



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, access, 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

WHAT ARE YOUR PROJECT GOALS?

What are your goals for the project? Tell us what you think by taking our survey at: <http://www.minneapolismn.gov/cip/futureprojects/bryant-ave-s-reconstruction>



PROJECT TIMELINE



There are **5 commercial nodes** on the corridor, **a school**, and **a health center**.

WHAT IS CONCEPTUAL DESIGN?

The conceptual design phase of a project is when Public Works uses many inputs to explore basic street design options within the project area.

$$\text{CITY POLICY} + \text{TECHNICAL ANALYSIS} + \text{STAKEHOLDER FEEDBACK} = \text{CONCEPT DESIGN}$$

After the Concept Design phase Public Works makes a recommendation to City Council: After the City Council adopts a conceptual design for a project it is very unlikely that the basic design of the street (i.e. number of travel lanes and parking area) will change.

WILL THERE BE ASSESSMENTS FOR THIS PROJECT?

Yes, adjacent property owners will be assessed for this street reconstruction project. More information about assessments can be found on the City's website, search word 'Assessments.'

WILL THERE BE PEDESTRIAN STREET LIGHTING INCLUDED IN THE PROJECT?

Yes, there will be pedestrian street lighting included in the project. The project corridor is a Pedestrian Street Lighting Corridor and, per City policy, pedestrian level street lighting will be included in the project at no extra cost to the adjacent property owners.

HOW WILL THE MANY NEEDS AND MODES BE BALANCED?

Many people need to use Bryant Ave. S in many different ways. Public Works will rely on the City's Complete Streets Policy to design the street. This means we will prioritize the needs of people walking, bicycling, and taking transit.



EXISTING STREET DESIGN

Bryant Avenue has two traffic lanes and two parking lanes, one in each direction. There are no dedicated bicycle lanes, but there are shared pavement markings and the corridor is signed as a bicycle route. The public right-of-way is 60 feet, with the street making up 40 feet of the available space.

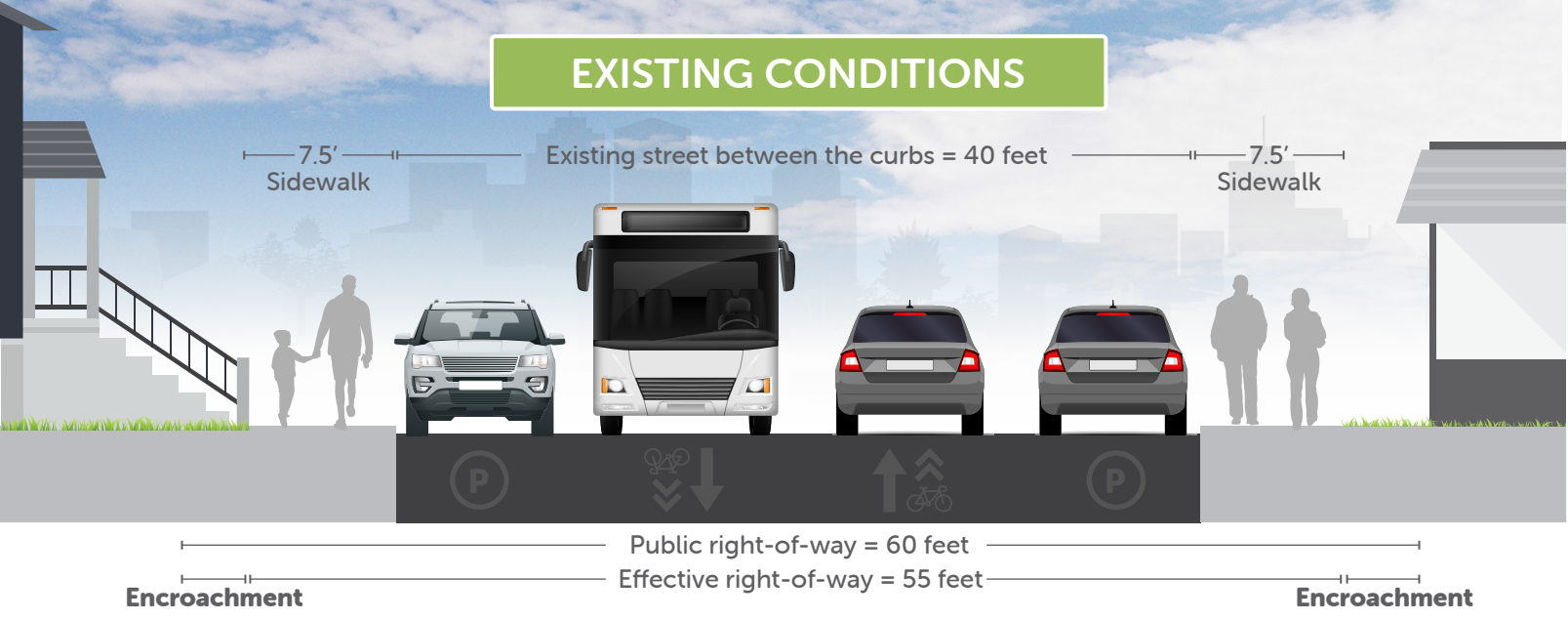
ENCROACHMENTS

Although the total right-of-way is generally 60 feet throughout the Bryant Ave S project corridor, most of the corridor contains encroachments – making the effective right-of-way less than 60 feet. Some examples of encroachments include fences, retaining walls, and stairways. These encroachments often exist due to grade changes between private properties and the sidewalk.



Public Works is exploring opportunities to include native plantings on Bryant Avenue S.

EXISTING CONDITIONS



EXISTING USERS ON BRYANT AVENUE

Pedestrians, bicyclists, and transit users make up 25-50% of the activity on Bryant Avenue.

Estimated number of daily users on Bryant Avenue include:



PARKING

Bryant Avenue has on-street parking on both sides of the street. On Saturday evening when parking is busiest, approximately 50% of the 700 stalls are occupied.

BICYCLE INFRASTRUCTURE

Bryant Avenue travel lanes have "sharrows"* and bikeway signage throughout the corridor. Bryant Avenue connects with on-street bike lanes at:

- 36th Street
- 40th Street
- 46th Street

* Sharrows are street markings that indicate that the road is meant to be shared by bikes and cars.

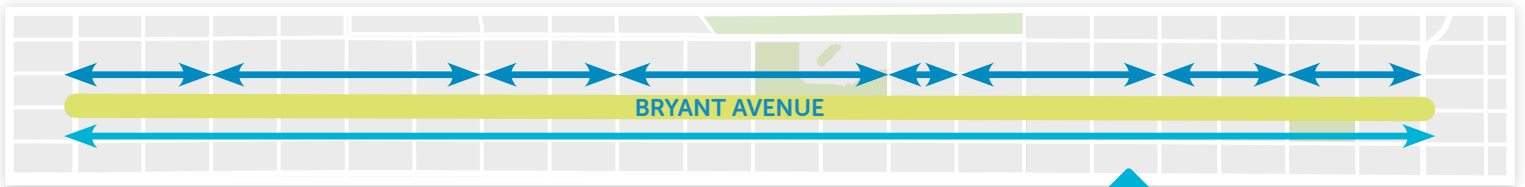
TRANSIT SERVICE

Five Metro Transit routes serve Bryant Avenue, with nearly 3,000 people accessing transit along Bryant Avenue on an average weekday.



Metro Transit Routes





TRAVEL PATTERNS

People driving on Bryant Avenue make short trips

- They stay on Bryant Avenue for a block or two before turning onto another local street for their exact destination

Less than 4% of trips on Bryant Avenue go from one end of the corridor to the other

SPEED TRENDS

Vehicle speeds vary by block on Bryant Ave S. Public Works collected data at four locations in the corridor.

We found that:

- **Between 32nd St and 33rd St:** 26% of vehicles travel above 30MPH
- **Between 38th St and 39th:** 12% of vehicles travel above 30MPH
- **Between 44th St and 45th St:** 42% of vehicles travel above 30MPH
- **Between 46th and 47th St:** 39% of vehicles travel above 30MPH

TRAVEL PATTERNS

Many people are **walking, biking,** and **taking transit** on Bryant Ave S. At some intersections in the corridor, people using these modes make up **50% of the activity** on Bryant Avenue.



CRASH TRENDS

Based on data from the past ten years, approximately **20 crashes occur per year on Bryant Avenue.**

Bicycle and pedestrian crashes are overrepresented on Bryant Avenue. Citywide, 8% of all crashes involve a bicycle or pedestrian. On Bryant Avenue, that number was slightly higher, with 13% of all crashes involving a bicycle or pedestrian.

The vast majority of all crashes on Bryant only result in property damage between two vehicles. Parked vehicle crashes were most common, followed by angle crashes (i.e. not head-on, rear-end, or sideswipes), and rear ends.

Bicycle and pedestrian crashes are infrequent but troubling. Although there were fewer bicycle and pedestrian crashes than other types, when these crashes did occur, they more frequently resulted in injury.

QUESTIONS?

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