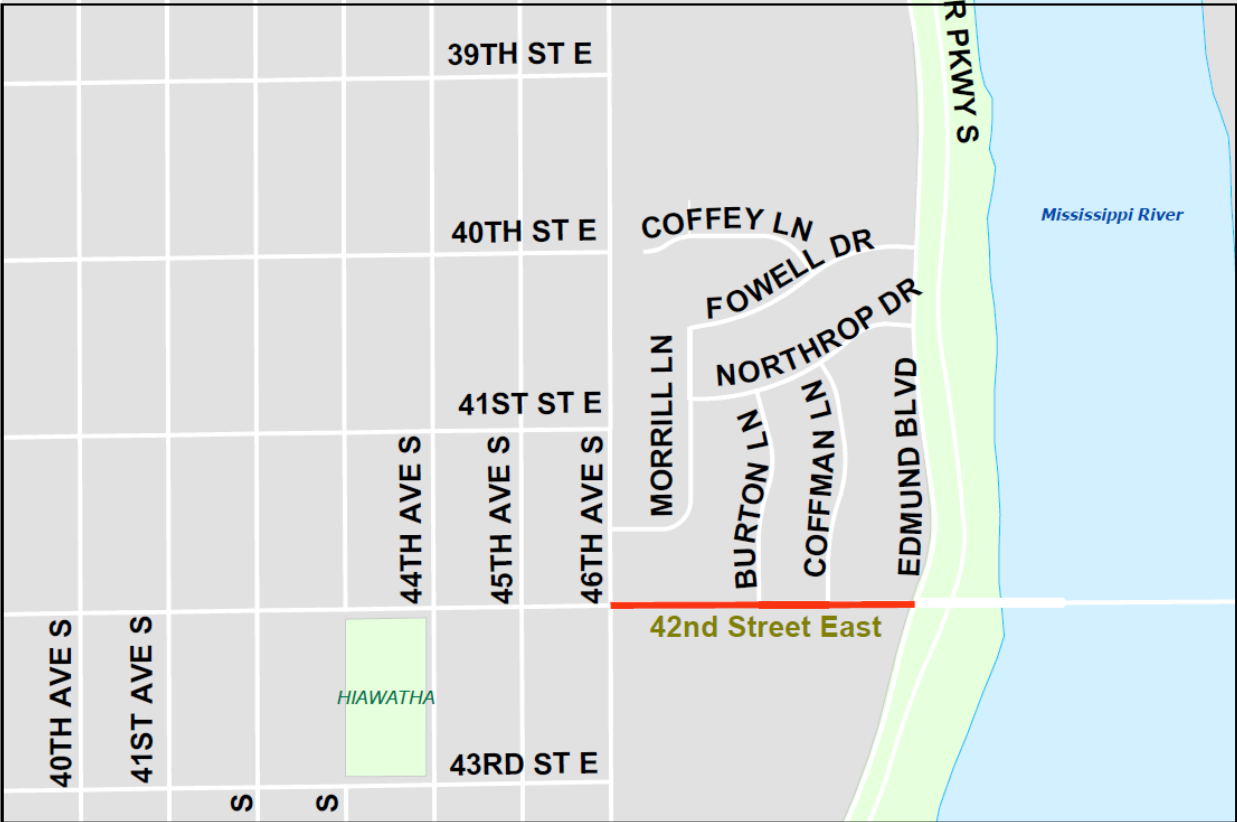


Complete Streets

Project Rationale and Overview

42nd Street East – Street Reconstruction (2021) (46th Avenue South to West River Parkway)

A. Introduction and Background



█ Project Location

Updated August , 2019



Description:	In 2021, the Minneapolis Public Works Department plans to reconstruct approximately 0.22 miles of 42nd Street East from 46th Avenue South to West River Parkway.
Project Elements:	The project is a full reconstruction, involving the entire right-of-way and will include new sidewalks with ADA-compliant pedestrian curb ramps, curb extensions, new protected bikeway, new pavement and subbase, new curb and gutter, expanded boulevards, pedestrian street lighting, and utility improvements as needed. The project will include green infrastructure improvements, new trees, and preservation of existing trees wherever feasible.
Context Considerations:	

**Complete Streets
Project Rationale and Overview**

**(PV131 – 42nd Street East Reconstruction)
(8/11/2020)**

Length:	0.22 miles	Jurisdiction:	City of Minneapolis
Ward(s):	1	Neighborhood(s):	Hiawatha
Budget:	\$1.46 million	Funding Sources:	Net debt bonds, special assessments
Schedule:	<ul style="list-style-type: none"> • 2019/2020: Preliminary design and layout approval • 2020: Detailed design and engineering • 2021: Construction 	Agencies:	NA

CORE TEAM:

Transportation Planning and Programming: Abdullahi Abdulle

Traffic Engineering and Design: Nathan Kemmer

Traffic and Parking Services: William Prince

Surface Water and Sewers: Jeremy Strehlo, Katie Kowalczyk, Lillian Rouillard

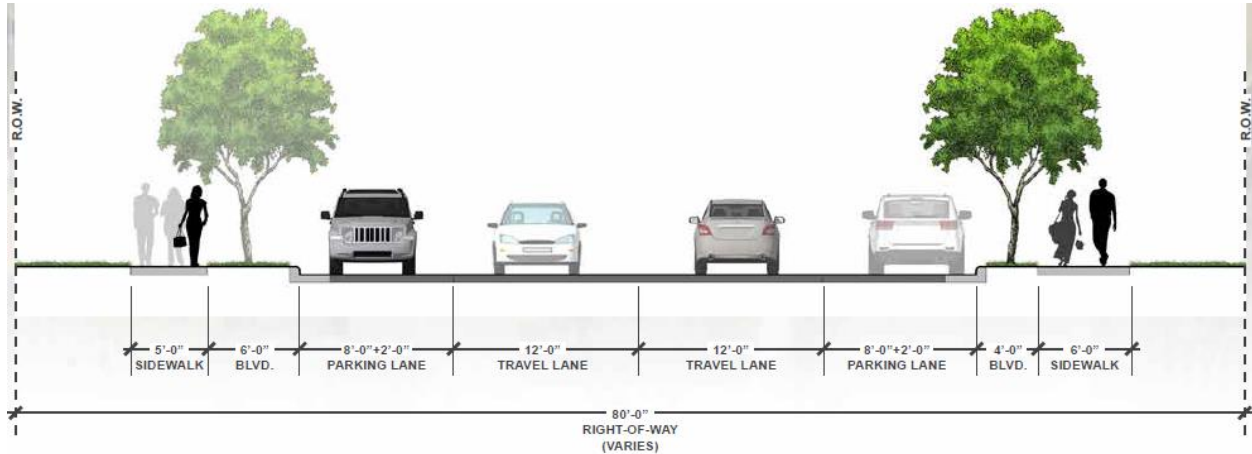
Transportation Maintenance and Repair: Steve Collin

Water Treatment and Distribution Services: Ahmed Al Bayati

Community Planning and Economic Development: N/A

B. Existing Conditions

Street Typology:	Local street	Special Roadway Designations:				Residential (formerly MSA)
Nearby Traffic Generators:	<ul style="list-style-type: none"> 46th Avenue South West River Parkway 	Nearby Destinations:				<ul style="list-style-type: none"> Dowling Elementary School Lower and Middle School Minnehaha Academy St. Peder's Lutheran Church West River Parkway Regional Trail Winchell Trail Hiawatha School Park
Zoning District(s):	<ul style="list-style-type: none"> R1: Single Family Residential R2B: Two-family District 	Place Type and Land Use(s):				Low-density residential with educational and religious institutions
Existing R/W Width:	80'	Functional Classification:				Major Collector
Year Built and Last Project:	1961	Pavement Condition Index and Year Inspected:				PCI: 67 Last Inspected: 2017
Relevant Plans and/or Studies:	<ul style="list-style-type: none"> 46th and Hiawatha Station Area Master Plan 					
Planned Development(s):						
Relevant Programmed Improvements:	<p>Adjacent Projects:</p> <ul style="list-style-type: none"> PV131 – Luella A Anderson residential renovation project which includes Local streets between Edmund Blvd on the east, 46th Avenue South on the west, 38th Street East on the north, and 42nd Street East on the south. This project will be closely coordinated with the reconstruction of 42nd Street East and is expected to occur in 2022. PV056 – 46th Avenue South resurfacing tentatively planned for 2023: 38th St E to 46th St E 					
Existing Cross-Section	Street	Street Length	R/W	Roadway	Next to Road	Sidewalk
	42 nd St E	1160'	80'	44'	4-6'	5-6'



EXISTING CONDITIONS TYPICAL CROSS SECTIONS

PEDESTRIAN ELEMENTS

Sidewalks Yes No

Sidewalk Gaps: Yes No

If yes, Describe: NA

Other Nearby Multi-Use Trails or Pathways:

Yes No, If yes, list: West River Parkway Regional Trail, Winchell Trail

Conflict Points: : West River Parkway, 46th Avenue South

Daily Ped Volume: n/a

Pedestrian Collisions: 1

Avg. Intersection Crossing Distance: 40-45 ft.

Safe Routes to School Route: Yes No

BICYCLE ELEMENTS

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

Type: Sharrows

Current or Planned Bikeway in Bicycle Master Plan?

Yes No, If yes, Type: Near-tear low stress bikeway

Bike Facility Gaps: Yes No

If yes, describe:

Daily Bicycle Volume n/a

Bicycle Collisions: 1

Conflict Points: West River Parkway, 46th Avenue South

Bikeway Connections: West River Parkway Regional Trail, Winchell Trail

Nearby Facilities: West River Parkway Regional Trail, Winchell Trail

TRANSIT ELEMENTS

Transit Service: Yes No If yes:

Bus BRT LRT Streetcar

Routes: n/a

Dedicated Transit Lanes: Yes No High-Frequency

Primary Transit Network: Yes No

Existing or Planned Transitway: NA

Transit Stop Locations: NA

Near Side Far Side Mid-Block

Other: NA

CURBSIDE MANAGEMENT ELEMENTS

On-Street Parking: Yes No If yes, describe: On-street parking is currently permitted west of Burton Lane and restricted and/or prohibited east of Burton Lane for school operations.

Delivery/Loading Zones: Yes No

If yes, Describe: Off-street loading for pick-ups and drop-offs

Valet/Taxi Zones: Yes No

If yes, describe: NA

Other, describe: NA

Areaways: Yes No

If yes, Describe: NA

PUBLIC REALM FURNISHINGS, GREENING, AND LIGHTING

Public Realm Framework Street Typology (Downtown Only): NA

Street Furnishings:

Types: NA

Locations: NA

Greening Features:

Types: Existing boulevards are 4 to 5 feet. 5 to 11 feet boulevard/greening features are proposed along the project corridor.

Locations: entire project length

Street Lighting:

Corridor Typology: Reconstruction projects are expected to have pedestrian scale street lighting.

Commercial Nodes If yes, Locations: NA

Central Business District If yes, Locations: NA

Activity Center If yes, Locations: NA

MOTORIZED VEHICLE ELEMENTS

Existing Traffic Volumes: 1,600

Existing Truck Volumes (if available):

Motor Vehicle Collisions: 2000-2015: 10 total crashes, 1 involving pedestrians and 1 involving a bicyclist

High Crash Rate Location(s): NA

Modal Conflict Point(s): n/a

Intersection Controls: All-way stop at 46th Avenue S, side-stops at Burton Lane, Coffman Lane, and West

River Parkway

Truck Route: Yes No

House Moving Route: Yes No

Prohibited Movement(s): None

Atypical Intersection(s): n/a

Sight Distance Issues: Yes No

Bridges: Yes No

Rail Crossings: Yes No

**Complete Streets
Project Rationale and Overview**

**(PV131 – 42nd Street East Reconstruction)
(8/11/2020)**

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

Driveways

Alleys

Other: [Click here to enter text.](#)

SITE VISIT(S):

Date: 8/15/2019

Observations: Initial site visit with Minneapolis Public Works staff: Abdullahi Abdulle, Nathan Kemmer, Adam Hayow, Forrest Hardy

Date: 2/4/2020

Observations: in-person engagement with Lower and Middle School Minnehaha Academy to introduce the project and understand stakeholder’s project priorities. Public Works staff: Abdullahi Abdulle and Nathan Kemmer

Date: 2/12/2020

Observations: in-person engagement with Dowling Elementary School to introduce the project and understand stakeholder’s project priorities. Public Works staff: Abdullahi Abdulle and Nathan Kemmer

Date: 2/13/2020

Observations: in-person engagement with St. Peder’s Lutheran Church in early February to introduce the project and understand stakeholder’s project priorities. Public Works staff: Abdullahi Abdulle and Nathan Kemmer

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: Residential District

Pedestrian and Public Realm Guidelines (Access Minneapolis)

	Existing	Guidelines		Design Concept(s)
		Acceptable	Recommended	
Curb/Edge Zone	1’	1’	1’	1’
Greenscaping/Furnishing Zone	5’	5’	5’	5-10’
Walk Zone	5’	5’	5’	6’
Frontage	1’	1’	1’	1’

Curb Extension(s) Included: Yes No, if yes describe: Bumpouts at all intersections except at Edmund Boulevard and northwest corner of 46th Avenue South).

Other pedestrian elements included or under consideration (see list above): N/A

If design concept is less than recommended, provide explanation: N/A

Design Impact: Improved Unchanged Degraded

Easements Required: Yes No, if yes describe: [Click here to enter text.](#)

Street Lighting: Yes No (Refer to Street Lighting Policy), if yes describe: Pedestrian scale street lighting

Greening Elements: Yes No (Refer to DPRF and PRG), if yes describe: Boulevards on the north and south sides up to a width of 11’.

Maintenance Considerations:

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

Exemption Requested: Yes No

BIKEWAYS ELEMENTS

Identified in Bicycle Master Plan: Yes No

Bicycle Facility: Identified for consideration for on-street bike facilities in conjunction with street reconstruction.

Bicycle Guidelines (Access Minneapolis)

	Existing	Guidelines		Design Concept(s)
		Acceptable	Recommended	
Bike Trail	0'	8'	12'	10' separated bikeway on the southside

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

If design concept is less than desired, provide explanation: [Click here to enter text.](#)

Design Impact: Improved Unchanged Degraded

Easements Required: Yes No, if yes describe: [Click here to enter text.](#)

If identified in Bicycle Master Plan and not incorporated, provide explanation: [Click here to enter text.](#)

Parking Removal Required: Yes No, if yes describe: removing parking in some segments west of Burton Lane

Lane Reduction Required: Yes No, if yes describe: Existing roadway width is 44', proposed roadway width varies from 24' with no parking on either side to 32' with parking on both sides

Maintenance Considerations: Bike trail on the south side of the street will be maintained by Public Works, this includes snow removal.

MSA Variance or Design Exception Required: Yes No, if yes describe: [Click here to enter text.](#)

Exemption Requested: Yes No

CURBSIDE MANAGEMENT ELEMENTS

Curbside Street Guidelines (Access Minneapolis)

	Existing	Guidelines		Design Concept(s)
		Acceptable	Recommended	
Parking Lane	10' (both sides)	7'	8'	7'
Delivery/ Loading Zone	NA	NA	NA	NA
Valet/Taxi Zone	NA	NA	NA	NA
Transit Loading Zone	NA	NA	NA	NA

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): [Click here to enter text.](#)

Maintenance Considerations: NA

MSA Variance or Design Exception Required: Yes No, if yes describe: [Click here to enter text.](#)

MOTOR VEHICLE ELEMENTS

Design Guidelines, Standards, and Plans: Minneapolis Street and Sidewalk Design Guidelines

Design Vehicle: SU-30 delivery vehicle

Street Guidelines

	Existing	Guidelines		Design Concept(s)
		Acceptable	Recommended	
Travel Lane(s)	12'	8'	10'	9-10'
Turn Lane(s)	NA	NA	NA	NA
Median	NA	NA	NA	NA
Curb and Gutter Zone	2'	2'	2'	2'

Maintains Emergency Vehicle Access: Yes No

Maintains Freight Access: Yes No N/A

Capacity Recommendations: Reduction Maintain Expansion Other: [Click here to enter text.](#)

Other vehicle design elements included or under consideration (see list above): NA

Maintenance Considerations: 42nd St E is planned to be removed from the MSA system

MSA Variance or Design Exception Required: Yes No, if yes describe: [Click here to enter text.](#)

INTERSECTION AND CROSSING ELEMENTS

Street Typology: Community Connector

Design Guidelines: Residential

Design Vehicle: SU-30

Signalized Intersections

Location	Description	Concept(s)
NA	NA	NA

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

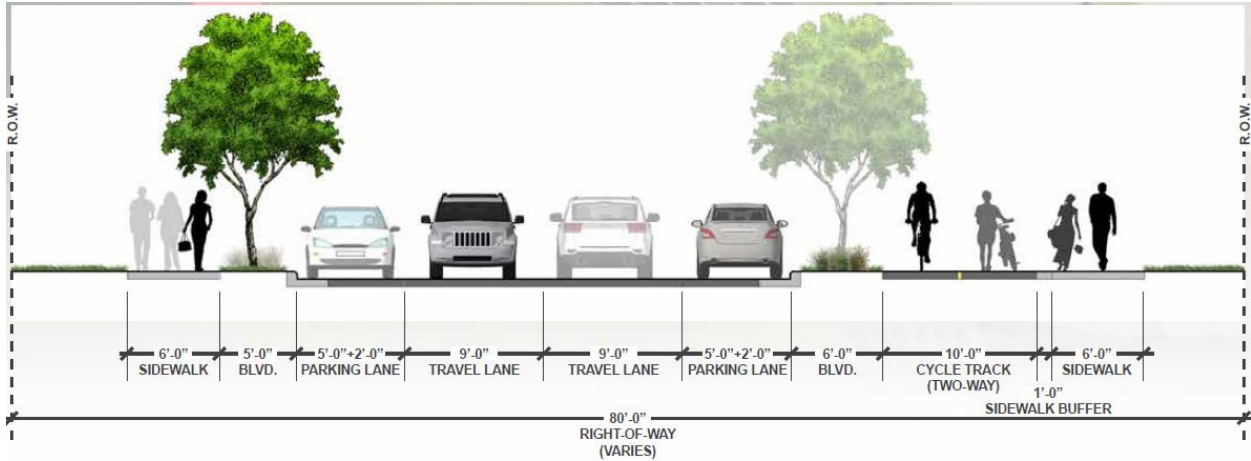
Reduce conflicts between modes to enhance safety: Yes No N/A

Other traffic signal components included or under consideration: NA

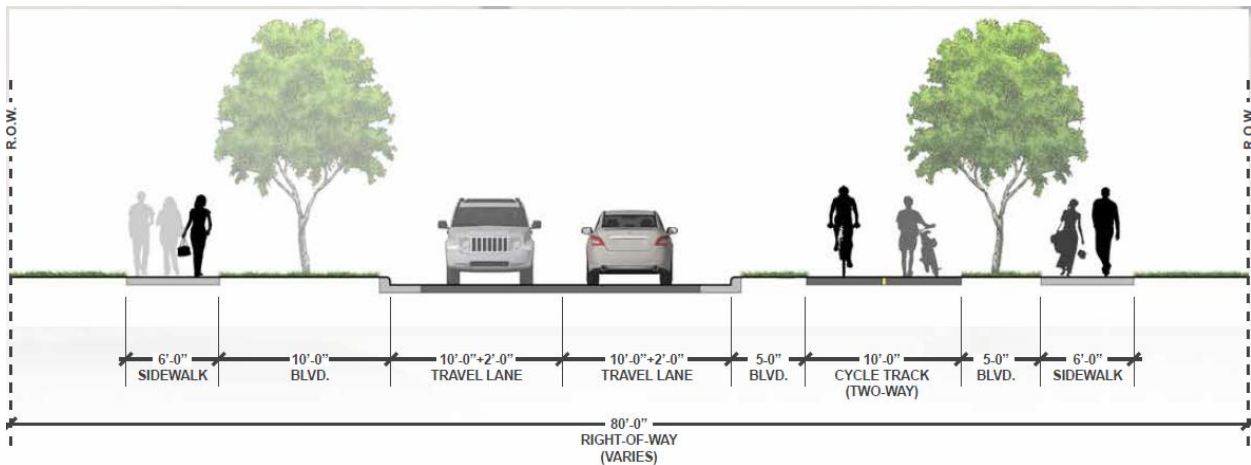
Other intersection design elements included or under consideration: If design recommendation affords motor vehicle elements priority consideration over pedestrian, bicycle, or transit elements provide explanation: NA

D. Preliminary Design 30%

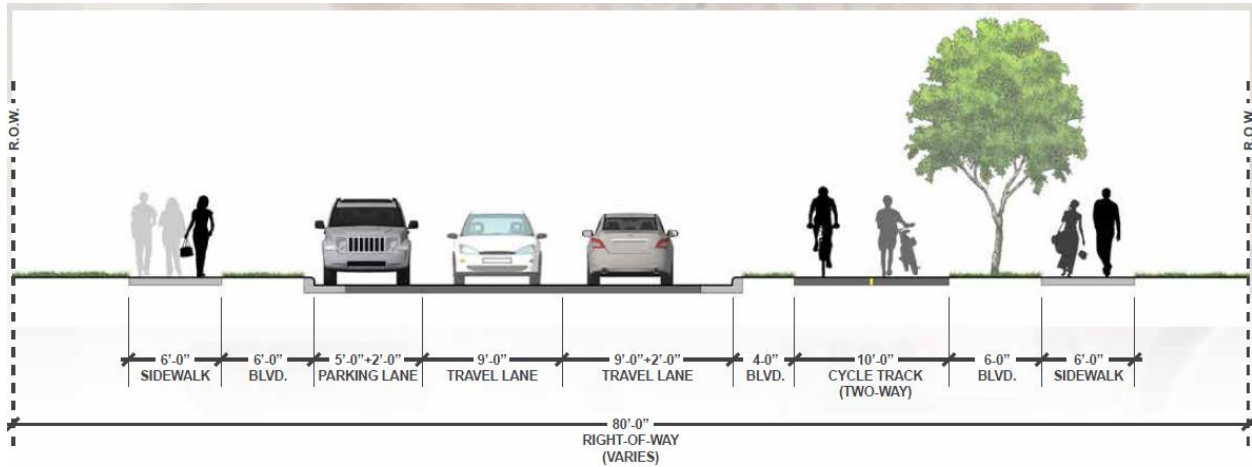
RECOMMENDED CROSS-SECTION



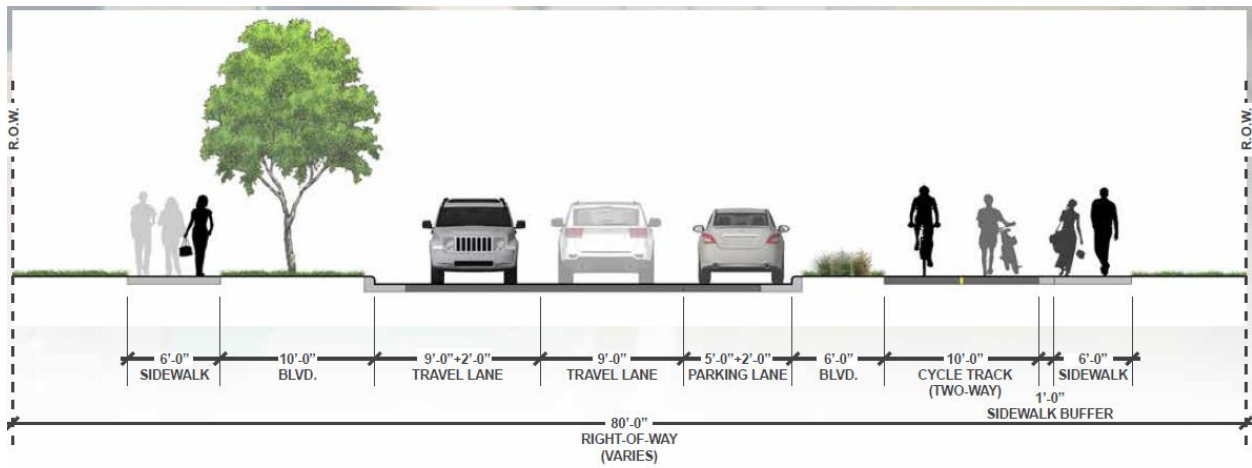
SECTION A: EAST OF 46TH STREET - PARKING BOTH SIDES



SECTION B: WEST OF BURTON LANE - NO PARKING



SECTION C: EAST OF BURTON LANE - PARKING NORTH SIDE



SECTION D: EAST OF COFFMAN LANE - PARKING SOUTH SIDE

RECOMMENDED LAYOUT



E. Outreach and Engagement

Council Members: Met with CM Johnson on 11/6/19 to introduce the project at 0%. Met with CM Johnson on 5/7/20 to showcase the first design

concept at 15%. Met with CM Johnson on 7/28/20 to showcase the final design concept at 30%.

Other: [Click here to enter text.](#)

Stakeholder Outreach

Residents: All residents directly on the project corridor and on adjacent streets.
 Neighborhoods: Longfellow Community Council
 Advisory Committees: Bicycle Advisory Committee, Pedestrian Advisory Committee

Business Associations [Click here to enter text.](#)

Private Property Owners All property owners directly on the project corridor and on adjacent streets.

Other: See approach and summary below.

Approach and Summary:

Public Works has held two rounds of engagement for the 42nd Street East Reconstruction project. The first phase occurred in-person in the form of an open house and in-person meetings with Longfellow Community Council, residents, and other project stakeholders during January and February 2020. This phase of engagement was used to introduce the project and solicit feedback on existing conditions and uses, opportunities, and issues. The second phase of engagement, which occurred virtually during late spring and early summer of 2020, was used to share draft concept alternatives and to solicit feedback from stakeholders. The engagement format used included recorded video presentations, resident mailers, and virtual presentations with stakeholders. In addition to sharing information with nearby residents, the project team closely coordinated with Minneapolis Park and Recreation Board, Dowling Elementary School, Minnehaha Academy Lower and Middle School, and St. Peder's Lutheran Church as part of project engagement.

F. Project Meetings

CORE TEAM MEETINGS:

Date: 10/3/2019

Meeting Summary: Presented overview of project (0%).

Date: 3/23/2019

Meeting Summary: Presented preliminary conceptual design (15-30%).

CAPITAL PROJECT TASK FORCE MEETINGS:

Date: 11/18/2019

Meeting Summary: Presented overview of project (0%).

Date: 6/1/2020

Meeting Summary: Presented final conceptual design (30%).

ADVISORY COMMITTEE MEETINGS:

Date: 2/18/2019

Meeting Summary: BAC Engineering Sub Committee, presented an overview of the project (0%).

Date: 2/20/2020

Meeting Summary: PAC Engineering Sub Committee, presented an overview of the project (0%).

Date: 7/14/2019

Meeting Summary: BAC Engineering Sub Committee, showcased preliminary conceptual design (30%).

Date: 7/16/2020

Meeting Summary: PAC Engineering Sub Committee, showcased preliminary conceptual design (30%).

NEIGHBORHOOD/COMMUNITY MEETINGS:

Date: 1/7/2020

Meeting Summary: Longfellow Community Council – Community Development & Transportation Committee, presented overview of project, goals, and gathered input from audience. Minneapolis Public Works staff: Abdullahi Abdulle, Nathan Kemmer, Mike Samuelson.

Date: 1/15/2020

Meeting Summary: In-person public open house to introduce project, collect public feedback, and answer general questions. Minneapolis Public Works staff: Abdullahi Abdulle, Nathan Kemmer, Adam Hayow. Bolton & Menk Staff: Sarah Lloyd, project engineering consultant attended to observe.

Date: 5/29/2020

Meeting Summary: Recorded video presentation explaining proposed conceptual designs and uploaded to project website. Project team also sent resident mailers with project location, scope, and conceptual designs to property owners along the project corridor. Public Works Staff: Abdullahi Abdulle and Nathan Kemmer.