Welcome

Lyndale Avenue South reconstruction

beheardhennepin.org/lyndale-avenue

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Path to reconstruction

Fall 2023 – Spring 2024 — Tell us about existing Lyndale Avenue

Spring/ Summer 2024 — Collect your input on section concepts, snapshots of what the corridor could look like with different elements

Fall 2024 — We will gather public input on corridor design options

Spring 2025 — We will share the preferred design with the community and collect your final input

Summer 2025 — Layout approval

2025 – 2026 — Final design

2027 — Begin construction

subject to change

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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

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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

Minneapolis
City of Lakes

- Transportation Action Plan

- Complete Streets

- Vision Zero Action Plan

- Racial Equity Framework for Transportation

What we heard from you

Integration and prioritization of bike lanes:

There is varied support for including dedicated bike lanes in the design. Some respondents emphasize the need for safe and well-integrated biking infrastructure that does not conflict with pedestrian areas. Others want to see parking prioritized over dedicated bike lanes, noting the nearby bikeway on Bryant Ave.

Pedestrian safety:

Concerns about pedestrian safety. Respondents want shorter crossing distances and better lighting to improve public transportation and pedestrian safety.

Parking:

Mixed feedback on parking, with some feeling there was too much space for parking, while others felt it was necessary for business access.

Balancing green space and usability:

While green spaces and the preservation of trees are highly valued, there is a preference for these areas to be functional. Respondents suggest using green spaces for trees and stormwater management, to better serve the community's needs.

Increase transit speeds and reliability:

Some respondents wanted to see improvements in transit efficiency.

Business impact:

Continued concerns regarding the impact of construction, retaining parking and accounting for business uses like deliveries, ride share, food delivery, etc.

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Corridor design options summary

BLUE

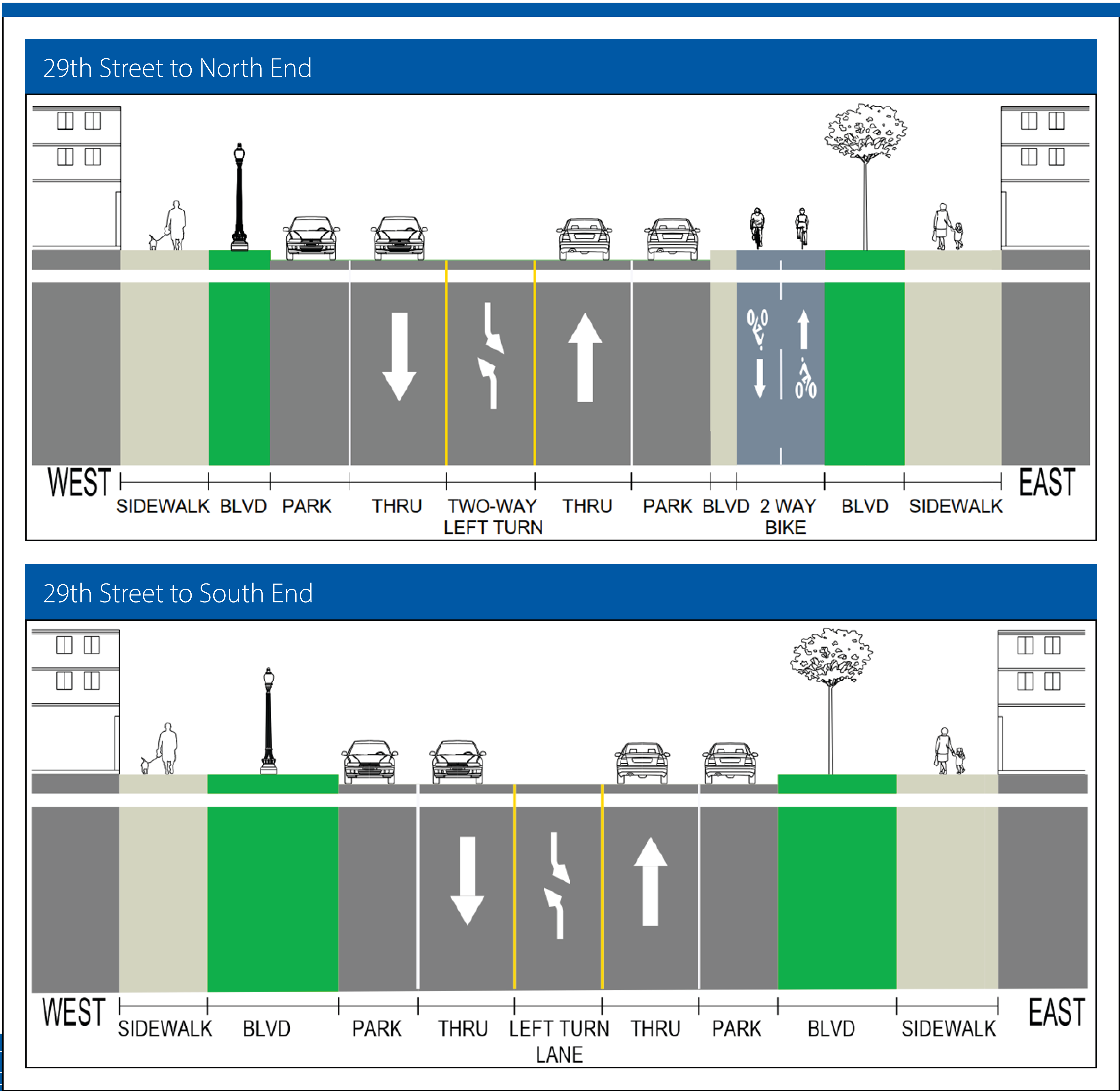Two-way bikeway 29th Street
to north end. No transit lane.

PURPLE

Transit lane 24th street
to north end. No bikeway.

ORANGE

Transit lane 24th street to north end.
Two-way bikeway 29th street to north end.

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Blue Option

29th Street to North End

WEST | SIDEWALK | BLVD | PARK | THRU | TWO-WAY LEFT TURN | THRU | PARK | BLVD | 2 WAY BIKE | BLVD | SIDEWALK | EAST

29th Street to South End

WEST | SIDEWALK | BLVD | PARK | THRU | LEFT TURN LANE | THRU | PARK | BLVD | SIDEWALK | EAST
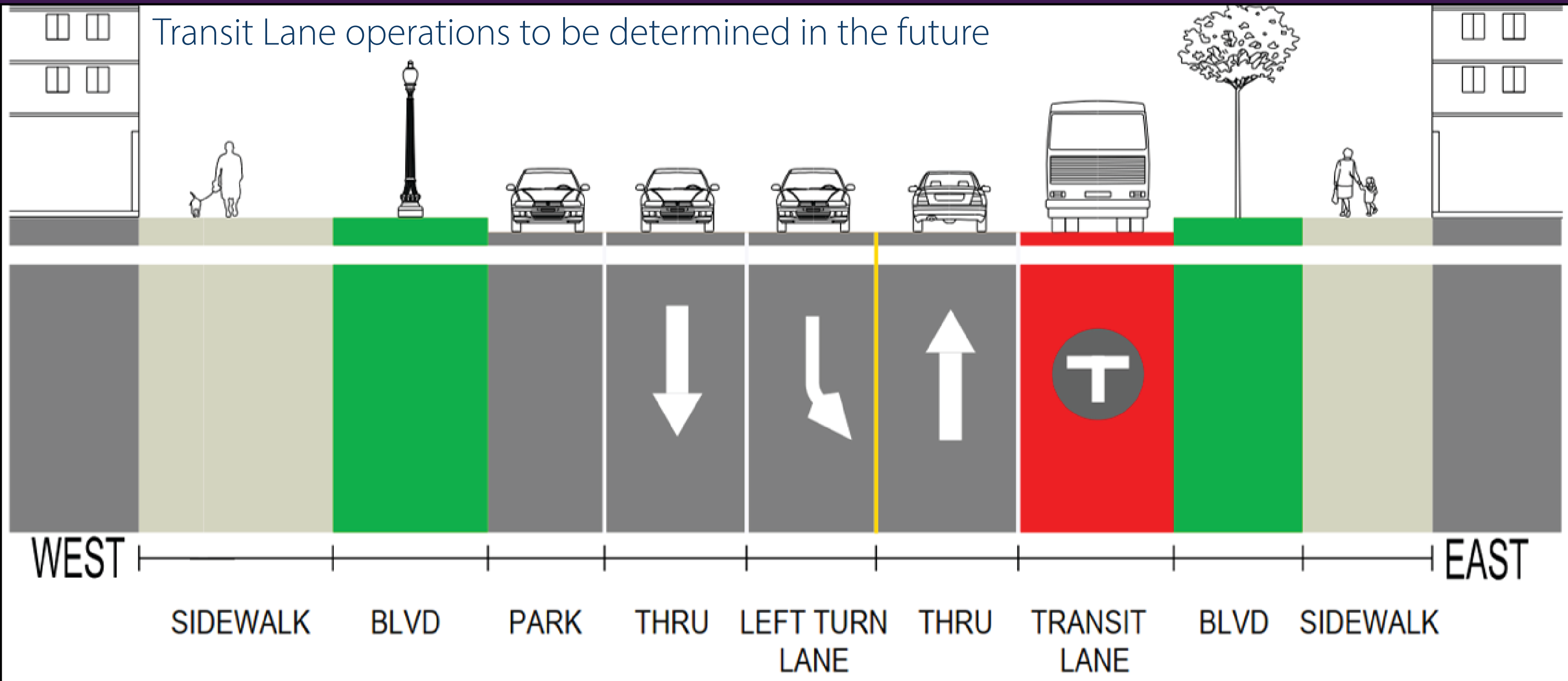
The above design option represents a typical section of the street. Each block may be different to reflect the differences in that specific area.

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Purple Option

24th Street to North End

Transit Lane operations to be determined in the future

WEST | EAST

| SIDEWALK | BLVD | PARK | THRU | LEFT TURN LANE | THRU | TRANSIT LANE | BLVD | SIDEWALK |

24th Street to South End

WEST | EAST

| SIDEWALK | BOULEVARD | PARK | THRU | TWO-WAY LEFT TURN | THRU | PARK | BOULEVARD | SIDEWALK |

The above design option represents a typical section of the street. Each block may be different to reflect the differences in that specific area.

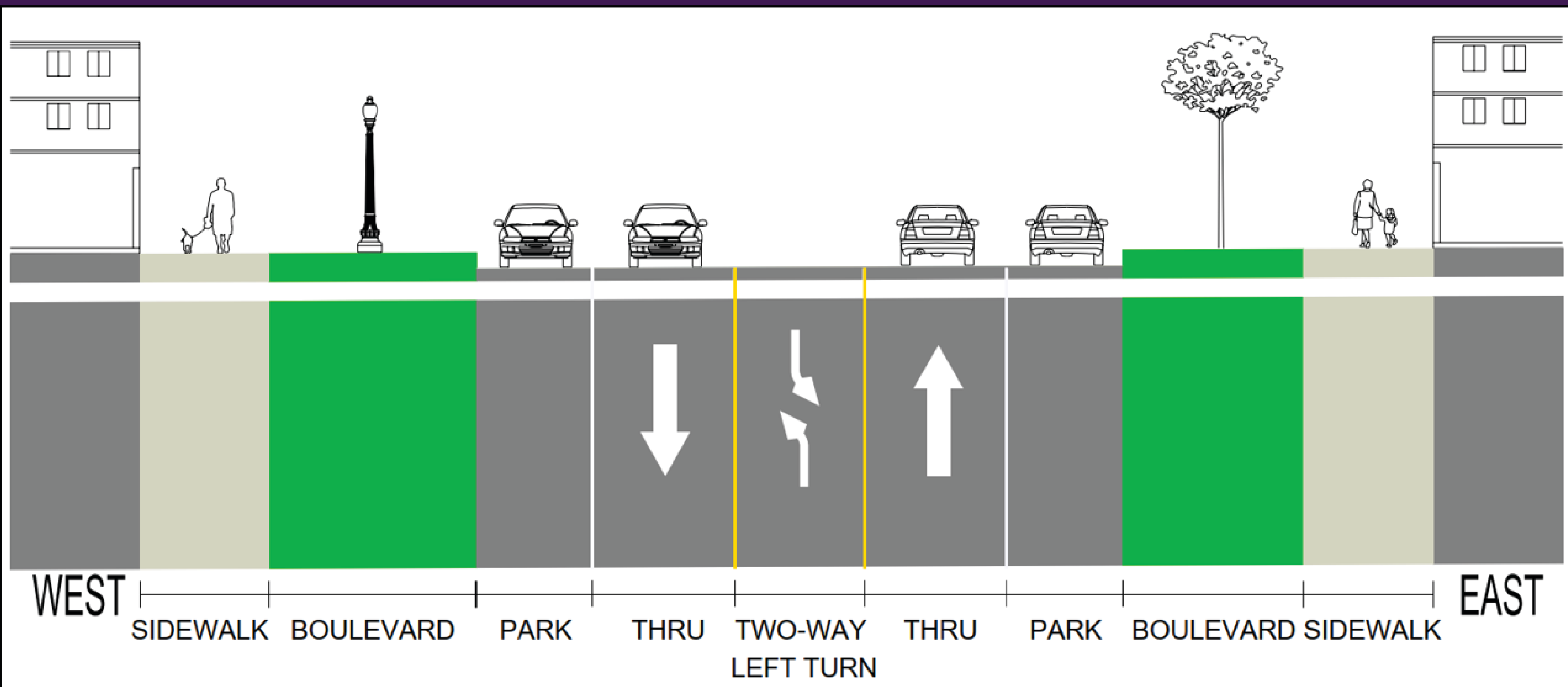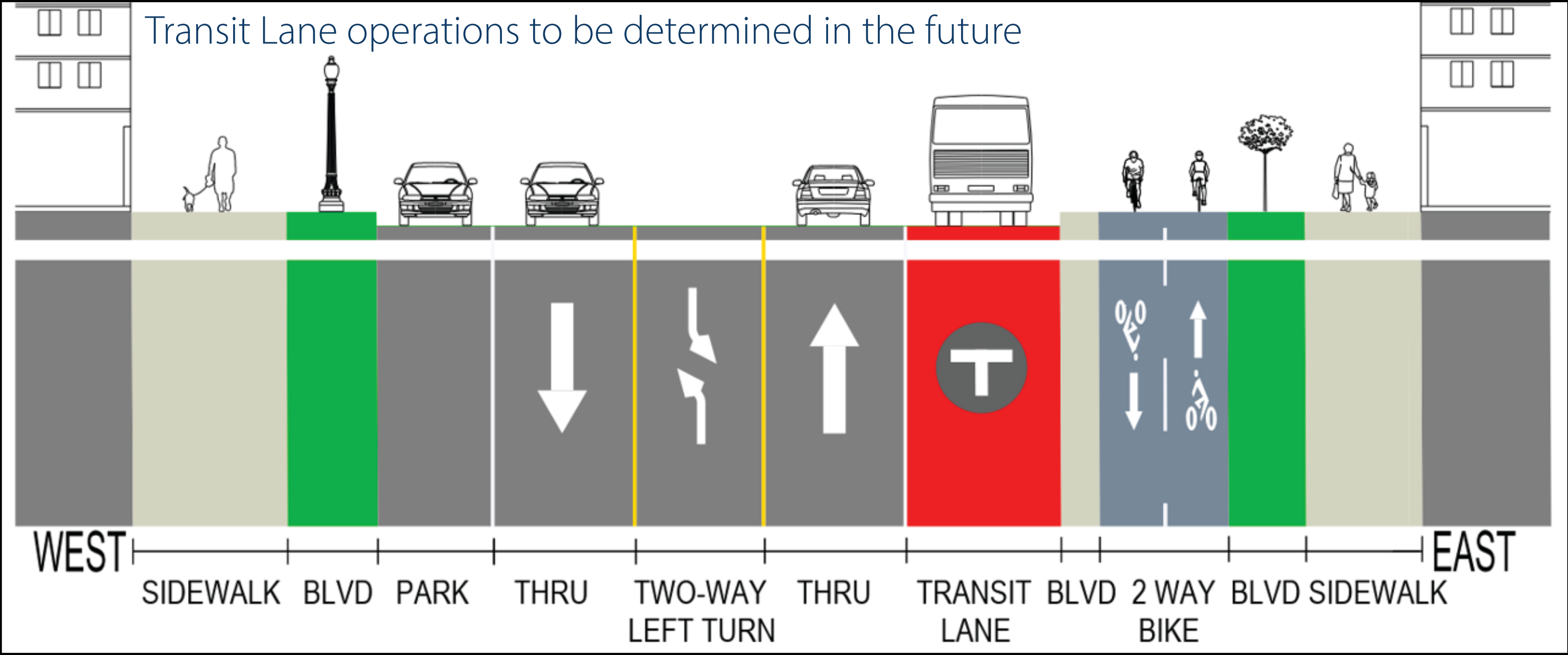Hennepin

Orange Option

24th Street to North End

Transit Lane operations to be determined in the future

WEST										EAST
SIDEWALK	BLVD	PARK	THRU	TWO-WAY LEFT TURN	THRU	TRANSIT LANE	BLVD	2 WAY BIKE	BLVD	SIDEWALK

24th Street to 29th Street

WEST										EAST
SIDEWALK	BLVD	PARK	THRU	TWO-WAY LEFT TURN	THRU	PARK	BLVD	2 WAY BIKE	BLVD	SIDEWALK

29th Street to South End

WEST									EAST
SIDEWALK	BLVD	PARK	THRU	LEFT TURN LANE	THRU	PARK	BLVD	SIDEWALK

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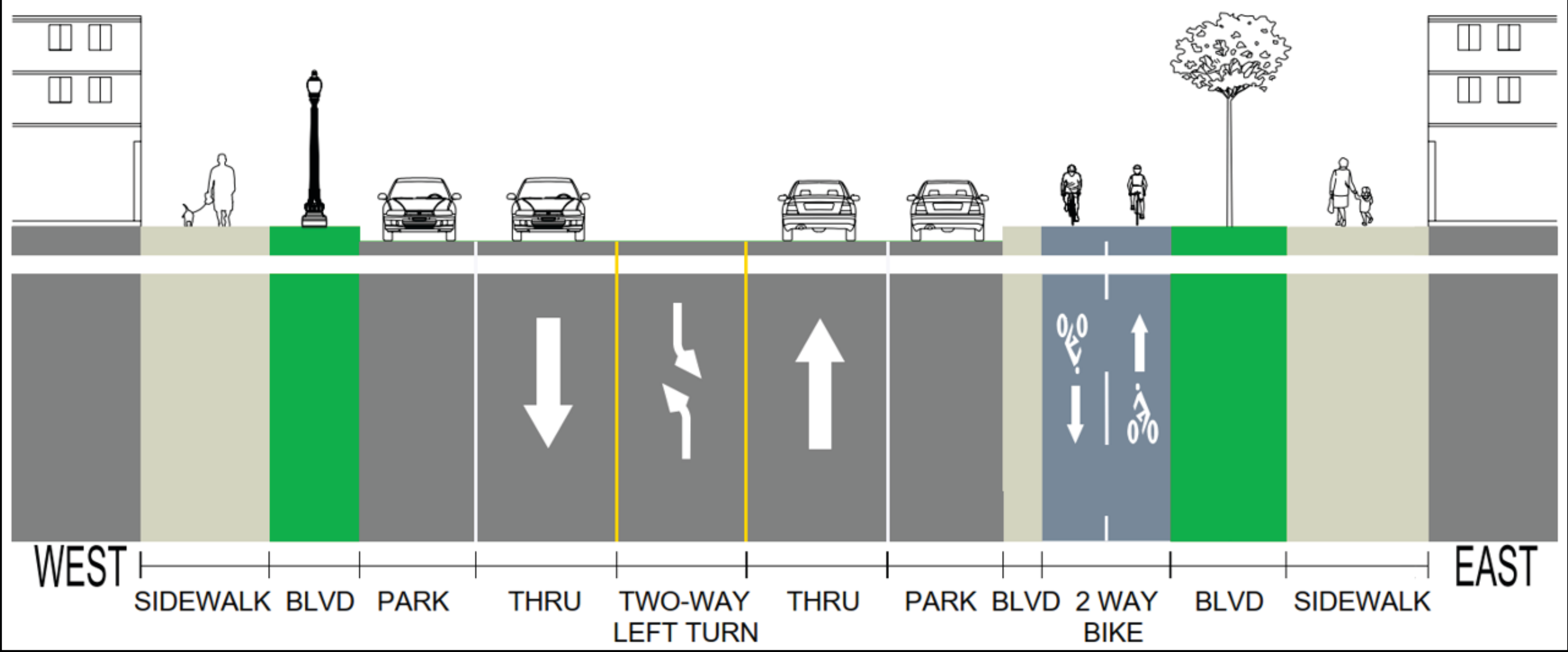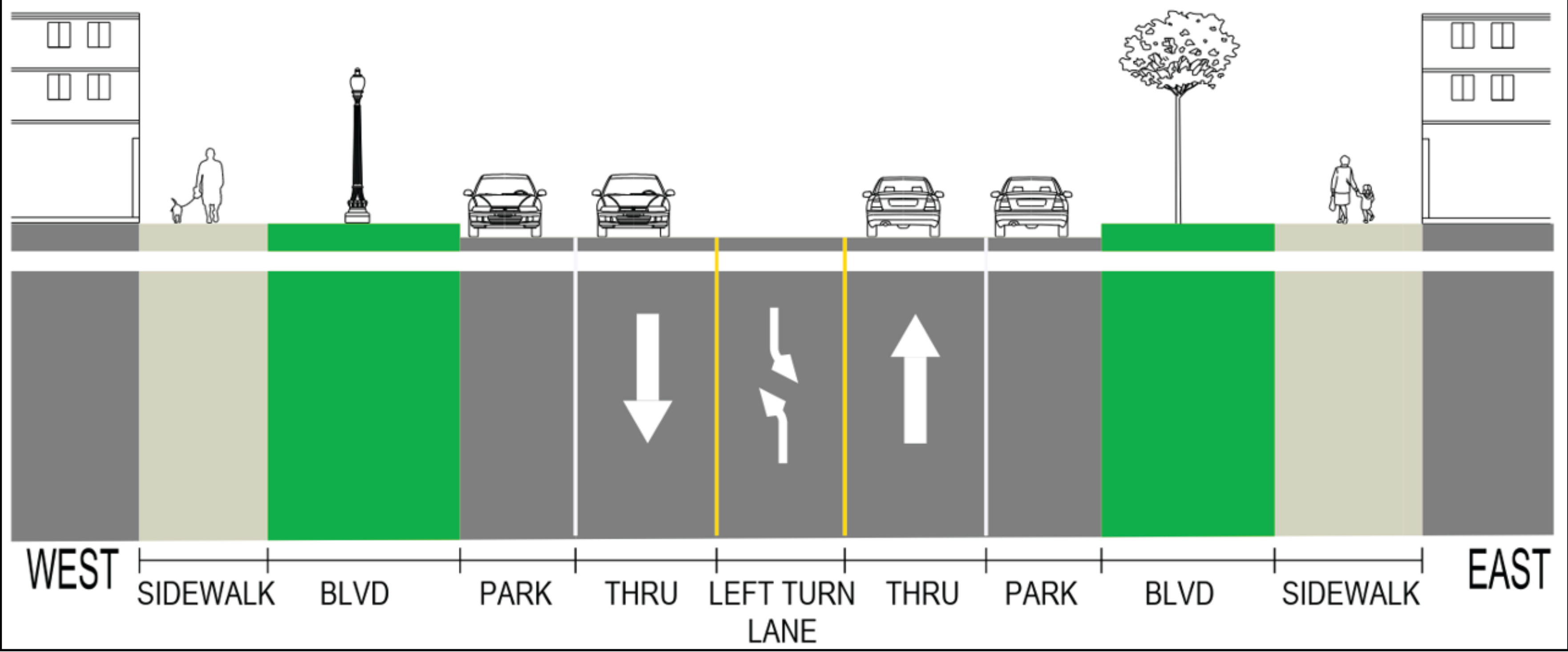
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