

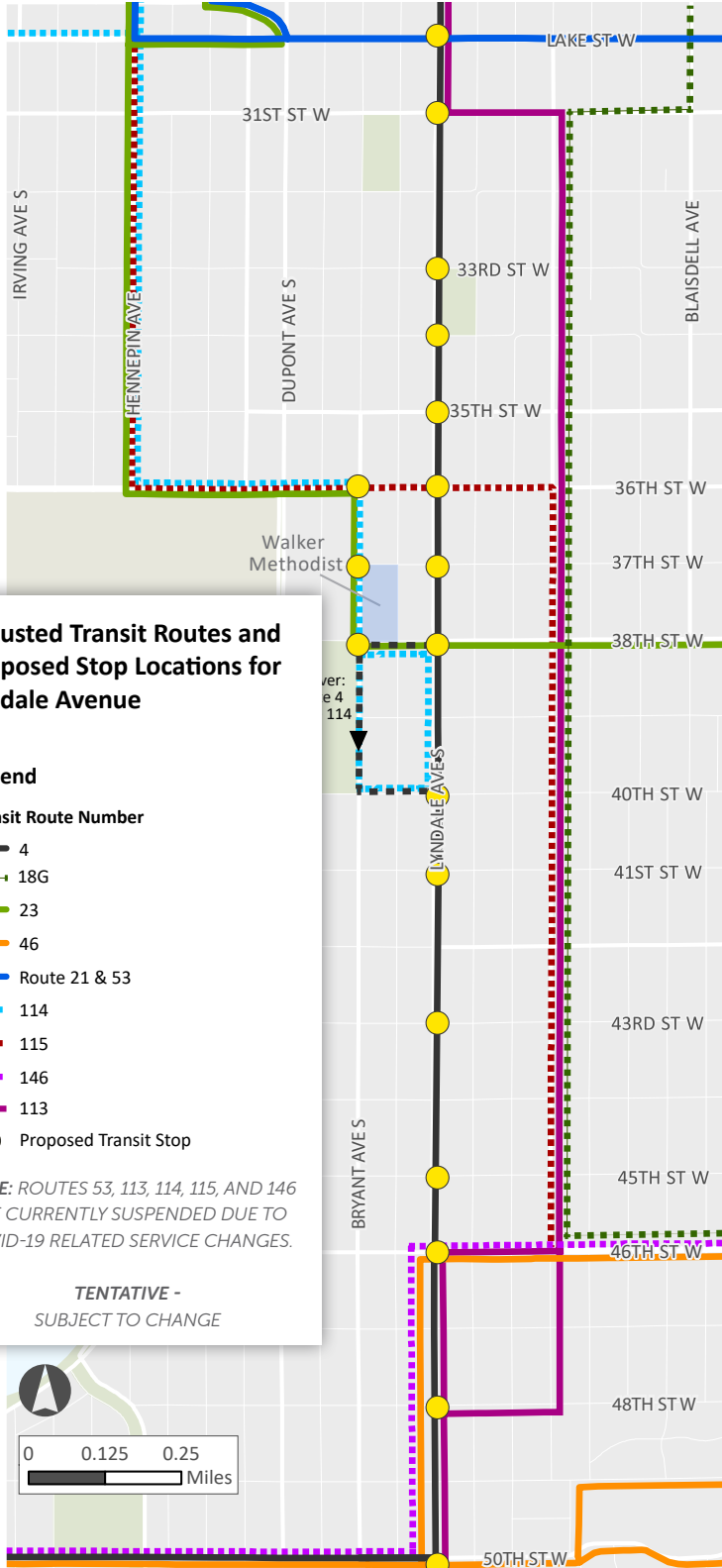
BRYANT AVENUE RECONSTRUCTION

TRANSIT ON LYNDALE AVE S

As part of the Bryant Avenue Reconstruction project, the City is considering moving transit from Bryant Ave S to Lyndale Ave S to balance needs for all users in the area while meeting the project goal of supporting existing and future transit service. The map to the left shows adjusted routes and proposed stop locations if transit moved to Lyndale Ave S. Please note that this map does not reflect actual service changes but is for illustrative purposes only.



- 6 bus routes would use some portion of Lyndale Avenue between Lake St and 50th St
 - 3 local routes
 - 3 limited stop routes (currently suspended due to COVID-19)
- 15 transit stops, including both pull out and in-lane stops (see examples on page 3)
- More room for transit amenities such as shelters
- Intersection changes provide an opportunity to improve safety for all users on Lyndale Ave S



Adjusted Transit Routes and Proposed Stop Locations for Lyndale Avenue

Legend

Transit Route Number

- 4
- 18G
- 23
- 46
- Route 21 & 53
- 114
- 115
- 146
- 113
- Proposed Transit Stop

NOTE: ROUTES 53, 113, 114, 115, AND 146 ARE CURRENTLY SUSPENDED DUE TO COVID-19 RELATED SERVICE CHANGES.

TENTATIVE - SUBJECT TO CHANGE

HOW WILL THIS IMPACT THE EXISTING DESIGN OF LYNDALE AVE S?

In most locations, adding transit service to this section of Lyndale Ave S will have very minor impacts to the existing design of Lyndale. At the 26 proposed bus stop locations, typically a narrow section of sidewalk will be constructed between the curb and main sidewalk to help passengers board and exit the bus safely and conveniently. Figure 1 below illustrates what a typical bus stop would look like. At these locations, we are not proposing any other changes to the curb line.

On-street parking impacts at proposed bus stops

There will be minor impacts to on-street parking at 10 of the 26 proposed bus stop locations. At these locations, one to two on-street parking spots will be removed to accommodate the bus stop operations. See the drawings on the following pages for the exact locations of these on-street parking impacts. Sixteen of the 26 proposed bus stop locations will not impact parking. Relocation of two bus stops from 46th Street to Lyndale will add four parking stalls to the corridor.

Pedestrian medians

At three intersections (37th Street, 41st Street and 45th Street) we are proposing to add pedestrian medians on Lyndale Avenue to improve the safety and comfort of people crossing Lyndale on foot. The three proposed locations are located at intersections without traffic signals. At these locations, the left turn lanes would be removed and replaced with a center median. An illustrative example of what the medians will look like is shown in Figure 2 below.

How will adding pedestrian medians impact vehicle operations on Lyndale Ave S?

The pedestrian medians will impact vehicle operations in two ways. The medians will prohibit drivers from moving straight across Lyndale and will not allow left turns from Lyndale or from the cross streets, as shown in Figure 2. Left turns and cross street traffic represent the lowest traffic movements at these intersections with most drivers choosing to turn right onto Lyndale Avenue. The median impact is estimated to represent approximately 2-3% of traffic movements at each intersection.



Figure 1. Bus stops on Lyndale Ave S will look like this bus stop on Minnehaha Ave

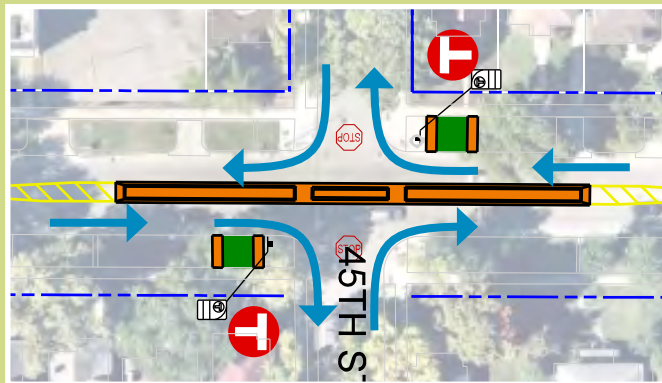


Figure 2. Allowable turns with pedestrian median

50th St W and Lyndale Ave S

The intersection of 50th St W and Lyndale Ave S will need some curb, sidewalk, and signal changes. These changes will allow for buses to stop at this intersection, complete the turning movements, and minimize impacts to traffic through the intersection. See page 5 for the proposed changes to this intersection.

HOW WILL ADDING TRANSIT SERVICE IMPACT VEHICLE OPERATIONS ON LYNDALE AVE S?

Traffic modeling completed for this project shows that intersections on Lyndale operate at an acceptable level for vehicular traffic flow during the morning and evening rush hours. This means that, while people driving on Lyndale Ave S do experience some delay during these times, these delays do not cause undue impacts to the City's vehicular transportation system. The modeling also concluded that adding local transit service to Lyndale Ave S would not significantly impact vehicular traffic flow on the street now or into the future.

FUTURE TRANSIT ON LYNDALE

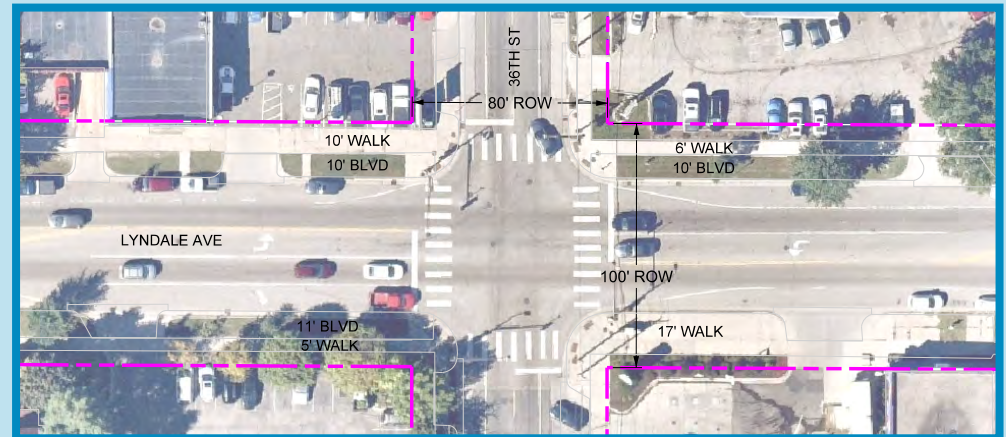
The Johnson/Lyndale transit corridor has not been identified by Metro Transit for near-term BRT implementation but is a candidate for arterial BRT implementation prior to 2040. Because the upcoming Bryant Ave S reconstruction project is intended to serve the community for at least the next 50 years, it's critical to consider how space for transit and future BRT operations would be accommodated in the vicinity of Bryant Avenue or on Bryant Avenue.

Lyndale Ave S has more available right-of-way than Bryant Ave S, which would provide greater flexibility for the placement of future BRT stations.

ABOUT BUS RAPID TRANSIT (BRT)

BRT would bring faster service with enhanced stations about every 1/2 mile, like those on the METRO A Line and C Line.

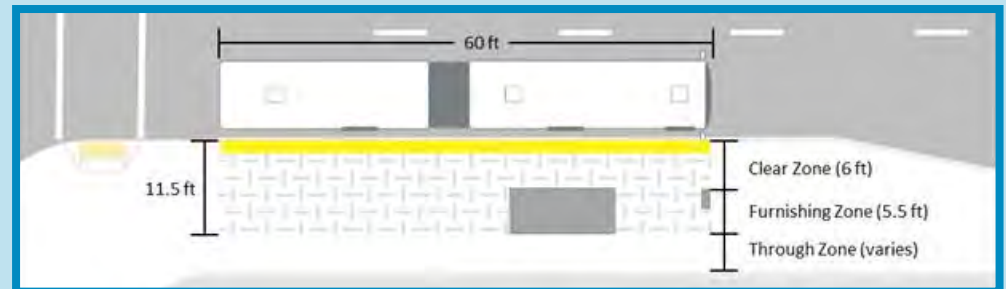
You can learn more about Metro Transit plans for BRT on their website: <https://www.metrotransit.org/network-next>



Existing dimensions of Lyndale Ave S at 36th St W



C Line BRT station platform



Dimensions for a typical BRT station

SUMMARY OF PROPOSED CHANGES TO LYNDALE AVE S

Proposed Stop Location	In-lane or pull out stops?	Changes to the curb line?	Comments	On-street parking impacts
33rd St W	Pull out	No		~1 parking spot removed
34th St W	Pull out	No		~4 parking spots removed
35th St W	Pull out	No		~4 parking spots removed
36th St W	Pull out	No		~2 parking spots removed
37th St W	Pull out	No	Remove left turn lane and install pedestrian median	~4 parking spots removed
38th St W	Pull out	No		~4 parking spots removed
40th St W	In-lane	No		None
41st St W	In-lane	No	Remove left turn lane and install pedestrian median	None
43rd St W	In-lane	No		None
45th St W	In-lane	No	Remove left turn lane and install pedestrian median	None
46th St W	Pull-out northbound, In-lane southbound	No	Existing bus stops on 46th St W to be removed	Addition of 4 parking spots on 46th St W
48th St W*	In-lane	No		None
50th St W	Pull out northbound, In-lane southbound	Yes	Curb shift in NE corner to accommodate northbound bus stop, minor curb adjustments to NW and SW corners	None

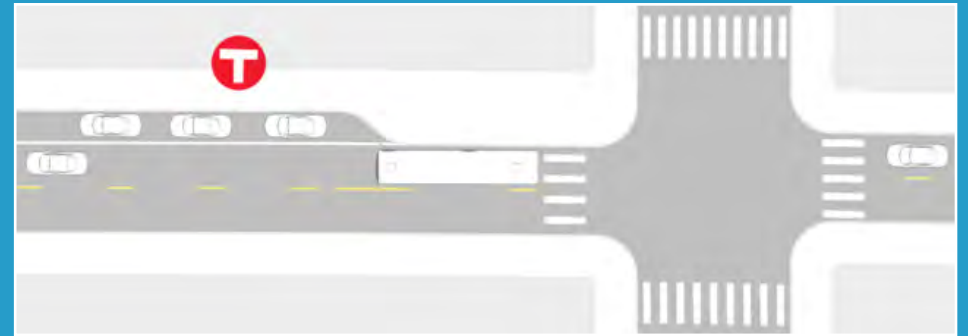
*accessibility improvements to existing stops

PULL OUT VERSUS IN-LANE STOPS



Pull out bus stop

Buses exit the travel lane completely, pulling to the curb for passenger boarding and alighting. Pull out stops require more time than in-lane stops because buses must merge back into the flow of traffic.



In-lane bus stop

Buses remain in the travel lane while passengers board and alight. Buses do not need to merge back into the flow of traffic which saves time. However, making stops may require traffic behind the bus to wait.



Removal of 2 trees.

LYNDALE AVENUE FROM 48TH STREET TO 46TH STREET



PROPOSED METRO TRANSIT BUS STOP EXISTING METRO TRANSIT BUS STOP

1 Intersection changes to allow for bus turning movements.

2 In-lane bus stop with accessibility improvements.

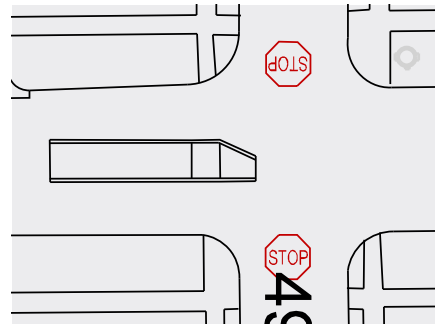


3 Pull-out bus stop with accessibility improvements.



NOTE: See page 4 for more detail

4 A Hennepin County project will install this median in 2021 as part of a pedestrian safety project.



5 Accessibility improvements to existing bus stops. These improvements will not impact the existing curb line.

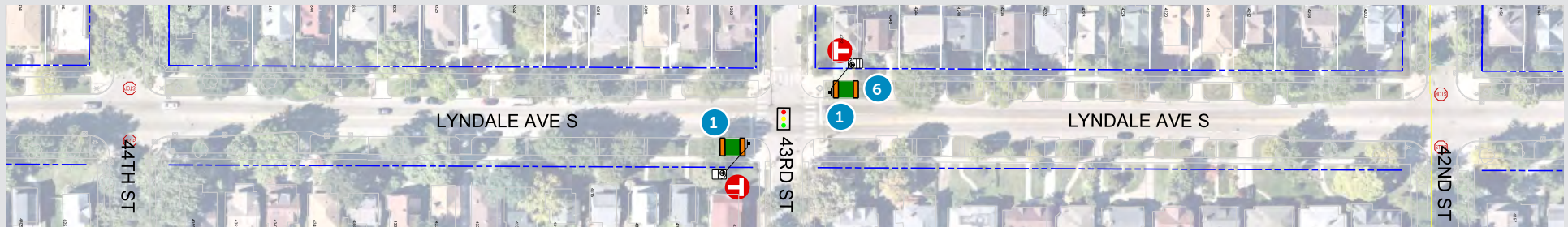
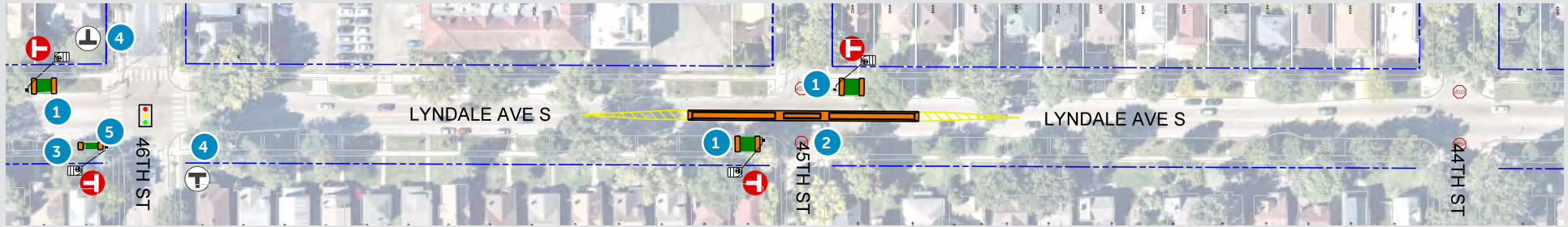
6 Existing bus stop remains.



7 Existing stops on 46th St W to be removed. Routes will now turn at Lyndale Ave and use the proposed stops (shown in red) on Lyndale Ave south of 46th St W.

8 Existing bus stop relocated to the far side of the intersection.

9 Buses are exempt from the right-only turn.



PROPOSED METRO TRANSIT BUS STOP



EXISTING METRO TRANSIT BUS STOP

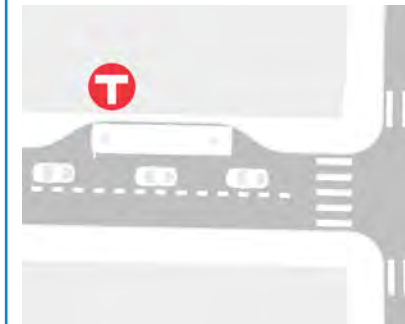
1 In-lane bus stop with accessibility improvements.

2 Left turn lane removed and replaced with a center pedestrian median.



Having a pedestrian median means that drivers will not be able to drive straight across Lyndale Ave or make left turns from Lyndale Ave or from the cross streets. These intersections will be right-in/right-out only.

3 Pull-out bus stop with accessibility improvements.

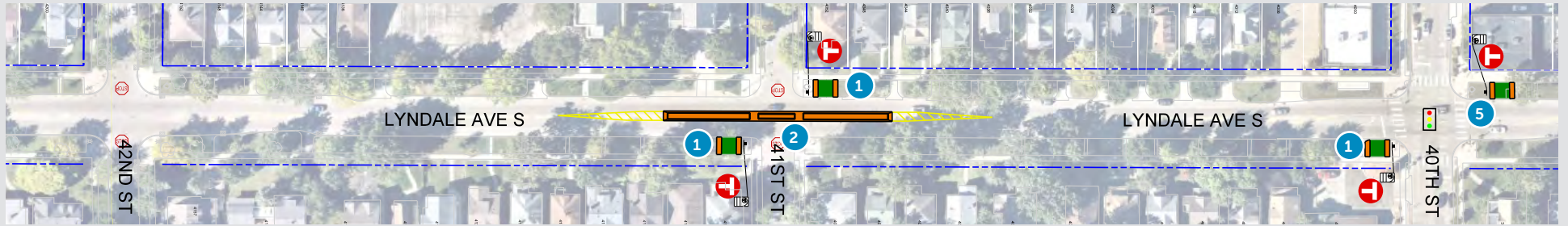


4 Existing stops on 46th St W to be removed. Routes will now turn at Lyndale Ave and use the proposed stops (shown in red) on Lyndale Ave south of 46th St W.

5 Buses are exempt from the right-only turn.

6 Existing trees to be protected.

NOTE: See page 4 for more detail



PROPOSED METRO TRANSIT BUS STOP EXISTING METRO TRANSIT BUS STOP

On-street parking impacts: 4 spaces removed

1 In-lane bus stop with accessibility improvements.



NOTE: See page 4 for more detail

2 Left turn lane removed and replaced with a center pedestrian median.



Having a pedestrian median means that drivers will not be able to drive straight across Lyndale Ave or make left turns from Lyndale Ave or from the cross streets. These intersections will be right-in/right-out only.

3 Existing bus stop remains.



4 Pull-out bus stop with accessibility improvements.

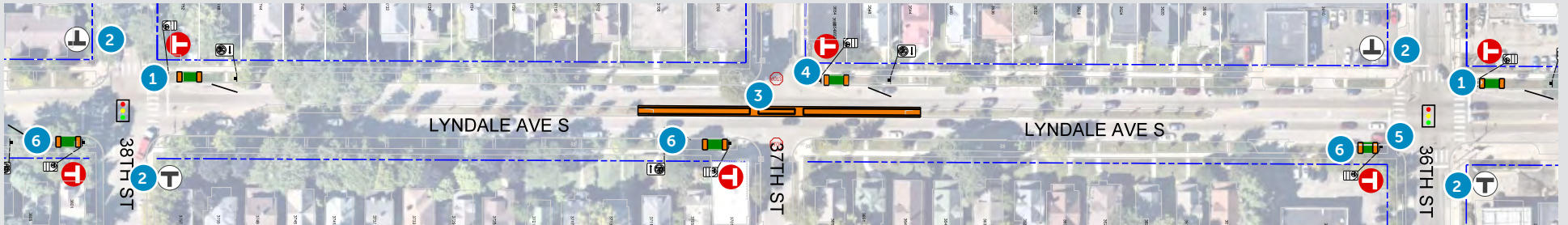
5 In-lane bus stop. Existing carriage walk to be used as the bus stop.

6 Pull-out bus stop with accessibility improvements and potential transit shelter location. Metro Transit considers adding shelters at bus stops with 30 or more average daily passenger boardings, as funding and maintenance resources allow. The need for transit shelters at this location is being evaluated.



LYNDALE AVENUE FROM 38TH STREET TO 36TH STREET

DRAFT TRANSIT PROPOSAL FOR LYNDALE AVE S

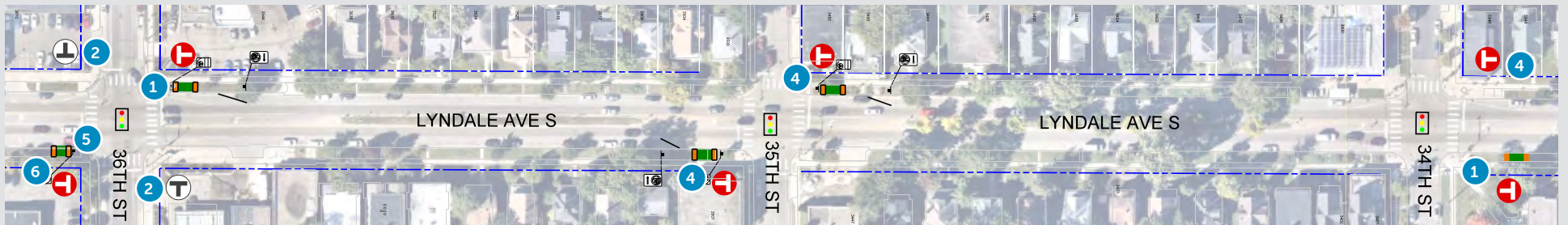


On-street parking impacts: 4 spaces removed

On-street parking impacts: 4 spaces removed

On-street parking impacts: 2 spaces removed

LYNDALE AVENUE FROM 36TH STREET TO 34TH STREET



On-street parking impacts: 2 spaces removed

On-street parking impacts: 4 spaces removed

PROPOSED METRO TRANSIT BUS STOP

EXISTING METRO TRANSIT BUS STOP

- 1 Pull-out bus stop with accessibility improvements.



NOTE: See page 4 for more detail

- 2 Existing bus stop remains.



- 3 Left turn lane removed and replaced with a center pedestrian median.



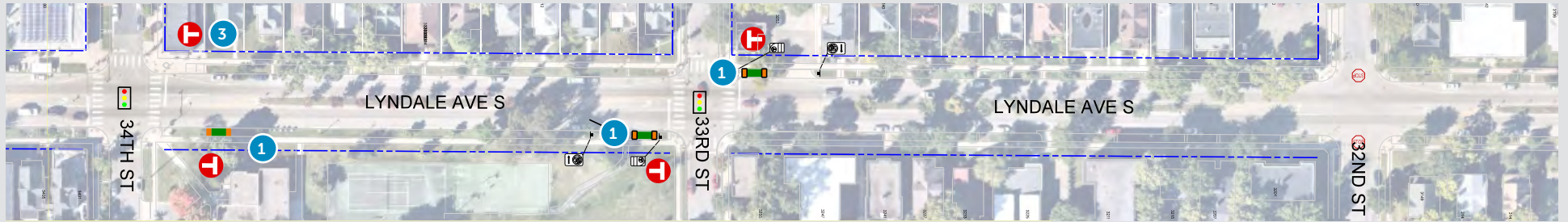
Having a pedestrian median means that drivers will not be able to drive straight across Lyndale Ave or make left turns from Lyndale Ave or from the cross streets. These intersections will be right-in/right-out only.

- 4 Pull-out bus stop. Existing carriage walk or pavers to be used as the bus stop.

- 5 Buses are exempt from the right-only turn.

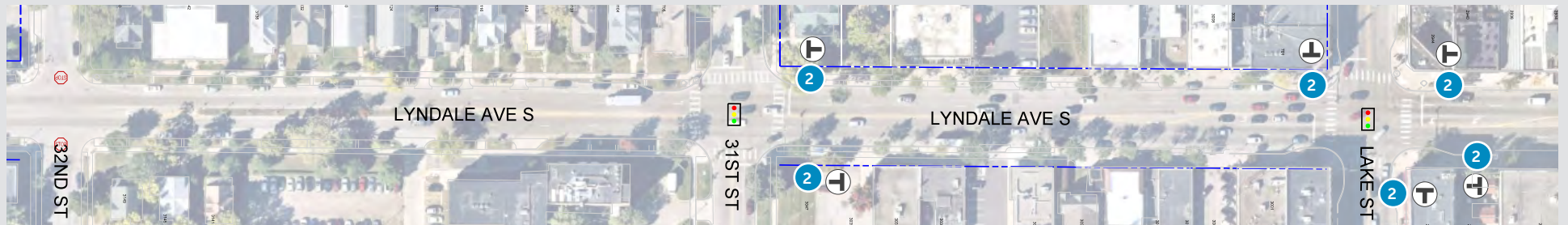
- 6 Pull-out bus stop with accessibility improvements and potential transit shelter location. Metro Transit considers adding shelters at bus stops with 30 or more average daily passenger boardings, as funding and maintenance resources allow. The need for transit shelters at this location is being evaluated.





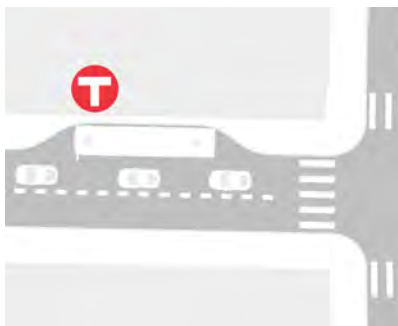
On-street parking impacts: 2 spaces removed

LYNDALE AVENUE FROM 32ND STREET TO LAKE STREET



PROPOSED METRO TRANSIT BUS STOP EXISTING METRO TRANSIT BUS STOP

- 1 Pull-out bus stop with accessibility improvements.



NOTE: See page 4 for more detail

- 2 Existing bus stop remains.



- 3 Pull-out bus stop. Existing carriage walk or pavers to be used as the bus stop.

QUESTIONS?

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HMONG: Ceeb toom. Yog koj xav tau kev pab dawb txhais cov xov no, hu 612-673-2800.