

## Frequently Asked Questions

38<sup>th</sup> St E Reconstruction

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### *Design*

#### **What will be the lane widths for the project? Can't we keep the existing striping?**

In determining the lane widths, we evaluate the type and number of vehicles and pedestrians that use the street and design to meet their needs.

For streets funded by monies from the state, drive lanes are typically 11-12 feet wide, a continuous left center turn lane is 12-15 feet wide, bike lanes are a minimum 5 feet wide, dedicated right turn lanes are 10-12 feet wide, and vehicle parking lanes are 8-10 feet wide. Drive lanes and turn lanes must also have a minimum of 2-4 feet of reaction distance to the curb. Automobile traffic, parking, and turn lanes are required to meet these and other requirements based on State Statute due to the funding provided by the State (MSA – Gasoline Tax).

For streets not funded by monies of the state, there is more flexibility in developing the width of drive, bike, and parking lanes. The Minneapolis design guidelines for streets and sidewalks are found at the following website:

[http://www.minneapolismn.gov/publicworks/transplan/comp/public-works\\_trans-plan\\_designguidelines](http://www.minneapolismn.gov/publicworks/transplan/comp/public-works_trans-plan_designguidelines)

### **What is involved with a reconstruction project?**

Reconstruction will include removal and replacement of pavement, curb, sidewalk, driveway aprons, signal systems, street lighting, and catch basins. Other work being coordinated with the street reconstruction includes utility upgrades as needed and stormwater management technologies as needed. Utilities include, but are not limited to: water; sanitary; natural gas; storm drain; electricity; cable; fiber optic; and telephone. Stormwater management features may include underground infiltration trenches, stormwater planted areas with trees, sump catch basins, and sand filters.

Properties may also have improvements to their services that can be completed at the same time as the project. This coordination generally will provide cost savings to the property owner as some elements of the restoration can be completed by the project.

Please contact the utility with any questions regarding their work.

### **Will my curb cut/driveway be replaced? Can I add/widen a curb cut/driveway?**

Curb cuts and driveways and requests for them are evaluated on a case by case basis. Curb cuts increase the potential conflict points with pedestrians, vehicles, and reduce parking opportunities. In most situations, to reduce the opportunity for pedestrian/vehicle accidents, multiple drives onto a single property will be combined to a single curb cut. The width of the curb cut is determined by the vehicles using the entrance and the type of property (e.g., two way entrances for automobiles to a commercial property is typically 15 feet wide). If you have a specific request regarding you curb cut, please forward the request in writing to the project engineer by December 31, 2014.

### **What is the current level of use of the street? Do we have crash data for the corridor? Where are the points of concern?**

The most recent evaluations of traffic indicate the corridor has 6,700 vehicles per day, 250 bicyclist per day, and 630 pedestrians per day. Since 2000 there have been 26 reported accidents with 8 injury accidents.

**Are traffic signals being replaced/constructed as part of this project?**

The project scope does not include any intersections with signal work. The Minneapolis Traffic Division will evaluate the traffic levels and usages for this project and determine what traffic control devices are warranted.

**Will there be a reduction of parking on the corridor?**

Removal of on street parking is being considered as part of the project design.

**Will there be street trees/landscaping on the corridor?**

The current layout does show boulevard space in many locations of the corridor. Trees will be placed by Minneapolis Park & Recreation where appropriate. In general, to place trees a minimum of a 5.5 foot boulevard is required. Areas where a boulevard is not possible due to space constraints, trees placement may be considered with suitable infrastructure improving/protecting the root zone. Turf will be placed in reconstructed boulevards.

**What bike facilities will be incorporated?**

38<sup>th</sup> St E is identified in the Bicycle Master Plan Map as a candidate for bike lanes with street reconstruction. A striping and signage plan has not been completed; however, the bike lanes would be striped in accordance with State Ordinance and Minneapolis design guidance.

For more information on City bicycle routes please refer to the Bicycle Master Plan located at <http://www.minneapolismn.gov/bicycles/projects/plan> .

**What about accommodations for Pedestrians?**

The project scope will include improving pedestrian areas. These improvements may consist of wider bump outs/curb extensions, reducing pedestrian crossing distances, and updated pedestrian ramps. The increased amount of boulevards will allow for more sod and trees to be incorporated as a separation between traffic and pedestrians.

For more information on City guidance for design of pedestrian facilities, please refer to the Pedestrian Master Plan located at [http://www.minneapolismn.gov/pedestrian/projects/pedestrian\\_pedestrian-masterplan](http://www.minneapolismn.gov/pedestrian/projects/pedestrian_pedestrian-masterplan).

### **What other changes will be happening in the area?**

Over time, new development along the 38th Street corridor will bring more multifamily housing and retail, especially in areas near the light rail station. The 38th Street Station Area Plan ([http://www.minneapolismn.gov/cped/planning/plans/cped\\_38th-home](http://www.minneapolismn.gov/cped/planning/plans/cped_38th-home)), which was adopted by the City Council in 2007 after an extensive community process, articulates the types of changes that may happen in the coming years as property owners choose to redevelop their properties into transit-supportive land uses. The plan calls for 38th Street to be lined with mixed-use buildings that have housing on the upper floors and retail on the first floor fronting the street. New development of this type will result in more people walking and bicycling in the area, adding to the mix of people already using the corridor to access the light rail station. The design process for the reconstruction will take this future condition into account.

### ***Construction***

#### **When will construction work begin and where?**

Final construction staging has not been determined. We will be coordinating this with impacted properties on the corridor the winter before construction starts.

Our general time line has the construction of the project to start in 2016.

Please contact the utility with any questions regarding their work.

#### **Can I buy paving stones encountered during removal of the pavement?**

Removal of material from the project is not permitted. There are pavers from City projects available for purchase. We have a website with more information:

[http://www.minneapolismn.gov/publicworks/public-works\\_bricks\\_index](http://www.minneapolismn.gov/publicworks/public-works_bricks_index)

#### **What will the street lighting be like?**

38<sup>th</sup> St E is located in a pedestrian priority corridor. As such, the reconstruction project will include a new lighting system that will use City standards for fixture styles, spacing of fixtures, and uniformity of light appropriate for pedestrian areas. For additional information on the City's lighting policy, please visit the following website:

<http://www.minneapolismn.gov/publicworks/streetlighting/index.htm>

**Do my water/sanitary services need replacement?**

Property owners are responsible for their service connection to the mainline. Property owners who have service line in need of replacement are encouraged to coordinate with the project to save on pavement restoration costs. The City of Minneapolis does not inspect the service lines prior to reconstruction.

## ***Finance***

### **How much are property assessments going to be?**

Property assessments are calculated based on the square footage of the property owner (called influence area – see attached sheet).

The assessment will be determined using current Uniform Assessment Rates which are determined by Council at the end of year prior to construction. For general information, 2014 assessment rates for residential and non-residential properties are as follows:

Residential: \$0.80/Sq. Ft.

Non Residential: \$2.39/Sq. Ft.

Several examples of the assessment calculation are shown on the last pages of the packet attached. A regular residential sized lot of 40 ft by 150 ft would have an assessment of approximately \$4,800.

An assessment letter that explains the assessment process and the amount calculated for the property will be sent out in early the year of construction. A public meeting will be held to answer any questions you may have regarding assessments (the time and location will be indicated in the assessment letter). A public hearing in front of the TPW Committee of the City of Minneapolis Council (the time and location will also be indicated in the assessment letter) will be held to give you opportunity to voice questions, concerns, or support of the project.

If you so choose, you can have the assessment placed on your property taxes for payment over 20 years. The property owner will be charged the interest rate for the bonds sold to cover the assessment. Additional information on assessments is shown on the attached document.

### **How is the roadway reconstruction work being paid for?**

A project is paid for by various funding sources. These sources include state gas tax funds (Municipal State Aid funds), property assessments, Storm sewer revenue, and City general obligation bonds (net debt bonds).

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