



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

Date: September 25, 2007
To: Honorable Sandra Colvin Roy, Chair Transportation & Public Works Committee
Subject: Lyndale Avenue South (Minnehaha Parkway West to 31st Street West) Layout

Recommendation:

- a. Adoption of a Resolution Approving Hennepin County Transportation Department's Layout for County State Aid Highway 22 (CSAH 22), Lyndale Avenue from Minnehaha Parkway West to 31st Street West, dated August 29, 2007 (Final Layout 1A)

Previous Directives:

- June 16, 2006 Council Resolution 2006R-329 supporting Hennepin County's variance request to the Minnesota Department of Transportation Office of State Aid for a parking land width of nine (9.00) feet versus the standard ten (10.00) feet
- November 4, 2005 Council Resolution 2005R-607 Approving Hennepin County Transportation Department's layout for Lyndale Avenue South (CSAH 22) from Minnehaha Parkway West to 31st Street West.
- April 11, 1997 Council Adoption of Lyndale Avenue Task Force Report, "Lyndale Avenue: A Vision".

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673-3537
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Approved by:

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

Presenters in Committee: Don Elwood, P.E., Director, Transportation Planning and Engineering

Permanent Review Committee (PRC)	Approval _____	Not applicable <u> X </u>
Policy review Group (PRG)	Approval _____	Not applicable <u> X </u>

Financial Impact (Check those that apply)

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: Ongoing stakeholder meetings since 1997.

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

Comprehensive Plan: Is consistent with Chapter 8, Movement, City Comprehensive Plan

Zoning Code: Not Applicable

Background/Supporting Information

Since the early 1990's, the City and County have been developing a reconstruction plan for Lyndale Avenue S. Over the years, extensive efforts were made to solicit input from the surrounding neighborhoods. These efforts have culminated in the layout submitted for your approval. The layout reflects the work of the Project Task Force (which was comprised of neighborhood and business representatives), City and County elected officials, and their departments of public works. The following is a chronology of the events leading up to the current layout and the significant differences between the previously approved layout and this layout.

Chronology

1993 As part of a broader realignment of roadway jurisdictions, Lyndale Avenue South is transferred from the City of Minneapolis to Hennepin County. The County requests the City continue to take the lead on the reconstruction of Lyndale Avenue South. Hennepin County commits \$2.5 million towards the funding of the greater Lyndale reconstruction project.

1994 – 1997 Hennepin County adds the project to its Capital Improvement Plan (CIP). In April of 1994, the City hosts a well attended public meeting to discuss plans for reconstructing Lyndale Avenue from Crosstown (STH62) to Lake Street West. In response to neighborhood concerns to preliminary layouts, the Lyndale Avenue Task Force is formed and begins meeting in October 1994. The task force is comprised of neighborhood and business representatives from Franklin Avenue to the Crosstown. The Task Force meets on a monthly basis until a report is completed in 1997. The Lyndale Avenue Task Force submits its report to the City of Minneapolis in March of 1997. The roadway surface condition deteriorates at higher than anticipated rate due to abnormally severe winter conditions. The county finds it necessary to mill and overlay Lyndale Avenue during the 1997 construction season. This extends the

roadway's useful life and Lyndale Avenue is removed from Hennepin County's 1995-1999 CIP.

- 2000 – 2001 Many of the original Lyndale Avenue Task Force members re-convene. In a series of meetings with County and City public works departments, they revisit the Task Force report. Agreement is reached on how to move the concept plan forward. In 2001, Lyndale Avenue (from south of 56th Street to Lake Street) is added back into the County's CIP.
- 2002 Task Force members meet with City and County elected officials and their public works departments to discuss how to roll out a more detailed layout of Lyndale Avenue plan to the general public. City and County engineers work on design elements and solutions to the 50th and 51st Street intersections.
- 2003 In May, Task Force members, along with City/County elected officials and their public works departments, hold a series of there public meetings along Lyndale Avenue to re-introduce the plan an solicit neighborhood feedback. The meetings are well attended and the plans are received very positively by the neighborhoods. The communities are told that the County and City will comeback the following year when plans are more detailed.
- 2004 - 2005 Between October 2004 and April 2005, City/County elected officials and their public works departments meet with each of the ten neighborhoods along the Lyndale Avenue corridor to update them on the plans and discuss potential streetscapes. Each neighborhood was invited to appoint one or two member two a streetscape task force that will make recommendations regarding streetscape amenities and funding. The Lyndale Avenue Neighborhood Streetscape Task Force is formed to assist with the first reconstruction project (County Project 9338). Its first meeting is held in September 2005. In November 2005, Minneapolis City Council approves the County's preliminary layout included 9-foot parking lanes which require a State Aid variance.
- 2006 -2007 Monthly meetings between the County and neighborhood stakeholders continue to take place in 2006. Further evaluation of the 50th Street intersection reveals the proposed layout does not meet state aid standards for level of service. Modeling of the intersection takes place by evaluating different scenarios to meet the state aid level of service requirements. A variance for 9-foot parking lanes is obtained for the project. Traffic signal rationalization is completed and a neighborhood meeting is conducted by City of Minneapolis in June 2007 for neighborhood input on unwarranted traffic signals at 32nd, 33rd, and 34th Streets. On August 28th, 2007 City/County elected officials and their public works departments conduct a neighborhood meeting on the revised layout. Neighborhood input was in general, positive.

Current Layout

The changes found on Final Layout 1A compared to the layout approved by Council on November 4, 2007 are as follows:

- Geometric changes to southbound Lyndale Avenue at 31st Street to transition from two lanes to one lane.
- Removed bus stops at various locations as per Metro Transit direction. Metro Transit has recently requested the removal of bus bays on southbound Lyndale Avenue at 47th and 48th Streets based on input received at the latest neighborhood meeting.
- Revised parking bumpouts from Minnehaha Parkway to 38th Street to accommodate driveways and intersection geometry. Revisions include median at Minnehaha Parkway, elimination of four dedicated lanes at 51st Street and adding dedicated right turn lane on northbound Lyndale Avenue at 46th Street. The 46th Street right turn lane was added to meet level of service requirements.
- Changed geometry and traffic lanes at the 50th Street W intersection to meet minimum aid level of service requirements. In particular, addition of a dedicated right turn lane for eastbound 50th Street and changing the northbound Lyndale Avenue through left turn lane to a dedicated left turn lane.
- Remove unwarranted traffic signal at 32nd Avenue.

Schedule

It is anticipated that construction of Lyndale Avenue will occur over two years in 2008 and 2009.

Att.: Final Layout A1

Cc: CM Elizabeth Glidden, Ward 8
CM Ralph Remington, Ward 10
CM Scott Benson, Ward 11
CM Betsy Hodges, Ward 13
Jon Wertjes, Public Works

T&PW – Your Committee recommends passage of the accompanying

Resolution approving Hennepin County Transportation Department's Layout for

County State Aid Highway 22 (CSAH 22), Lyndale Avenue from Minnehaha Parkway West to 31st Street West.

Colvin Roy
Resolution No. _____

Approving the Hennepin County Department of Transportation's Layout for County State Aid Highway (CSAH 22) Lyndale Avenue South from Minnehaha Parkway West to 31st Street West.

Whereas, the Hennepin County Department of Transportation (County) has proposed the reconstruction of Lyndale Avenue from Minnehaha Parkway West to 31st Street West in Minneapolis; and

Whereas, the County formed a Project Task Force consisting of representatives from the neighborhoods, businesses and elected officials to assist with providing guidance and recommendations for the project; and

Whereas, the City and County have held many meetings and open houses with the adjacent communities to solicit input for the development of the layout; and

Whereas, the City and County Departments of Public Works concur that the layout provides for the existing and future transportation needs and meets State standards; and

Whereas, staff has made its recommendation to the City Council based on said determination;

Now, Therefore, Be It Resolved by The City of Minneapolis:

That the City approve the Hennepin County Department of Transportation's Layout 1A (dated August 29, 2007) for Lyndale Avenue (County State Aid Highway 22) from Minnehaha Parkway West to 31st Street West, as submitted.