



Minneapolis Street Lighting Policy Revision



Minneapolis Department of Public Works
Traffic & Parking Services Division
March 24, 2015

Background

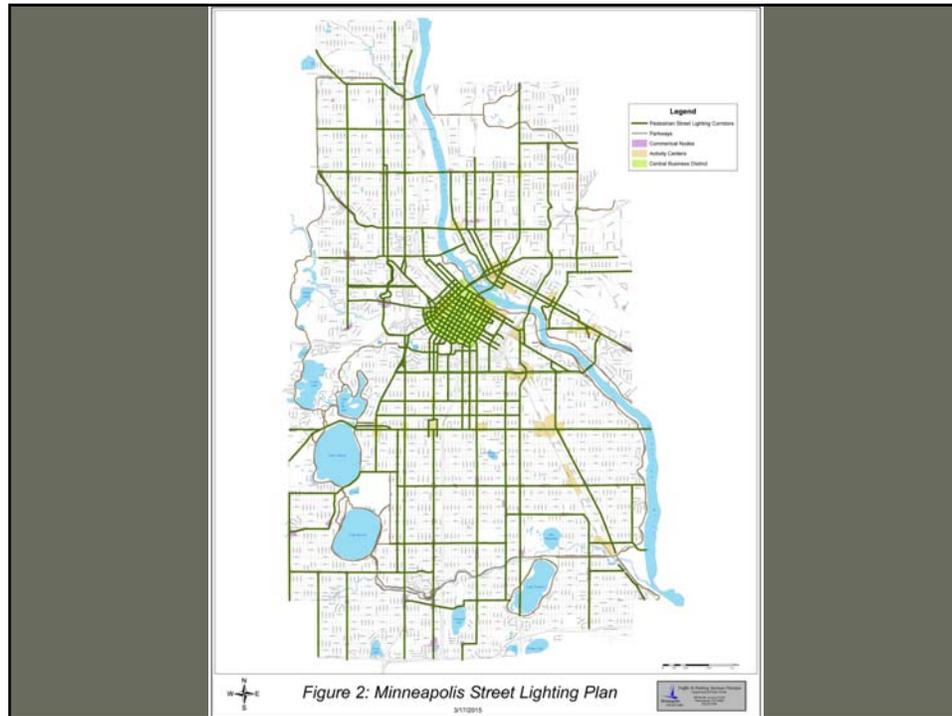
- 2009 – Council adopted Street Lighting Policy
- 2013 – Council made changes in three areas: funding mechanism, petition process and non-assessable properties
 - Council actions to apply these changes to seven street reconstruction projects (now completed)
 - Council action for new capital street lighting program for pedestrian corridors (started with 2014 budget)
- March 2015
 - Revision of Policy document to incorporate changes
 - Information regarding new Pedestrian Street Lighting Corridor Program

2015 Street Lighting Policy Update

- Document has been substantially re-written for clarity, legibility and understanding
- Key 2013 policy changes:
 - Funding for lighting on CBD and Pedestrian Street Lighting Corridor streets now part of reconstruction projects
 - Petition process for reconstruction projects eliminated for CBD and Pedestrian Street Lighting Corridors (no longer necessary)
 - Clarification for non-assessable properties and how they are handled in the petition and funding of street lighting projects
 - End of Service Life – clarification of process for re-installation

2015 Street Lighting Policy Update

- Other 2015 Changes
 - Pedestrian Priority Corridor (PPC) → Pedestrian Street Lighting Corridor (PSLC)
 - This is to avoid confusion with other pedestrian priorities which may be used in non-street lighting contexts
 - LED (Light Emitting Diode) fixtures are now City standard.
 - Will be used with all new or future installations
 - Conversion of existing fixtures currently underway
 - Private Development: new street lighting will be required with new development adjacent to their property street frontage along CBD and PSLC streets



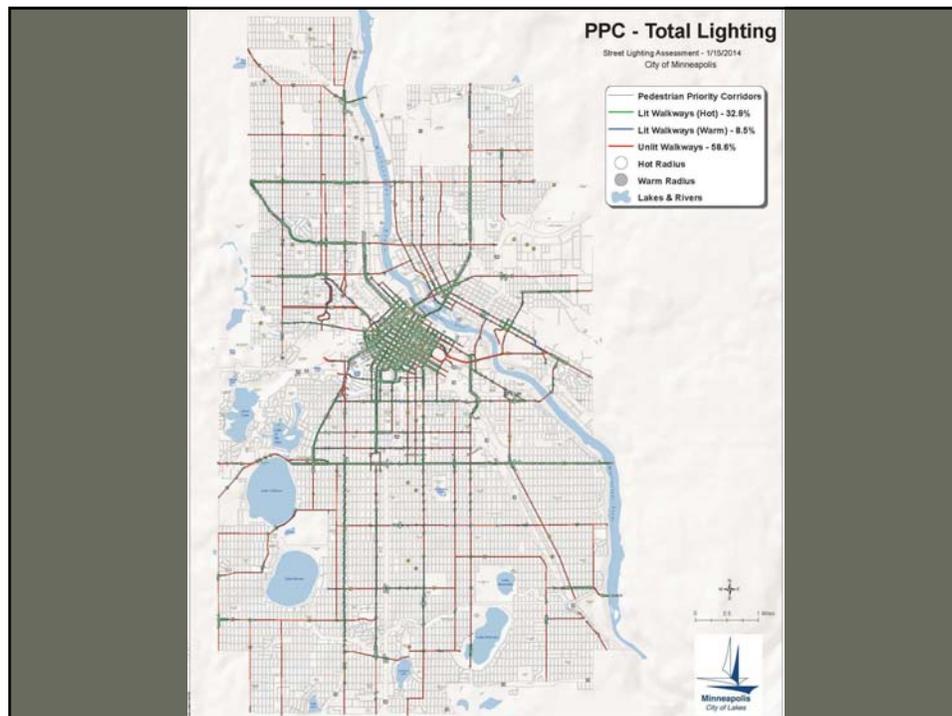
Pedestrian Street Lighting Corridor (PSLC) Capital Program

- New capital program created in 2014. Implementation will begin with 2015 construction season
 - \$1.0 million available for 2015
 - \$1.895 million currently programmed 2016-2019
 - Funding is ~\$500,000 per year, equivalent to approximately 40-60 poles per year (about 5-9 long blocks per year)
- How should we prioritize use of these funds?

PSLC Prioritization Methodology

1) Existing lighting system, future needs and gaps

- Mapped existing lighting system and estimated light levels
 - Approximately 1/3 of the system is lit to the Policy Standards
 - Approximately 2/3 of the system is not lit to standard
- Identified needs and gaps



PSLC Prioritization Methodology

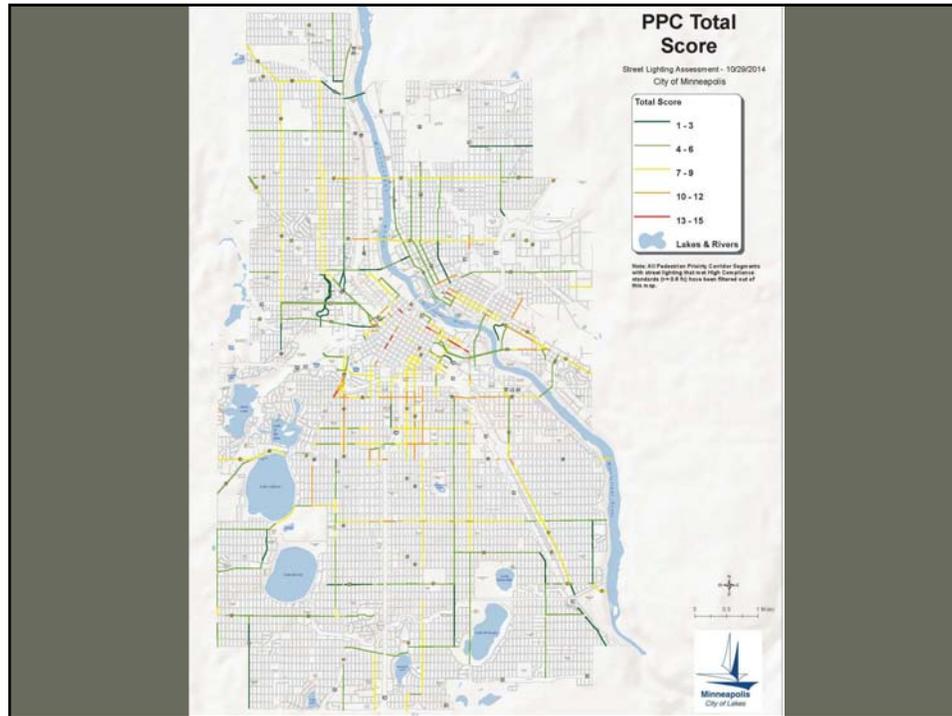
2) Developed and applied criteria

- Transportation-related criteria
 - Street typology
 - Primary transit network
 - Pedestrian crashes
 - Bicycle crashes and facilities
- Equity-related criteria
 - Crime density
 - Racial/Ethnic population
 - Economic (areas of concentrated poverty)
- Other issues: street reconstruction plans, other related projects, logical street light project sizes

PSLC Prioritization Methodology

3) Conclusions

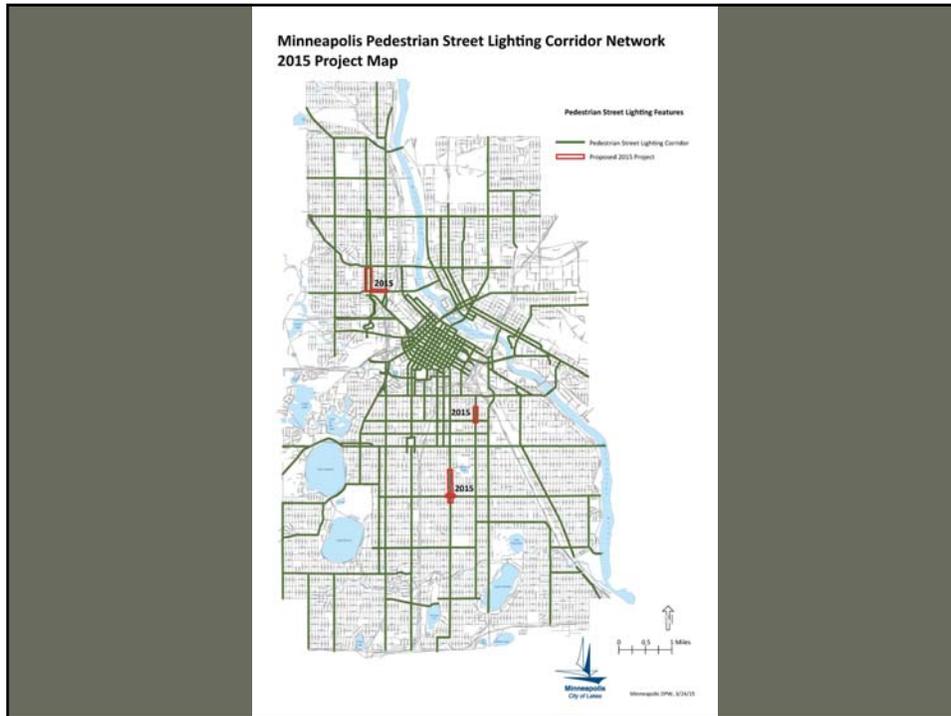
- Most highly-ranked (transportation criteria) corridors already meet Policy Standards
- Future street lighting investment should focus on remaining transit/commercial corridors where a high level of pedestrian use is expected
- Equity criteria point to four planning communities: Near North, Camden, Phillips and Powderhorn
- Explore partnerships and projects that can further leverage the PSLC program investment



PSLC Prioritization Methodology

4) Pedestrian Street Lighting Corridor program

- Four locations recommended for 2015 street light installation:
 - Plymouth Ave N – Emerson to Lyndale Ave
 - Emerson/Fremont Avenues N – Plymouth to Broadway Ave
 - Chicago Ave S – 34th to 39th St
 - Bloomington Ave S – 24th to 26th St



PSLC 2015 Next Steps

- Location & Design Review for 2015 Projects
- Construction expected to begin May 2015
- Future projects will come through the annual Capital Improvement Program budget process

Questions?