

City of Minneapolis
Request for Committee Action

To: Transportation & Public Works
Date: 4/5/2016
From: Public Works Department
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File type: Action
Subcategory: Street Project

Subject:

3rd Avenue South (1st Street South to 16th Street South) Redesign Project No. 9954 (PV128):
Layout Approval, Easement Authorization, and Direction to Proceed

Description:

1. Approving the attached project layout for the reconfiguration of 3rd Avenue S (1st Street South to 16th Street South).
2. Receive a cost estimate for the work in the amount of \$3,000,000.
3. Direct the City Engineer to proceed and do the work for the 3rd Ave S Redesign (PV128) project.
4. Authorizing Public Works to negotiate and execute easements with private property owners to secure additional right of way, if necessary.

Previous Actions:

January 15, 2016 – Passed a resolution holding the State of Minnesota harmless in granting the variance for the reconditioning of 3rd Ave S between 1st St S and 16th St S.

November 20, 2015 – Passed a resolution directing the City Engineer to submit a formal request for a variance from MnDOT State Aid Rules for the 3rd Ave S from 1st St S to 16th St S reconfiguration project.

Ward/Address:

Ward 3
Ward 7

Background/Analysis:

The proposed project consists of reconfiguring 3rd Ave S between 1st Ave S and 16th Ave S. Third Ave S at this location is both a Municipal State Aid Roadway and a Trunk Highway. The project will include new medians at select locations, mill and overlay and sealcoat, landscaping, signing, striping, and related items and work.

The reconfigured 3rd Ave S will adjust the vehicle lanes, add a bike facility, and improve the pedestrian space.

The recommended layout includes the following:

- Right-of-Way – The project is approximately an 80-foot public right-of-way (ROW).
- Travel Lanes:
 - Two 11-foot south bound and one 11-foot north bound travel lanes are recommended for the segment of 3rd Avenue South between 16th Street South and 12th Street South.

- Two 10-foot south bound and two 10-foot north bound travel lanes are recommended for the segment of 3rd Avenue South between 12th Street South and 7th Street South.
- Two 10.8-foot south bound travel lanes and two 10.8-foot north bound are recommended for the segment of 3rd Avenue South between 7th Street South and Washington Avenue South.
- Two 11-foot south bound travel lanes and two 11-foot north bound are recommended for the segment of 3rd Avenue South between Washington Ave South and 1st Street South.
- Left turn lanes are recommended at 2nd Street South, Washington Ave, and 16th Street South.
- Bicycle Facility – A 6 to 7-foot bike lane with a protected buffer is proposed along both north and south along the corridor. The facility is identified in the Protected Bikeway Update to the Bicycle Master Plan.
- Green space – Planted space is recommended for multiple locations along the corridor as part of the bicycle facility and the pedestrian space. The layout shows the green space opportunities that are being pursued with the project partners. Additional greening in above ground planter boxes is being explored with the Downtown Improvement District for select locations along the corridor. New trees are also recommended for select locations on the corridor.
 - Curb side uses – The existing curb side use bays are proposed to be modified at the US Bank Plaza and City Hall; however, coordination with the properties is ongoing and will be completed during final design. Parking will also be removed in select locations to facility the layout configuration.

Between November 2015 and February 2016, one public meeting and multiple small group meetings were held where input was gathered regarding the project. The Loring Park and Downtown Neighborhood Groups, the Building Owners and Managers Association, Bicycle Advisory Committee, and the Pedestrian Advisory Committee also provided input during this period.

Operational Improvements

As a result of the proposed installation of protected bike lanes on 3rd Ave. S., traffic on 3rd Ave. S. will be impacted. The impact is primarily the result of the removal of existing turn lanes to accommodate the protected bike lanes. A traffic analysis of 3rd Ave. S. with the proposed protected bike lanes indicates satisfactory operation during times where traffic volumes are low. However, there will be a slight increase in delay during the AM peak period and to some extent the PM peak period. To mitigate these slight delays, the City has been working with Metro Transit and businesses along 3rd Ave. S., and has identified and committed to three key improvements for the purpose of minimizing delay. These improvements include:

- 1) Locating a Traffic Control Agent (TCA) at the intersection of 3rd Ave. S. and 5th St. The analysis of 3rd Ave. S. indicates that this intersection dictates most of the operation on 3rd Ave S. Due to the complexity created by LRT operation, green time that would typically be allotted to 3rd Ave. S. is given to LRT. A TCA during the AM peak period will allow 3rd Ave. S. traffic to proceed through the intersection in absence of a LRT vehicle. A TCA at this intersection proved to be successful during the duration of the Nicollet Mall bus detour, when buses were operating on 3rd Ave. S. The duration of a TCA at this intersection will be dependent on an evaluation that will occur after Project completion.
- 2) Installation of vehicle detection for the purpose of timing left turn arrows. One of the bigger concerns of the businesses is the ability to turn left. The existing left turn lanes will be removed as a result of the Project, and the proposed layout has the left turns and thru vehicles sharing a lane. To better address left turn traffic, the Project will install vehicle detection along 3rd Ave. S. to recognize queues that result from a high volume of left turns. This detection would have the ability to provide longer left turn arrow operation during peak left turn traffic movement.

- 3) Installation of LRT detection. As part of a separate project, Metro Transit is leading an effort to install train detection within the LRT track bed. Currently trains operate on a pre-timed basis thru Downtown. This means a traffic signal provides green time for a train regardless if the train is present. The planned LRT detection will identify if a train is present and provide its signal green time. When the train is not detected, the traffic signal green time that is typically given to the train would be reallocated to other demands at the intersection, including traffic on 3rd Ave. S. This Metro Transit project will include the installation train detection, and will also include a calibration effort that integrates detection with traffic signal operation. This Metro Transit project is expected to be finished sometime in 2017.

The Public Works Department is also committed to evaluating the operation of 3rd Ave. S. after Project completion. This will include data collection, field observations and fine tuning of the operation. This evaluation will likely occur at the 6-month mark. In addition, Public Works will continue its regular signal re-timing and fine tuning efforts both in Downtown and city wide.

Schedule and Budget

The construction of this project is anticipated in 2016, with some finalization efforts completed in 2017. The project is estimated to cost \$3 million and is funded with Minneapolis Net Debt Bonds.

Authorize Public Works to obtain right-of-way or easements

There are several locations along the corridor where the pedestrian through space is less than eight feet wide. Public Works requests authorization to negotiate with private property owners to acquire permanent easements to provide the desired pedestrian through space.

Financial Review:

No additional appropriation required, amount included in current budget.

Attachments:

1. Attachment #1 – Map
2. Attachment #2 – Layout

Project Map

