



BRYANT AVENUE RECONSTRUCTION

KICKOFF AND EXISTING CONDITIONS REVIEW

April 2020



AGENDA

- Project background, goals, and schedule
- Existing conditions
 - Street design and usage
- How you can participate

COMMUNICATION IN CHANGING TIMES

- All project communication will be virtual or over the phone
- Project website
 - <http://www.minneapolismn.gov/cip/futureprojects/bryant-ave-s-reconstruction>
- Virtual open house; May 12th, 7-8pm
- Virtual neighborhood meetings



WHAT IS THE BRYANT AVENUE RECONSTRUCTION PROJECT?

Opportunity to reimagine our right-of-way



WHY ARE WE RECONSTRUCTING?

- 60-year-old infrastructure
- Many people using the street in many different ways



PROJECT SCHEDULE



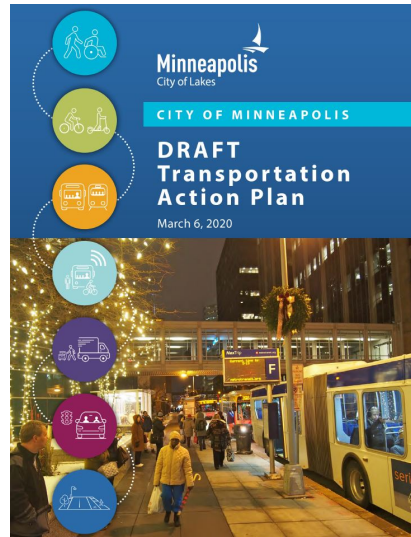
We are here

What is concept design? The basic elements of the street

CITY POLICY + TECHNICAL ANALYSIS + STAKEHOLDER FEEDBACK = CONCEPT DESIGN

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GUIDING POLICY



Minneapolis declares climate emergency

© December 13, 2019 / City of Minneapolis

City demands massive mobilization to address climate change

Minneapolis has declared a [climate emergency](#) that demands a massive-scale mobilization to halt, reverse and address the consequences and causes of climate change. This declaration recognizes that climate change is already affecting people's lives, health, livelihoods, and access to food and shelter with record heat, extreme storms and wildfires, droughts and floods, and other destructive effects in Minnesota and worldwide.

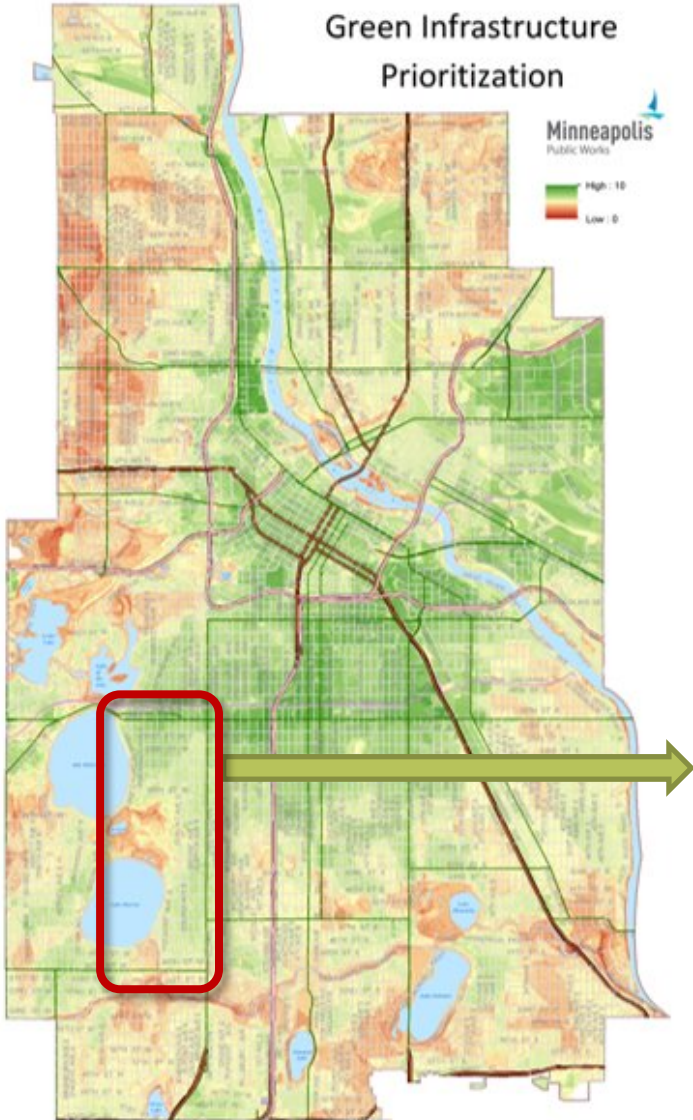
CITY POLICY + TECHNICAL ANALYSIS + STAKEHOLDER FEEDBACK = CONCEPT DESIGN

PROJECT GOALS

MINNEAPOLIS PUBLIC WORKS GOALS FOR THE PROJECT INCLUDE:

- ✓ 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

Green Infrastructure Prioritization



- ✓ Use green infrastructure to collect and treat stormwater runoff

Bryant Ave Corridor



CITY POLICY + TECHNICAL ANALYSIS + STAKEHOLDER FEEDBACK = CONCEPT DESIGN

BLOCK BY BLOCK APPROACH



50%



50%

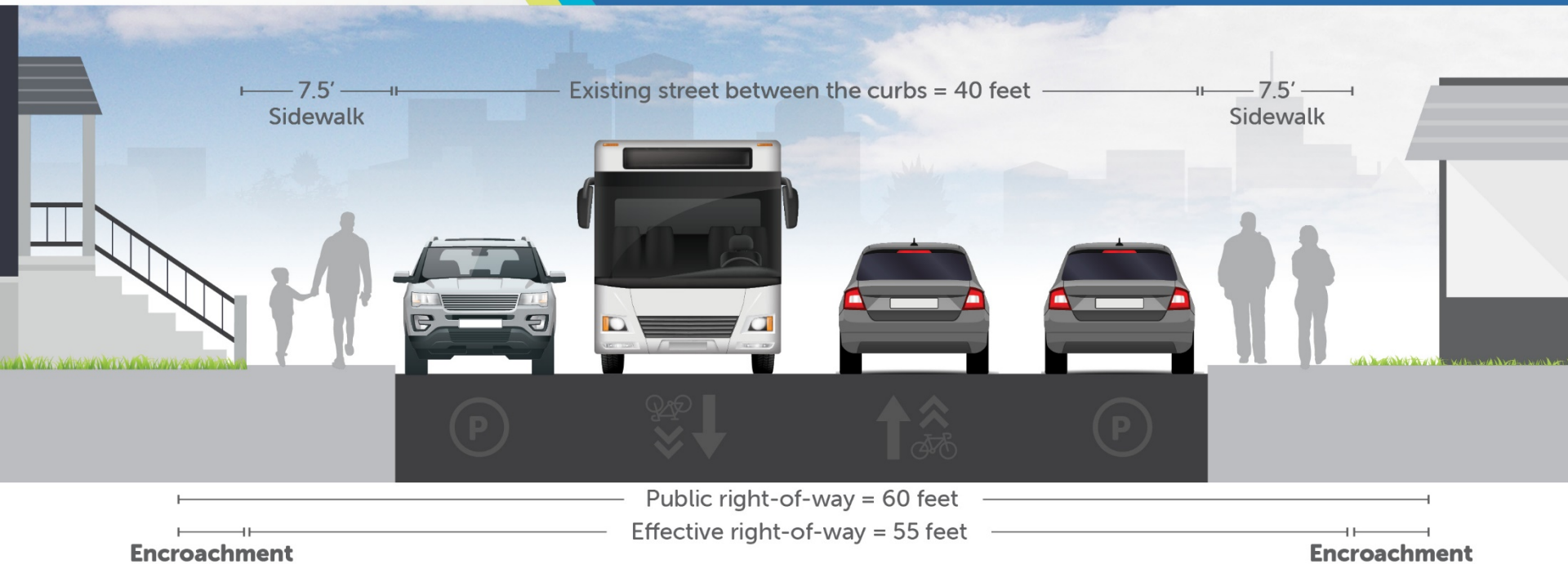


EXISTING CONDITIONS



WHO USES BRYANT AVENUE?





EXISTING STREET DESIGN

Bryant Avenue has two traffic lanes and two parking lanes, one in each direction. There are sidewalks on both sides of the street, and some blocks have boulevard space.

The total public right-of-way is 60 feet, but the space used today is only 55 feet.



EXAMPLE ENCROACHMENTS



Retaining walls

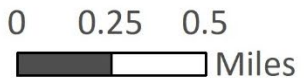


Large trees & landscaping

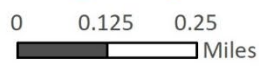
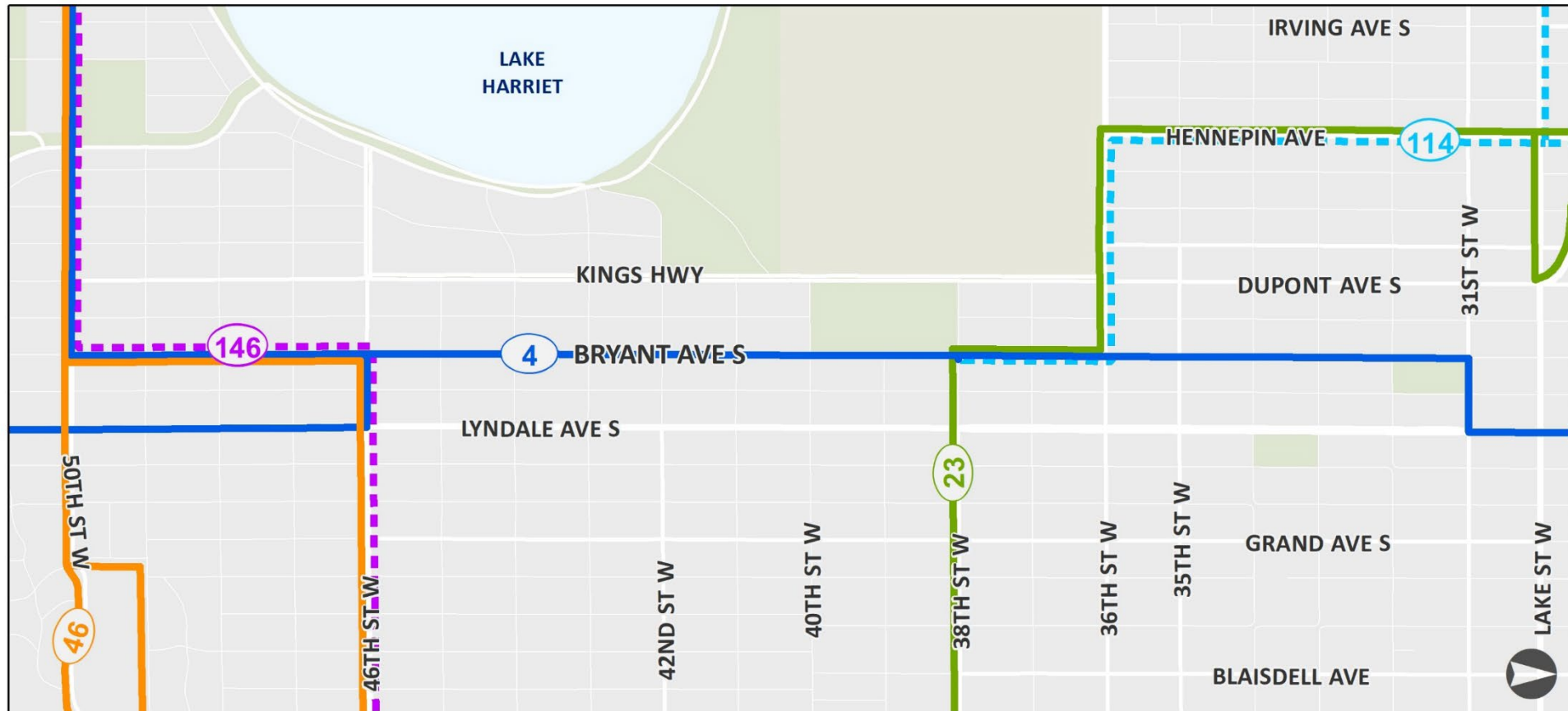


Stairways

CURRENT BICYCLE INFRASTRUCTURE

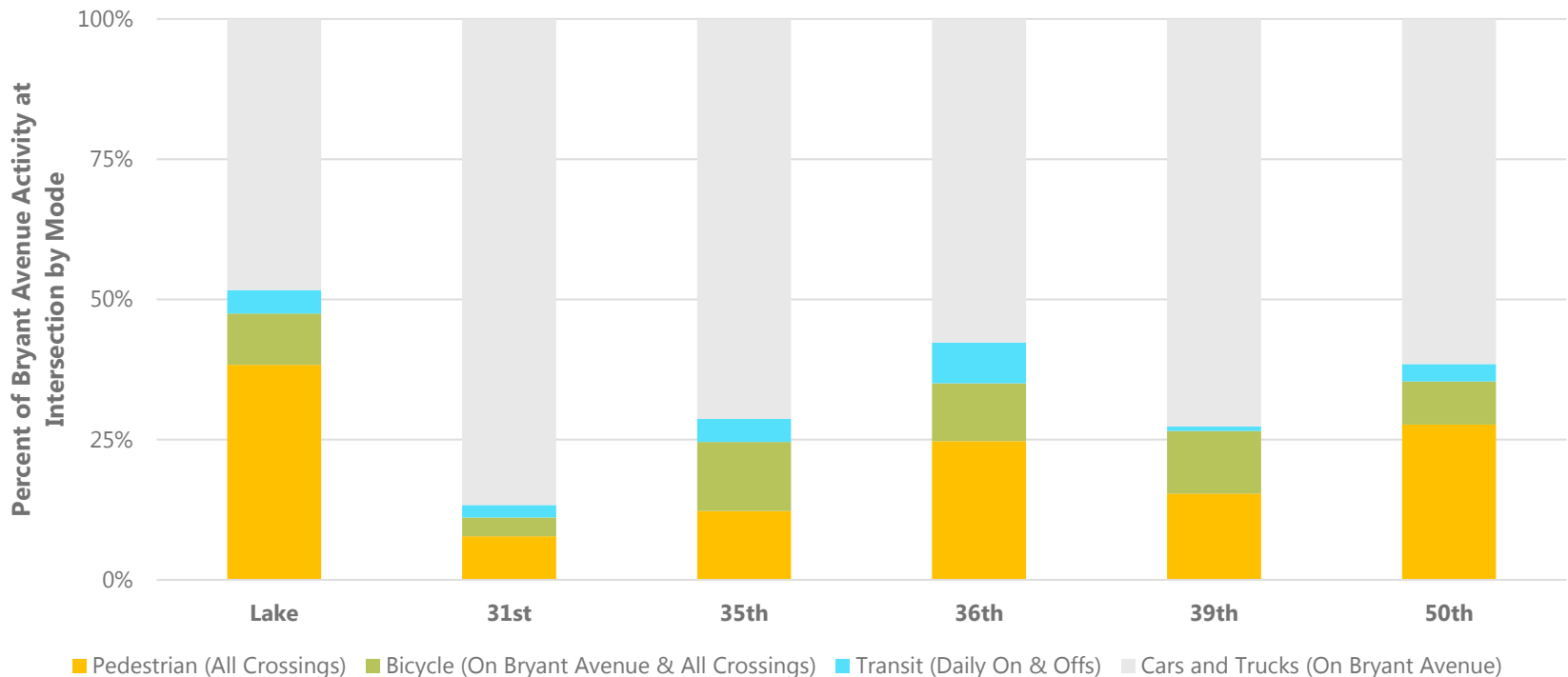


TRANSIT SERVICE



ACTIVITY BY MODE

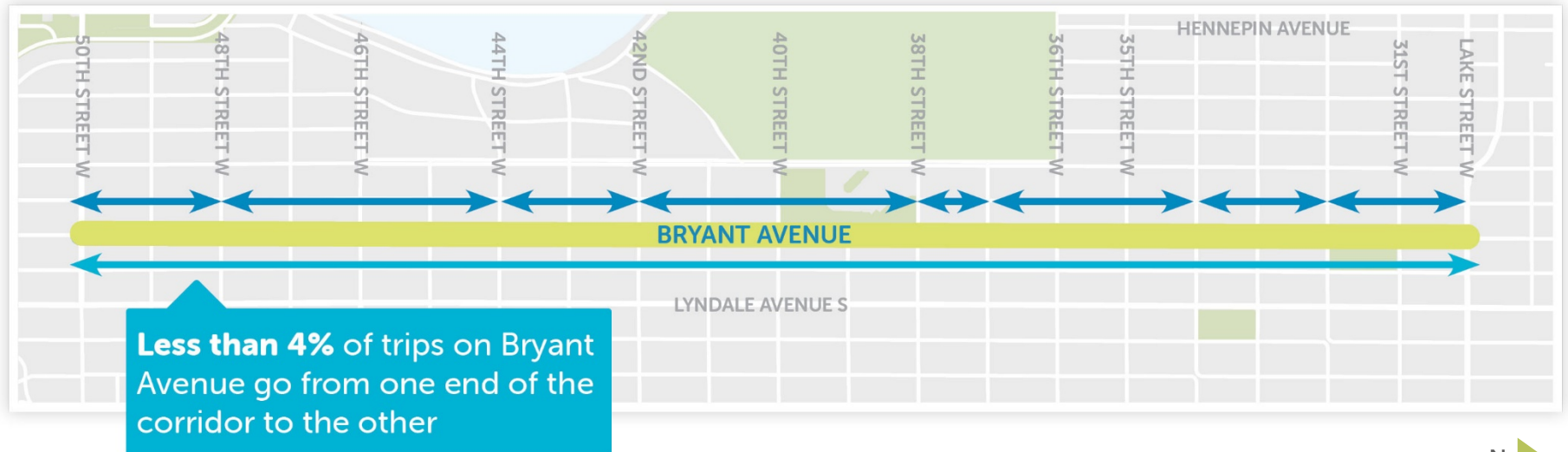
Many people are **walking**, **biking**, and **taking transit** on Bryant Ave S. At some intersections in the corridor, people using these modes make up 50% of the activity on Bryant Avenue.



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



SPEED TRENDS

Nearly 25% of all vehicles on Bryant Avenue are travelling above the posted speed limit of 30 MPH.

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

CRASH TRENDS

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.

PARKING

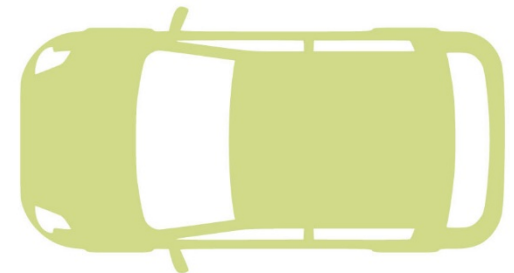
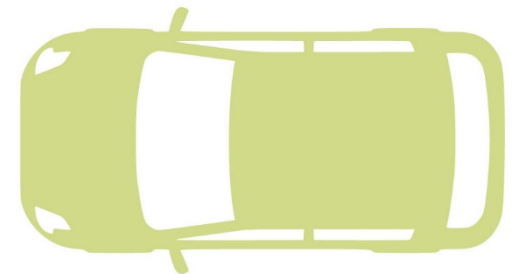
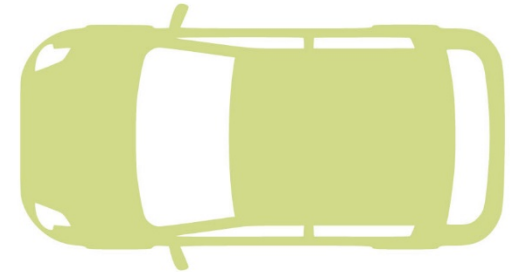
PARKING STUDY RESULTS

HOW MUCH PARKING IS THERE?

783 existing parking spaces on Bryant Avenue between Lake St and 50th St

618 existing spaces on the adjacent side streets between Colfax and Aldrich

Corridor wide, on average, about half of the available spaces on Bryant Avenue and the side streets were occupied during the busiest time of the week (Saturday evening).



PARKING STUDY RESULTS

OCCUPANCY AROUND THE SCHOOL IS 2X TO 3X HIGHER DURING WEEKDAYS WHEN SCHOOL IS IN SESSION

SUSTAINED HIGH OCCUPANCY AROUND 37TH STREET COMMERCIAL PROPERTIES ON SATURDAY



SUSTAINED HIGH OCCUPANCY NEAR COMMERCIAL PROPERTIES ON 50TH STREET, EAST OF BRYANT AVENUE, DURING MID-DAY AND EVENINGS

OCCUPANCY AROUND 46TH STREET PEAKS DURING MORNING AND MID-DAY ON BOTH WEEKDAYS AND SATURDAY

SUSTAINED HIGH OCCUPANCY AROUND APARTMENT BUILDINGS



HOW YOU CAN PARTICIPATE

A decorative graphic consisting of three overlapping chevron shapes pointing to the right. The innermost shape is dark blue, the middle one is light blue, and the outermost one is yellow.

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- Provide your feedback on the project through our survey at:
www.surveymonkey.com/r/bryantave
 - The survey will be available until June 1, 2020
- Feedback map

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UPCOMING CONVERSATIONS

- Virtual open house 7-8pm on May 12, 2020
 - Live Q&A
- Virtual neighborhood meetings
- Additional community conversations and open houses will be scheduled into the summer and fall

QUESTIONS?

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