

City of Minneapolis
Request for Committee Action

To: Transportation & Public Works
Date: 7/12/2016
Referral: N/A
From: Public Works Department
Lead Staff: Nathan Koster, Supervisor Transportation Planning, Transportation Planning and Programming
Presented by: Nathan Koster, Supervisor Transportation Planning, Transportation Planning and Programming
File type: Resolution
Subcategory: Street Project

Subject:

42nd Ave N (MSAS 262) Reconstruction – Xerxes Ave N to Lyndale Ave N Reconstruction: Layout approval, MSA variance and easements

Description:

1. Approving the layout for 42nd Ave N (MSAS 262) Reconstruction between Xerxes Ave N to Lyndale Ave N.
2. Passage of Resolution directing the City Engineer to proceed with a formal request for a variance from MSA for two horizontal curves near Humboldt Ave N.
3. Authorizing Public Works to negotiate with private property owners to acquire easements and additional right of way, if necessary.

Previous Actions:

None.

Ward/Address:

Wards: 4

Background/Analysis:

Scope:

The proposed project consists of reconstructing 42nd Ave N (MSAS 262) between Xerxes Ave N to Lyndale Ave N. Elements to be included as part of the proposed project includes new sidewalks with ADA compliant pedestrian ramps, bike lanes, new pavement, new curb/gutter, and utility improvements. The project will also include planted boulevards with urban trees, curb bump-out treatments, signal improvements, new signage, and new pavement markings. The proposed project is currently programmed for construction over the course of the 2018 and 2019 construction seasons. This project is a candidate to be advanced to 2017 in the capital program with the adoption of the Neighborhood Park and Street Infrastructure Ordinance.

The project spans approximately 1.5 miles in length and currently consists of two traffic lanes, bike lanes, sidewalks, parking at commercial nodes, and planted boulevards (west of Upton Ave N and Penn Ave N to James Ave N) within a 60 foot right-of-way. Much of the corridor lacks ADA compliant pedestrian walkways and there is a sidewalk gap along the south side of the corridor between Penn Ave N and James Ave N. Two-way traffic volumes range from 3,400 vehicles per day near Washburn Ave N and 6,000 vehicles per day near Fremont Ave N. The land use adjacent to 42nd Ave N is single family homes, with neighborhood scale commercial nodes at Thomas Ave N, Fremont Ave N, and Lyndale Ave N.

The street was originally constructed in 1965, with the section from Lyndale Ave N to Aldrich Ave N constructed in 1923. Pavement has been rated in poor condition by the City's pavement management system with a Pavement Condition Index rating ranging from 40 to 53 (out of 100).

Layout:

The general cross section for the proposed project varies based upon each segment, but is bound by the 60' right-of-way and existing encroachments. In general, it is recommended that the project include 6' wide sidewalks, and 6' wide boulevards on both sides of the street, 6-7' wide bike lanes, and 10' wide travel lanes. There are three commercial nodes along the corridor where on-street parking is provided and the proposed layout addresses the parking needs uniquely at each. Please see attached layout.

Bicycle and pedestrian corridors will be enhanced by reducing travel lane widths, incorporating new boulevard space, filling an existing sidewalk gap, providing ADA compliant sidewalks, and providing wider bicycle facilities. Curb bump-outs and trees will be provided where possible as a part of the project.

Public Works staff has attended Victory and Webber-Camden neighborhood meetings, hosted two community outreach meetings, and met with affected residents. The project was also introduced and discussed with the Pedestrian and Bicycle Advisory Committees to gather feedback on the project's recommended layout. These meetings have been ongoing since January 2016.

Formal Request for Variance

Based on the MSAS design criteria for low speed urban street, the minimum horizontal length of a curve at 30 mph is 300 feet. The project contains two existing 150 foot horizontal curves. The first existing horizontal curve is located at a stop condition at Humboldt Ave N along 42nd Ave N. The second existing horizontal curve is located just east of Humboldt Ave N. The proposed horizontal curves at those locations will not meet MSAS requirements due to right of way constraints.

A resolution from Council is required in order to receive a variance to the Minnesota State Aid Operation Rules Chapter 8820.

Authorize Public Works to obtain right-of-way or easements

Staff is requesting authorization to allow Public Works to negotiate with private property owners to acquire easements and additional right of way if needed. Currently, it is not anticipated that permanent easements will be needed and not known if temporary construction easements will be needed to facilitate construction.

Financial Review:

No financial impact.

Attachments:

1. Proposed Project Layout.
2. Project Rationale and Overview.

cc: Council President Barb Johnson, Ward 4