

# **CITY COUNCIL WORK SESSION**

AGENDA SECTION	WORK SESSION
MEETING DATE	APRIL 5, 2021

TITEM: 37<sup>TH</sup> AVENUE PROPOSED LAYOUT – 30% DESIGN

DEPARTMENT: Public Works

BY/DATE: Kevin Hansen/April 1, 2021

CITY STRATEGY: (please indicate areas that apply by adding a bold "X" in front of the selected text below)

X\_Safe Community

\_Diverse, Welcoming "Small-Town" Feel
\_Economic Strength

\_Excellent Housing/Neighborhoods

\_Equity and Affordability

X\_Strong Infrastructure/Public Services

\_Opportunities for Play and Learning

Engaged, Multi-Generational, Multi-Cultural Population

**BACKGROUND:** In August of 2020, the Council approved the Joint Powers Agreement (JPA) with the City of Minneapolis for the design of 37<sup>th</sup> Avenue Reconstruction project. The JPA provided that Minneapolis would be the lead on the project and work scope would be layout plans and design to what is considered a 30% level plan set. Since that time the project team has been meeting biweekly (or more frequently) for planning and design review. A summary is provided as follows:

# September, 2020

- Kick-off meeting with Minneapolis and S.E.H.
- Topographic and utility survey by City of Minneapolis
- Traffic data collection at major intersections including video recording to document traffic and pedestrian counts
- Wetland delineation

## October and November, 2020

- Plans for Public Engagement began
- Traffic study results discussed
- Design issues flagged

#### December, 2020

- Preliminary design prepared for review and discussion
- Draft Public Engagement website available for review

## January, 2021

- Kick-off meeting with MnDOT for Federal Aid procedures and requirements
- Public Engagement website online
- Website and open house posted on City's website. Postcards mailed to property and business owners from Central Avenue to Stinson Boulevard between 37<sup>th</sup> Avenue and 39<sup>th</sup> Avenue
- Virtual Open House: January 28<sup>th</sup> from 6:30 to 8:30 p.m.

## February, 2021

- Incorporated Open House comments into plans (<u>comments received attached</u>)
- 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 (<u>review comments attached</u>)
- 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, 37<sup>th</sup> Avenue from University Avenue to Central Avenue and Stinson Boulevard from 37<sup>th</sup> Place to 40<sup>th</sup> 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