



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

Date: June 16, 2009

To: Honorable Sandra Colvin Roy, Chair Transportation & Public Works Committee

Referral to: Honorable Paul Ostrow, Chair Ways & Means/Budget Committee

Subject: **1st Ave N and Hennepin Ave One-way to Two-way (1st St to 12th St S)
Reallocation of excess MSA funding (CPV050)**

Recommendation:

1. Decrease Paving Construction capital appropriation in 04100-9010943 project CTR613 by \$186,000 and revenue source 321514 in 04100-9010943 project CTR613.
2. Decrease Paving Construction capital appropriation in 04100-9010943 project CTR713 by \$313,000 and revenue source 321514 in 04100-9010943 project CTR713.
3. As a result of the above, \$499,000 in Municipal State Aid (MSA) dollars become available. Request the City Council reallocate the excess Municipal State Aid dollars to the project listed below with the Capital appropriation increase and revenue budget increase to the Capital appropriation resolution 2009R-092 as follows:
 - a. \$499,000 increase to 04100-9010937-CPV050 and revenue source 321514 in 04100-9010937-CPV050.

Previous Directives:

- January 9, 2009, Council Resolution 2009R-005, Approving the project Layout

Prepared by: Jenifer Loritz, Project Manager, Transportation Planning & Engineering, x3625
Don Elwood, Director, Transportation Planning & Engineering, x3622

Approved by:

Steven A. Kotke, P.E., City Engineer, Director of Public Works

Presenters: Jenifer Loritz, project Manager, Transportation Planning & Engineering, x3625

Reviews:

Permanent Review Committee (PRC):	Not Applicable
Civil Rights Affirmative Action Plan:	Not Applicable
Policy review Group (PRG):	Not Applicable

Financial Impact

Action is within current department budget

Community Impact

Neighborhood Notification: Not Applicable

City Goals: Maintain the physical infrastructure to ensure a healthy, vital and safe city.

Comprehensive Plan: Not Applicable

Zoning Code: Not Applicable

Background/Supporting Information:

The Hennepin Ave and 1st Ave N One-way to Two-way Conversion projects were identified in the City's Five Year Capital Improvement Program for construction in 2009. The projects were recommended by and are consistent with the 10-Year Downtown Action Plan that was approved by the City Council in June of 2007. The projects will consist of the reconstruction of the signal systems, seal coat and striping along with geometric changes at the intersection of 1st Ave N and 12th St N and on 1st Ave N between 8th St N and 9th St N. These projects are being accomplished at the same time because they currently act as one-way pairs.

The unique and significant challenge in developing the recommended layout was to fully incorporate the needs of all modes of travel along with understanding the goals of the Downtown Action Plan. The most common values identified by external stakeholders include bicycle accommodations, left turns and parking. The values for the project team include safety and operations. The key limiting factor when considering all these elements is roadway width on both Hennepin and 1st Avenues.

The proposed layout for Hennepin Ave includes one through lane in each direction, designated left turn lanes where required and a shared bus, bike, right turn lane. The proposed layout for 1st Ave N includes two through lanes in each direction and a designated bike lane in each direction, the outer travel lanes will provide on-street parking during non-peak hours.

Both Hennepin Ave and 1st Ave N in the project area are Municipal State Aid Routes. The proposed layout meets minimum design guidelines as set forth by State Aid and the City's Design Guidelines for Streets and Sidewalks.

The project scope currently does not include the installation of overhead signal indications. However, it is the project team's recommendation that the additional funding requested be approved so that overhead signal indications can be included in the project. Overhead signal indications greatly increase the visibility of the signal systems and are an important safety improvement. There are no negative impacts to the projects from which the excess MSA funding would be transferred from; these projects can be accomplished without these funds.

The City's Railroad Safety Improvement Program, from which the excess MSA funds would be transferred from, was initiated for two reasons; 1) To enhance the safety of railroad grade crossings through the State's federally funded Railroad-Highway Grade Crossing Safety Improvement Program and 2) For the installation of supplemental safety measures at railroad grade crossings for compliance with the Federal Rail Administration's new rules on the continuation of Railroad Quiet Zone Status. The MSA funding appropriation in the City's program was heavily weighed on the anticipation that a number of supplemental safety measures were to be installed by June of 2010 in order for the City to comply with FRA's rules regarding the continuation of the City's Quiet Zone status. The Quiet Zone calculations that were subsequently conducted on the 89 railroad grade crossings in the City, concluded that the City's Railroad Safety Improvement Program could be reduced in scope and still maintain the City's Railroad Quiet Zone Status and also supply the match funding that is obligated as part of the State's Railroad-Highway Grade Crossing Safety Improvement Program.

CC: William Schroeder, Finance
Council Member Lisa Goodman, Ward 7

