

**March 31, 2021 – PMT Discussion**  
**37<sup>th</sup> Ave Recent Layout Comments Received**

- A. Minneapolis Street Design Guide
  - 1. Trail surface material priority at driveways and alleys
  - 2. Trail raised crossings at minor streets (+ associated drainage)
  - 3. 10' turn lanes, 10' (+ 2' reaction) travel lanes
  - 4. Lane reduction at Central to add boulevard on north side
  - 5. 25 mph speed limit on larger corridor (University – Stinson)
  - 6. Add N/S pedestrian ramps across 37<sup>th</sup> Ave NE at all intersections
  
- B. Minneapolis – discussion with Traffic staff included:
  - 1. Turn lane needs at Central
    - a. add LT EB/WB Lt lanes for safety
    - b. Narrow the WB lanes - try 10' LT, 11' Th, 10+1 RT lane
    - c. Apply width saved to create a wider boulevard for snow storage
  - 2. Leading pedestrian interval for trail crossing of Central
  - 3. Truck turns at Central – demonstrate with AutoTurn
  - 4. Lane widths throughout?
    - a. State Aid rules
    - b. Truck route and transit corridor
  - 5. Speed limit change – if considered, extend from University to Stinson
  - 6. Railroad crossing
    - a. 12 mph trail design speed
    - b. Sidewalk behind RR signal / gate arm assemblies
  - 7. Hart Blvd ped crossing
    - a. median island conflict with tanker truck access to Speedway
    - b. Has “need” been established for RRFB?
  - 8. In lane bus stop with hardened element to inhibit passing
  
- C. Metro Transit Comments - Overall themes listed below plus comments on the layout and bus stop design guidance
  - 1. This corridor is served by routes 4 and 141, and in the future is planned to be served by [Johnson/Lyndale BRT](#) (see page 49 of the report). Both 40' and 60' buses currently serve stops along 37<sup>th</sup> Ave NE.
  - 2. Most of these bus stops will be in-lane after this project. There is a stop on a bumpout, 37<sup>th</sup> Ave NE at Hayes WB/SB, near side, where the length of the bumpout must extend to the back door. See selected pages of the Draft Design Guide.
  - 3. All stops require accessible boarding areas (“ADA pads”) at the front door. While we don't require pavement between the front and rear doors, a carriage walk at the location of a 40' and 60' rear doors is nice for safe alighting, speed and reliability. See selected pages of the Draft Design Guide.
  - 4. None of the stops along the corridor today warrant a new shelter. If demand increases, a good spot for a shelter is between the front and rear doors, see Pages from Draft Design Guide for shelter location options.
  - 5. Metro Transit plans to consolidate stops along 37<sup>th</sup> PI NE. See attached markup.
  - 6. Here is the link for the Google My Maps bus stop proposed changes:  
<https://www.google.com/maps/d/u/0/edit?mid=1TOOeyAIIKP1bZTWbusRQ0b1LJWw-x5K4&usp=sharing>
  - 7. We would oppose studying a cul-de-sac option, that closes 37<sup>th</sup> PI NE, because that would force buses to cross the freight rail tracks twice(!), which would be a source of delay that is significant during periods of high freight traffic.

8. Metro Transit favors Alt 1 with the shared use trail on the north side. We believe that the trail crossing from south side to north side of street at Hart Blvd in Alt 2 increases the interaction or friction between trail users and transit riders.
  9. At potential BRT station locations (37<sup>th</sup> Ave NE and Hart), we'd like to request 11.5' of Blvd where there is a shared use trail. A narrower blvd could be acceptable on the side w/ sidewalk as the BRT clear zone and PAR could overlap, whereas that's a different case with a shared use trail.
- D. CP Railroad – general design take-aways (see meeting minutes for more detail and topics)
1. Central Ave crossings are a good precedent
    - a. Prefer sidewalk outside of RR crossing/gate arm assembly
    - b. Prefer trail tighter to 37<sup>th</sup> Ave – 12 mph design speed
    - c. Adding crossing panels on both sides is OK
  2. Meet with MnDOT RR Office rep (Chris Rice)
- E. Waite Park neighborhood
1. The board of Waite Park Community Council (WPCC) endorses design alternative #2 for the reconstruction of 37th Avenue Northeast between Central and Stinson in 2023.