



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

Date: October 25, 2005
To: Honorable Sandra Colvin Roy, Chair Transportation & Public Works Committee
Subject: **Reconstruction of Lyndale Avenue South (Westbound Minnehaha Parkway W to 31st Street W), County Project No. 9338**

Recommendation:

Adopt a Resolution approving Hennepin County Transportation Department's Layout, dated November, 2004, for Lyndale Avenue South from south of westbound Minnehaha Parkway W to south of 31st Street W.

Prepared by: Jack Yuzna, P.E., Engineering Services Division, 673.2415

Approved by:

Klara A. Fabry, P.E., City Engineer, Director of Public Works

Presenters: Jack Yuzna, P.E., Principal Prof. Engineer, Engineering Services

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
- Other financial impact (Explain): Special assessments against benefited properties.
- Request provided to the Budget Office when provided to the Committee Coordinator

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 description of the layout, chronology of the events leading up to the current layout, the anticipated schedule to complete the projects and the preliminary project cost estimates.

LAYOUT DESCRIPTION

Lyndale Avenue S currently has two areas of distinct geometry within the project limits. The boundaries of the two areas are: the north area, from 31st to 38th Streets W; and the south area, from 38th Street W to westbound Minnehaha Parkway.

After analyzing the Task Force concepts, the City/County departments of public works found that a majority of the concepts could be integrated into the layout and still meet future traffic capacity demands. The following summarizes the existing configuration, the Task Force concepts and the recommended layout.

- North Area

Existing Configuration (does not meet State Aid Rules minimum standards)

- Roadway width 54 feet
- 4 Travel lanes (two northbound & two southbound)
- 2 Parking Lanes

Task Force Concept

- Roadway width 54 feet
- 2 Travel lanes (one northbound & one southbound)
- 2 Parking Lanes
- 12 foot median with protected left turn lanes at intersections
- Bump-outs at corners & far side bus stops

Recommended Layout^{*}

- Roadway width 54 feet
- 2 Travel lanes (one northbound & one southbound)
- 2 Parking Lanes
- 10 foot median with protected left turn lanes at intersections

^{*} *Note: Variance to State Aid Rules for parking lane width (proposed 9 foot vs. required 10 foot) needed to meet 54 foot roadway width.*

- South Area

Existing Configuration (does not meet State Aid Rules minimum standards)

- Roadway width 40 feet
- 2 Travel lanes (one northbound & one southbound with peak hour parking restrictions)
- 2 Parking Lanes

Task Force Concept

- Roadway width 40 feet
- 2 Travel lanes (one northbound & one southbound)
- 2 Parking Lanes
- Random bump-outs & far side bus stops

Recommended Layout

- Roadway width 40 feet^{*}
- 2 Travel lanes (one northbound & one southbound)
- 2 Parking Lanes
- Northbound left-turn lane at 38th Street
- Left-turn lanes at 50th Street intersection

Roadway width widen by 4 feet (2 feet along each curb-line) at 50th & 51st Street intersections to accommodate turning movements

* *Note: Variance to State Aid Rules for parking lane width (proposed 9 foot vs. required 10 foot) needed to meet 54 foot roadway width.*

CHRONOLOGY

1993 As part of a broader realignment of roadway jurisdictions, Lyndale Avenue S 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 S. Hennepin County commits \$2.5 million towards the funding the greater Lyndale reconstruction project.

1994 - 1997 Hennepin County adds the projects 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 W. In response to neighborhood concerns to preliminary layouts, the Lyndale Ave 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 three public meetings along Lyndale Avenue to re-introduce the plan and 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 come back 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. Many of the neighborhoods inquire why Franklin Avenue to Lake Street is not included in the greater Lyndale Avenue Reconstruction Project. Hennepin County has re-evaluated the inclusion of Franklin Avenue to Lake Street and anticipates adding this segment as a provisional project in its CIP this fall. Each neighborhood is invited to appoint one or two members to 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 No. 9338). Its first meeting is held in September 2005.

ANTICIPATED SCHEDULE

City Council Layout Approval:November 2005
City Council Project Public Hearings:August 2006
Approval of City/County Cooperative Agreement:September 2006
County Advertise for Bids:October 2006
Bid Opening:November 2006
Contract Award:January 2007
Construction Start:April 2007
Construction Completion:November 2008

PRELIMINARY PROJECT COST ESTIMATE & FINANCING

County Project No. 9338: S. of WB Minnehaha Parkway W to S. of 31st Street W

<u>County State</u> <u>Aid</u>	<u>County Road Bonds</u>	<u>City Participation</u>	<u>Total</u>
\$5,000,000	\$4,000,000	\$900,000	\$9,900,000

Attachment 1 – Project Map

Attachment 2 – Lyndale Avenue S Layout (Westbound Minnehaha Parkway W to 31st Street W)

cc: Council Member Dan Niziolek, Ward 10
Council Member Scott Benson, Ward 11
Council Member Barret Lane, Ward 13