boulevard that supports large tree growth

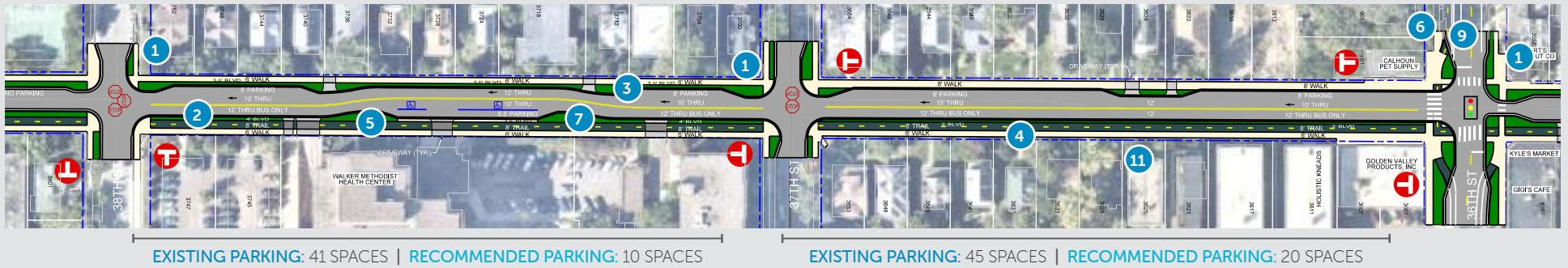


9 One-way operations create additional space for parking

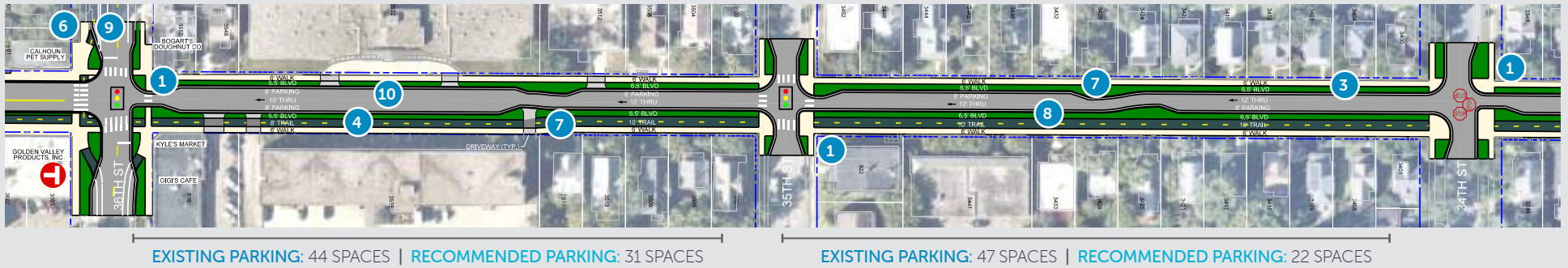
NOTE: The final number of parking spots may vary slightly as the project moves through detailed design. Also, the striping shown on the street is for illustrative purposes only. The striping plan will be finalized through detailed design.

BRYANT AVENUE FROM 38TH STREET TO 36TH STREET

ONE-WAY



BRYANT AVENUE FROM 36TH STREET TO 34TH STREET



* **Transit service** moved to Lyndale Avenue

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

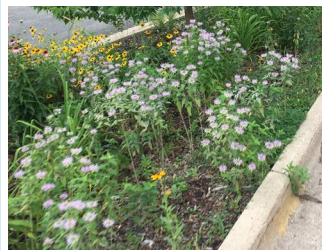


2 A northbound transit only lane from 38th Street to 36th Street will allow transit and emergency access to the Walker Methodist Health Center.

3 Additional green space provided with one-way operations

4 One-way operations leave room for people biking and walking to have separate space

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



6 Four parking spots removed on the side street due to the intersection design.

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



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



9 The design of 36th Street west of Bryant will be continued to be explored. 36th Street West is designated as All Ages and Abilities bikeway in the [Draft Minneapolis Transportation Action Plan](#).

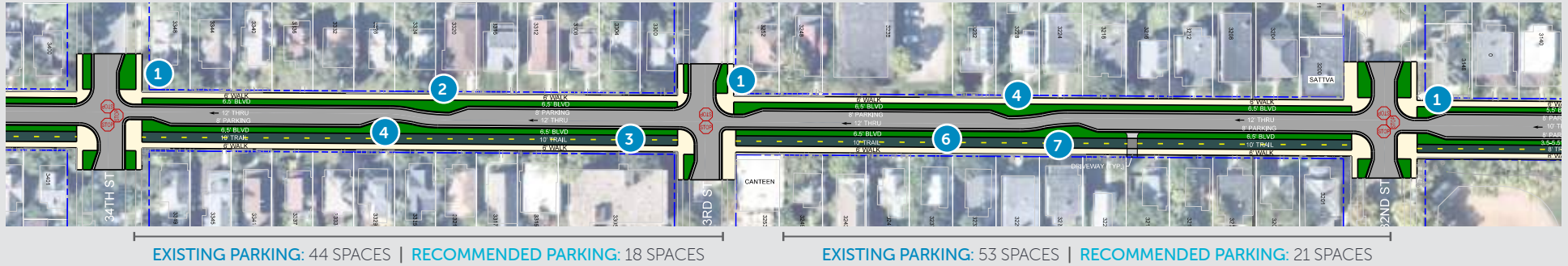
10 One-way operations create additional space for parking

11 Even on the two-way segment from 38th Street to 36th Street there is room for people biking and walking to have separate space

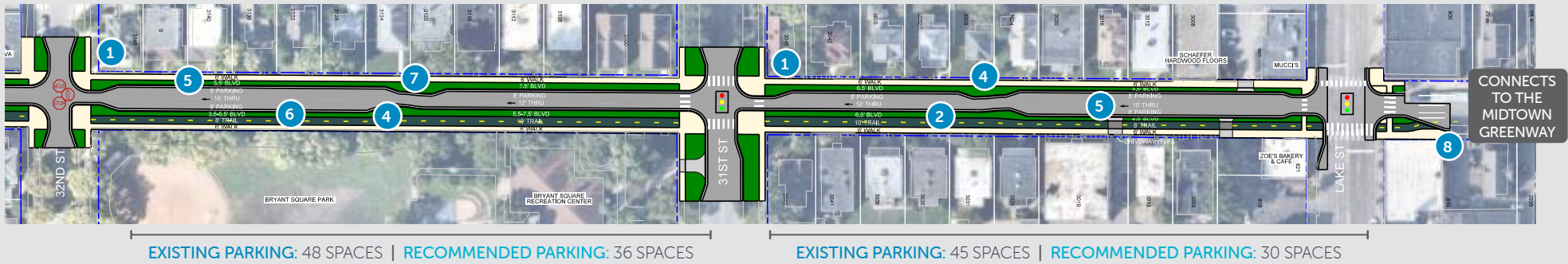
NOTE: The final number of parking spots may vary slightly as the project moves through detailed design. Also, the striping shown on the street is for illustrative purposes only. The striping plan will be finalized through detailed design.

BRYANT AVENUE FROM 34TH STREET TO 32ND STREET

ONE-WAY



BRYANT AVENUE FROM 32ND STREET TO LAKE STREET



* Transit service moved to Lyndale Avenue

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



2 Additional green space provided with one-way operations

3 Wide boulevard that supports large tree growth



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



5 One-way operations create additional space for parking

6 One-way operations leave room for people biking and walking to have separate space

7 Space for green infrastructure to capture and treat stormwater runoff

8 The design of Bryant Ave north of Lake Street will be continued to be explored. Bryant Ave is designated as All Ages and Abilities bikeway in the Draft Minneapolis Transportation Action Plan

NOTE: The final number of parking spots may vary slightly as the project moves through detailed design. Also, the striping shown on the street is for illustrative purposes only. The striping plan will be finalized through detailed design.