



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

Date: December 12, 2006
To: Honorable Sandra Colvin Roy, Chair Transportation & Public Works Committee
Subject: Cedar Lake Trail, Phase III

Recommendation:

a.) Authorize the proper City officers to enter into negotiations for the acquisition of trail easements with abutting property owners.

Previous Directives:

- Resolution 2006R-584, Appropriation Increase to PW- Fund (0600-943-9480) by \$1,800,000 & increasing the revenue source (0600-943-9480-3215) by \$1,800,000; and Increasing the appropriation in PW- Fund (4100-943-9470-BIK01) by \$1,800,000 and increasing the revenue source (4100-943-9470-3215) by \$1,800,000.
- Council Action (November 17, 2006), Authorization to execute a Metropolitan Council Grant Agreement (No. SG-2006-145) in the amount of \$1,800,000 for the Cedar Lake Trail.
- Resolution 2005R-658, 2006-2010 Five Year Capital Budget which included an appropriation of \$583,000 for the Cedar Lake Bike Phase 3 Project with the revenue source being Net Debt Bonds
- Resolution 2005R-661, Requesting the issuance and sale of bonds including the Cedar Lake Bike Phase 3 Project
- Resolution 2005R-075, Supporting the completion of the Cedar Lake Bike Phase to the Mississippi River
- Resolution 2004R-580, 2005-2009 Five Year Capital Budget which included an appropriation of \$2,160,000 for the Cedar Lake Bike Phase 3 Project with the revenue source being Federal Government
- Council Action (September 28, 2001), Authorizing the expenditure of \$40,000 from the Commuter Bike Fund System (4100-943-9470 - Project A7002990) for a temporary the Cedar Lake Trail Phase III bike lanes alignment.
- Council Action (August 24, 2001), Recommendation that the proper City officers apply for a series of federal funds (TEA-21) including \$2,160,000 for Cedar Lake Bike Trail Phase III
- Resolution 2001R-147, Amending the 2001 Capital Improvement Appropriation Resolution which included an increase to the Cedar Lake Bike Trail of \$300,000 with the revenue source being the settlement from the Federal Reserve Bank Project Tax Increment Financing District for off-site public improvements.
- Council Action (March 2, 2001), Directing Public Works to develop a temporary bike route plan for Cedar Lake Trail Phase III due to construction delays caused by other projects in the area.

- Council Action (December 17, 1999), Authorization to enter into two easements for the Cedar Lake Bike Trail Phase III

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Approved by:

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

Presenters: Jack Yuzna, P.E., Principal Professional Engineer
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Permanent Review Committee (PRC) Approval _____ Not applicable X

Policy review Group (PRG) Approval _____ Not applicable X

Financial Impact (Check those that apply)

- X No financial impact - or - Action is within current department budget (If checked, go directly to Background/Supporting Information)
- ___ Action requires an appropriation increase to the Capital Budget
- ___ Action requires an appropriation increase to the Operating Budget
- ___ Action provides increased revenue for appropriation increase
- ___ Action requires use of contingency or reserves
- ___ Business Plan: ___ Action is within the plan. ___ Action requires a change to plan.
- ___ Other financial impact (Explain):

- ___ Request provided to department's Finance Dept. contact when provided to the Committee Coordinator

Community Impact

Neighborhood Notification:
 City Goals:
 Comprehensive Plan:
 Zoning Code:

Background/Supporting Information

The Cedar Lake Trail, Phase III (from Royalston Avenue to West River Parkway) has been a gap in the trail system since the completion of Phase I and Phase II in 1995. In 2001 the City of Minneapolis secured \$2.1 million in federal TEA-21 funding to help complete the link. The City of Minneapolis programmed approximately \$1.2 million for design & construction engineering and local matching funds for construction.

The Cedar Lake Parkway Association, wishing to ensure the project's success, sought and received assistance from Congressman Sabo for additional federal funds. Their efforts were successful and in 2005 Congress allocated an additional \$3 million for the project.

This additional federal funding also required a significant local match. The City requested that the state provide the project \$1.8 million for the local match as part of their 2006 Bonding Bill. The Minnesota Legislature approved this funding and it is now available.

The Cedar Lake Trail Phase III was scheduled to have its design completed this September. Due to the impact of the Twins Ballpark and North Star Line projects to the trail's alignment, Public Works sought and received a one year sunset extension for the original federal funding from the Metropolitan Council. Public Works is currently working with the Twins Ballpark to determine how to properly integrate the two projects. Public Works is scheduled to return to the Metropolitan Council early in 2007 to update them on the integration of the trail and Ballpark. At that time, we should have defined the schedule for constructing the trail.

The original project alignment was to follow the rail corridor from Royalston Ave to Washington Ave then to cross Washington Ave Bridge and come up on to the City Street system at Fourth Ave N. The project memorandum was approved by Minnesota Department of Transportation (MnDot) with this alignment. The City is now looking into the feasibility of an alternative alignment following the rail corridor from Royalston Ave to West River Road (segment B2 see attachment). This alignment is only feasible if easement acquisitions costs are not prohibitively expensive. If the alternative alignment is feasible, the City will submit a request to MnDot, amending the project memorandum from the on-road alignment (segment B1 see attachment) to off-road alignment along the easterly segment, Washington Avenue N to West River Parkway. Public Works will report back to the City Council on the feasibility of the proposed alignments and to obtain authorization to enter into purchase agreements.

Att.: Project Layout – Segments A, B1 and B2
On-Road Options – Potential Affected Property Owners
Off-Road Options – Potential Affected Property Owners

Cc: CM Goodman, Ward 7
Jon Wertjes, Public Works
Don Pflaum, Public Works

