



Lyndale Avenue South reconstruction

County Road 22 in South Minneapolis

Previous engagement

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.”



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

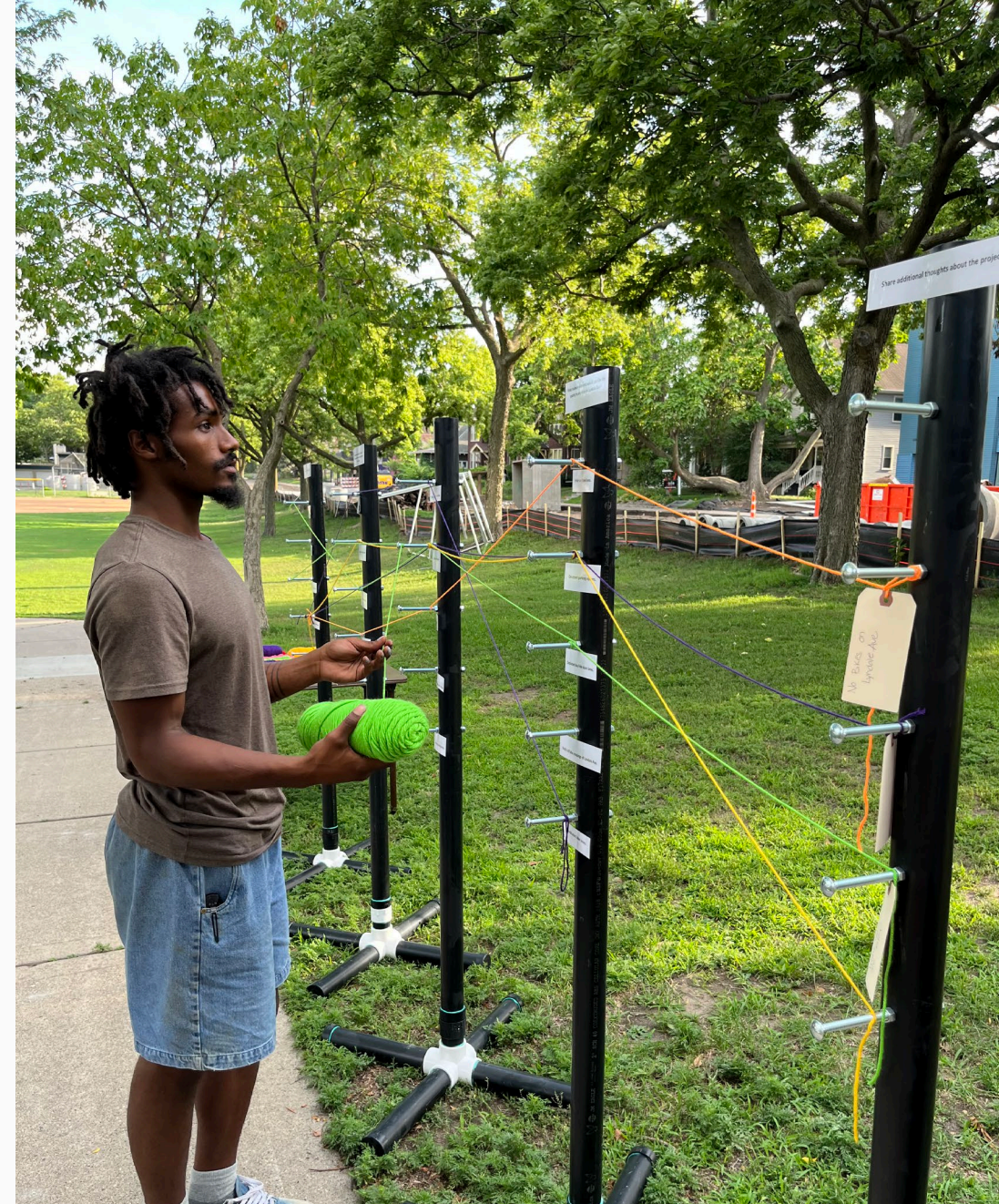
Previous engagement

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.”



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

Previous engagement

Remember the business interests

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.”



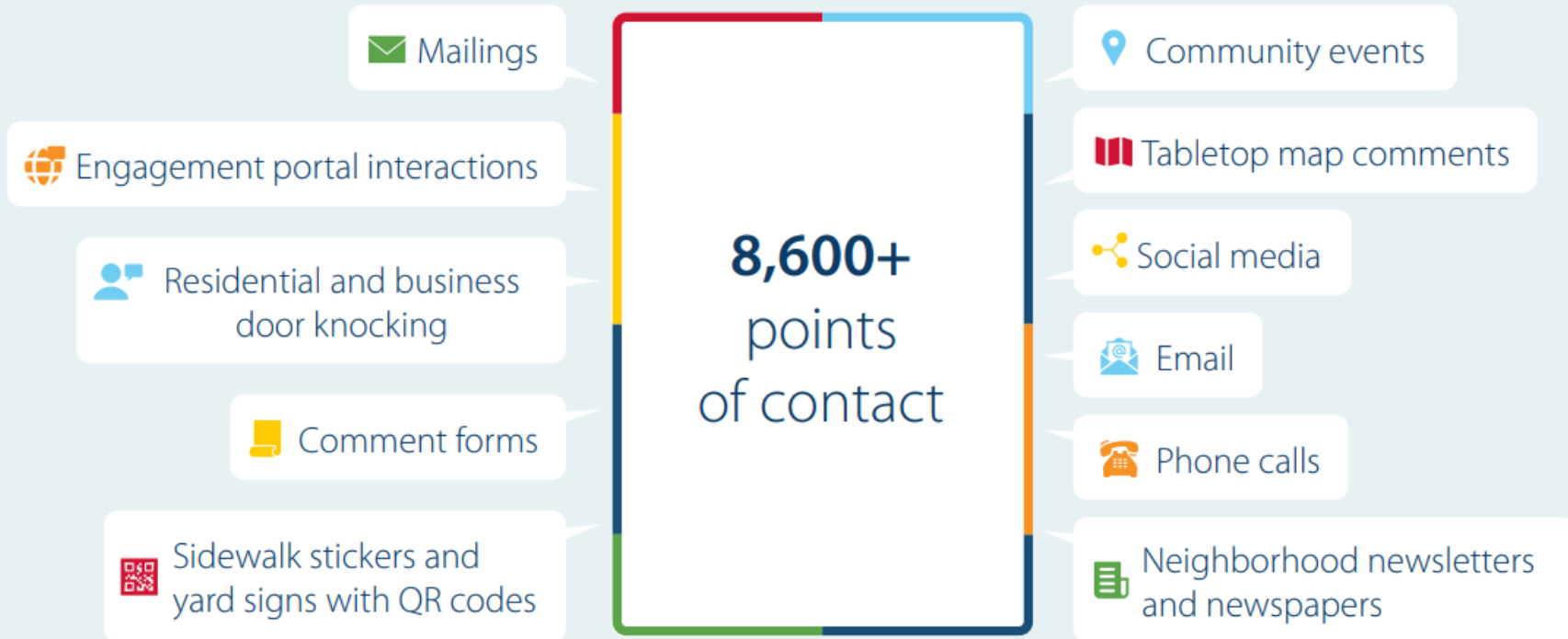
Lyndale business owners shared their feedback with the project team during a meeting last fall.

Previous engagement

How we got the word out

August 2023 - April 2024





To let people know about the project, we interacted with the community in a variety of ways, both in-person and virtually.



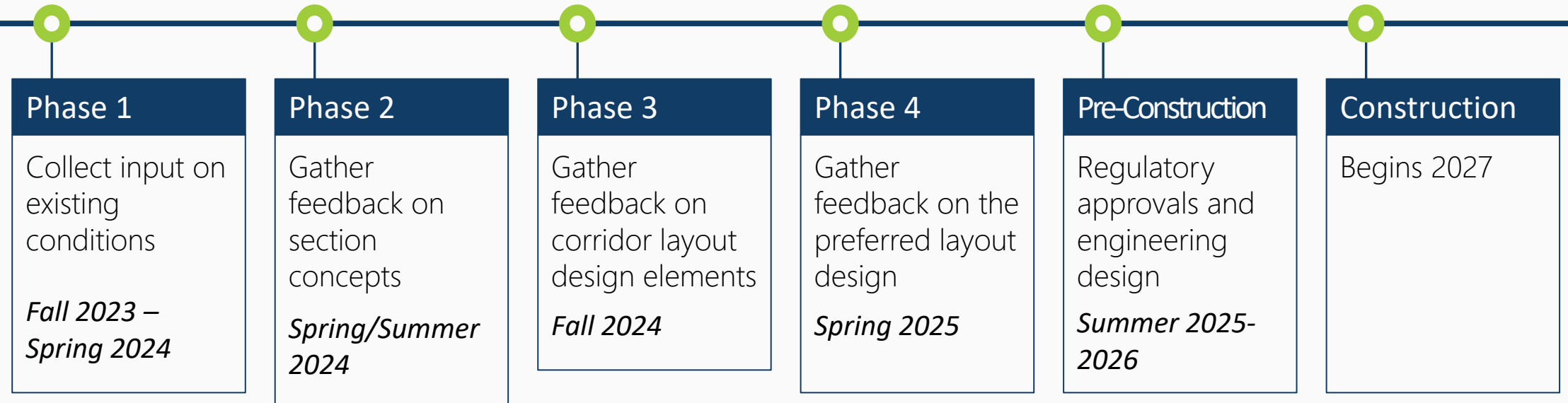
Why is this project needed?

- Last full rebuild in 1930s (typically a 60-70 year lifespan)
- Need to improve transportation safety for all users
- Meeting Americans with Disabilities Act
- Numerous conflict points for people while biking, walking, rolling and driving
- Supporting businesses and community
- Aged under-street utilities in need of replacement and upgrades
- 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

Path to reconstruction



**dates subject to change*

Why the change in schedule?

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.

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

- Climate Action Plan
- Complete and Green Streets
- Mobility 2040
- Disparity Reduction

City of Minneapolis

- Transportation Action Plan
- Complete Streets Policy
- Vision Zero Action Plan
- Racial Equity Framework For Transportation

Early design considerations

Maintaining curbside and creating spaces for all

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

- 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



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
- Two-way bikeways are considered where one-way bikeways are not feasible
- If a bikeway is provided on Lyndale Avenue it would connect from the Loring Greenway (near I-94) to 28th Street, linking to bike facilities on 26th and 28th Streets and bringing people nearer to the existing connection to the Midtown Greenway at Bryant Avenue and Bryant Avenue to the south.

Bryant Avenue



26th Avenue



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.

Transit advantages being considered:



queue jumps



transit signal
priority (TSP)



bus stop placement
(near or far side of
intersection)



transit lanes
(operations to be determined)

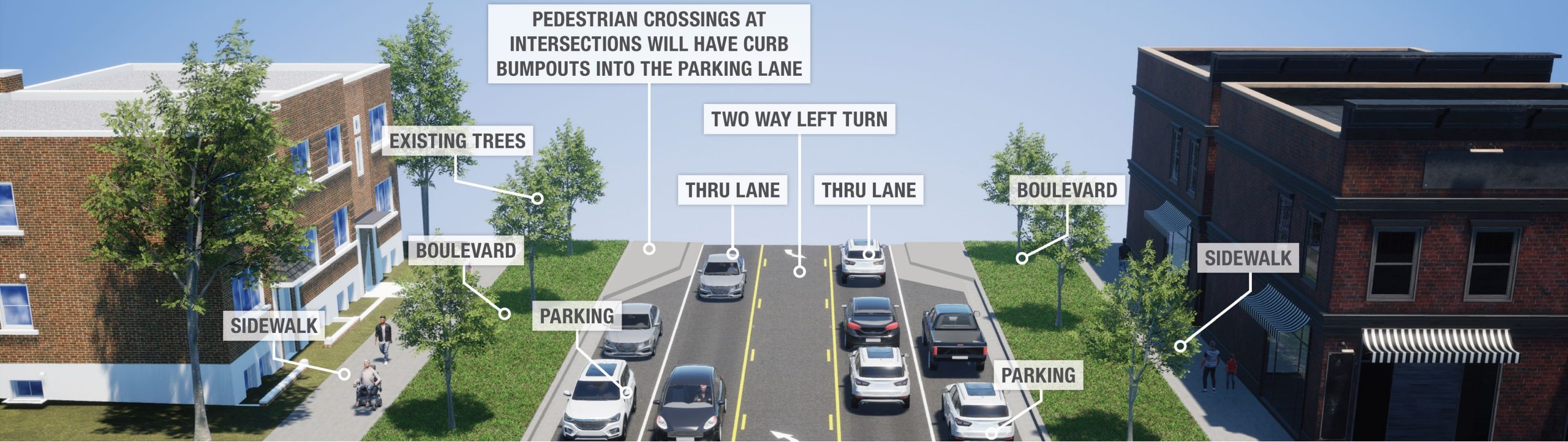


bus stop
consolidation

Sample concepts

Sample concept A

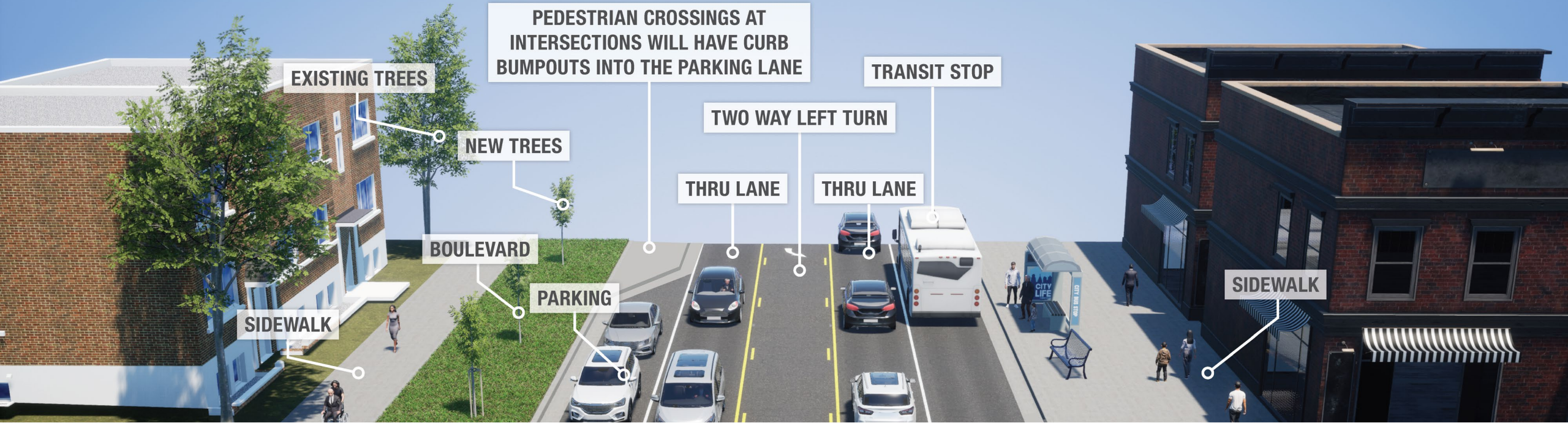
CONCEPT ONLY



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

Sample concept A at a transit stop

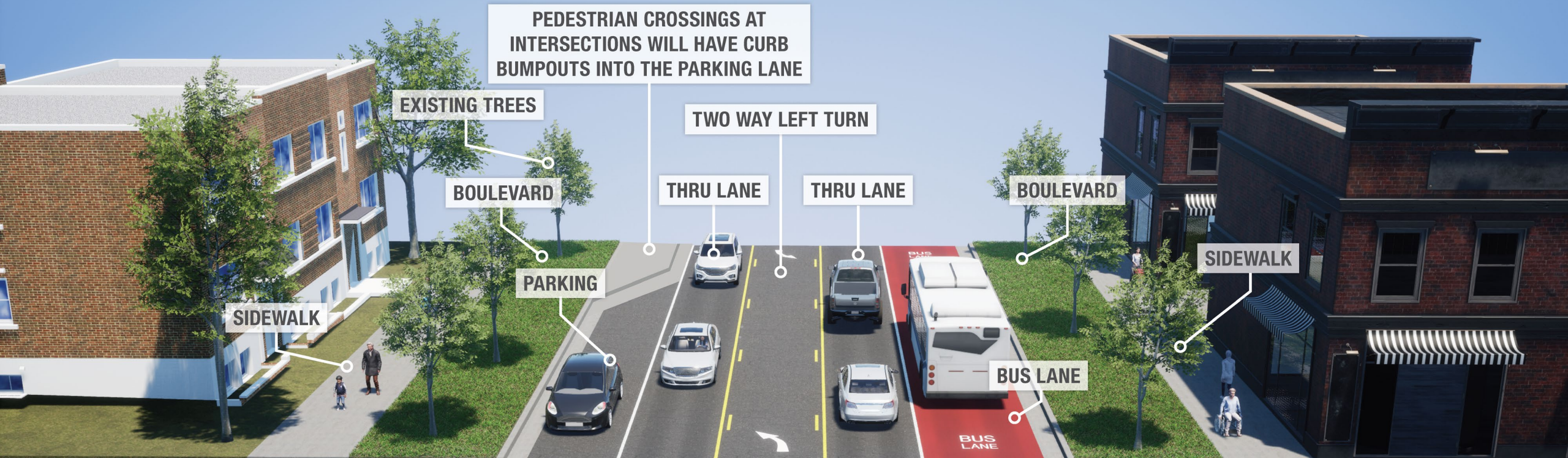
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Sample concept B

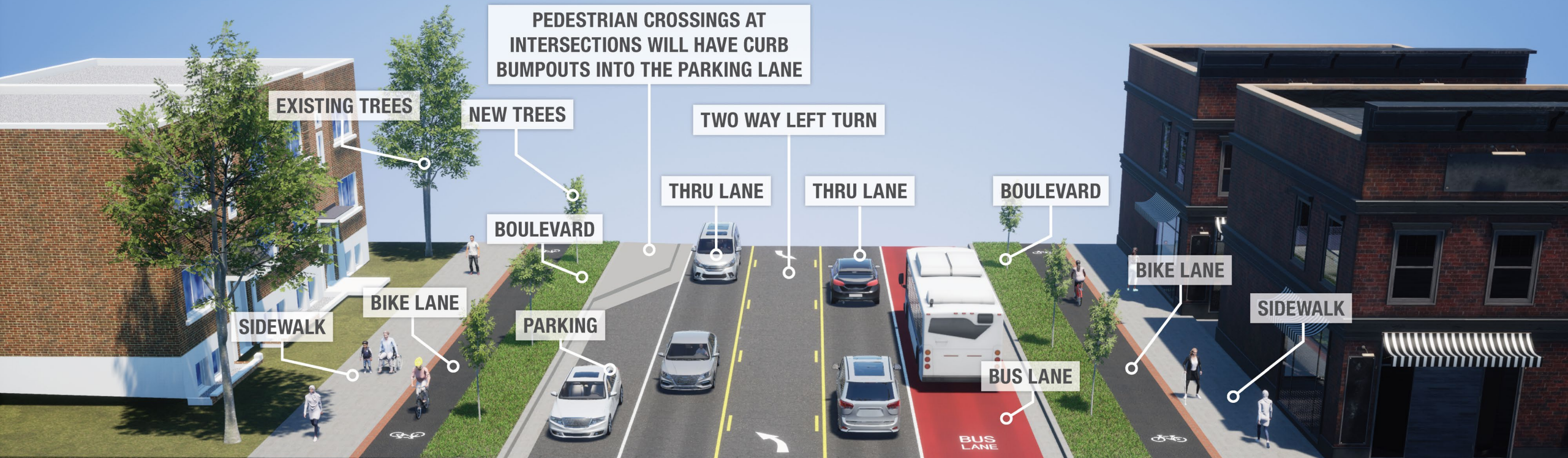
CONCEPT ONLY



If included, transit lanes operations will be determined in the future. These section concepts do not reflect the final options for the corridor layout.

Sample concept B with bikeway

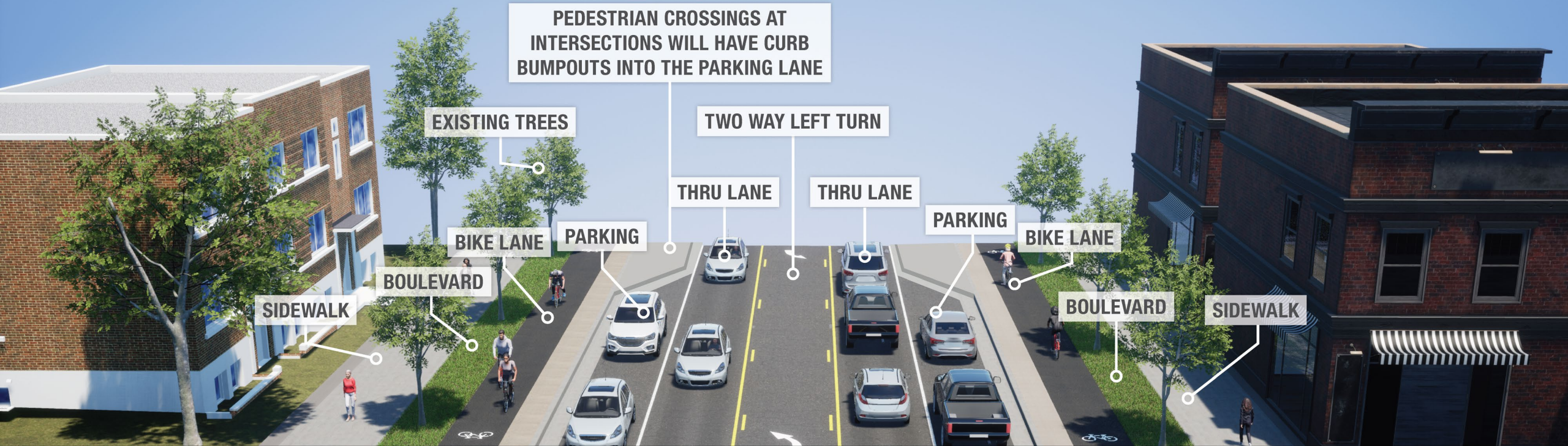
CONCEPT ONLY



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

Sample concept C

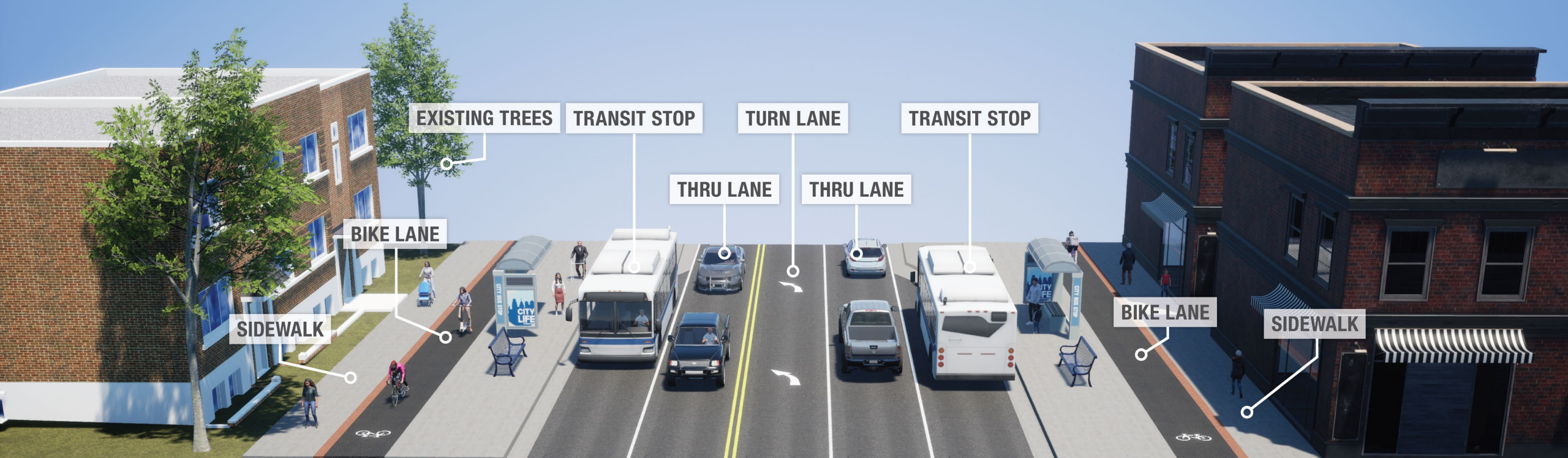
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Sample concept C at transit stops

CONCEPT ONLY



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

Share your feedback

Take our online survey and help
us spread the word



BeHeardHennepin.org/lyndale-avenue

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