10/26/10 - Postponed parts (a) and (b). Approved part (c).

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

Date: October 26, 2010

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

Subject: **Riverside Ave S Layout Approval**

Recommendation:

a. Approve the layout of the Riverside Avenue Reconstruction Project from Cedar Avenue to Franklin Avenue.
b. Authorize Public Works to negotiate with private property owners to acquire and execute easements and additional right of way.
~~c. Adopt a resolution directing the City Engineer to proceed with a formal request for a variance from Minnesota State Aid (MSA) for the parking lane width for the full length of the Riverside Ave Reconstruction Project.~~

Previous Directives:

None

Prepared by: Christopher M. Engelmann, Project Engineer 673-3274

Approved by:

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

Presenters: Christopher M. Engelmann, Project Engineer, Department of Public Works, Transportation, Planning and Engineering.

Reviews

Permanent Review Committee (PRC):	Approval	**NA**	Date
Civil Rights Affirmative Action Plan	Approval	**NA**	Date
Policy Review Group (PRG):	Approval	**NA**	Date

Financial Impact

Action is within current department budget

Community Impact

Neighborhood Notification: Not Applicable
City Goals: A SAFE PLACE TO CALL HOME: the city's infrastructure will be well-maintained, people will feel safe in the city.
Comprehensive Plan: Not Applicable
Zoning Code: Not Applicable

Background/Supporting Information
The proposed one mile long project will reconstruct Riverside Avenue between Cedar Avenue and Franklin Avenue. Riverside Avenue was constructed in the late 1950's. It is a Municipal State Aid roadway with a Pavement Condition Index of 48 to 65 (poor to fair condition). The project will be constructed over two years, 2011 and 2012. The first phase will be 23rd Avenue South to Franklin Avenue and the second phase from Cedar Avenue to 23rd Avenue South. The project will consist of removing the existing road, and replacing the paving, base, curb, gutter, signage and striping, traffic signals, storm drains, stormwater management technologies, drives, sidewalks, boulevards, and landscaping,

Layout
Three public meetings (June 22nd, August 24th and October 6th) and several small group meetings regarding the project were held to present the ideas and concepts contained in the current preferred layout. The layout will generally utilize a three lane configuration (one west bound lane, one east bound lane, and one continuous width center turn lane). Left turn lanes, for a total of four traffic lanes, are shown at intersections where the vehicle traffic turning movements warranted their inclusion.

Minimum five foot dedicated bike lanes are shown for the majority of the project. Pedestrian space (i.e., the width behind the curb consisting of sidewalk and boulevards) ranges from approximately eight feet wide to 17 feet allowing for minimum five foot width sidewalks and allow for boulevards in some areas that will support tree and grass growth. We also show a number of curb extensions and curb islands to improve the safety of pedestrian crossings. To accommodate the improved bicycle and pedestrian facilities, parking is generally reduced for the whole corridor.

The layout also shows geometric changes at two locations to improve the Riverside Ave and 20th Ave S/5th St S intersection and the Riverside Ave and 8th St S intersections. The 5th St S was modified from a 5 way intersection to a 4 way intersection by realigning 5th St S to be a 90 degree T-intersection with Riverside Avenue. This will reduce the pedestrian crossing at 5th St S and improve traffic flow/reduce accidents. Riverside Avenue/8th St S is also shown with a 90 degree T-intersection realignment to improve the traffic flow and reduce the pedestrian crossing distance.

Authorize Public Works to obtain additional right-of-way or easements
Staff is requesting authorization to allow Public Works to negotiate with private property owners to acquire and execute easements and additional right of way. This will be used to obtain additional easements/right-of-way to accommodate the project and maintain the levels of service for automotive traffic as well as provide for the bike and pedestrian movements.

Formal Request for Variance
MSA Rule 8820.9936 requires a ten foot parking lane with average daily traffic (ADT) exceeding 10,000. The project pedestrian space in areas with 10 foot parking will be typically seven to eight feet wide. To increase the pedestrian space, an eight foot parking lane is desired. In areas where there is an eight foot parking lane, the bike lanes will be six feet wide. With the six foot bike lane and eight foot parking lane configuration, the pedestrian space next to parking lanes can be increased to eight to nine feet as shown in the attached project layout presented for Council approval. The use of eight foot parking lanes is consistent with the Design Guidelines for Streets and Sidewalks received and filed by Council in March 2008.

To submit the formal request for variance to the Minnesota State Aid Operation Rules Chapter 8820, a resolution from Council is required directing the City Engineer to proceed.

Attachments: Project Layout

Cc: Council Member Cam Gordon, Ward