



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

**Date:** January 20, 2015

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

**Subject:** **26<sup>th</sup> Ave N (Theodore Wirth Parkway to Mississippi River)  
Reconstruction/ Renovation Project No's 9929 and 6752**

### Recommendation:

- A. Approve the attached project layout for the reconstruction/renovation of 26<sup>th</sup> Avenue North between Theodore Wirth Parkway and the Mississippi River.
- B. Authorize Public Works to negotiate with public property owners (Minneapolis Parks and Recreational Board and Minneapolis Public Schools) to acquire a permanent easement for sidewalk purposes.
- C. Authorize Public Works to negotiate with private property owners to acquire easements and additional right of way as necessary.

### Previous Directives:

December 11, 2013 - City Council Resolution 2013R-573, Adopting the 2014 – 2018 Five Year Capital Program and fixing the maximum amounts for 2014 to be expended by the various funds under the jurisdiction of the City Council.

### Department Information:

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

Presenters in Committee: John Morast, P.E. Project Manager  
Jeff Handeland, P.E., Principal Professional Engineer, TP&E

### Financial Impact

- Action is within the Business Plan

## Community Impact

- Neighborhood Notification:
  - Hawthorne Area Community Council and Jordan Area Community Council 26<sup>th</sup> Ave Bikeway/Greenway Plan developed in May 2004 and August 2009, respectively
  - PAC and BAC presentations and meetings – Spring/Summer 2014
  - Two neighborhood public informational meetings - 6/23/14 and 8/14/14
  - Jordan Area and Hawthorne Community Council meetings and presentations
  - Minneapolis Parks and Recreational Board and AFCAC presentations, fall 2014
  - CM Yang facilitated Neighborhood Groups meeting presentation, 9/29/14
  - Electronic neighborhood survey via Hiawatha, Jordan, Willard-Hay Neighborhood Associations and Council Member Yang's Office, 10/17/14
- City Goals:
  - Living well: Minneapolis is safe and livable and has an active and connected way of life.
  - A hub of economic activity and innovation: Businesses – big and small – start, move, stay and grow here.
  - Great Places: Natural and built spaces work together and our environment is protected.

## Supporting Information

### Scope

The proposed project scope consists of reconstructing and renovating 26<sup>th</sup> Avenue North between Theodore Wirth Parkway and the Mississippi River. Twenty-sixth Avenue North is a Municipal State Aid roadway (MSA 240, 301 and 240) from North Pacific Street to West Broadway Avenue, and a Metro Transit bus route (Route 5E) from Emerson Avenue North to West Broadway Avenue. The project will include new pavement, curb, gutter, ADA compliant pedestrian ramps, storm drain, signing, striping, and related items and work. Street lighting is included in the reconstruction section unless the neighborhood opts out through the petition process.

Sections of 26<sup>th</sup> Avenue North were constructed in 1970 and reconstructed in 1979, and seal coated twice, most recently in 1998. The daily traffic volumes range from under 2,000 near Theodore Wirth Parkway to 4,900 near Penn Avenue North.

The PCI (Pavement Condition Index) was last measured in 2011 and ranged from 26 to 72 out of 100 between Lyndale Avenue North and the River, and between Theodore Wirth Parkway and West Broadway Avenue respectively. Because the roadway is deteriorating significantly it requires reconstruction between West Broadway Avenue to Lyndale Avenue North and between North 2<sup>nd</sup> Street to the River. The road requires renovation between Theodore Wirth Parkway and West Broadway Avenue, and between North Washington Avenue and North 2<sup>nd</sup> Street.

This proposed reconstruction and renovation project will narrow the roadway and remove the on-street bike lanes, which will be replaced with an off-road bike path. The proposed driving lane widths are 11-feet, with a 2-foot reaction distance at the curb. Curb extensions (bump outs) are proposed at cross streets where feasible. The corner radii will remain similar to the existing corners.

The reconstructed and renovated 26<sup>th</sup> Avenue North will carry two-way traffic and will not allow parking between Theodore Wirth Parkway and North Washington Avenue, or from the Railroad crossing to the Mississippi River. Parking will be allowed on the north side between North Washington Avenue and before the Railroad crossing. The proposed street width is reduced to 26-feet except where the parking is allowed East of North Washington Avenue (see attached layout).

Public Works has met with property and business owners and other stakeholders, including the Pedestrian Advisory and Bicycle Advisory Committees and the Neighborhood Community Councils to gather feedback on the project.

The right-of-way (ROW) is generally 60-feet with an existing curb to curb width of 32-feet. It allows for two-way traffic, with bike lanes on both sides, and generally no parking in the residential areas. In preparation for the roadway work, Centerpoint Energy has replaced and upgraded gas lines over the past two years along the project.

#### Schedule

The final design for the 26<sup>th</sup> Avenue North project is scheduled to be complete in May, 2015. The construction of this project is scheduled for two construction seasons, 2015 and 2016. The limits for the construction phases are not yet final.

#### Next Steps

At a future meeting, staff will return to this committee to designate the project and to set an assessment public hearing.

#### Request for Authorization

Staff is requesting authorization to allow Public Works to negotiate with private property owners to acquire temporary construction easements and additional right of way, if necessary. Staff also requests authorization to negotiate with Minneapolis Public School and Minneapolis Parks and Recreation Board to acquire a permanent easement for sidewalk purposes utilize their property for permanent improvements. Staff does not anticipate that private property permanent easements will be needed. It is not known if any temporary construction easements will be needed to facilitate construction.

Attachment 1 – Map

Attachment 2 – Proposed Project Layout

cc: Council Member Yang, Ward 5  
Council Member Johnson, Ward 4