

February, 2021

- Incorporated Open House comments into plans (comments received – attached)
- Discussed train movements and impacts on traffic flow
- Reviewed alternatives for intersections at Central Avenue, Hart Boulevard, and Central Avenue

March, 2021

- Coordination meetings with CP Rail and private utility companies (review comments – attached)
- Meetings with City stakeholders to finalize layout for 30% design

Future meetings will be to incorporate comments by City stakeholders and conduct a Virtual Open House in April including more developed plans. Two alternatives have been developed as detailed below:

ALTERNATE 1 – TRAIL ON NORTH SIDE (preferred alternative)

With this alternate, the street centerline would shift approximately 4' to the south. This provides additional area between the trail and the right-of-way, reducing the number and height of retaining walls adjacent to private property and maintains a 9' boulevard for safety and snow storage. The sidewalk on the south side of the street would remain in approximately the same location. The boulevard area between the sidewalk on the south side and the street would increase from 4' to 9', providing more safety for pedestrians and snow storage in the boulevard-reducing the windrow on the sidewalk.

Other advantages of constructing the trail on the north side include the following:

- A more direct connection to other trails, 37th Avenue from University Avenue to Central Avenue and Stinson Boulevard from 37th Place to 40th Avenue.
- Fewer cross-streets for trail users to cross.
- Room to construct 3 lanes for west bound traffic at Central Avenue (right turn, straight, left turn) with less impact to adjacent properties.
- Wider boulevard on the north side at the railroad crossing, providing an opportunity to have trail cross the RR tracks at a right angle.

ALTERNATE 2 – TRAIL ON SOUTH SIDE

With this alternate, the street centerline would remain in the same location. The 2' clear zone for the trail would be closer to the adjacent properties than the existing sidewalk. Boulevard widths would remain at 9' on both the south and north sides for increased safety of trail/sidewalk users and snow storage. The most significant advantage of constructing the trail on the south side is fewer and shorter retaining walls than on the north side.

Following the second open house in April, the preferred alternative will be developed to the 30% stage in May. Staff has been reviewing an RFP to be issued by Minneapolis which will provide final design and construction engineering services. The final design is tentatively scheduled from late summer to spring 2022, with a late fall 2022 bid opening. Staff will be meeting with Minneapolis staff in April to review utility work. With the scope of work, it is anticipated that the utility construction should occur in 2022.

ATTACHMENT(S): Intersection Layouts 3.31.2021
Open House Comments
Agency Review Comments