

CITY OF MINNEAPOLIS

# 42nd Ave N Reconstruction

Community Meeting #2

May 2016

6:00 – 7:30 p.m.

# Purpose of Meeting

**Inform:** Provide an overview of project, identify anticipated scope of work, and present schedule of project activities. Offer opportunity for attendees to review and provide input on proposed street design concept.

**Involve:** Present additional opportunity to work with City staff during project development and preliminary design phases to review concept and identify solutions.

**Feedback:** Let us know what you think and ask questions. Forms are available for your input. Placed in box, mail, or email to staff by May 23rd.



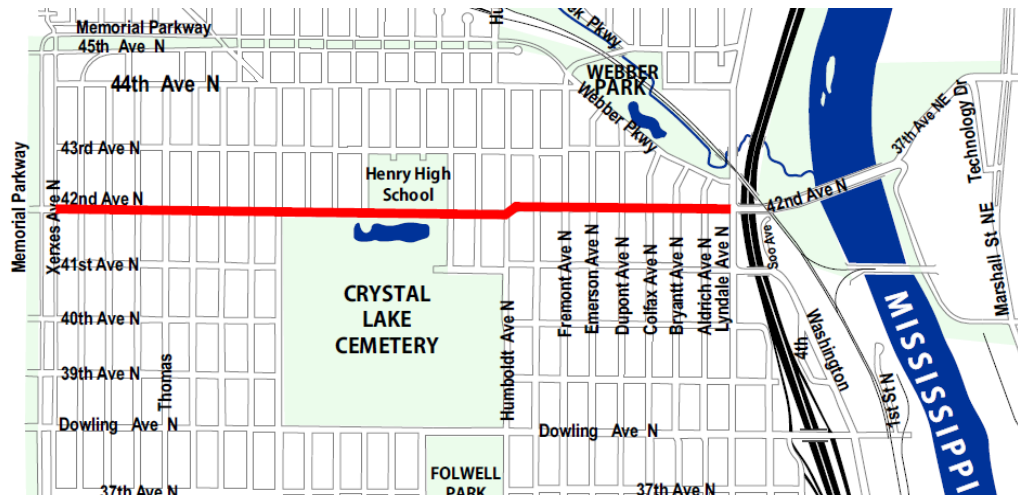
# Project Overview

**Location:** 42nd Ave N (Xerxes Ave N to Lyndale Ave N)

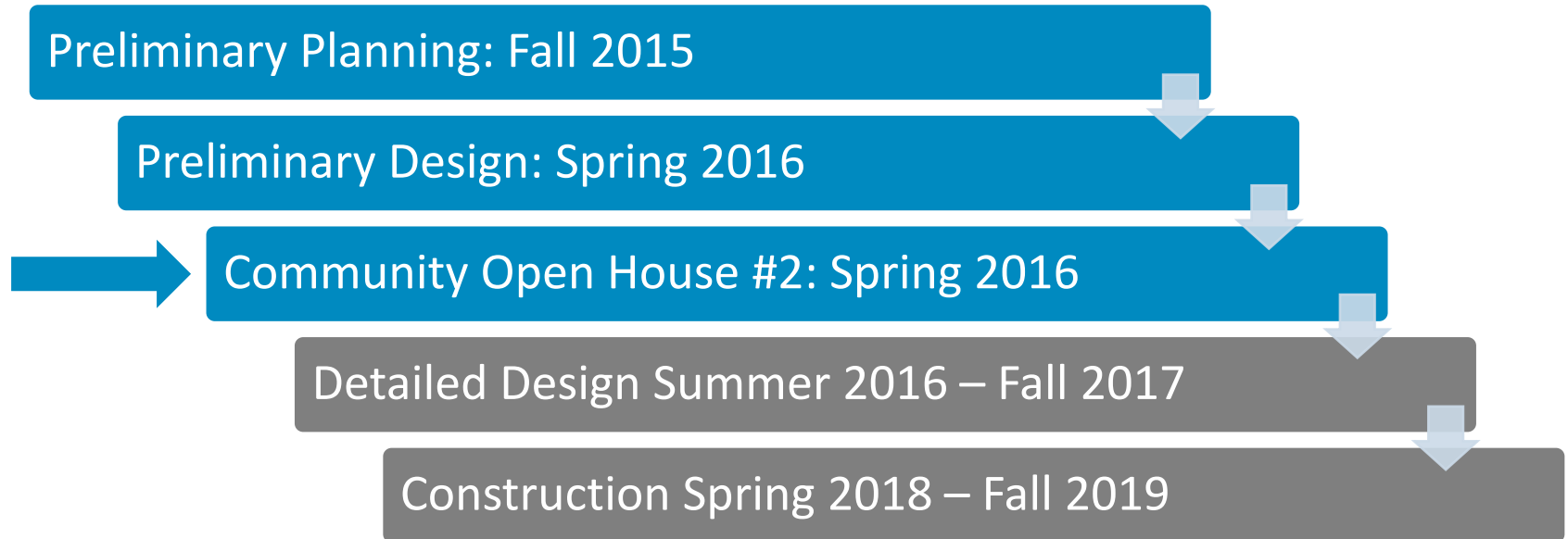
**What?** Full reconstruction of right-of-way

**When?** Construction anticipated over 2018-2019

**Why?** Deteriorating pavement, sidewalk gaps, non-ADA compliant walkways, bicycle facility, and utility improvements.



# Schedule and Process



- Project Stakeholders

- Area Residents, Businesses, and Land Owners
- Webber-Camden Neighborhood Organization
- Victory Neighborhood

# Project Scope

- Replace pavement and curb/gutter
- Address sidewalk gaps and non-ADA compliant walkways
- Provide continuous bicycle facility
- Incorporate utility improvements
- Others: signal upgrades, new signage, and pavement markings

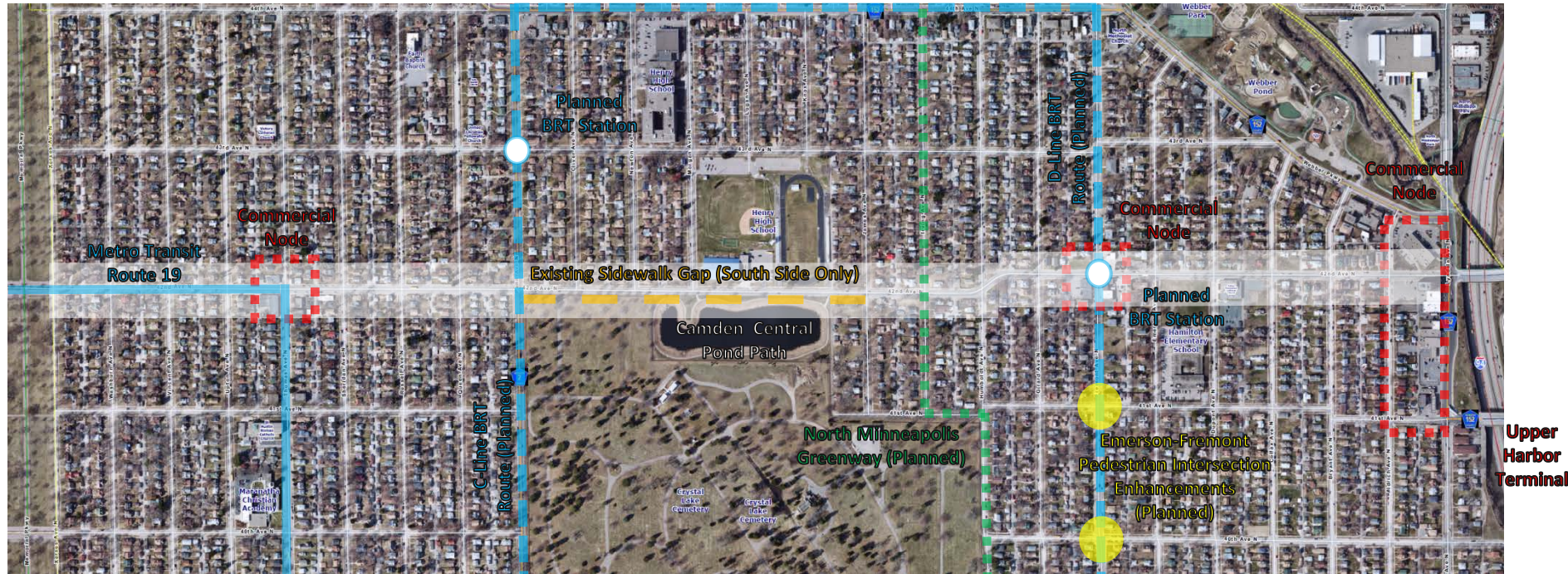


# Design Considerations

- Adjacent Land Uses: Existing and Future
- Existing Right-of-Way Geometry and Tree Canopy
- Design Standards and Guidelines
- Pedestrian, Bicycle, Transit, and Motorized Vehicle Usage
- Winter Operations
- Citywide Plans and Policies
- Nearby Planned and Programmed Projects
  - C-Line and D-Line BRT, Emerson-Fremont Pedestrian Enhancements, Upper Harbor Terminal Redevelopment, and North Minneapolis Greenway



# Design Considerations



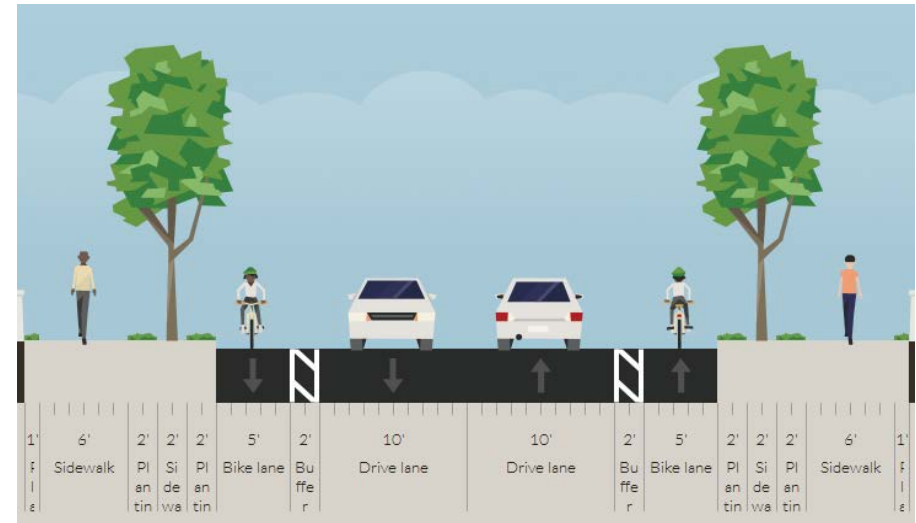
# Design Considerations

## Typical Cross-Section

Existing



Preliminary Concept

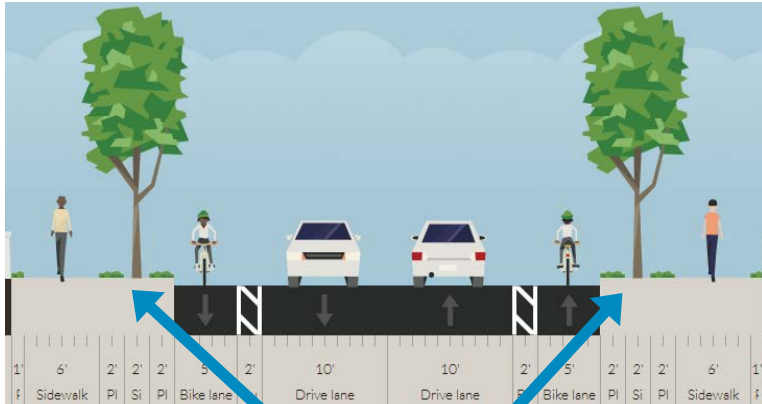


### Project Proposes to:

- Narrow travel lanes
- Provide continuous boulevard
- Enhance pedestrian experience
- Reduce impervious surface area
- Promote multimodal mobility/connectivity
- Establish more comfortable bicycle facility
- Evaluate parking needs

# Corridor Design Considerations

## Corridor “Greening”



Example:  
Looking  
East at  
Colfax Ave



### Current Issues:

Lack of continuous boulevard  
No buffer from street

### Project proposes to:

Establish continuous boulevard  
Provide buffer from street  
Enhance pedestrian realm  
Provide stormwater management  
Replace boulevard trees  
Relocate sidewalk obstructions

# Pedestrian Design Considerations

Example: Looking East at Newton Ave

## Sidewalk Gaps



Existing



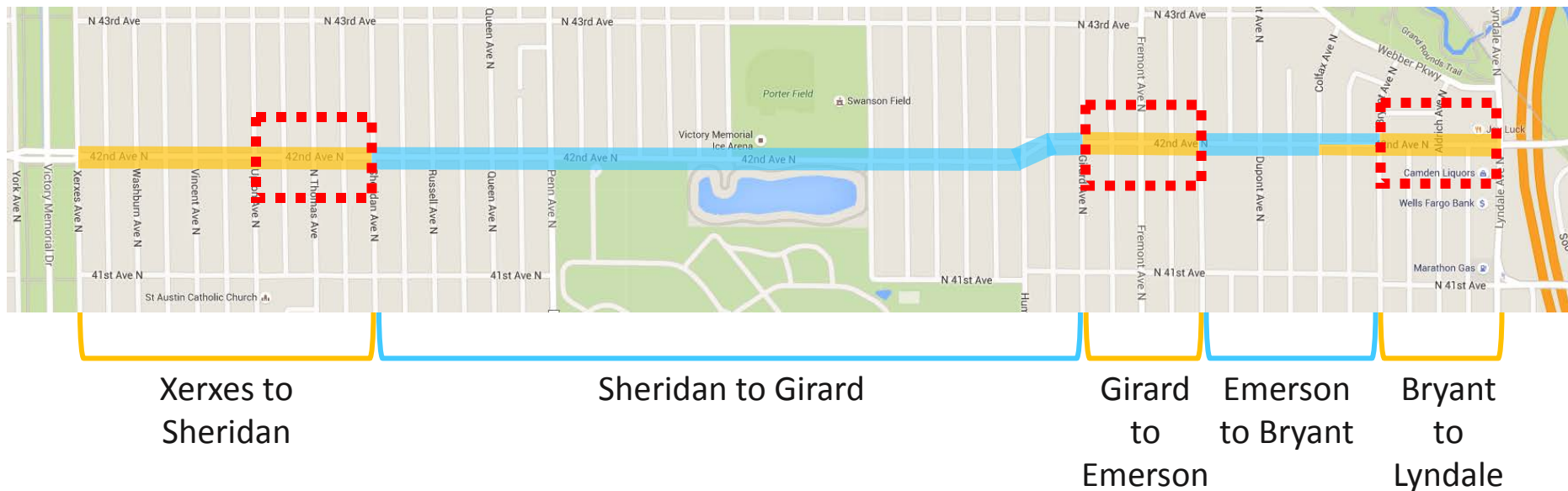
Preliminary Concept






Sidewalk Gap: Penn Ave N to James Ave N (south side only)

# Bicycle Design Considerations

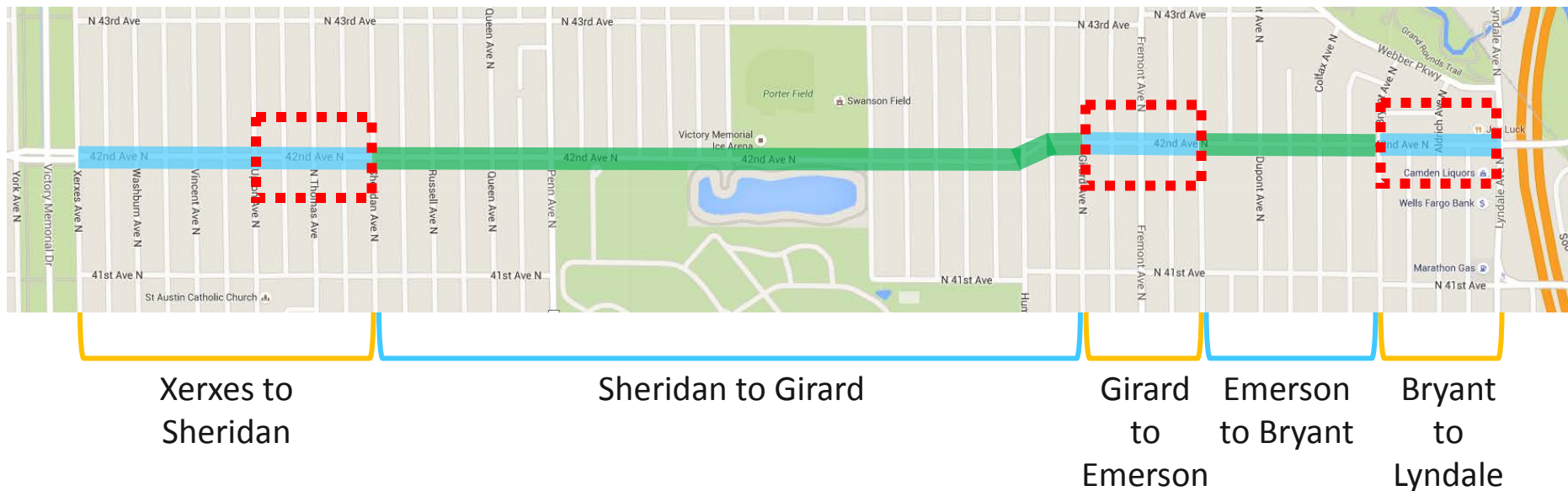
## Existing Bicycle Network






-  Shared/Signed Route
-  Standard Bike Lane
-  On-Street Parking

# Bicycle Design Considerations

## Proposed Bicycle Network

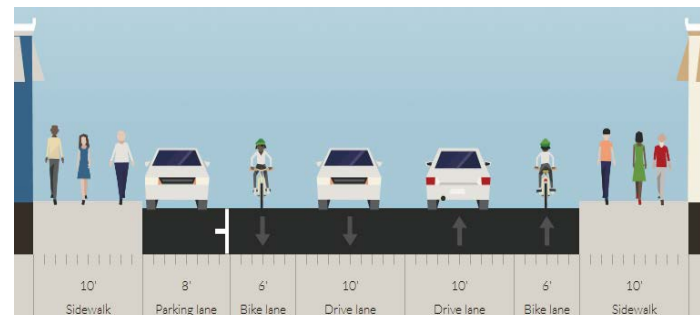
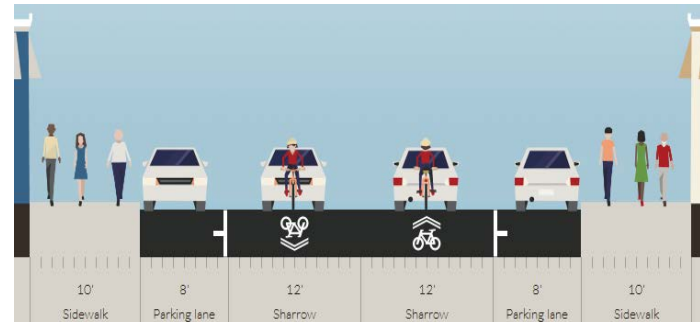


-  Standard Bike Lane\*
-  Buffered Bike Lane
-  On-Street Parking / Commercial Node

*\*May include "Sharrows" at Commercial Nodes*

# Bicycle Design Considerations

## Parking at Commercial Nodes (Examples)



# Parking Considerations

## Parking at Commercial Nodes

### Proposed Changes:

Remove parking on north side of street at:

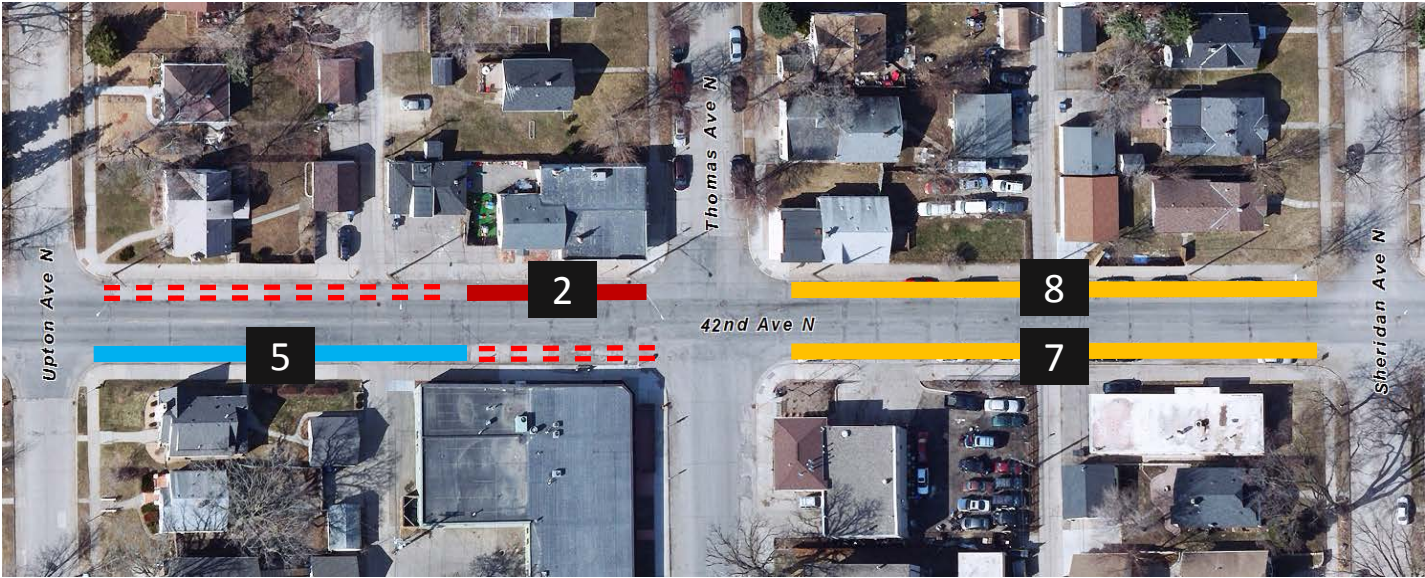
- 1) Upton to Sheridan
- 2) Girard to Emerson
- 3) Bryant to Lyndale

### Supporting Information:

- More space for dedicated bicycle facility
- Parking study indicated average utilization between 30% - 40%
- Parking available on all side streets
- Off-street lots present near Aldrich and Lyndale
- Low intensity land uses at commercial nodes

# On-Street Parking: Upton Ave to Sheridan Ave

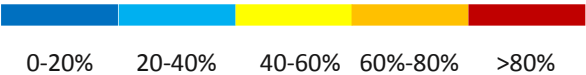
Existing MORNING Parking (10 North, 12 South, 22 Total)



Bus Zone

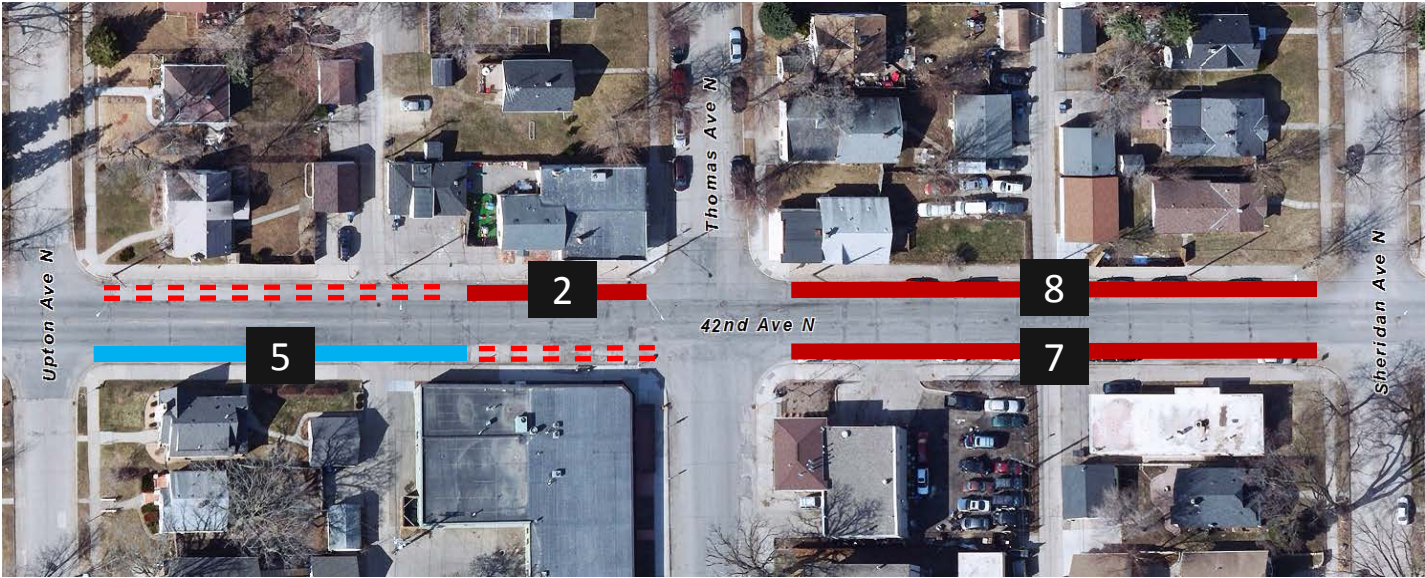
XX Number of Parking Spaces

Parking Occupancy



# On-Street Parking: Upton Ave to Sheridan Ave

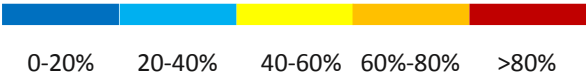
Existing EVENING Parking (10 North, 12 South, 22 Total)



== Bus Zone

XX Number of Parking Spaces

Parking Occupancy



# On-Street Parking: Girard Ave to Emerson Ave

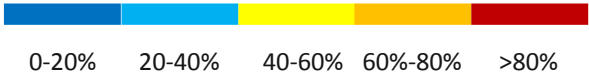
Existing **MORNING** Parking (11 North, 17 South, 28 Total)



==== Bus Zone

XX Number of Parking Spaces

Parking Occupancy



# On-Street Parking: Girard Ave to Emerson Ave

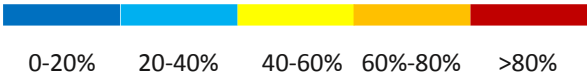
Existing **EVENING** Parking (11 North, 17 South, 28 Total)



==== Bus Zone

XX Number of Parking Spaces

Parking Occupancy



# On-Street Parking: Colfax Ave to Lyndale Ave

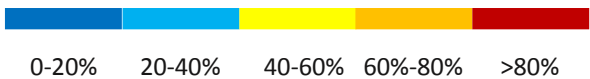
Existing **MORNING** Parking (20 North, 27 South, 47 Total)



== == == No Parking Zone

XX Number of Parking Spaces

Parking Occupancy



# On-Street Parking: Colfax Ave to Lyndale Ave

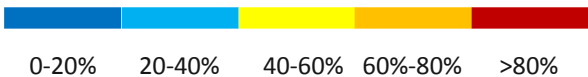
Existing **EVENING** Parking (20 North, 27 South, 47 Total)



== No Parking Zone

XX Number of Parking Spaces

Parking Occupancy



# Next Steps

- Gather input from stakeholders
- Refine/Verify elements of preliminary design
- Seek Council approval of preliminary design
- Conduct detailed engineering work
- Work to finalize design



# Contact Info

Thank you!

- Attendees are welcome to continue discussions with staff at individual stations until 7:30 p.m.
- Submit comments or mail forms back by May 23rd.

## Project Managers

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Project Website: <http://www.minneapolismn.gov/cip/future/WCMS1P-152410>