

City of Minneapolis

Request for Committee Action

To: Transportation & Public Works
Date: 11/7/2016
From: Public Works Department
Lead Staff: Donald Pflaum, Transportation Planner Transportation Planning and Programming
Presented by: Donald Pflaum, TPP and Kristy Morter, Hennepin County Transportation Department
File Type: Resolution
Subcategory: Street Project

Subject:

Glenwood Avenue North layout approval and variance resolution

Description:

1. Passage of Resolution approving Hennepin County Transportation Department's Layout for County State Aid Highway 40 (CSAH 40), Glenwood Avenue North Reconstruction between Market Street to 10th Street North.
2. Passage of Resolution supporting the formal request submitted by Hennepin County Transportation Department for a variance from Minnesota State Aid (MSA) to allow one moving traffic lane along Glenwood Avenue North between Royalston Avenue and 10th Street North.

Previous Actions:

None.

Ward/Address:

Ward 5 and Ward 7

Background/Analysis:

Hennepin County will be reconstructing Glenwood Avenue North (CSAH 40) in 2018 between Market Street and 10th Street North. The reconstruction project will include replacement of the sidewalks, bikeways, paving, base, curb, gutter, signage and striping, traffic control systems, storm drains, driveways, street lighting, and streetscaping, as necessary. This work is being done in coordination with the Green Line Extension (Southwest Light Rail Transit) project, which will replace the Glenwood Avenue North Bridge over the BNSF railroad corridor in 2018 and 2019. Hennepin County will also be resurfacing Glenwood Avenue North between Xerxes Avenue North and Aldrich Avenue North in 2017. Metro Transit has recently concluded that the C-Line Bus Rapid Transit (BRT) will run along Glenwood Avenue North route between Downtown Minneapolis and Penn Avenue once the Blue Line Extension (Bottineau LRT) has been completed. All of the construction work mentioned above will accommodate future transitway stops intended to serve the C-Line BRT project along Glenwood Avenue North.

During the summer/fall of 2016 several meetings were held to discuss the project scope and layout including meetings with adjacent property owners. The project team also met with the Harrison Neighborhood's Glenwood Avenue North Revitalization Team and the North Loop Neighborhood to gain input. The Minneapolis Bicycle Advisory Committee, the Minneapolis Pedestrian Committee, and the Hennepin County Bicycle Advisory Committee provided comments/resolutions with regard to the layout. The final layout was presented to the public at an open house held on October 18, 2016.

The recommended layout will include sidewalks on both sides of the street, bicycle lanes in both directions, grass boulevards with trees on both sides of the street, and traffic lanes in each direction from Aldrich Avenue to Royalston Avenue. ADA compliant curb ramps will be installed at intersections in addition to Accessible Pedestrian Signal systems where signals exist. Since this is a pedestrian priority corridor, low-level pedestrian lighting will be installed as part of the project. The proposed layout is attached.

The decision-making process for the Glenwood Avenue layout was guided by the City of Minneapolis' and Hennepin County's Complete Streets Policies. These policies, as well as Access Minneapolis' Design Guidelines for Streets and Sidewalks, were utilized to guide the design of the public right-of-way in a manner that prioritizes walking, transit, biking, and motor vehicles. The right-of-way is constrained along this corridor, which required additional consideration for all modal accommodations. This route has been identified as the future route for the C-Line arterial bus rapid transit and is identified as an on-street bikeway in the City and County's Bike Plans. Design decisions prioritized pedestrians and transit users, while maintaining the existing on-street bikeway with a new buffered facility between Royalston Avenue and 10th Street.

The future C-Line alignment amplifies the need for a safe, convenient, and comfortable pedestrian environment, in addition to providing fast and reliable transit service that will provide bus frequency at 10 minute intervals. This design incorporates wider sidewalks, new boulevards to accommodate trees, narrower cross-sections, removal of parking, and proposes the elimination of a travel lane east of Royalston Avenue. The design as proposed will promote mobility and safety for all modes, with a priority on people walking, taking transit, and biking.

A cost participation agreement between the City of Minneapolis and Hennepin County will be forthcoming. Adjacent property owners will be assessed as part of this project. A public hearing regarding the proposed assessment will be held prior to project construction.

The County has requested the City's support of the variance from Municipal State Aid (MSA) Rules. MSA Rule 8820.9941 requires two through traffic lanes on one-way streets. In the proposed configuration, emergency vehicle access is not compromised with the single vehicle lane because the combination of the bike lane, bike lane buffer, and travel lane allow an emergency vehicle to pass other vehicles if needed. Both 1st Avenue South and Blaisdell Avenue South between East 31st Street and East 40th Street have been previously granted permission to operate with one moving traffic lane and a bicycle lane with buffers. 1st Avenue South has similar traffic volumes and has been operating with this configuration for several years.

Financial Review:

No additional appropriation required, amount included in current budget.

Attachments:

1. Glenwood Avenue North Layout
2. Layout Resolution
3. Variance Resolution
4. Pedestrian Advisory Committee Resolution
5. Bicycle Advisory Committee Resolution
6. PowerPoint Presentation

cc: CM Yang – Ward 5
CM Goodman – Ward 7