

PUBLIC WORKS AND UTILITIES COMMITTEE

09-0748R

AS AMENDED

RESOLUTION ADOPTING TYPICAL SECTION DESIGN FOR THE  
GLENWOOD STREET RECONSTRUCTION PROJECT, CITY PROJECT NO.  
0647TR/0244TR.

CITY PROPOSAL:

RESOLVED, that the Duluth City Council adopts the following typical section for the reconstruction of Glenwood Street from 43rd Avenue East to 60th Avenue East (City Project No. 0647TR/0244TR, S.P. 118-162-013):

(a) 44 feet in width, ~~to include two 11-foot driving lanes, one ten-foot parking lane and two six-foot bike lanes. One side will be signed no parking; sidewalks will be provided on both sides of the street;~~

(1) Total width is 44 feet;

~~(2) Two 11-foot driving lanes primarily for motor vehicles;~~

~~(3) A six-foot bike lane on both the north and south sides of the street;~~

~~(4) Parking allowed on only one side of the street;~~

~~(5) Standard width city sidewalks on both the north and south sides of the street.~~

ENG CP:jh 12/11/2009

STATEMENT OF PURPOSE: With this resolution the city council adopts the typical section proposed for the Glenwood Street reconstruction project from 43rd to 60th Avenues East. While not required, a resolution from the council allows the design to proceed with clear direction on this major city roadway.

The city solicited and received a variety of comments from citizens about their priorities for the design and use of the road related to width, parking and other considerations. This type of feedback is invaluable for our engineers in order for them to balance the interests and perspectives of all the users of our city streets. Clearly, Glenwood Street is a critical connection through Lakeside and Lester Park as well as being an important connection from the Miller Mall area and Woodland neighborhood to the eastern part of the city and the North Shore. We believe we have come up with a design that will effectively balance these varying perspectives and meet the design standards of a municipal state aid route such as Glenwood Street.

We have developed the proposed typical section which accommodates residents, pedestrians and bicyclists as well as other traffic needs. The width for this section will be 44 feet. Parking would be maintained on one side of the street and would be removed from one side. The side for removal has not yet been determined, and will require a separate resolution in the future designating the no parking zone. Bicycle lanes would be added in each direction to expand the city's bike route system. The width of the driving lanes has been minimized to 11 feet to help reduce speed and improve safety, as well as to reduce expansion of the street. Sidewalks would be included on both sides of the street to improve and ensure a comprehensive pedestrian network.

Additional public meetings will be held in January to address design and construction questions regarding sewers, watermains and effects upon individual properties. There will be communications and public hearings regarding special assessments for the Glenwood Street reconstruction. City Project No. 0647TR/0244TR, S.P. 118-162-013.