

Complete Streets Checklist for Capital Projects



A. Project Overview

Project Name: Hennepin Avenue Reconstruction
Improvement Type: Reconstruction
City Project ID: PV118
Facility Jurisdiction: City of Minneapolis
External Agencies: Metro Transit

Project Length: 0.75 miles
Project Limits: Washington Avenue to 12th Street
Date Completed: 4/22/2016
TPP Project Manager: Simon Blenski
TED Project Manager: Chris Engelmann



Project Location

Description:	The proposed project is a complete reconstruction of Hennepin Avenue from Washington Avenue to 12th Street.		
Project Elements:	The proposed project will reconstruct the pavement surface, curb and gutter, sidewalks, and consideration of adding a protected bicycle facility as well. Landscaping, lighting, and street furniture may also be included in the project.		
Context Considerations:	The right-of-way width varies from 88 feet wide between 10 th Street and 12 th Street to 100 feet wide between Washington Avenue and 10 th Street.		
Ward(s):	3,7	Neighborhood(s):	Downtown West
Budget:	\$15.625 million	Funding Sources:	Federal, MSA, Assessments, Net Debt Bonds, Sewer Enterprise
Schedule:	Preliminary Planning/Design: Winter/Spring 2016 Concept approval by June 2016. Final Design 2019. 2020-2021 construction.		

B. Existing Conditions

Street Typology:	Activity Area Street	Special Roadway Designations:	MSA Route 313								
Nearby Traffic Generators:	Downtown Minneapolis	Nearby Destinations:	Central Library, Hennepin Theater District, Target Center								
District(s):	Downtown	Place Type and Land Use(s):	High Density Commercial, Retail, and Residential								
Existing R/W Width:	100' – Between Hennepin and 10 th ; 88' Between 10 th and 12 th Streets	Functional Classification:	A-Minor Augmentor								
Year Built and Last Project:	1986	Pavement Condition Index and Year Inspected:	8 th Street to 12 th Street - 62/100 (measured in 2012), 3 rd Street to 8 th Street - 53/100 (measured in 2012) Washington Ave N to 3 rd Street- 23/100 (measured in 2012)								
Relevant Plans and/or Studies:	Plan-It Hennepin, Access Minneapolis, Metro Transit Arterial Transitway Corridors Study										
Planned Development:	There is a new development planned for the Nicollet Hotel block.										
Relevant Programmed Improvements	Nicollet Mall reconstruction project, 4 th Street reconstruction, 8 th Street reconstruction, Washington Avenue reconstruction, Downtown Pedestrian Improvements, and HSIP signal improvements.										
Existing Cross-Section	Hennepin Avenue Typical Cross-Section (Looking North)										
			Width (in feet)								
	Segment	Length	Pedestrian Zone	Through Lanes	Left Turn Lane	Through Lanes	Bike Lane	Pedestrian Zone	Total		
	<i>Between Washington and 10th Street (odd blocks)</i>	<i>3,270' overall</i>	<i>20.5'</i>	<i>13.5'</i> <i>11'</i>	<i>10'</i>	<i>11'</i> <i>13.5'</i>		<i>20.5'</i>	<i>100'</i>		
	<i>Between Washington and 10th Street (even blocks)</i>	<i>3,270' overall</i>	<i>20.5'</i>	<i>18.5'</i> <i>11'</i>		<i>11'</i> <i>18.5'</i>		<i>20.5'</i>	<i>100'</i>		
<i>Between 10th Street and 11th Street</i>	<i>370'</i>	<i>14.5'</i>	<i>18.5'</i> <i>11'</i>		<i>11'</i> <i>18.5'</i>		<i>14.5'</i>	<i>88'</i>			
<i>Between 11th Street and 12th Street</i>	<i>370'</i>	<i>14.5'</i>	<i>13'</i> <i>11'</i>	<i>10'</i>	<i>11'</i> <i>11'</i>	<i>3'</i>	<i>14.5'</i>	<i>88'</i>			

PEDESTRIAN ELEMENTS

Sidewalks Yes No
If yes: Total Width: 15-20'
Sidewalk Gaps: Yes No
If yes, Describe: N/A
Other Nearby Multi-Use Trails or Pathways:
Yes No, If yes, list

Conflict Points: Intersections and Driveways
Pedestrian Volumes: 4,340-7,670
Pedestrian Collisions: 53 (2013-2015)
Ave. Intersection Crossing Distance: 59 ft.
Safe Routes to School Route: Yes No
Level Driveway Crossings: Yes No N/A

BICYCLE ELEMENTS

On-Street Bicycle Facility: Yes No, If yes:
Type: Bike Lane/Shared Use Bikeway
Dimensions: 6' bike lanes and 17' shared lanes
Current or Planned Bikeway in Bicycle Master Plan?
Yes No, If yes:
Standard Bike Lane Shared Use Facility
Bicycle Boulevard Protected Bike Lane
Bike Facility Gaps: Yes No
If yes, describe: Lack of a comfortable and consistent
north/south route
Bicycle Volumes: 630-1,540 per day

Bicycle Collisions: 17 (2013-2015)
Conflict Points: Intersections, bus stops, and
driveways
Existing Bikeway Connections: Washington Avenue,
3rd Street, 4th Street, 6th Street, 9th Street, 10th Street,
11th Street, 12th Street.
Planned Bikeway Connections: Washington Ave
Off-Street Bikeway Facilities: None
Other Nearby Bikeway or Multi-Use Trail Facilities:
1st Ave N, Cedar Lake Trail, West River Parkway,
Loring Bikeway.

TRANSIT ELEMENTS

Transit Service: Yes No If yes:
Bus BRT LRT Streetcar
Routes: 3,4,6,7,9,12,14,61,141,643,649,663,721,724
Number of Transit Stops: 13 N/A
Dedicated Transit Lanes: Yes No If yes
describe: 4T

High-Frequency Transit Network: Yes No
Existing or Planned Transitway: Yes No If yes,
describe: Arterial BRT
Transit Stop Types:
Near Side Far Side Mid-Block
Other: 4T

CURBSIDE MANAGEMENT ELEMENTS

On-Street Parking: Yes No If yes, describe: Between 11th and 12th Street there is an existing parking bay on
west side with 6 metered stalls. Between 6th and 7th street there is an existing parking bay on the east side with 7
metered stalls with evening valet use.

One-Side (Width: _____ ft.)
Two-Side (Width: _____ ft.)

Metered
Peak Period Restrictions If yes, describe: 4T

Delivery/Loading Zones: Yes No
If yes, Describe: 4T

Areaways: Yes No
If yes, Describe: Possibly, Need to be identified

Valet/Taxi Zones: Yes No
If yes, Describe: Located between 6th and 7th Street
Other, describe: 4T

PUBLIC REALM FURNISHINGS, GREENING, AND LIGHTING

Public Realm Framework Typology (Downtown Only): Destination Corridor

Street Furnishings:

Types: Lighting, Benches, Planters, Banners, Bus shelters

Locations: Between Washington Avenue and 12th Street

Greening Features:

Types: Trees and planters

Locations: Between Washington Avenue and 12th Street

Street Lighting:

Corridor Typology: Pedestrian Street Lighting Corridor

Commercial Nodes If yes, Locations: 4T

Central Business District If yes, Locations: Between Washington Avenue and 12th Street

Activity Center If yes, Locations: 4T

MOTORIZED VEHICLE ELEMENTS

Existing Traffic Volumes: 15,600 to 18,600 (2015)

Existing Truck Volumes (if available): N/A

Projected Traffic Volumes: 0.25% annual growth

Motor Vehicle Collisions: 281 (2013-2015)

Critical Crash Rates (if available): Yes No

If yes describe: 4T

Modal Conflict Point(s): Crosswalks, Transit Stops

Intersection Controls: Signals

Truck Route: Yes No If yes describe: MSA Route

House Moving Route: Yes No If yes describe: 4T

Prohibited Movement(s): Intersecting One-ways

Design Vehicle: WB-50

Accommodations for Freight: Yes No

Skewed or Atypical Intersection(s): Skewed Intersections

Roadway Restrictions: N/A

Known Drainage Issues: Yes No

If yes describe: 4T

Sight Distance Issues: Yes No

Bridges: Yes No

Rail Crossings: Yes No

C. Preliminary Design: 0%

CORE TEAM:

Transportation Planning and Programming: Simon Blenski, Don Pflaum
 Traffic Engineering and Design: Chris Engelmann
 Traffic and Parking Services: Allan Klugman
 Surface Water and Sewers: Kelly Moriarity
 Transportation Maintenance and Repair: Steve Collin
 Water Treatment and Distribution: Bob Ervin
 Community Planning and Economic Development: Beth Elliot, Lacy Shelby

SITE VISIT(S):

Date: 11/25/2015
 Observations: General walk, noted pedestrian and furnishing elements
 Date: 12/6/2015
 Observations: Observed AM Rush
 Date: 2/8/2016
 Observations: Observed PM Rush
 Date: 4/15/2016
 Observations: Noted Pedestrian Space between 11th and 12th Street
 Date: 11/25/2015
 Observations: Observed PM Rush and noted pedestrian and furnishing elements

PEDESTRIAN AND PUBLIC REALM ELEMENTS/FURNISHINGS

Included in Project: Yes No
 Identified in Pedestrian Master Plan as Pedestrian Needs Evaluation: Yes No
 Additional Technical Analysis: Yes No, if yes list (provide in appendix):
 Street Design Type: Activity Street

Pedestrian and Public Realm Guidelines

	Existing	Guidelines		Design Concept(s)
		Acceptable	Recommended	
Curb/Edge Zone	2'	0.5'	0.5'	0.5'
Protected Bikeway	0'	9'	9'	6.5'
Landscaping/Furnishing Zone	6'	7'	8.5'	7'
Walk Zone	6'	6'	8'	8'
Frontage	6'	1.5'	3'	3'
Total	20'	24'	29'	25'

Other pedestrian elements included or under consideration (see list above): Curb Extensions
 If design recommendation is less than recommended, provide explanation: While desired, a wider furniture zone is not possible due to other corridor needs.
 Design Impact: Improved Unchanged Degraded
 Easements Required: Yes No
 Street Lighting: Yes No (Refer to Street Lighting Policy), if yes describe: Pedestrian Street Lighting Corridor
 Street Furnishings: Yes No (Refer to DPRF and PRG), if yes describe: Project includes trees

Greening Elements: Yes No (Refer to DPRF and PRG), if yes describe: Project includes trees

Maintenance Considerations: Special Service District final payment for existing street furniture is in 2020.

BIKEWAYS ELEMENTS

Included in Project: Yes No

Identified in Bicycle Master Plan: Yes No

Additional Technical Analysis: Yes No, if yes list (provide in appendix): Analyzed in the Protected Bikeways Plan

Street Typology: Activity Street

Bicycle Facility: Protected Bikeway (off-street)

Bicycle Guidelines

	Existing	Guidelines		Design Concept(s)
		Acceptable	Recommended	
Bikeway	0'	5'	6'	5'
Roadway Buffer	0'	2'	4'	2'

Other bicycle elements included or under consideration (see list above): 4T

If design recommendation is less than desired, provide explanation: Maximizing pedestrian space

Design Impact: Improved Unchanged Degraded

Easements Required: Yes No

If identified in Bicycle Master Plan and not incorporated, provide explanation: N/A

Maintenance Considerations: Snow and ice control must be considered.

CURBSIDE MANAGEMENT ELEMENTS

Included in Project: Yes No

Additional Technical Analysis: Yes No, if yes list (provide in appendix): Evaluate need and feasibility of curbside uses between 6th-7th and 11th-12th.

Street Typology: Activity Street

Curbside Street Guidelines

	Existing	Guidelines		Design Concept(s)
		Acceptable	Recommended	
Parking Lane	0'	10'	0'	0'
Delivery/ Loading Zone	0'	10'	0'	0'
Valet/Taxi Zone (between 6 th and 7 th)	8'	10'	0'	TBD
Transit Loading Zone	0'	10'	0'	0'

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): There is a curb cut between 6th and 7th street

If design recommendation is given priority consideration over pedestrian, bicycle, or transit facilities provide explanation: NA

Maintenance Considerations: Snow and ice control should be considered

MOTOR VEHICLE ELEMENTS

Additional Technical Analysis: Yes No, if yes list (provide in appendix): SYNCHRO and VISSIM Models

Street Typology: Activity Street

Design Guidelines, Standards, and Plans: MnDOT State-Aid

Design Vehicle: WB-50

Street Guidelines

	Existing	Guidelines		Design Concept(s)
		Acceptable	Recommended	
Travel Lane(s)	13.5'-18.5'	11'	11'	11'
Turn Lane(s)	10'	10'	0'	10'
Median	n/a	n/a	n/a	n/a
Curb and Gutter Zone	2'	2'	2'	2'

Other Design Considerations, including reaction zones: Consider variance to reduce lane widths and reaction zones to allow more sidewalk space (not required, but recommended)

Variance or Design Exception Required: Yes No

Maintain Emergency Vehicle Access: Yes No

Maintain Freight Access: Yes No N/A

Capacity Recommendations: Reduction Maintain Expansion Other: 4T

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

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

Maintenance Considerations: n/a

INTERSECTION AND CROSSING ELEMENTS

Included in Project: Yes No

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

Additional Technical Analysis: Yes No, if yes list (provide in appendix): Signal Warrants and Capacity Analysis

Street Design Type: Commercial District

Street Typology: Commerce Street

Design Guidelines: MnDOT State Aid

Design Vehicle: WB-50

Signalized Intersections

Location	Description	Concept(s)
All Intersections	Signalized	ADA Ped ramps
All intersections	Signalized	APS with countdown timers

Does design address the following:

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

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

Reduce non-motorized wait times: 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: APS with countdown timers

Other intersection design elements included or under consideration: ADA pedestrian ramps

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

Maintenance Considerations: Snow and ice control must be considered

OUTREACH AND ENGAGEMENT

Council Members: Goodman, Frey, and Reich.

Other: 4T

Stakeholder Outreach

Residents: Two community meetings were held on February 17, 2016 and on April 25, 2016

Neighborhoods: Meetings with DWNA and North Loop Neighborhood

Advisory Committees: BAC, PAC, and MACOPD

Business Associations WDBA, DID, and BOMA

Private Property Owners March 6 and March 17, 2016

Other: Minneapolis Downtown Council, Minneapolis Bicycle Coalition, and Hennepin Theatre Trust

Approach and Summary: A Technical Advisory Committee was formed to meet monthly to discuss and resolve technical challenges. Meetings with individual stakeholders are being held to identify specific technical issues to be resolved.

RECOMMENDED CONCEPT

See attachment.

D. Preliminary Design: 30%

RECOMMENDED CROSS-SECTION

See 0% Recommendation

RECOMMENDED LAYOUT

TBD

Project Meetings

CORE TEAM MEETINGS:

Date: 1/14/2016

Meeting Summary: Meeting to introduce project, discuss project components, and review initial alternatives

Date: 2/11/2016

Meeting Summary: Meeting to review refined alternatives and SimTraffic analysis

Date: 3/10/2016

Meeting Summary: Meeting to review refined alternatives and VISSIM analysis

Date: 4/14/2016

Meeting Summary: Meeting to review draft corridor concept

Date: 5/12/2016

Meeting Summary: Meeting to discuss grant application and remaining project schedule

CAPITAL PROJECT TASK FORCE MEETINGS:

Date: 12/21/2015

Meeting Summary: Presented 0% concept

Date: 5/9/2016

Meeting Summary: Presented 20% concept

ADVISORY COMMITTEE MEETINGS:

Date: 1/21/2016

Meeting Summary: PAC Infrastructure and Engineering Subcommittee; meeting to introduce project

Date: 3/16/2016

Meeting Summary: MACOPD; meeting to introduce project and to learn about existing challenges

Date: 4/6/2016

Meeting Summary: MACOPD Access Committee; meeting to introduce project and to learn about existing challenges

Date: 4/19/2016

Meeting Summary: BAC Engineering Subcommittee

Date: 4/21/2016

Meeting Summary: PAC Infrastructure and Engineering Subcommittee

NEIGHBORHOOD/COMMUNITY MEETINGS:

Date: 1/20/2016

Meeting Summary: North Loop Land Use Committee

Date: 2/3/2016

Meeting Summary: Warehouse District Business Association

Date: 2/5/2016

Meeting Summary: DID Greening and Public Realm Committee

Date: 2/8/2016

Meeting Summary: Building Owners and Managers Association (BOMA)

Date: 2/9/2016

Meeting Summary: Downtown Minneapolis Neighborhood Association (DMNA)

Date: 2/10/2016

Meeting Summary: Hennepin Theatre Trust

Date: 3/9/2016

Meeting Summary: DID Transportation Committee

Date: 3/17/2016

Meeting Summary: Meeting with Shorenstein to evaluate parking bay between 6th St and 7th St

Date: 4/5/2016

Meeting Summary: DMNA

Date: 4/6/2016

Meeting Summary: BOMA, Hennepin Theatre Trust, and other property owners

Date: 4/6/2016

Meeting Summary: Minneapolis Bicycle Coalition

Date: 4/13/2016

Meeting Summary: DID Transportation Committee

Date: 4/15/2016

Meeting Summary: CVS Parking

Date: 4/15/2016

Meeting Summary: VIP Hair and Nail Salon Parking

Date: 4/15/2016

Meeting Summary: Warehouse District Business Association

Date: 4/22/2016

Meeting Summary: DID Greening and Public Realm Committee

**Minneapolis Complete Streets
Checklist for Capital Projects**

Hennepin Avenue Reconstruction Project

Date: 5/2/2016

Meeting Summary: DID furnishing zone review

Date: 5/4/2016

Meeting Summary: BAC/PAC field visit to Park Avenue

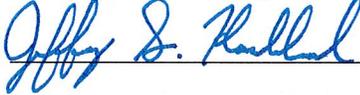
Date: 5/17/2016

Meeting Summary: Project for Public Places Workshop

CONCEPT APPROVAL: 0%



Transportation Planning and Programming



Transportation Engineering and Design

5/27/16

Date

5/27/16

Date

LAYOUT APPROVAL: 30%

Core Team Area:

Date

DESIGN APPROVAL: 60%

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

DESIGN APPROVAL: 90%

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

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	Core Team Member
30				
60				
90				
100				

Summary of Non-Motorized Complete Streets Elements

Mode	New/Modified Elements
Pedestrian	The new design will allow for street furniture to be replaced and placed within a defined furnishing zone. This will allow for a more continuous sidewalk than what exists today. There will also be greater separation between pedestrians and moving traffic. The new design allows for bump-outs at cross-streets and a narrower Hennepin Avenue results in shorter crossing distances/times.
Bicycles	A protected bikeway is recommended per the approved City of Minneapolis Protected Bikeway Plan.
Transit	The new design allows for new Metro Transit shelters and arterial BRT elements such as real time signage and more transparent shelters. Floating Bus Islands placed in front of the protected bikeway will reduce conflicts between bicyclists and pedestrians. Spacing for bus stops has also been increased to improve travel times.
Public Realm Elements/Furnishings	The new design will create an opportunity for modern streetscape elements. This design assumes that trees, lighting, benches, planters, and other streetscape elements will be added as part of the Hennepin Avenue special service district.

Modal Exemptions

Exemption Requested: Yes No, if yes mode: 4T

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: 4T

City Council Approval: Yes No

Date: 4T