

Penn Avenue S Reconstruction

1st Public Meeting Notes

January 10, 2012

Armatage Recreation Center Multipurpose Room

Attendees: 36 signed in, included mostly residents and also a few business proprietors

City Staff: Jeff Handeland and Bob Carlson

- Jeff Handeland started the meeting at 6:05 p.m.
- Introduction of Jeff and Bob
- Purpose of meeting
 - Inform attendees of basic project information
 - Gain timely input from attendees pertinent to geometric layout design
- Basic scope of reconstruction project
- Explanation of process (why Penn?) – how the City determines which streets to reconstruct
- Explanation of some of the factors Public Works considers in designing a street reconstruction
- Explanation of funding and assessments
- Question and answer on timing of assessments: Assessments will begin after construction in front of you property is substantially complete
- Highlights of existing geometry on Penn Avenue
 - Narrow pavement width north of 54th Street – not to MSA standards for current configuration with parking on both sides
 - Narrow boulevards south of 54th Street
 - Wider width available south of 60th Street
- Sample potential cross sections/layouts for three sample blocks on Penn Avenue
 - Some sections show bike lanes
 - Some sections show parking lane on one side only
 - Some layouts show bump-outs at intersections
 - Rationale to keep sidewalks where they are
 - avoid “painful” impacts to property owners with landscaping, fences, trees, retaining walls, etc.
 - avoid unnecessarily removing existing boulevard trees
- Discussion Included
 - Concern about reducing on street parking, especially at commercial nodes. Notable consensus.
 - A couple of attendees expressed interest in permit parking.
 - Concern about proposed bike lanes and/or sharrows on Penn and suggestion to encourage bikes to use nearby Avenues instead. Notable consensus.
 - Bike traffic q&a: Part of reason to add bike lanes is to encourage biking.
 - Concern that bump outs will cause traffic congestion

- Traffic analysis will determine if turn lanes will be included
- Concern about northbound traffic from Richfield properly merging. Notable consensus.
- Concern about existing narrow boulevards and safety by park/school
- Curb q&a: Curbs will be 6 inches high
- Pavement Material q&a: Asphalt vs. Concrete will be an engineering decision
- Sewer system q&a: Preliminary indications that sewer main will not need replacement. Property owners are responsible for their service lateral lines all the way from the building to the connection with the main. Letters will be mailed to property owners if the City's inspection happens to detect significant issues with the service lateral line at the main. Property owners wanting to replace their service lateral lines can coordinate with the project to save on pavement restoration.