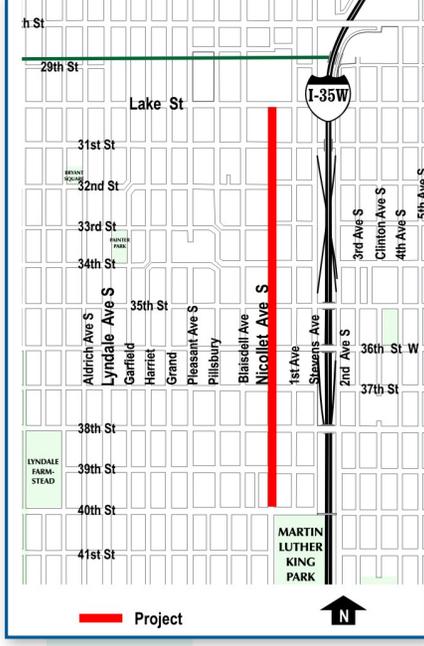


Why is this project being done?

Nicollet Avenue from Lake Street to 40th Street was originally constructed in 1954 and an asphalt overlay was completed in 1977. The existing pavement has served its useful life, is in poor condition, and needs to be reconstructed. In addition to removal and replacement



of the pavement, existing curb and gutter, driveways, sidewalks, and storm drain inlets will also be replaced, street lighting is proposed to be installed, and streetscape elements may be incorporated. Utility companies (gas, telephone, electric, and cable TV) may also use this opportunity to upgrade/repair existing services.

What is the proposed street width? Why is Nicollet Avenue proposed to be narrowed?

Nicollet Avenue is currently approximately 50 feet wide along the length of the project corridor. A majority of the street is proposed to be narrowed to 42 feet (except in areas where turn lanes or bumpouts are being added). The proposed street width will accommodate one 11' lane in each direction and 10' wide on-street parking lanes on both sides of the street. The narrower street will provide additional boulevard and sidewalk space, help to calm traffic, and make Nicollet Avenue a more pedestrian friendly environment. The proposed lane widths and roadway design are similar to the recently reconstructed segment of Chicago Avenue between 8th Street E and 28th Street E.

Nicollet Avenue Reconstruction Community Meeting



Minneapolis
City of Lakes

Thanks to those of you who attended our community meetings on June 6th. Our next meeting is scheduled for:
July 12, 2011

9:30 AM – Minneapolis Police Department 5th Precinct, Community Room – 3101 Nicollet Ave
6:00 PM – Martin Luther King Recreation Center – 4055 Nicollet Ave

The focus of the meetings will be on streetscape elements and construction staging, as well as providing an update on the roadway design. The meeting format will be similar to the June 6th meeting with a brief presentation followed by time to review project information and ask questions of the project team.

Nicollet Avenue Reconstruction



Minneapolis
City of Lakes



Kimley-Horn
and Associates, Inc.

What are bumpouts? Why are they being considered?



Example of a bumpout at Chicago Avenue S/22nd Street E

Bumpouts (sometimes also called curb extensions) are an extension of the curb into the on-street parking lane at intersections that improve pedestrians' ability to cross the street by shortening the crossing distance, improving sight lines between vehicles and pedestrians, and providing additional space for accessible curb ramps. Nicollet Avenue is being designed to accommodate various forms of existing and future transportation (auto, truck, bus, streetcar, pedestrian), and bumpouts are identified in the Minneapolis Pedestrian Design Guide as a tool to improve the pedestrian environment. Bumpouts have been constructed on recent street reconstruction projects in Minneapolis, including Chicago Avenue S, Lake Street E, and Lyndale Avenue S. The possible addition of bumpouts is being evaluated at many of the intersections along Nicollet Avenue.

What streetscape and lighting elements will be part of the project?

Trees and boulevard grass will be installed as part of the project. Street lighting will also be installed and assessed to property owners based on the outcome of the street lighting petition process. Capital costs for additional streetscape elements such as stamped or scored sidewalk, street light banners, benches, and bike racks would be assessed to all property owners, but require that a Special Service District be established in order to maintain the enhancements. By State Law, only commercial properties can be assessed for maintenance in a Special Service District, so the business owners along the corridor have to petition to establish a Special Service District. This process will be ongoing during late summer/early fall of 2011. There will be additional information regarding streetscape options and costs at the July Community Meetings.

Where will bus stops be located during construction and after the project is completed?

Options for construction staging are still being evaluated and more information will be presented at the July Community Meetings. Depending on the construction staging option chosen, the project team will work with Metro Transit to maintain bus service on Nicollet Avenue or establish detour routes and temporary bus stops during construction. When construction is completed, all existing bus stops will be re-established and new bus shelters will be installed where there are existing shelters.



Example of new Metro Transit bus shelter at Nicollet Avenue/32nd Street.

What about accommodations for bicycles?

On-street bike lanes are being installed on Blaisdell Avenue and 1st Avenue S in 2011, one block east and west of Nicollet Avenue. Due to the proximity of these facilities, bike lanes will not be placed on Nicollet Avenue.

Questions?

Project Team Contact: **Jessica Laabs** at Kimley-Horn and Associates
jessica.laabs@kimley-horn.com or 651-643-0437

More information on the project can be found here:
www.ci.minneapolis.mn.us/public-works/cip/nicollet31-40

What is the project schedule? When will decisions be made?

The Nicollet Avenue project is still in the early stages. Community and small group meetings have been held to present some design options and solicit input on decisions such as roadway width, curb bumpouts, and on-street parking. A preliminary design for Nicollet Avenue that includes the location of curbs, parking, bumpouts, and turn lanes is planned to be presented to the City Council for approval in late July 2011. Establishing the design for these items now is critical to keep the project moving forward, while still allowing adequate time for community input on other project aspects. Decisions on

streetscape, lighting, and construction staging will need to be made by late summer in order for the design to be completed prior to the start of construction in spring 2012. There will continue to be opportunities for individual property owners to meet with project staff during the design process to discuss specific issues or concerns. There will also be a community meeting in October 2011 to review the final design of the project and another meeting in early 2012 to property owners prior to the start of construction.



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