

## Frequently Asked Questions

Riverside Ave Reconstruction  
(Cedar Avenue to Franklin Avenue)  
Created 11/17/10

### Question Summary

<b>DESIGN</b>	<b>1</b>
CAN RIVERSIDE AVE BE RECONSTRUCTED AS A 4 LANE OR 3 LANE (CONTINUOUS TURN LANE) ROADWAY?	1
WHAT WILL BE THE LANE WIDTHS FOR THE PROJECT? CAN'T WE KEEP THE EXISTING STRIPING?	2
WHAT IS INVOLVED WITH A RECONSTRUCTION PROJECT?	2
WILL MY CURB CUT/DRIVEWAY BE REPLACED? CAN I ADD/WIDEN A CURB CUT/DRIVEWAY?	2
WHAT IS THE CURRENT LEVEL OF USE OF THE STREET?	2
DO WE HAVE CRASH DATA FOR THE CORRIDOR? WHERE ARE THE POINTS OF CONCERN?	3
ARE ALL TRAFFIC SIGNALS BEING REPLACED AS PART OF THIS PROJECT?	3
WILL THERE BE A REDUCTION OF PARKING ON THE CORRIDOR?	4
CAN I HAVE A PRIVATE PARKING LOT SIGN INSTALLED?	4
WILL THERE BE STREET TREES/LANDSCAPING ON THE CORRIDOR?	4
WHAT BIKE FACILITIES WILL BE INCORPORATED?	4
WHAT ABOUT ACCOMMODATIONS FOR PEDESTRIANS?	4
WILL THERE BE RAISED MEDIANS? IS THERE ROOM FOR PLANTED MEDIANS?	5
<b>CONSTRUCTION</b>	<b>5</b>
WHEN WILL CONSTRUCTION WORK BEGIN AND WHERE?	5
CAN I BUY PAVING STONES ENCOUNTERED DURING REMOVAL OF THE PAVEMENT?	5
RIVERSIDE AVE IS A BUS ROUTE – WHAT WILL ALL THIS MEAN FOR BUSES?	6
WHY ARE BUMPOUTS (CURB EXTENSIONS) BEING CONSTRUCTED AT VARIOUS LOCATIONS ALONG RIVERSIDE AVE AND ASSOCIATED CROSSSTREETS?	6
WHAT WILL THE STREET LIGHTING BE LIKE?	6
<b>FINANCE</b>	<b>6</b>
HOW MUCH ARE PROPERTY ASSESSMENTS GOING TO BE?	6
HOW IS THE ROADWAY RECONSTRUCTION WORK BEING PAID FOR?	7
WILL MY CURB CUT/DRIVEWAY BE REPLACED? CAN I ADD/WIDEN A CURB CUT/DRIVEWAY?	7

### *Design*

#### **Can Riverside Ave be reconstructed as a 4 lane or 3 lane (continuous turn lane) roadway?**

The proposed layout for the Riverside Avenue is 3 lanes with continuous center turn lanes, with turn lanes at intersections as necessary. This allows for inclusion of other corridor priorities including pedestrian space, bike lanes, parking, and “greening”. A four lane corridor would require the removal/reduction of either bike lanes or parking, as such, Public Works is pursuing the three lane concept.

**What will be the lane widths for the project? Can't we keep the existing striping?**

Drive lanes are a minimum of 11 feet, the continuous left center turn lane is 12 feet wide, bike lanes are a minimum 5 feet wide, right turn lanes are 10 feet wide, and vehicle parking lanes are 10 feet wide. Automobile traffic, parking, and turn lanes are required to meet certain requirements based on State Ordinance due to the funding provided by the State (MSA – Gasoline Tax). The existing striping does not meet and was not required to meet these State Ordinances.

**What is involved with a reconstruction project?**

Reconstruction will include removal and replacement of pavement, curb, sidewalk, driveway aprons, signal systems, street lighting, and catch basins. Other work being coordinated with the street reconstruction includes utility upgrades as needed and stormwater management technologies. These stormwater management features are in concept stage but may include underground infiltration trenches, stormwater planted areas with trees, sump catch basins, and sand filters.

Private utilities will be performing upgrades/maintenance to the services starting in September 2010. Please contact the utility with any questions regarding their work.

**Will my curb cut/driveway be replaced? Can I add/widen a curb cut/driveway?**

Curb cuts and driveways and requests for them are evaluated on a case by case basis. Curb cuts increase the potential conflict points with pedestrians, vehicles, and reduce parking opportunities. In most situations, to reduce the opportunity for pedestrian/vehicle accidents, multiple drives onto a single property will be combined to a single curb cut. The width of the curb cut is determined by the vehicles using the entrance and the type of property (e.g., two way entrances for automobiles to a commercial property is typically 15 feet wide). If you have a specific request regarding you curb cut, please forward the request in writing to the project engineer by November 30, 2010.

**What is the current level of use of the street?**

<b>Riverside Ave Reconstruction Existing Average Daily Traffic Volume</b>			
<b>Count Location on Riverside Ave</b>	<b>Vehicles</b>	<b>Pedestrians</b>	<b>Bicycles</b>
Cedar Ave to 19th Ave S	8,000	1,550	800
19th Ave S to 20th Ave S	10,700	--	--

20th Ave S to 21st Ave S	9,800	900	1,110
23rd Ave S to 24th Ave S	14,100	--	--
24th Ave S to 25th Ave S	12,800	--	--
25th Ave S to Butler Pl	8,400	500	200
9th St S to Franklin Ave	5,500	160	330

Traffic Data Excerpts – June 9, 2010 Riverside Avenue Reconstruction Traffic Technical Memorandum, prepared by Kimley-Horn and Associates, Inc. Table 2, Table 3

**Do we have crash data for the corridor? Where are the points of concern?**

<b>Riverside Crash History 200-2008</b>		
<b>Location</b>	<b>Number of Crashes</b>	<b>Injury Crashes</b>
Cedar Ave	34	16
19 <sup>th</sup> Ave S	14	3
20 <sup>th</sup> Ave S/5 <sup>th</sup> St S	15	8
21 <sup>st</sup> Ave S	9	3
22 <sup>nd</sup> Ave S	10	5
23 <sup>rd</sup> Ave S	3	2
24 <sup>th</sup> Ave S	4	2
25 <sup>th</sup> Ave S	18	5
8 <sup>th</sup> St S	4	0
Butler Place	9	4
9 <sup>th</sup> St S/27 <sup>th</sup> Ave S	4	1
Franklin Ave	6	2

Traffic Data Excerpts – June 9, 2010 Riverside Avenue Reconstruction Traffic Technical Memorandum, prepared by Kimley-Horn and Associates, Inc. Table 4

The intersections of Cedar Ave and 20<sup>th</sup> Ave S/5<sup>th</sup> St S have crash rates noticeably higher than average. We are evaluating all intersections to improve their operation and safety for pedestrians, vehicles, and bicyclists.

**Are all traffic signals being replaced as part of this project?**

A number of signals will be replaced as part of the project. Two existing signalized intersections, 21<sup>st</sup> Avenue S/Riverside Ave and 22<sup>nd</sup> Ave S/Riverside Ave, will require additional review to determine if replacement is warranted. A final decision will not be completed until the street design is substantially completed.

## **Will there be a reduction of parking on the corridor?**

The project layout shows a reduction of approximately 50% of the current parking stalls for the corridor. We are continuing to identify dedicated and non-peak parking for the corridor. This includes bump outs, closing of secondary curbcuts, off peak parking in turning lanes. Additional review and design is necessary to evaluate the locations and the final count for parking spaces will not be available until the street design is complete.

## **Can I have a private parking lot sign installed?**

As part of the project design, signage for parking facilities will be considered.

## **Will there be street trees/landscaping on the corridor?**

The current layout does show boulevard space in many locations of the corridor. Trees will be placed by Minneapolis Park & Recreation where appropriate. As a design requirement where we have provided boulevards, the width is equal to or greater than the minimum 5 foot boulevard width to provide a habitable environment for trees. Areas where a boulevard is not possible due to space constraints, trees will be placed with suitable infrastructure and a tree grate where possible. Boulevards will be sodded.

## **What bike facilities will be incorporated?**

Riverside Avenue will have dedicated bike lanes for eastbound and westbound traffic. These bike lanes will connect to existing bike lanes on 19<sup>th</sup> Ave S (north of Riverside Ave), 20<sup>th</sup> Ave S (south of Riverside Ave), Franklin Avenue, 4<sup>th</sup> St S, and to the designated bike route on 6<sup>th</sup> St S. The current plan is to have bike lanes constructed in concrete in contrast to asphalt paved drive lanes. A striping and signage plan has not been completed; however, the bike lanes will be striped in accordance with State Ordinance.

Bicycle parking will be considered as part of the project design and included where appropriate.

For more information on City bicycle routes please refer to the Bicycle Master Plan located at <http://www.ci.minneapolis.mn.us/bicycles/bicycle-plans.asp>.

## **What about accommodations for Pedestrians?**

The project will include improved pedestrian areas consisting of wider bump outs/curb extensions, reducing pedestrian crossing distances, and curb islands.

The increased amount of boulevards will allow for more sod and trees to be incorporated.

For more information on City guidance for pedestrians, please refer to the Pedestrian Master Plan located at <http://www.ci.minneapolis.mn.us/pedestrian/pedestrian-masterplan.asp>.

### **Will there be raised medians? Is there room for planted medians?**

No planted center medians are planned for the project. Center planted medians are possible; however, a public private partnership is necessary to maintain the plant materials. Please contact your council member representative if you are interested in being a partner and entering into an agreement to maintain a median.

### ***Construction***

#### **When will construction work begin and where?**

Final construction staging has not been determined. We will be coordinating this with impacted properties on the corridor the winter before construction starts.

Our general time line has the construction of Riverside Ave from Franklin Ave to approximately 23<sup>rd</sup> Ave S (south leg) in 2011. Riverside Ave from approximately 23<sup>rd</sup> Ave S (south leg) to Cedar is anticipated for 2012. Tree plantings will generally occur the spring after paving work is completed (e.g., construction in 2011 means tree planting in 2012).

Private utilities will be performing upgrades/maintenance to the services starting in September 2010. Please contact the utility with any questions regarding their work.

#### **Can I buy paving stones encountered during removal of the pavement?**

Pavement removal work and earthwork on the project will be completed by private contractor. The contractor is responsible for the removal and disposal of the pavement and underlying items such as paving stones (pavers). The destination of the pavers from this project is decided by the Contractor.

There are still some pavers from previous City projects available for purchase. We have a website with more information:

<http://www.ci.minneapolis.mn.us/public-works/bricks/>

## **Riverside Ave is a Bus Route – what will all this mean for buses?**

Public Works coordinates our design with Metro Transit to accommodate their bus stops.

During construction, Public Works and Metro Transit coordinate to operate on alternative routes during construction as needed. Rerouting information will be available from Metro Transit prior to the start of construction.

## **Why are bumpouts (curb extensions) being constructed at various locations along Riverside Ave and associated crossstreets?**

Public Works is designing the roadway to accommodate various forms of transportation (auto, truck, bus, bicycles, pedestrian). The installation of bumpouts at certain intersections helps keep traffic within the drive lane and decreases crossing distances for pedestrians. They also help decrease impervious area and provide added opportunities to plant trees within the green spaces that will be added.

## **What will the street lighting be like?**

The street lighting system has not been designed. It will likely consist of a mixture of pedestrian and high level lighting. A petition on the lighting system will be distributed to properties on the corridor (i.e., assessed properties) this fall. Please refer to the City's street lighting policy for questions on the process.  
<http://www.ci.minneapolis.mn.us/streetlighting/index.asp>

## ***Finance***

### **How much are property assessments going to be?**

Property assessments are calculated based on the square footage of the property owner (called influence area – see last two pages).

The assessment will be determined using 2011 Uniform Assessment Rates with are determined by Council at the end of 2010. For general information, 2010 assessment rates for residential and non-residential properties are as follows:

Residential: \$0.75/Sq. Ft.

Non Residential: \$1.96/Sq. Ft.

An assessment letter that explains the assessment process and the amount calculated for the property will be sent out in early 2011. A public meeting will be held to answer any questions you may have regarding assessments (the time and location will be indicated in the assessment letter). A public hearing in front of the TPW Committee of the City of Minneapolis Council (the time and location

will also be indicated in the assessment letter) will be held to give you opportunity to voice questions, concerns, or support of the project.

### **How is the roadway reconstruction work being paid for?**

This project is being paid for by various sources. These sources include state gas tax funds (Municipal State Aid funds), property assessments, Storm sewer revenue, and City general obligation bonds (net debt bonds).

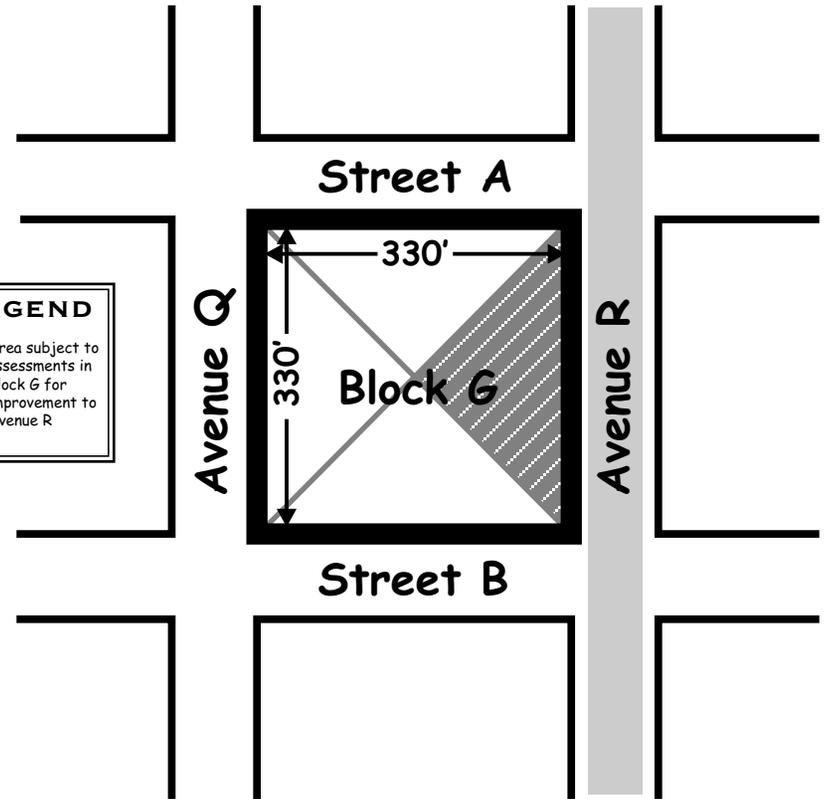
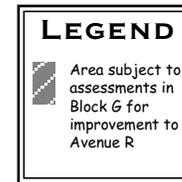
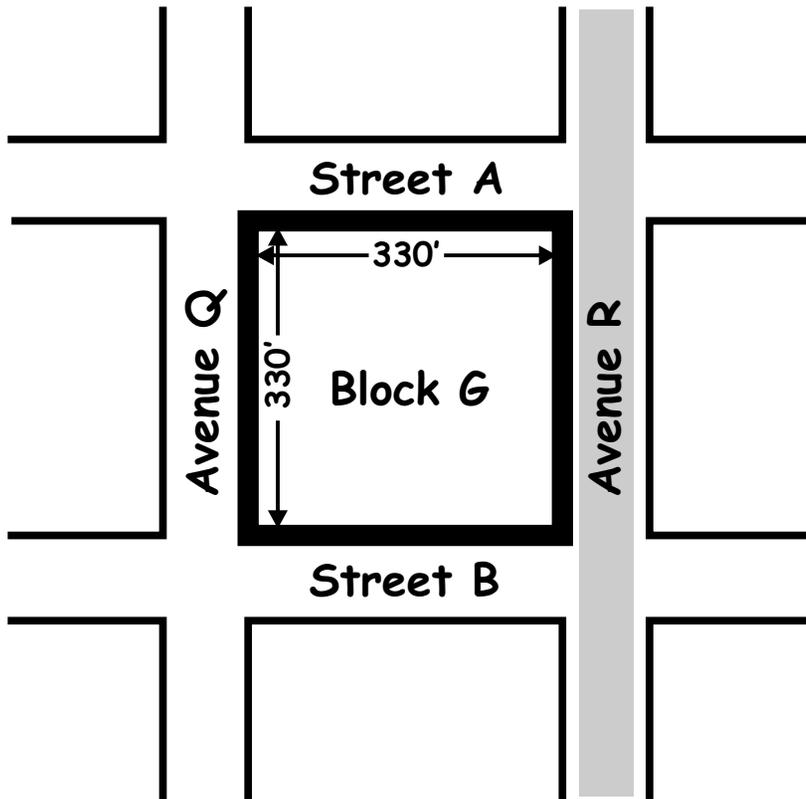
The Surface Water & Sewers Division of Public Works is also working with the Mississippi Watershed Management Organization (MWMO) regarding funding for stormwater management opportunities for the Riverside Avenue project. The MWMO is interested in funding Riverside Avenue as a demonstration project to help explore and quantify costs, practices and feasibility for meeting the MWMO's proposed standards in linear projects.

### **Will my curb cut/driveway be replaced? Can I add/widen a curb cut/driveway?**

Curb cuts and driveways and requests for them are evaluated on a case by case basis. Curb cuts increase the potential conflict points with pedestrians, vehicles, and reduce parking opportunities. In most situations, to reduce the opportunity for pedestrian/vehicle accidents, multiple drives onto a single property will be combined to a single curb cut. The width of the curb cut is determined by the vehicles using the entrance and the type of property (e.g., two way entrances for automobiles to a commercial property is typically 15 feet wide). If you have a specific request regarding your curb cut, please forward the request in writing to the project engineer.

# DEVELOPMENT OF THE INFLUENCE AREA ASSESSMENT METHOD

MINNEAPOLIS DEPARTMENT OF PUBLIC WORKS



**Question:** How do we assess Block G for improvements to Avenue R AND allow for future assessment to Block G for similar improvements to streets A & B and Avenue Q, to be done at a later date ?

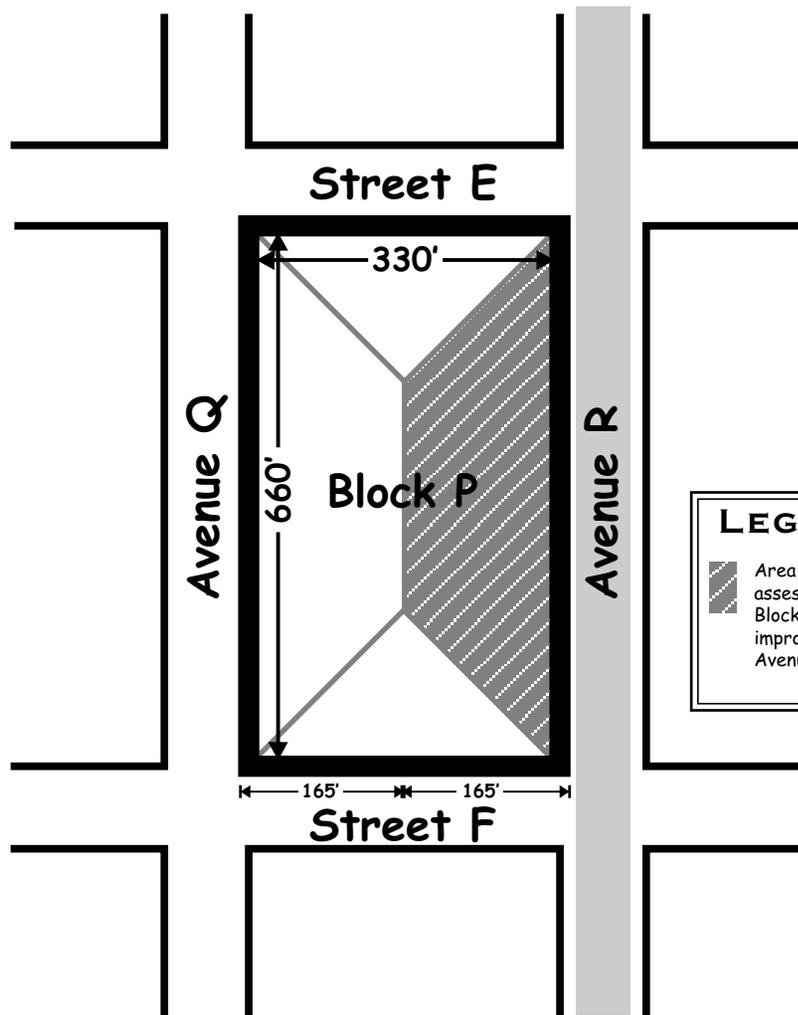
**Answer:** Assess  $\frac{1}{4}$  the land area of Block G

**Question:** How do we assess Block G for improvements to Avenue R AND allow for future assessment to Block G for similar improvements to streets A & B and Avenue Q, to be done at a later date ?

**Answer:** Assess  $\frac{1}{4}$  the land area of Block G, by splitting the block into 4 equal triangles.

# DEVELOPMENT OF THE INFLUENCE AREA ASSESSMENT METHOD

MINNEAPOLIS DEPARTMENT OF PUBLIC WORKS



**LEGEND**

 Area subject to assessments in Block P for improvement to Avenue R

**LEGEND**

 Area subject to assessments for improvements to Avenue R

