

Complete Streets

Project Rationale and Overview

37th Ave NE Reconstruction (PV127)

(Central Ave NE – Stinson Blvd)

A. Introduction and Background

Project Location Map



 Project Location

Updated January 28, 2020



Description:	Full reconstruction: <ul style="list-style-type: none"> • 37th Ave NE, from Central Ave NE to Stinson Blvd 		
Project Elements:	<ul style="list-style-type: none"> • Sidewalks, boulevards, curb-extensions, and ADA compliant ramps • Pavement, subbase, curb and gutter 		
Context Considerations:	The project area is primarily residential with some commercial uses at major intersections. Adjacent commercial uses are auto-oriented in nature, and existing sidewalk is only present on the south side of the corridor. Transit operates along the corridor between Johnson and Stinson Blvd (route 4). Transit is also in operation adjacent to the corridor along Central Ave (routes 10, 59). The street is two lanes with parking on both sides. No bike facilities are present along the corridor. Interstate 35W has an access point along the corridor 1.75 miles to the east of the site.		
Length:	1.0 miles	Jurisdiction:	City of Minneapolis, City of Columbia Heights
Ward(s):	Ward 1	Neighborhood(s):	Waite Park, Columbia Heights
Budget:	\$13.4 Million	Funding Sources:	Federal, MSA, Assessments, NDB, Columbia Heights, and other local funds
Schedule:	Planning and Design: 2020 – 2022; Construction: 2023	Agencies:	City of Minneapolis, City of Columbia Heights

CORE TEAM:

Transportation Planning and Programming: Forrest Hardy
Transportation Engineering and Design: Alebel Mehari
Traffic and Parking Services: Nick Racek
Surface Water and Sewers: Jeremy Strehlo
Transportation Maintenance and Repair: Steve Collin
Water Treatment and Distribution Services: Bob Ervin
Community Planning and Economic Development: Jim Voll

B. Existing Conditions

Street Typology:	Neighborhood Connector	Special Roadway Designations:	MSA
Nearby Traffic Generators:	I-35W connects to the corridor via County Road D	Nearby Destinations:	Commercial uses and major intersections of Central Ave and Johnson Street, Silver Lake Village commercial area.
Zoning District(s):	R1, C1, C2	Place Type and Land Use(s):	N/A
Existing R/W Width:	80 feet, property line to property line	Functional Classification:	A Minor Arterial
Year Built and Last Project:	1961 Central Ave to Stinson Blvd	Pavement Condition Index and Year Inspected:	55, Poor (2011)
Relevant Plans and/or Studies:	Transportation Action Plan, Central Ave Small Area Plan		
Planned Development(s):	None in direct vicinity		
Relevant Programmed Improvements:	None in direct vicinity		
Existing Typical Cross-Section, 37th Ave NE 80' ROW assumed			

PEDESTRIAN ELEMENTS

Sidewalks Yes No

Sidewalk Gaps: Yes No

If yes, Describe: There are no sidewalks on the north side for the majority of the project. This gap lies within Columbia Heights jurisdiction.

Other Nearby Multi-Use Trails or Pathways:

Yes No, If yes, list: There is a multi-use trail, one block south of the project in Columbia Park.

Daily Ped Volume: 58 in a 12 hour count

Pedestrian Collisions: 3 reported crashes in the most recent 5-year analysis period (2011 – 2015)

Average Intersection Crossing Distance: 44 ft.

Safe Routes to School Route: Yes No

BICYCLE ELEMENTS

On-Street Bicycle Facility: Yes No, If yes:

Type: n/a

Current or Planned Bikeway in Bicycle Master Plan?

Yes No, If yes, Type: Planned bikeway along 37th Ave NE for the extent of the project

Bike Facility Gaps: Yes No

If yes, describe: Opportunity to connect other

planned bikeways such as Central Ave and Stinson Blvd.

Daily Bicycle Volume: There are no counts in this area.

Bicycle Collisions: 1 (fatal)

Bikeway Connections: Central Ave trail (planned); Stinson Blvd bikeway (planned)

Nearby Facilities: Trail in Columbia Park

TRANSIT ELEMENTS

Transit Service: Yes No If yes:

Bus BRT LRT Streetcar

Routes: 4, 10, 59

Dedicated Transit Lanes: Yes No High-Frequency

Primary Transit Network: Yes No

Existing or Planned Transitway: No

Transit Stop Locations:

Near Side Far Side Mid-Block

Other: Approx 90 boardings/alighting per day

CURBSIDE MANAGEMENT ELEMENTS

On-Street Parking: Yes No If yes, describe: There is currently on-street parking on both sides of the street

Delivery/Loading Zones: Yes No

If yes, Describe: n/a

Valet/Taxi Zones: Yes No

If yes, Describe: n/a

Other, describe: n/a

Areaways: Yes No

If yes, Describe: n/a

PUBLIC REALM FURNISHINGS, GREENING, AND LIGHTING

Public Realm Framework Street Typology (Downtown Only): N/A

Street Furnishings: N/A

Types: none

Locations: none

Greening Features:

Types: Street trees and grass boulevard.

Locations: southside for extent of the corridor

Street Lighting: non-PSLC

Corridor Typology: n/a

- Commercial Nodes If yes, Locations: 37th Ave N at Central
- Central Business District If yes, Locations:
- Activity Center If yes, Locations:

MOTORIZED VEHICLE ELEMENTS

Existing Traffic Volumes: 8,300 (2017)
Existing Truck Volumes (if available): n/a
Motor Vehicle Collisions: 44 crashes
High Crash Rate Location(s):
Intersection Controls: Traffic signal at 37th Ave NE and Central Ave, Johnson St, and Stinson Blvd
Truck Route: Yes No
House Moving Route: Yes No

Prohibited Movement(s): N/A

Atypical Intersection(s): Angled intersections at 37th Ave NE and 37th PI NE, Polk St NE & Tyler St NE
Bridges: Yes No
Rail Crossings: Yes No

Non-Intersection Access: Yes No (If yes, see below)

- Driveways
- Alleys
- Other:

SITE VISIT(S):

Date: 5/1/2020

Observations: Initial site visit; street operations; parking capacity; infrastructure condition.

Date: 11/18/2020

Observations: Follow-up site visit; street operations; parking capacity; site opportunities.

Date 5/14/2021

Observations: Railroad diagnostic meeting with CP Rail and MnDOT Rail Office. Second meeting this date to discuss MCES meter station/vault.

Date:

Observations:

Date:

Observations:

Date:

Observations:

C. Preliminary Design: 0%

PEDESTRIAN AND PUBLIC REALM ELEMENTS/FURNISHINGS

Identified in Pedestrian Master Plan as Pedestrian Needs Evaluation: Yes No

Pedestrian Zone Street Design Type: n/a

Pedestrian and Public Realm Guidelines

	Existing	Guidelines		Design Concept(s)
		Acceptable	Recommended	
Curb/Edge Zone	0.5'	0.5'	0.5'	0.5'
Greenscaping/Furnishing Zone	5'	4'	5'	8.5'
Walk Zone	6'	6'	6'	6'
Frontage	7'	2'	2'	varies

Curb Extension(s) Included: Yes No, if yes describe: Curb extension on side streets.

Other pedestrian elements included or under consideration (see list above): Shelter medians

If design concept is less than recommended, provide explanation: n/a

Design Impact: Improved Unchanged Degraded

Easements Required: Yes No, if yes describe: trail at railroad; other unknown at this time

Street Lighting: Yes No (Refer to Street Lighting Policy), if yes describe: South side is under Minneapolis PSLC

Greening Elements: Yes No (Refer to DPRF and PRG), if yes describe: The project includes wider boulevards to allow for more greening opportunities.

Maintenance Considerations: Snow clearance for standard street and any additional bike facility.

MSA Variance or Design Exception Required: Yes No, if yes describe: Raised crossings on Columbia Heights jurisdiction

Exemption Requested: Yes No

BIKEWAYS ELEMENTS

Identified in Bicycle Master Plan: Yes No

Bicycle Facility: .

Bicycle Guidelines (Access Minneapolis)

	Existing	Guidelines		Design Concept(s)
		Acceptable	Recommended	
	0'	8'	10-12'	10'

Other bicycle elements included or under consideration (see list above): n/a

If design concept is less than desired, provide explanation: n/a

Design Impact: Improved Unchanged Degraded

Easements Required: Yes No, if yes describe: Trail easement at railroad crossing and temporary easements anticipated

If identified in Bicycle Master Plan and not incorporated, provide explanation: n/a

Parking Removal Required: Yes No, if yes describe: Parking removal required along most of corridor

Lane Reduction Required: Yes No, if yes describe: lanes reduced to 11'

Maintenance Considerations: winter maintenance of trail

MSA Variance or Design Exception Required: Yes No, if yes describe: DE for horizontal curve at railroad crossing

Exemption Requested: Yes No

CURBSIDE MANAGEMENT ELEMENTS

Curbside Street Guidelines (Access Minneapolis)

	Existing	Guidelines		Design Concept(s)
		Acceptable	Recommended	
Parking Lane	9'	0'	8'	0-8'
Delivery/ Loading Zone	n/a	n/a	n/a	n/a
Valet/Taxi Zone	n/a	n/a	n/a	n/a
Transit Loading Zone	9'	8'	8'	11' (in-lane)

On-Street Parking Recommendations (if applicable): Remove Maintain N/A

On-Street Loading/Un-Loading Recommendations (if applicable): Remove Maintain N/A

Curb Extensions Recommended: Yes No N/A

Other curbside design elements included or under consideration (see list above): In-lane bus stops

Maintenance Considerations: n/a

MSA Variance or Design Exception Required: Yes No, if yes describe:

MOTOR VEHICLE ELEMENTS

Design Guidelines, Standards, and Plans: Local Street

Design Vehicle: Passenger auto/pick-up (7' plus mirrors)

Street Guidelines

	Existing	Guidelines		Design Concept(s)
		Acceptable	Recommended	
Travel Lane(s)	13'	10'	10'	11'
Turn Lane(s)	0'	10'	10'	10'-11'
Median	0'	6'	6'-8'	7'
Curb and Gutter Zone	2'	2'	1'-2'	2'

Maintains Emergency Vehicle Access: Yes No

Maintains Freight Access: Yes No N/A

Capacity Recommendations: Reduction Maintain Expansion Other:

Other vehicle design elements included or under consideration (see list above): Truck turns at major intersections should be designed to limit impacts to the pedestrian realm

Maintenance Considerations: Winter maintenance of medians by City of Minneapolis

MSA Variance or Design Exception Required: Yes No, if yes describe:

INTERSECTION AND CROSSING ELEMENTS

Street Typology: Mixed Use Community Connector

Design Guidelines: Truck Route

Design Vehicle: WB-40 Intermediate Semitrailer

Controlled Intersections

Location	Description	Concept(s)
37 th Ave NE at Central Ave NE	Traffic signal	Traffic signal w/push-button APS
37 th Ave NE at Johnson St NE	Traffic signal	Traffic signal w/push-button APS
37 th Ave NE at Stinson Blvd	Traffic signal w/push-button APS	Traffic signal w/push-button APS

**Complete Streets
Project Rationale and Overview**

**37th Ave NE Reconstruction
October 2021**

Reduce non-motorized crossing distances: Yes No N/A

Allow for adequate clearance time for non-motorized users: Yes No N/A

Simplify intersection complexity: Yes No N/A

Increase visibility of non-motorized users: Yes No N/A

Reduce conflicts between modes to enhance safety: Yes No N/A

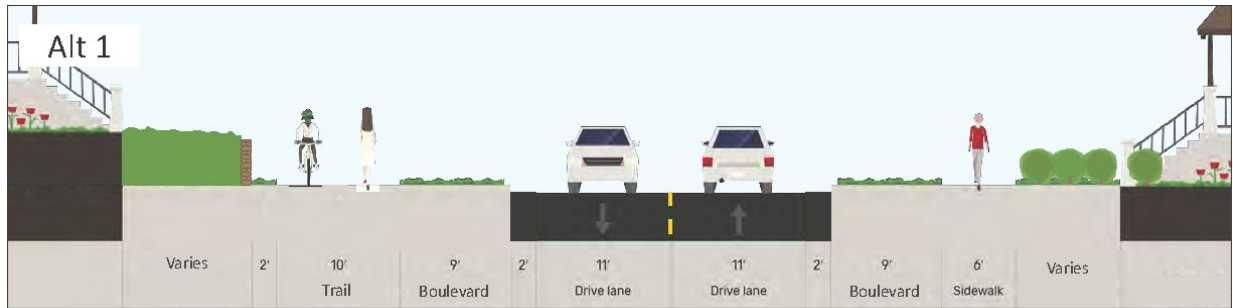
Other traffic signal components included or under consideration: Lead pedestrian interval at Central

Other intersection design elements included or under consideration: Raised crosswalks on side streets

If design recommendation affords motor vehicle elements priority consideration over pedestrian, bicycle, or transit elements provide explanation: N/A

D. Preliminary Design 30%

RECOMMENDED CROSS-SECTION



RECOMMENDED LAYOUT

To be added



E. Outreach and Engagement

- Council Members: Ward 1 Kevin Reich
- Other: [Click here to enter text.](#)

Stakeholder Outreach

- Residents: Notifications sent to residents within a 300' radius
- Neighborhoods: Waite Park Neighborhood
- Advisory Committees: PAC & BAC
- Businesses Notifications sent to adjacent businesses
- Private Property
- Other:

Approach and Summary: Public Works conducted two phases of community engagement for the proposed project. The first phase occurred in winter of 2020/2021 and was used to introduce the project and solicit feedback on existing conditions and uses, opportunities, and issues. The second phase of engagement occurred in spring of 2021 to present the draft concept and to solicit feedback. Engagement activities for each phase included a virtual open house. Notifications were sent via a direct mailing to properties within close proximity to the project, social media ads in the general area, email invitations to those on the project email list and information on the project website. Public Works will continue to coordinate with the adjacent property owners and project stakeholders through final design and construction. Project stakeholders generally agreed with the project goals and supported the recommendations to improve the asset condition of the street, narrow the street to calm traffic, provide wider boulevards for greening and stormwater infrastructure, and add a trail facility. The project was presented to the City's Pedestrian Advisory Committee (PAC) and Bicycle Advisory Committee (BAC) during each of the engagement phases to gather feedback on the project elements, including the recommended layout.

F. Project Meetings

CORE TEAM MEETING 1:

Date: 11/19/2020

Meeting Summary: Introductory presentation of the project to relevant public works divisions.

CORE TEAM MEETING 2:

Date: 1/8/2021

Meeting Summary: Presented updated project layout options to the core team and gathered feedback.

CORE TEAM MEETING 3:

Date: 5/12/2021

Meeting Summary: Presented recommended project layout to the core team and gathered feedback.

CAPITAL PROJECT TASK FORCE MEETING 1:

Date: 11/16/2020

Meeting Summary: Introductory presentation of the project to relevant public works divisions.

CAPITAL PROJECT TASK FORCE MEETING 2:

Date: 6/14/2021

Meeting Summary: Presentation of 30% layout to relevant public works divisions.

PEDESTRIAN ADVISORY COMMITTEE MEETING 1:

Date: 11/19/2020

Meeting Summary: Introduced the project, goals, and guiding policies to the PAC.

PEDESTRIAN ADVISORY COMMITTEE MEETING 2:

Date: 4/15/2021

Meeting Summary: Presented an initial layout recommendation to the PAC and gathered feedback.

PEDESTRIAN ADVISORY COMMITTEE MEETING 3:

Date: 8/19/2021

Meeting Summary: Presented an updated layout recommendation to the PAC and gathered feedback.

BICYCLE ADVISORY COMMITTEE MEETING 1:

Date: 11/10/2020

Meeting Summary: Introduced the project, goals, and guiding policies to the BAC.

BICYCLE ADVISORY COMMITTEE MEETING 2:

Date: 5/18/2021

Meeting Summary: Presented an initial layout recommendation to the BAC and gathered feedback.

BICYCLE ADVISORY COMMITTEE MEETING 3:

Date: TBD

Meeting Summary:

WAITE PARK COMMUNITY COUNCIL

Date: 12/10/2020

Meeting Summary: Introduced project, goals, and guiding policies to the neighborhood organization.

WAITE PARK COMMUNITY COUNCIL 2:

Date: TBD

Meeting Summary:

VIRTUAL PUBLIC MEETING 1:

Date: 1/28/2021

Meeting Summary: Introduced project, goals, background information, guiding policies and project layout alternatives to the general public. There was a total of 60 attendees. The public was notified through mailed postcards, gov delivery electronic notifications, social media ads and the project website.

VIRTUAL PUBLIC MEETING 2:

Date: 5/18/2021

Meeting Summary: Presented recommended layout, rationale, and gathered public feedback. There were a total of 49 attendees. The public was notified through mailed postcards, gov delivery electronic notifications, social media ads and the project website.

G. Project Approvals

CONCEPT APPROVAL: 0%

_____	_____
Transportation Planning and Programming	Date
_____	_____
Transportation Engineering and Design	Date
_____	_____
Traffic and Parking Services	Date

LAYOUT APPROVAL: 30%

_____	_____
Transportation Planning and Programming	Date
_____	_____
Traffic and Parking Services	Date
_____	_____
Transportation Maintenance and Repair	Date
_____	_____
Transportation Engineering and Design	Date
_____	_____
CPED	Date

LAYOUT RECEIPT: 30%

_____	_____
Surface Water and Sewers	Date
_____	_____
Water Treatment and Distribution Services	Date

DESIGN APPROVAL: 60%

_____	_____
<i>Core Team Area:</i>	<i>Date</i>
_____	_____
<i>Core Team Area:</i>	<i>Date</i>

Core Team Area:

Date

DESIGN APPROVAL: 90%

Core Team Area:

Date

Core Team Area:

Date

Core Team Area:

Date

(Note: Provide final signed copies to the Project Sponsor, Customers, and Division Director.)

Concept and Design Changes

Design Benchmark	Date	Design Change(s)	Rationale	CoreTeam Member
30				
60				
90				
100				

Summary of Non-Motorized Complete Streets Elements

Mode	New/Modified Elements
Pedestrian	
Bicycles	
Transit	
Public Realm Elements/Furnishings	

Modal Exemptions

Exemption Requested: Yes No, if yes mode:

Exemption Criteria:

- Cost of a new facility for a particular mode is excessively disproportionate to need or probable future use.
- Documented lack of need (i.e., higher-quality parallel routes in close proximity).
- Constraints related to physical space, emergency vehicle clearance, or right-of-way acquisition.
- Mode is prohibited by law from using the street.

Supporting information:

City Council Approval: Yes No

Date: [Click here to enter a date.](#)

Appendix: Supplemental Information and Analysis

