

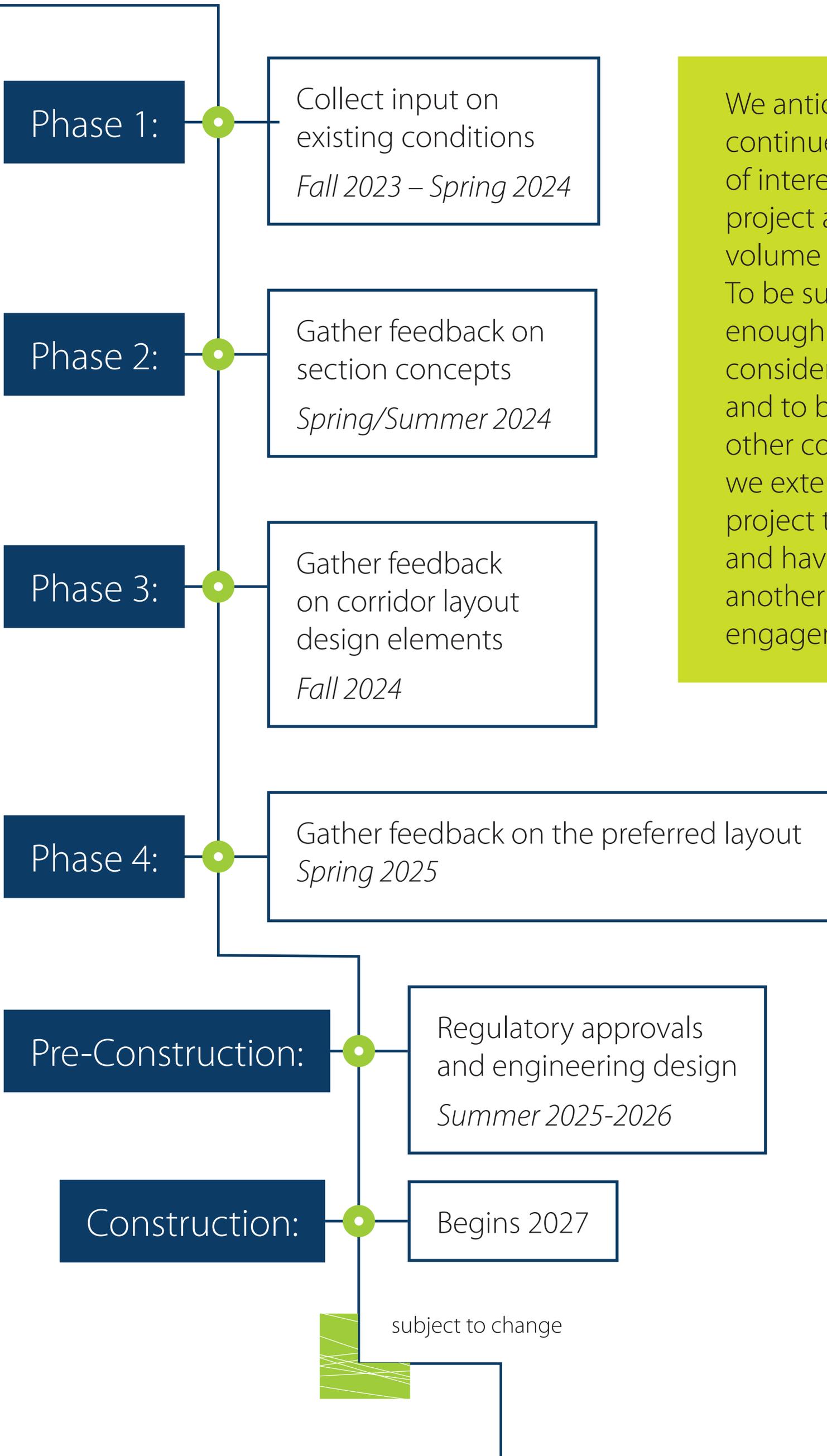
# Welcome

## Lyndale Avenue South reconstruction

[beheardhennepin.org/lyndale-avenue](https://beheardhennepin.org/lyndale-avenue)



# Path to reconstruction



We anticipate a continued high level of interest in this project and high volume of feedback. To be sure we have enough time to consider your input and to balance with other considerations, we extended our project timeline and have added another phase of engagement.

# Why is this project needed?

## Corridor needs

- Last fully rebuilt in the 1930s (typically a 60-70 year lifespan)
- Need to improve transportation safety for all users
- Meet most recent Americans with Disabilities Act (ADA) standards
- Address numerous conflict points for people using Lyndale Avenue while biking, walking, rolling and driving
- Support businesses and communities
- Replace and upgrade aged under-street utilities
- County and city plans, policies and approaches have changed since original construction

## Project goals

- Safer Lyndale Avenue – build on the transportation safety improvements from the pilot project
- Multimodal accessibility, comfort, and connections - make the street more accessible and comfortable for people walking, rolling, biking, and using transit
- Greener street for the future - increasing green space, maintaining a tree canopy, and reducing flooding
- Meet community needs – support existing resident and business uses of the street

# Nearby projects



## Hennepin Avenue South reconstruction

Construction: 2024-2025

[minneapolismn.gov/government/projects/hennepin-ave-s/](https://minneapolismn.gov/government/projects/hennepin-ave-s/)

## METRO E Line Arterial BRT

Construction: 2024-2025

[metrotransit.org/e-line-project](https://metrotransit.org/e-line-project)

## Franklin Avenue reconstruction

Planned construction: 2025-2026

[hennepin.us/franklincorridor](https://hennepin.us/franklincorridor)

## Lyndale Avenue reconstruction

Planned construction: 2027-2028

[beheardhennepin.org/lyndale-avenue](https://beheardhennepin.org/lyndale-avenue)

## METRO B Line BRT and Lake Street improvements

Construction: 2024

[metrotransit.org/b-line-project](https://metrotransit.org/b-line-project)

# Decision-making process

As the project team makes decisions about how to redesign Lyndale Avenue South, we consider:

- County, city and state plans, policies and initiatives
- Technical analysis and feasibility
- Public feedback

## Policies and plans

HENNEPIN COUNTY  
MINNESOTA



- Climate Action Plan
- Complete and Green Streets
- Mobility 2040
- Disparity Reduction
- Transportation Action Plan
- Complete Streets
- Vision Zero Action Plan
- Racial Equity Framework for Transportation



# What we heard from you

## Primary takeaways from previous engagement activities

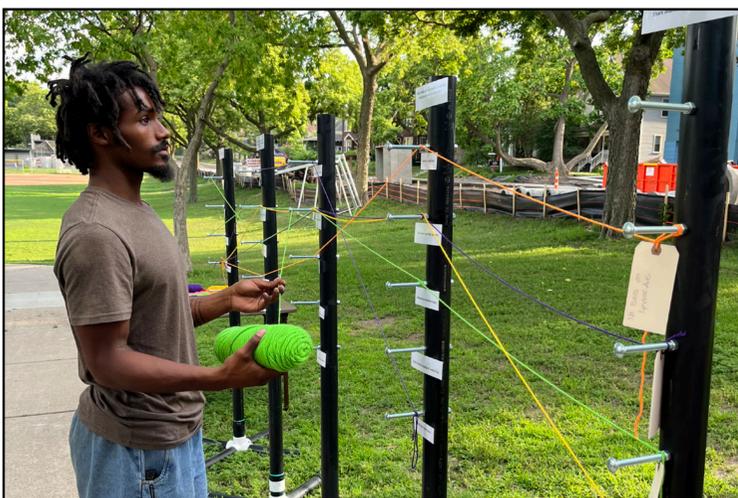


Phase 1 Open House participants weigh in on what roadway elements they wanted to see.

### Improving the street to address safety and accessibility

There are significant concerns about bike and pedestrian safety, accessibility, and comfort with the current design. The 4- to 3-lane pilot is a step in the right direction.

*"As someone who lives with multiple sclerosis, I REALLY appreciate the safer crosswalks that give a realistic timeframe for crossing for people of all abilities... thus eliminating stress about walking to my favorite locations."*



Community event participants took an interactive survey to share how they use Lyndale Avenue and improvements they would like to see.

### Make improvements for more modes of transportation

There is support for attractive, well-maintained corridors that encourage walking and biking.

*"I like the crossings at 25th and 27th streets. We've walked across those intersections more during the pilot than the whole previous 10 years we've lived here."*

*"When I bike on Lyndale there is nowhere for me to be safely in the road, and cars either ignore me or honk and swerve at me. A dedicated bike lane separating the sidewalk from the road would be ideal."*



Lyndale business owners shared their feedback with the project team during a meeting last fall.

### Remember the business community

Improvements should provide support for the thriving business district, such as on-street parking, easy loading and unloading for delivery vehicles, improvements to the sidewalk experience, and walkability.

*"I think street parking is very important to have for all of the businesses and employees who are on Lyndale."*

# Early design considerations: curbsides

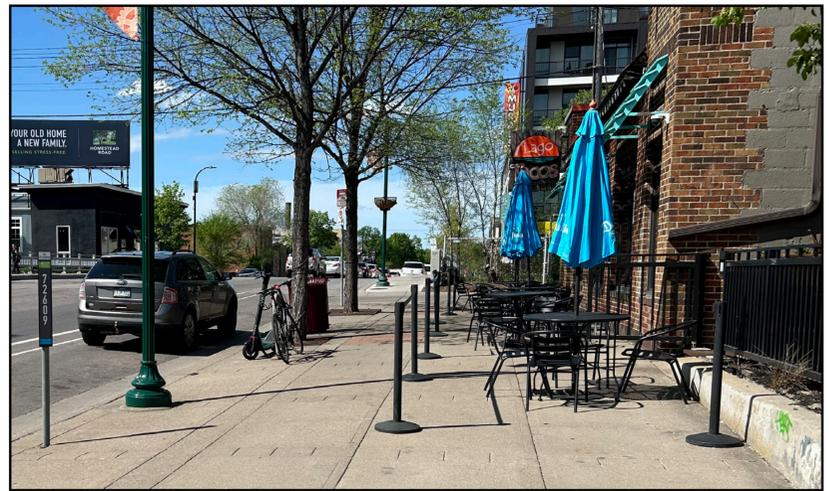
Improving curbside design can help manage activity and create welcoming spaces while maintaining safety for all.

Curbsides can be used for:

- trees and green spaces
- disability transfer zones
- business delivery loading and unloading
- drop-off zones (shared rides)
- vehicle parking
- residential deliveries (take-out or packages)
- sidewalk cafes
- green stormwater infrastructure
- street lighting



The preference is to load/unload deliveries along the curb instead of the center turn lane.



Existing sidewalk café.

# Early design considerations: parking

Current parking supply map



# Early design considerations: bikeways

New bikeways planned in the surrounding area and recent community feedback led us to consider a bikeway on Lyndale Avenue despite it not currently being identified as a bikeway in county or city bike plan maps.

- One-way bikeways are generally preferred because they better meet user expectations and balance space in front of buildings on both sides of the street
- Two-way bikeways are considered where one-way bikeways are not feasible due to physical and financial constraints and conflicts (driveways, intersections, etc. on one side).
- If a bikeway is provided on Lyndale Avenue it would connect from the Loring Greenway/Summit Avenue to 28th Street, linking to bike facilities on 26th and 28th Streets, Midtown Greenway and Bryant Avenue.

Bryant Avenue



26th Street



Franklin Avenue



# Early design considerations: transit

The Transportation Action Plan identifies Lyndale Avenue as a Future Transit Priority Corridor. Transit data shows that the primary areas of delay are northbound approaching Lake Street and Franklin Avenue. Designs will accommodate future Bus Rapid Transit (BRT) planned for this corridor.

There are several transit advantages that are being considered to improve transit speed and reliability:

Bus stop consolidation



Bus stop placement (near or far side of intersection)



Transit signal priority (TSP)



Queue jumps



Transit lanes (operations and use to be determined)



# Early design considerations: greening

Greening adds a natural component to our built environment; it's the green amongst the gray. Green Streets are designed, built and maintained to include sustainable principles and practices to help reduce the impacts of urbanization and improve our quality of life.

## Green elements:

Stormwater treatments



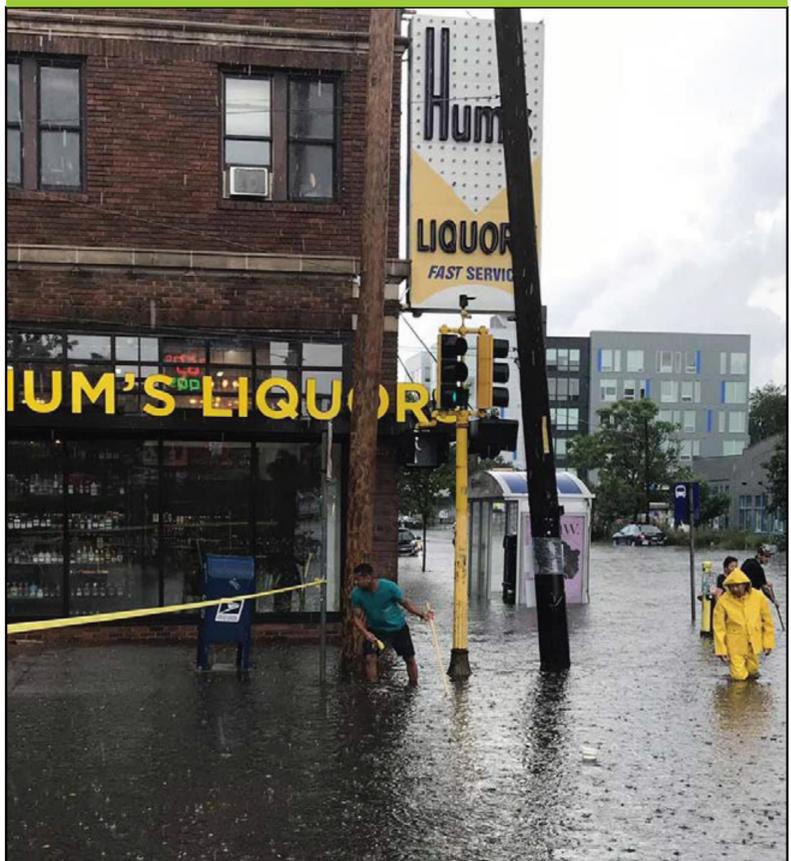
Trees



Streetscaping

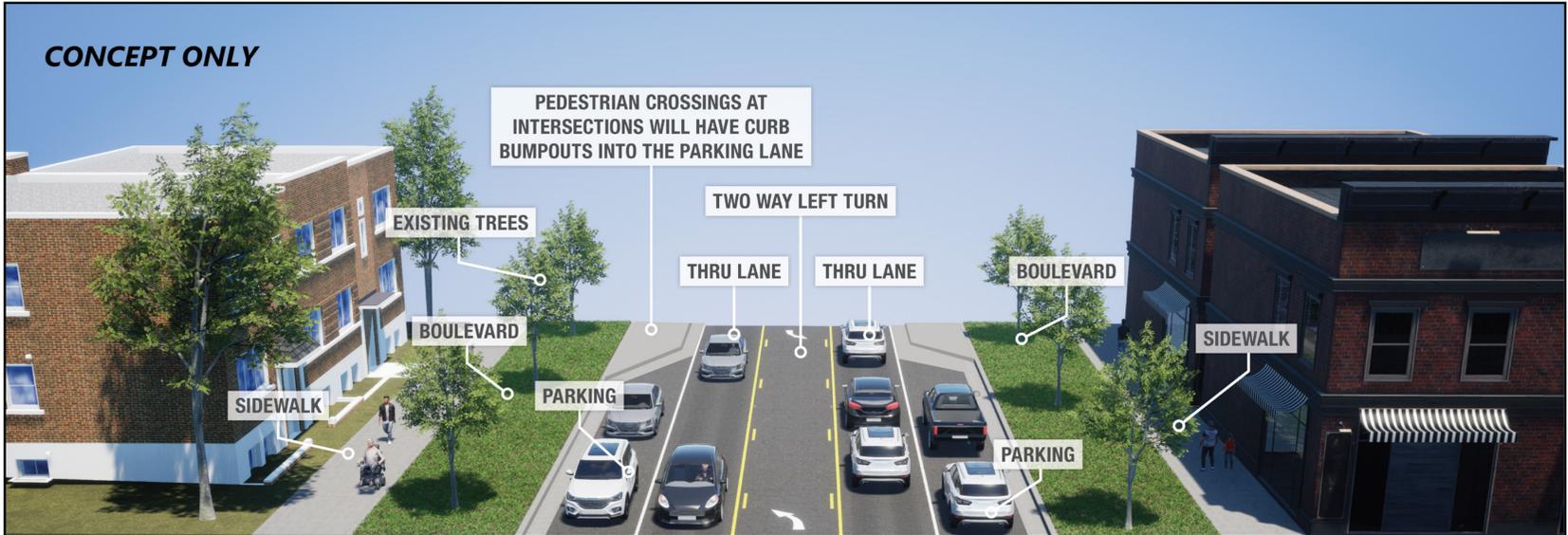


Reduced flooding

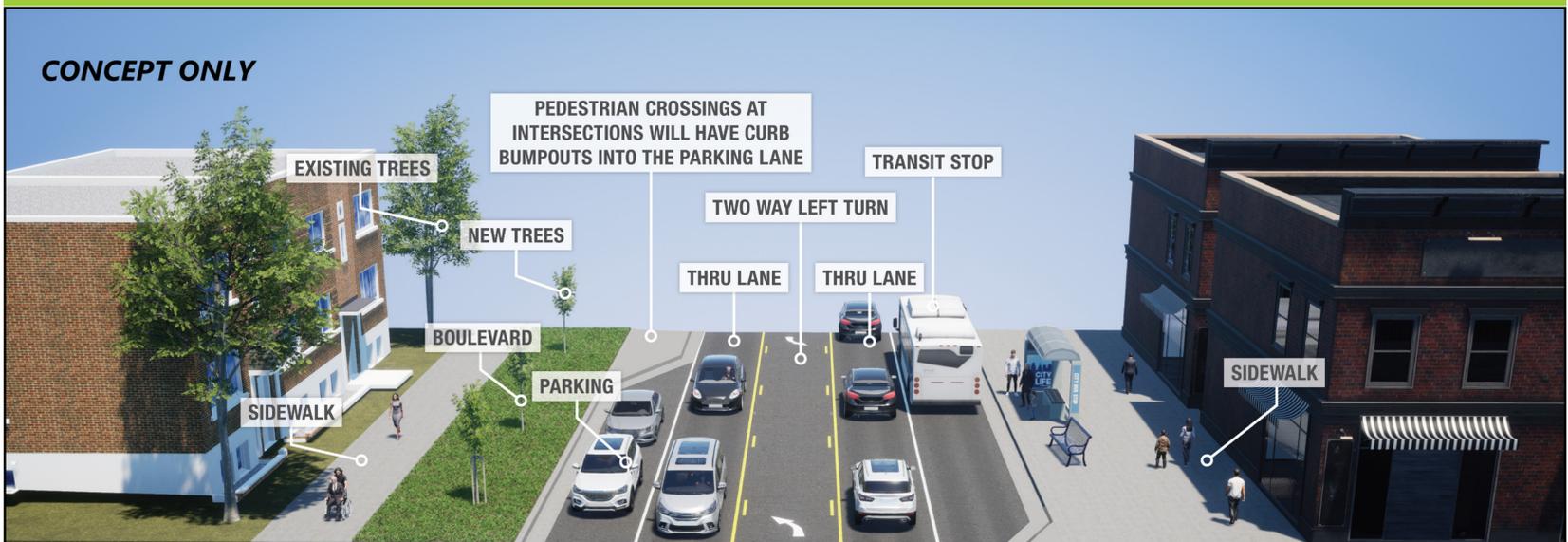


Funded through businesses in the Lyn-Lake Special Services District.

# Sample Concept A



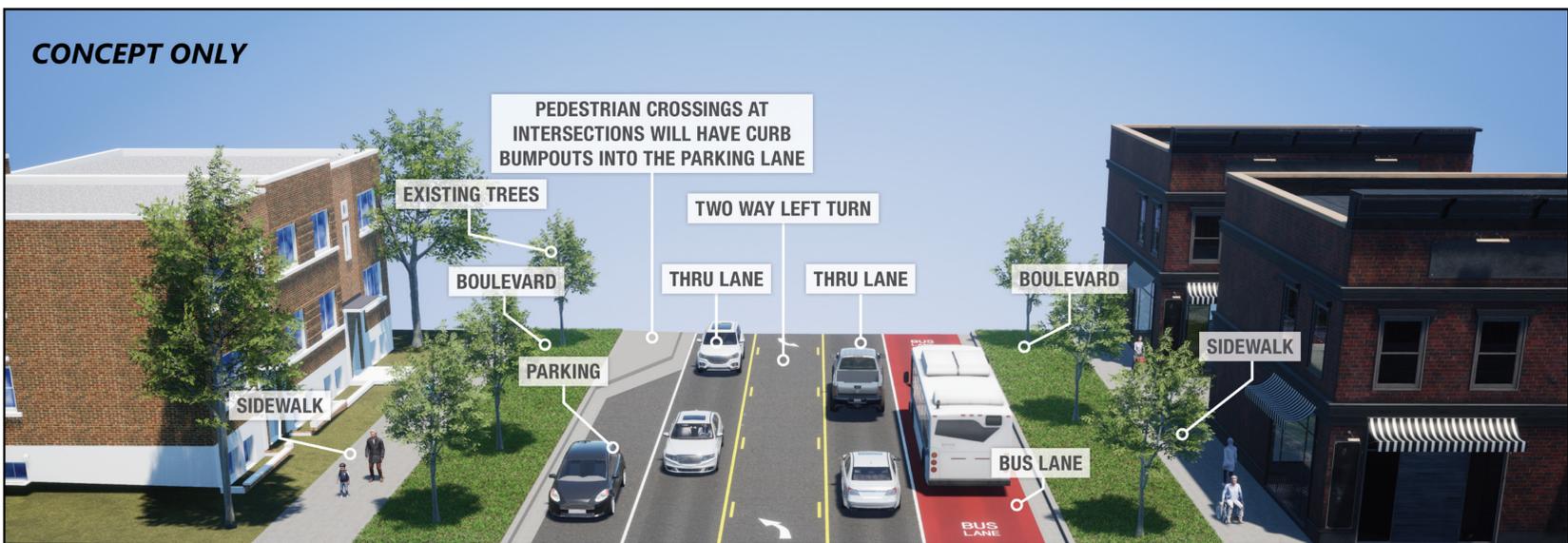
Sample Concept A at a transit stop



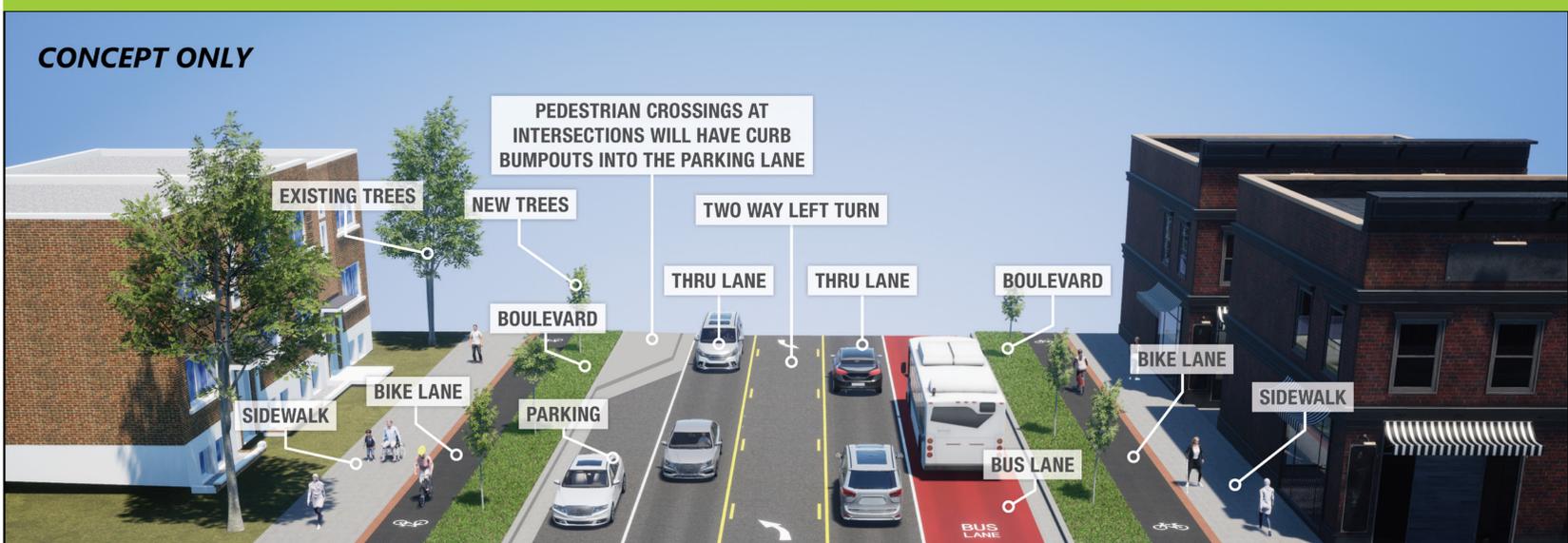
These section concepts do not reflect the final options for the corridor layout.

# Sample Concept B

If included, transit lane operations will be determined in the future.



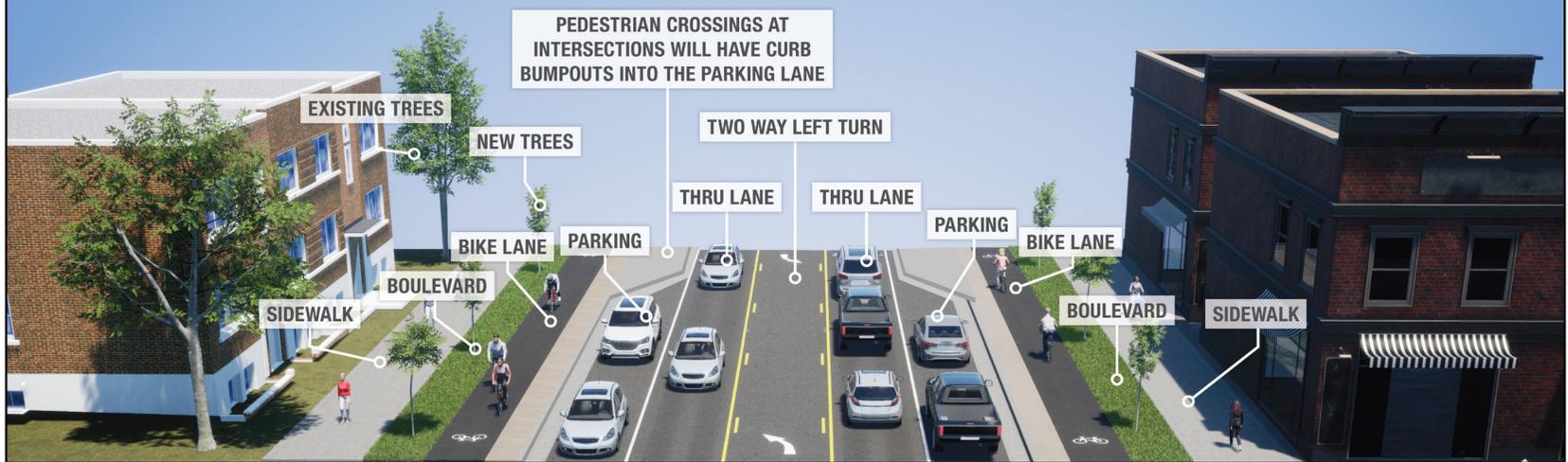
Sample Concept B with bikeways



Bikeways for consideration between Summit Avenue and 28th Street. These section concepts do not reflect the final options for the corridor layout.

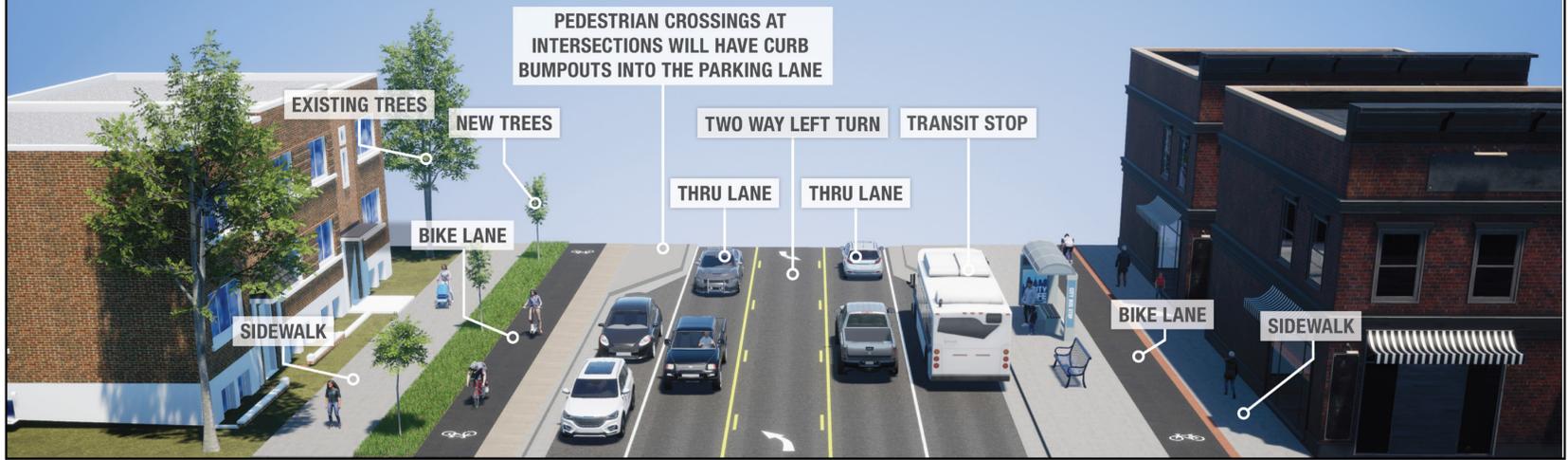
# Sample Concept C

CONCEPT ONLY



## Sample Concept C at a transit stop

CONCEPT ONLY



Bikeways for consideration between Summit Avenue and 28th Street. These section concepts do not reflect the final options for the corridor layout.