



Request for City Council Committee Action from the Department of Public Works

Date: September 9, 2014

To: Honorable Kevin Reich, Chair Transportation & Public Works Committee

Subject: **Hennepin-Lyndale Corridor (Franklin Ave W to Dunwoody Blvd)
Reconstruction Project No 6726**

Recommendation:

Approve the attached project roadway layout for the reconstruction of the Hennepin-Lyndale Corridor between Franklin Ave and Dunwoody Blvd.

Previous Directives:

- November 19, 2013- Authorize the execution of a contract with Kimley-Horn and Associates, Inc. for the design work relating to the reconstruction of Hennepin and Lyndale Avenues.
- November 19, 2013 - Authorize negotiations with property owners for the acquisition of right-of-way and temporary construction easements for the Hennepin/Lyndale Avenues Reconstruction Project

Department Information:

Prepared by: Ole Mersinger, P.E., Project Engineer, TP&E, 673-3537
Jack Yuzna, P.E., Principal Professional Engineer, TP&E, 673-2415

Approved by: _____
Steven A. Kotke, P.E., Director of Public Works

Presenters in Committee: Ole Mersinger, Project Engineer, TP&E

Financial Impact

- Action is within the Business Plan

Community Impact

- Neighborhood Notification: Open House meetings on March 25 and August 4, 2014. Other meetings with individual stakeholders including: Hennepin-Lyndale Project Task Force, Lowry Hill Neighborhood Association, Citizens for a Loring Park Community,

Loring Park Business Association, Walker Art Center, Dunwoody College, MnDOT, and Minneapolis Park and Recreation Board.

- City Goals: We manage and improve the city's infrastructure for current and future needs. Infrastructure, public services and community assets support businesses and commerce.
- Comprehensive Plan: Consistent
- Zoning Code: Not Applicable

Background

The Hennepin/Lyndale Reconstruction Project involves the reconstruction of portions of the Hennepin/Lyndale Interchange. The proposed project will reconstruct the roadway including pavement, curb and gutter, signage, curbside sidewalks, ADA compliant curb ramps, street lighting per the City's Street Light Policy, and drive entrances. This segment of roadway is designated as an Activity Area street type in the *Minneapolis Plan for Sustainable Growth and Access Minneapolis*. This street segment is located adjacent to several churches, a museum, and regional park.

The project is comprised of the following four sections:

- SB Hennepin/Lyndale Avenue from Dunwoody Blvd to EB I-94 Entrance Ramp.
- SB Hennepin Avenue from Douglas Avenue to Franklin Avenue.
- NB Hennepin Avenue from Franklin Avenue to Groveland Avenue.
- NB Hennepin/Lyndale Avenue from Groveland Avenue to WB I-94 Exit Ramp 231B.

The current condition of the corridor is as follows:

- The roadway pavement is over 50 years old and is need of replacement
- The corridor serves four distinct modes of transit
 - 50,000 to 60,000 motor vehicles per day
 - 9,000 transit bus riders per day
 - Over 2,000 combined bicyclist and pedestrian users per day
- A significant portion of project is located over the MnDOT Lowry Hill Tunnel
- The corridor serves as the official hazardous materials bypass route for the Lowry Hill Tunnel
- Pedestrian and Bicyclist conflicts occur along the Loring Bikeway (eastern edge of corridor)
- Pedestrians crossing Hennepin and Lyndale Avenues must cross up to 10 traffic lanes with minimal refuge opportunities
- Bicyclist/pedestrian/motor vehicle conflict occur at intersections along the eastern edge of the corridor
- Motor vehicle conflicts exist throughout the corridor as drivers maneuver. This is evident by the sideswipe crash data and the observed unbalanced lane use throughout the corridor.
- Existing public right-of-way is fully utilized throughout the corridor
- Existing sanitary and storm sewer infrastructure has deteriorated and will require repair and/or replacement

The following are the three primary objectives of the project:

- Improve the condition of the infrastructure for all modes of travel (vehicular, transit, bicycle, and pedestrian)
- Improve the safety throughout the corridor for all modes of travel
- Expand non-motorized facilities

A secondary objective is to improve the aesthetics of the corridor

Public Involvement and Layout Development

A public open house was held on March 25, 2014 to solicit input from stakeholders on a layout for the reconstructed corridor. The open house was well attended with over 150 attendees. The open house also generated over 230 specific project comments. Comments directly applicable to the scope of this project generally supported a project with the following:

- Better corridor aesthetics
- Improved bicycle/pedestrian/motor vehicle separation at conflict points
- Improved bicycle and pedestrian crossings for the corridor
- Better traffic lane designations
- Alternative intersection designs (roundabouts were mentioned)

Based on the comments received from the first open house, the project team took some time to further study the different modes of transit and evaluate concepts that aligned with comments received and the overall project goals. On April 22nd and 24th a pedestrian and bicyclist count was conducted along the project corridor. Over 2000 daily combined pedestrians and bicyclists were observed during the survey period.

The project team also attended the April 15th Bicycle Advisory Committee and the April 17th to solicit input on the project layout.

This processes developed two potential project layouts. The attached proposed layout (Option 2) was endorsed at the July 15th Bicycle Advisory Committee and the July 17th Pedestrian Advisory Committee. A second open house was held on August 4, 2014 with over 200 attendees and approximate 200 additional comments received. The overwhelming response was for the Option 2 layout. In an August 18th email, the Hennepin-Lyndale Task Force also endorsed the Option 2 layout.

Option 2 Layout

The object of the Option 2 Layout is to improve the current conditions, meet the primary project goals, address the desires of the stakeholders, and meet the design criteria associated with the federal grant received to complete this project.

There are two primary proposed changes to the corridor on the layout. One change is the elimination of one through lane of traffic in both directions. The project traffic engineers have recognized that the number of vehicles currently using each travel lane is not equally distributed. Through the elimination of a traffic lane, the roadway capacity will not be diminished (e.g., lane use is more balanced) and provides additional right-of-way for alternative uses.

The second change is the elimination of the bus stop in the median between southbound Lyndale Avenue and Hennepin Avenue by Metro Transit. Elimination of the bus stop allows for further modifications to the intersection at Groveland Terrace to allow concurrent left turns onto southbound Hennepin/Lyndale and northbound Hennepin/Lyndale. This increases overall efficiency of the intersection and traffic moving through the corridor. The subsequent traffic impact of these two primary changes to the roadway is anticipated to be a less than a 30 second increase in travel time during peak traffic.

Secondary proposed changes to the corridor are as follows:

- Shorter crossing distances for pedestrians and bicyclists due to the lane removal
- Larger medians and pedestrian refuge areas
- A new marked crosswalk on the north side of the Groveland Terrace intersection
- Additional space along the Loring Bikeway which can be used to diminish pedestrian-bicyclist conflicts
- Tighter intersection radii and bump outs to improve pedestrian and bicyclist crossings and improve sightlines for turning motorists.
- Removal of the island at Dunwoody Boulevard and southbound Hennepin/Lyndale
- Inclusion on an on street striped bike lane on northbound Hennepin that connects to the newly striped bike lane at the Hennepin – Dunwoody intersection.
- New striped bike lanes along the Oak Grove Street - Vineland Place intersection
- Better striping and traffic lane designation northbound through the corridor
- Improved left turn geometry for left turning northbound traffic at Vineland Place
- Dedicated left turn lane for left turning southbound traffic at Oak Grove Street
- Better traffic channelization to decrease lane changes and side-swiping crashes along with improving traffic flow
- Optimized traffic flow at the Groveland Terrace intersection

The project also evaluated changing the connections between Groveland Terrace, Douglas Ave and Hennepin Frontage Road West. A number of options were presented at the open house. There was not a clear preference of the proposed alternatives. Due to the lack of consensus and the feedback of users of this roadway, the proposed layout does not include any changes to these roads.

Schedule

The project team anticipates continuing to engage the project stakeholders on the amenities to be placed outside the curb lines (e.g., landscaping, pedestrian/transit infrastructure, lighting, etc.) throughout this fall until the development of a proposed landscaping layout. The project design will be completed in spring 2015 with construction possibly beginning as soon as summer 2015.

Attachment: Project Map
Project Roadway Layout

cc: CM Lisa Goodman

Resolution

T&PW - Your Committee, having under consideration the Hennepin-Lyndale Reconstruction Project No 6726 (between Franklin Av W and Dunwoody Blvd), now recommends:

- a) Approval of the project layout as set forth in Petition No _____;