



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

**Date:** August 12, 2003

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

**Subject:** Authorization to accept sidewalk easement from Special School District No. 1, on the west side of Nicollet Avenue, between 49<sup>th</sup> and 50<sup>th</sup> Streets West, as legally described below.

**Recommendation:** Adoption of a Committee Report authorizing acceptance of the sidewalk easement deed at no cost to the City.

**Previous Directives:**

- Project Designation, Resolution No. 2003R-086 (3/21/2003)
- Order to Proceed and Adopt Special Assessments, Resolution No. 2003R-192 (5/2/2003)

**Prepared by:** Robert Boblett, Real Estate Investigator I, Right of Way Section, Engineering Services Division, 612-673-2428

**Approved by:** \_\_\_\_\_  
Klara A. Fabry, P.E., City Engineer, Director of Public Works

**Presenters:** Dennis Morris, Right of Way Supervisor

**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):

Request provided to the Budget Office when provided to the Committee Coordinator

**Background/Supporting Information:**

The City of Minneapolis has approved the Nicollet Avenue South project (2003R-192), including the block between 49<sup>th</sup> and 50<sup>th</sup> Streets West at a project cost estimated at \$ 3,796,000.00. The improvements at this location include the addition of a left-turn lane for southbound traffic, turning left onto 50<sup>th</sup> St. E. and the re-alignment of two southbound traffic lanes and a bus lane along the west side of Nicollet Avenue that allows more room for school buses during loading

and unloading. The required extra street width makes it necessary for the sidewalk to be relocated to the west and to be re-aligned over Minneapolis Public School property. The City of Minneapolis requested a 5-foot strip of land to accommodate the new sidewalk location. Special School District No. 1 has already granted a temporary construction and access easement over the easterly ten feet of the north 485.60 feet of this Lot, in a document dated July 9, 2003. The Minneapolis Board of Education agreed at a meeting on July 8, 2003, that the benefits from the enhancement of the bus lane would outweigh the effects of granting an easement to the City. The Public School District has agreed to grant a permanent sidewalk easement over the easterly five feet of the north 485.60 feet of their property to accommodate the sidewalk. This will be done at no cost to the City of Minneapolis beyond the minimum fee of \$1.70 charged by Hennepin County to record the Easement Deed document.

## **Nokomis East Neighborhood Association**

### **Exhibit A**

#### **Scope of Services**

#### **Neighborhood Bicycle Routes**

- **Economic Development**
- **Goal 1:** Create a Community Where Residents' Needs for Goods and Services are met.
- **Objective 1:** Enhance a Thriving Business Community.
- **Strategy 1A:** Shopper Friendly Commercial Areas. Coordination and Implementation of Results of first Step Streetscape and Economic Development Study Results. (Full Plan, Page 77)

#### **Background**

Several years ago NENA gathered a group of residents and business owners together to explore the needs of our community regarding commercial area revitalization. The hope of this revitalization was to improve the streetscape character and increase shopper convenience by reducing the potential need for additional parking space in the future. Part of this strategy is to encourage shoppers to walk and bicycle. Consultants from SRF, Inc. were hired to prepare a comprehensive economic development and streetscape plan for our commercial areas. One element of the plan is to develop Neighborhood Bicycle Routes. The encouragement of walking and biking was one of the most frequent suggestions for strengthening the neighborhood in a survey conducted as part of the SRF study.

The neighborhood routes chosen were selected based on their access to the city bikeway system, connections to existing routes and future LRT stations, travel past commercial nodes and other popular neighborhood destinations, and their safety for bikers (see attached neighborhood route map). These proposed routes were carefully examined by NENA, the City of Minneapolis, a member of the State Bicycle Advisory Committee, and NENA residents and felt to be the best choices for connecting bicyclists with our commercial and recreational areas.

#### **Goals & Plan**

The goal of the Neighborhood Bicycle Routes plan is to establish a network of signed bicycle routes on selected streets throughout the neighborhood to enhance travel to our commercial nodes and to increase bicycle safety and awareness for both motor vehicle drivers and bicyclists. Though NENA's streets were found to be highly supportive of

bicycle movement, they are not wide enough to accommodate marked bicycle lanes. The alternate to bicycle lanes is to place bike route signs only along the selected routes. As part of the project, NENA will also prepare and distribute bicycle education and safety materials. The signs and educational materials will help motorists and bicyclists be more aware of each other on the street, providing a safer environment for all.

In addition to signing the routes, bicycle racks will be installed in the business community where permitted to encourage more bicycle traffic to NENA's commercial areas. All routes that we establish will appear on a new citywide map as part of the city's 5-year plan and will give bike riders a preferred route of travel through our neighborhood. This map will also appear on the internet.

A map of the bicycle routes will be included in the *NENA Review* prior to implementation to increase community awareness. The bicycle routes were initially presented to community members at a NENA Town meeting in November 2001 and through an article in the *Longfellow/Nokomis Messenger*.

The benefits to establishing signed neighborhood routes include alleviating some automobile parking congestion, easy accessibility to future LRT stations, bettering the environment by reducing excess automobile use, and promoting better health through bicycle exercise.

Numerous residents already bicycle as a form of recreation, exercise and transportation. The proposed bike routes include easy access to The Grand Rounds National Scenic Byway which connects with Lake Nokomis, Minnehaha Creek, Park, and Falls, leads to the Hiawatha MNDOT bike trail and Camp Coldwater, as well as connecting to a soon to be built Fort Snelling Athletic Complex. Bicycling is also an especially important mode of transportation for children and these signed routes include our neighborhood parks and schools. It is important to provide a safe and pleasant environment for children to move between the elementary schools, retail establishments and parks and these routes were chosen, in part, for that reason.

## Players & Roles

Minneapolis Public Works will:

- Serve as the Contract Manager
- Install "share the road/bike route signs," two per block, one in each direction. The city will use existing poles that are also used for other purposes to install signs when appropriate.
- Incorporate the routes onto the citywide map when the signed routes are completed.
- Provide ongoing maintenance for the signs. This includes replacing or repairing the signs and poles when needed.

*\$750  
contracted  
separately  
through  
NENA*

NENA will:

- Establish a Bicycle Sub-Committee to develop and distribute bicycle safety educational materials
- Provide materials informing the neighborhood about the project such as news articles.
- Develop a local map of the bikeway routes.
- Review and evaluate the project's effectiveness after two years.

**Timeline**

May, 2002	Installation of signs in the neighborhood.
June, 2002	Local maps designed, copied and made available for the community to distribute.
Summer, 2002	Contact business owners regarding potential bike rack installations.
June, 2003	Deadline for bike rack installations. Citywide map updated.

**Bicycle Routes**

The bicycle routes to be established are: East - West routes on 50<sup>th</sup> Street from the LRT Station to Lake Nokomis, 56<sup>th</sup> Street from 43<sup>rd</sup> Avenue South to Lake Nokomis, and on 54<sup>th</sup> Street from the VA LRT Station to 43<sup>rd</sup> Avenue South; North - South routes on Nokomis Avenue from Minnehaha Creek to 52<sup>nd</sup> Street, 31<sup>st</sup> Avenue South from 52<sup>nd</sup> Street to 56<sup>th</sup> Street, 36<sup>th</sup> Avenue South from Minnehaha Creek to 50<sup>th</sup> Street and on 43<sup>rd</sup> Avenue South from 50<sup>th</sup> Street to 56<sup>th</sup> Street. The attached map shows the routes.

HIAWATHA  
GOLF  
COURSE

LAKE  
HIAWATHA

46TH  
STREET  
MINNEHAHA  
CREEK  
STATION

Nokomis East Neighborhood Association

**Legend:**

/////// = Bicycle Routes

50<sup>th</sup> St from Lake Nokomis to the LRT Station

56<sup>th</sup> St from Lake Nokomis to 43<sup>rd</sup> Ave South

54<sup>th</sup> St from 43<sup>rd</sup> Ave to the VA LRT Station

Nokomis Ave from 52<sup>nd</sup> St to Minnehaha Creek

31<sup>st</sup> Ave from 56<sup>th</sup> St to 52<sup>nd</sup> St

36<sup>th</sup> Ave from 50<sup>th</sup> St to Minnehaha Creek

43<sup>rd</sup> Ave from 56<sup>th</sup> St to 50<sup>th</sup> St

LAKE  
HIAWATHA  
TRAIL

TRAIL  
IMPROVEMENTS

MINN  
VETERANS  
HOME

LAKE  
NOKOMIS  
TRAILS

MINNEHAHA  
PARK  
STATION

LAKE  
NOKOMIS

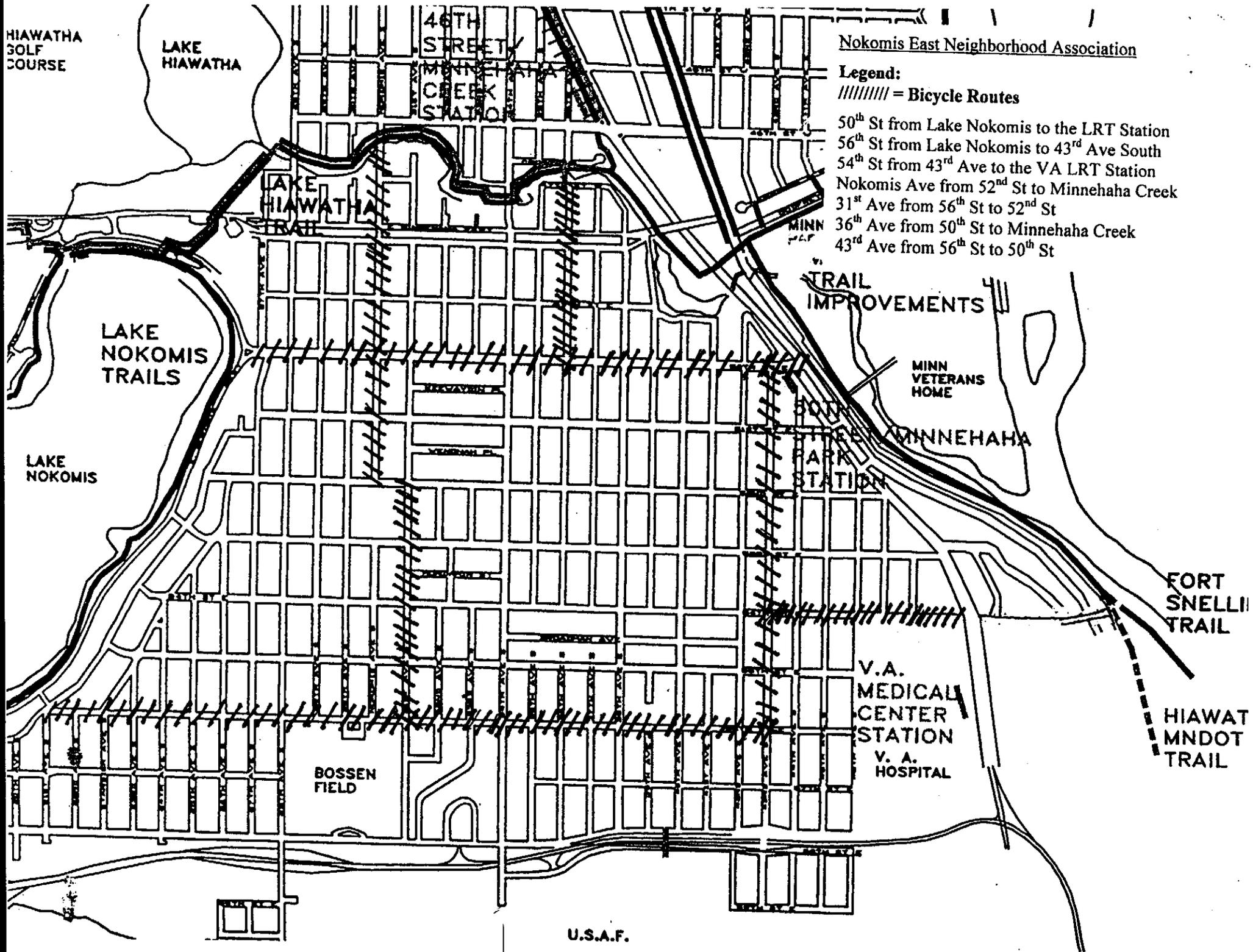
FORT  
SNELLI  
TRAIL

V.A.  
MEDICAL  
CENTER  
STATION  
V. A.  
HOSPITAL

BOSSEN  
FIELD

HIAWAT  
MNDOT  
TRAIL

U.S.A.F.



**Nokomis East Neighborhood Association  
Neighborhood Bicycle Routes**

**Exhibit B-1**

**Budget - Public Works**

Signs and Poles installed	\$ 23,500
Bicycle Racks: 10-stall bicycle racks, NENA will provide the additional funds after the City of Minneapolis pays half, for up to six 10-stall racks or any lesser rack combination.	1,500
<b>Public Works Total</b>	<b>\$ 25,000</b>

\*\$750 additional to be  
contracted through NENA  
for organizing activities