



PEDESTRIAN LANDSCAPE IN BRYN MAWR

March 29, 2025
Benjamin Lester (Area 6,
member of Bryn Mawr Active
Transportation Committee)

What I'll cover today

- ❖ Historical timeline
- ❖ Plans, Policies, & Maps
- ❖ Projects in the pipeline
- ❖ Get Involved!

Before we begin this crash course, note that:

- ❖ The *pedestrian landscape* is intertwined with the *active transportation network*, so I'll also discuss biking & transit
- ❖ (Spoiler) Takeaway: Change takes time, commitment, and community



Why Act Now?

Reason for action:

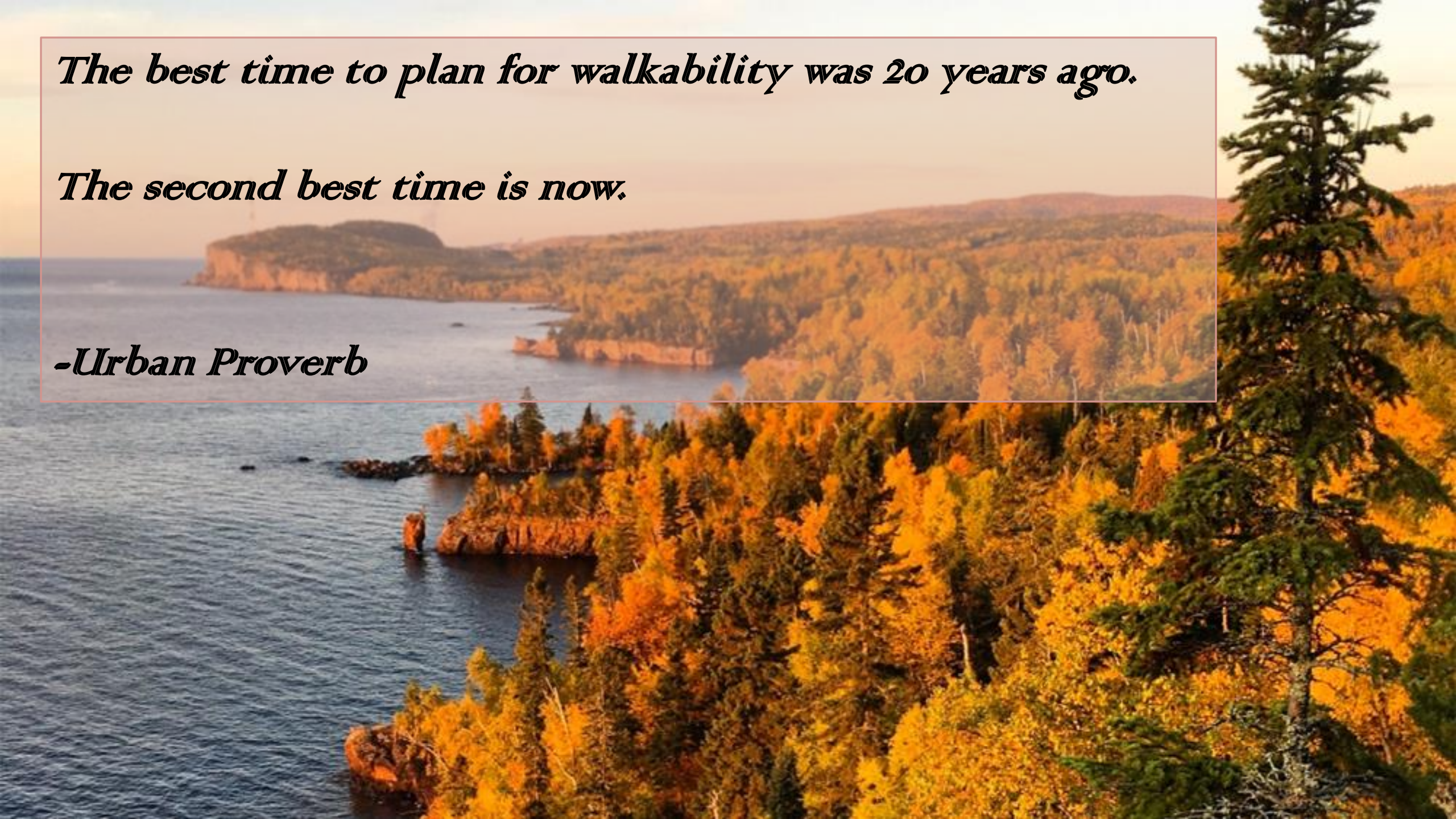
1. New light rail connection
2. New infill development – 33% pop. increase, 350+ new units.
3. Gaps in existing active transportation system & connecting to North
4. Climate, health, equity, all the reasons Mike mentioned!



The best time to plan for walkability was 20 years ago.

The second best time is now.

-Urban Proverb





Historic Bryn Mawr
Trust Building
1900-1910

HISTORICAL CONTEXT

Timeline



1900



1951



1939



1956



1900

Laurel Ave Streetcar service
begins to Bryn Mawr

1939



1900

Laurel Ave Streetcar service
begins to Bryn Mawr

1951

1939

Streetcar replaced with bus service in
Bryn Mawr



1900

Laurel Ave Streetcar service
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1951

My house was built!
No sidewalks constructed in the entire subdivision.

1939

Streetcar replaced with bus service in
Bryn Mawr





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1939

Streetcar replaced with bus service in
Bryn Mawr



1956

Eisenhower's Federal-Aid Highway Act passed
Provides 90% \$ match to states for highways



1969-1992

Interstate 394 is built through
Bryn Mawr



2006

Penn & CLR
Stoplight turned
into 4-way stop

2011

Bryn Mawr publishes
report advocating for local
light rail station

2018

Minneapolis sets ambitious goal of
60% trips taken by non-car by 2030



2009

SWLRT alignment (3A)
is selected, passing
through Bryn Mawr



2018

Construction begins on Southwest LRT
(Green Line Extension)



2027?!

Green Line Extension will open
(Met Council)

2028-2031

Penn Ave will be resurfaced (Hennepin County)

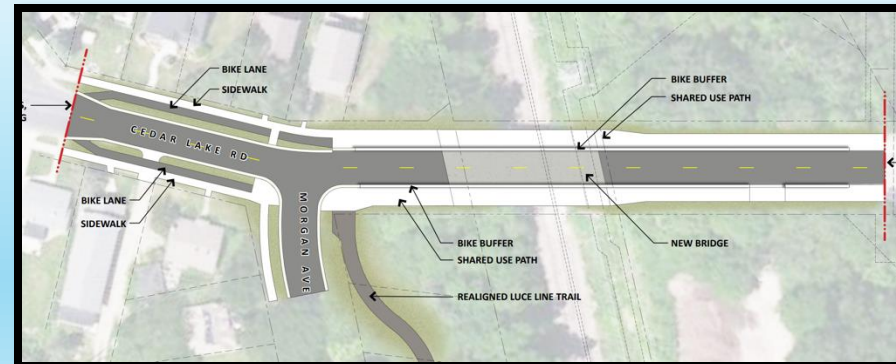
2025?

Kenilworth Trail, Cedar Lake Trail,
and Luce Line Bridge will reopen
(Met Council)

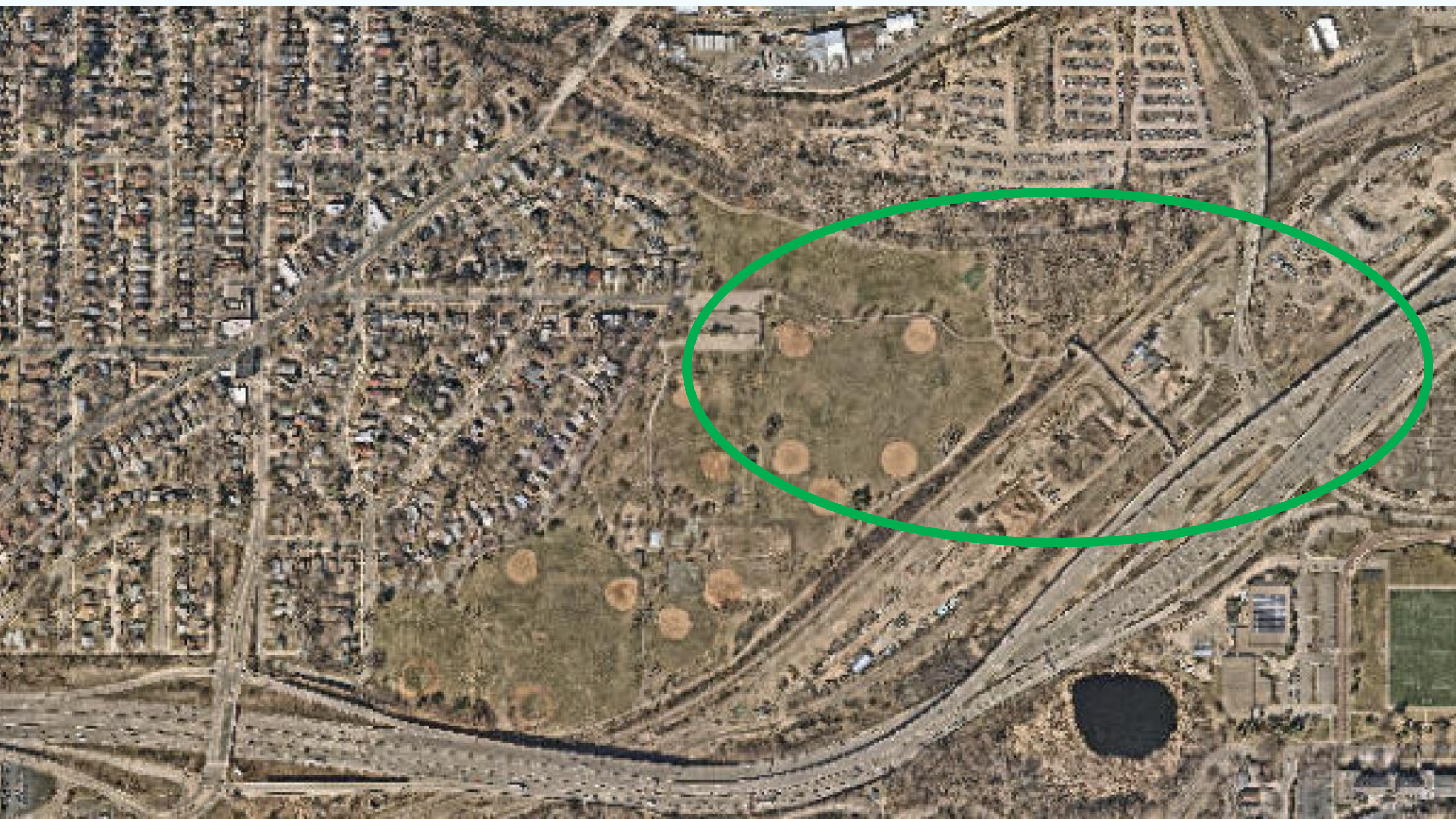


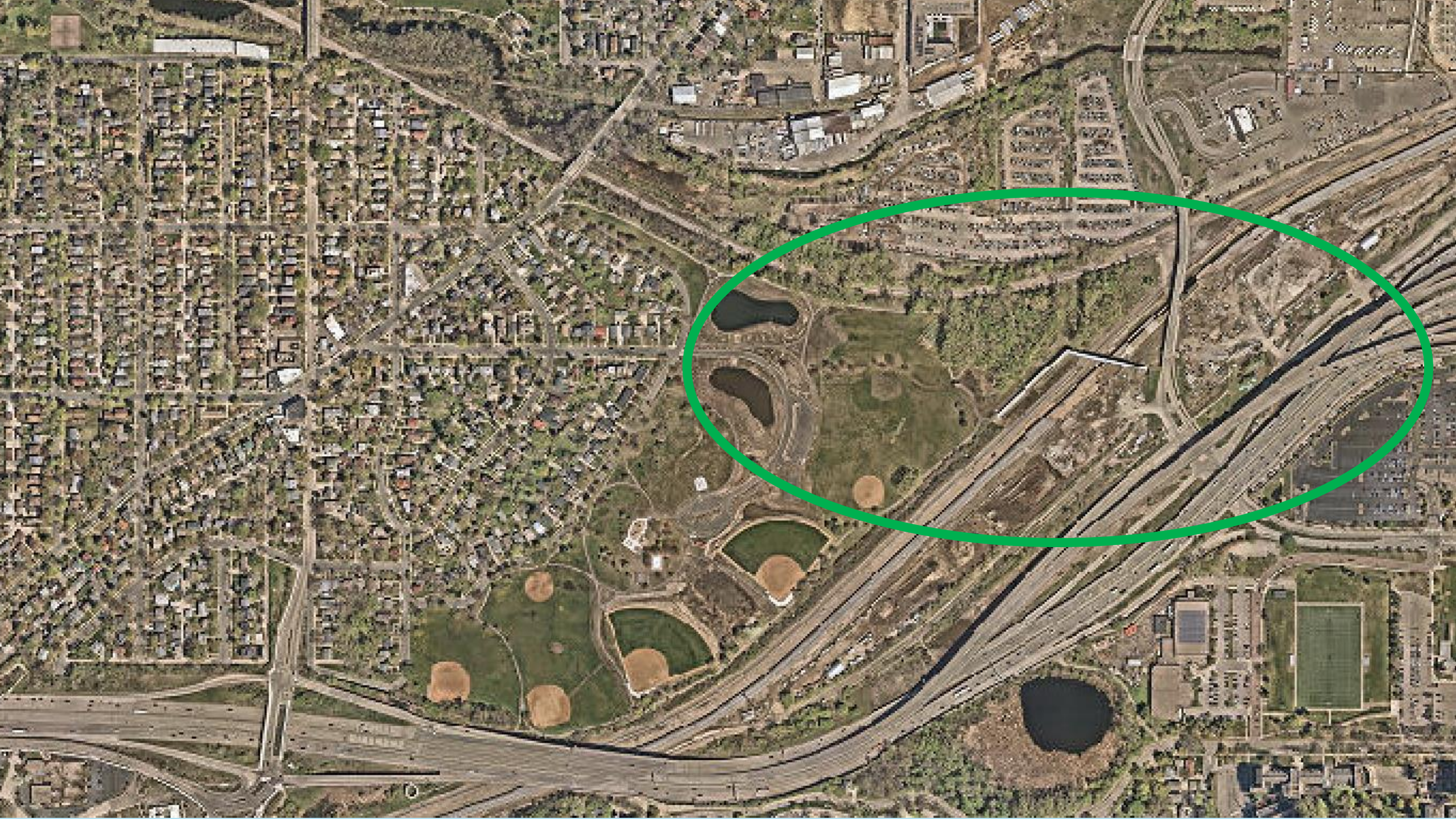
2027

Cedar Lake Road Bridge over BNSF tracks
will be reconstructed (City of Minneapolis)

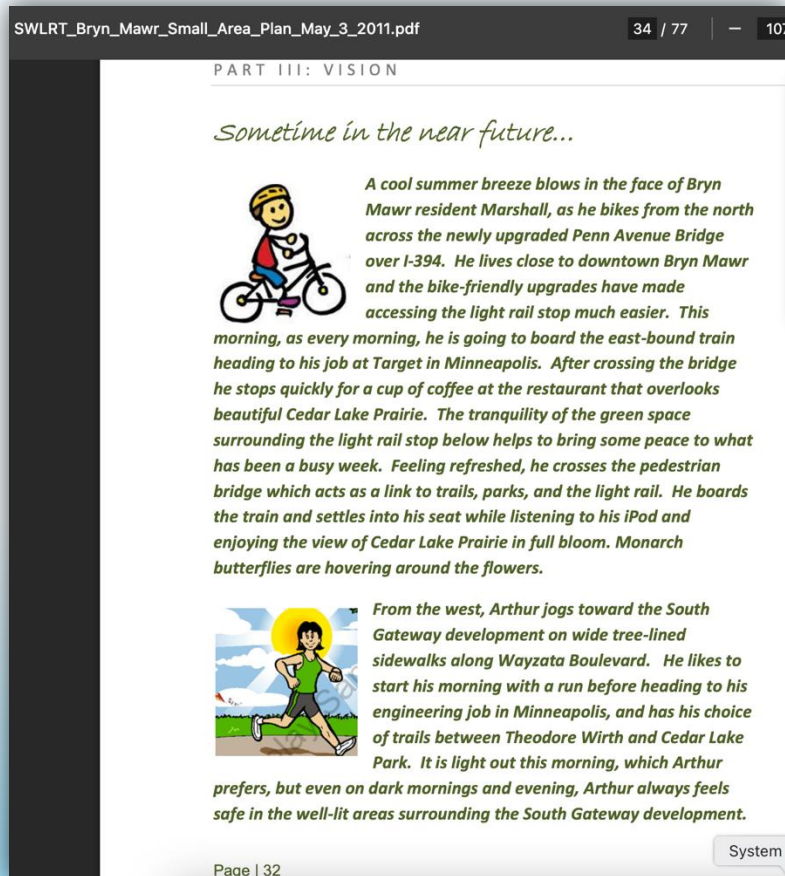








Change can be slow, but we can make it happen



2011 Plan



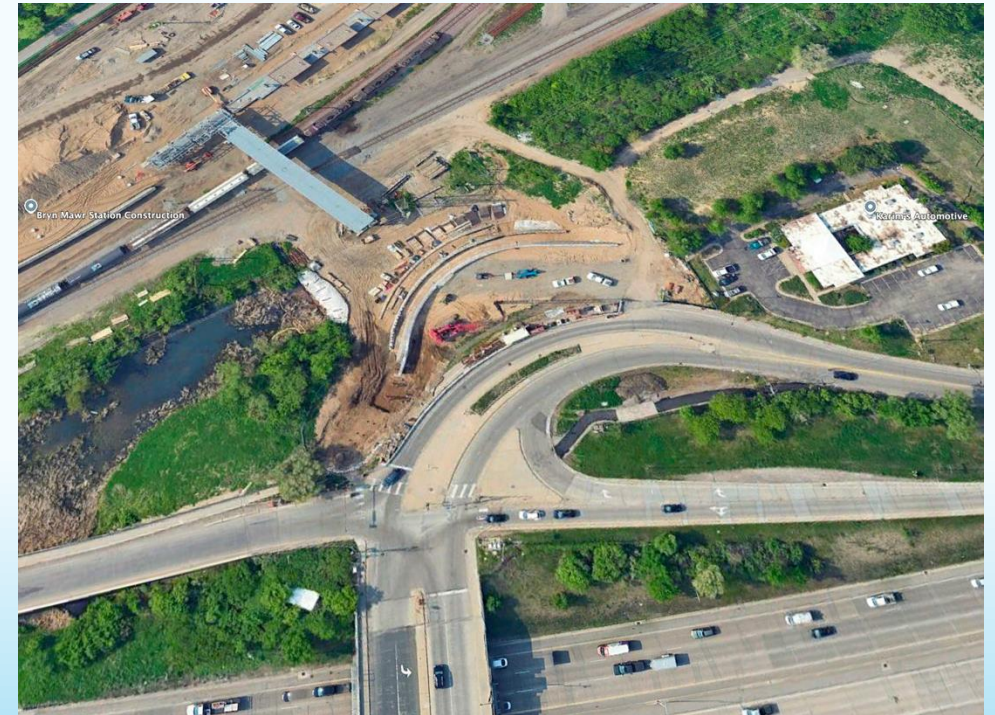
2025 (the future)

What will the future hold for Bryn Mawr Light Rail Station / South Gateway?

PART III: VISION

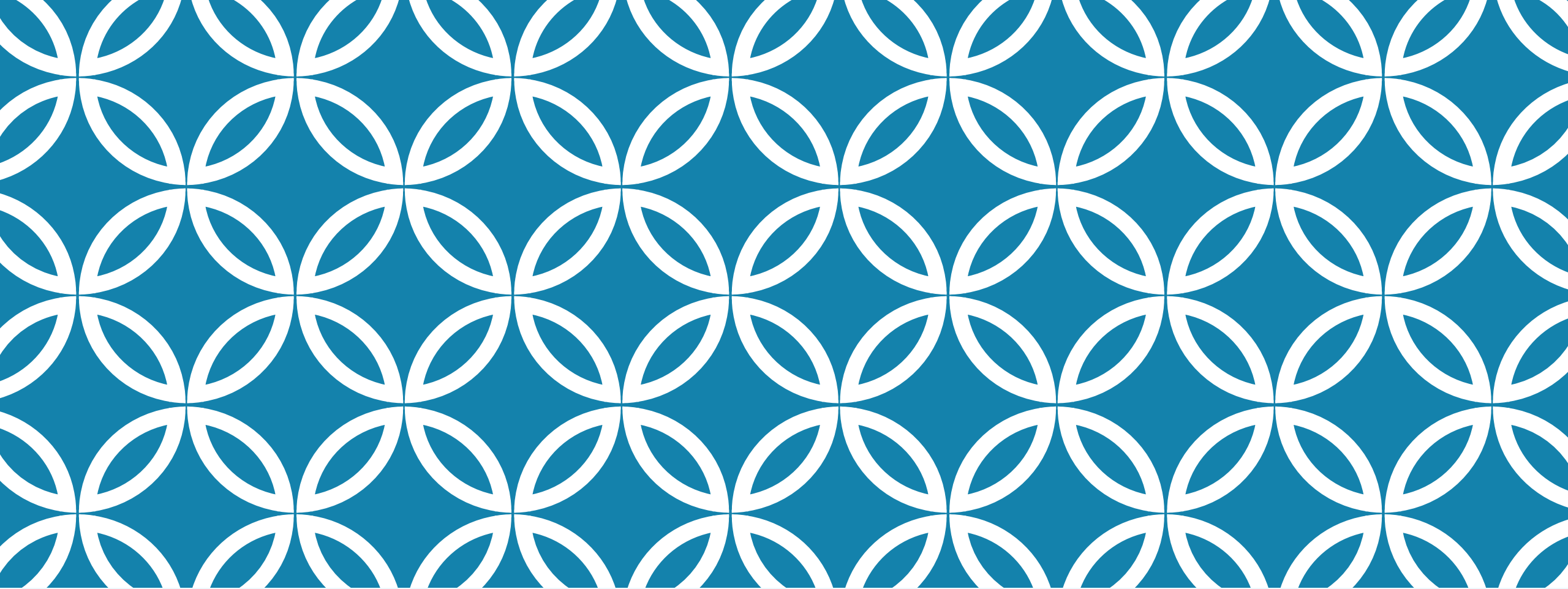


Figure 21: Top View from North: Cedar Prairie Plaza & Cedar View condominium green roof and patio, entrance to boardwalk and restaurants, new I-394 west exit ramp and new pedestrian crossing island and striping.



2011 Plan

2023



PLANS & POLICIES

& some cool maps!

Why are Plans Important?

- ❖ A pedestrian improvement doesn't just happen – it needs to be lobbied for, planned, and codified via democratic process
- ❖ traffic calming vs. The Statute Quo



Relevant Bryn Mawr Plans

- ❖ 1997 Comprehensive Plan
- ❖ 2003 Land Use Plan
- ❖ 2011 SWLRT Station Area Plan
- ❖ 2023 – Active Transportation Committee established



Figure 22: Cedar Prairie Plaza: Multi-modal access and community gathering place

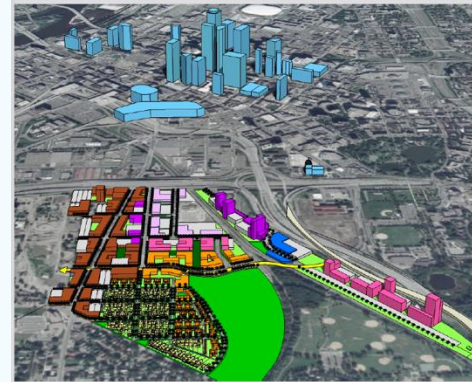


Figure 5-15. View in future downtown Bryn Mawr.

Bassett Valley Plan

2000 Bassett Creek Valley Master Plan/ROC

- Redevelopment Oversight Committee (ROC) advocates for redevelopment of industrial land between I-394 and new LRT
- 3,000+ housing units
- 2.5 million sqft commercial space
- 40 acres open space
- Some of this is already constructed



Land Use Summary

Housing Units	Office	Retail	Light Industrial	Civic	New Open Space
2,600 - 6,100 dwelling units	2,00,000 - 4,60,000 square feet	250,000 - 500,000 square feet	120,000 square feet	90,000 square feet	40 acres

Land Use

- Lower Density Residential (10-29 DU/Acre)
- Medium Density Residential (30-110 DU/Acre)
- Mixed Use: Office/Retail/Housing (40-75 DU/Acre)
- Mixed Use: Office/Housing (45-150 DU/Acre)
- Mixed Use: Office/Housing Reserve
- Office



Minneapolis Policies

Minneapolis Pedestrian Priority Network

- Where city prioritizes pedestrian improvements

Minneapolis All Ages & Abilities Network

- Penn Ave & Cedar Lake Rd are designated future bikeways

Minneapolis Transportation Action Plan

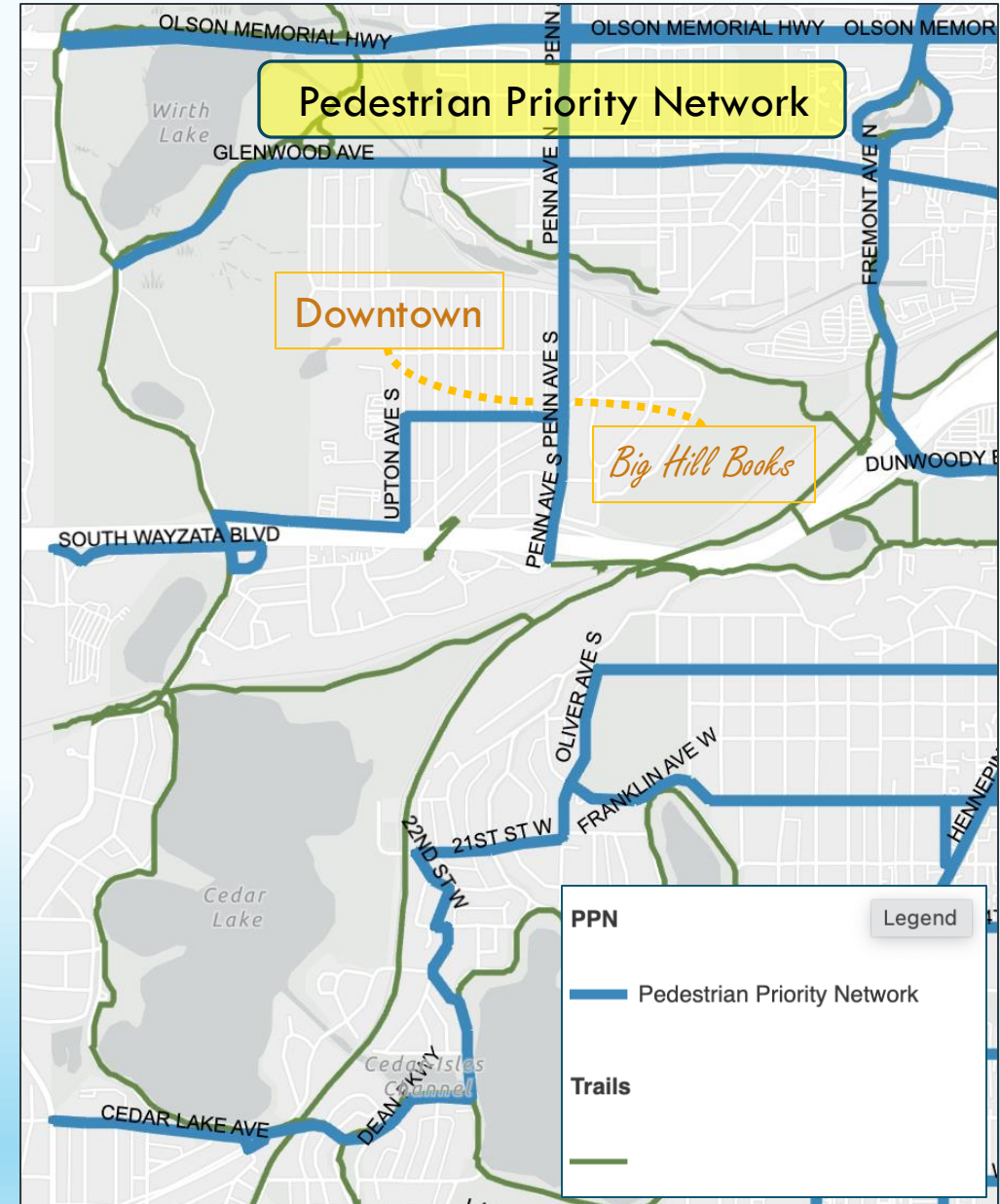
- Transit 5.1: Safe crossings at high volume intersections
- Bicycling 1.1: Complete low-stress AAA Network by 2030

Minneapolis Complete Streets

- Prioritize pedestrians first during road design and maintenance

Minneapolis Climate Equity Plan

- By 2030, 3 of 5 trips (60%) are taken by people walking, biking or riding transit



Luce Line Trail

Current Conditions

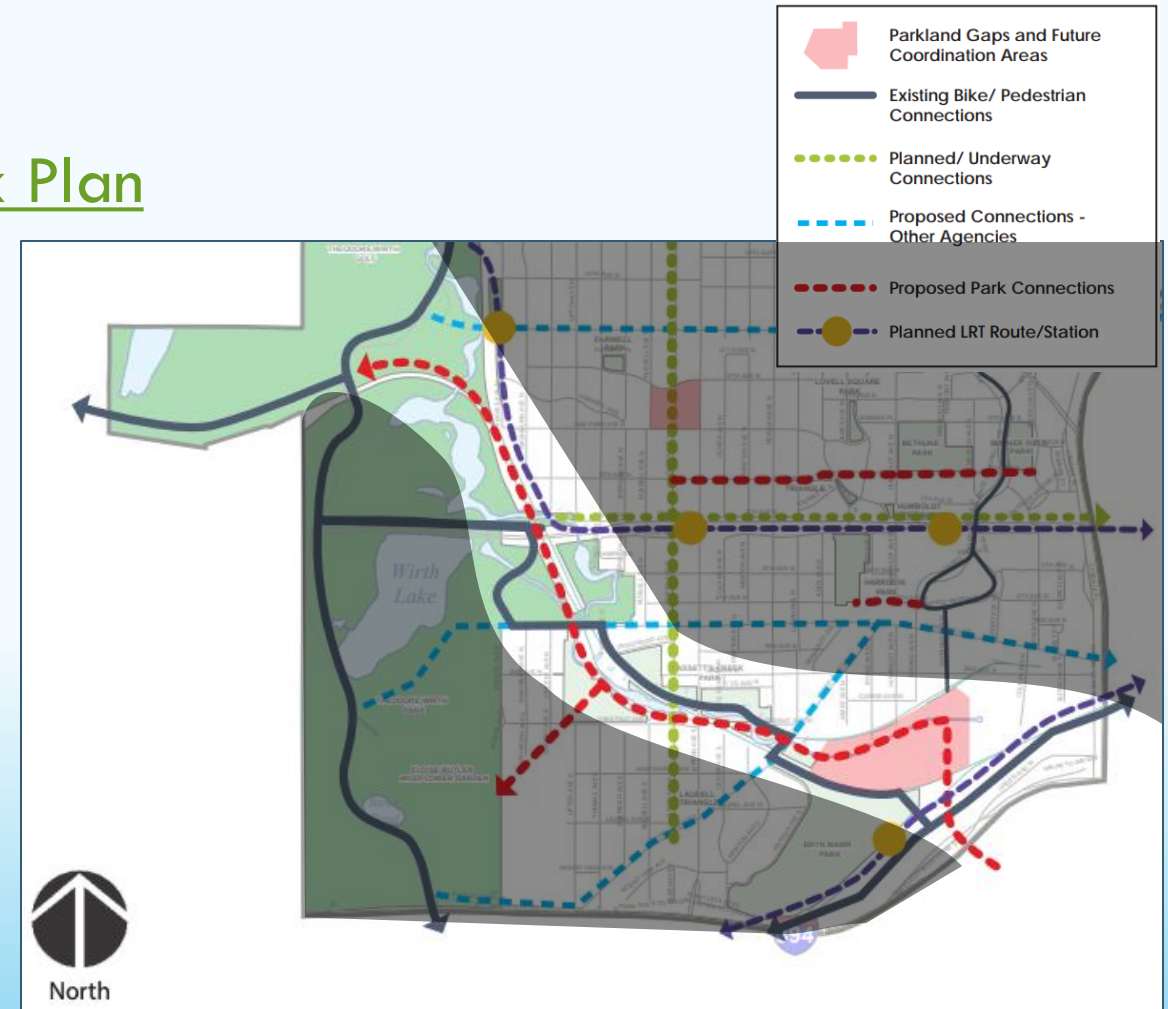
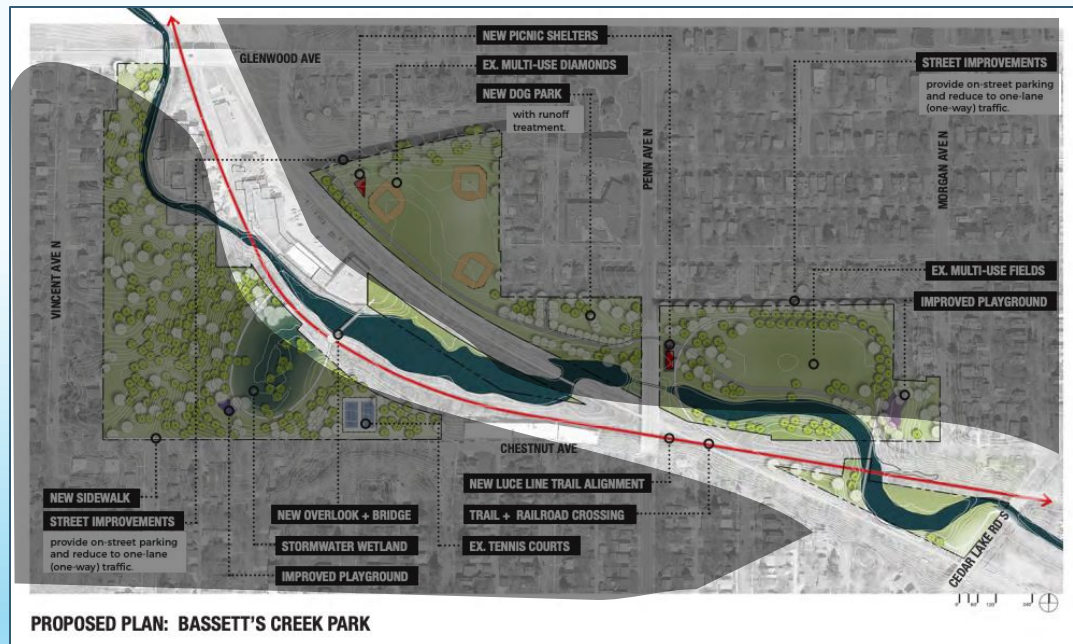


Luce Line Trail

Future Goal

North Master Plan / Bassett's Creek Park Plan

Trail connection is in the plan



Hennepin County Policies

Penn Ave & Glenwood are Hennepin Co Roads

Hennepin County Pedestrian Plan

- Goal #1: Increase the safety of walking
- Goal #2: Increase walking for transportation
- Goal #3: Improve the health of county residents through walking



Penn Ave Sidewalk in Winter

MnDOT Plans & Grants

Safe Routes to Schools

- 🍌 We have been awarded a SRTS Planning Grant 2025-26!
- Please reach out to get involved!

Statewide Pedestrian System Plan

- Priority Areas for Walking Study (PAWS) Map

MnDOT Active Transportation Grants

- Active Transportation Committee is considering applying to aid infrastructure priorities (e.g. 394 crossing improvements)

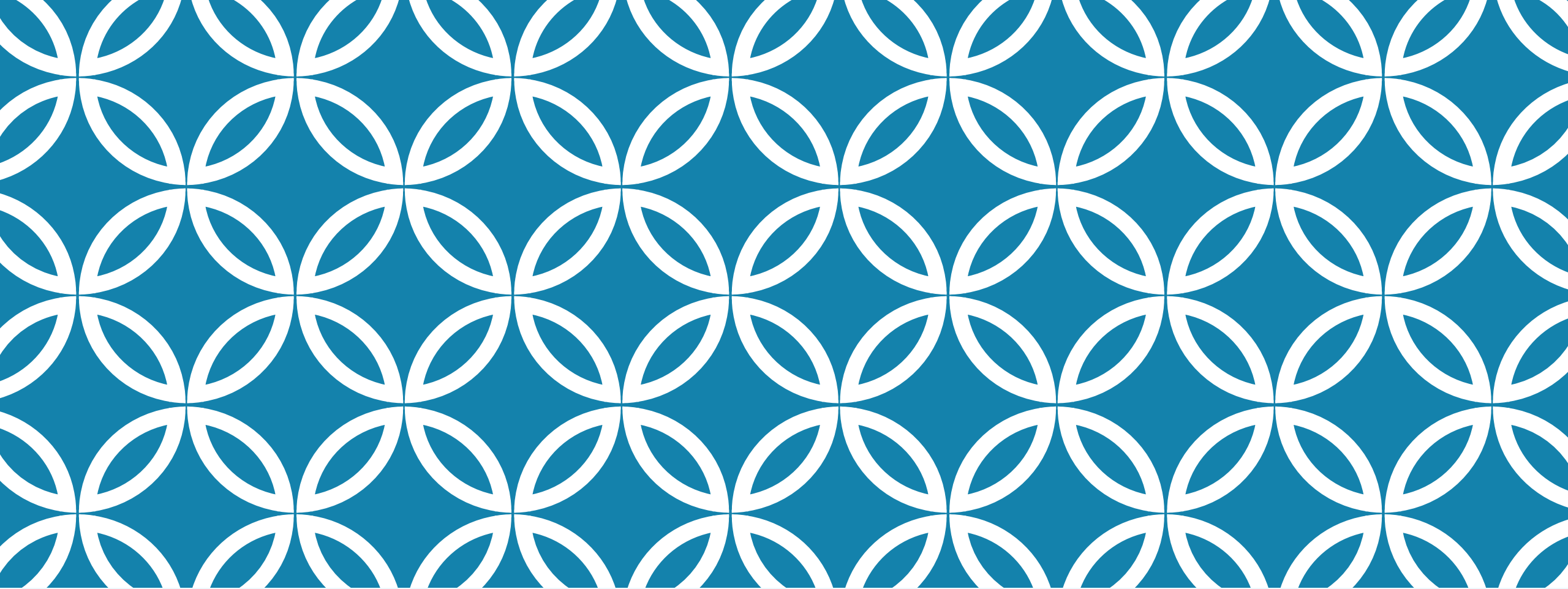


Are vehicles required by law to stop for pedestrians waiting on the curb, even if there's no crosswalk?

Yes! Minnesota has a “must stop” law for pedestrians.



MN Statute 169.21 requires vehicles to stop for pedestrians at any intersection crossing, **regardless of whether crosswalk markings are present**, until the pedestrian has passed the lane in which the vehicle is stopped.

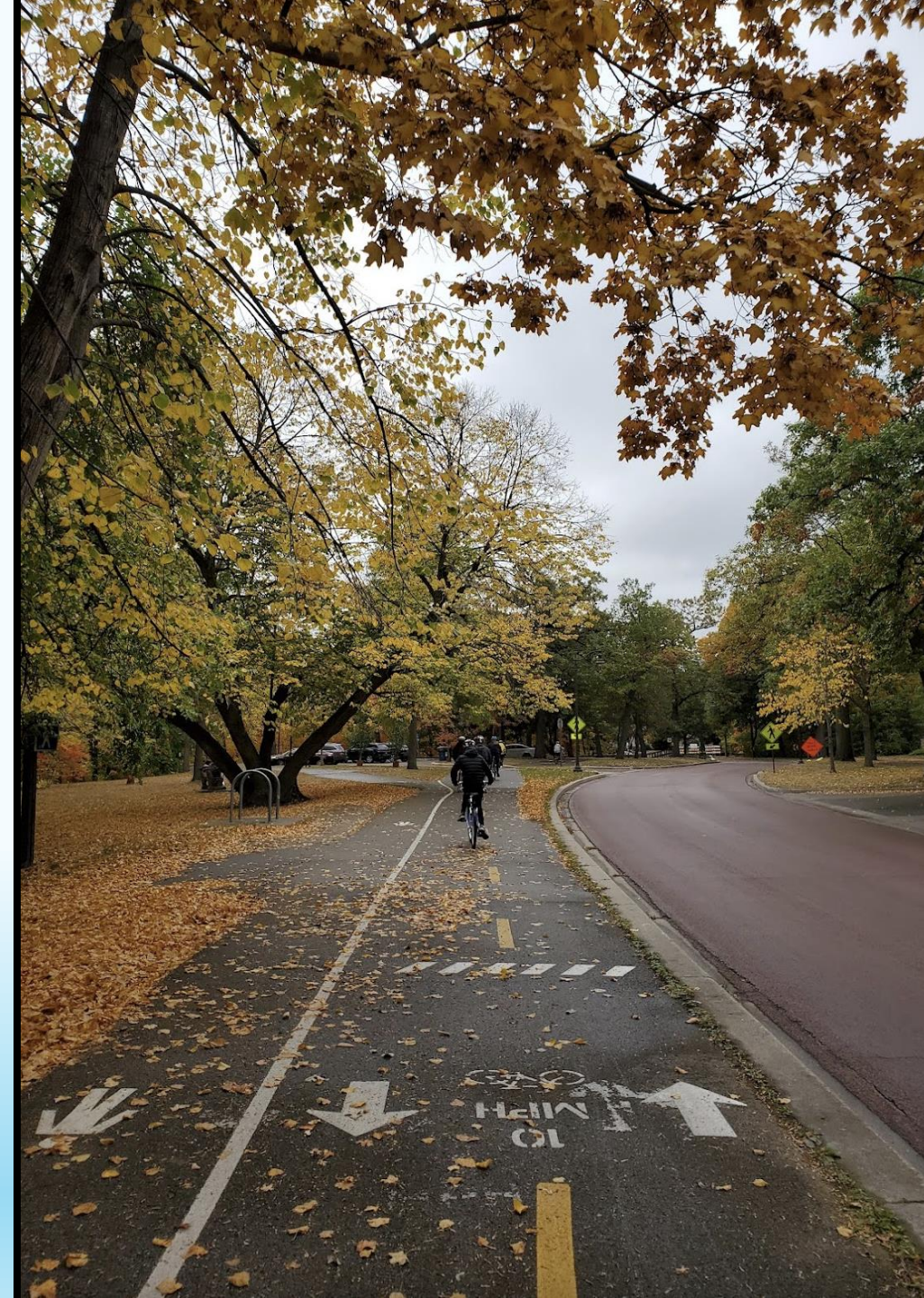


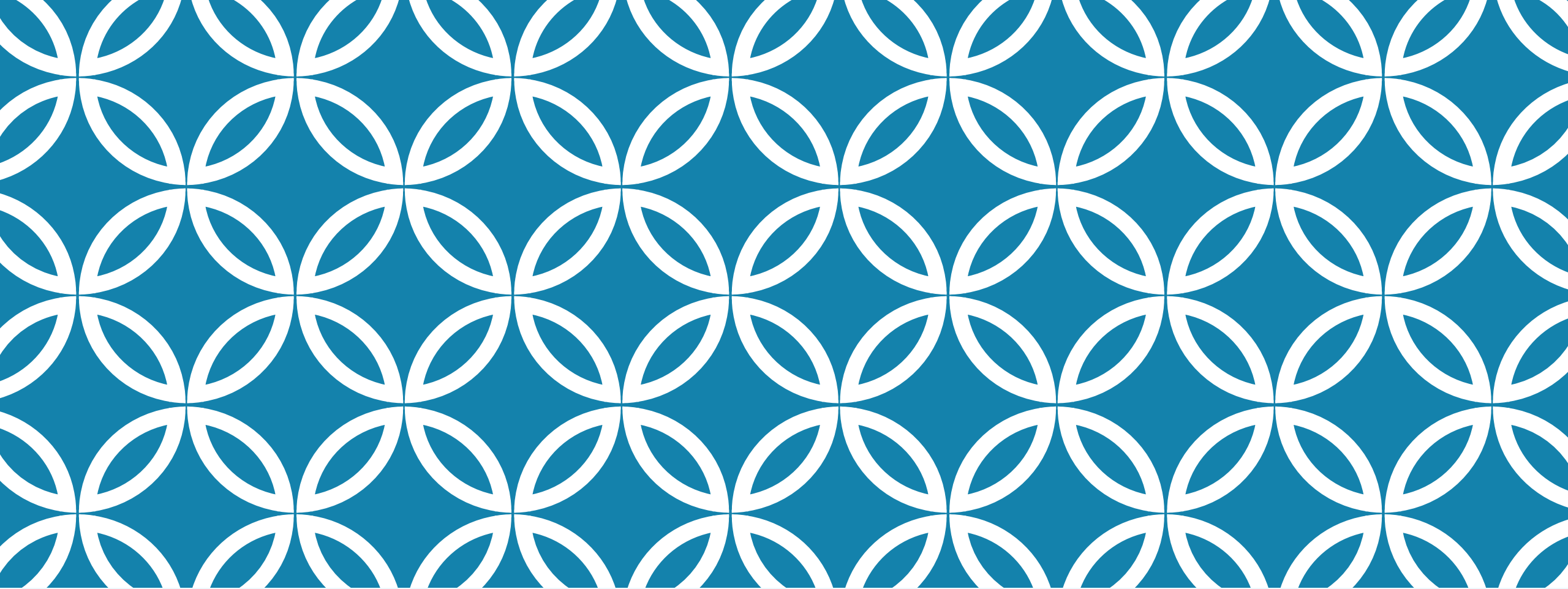
PROJECTS IN THE PIPELINE

Community & Civil Projects

Changes coming soon

- ❖ **2025:** Trails and Luce Line Bridge opens (Met Council)
- ❖ **2026:** Penn Ave Bridge over 394 redecked (MnDOT)
- ❖ **2027:** Light Rail opens (Met Council)
- ❖ **2027:** Cedar Lake Road Bridge (City of Minneapolis)
 - ❖ Bridge is rated “fair”, and was constructed with timber in 1941
 - ❖ The City found cracks in the bridge a few years ago, and they completed temporary repairs to keep it open in the meantime
- ❖ **2028-2031:** Penn Ave resurfacing from I-394 to 44th Ave N (Hennepin Co)





PENN AVE & I-394

Upcoming Construction

Construction on Penn & 394

SWLRT: Construction in 2023-2024

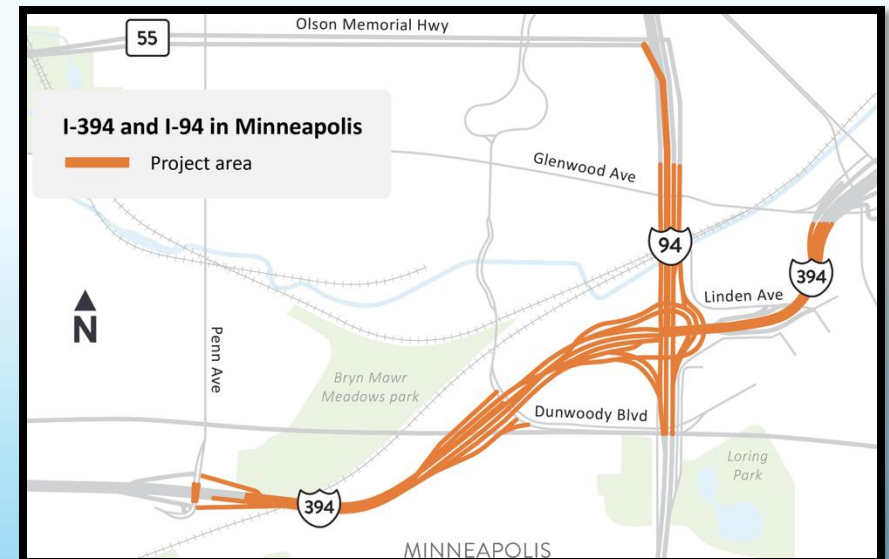
- Widened bridge sidewalk to 8'
- Pedestrian ramps converted to ADA ramps
- [Link to construction subcontracting work to be done](#)

MnDOT: Construction in 2025-2026

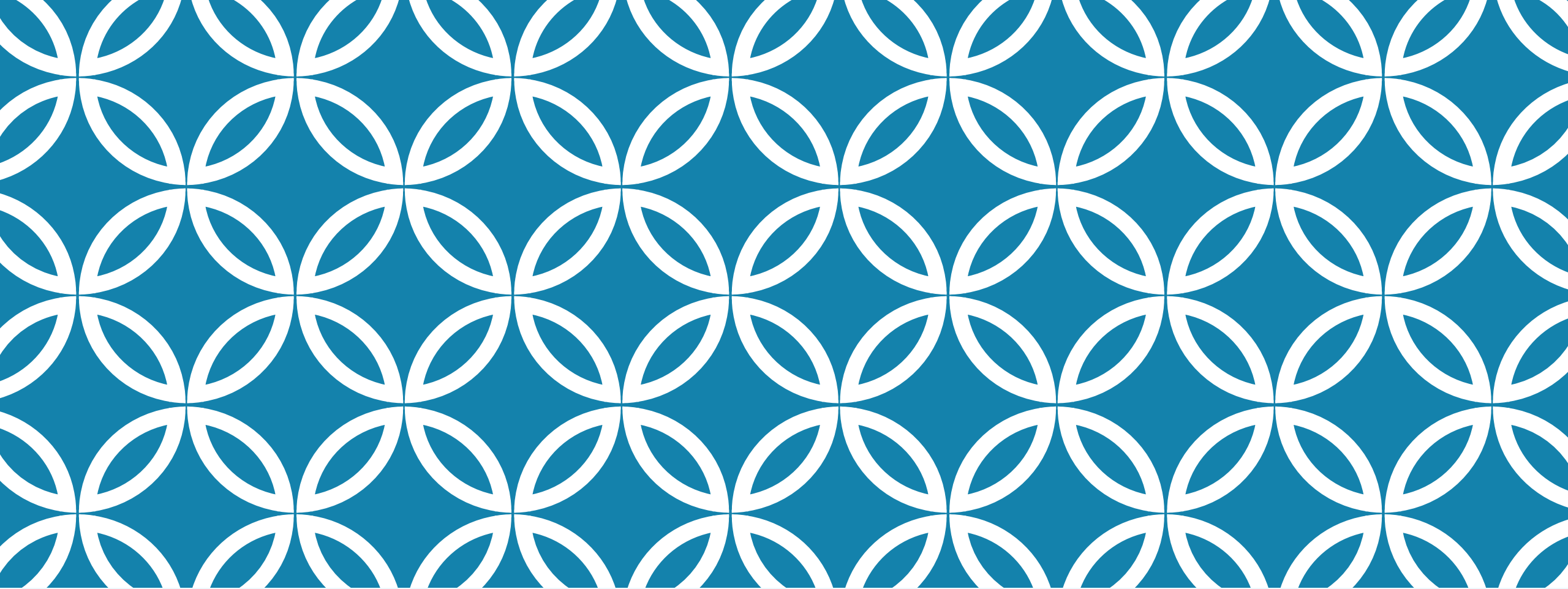
- [Redecking Penn Ave bridge](#) (STIP Project #2789-174) in 2026
- Will widen sidewalk to 10 feet multi-use facility
- Intersection connections made ADA- and PROWAG-compliant per ADA Transition plan
- Alan Rindels is Project Manager. Shout-out to Alan for answering my questions



<https://metro council.org/Transportation/Projects/Light-Rail-Projects/METRO-Green-Line-Extension/Construction/Design-Plans.aspx>



<https://www.dot.minnesota.gov/metro/projects/i94-i394minneapolis/index.html>

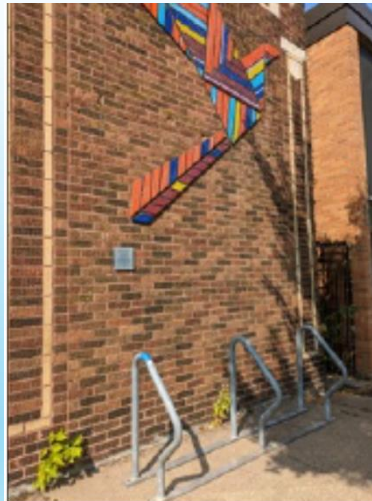


GET INVOLVED

What the ATC is up to, and how
you can help!

Who is the Active Transportation Committee?

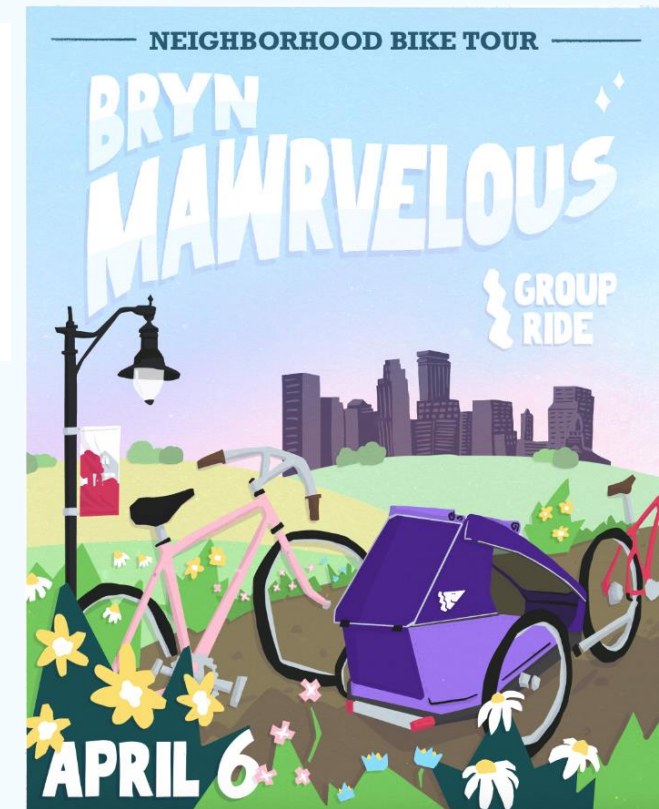
- ❖ We are neighbors who care about active transportation
- ❖ In 2023-2024, we hosted 10 family-friendly group bike rides and walks
 - ❖ E.g. Grocery store, farmer's market, holiday light peeping, Pedal to Petals
- ❖ Co-hosted movie night with Racial Justice Committee
- ❖ Installing bike racks to support local businesses



What we're doing



- ❖ Host a group ride each month to build community
 - ❖ Pastry ride, Pedal to Petals, Bde Maka Ska pavilion ride, farmer's market rides, and more
- ❖ Help neighbors with bicycle repair (ad in local paper)
- ❖ Community Survey for Traffic Calming
- ❖ Map bike & bus infrastructure and advocate for improvements
- ❖ Engage with local leaders to encourage Complete Streets
- ❖ Budget of \$500



BMNA Active Transportation Survey

Bryn Mawr Neighborhood Association (BMNA) would like your thoughts. This survey is for Bryn Mawr residents.

Survey results will be collected on April 30.

abenlester@gmail.com [Switch account](#)

Not shared

* Indicates required question

Do you support measures to calm traffic in Bryn Mawr, particularly on Penn Avenue and Cedar Lake Road? These measures include increased pedestrian, bicycle, and public transportation access and safety. *

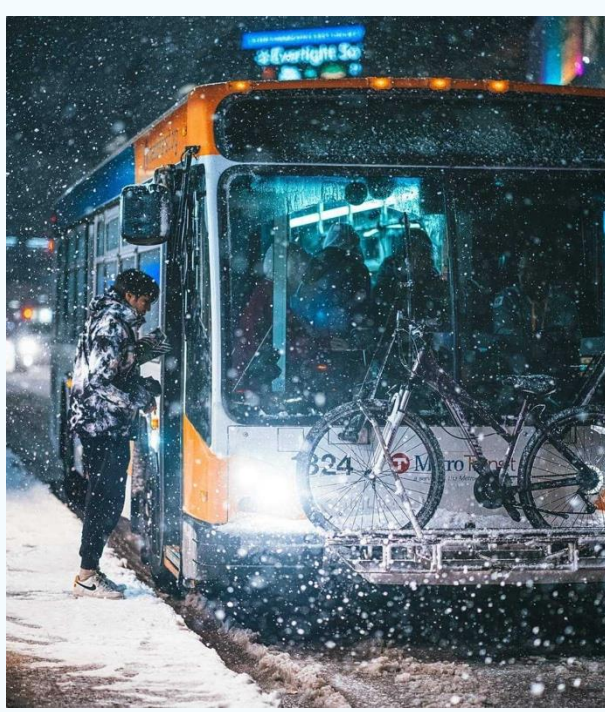
☐ Yes

☐ No

Our Mission

Build community and connect neighborhoods by making walking, biking, and public transit **safe and accessible.**

Slogan: Humanizing Transit



Our Vision

“**Our vision is to connect the people of the Bryn Mawr and adjacent neighborhoods to build a vibrant, healthy, and sustainable community.** We envision a neighborhood community where people can, and want, to use active transportation for daily trips to schools, groceries, cafes, entertainment, etc.

Multi-modal trips will be simple, reliable, and pleasant forms of transportation. We want to make walking and biking not only safe and accessible, but also easy to use and inviting so that people of all different ages, gender, race, and socio-economic levels can choose active transportation because of its benefits for their own health, the health of our neighborhood, and the health of our shared environment.

By accomplishing this in Bryn Mawr, we will demonstrate that this can be done in all parts of Minneapolis and Hennepin County.”



How you can help

- ❖ **Be a stakeholder for our Safe Routes to Schools Planning Grant!**

 - ❖ Awarded to Bryn Mawr Elementary for 2025-2026

- ❖ Attend an ATC meeting and consider joining!

- ❖ Follow  [@activetransit.brynmawr](https://www.instagram.com/activetransit.brynmawr) on Instagram for updates



How you can help

Citizen Actions

❖ Submit a Minneapolis Traffic Calming Request

- ❖ Submit a request for safer streets
- ❖ Can submit as many as you want
- ❖ Limited funding from Public Works to implement
- ❖ City Council prioritized this in the budget last year, and has made this a top priority!

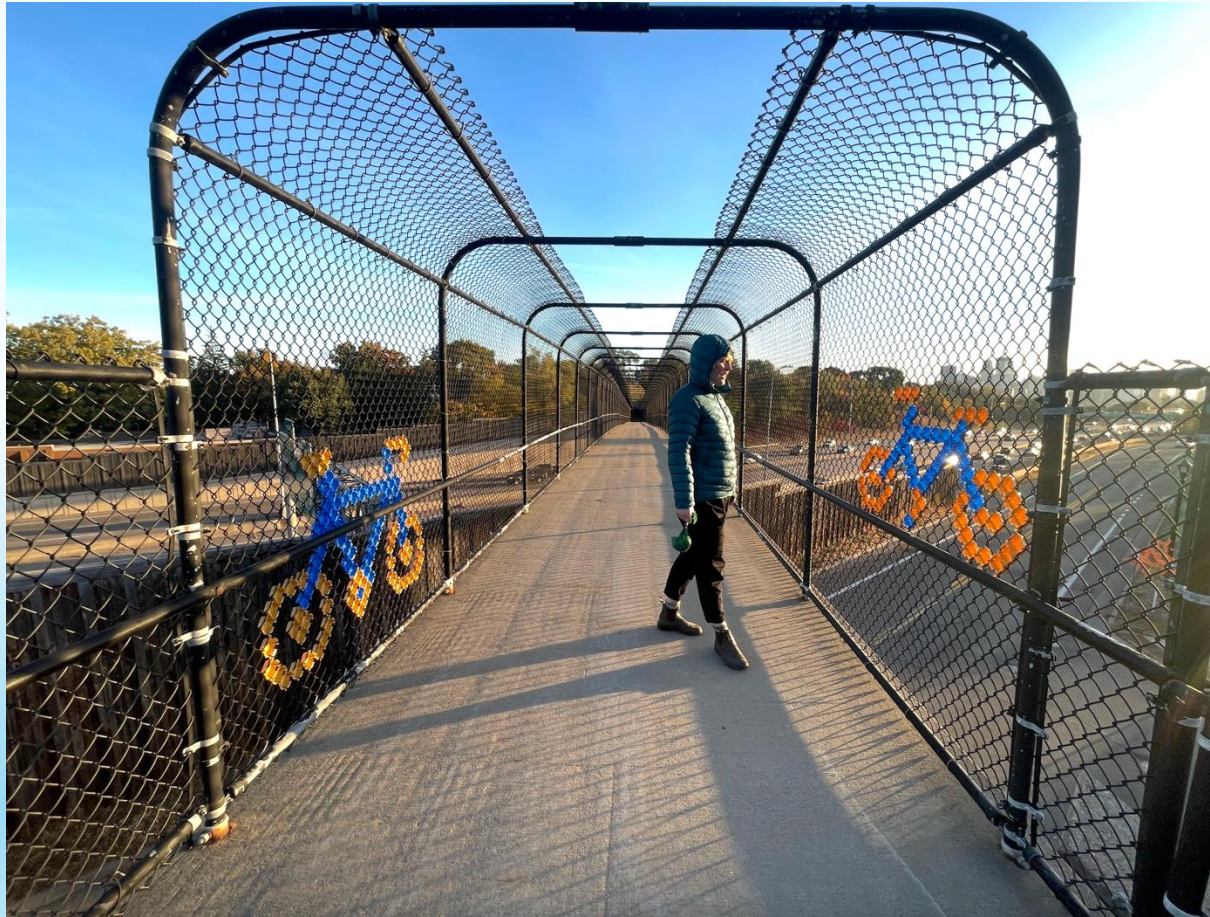
❖ Email/Call 311

- ❖ This helps the city with data, helps build the case for change
- ❖ Want a 4-way stop at certain intersections? Need to document 5+ “preventable crashes” due to federal/state guidelines



Traffic circle at 29th & Girard Ave N

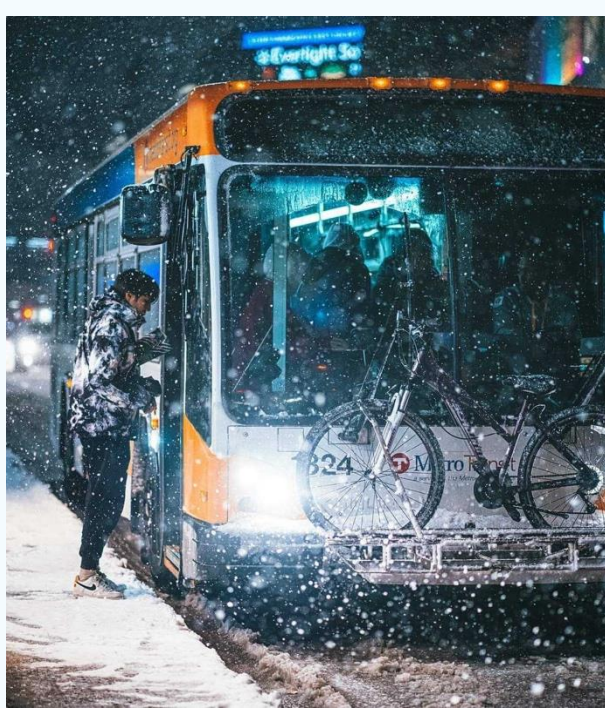
Thomas Ave Ped Bridge



Questions?

Bryn Mawr ATC Mission: **Build community** and **connect neighborhoods** by making walking, biking, and public transit **safe and accessible**.

Slogan: Humanizing Transit



Public Art Appreciation: How cool is this?!

 North Loop Green under I-94 on-ramp



Underpass “Glow Up”



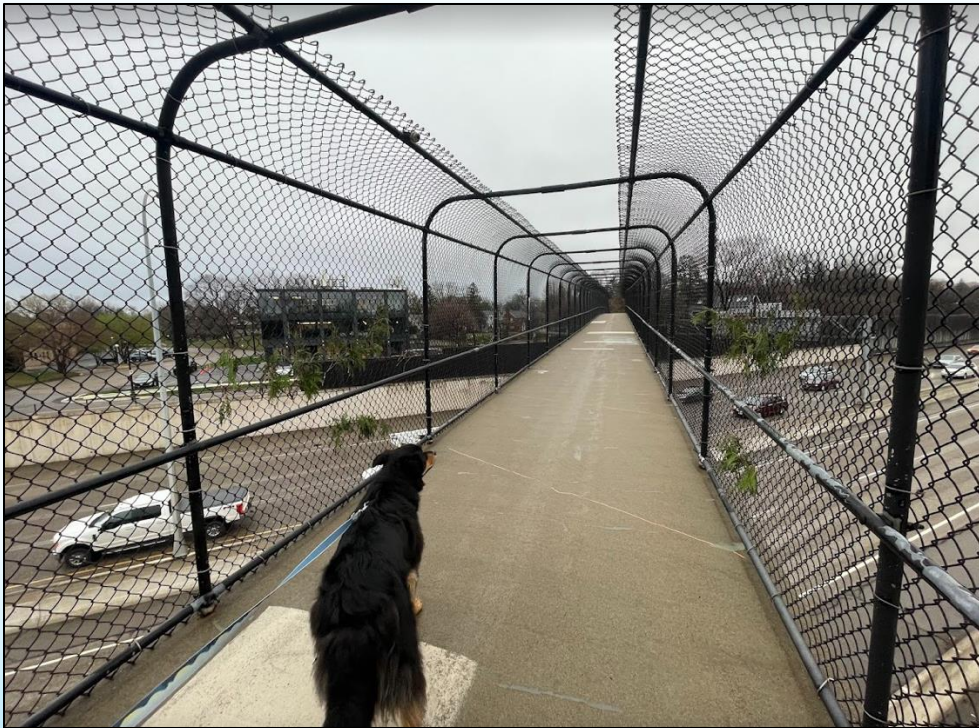
 Farmers Market Lot under I-94

versus



 North Loop Green under I-94 on-ramp

Sidewalk “Glow Up” — Thomas Ave Ped Bridge



*Thomas Ave Ped Bridge
(Bryn Mawr)*

versus



*Ped Bridge with Lighting and Decorative Railing
(Eau Claire)*

Penn Ave “Glow Up”



*Penn Ave Over 394
Light Rail Station Entrance*

versus



Highway Crossings

Leaving Bryn Mawr/Harrison on foot? You will need to cross a highway.

1. Glenwood under I-94 by Farmers Market (*on-street bike lane*)
2. Penn to Kenwood Connector Trail (*I-394 on-ramp crossing, then protected path*)
3. Theodore Wirth Pkwy (*protected bike lane over I-394*)
4. Thomas Ave Ped Bridge
5. Olson Memorial (Hwy 55)

