



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

Date: July 11, 2006
To: Honorable Sandra Colvin Roy, Chair Transportation & Public Works Committee
Subject: **West Lake Street - West Segment (Dupont Ave S to Blaisdell Ave S and Lyndale Ave S from 29th St to 31st St) Layout**

Recommendation:

Adoption of a Resolution Approving Hennepin County Transportation Department's Layout for County State Aid Highway 3 (CSAH 3), Lake Street from Dupont Ave S to Blaisdell Ave S including Lyndale Ave S from W 29th St to W 31st St, dated June 19, 2006.

Previous Directives:

- June 21, 2002 Council Action – Authorization to execute a Lake Street reconstruction and streetscape project City/County cooperative agreement for professional services

Prepared by: Jenifer Loritz, P.E., Project Engineer, Engineering Services, 673-3625
Rhonda Rae, P.E., Director Engineering Services, 673-3627

Approved by:

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

Presenters: Don Elwood, P.E., Project Manager, Public Works

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

Background/Supporting Information

In 1999, Hennepin County began discussions with Minneapolis Public Works regarding its plans to reconstruct Lake Street between Lyndale Avenue South and West River Parkway. During the discussions, the concept of expanding the project scope to include streetscape improvements came forward.

In 2000, County and City elected officials met with their staff to initiate a framework for developing a greater Lake Street vision. It was determined that the rebuilt Lake Street should be a balance of multi-modal transportation (pedestrians, transit, bicyclists and vehicles) and “place making” to reaffirm its long history as a destination. Community involvement was recognized as essential to project success. The vision for Lake Street included that it should incorporate unifying elements while still providing opportunities to recognize and celebrate the diversity of its neighborhoods. To facilitate community involvement, the County proposed the formation of a Project Advisory Committee (PAC) committee made up of representatives of the surrounding neighborhoods, businesses, property owners and wards.

A Technical Advisory Committee (TAC) was formed to work on developing the project design and assist the PAC. The TAC membership consists of stakeholder representatives from the County, City, Metro Transit (MT) and professional service consultants. The PAC began by establishing the goals and vision for Lake Street. In considering the balance of multi-modal transportation and “place making” along Lake Street, the PAC weighed many variables. Among these were the right-of-way (R/W) width, pedestrian realm, bicyclists, present and future transit needs, on-street parking, and vehicular traffic.

The PAC began meeting in January of 2003. Over the ensuing months, the PAC met on a monthly basis (and on occasion, more frequently) investigating multiple street cross-section alternatives. The project and the alternatives were then presented at several Public Open Houses and neighborhood and business association meetings where comments were solicited.

After discussions with the PAC, the Lyn-Lake Business Association, the Nicollet-Lake Business Association, and the Whittier, CARAG, LHENA and Lyndale neighborhoods the 4 lane option was selected (2 travel lanes in each direction). This option maintains the current 60' roadway, bump-outs wherever possible, no dedicated left turn lanes on Lake Street and increases the number of on street parking spaces. Dedicated left turn lanes were added on Lyndale at Lake.

Working with the PAC and community stakeholders, the project consultants have developed a preliminary base level streetscape design. The design includes intermediate level street lighting, additional sidewalk treatment, trees planted in structural soil, tree grates, enhanced transit shelters and street furniture. The base level streetscape would be funded in part with a Federal contribution with the remainder being borne by the business node.

Additionally, interest has been expressed in an enhanced level streetscape. The additional cost would be borne entirely by the Lyn-Lake business node and would provide additional treatments such as ornamental fencing with landscaping (shrubs, perennials and ground cover), banners, special sidewalk finishes and street furniture.

Attachment: Proposed Layout

Cc: Council Member Robert Lilligren, Ward 6
Council Member Ralph Remington, Ward 10
Rhonda Rae, Public Works