

**Minneapolis Community Planning and Economic Development Department
Location and Design Review
2016 – 2020 Capital Improvements**

Date: June 4, 2015

Capital Projects: 2016 – 2020 Capital Improvement Program Projects

Departments Submitting the Projects: Various

Contact Person and Phone: Indicated in attached Capital Budget Requests and project summaries

CPED Planning Staff Person and Phone: Joseph Bernard, (612) 673-2422

Proposal Description: As described in the attached Capital Budget Requests and project summaries

Background: Location and Design Review is the name for the City’s process for reviewing capital projects for consistency with the City’s adopted comprehensive plan. Location and Design Review is required under Minnesota State Law Chapter 462.356 (Subd. 2), as well as the City’s Charter, Chapter 13, Section 4. The Charter language is the origin of the term “Location and Design Review”, as it stipulates: “No public improvements shall be approved or authorized to be constructed in the City, nor indebtedness incurred therefore, until the location and design of the same have been approved by the City Planning Commission, provided in such case of disapproval the Commission shall communicate its reason to the City Council, and the majority vote of such body shall be sufficient to overrule such disapproval.”

Location and Design Review of capital projects results in one of three determinations:

1. Consistent, No Review Required (NRR). The project is consistent with the comprehensive plan, and no additional review will be required by the City Planning Commission in the future.
2. Additional Review Required (ARR). The project concept is consistent with the comprehensive plan, but because of the scope of work, magnitude of the investment, or sensitivity due to environmental, heritage preservation or other factors, additional review will be needed when more project details are available.
3. Not consistent. The City Planning Commission may determine that the project is inconsistent with the City’s comprehensive plan (This determination may be overruled by the City Council per the City Charter).

The following list of projects are to be evaluated for Location and Design Review (see Recommended Findings). They are being proposed for funding as part of the City’s 2016 – 2020 Capital Improvement Program (CIP). As such, they are in the process of being prioritized and commented on by the City’s Capital Long-Range Improvement Committee (CLIC), an appointed citizen’s committee. The recommendations of CLIC will be forwarded to the Mayor and City Council. In most cases, the projects that require Location and Design Review are new. That is,

they have not been part of the City’s five year CIP in past years. Additional detailed information on each item is described in capital budget requests (CBRs) which are attached herein. Projects that are not new to the CIP are identified with an “*”.

Authority for Review:

City Charter: Chapter 13, Section 4. "No public improvements shall be approved or authorized to be constructed in the City, nor indebtedness incurred therefor, until the location and design of the same have been approved by the City Planning Commission, provided in case of disapproval the Commission shall communicate its reason to the City Council, and the majority vote of such body shall be sufficient to overrule such disapproval."

State Law: Chapter 462.356 (Subd. 2). "...no publicly owned interest in real property within the municipality shall be acquired or disposed of, nor shall any capital improvement be authorized by the municipality or special district or agency thereof or any other political subdivision having jurisdiction within the municipality until after the planning agency has reviewed the proposed acquisition, disposal, or capital improvement and reported in writing to the governing body or other special district or agency or political subdivision concerned, its findings as to compliance of the proposed acquisition, disposal or improvement with the comprehensive municipal plan."

Conformance with Comprehensive Plan: These capital projects are in conformance with the City’s comprehensive plan, as evaluated by City staff in the attached Capital Budget Requests and project summaries.

Recommended Findings:

CPED Staff recommends that the following projects are deemed **consistent** with the comprehensive plan, with **no further review required**.

Capital Projects for 2016-2020 Capital Program

Project	Staff Recommendation
BR112 Nicollet Avenue Reopening *	NRR
PV072 Pedestrian Improvements Program	NRR
PV108 Concrete Streets Rehabilitation Program	NRR
PV101 29th St W Pedestrian Connection *	NRR
PV113 29th St W Phase 2	NRR
PV114 U of M Protected Bikeways	NRR
PV115 Emerson & Fremont Aves N Pedestrian Enhancements	NRR
PV117 Broadway St NE (Stinson Blvd to City Limits)	NRR
PV118 Hennepin Ave (Washington Ave N to 12th St S)	NRR
BIK28 Protected Bikeways Program	NRR
WTR29 Columbia Heights Campus Upgrades	NRR

CPED Staff recommends that the following project concepts are deemed **consistent** with the comprehensive plan; however **additional review will be needed when more project details are available**.

Project	Staff Recommendation	Requested Information
WTR18 Water Distribution Facility *	ARR	Location not identified
MPD02 Property & Evidence Warehouse *	ARR	Location not identified
PV111 46th Ave S (46th St S to Godfrey Parkway)	ARR	Historic review by HPC as required in Ch. 599 of the Code of Ordinances
PV116 North Loop Pedestrian Improvements	ARR	Historic review by HPC as required in C. 599 of Code of Ordinances
PSD17 New Solid Waste & Recycling Facility *	ARR	Location not identified

Attachments:

- Capital Budget Requests subject to Location and Design Review
- [All Capital Budget Requests for 2016 – 2020](#) (link only)



Project Title: Nicollet Ave Reopening

Project ID: BR112

Project Location: Lake St E to Cecil Newman Lane
City Sector: Southwest
Initial Year in 5 Year Plan: 2010
Project Start Date: 4/15/20
Submitting Department: Public Works
Contact Person: Meseret Wolana

Affected Wards: 6
Affected Neighborhood(s): Whittier
Estimated Project Completion Date: 11/30/20
Department Priority: 46 of 46
Contact Phone Number: (612) 673-3527
Prior Year Unspent Balances: \$0

Project Description:

This project will provide the infrastructure (bridge and street) needed to re-open and reconnect Nicollet Avenue through the Kmart site (Lake to Cecil Newman Lane). No cost for right-of-way is included in the current project estimate; the current assumption is that the redevelopment project would provide the necessary right-of-way however no redevelopment plan for this site has been proposed to date.

Purpose and Justification:

The communities surrounding this site have been asking for the reopening of Nicollet Avenue for years. The objective is to re-create the city grid network, improve the urban environment, and to foster commercial traffic on Nicollet Avenue while retaining residential traffic on 1st and Blaisdell Avenues. Nicollet Avenue is realizing business growth on both sides of the current Kmart site, with Eat Street to the north and the now-emerging business area between 35th and 38th Streets. In addition, momentum for reopening and reconnecting Nicollet Avenue is being bolstered by recent planning efforts regarding a new transit station at Lake Street and 35W along with potential new freeway access ramps.

Anticipated Funding Sources (In Thousands)	2020	Totals by Source
Net Debt Bonds	1,280	1,280
Municipal State Aid	2,750	2,750
Special Assessments	170	170
Totals by Year	4,200	4,200

Describe status and timing details of secured or applied for grants or other non-City funding sources:

There are no non-City funding sources secured for this project. It is expected that the work of the recently formed Nicollet Reopening Task Force will result in better project definition and timing that could lead to improved outside funding opportunities.

Operations & Capital Asset Maintenance:

Is this request for new or existing infrastructure? New

What is the expected useful life of the project/Improvement? 75

What is the estimated annual operating cost increase or (decrease) for this project? 0

Describe how operating cost impacts were determined. If new infrastructure, also discuss how the department/agency will pay for the increased annual operating costs:

Not Applicable

For new infrastructure, describe the estimated timing and dollar amount of future capital investment that will be necessary to realize the full expected useful life of the project:

Once the new bridge is complete very little maintenance will be required for the first few years. Normal bridge maintenance will be needed until the bridge nears the end of its useful life. Heavy maintenance will be required when

it reaches the end of its useful life. Estimate total investment of approximately \$1,000,000.

Once the new roadway is complete very little maintenance will be required for the first few years. Normal roadway maintenance will be needed to realize the full potential of the roadway including regular seal coats and an overlay or resurfacing near the end of the roadway’s useful life which should extend the useful life by approximately 10 years.

Project Cost Breakdown by Major Expense (In Thousands)	2016	2017	2018	2019	2020	Total
Land Acquisition/Preparation/ROW	0	0	0	0	0	0
Relocation Assistance	0	0	0	0	0	0
Design Engineering/Architects	0	0	0	0	630	630
Furniture, Fixtures, Equipment	0	0	0	0	0	0
Information Technology	0	0	0	0	0	0
Construction Costs	0	0	0	0	2,445	2,445
Project Management	0	0	0	0	525	525
Contingency	0	0	0	0	400	400
City Administration	0	0	0	0	200	200
Total Expenses with Admin	0	0	0	0	4,200	4,200

Describe how this project contributes to meeting the current City and/or Park Board Goals and Objectives:

City of Minneapolis Goal - references

Living well: Minneapolis is safe and livable and has an active and connected way of life

- All neighborhoods are safe, healthy and uniquely inviting
- Our neighborhoods have amenities to meet daily needs and live a healthy life
- High-quality and convenient transportation options connect every corner of the city

One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper

- Equitable systems and policies lead to a high quality of life for all
- All people have access to quality essentials, such as housing, education, food, child care and transportation

A hub of economic activity and innovation: Businesses, big and small, start, move, stay and grow here

- Infrastructure, public services and community assets support businesses and commerce
- Areas of greatest need are focused on; promising opportunities are seized
- Strategies with our city and regional partners are aligned, leading to economic success

Great Places: Natural and built spaces work together and our environment is protected

- All Minneapolis residents, visitors and employees experience a safe and healthy environment
- We sustain resources for future generations: reducing consumption, minimizing waste and using less energy
- The city restores and protects land, water, air and other natural resources
- The city’s infrastructure is managed and improved for current and future needs
- Iconic, inviting streets, spaces and buildings create a sense of place
- We welcome our growing and diversifying population through thoughtful planning and design

A City that works: City government runs well and connects to the community it serves

- Departments work seamlessly with each other and with the community and form strategic partnerships
- City operations are efficient, effective, results-driven, and customer-focused
- Transparency, accountability and ethics establish public trust
- Responsible tax policy and sound financial management provide short-term stability and long-term fiscal health

State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects. Describe how the project is consistent with the adopted City/Park Board comprehensive plans and how the project implements goals and policies as stated in the adopted plans, including specific policy references:

The Minneapolis Plan for Sustainable Growth - references

Transportation: Minneapolis will build, maintain and enhance access to multi-modal transportation options for residents and businesses through a balanced system of transportation modes that supports the City's land use vision, reduces adverse transportation impacts, decreases the overall dependency on automobiles, and reflects the city's pivotal role as the center of the regional transportation network.

Policy 2.2: Support successful streets and communities by balancing the needs of all modes of transportation with land use policy.

2.2.3 Promote street and sidewalk design that balances handling traffic flow with pedestrian orientation and principles of traditional urban form.

2.2.6 Encourage reconnection of the traditional street grid where possible, to increase connectivity for all travel modes and strengthen neighborhood character.

Policy 2.3: Encourage walking throughout the city by ensuring that routes are safe, comfortable, pleasant, and accessible.

2.3.2 Ensure that there are safe and accessible pedestrian routes to major destinations, including transit corridors, from nearby residential areas.

2.3.6 Provide creative solutions to increasing and improving pedestrian connectivity across barriers such as freeways, creeks and the river, and commercial areas, such as shopping centers.

Policy 2.6: Manage the role and impact of automobiles in a multi-modal transportation system.

2.6.5 Encourage the design and completion of needed improvements to the street network, including the freeway system, which promote the efficient, safe movement of traffic.

2.6.6 Maintain street infrastructure in good condition to maximize the life of existing facilities.

Public Services and Facilities: Through sound management and strategic investments, Minneapolis will maintain and develop public services and facilities that promote health, safety and an enhanced quality of life for all members of this growing community.

Policy 5.4: Enhance the safety, appearance, and effectiveness of the city's infrastructure.

5.4.1 Maintain and improve the quality and condition of public streets, sidewalks, bridges, water systems, and other public infrastructure.

5.4.2 Plan for and provide public facilities which anticipate growth needs, use fiscal resources efficiently, and meet realistic timelines.

5.4.3 Prioritize capital improvements according to an objective set of criteria consistent with adopted goals and policies, including those of The Minneapolis Plan.

5.4.4 Encourage the creation of special service districts downtown and in other business districts in order to enhance streetscapes, provide security services, and maintain the public realm.

Policy 10.15: Wherever possible, restore and maintain the traditional street and sidewalk grid as part of new developments.

10.15.3 Reduce street widths for safe and convenient pedestrian crossing by adding medians, boulevards, or bump-outs.

10.15.4 Improve access management and way-finding to and from all streets, sidewalks, and other pedestrian connections.

10.15.5 Explore options to redesign larger blocks through the reintroduction and extension of the urban street grid.

Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:

Location and Design Review for this project took place on May 4, 2009. The project was found consistent with the City's comprehensive plan. No additional review is required.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:

This project requires close coordination with Community Planning and Economic Development (CPED) as the

infrastructure improvements go hand in hand with potential redevelopment of this site. In fact, the current assumption is that acquiring the necessary right of way to complete this project is dependent upon a redevelopment deal that grants the necessary right of way to the City or another funding source to fund the acquisition.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

This question is not easily answered because details of a potential future redevelopment project are unknown and may impact the phasing or sequencing of improvements. Public Works estimates that, aside from unknown circumstances of a redevelopment project, the bridge and roadway reconstruction work would take 1 to 2 years to complete.

Describe project completion status for ongoing projects and plans for unspent balances or if this is a new project, describe the major project phases and timing anticipated for completing the project:

Not Applicable

Add any additional supplemental information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:

Reconnecting the city street grid will improve pedestrian connectivity and livability within the neighborhoods. Potential redevelopment may include residential units to support commercial development. In addition, the removal of the large surface parking lot will improve the volume of runoff entering the city storm water system and general appeal and attractiveness of the area. The new street and bridge could be built with streetscape and art amenities included.

The Minneapolis Plan for Sustainable Growth states: “Minneapolis will build, maintain and enhance access to multi-modal transportation options for residents and business through a balanced system of transportation modes that supports the city’s land use vision, reduces adverse transportation impacts, decreases the overall dependency on automobiles, and reflects the city’s pivotal role as the center of the regional transportation network.”

Q1. Is the proposed project on a route that is included in the Bicycle Master Plan?

If yes, how is the route designated.

No

Q2. Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

Yes. Nicollet Avenue just to the north is known as “Eat Street” and generates high volumes of pedestrians. Lake Street is also a high volume pedestrian generator and transit route. Transit service is also anticipated to be implemented on the Midtown Greenway. Metro Transit Routes 18 and 568 operate on Nicollet Avenue just north of the project area.

Q3. Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

Yes. Any new roadway and bridge would include sidewalks on both sides of the street. The appropriate transit infrastructure would also be implemented including a possible connection to the Midtown Greenway.

Q4. Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details.

Yes. Right-of-way will need to be acquired through the existing K-Mart site, which would likely be redeveloped. The

new public right-of-way will need to accommodate vehicles, pedestrians, and transit. Innovative designs will be explored through the project development phase.



Project Title: Pedestrian Improvement Project

Project ID: PV072

Project Location: Downtown Pedestrian Improvements
City Sector: Downtown
Initial Year in 5 Year Plan: 2009
Project Start Date: 4/15/16
Submitting Department: Public Works
Contact Person: Dave Hutton

Affected Wards: Various
Affected Neighborhood(s): Various
Estimated Project Completion Date: 11/15/16
Department Priority: 8 of 46
Contact Phone Number: (612) 673-2172
Prior Year Unspent Balances: \$0

Project Description:

The proposed project will implement pedestrian improvements on key east-west streets in downtown: 6th, 7th, and 9th Streets S. The project will improve pedestrian connectivity within the downtown core and between the downtown core and Elliot Park. The project will include greening/landscaping, street lighting, pedestrian countdown timers, durable crosswalk markings, and accessible pedestrian ramps in addition to other potential aesthetic improvements to be determined through a public engagement process.

Purpose and Justification:

The major north-south streets connecting to the core of downtown have enhanced pedestrian facilities. Hennepin Avenue has trees, street furniture, enhanced bus shelters, enhanced sidewalks, pedestrian level lighting, and countdown timers. Marquette and 2nd Avenues S have trees, enhanced bus shelters, enhanced sidewalks, pedestrian-level lighting, countdown timers, and new ADA-accessible pedestrian ramps. Nicollet Mall has trees, street furniture, granite pavers, enhanced bus shelters, and pedestrian-level lighting. In contrast, the east-west streets connecting to the core of downtown have little of this pedestrian infrastructure. This project will improve the pedestrian environment on 6th, 7th, and 9th Streets S between 1st Avenue N and Chicago Avenue S, connecting the existing enhanced pedestrian environment on Hennepin, Nicollet, Marquette and 2nd, and connecting the downtown core to Elliot Park.

The project originally included 8th St as well, but this street was eliminated from the project and is being done as part of an overall street reconstruction project.

These segments of 6th, 7th, and 9th Streets serve some of the busiest pedestrian areas in Minneapolis. Historical pedestrian counts showed over 8,000 daily pedestrians on 6th Street (between 2nd and Marquette), over 17,000 pedestrians on Nicollet Mall (between 6th and 7th Streets) and 6,000-7,000 pedestrians on each of 2nd, Marquette and Hennepin Avenues (between 6th and 7th Streets). Within the downtown area, at least 70,000 employees work within three blocks of 7th and 8th Streets, and over 15,000 transit passengers board buses every weekday on 6th, 7th and 9th Streets, with many more people boarding transit on north-south streets within a few blocks.

This project is supported by the Access Minneapolis Downtown Transportation Action Plan and the Pedestrian Master Plan, which recommend greening/landscaping, countdown timers, ADA-accessible pedestrian ramps, pedestrian-level street lighting, and improved crosswalk markings in downtown. These improvements will serve everyone who works, lives, visits, shops, and owns property in downtown.

Anticipated Funding Sources (In Thousands)	2016	Totals by Source
Municipal State Aid	1,380	1,380
Federal Government Grants	1,410	1,410
Totals by Year	2,790	2,790

Describe status and timing details of secured or applied for grants or other non-City funding sources:

This project has been awarded federal funding through the Metropolitan Council's Regional Solicitation process. The application received \$1,120,000 in funding in the Transportation Enhancements (TE) category.

Operations & Capital Asset Maintenance:

Is this request for new or existing infrastructure? Existing

What is the expected useful life of the project/Improvement? 30

What is the estimated annual operating cost increase or (decrease) for this project? 0

Describe how operating cost impacts were determined. If new infrastructure, also discuss how the department/agency will pay for the increased annual operating costs:

Not applicable, this project will be maintained through the Downtown Improvement District.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment that will be necessary to realize the full expected useful life of the project:

Not applicable

Project Cost Breakdown by Major Expense (In Thousands)	2016	2017	2018	2019	2020	Total
Land Acquisition/Preparation/ROW	0	0	0	0	0	0
Relocation Assistance	0	0	0	0	0	0
Design Engineering/Architects	220	0	0	0	0	220
Furniture, Fixtures, Equipment	0	0	0	0	0	0
Information Technology	0	0	0	0	0	0
Construction Costs	2,108	0	0	0	0	2,108
Project Management	279	0	0	0	0	279
Contingency	50	0	0	0	0	50
City Administration	133	0	0	0	0	133
Total Expenses with Admin	2,790	0	0	0	0	2,790

Describe how this project contributes to meeting the current City and/or Park Board Goals and Objectives:

This project contributes to a safe and robust pedestrian network in high activity locations—in furtherance of the following City Goals.

Living well: Minneapolis is safe and livable and has an active and connected way of life

- All neighborhoods are safe, healthy and uniquely inviting
- Our neighborhoods have amenities to meet daily needs and live a healthy life
- High-quality and convenient transportation options connect every corner of the city

One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper

- Equitable systems and policies lead to a high quality of life for all
- All people have access to quality essentials, such as housing, education, food, child care and transportation

A hub of economic activity and innovation: Businesses, big and small, start, move, stay and grow here

- Infrastructure, public services and community assets support businesses and commerce
- Areas of greatest need are focused on; promising opportunities are seized
- Strategies with our city and regional partners are aligned, leading to economic success

Great Places: Natural and built spaces work together and our environment is protected

- All Minneapolis residents, visitors and employees experience a safe and healthy environment
- We sustain resources for future generations: reducing consumption, minimizing waste and using less energy
- The city's infrastructure is managed and improved for current and future needs

- Iconic, inviting streets, spaces and buildings create a sense of place

A City that works: City government runs well and connects to the community it serves

- Departments work seamlessly with each other and with the community and form strategic partnerships
- City operations are efficient, effective, results-driven, and customer-focused

State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects. Describe how the project is consistent with the adopted City/Park Board comprehensive plans and how the project implements goals and policies as stated in the adopted plans, including specific policy references:

Enhancement of pedestrian facilities is supported by policies in the City's comprehensive plan related to creating sustainable, livable, and healthy communities, as well as creating vibrant places that attract residents, workers, and economic investment to the City. The following are key policies from the Minneapolis Plan for Sustainable Growth that are supportive of this capital budget request.

Transportation: Minneapolis will build, maintain and enhance access to multi-modal transportation options for residents and businesses through a balanced system of transportation modes that supports the City's land use vision, reduces adverse transportation impacts, decreases the overall dependency on automobiles, and reflects the city's pivotal role as the center of the regional transportation network.

Policy 2.2: Support successful streets and communities by balancing the needs of all modes of transportation with land use policy.

2.2.3 Promote street and sidewalk design that balances handling traffic flow with pedestrian orientation and principles of traditional urban form.

Policy 2.3: Encourage walking throughout the city by ensuring that routes are safe, comfortable, pleasant, and accessible.

2.3.1 Ensure that there are safe and accessible pedestrian routes to major destinations, including transit corridors, from nearby residential areas.

2.3.6 Provide creative solutions to increasing and improving pedestrian connectivity across barriers such as freeways, creeks and the river, and commercial areas, such as shopping centers.

Public Services and Facilities: Through sound management and strategic investments, Minneapolis will maintain and develop public services and facilities that promote health, safety and an enhanced quality of life for all members of this growing community.

Policy 5.4: Enhance the safety, appearance, and effectiveness of the city's infrastructure.

5.4.1 Maintain and improve the quality and condition of public streets, sidewalks, bridges, water systems, and other public infrastructure.

5.4.2 Plan for and provide public facilities which anticipate growth needs, use fiscal resources efficiently, and meet realistic timelines.

5.4.3 Prioritize capital improvements according to an objective set of criteria consistent with adopted goals and policies, including those of The Minneapolis Plan.

5.4.4 Encourage the creation of special service districts downtown and in other business districts in order to enhance streetscapes, provide security services, and maintain the public realm.

Urban Design: Minneapolis will be an attractive and inviting city that promotes harmony between the natural and built environments, gives prominence to pedestrian facilities and amenities, and respects the city's traditional urban features while welcoming new construction and improvements.

Policy 10.9: Support urban design standards that emphasize traditional urban form with pedestrian scale design features at the street level in mixed-use and transit-oriented development.

10.9.3 Provide safe, accessible, convenient, and lighted access and way finding to transit stops and transit stations along the Primary Transit Network bus and rail corridors.

10.9.4 Coordinate site designs and public right-of-way improvements to provide adequate sidewalk space for

pedestrian movement, street trees, landscaping, street furniture, sidewalk cafes and other elements of active pedestrian areas.

Policy 10.16: Design streets and sidewalks to ensure safety, pedestrian comfort and aesthetic appeal.

10.16.1 Encourage wider sidewalks in commercial nodes, activity centers, along community and commercial corridors and in growth centers such as Downtown and the University of Minnesota.

10.16.2 Provide streetscape amenities, including street furniture, trees, and landscaping, that buffer pedestrians from auto traffic, parking areas, and winter elements.

10.16.3 Integrate placement of street furniture and fixtures, including landscaping and lighting, to serve a function and not obstruct pedestrian pathways and pedestrian flows.

10.16.4 Employ pedestrian-friendly features along streets, including street trees and landscaped boulevards that add interest and beauty while also managing storm water, appropriate lane widths, raised intersections, and high-visibility crosswalks.

Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:

Location and Design Review for this project took place on May 23, 2011. The project was found consistent with the City's comprehensive plan. No additional review is required.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:

The City of Minneapolis is working with Metro Transit, the Downtown Improvement District, and others to further develop the concept of pedestrian improvements on 6th, 7th, and 9th Streets.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

No, construction needs to coincide with the program year of the federal funding.

Describe project completion status for ongoing projects and plans for unspent balances or if this is a new project, describe the major project phases and timing anticipated for completing the project:

The neighborhood and stakeholder engagement and design process is anticipated for 2015.

Add any additional supplemental information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:

Capital improvement projects such as this one, completes a corridor, enhances the commercial character of the area which helps preserve existing property values and enhances the City's tax base.

Q1. Is the proposed project on a route that is included in the Bicycle Master Plan? If yes, how is the route designated.

Yes. Both 6th and 9th Streets are designated bicycle routes and currently have bike lanes. 7th and 8th Streets are not designated bicycle routes.

Q2. Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

Yes. All of these corridors are high volume transit and pedestrian corridors. This project will improve the experience for both pedestrians and transit users by providing a more pleasant and comfortable sidewalk environment.

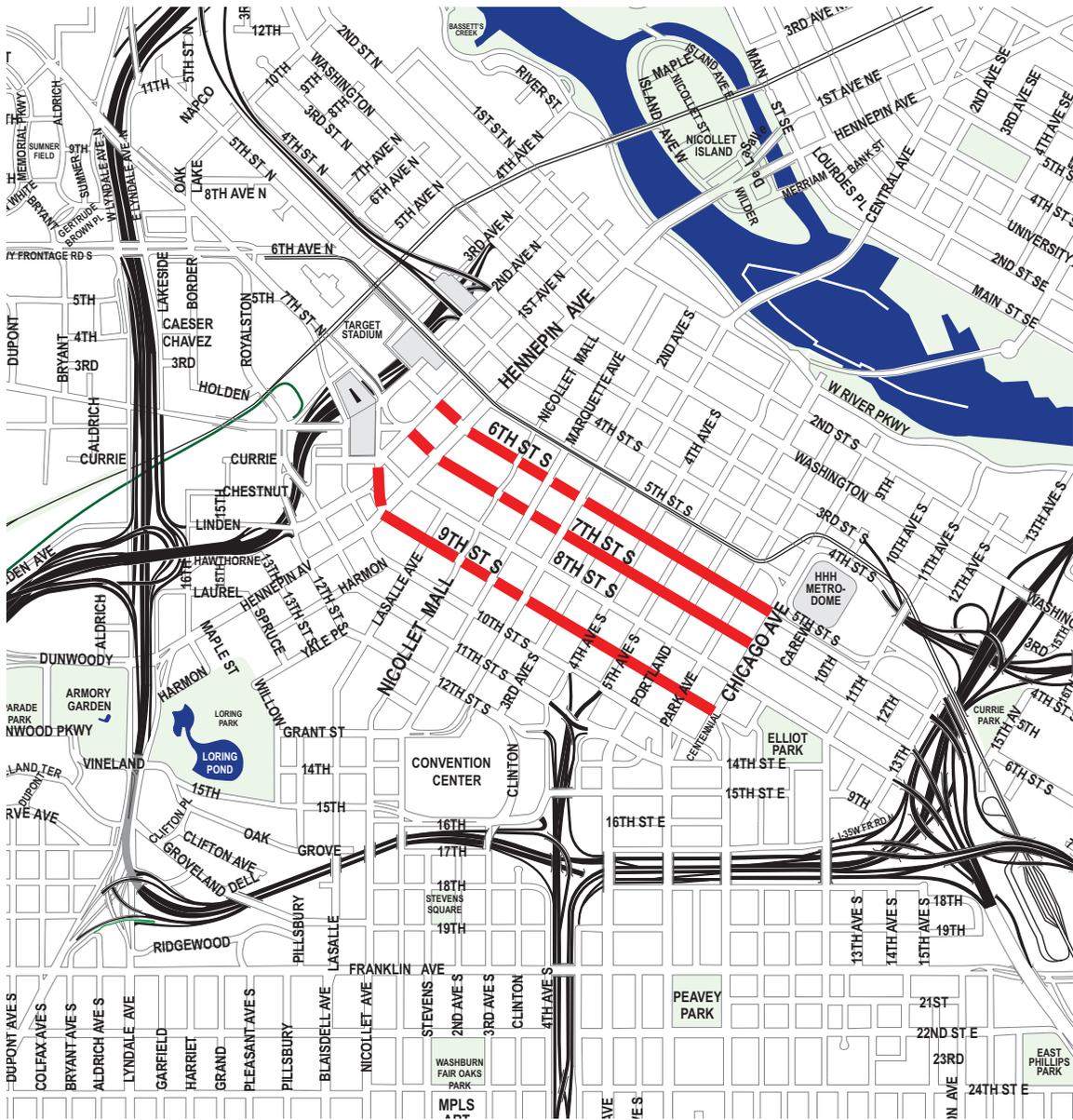
Q3. Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

Yes. The pedestrian realm will be significantly enhanced with greening/landscaping, street lighting, pedestrian countdown timers, durable crosswalk markings, and accessible pedestrian ramps. Enhanced transit facilities and

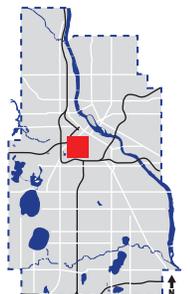
amenities may also be implemented on these streets as part of a separate initiative.

Q4. Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details.

Yes. The right-of-way is constrained in the downtown environment. However, this is a pedestrian improvement project to enhance the existing pedestrian zone without redoing existing roadway or curb lines. Hence, this project will not play a role in in mode competition.



PROJECT





Project Title: Concrete Streets Rehabilitation Program **Project ID:** PV108

Project Location: Various locations in the City of Minneapolis	Affected Wards: All
City Sector: Citywide	Affected Neighborhood(s): City-Wide
Initial Year in 5 Year Plan: 2017	Estimated Project Completion Date: 12/1/20
Project Start Date: 4/17/17	Department Priority: 19 of 46
Submitting Department: Public Works	Contact Phone Number: (612) 673-3884
Contact Person: Steve Hay	Prior Year Unspent Balances: \$0

Project Description:

The objective of the Concrete Pavement Rehabilitation Program is to extend the life of the pavement and reduce annual maintenance expenditures on streets that were constructed with a concrete surface 30 or more years ago. The City of Minneapolis has 155 miles of concrete streets under its jurisdiction. Approximately 82% of these streets were built as part of the residential paving program between 1961 and 1976. Many of these residential paving area streets, and a few MSA and local streets, are now candidates for rehabilitation. Public Works is currently assessing rehabilitation techniques for concrete pavement, and this rehabilitation is expected to include a combination of the following repairs: select full panel and/or select curb and gutter replacement, partial and full depth joint repairs, joint sealing and diamond grinding of the pavement surface.

Purpose and Justification:

The Concrete Pavement Rehabilitation Program is being proposed to extend the life of existing concrete streets by 20 years, reduce maintenance costs, and postpone the need to reconstruct these streets.

Anticipated Funding Sources (In Thousands)	2017	2018	2019	2020	Totals by Source
Net Debt Bonds	500	500	500	1,350	2,850
Totals by Year	500	500	500	1,350	2,850

Describe status and timing details of secured or applied for grants or other non-City funding sources:

Grants or non-city funding sources are not expected for this program.

Operations & Capital Asset Maintenance:

Is this request for new or existing infrastructure? Existing

What is the expected useful life of the project/Improvement? 20

What is the estimated annual operating cost increase or (decrease) for this project? 0

Describe how operating cost impacts were determined. If new infrastructure, also discuss how the department/agency will pay for the increased annual operating costs:

This project decreases maintenance expenses by repairing the pavement distresses in the concrete streets, sealing the concrete joints, and grinding the surface smooth, thereby reducing further deterioration caused by traffic and snow plow impact. The current estimate of annual street maintenance costs for concrete streets with pavement in the condition range for concrete rehabilitation projects is \$5,000 per mile. This program attempts to rehabilitate 3/8 mile of concrete streets per year.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment that will be necessary to realize the full expected useful life of the project:

Not Applicable

Project Cost Breakdown by Major Expense (In Thousands)	2016	2017	2018	2019	2020	Total
Land Acquisition/Preparation/ROW	0	0	0	0	0	0
Relocation Assistance	0	0	0	0	0	0
Design Engineering/Architects	0	25	25	25	50	125
Furniture, Fixtures, Equipment	0	0	0	0	0	0
Information Technology	0	0	0	0	0	0
Construction Costs	0	416	416	416	1,166	2,414
Project Management	0	35	35	35	70	175
Contingency	0	0	0	0	0	0
City Administration	0	24	24	24	64	136
Total Expenses with Admin	0	500	500	500	1,350	2,850

Describe how this project contributes to meeting the current City and/or Park Board Goals and Objectives:

City of Minneapolis Goal – references

Living well: Minneapolis is safe and livable and has an active and connected way of life

- All neighborhoods are safe, healthy and uniquely inviting
- Our neighborhoods have amenities to meet daily needs and live a healthy life
- High-quality and convenient transportation options connect every corner of the city

One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper

- Equitable systems and policies lead to a high quality of life for all
- All people have access to quality essentials, such as housing, education, food, child care and transportation

A hub of economic activity and innovation: Businesses, big and small, start, move, stay and grow here

- Infrastructure, public services and community assets support businesses and commerce
- Areas of greatest need are focused on; promising opportunities are seized

Great Places: Natural and built spaces work together and our environment is protected

- We sustain resources for future generations: reducing consumption, minimizing waste and using less energy
- The city's infrastructure is managed and improved for current and future needs
- Iconic, inviting streets, spaces and buildings create a sense of place
- We welcome our growing and diversifying population through thoughtful planning and design

A City that works: City government runs well and connects to the community it serves

- Departments work seamlessly with each other and with the community and form strategic partnerships
- City operations are efficient, effective, results-driven, and customer-focused

State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects. Describe how the project is consistent with the adopted City/Park Board comprehensive plans and how the project implements goals and policies as stated in the adopted plans, including specific policy references:

Transportation: Minneapolis will build, maintain and enhance access to multi-modal transportation options for residents and businesses through a balanced system of transportation modes that supports the City's land use vision, reduces adverse transportation impacts, decreases the overall dependency on automobiles, and reflects the city's pivotal role as the center of the regional transportation network.

Policy 2.2: Support successful streets and communities by balancing the needs of all modes of transportation with land use policy.

2.2.3 Promote street and sidewalk design that balances handling traffic flow with pedestrian orientation and principles

of traditional urban form.

Policy 2.6: Manage the role and impact of automobiles in a multi-modal transportation system.

2.6.5 Encourage the design and completion of needed improvements to the street network, including the freeway system, which promote the efficient, safe movement of traffic.

2.6.6 Maintain street infrastructure in good condition to maximize the life of existing facilities.

Public Services and Facilities: Through sound management and strategic investments, Minneapolis will maintain and develop public services and facilities that promote health, safety and an enhanced quality of life for all members of this growing community.

Policy 5.4: Enhance the safety, appearance, and effectiveness of the city's infrastructure.

5.4.1 Maintain and improve the quality and condition of public streets, sidewalks, bridges, water systems, and other public infrastructure.

5.4.2 Plan for and provide public facilities which anticipate growth needs, use fiscal resources efficiently, and meet realistic timelines.

5.4.3 Prioritize capital improvements according to an objective set of criteria consistent with adopted goals and policies, including those of The Minneapolis Plan.

Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:

Location and Design Review will be completed in 2015 for this program.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:

Not Applicable

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

The number of miles accomplished per year will be based on available funding. Unspent balances will be rolled forward to fund concrete pavement rehabilitation in future years.

Describe project completion status for ongoing projects and plans for unspent balances or if this is a new project, describe the major project phases and timing anticipated for completing the project:

Not Applicable

Add any additional supplemental information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:

Q1. Is the proposed project on a route that is included in the Bicycle Master Plan?

If yes, how is the route designated?.

This program consists of various concrete street segments, most of which are in residential areas, some of which may be identified in the Bicycle Master Plan. Public Works, with input from the Bicycle Advisory Committee, tries to implement bicycle facilities along these segments when the design can be accomplished in conjunction with the concrete pavement rehabilitation project (i.e. no moving the curb lines) and funding is available for the added scope of work.

Q2. Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor?

This program consists of various concrete street segments, most of which are in residential areas, some of which may be identified as current or future transitways.

If yes, provide details on how the project will improve the transit and/or pedestrian experience. Public Works has recently completed a self-assessment of ADA curb ramps which can be used to provide direction on how the City will

address its deficient pedestrian curb ramps; this program may be targeted to facilitate some of that work.

Q3. Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)?

The scope of this program is for concrete street rehabilitation, however Public Works is currently investigating funding opportunities for addressing its deficient pedestrian curb ramps and including some of that work in this program is an option. When bicycle facilities are completed in coordination with a concrete street rehabilitation project, the funding is typically from a separate source.

Q4. Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details.

The available right-of-way varies, however this program does not generally move curb lines; when bicycle facilities are considered in conjunction with a concrete street rehabilitation project it is generally accomplished through pavement striping.



Project Title: 29th St W Pedestrian Connection

Project ID: PV101

Project Location: 29th St. W., Dupont Ave. S. to Lyndale Ave. S.

City Sector: Southwest

Initial Year in 5 Year Plan: 2014

Project Start Date: 4/15/15

Submitting Department: Public Works

Contact Person: Steve Hay

Affected Wards: 10

Affected Neighborhood(s): Lowry Hill East

Estimated Project Completion Date:

11/15/16

Department Priority: 25 of 44

Contact Phone Number: 612 673-3884

Prior Year Unspent Balances: \$0

Project Description:

This project will improve the infrastructure within the right-of-way between Fremont Ave S and Lyndale Ave S (the segment from Emerson Ave to Dupont Ave has been vacated). Currently, this street segment has many areas of broken, or non-existent curb and the driving surface is in poor condition. Sidewalks are only located on the south side of the street. A community led process in 2014 will determine how the corridor will be improved. An emphasis will be placed on how to improve the pedestrian environment.

Purpose and Justification:

The current condition of the street pavement is poor (the PCI from 2011 was 55). The curb is either non-existent or in very bad shape. There are several new developments in this area and the population density has increased greatly over the last 5 years. There are numerous competing interests for this corridor (parking, truck and vehicle access, pedestrian space, etc.). The 2014 community meetings will help sort out the future layout for the corridor. It is likely that additional funds will be needed to complete this project if it is concluded that reconstruction will be pursued.

Anticipated Funding Sources (In Thousands)	Prior Years	2015	Totals by Source
Net Debt Bonds	350	350	700
Totals by Year	350	350	700

Describe status and timing details of secured or applied for grants or other non-City funding sources:

Not Applicable

Operations & Capital Asset Maintenance:

Is this request for new or existing infrastructure? New

What is the expected useful life of the project/Improvement? 60

What is the estimated annual operating cost increase or (decrease) for this project? (650)

Describe how operating cost impacts were determined. If new infrastructure, also discuss how the department/agency will pay for the increased annual operating costs:

This project decreases maintenance expenses by improving the quality of the existing pavement by replacing an aged driving surface with a new one. The current street maintenance expenditure is estimated at approximately \$2,500 per mile for a local roadway.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment that will be necessary to realize the full expected useful life of the project:

Not Applicable

Project Cost Breakdown by Major Expense (In Thousands)	2015	2016	2017	2018	2019	Total
Land Acquisition/Preparation/ROW	0	0	0	0	0	0
Relocation Assistance	0	0	0	0	0	0
Design Engineering/Architects	0	0	0	0	0	0
Furniture, Fixtures, Equipment	0	0	0	0	0	0
Information Technology	0	0	0	0	0	0
Construction Costs	271	0	0	0	0	271
Project Management	38	0	0	0	0	38
Contingency	25	0	0	0	0	25
City Administration	17	0	0	0	0	17
Total Expenses with Admin	350	0	0	0	0	350

Describe how this project contributes to meeting the current City and/or Park Board Goals and Objectives:

Living well: Minneapolis is safe and livable and has an active and connected way of life

- Our neighborhoods have amenities to meet daily needs and live a healthy life
- High-quality and convenient transportation options connect every corner of the city

One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper

- Equitable systems and policies lead to a high quality of life for all

Great Places: Natural and built spaces work together and our environment is protected

- The city's infrastructure is managed and improved for current and future needs
- We welcome our growing and diversifying population through thoughtful planning and design

A City that works: City government runs well and connects to the community it serves

- City operations are efficient, effective, results-driven, and customer-focused

State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects. Describe how the project is consistent with the adopted City/Park Board comprehensive plans and how the project implements goals and policies as stated in the adopted plans, including specific policy references:

The Minneapolis Plan for Sustainable Growth - references

Transportation: Minneapolis will build, maintain and enhance access to multi-modal transportation options for residents and businesses through a balanced system of transportation modes that supports the City's land use vision, reduces adverse transportation impacts, decreases the overall dependency on automobiles, and reflects the city's pivotal role as the center of the regional transportation network.

Policy 2.2: Support successful streets and communities by balancing the needs of all modes of transportation with land use policy.

2.2.3 Promote street and sidewalk design that balances handling traffic flow with pedestrian orientation and principles of traditional urban form.

2.2.6 Encourage reconnection of the traditional street grid where possible, to increase connectivity for all travel modes and strengthen neighborhood character.

Policy 2.6: Manage the role and impact of automobiles in a multi-modal transportation system.

2.6.4 Increase the operational efficiency of the roadway network through the use of advanced technologies for traffic operations.

2.6.5 Encourage the design and completion of needed improvements to the street network, including the freeway system, which promote the efficient, safe movement of traffic.

2.6.6 Maintain street infrastructure in good condition to maximize the life of existing facilities.

Public Services and Facilities: Through sound management and strategic investments, Minneapolis will maintain and develop public services and facilities that promote health, safety and an enhanced quality of life for all members of this growing community.

Policy 5.4: Enhance the safety, appearance, and effectiveness of the city's infrastructure.

5.4.1 Maintain and improve the quality and condition of public streets, sidewalks, bridges, water systems, and other public infrastructure.

5.4.2 Plan for and provide public facilities which anticipate growth needs, use fiscal resources efficiently, and meet realistic timelines.

5.4.3 Prioritize capital improvements according to an objective set of criteria consistent with adopted goals and policies, including those of The Minneapolis Plan.

5.4.4 Encourage the creation of special service districts downtown and in other business districts in order to enhance streetscapes, provide security services, and maintain the public realm.

Urban Design: Minneapolis will be an attractive and inviting city that promotes harmony between the natural and built environments, gives prominence to pedestrian facilities and amenities, and respects the city's traditional urban features while welcoming new construction and improvements.

Policy 10.15: Wherever possible, restore and maintain the traditional street and sidewalk grid as part of new developments.

10.15.1 Consider street vacations as a last resort to preserve the network of city streets and arterials.

10.15.2 Integrate and/or reuse historic pavement materials for streets and sidewalk reconstruction, where appropriate.

10.15.3 Reduce street widths for safe and convenient pedestrian crossing by adding medians, boulevards, or bump-outs.

10.15.4 Improve access management and way-finding to and from all streets, sidewalks, and other pedestrian connections.

10.15.5 Explore options to redesign larger blocks through the reintroduction and extension of the urban street grid.

Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:

This project will be submitted for location and design review in 2014.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:

Not Applicable

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

The size of this project makes it suitable for substantial construction during one year. Spreading the construction over two or more years would decrease the cost-effectiveness of the project.

Describe project completion status for ongoing projects and plans for unspent balances or if this is a new project, describe the major project phases and timing anticipated for completing the project:

The neighborhood engagement and design process will begin in 2014 and be completed by early 2015. Construction is anticipated to be substantially complete in November of 2015.

Add any additional supplemental information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:

This project was added into the program by the Mayor in 2013. Capital improvement projects such as this one, completes a corridor, enhances the commercial character of the area which helps preserve existing property values and enhances the City's tax base.

Q1. Is the proposed project on a route that is included in the Bicycle Master Plan? If yes, how is the route designated.

No

Q2. Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

No

Q3. Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

Yes. While the cross-section for this corridor has not been established, it is likely that the 2014 community process will likely result in several recommendations that will enhance the pedestrian experience. New curb ramps, new sidewalks, pedestrian level lighting, street furniture, and new boulevards with street trees will be considered if the street is reconstructed.

Q4. Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details.

Yes. The right-of-way is constrained by the Midtown Greenway trench, which has a historic fence at the edge of the northern street right-of-way. There is approximately 40 feet remaining to potentially fit drive lanes, parking, new sidewalks, and boulevards.



 Project





Project Title: 29th St W Phase 2

Project ID: PV113

Project Location: Emerson to Fremont Ave's S and Dupont to Byant Ave's S

Affected Wards: 10

City Sector: Southwest

Affected Neighborhood(s): Lowry Hill East

Initial Year in 5 Year Plan: 2020

Estimated Project Completion Date: 12/1/20

Project Start Date: 4/15/20

Department Priority: 43 of 46

Submitting Department: Public Works

Contact Phone Number: (612) 673-3884

Contact Person: Steve Hay

Prior Year Unspent Balances: \$0

Project Description:

This multi-phase project involves the reconstruction of W 29th Street between Emerson Avenue S and Lyndale Avenue S. Phase 1, scheduled for 2016 construction, involves the reconstruction of W 29th Street between Bryant Avenue S and Lyndale Avenue S. Phase 1 was funded through the 2014 and 2015 capital budgets. Phase 2 includes the segment of W 29th Street between Emerson Avenue S and Fremont Avenue S and between DuPont Avenue S and Bryant Avenue S (the segment from Emerson Avenue to Dupont Avenue has been vacated). The project will include the construction of a shared-use street. Shared-use streets are low-volume, low-speed streets in which pedestrians are given priority. Parking may be permitted in select areas; however curb and gutter is typically omitted. Shared-use streets are similar to pedestrian plazas and include pavement treatments, plantings, and (possibly) innovative stormwater treatments that create an inviting space for pedestrians. Vehicles are permitted, but must travel at slow speeds. There are opportunities for programmed events, but vehicle access to adjacent buildings must be preserved.

Purpose and Justification:

W 29th Street is a local roadway that is adjacent to several new high-density housing developments and the existing driving surface is in "poor" condition. In Phase 2, the curb is either non-existent or in very bad shape. Sidewalks are only located on the south side of the street. There are several new developments in this area and the population density has increased greatly over the last 5 years. An emphasis will be placed on improving the pedestrian environment. A community led process was conducted in 2014 and involved three public meetings to determine a shared use street concept (commonly called a woonerf) should be implemented with an opportunity to have programmed activities. Access to buildings and maintaining parking along the west end of the corridor were also strong public values. The block between Dupont Avenue S and Colfax Avenue S includes a subgrade concrete structure that was once used as a rail portal. This structure is in need of repair and a recommended plan for either renovation or replacement will need to be part of the final plans based on stakeholder input. There is a potentially historic fence along the north side of the corridor that may need to be addressed. The block between Emerson Avenue S and Dupont Avenue S is privately owned and is not part of this project.

Anticipated Funding Sources (In Thousands)	2020	Totals by Source
Net Debt Bonds	1,340	1,340
Special Assessments	60	60
Totals by Year	1,400	1,400

Describe status and timing details of secured or applied for grants or other non-City funding sources:

No grants have been secured at this time.

Operations & Capital Asset Maintenance:

Is this request for new or existing infrastructure? Existing

What is the expected useful life of the project/Improvement? 60

What is the estimated annual operating cost increase or (decrease) for this project? (925)

Describe how operating cost impacts were determined. If new infrastructure, also discuss how the department/agency will pay for the increased annual operating costs:

The maintenance cost is calculated to be \$5,000 per mile per year. If funded, the new infrastructure costs will need to be funded with existing operations funding. Enhancement will need to be funded by adjacent property owners.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment that will be necessary to realize the full expected useful life of the project:

Following a regular maintenance schedule will help to ensure the facility realizes its full useful life expectancy.

Project Cost Breakdown by Major Expense (In Thousands)	2016	2017	2018	2019	2020	Total
Land Acquisition/Preparation/ROW	0	0	0	0	0	0
Relocation Assistance	0	0	0	0	0	0
Design Engineering/Architects	0	0	0	0	210	210
Furniture, Fixtures, Equipment	0	0	0	0	0	0
Information Technology	0	0	0	0	0	0
Construction Costs	0	0	0	0	933	933
Project Management	0	0	0	0	140	140
Contingency	0	0	0	0	50	50
City Administration	0	0	0	0	67	67
Total Expenses with Admin	0	0	0	0	1,400	1,400

Describe how this project contributes to meeting the current City and/or Park Board Goals and Objectives:

Living well: Minneapolis is safe and livable and has an active and connected way of life

- All neighborhoods are safe, healthy and uniquely inviting.
- Neighborhoods have amenities to meet daily needs and live a healthy life.
- High-quality and convenient transportation options connect every corner of the city.
- Residents and visitors have ample arts, cultural, entertainment and recreational opportunities.

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- Equitable systems and policies lead to a high quality of life for all
- All people have access to quality essentials, such as housing, education, food, child care and transportation

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- We focus on areas of greatest need and seize promising opportunities.
- Infrastructure, public services and community assets support businesses and commerce.

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- All Minneapolis residents, visitors and employees have a safe and healthy environment.
- We manage and improve the city's infrastructure for current and future needs.
- Iconic, inviting streets, spaces and buildings create a sense of place.

A City that works: City government runs well and connects to the community it serves

- Departments work seamlessly and strategically with each other and with the community.
- City operations are efficient, effective, results driven and customer focused.

State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects. Describe how the project is consistent with the adopted City/Park Board comprehensive plans and how the project implements goals and policies as stated in the adopted plans, including specific policy references:

Transportation: Minneapolis will build, maintain and enhance access to multi-modal transportation options for residents and businesses through a balanced system of transportation modes that supports the City's land use vision, reduces adverse transportation impacts, decreases the overall dependency on automobiles, and reflects the city's pivotal role as the center of the regional transportation network.

Policy 2.2: Support successful streets and communities by balancing the needs of all modes of transportation with land use policy.

2.2.3 Promote street and sidewalk design that balances handling traffic flow with pedestrian orientation and principles of traditional urban form.

2.2.6 Encourage reconnection of the traditional street grid where possible, to increase connectivity for all travel modes and strengthen neighborhood character.

Policy 2.3: Encourage walking throughout the city by ensuring that routes are safe, comfortable, pleasant, and accessible.

2.3.1 Ensure that there are safe and accessible pedestrian routes to major destinations, including transit corridors, from nearby residential areas.

2.3.6 Provide creative solutions to increasing and improving pedestrian connectivity across barriers such as freeways, creeks and the river, and commercial areas, such as shopping centers.

Policy 2.6: Manage the role and impact of automobiles in a multi-modal transportation system.

2.6.4 Increase the operational efficiency of the roadway network through the use of advanced technologies for traffic operations.

2.6.5 Encourage the design and completion of needed improvements to the street network, including the freeway system, which promote the efficient, safe movement of traffic.

2.6.6 Maintain street infrastructure in good condition to maximize the life of existing facilities.

Public Services and Facilities: Through sound management and strategic investments, Minneapolis will maintain and develop public services and facilities that promote health, safety and an enhanced quality of life for all members of this growing community.

Policy 5.4: Enhance the safety, appearance, and effectiveness of the city's infrastructure.

5.4.1 Maintain and improve the quality and condition of public streets, sidewalks, bridges, water systems, and other public infrastructure.

5.4.2 Plan for and provide public facilities which anticipate growth needs, use fiscal resources efficiently, and meet realistic timelines.

5.4.3 Prioritize capital improvements according to an objective set of criteria consistent with adopted goals and policies, including those of The Minneapolis Plan.

5.4.4 Encourage the creation of special service districts downtown and in other business districts in order to enhance streetscapes, provide security services, and maintain the public realm.

Urban Design: Minneapolis will be an attractive and inviting city that promotes harmony between the natural and built environments, gives prominence to pedestrian facilities and amenities, and respects the city's traditional urban features while welcoming new construction and improvements.

Policy 10.15: Wherever possible, restore and maintain the traditional street and sidewalk grid as part of new developments.

10.15.1 Consider street vacations as a last resort to preserve the network of city streets and arterials.

10.15.2 Integrate and/or reuse historic pavement materials for streets and sidewalk reconstruction, where appropriate.

10.15.3 Reduce street widths for safe and convenient pedestrian crossing by adding medians, boulevards, or bump-outs.

10.15.4 Improve access management and way-finding to and from all streets, sidewalks, and other pedestrian connections.

10.15.5 Explore options to redesign larger blocks through the reintroduction and extension of the urban street grid.

Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:

This project was submitted for Location and Design in 2014 with a finding of additional review required. The project will be resubmitted with additional information in 2015.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:

This project, and any design enhancements, will need to be coordinated with adjacent property owners.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

This project will be constructed in one construction season, so it is recommended that the funding stay in a single program year.

Describe project completion status for ongoing projects and plans for unspent balances or if this is a new project, describe the major project phases and timing anticipated for completing the project:

Phase 1 was funded in the 2014 and 2015 budget (\$700,000). Phase 2 is recommended for funding in 2020 with a project cost of \$1,260,000.

Add any additional supplemental information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:

The land uses have changed significantly over the last 5 years, transitioning from industrial to residential. The existing infrastructure is in very poor condition and beyond repair, thus reconstruction is warranted. There has also been a lot of community engagement to date on this project and there seems to be consensus on improving the pedestrian environment.

Q1. Is the proposed project on a route that is included in the Bicycle Master Plan?
If yes, how is the route designated.

No

Q2. Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

Yes. The project is located adjacent to the Midtown Greenway Transit Corridor and is one block from the Lake Street Corridor.

Q3. Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

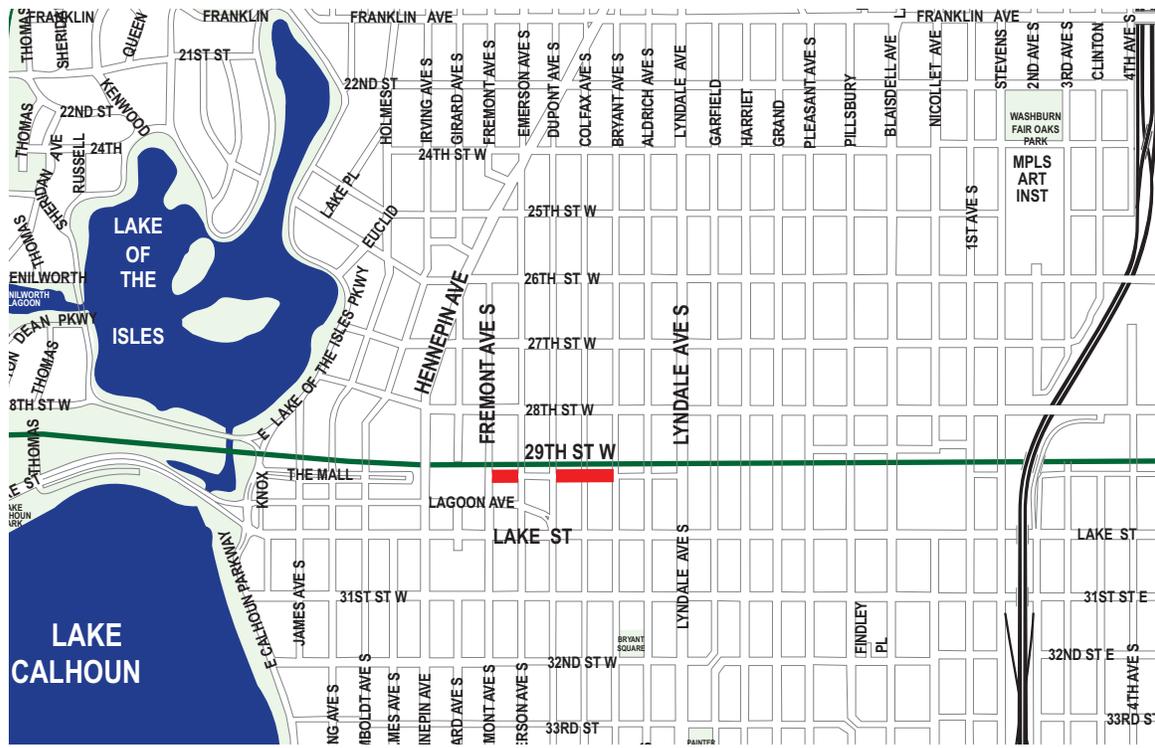
This project will include much better accommodations for pedestrians, providing direct pedestrian connections to existing sidewalks that connect to the Uptown Transit Center, Midtown Greenway, and Lake Street.

Q4. Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space?

Yes. There is only a 40 foot wide right-way for this corridor. Some community engagement has occurred and there is consensus within the community that pedestrians need to be given priority along this corridor.

Yes Provide details, is there potential for innovative design options? Provide details.

Yes. This is a unique street design within the City, with additional emphasis placed on high-quality urban design, stormwater management, and streetscape amenities. There will also be an opportunity for public art.



PROJECT





Project Title: U of M Protected Bikeways

Project ID: PV114

Project Location: 18th Ave SE at Hennepin Ave to 20th Ave S/Cedar Ave S intersection node at East Franklin Ave

Affected Wards: Various

City Sector: East

Affected Neighborhood(s): Various

Initial Year in 5 Year Plan: 2019

Estimated Project Completion Date: 12/2/19

Project Start Date: 4/1/19

Department Priority: 37 of 46

Submitting Department: Public Works

Contact Phone Number: (612) 673-3884

Contact Person: Steve Hay

Prior Year Unspent Balances: \$0

Project Description:

The 2.6 mile long project will convert existing on-street bike lanes to a protected bikeway corridor for two major segments through the University of Minnesota area. The northern corridor segment will connect the U of M to the NE Diagonal Trail along 15th Ave SE, Rollins Ave and 18th Ave SE. 15th Ave SE is a B-Minor Arterial roadway with 11,500 vehicles per day and will be a protected bikeway. A protected bikeway will be provided on Rollins Ave, with a new connection to 16th Ave established at an existing roadway diverter. The bikeway will be a bike boulevard design along the residential local street portion of Rollins Ave and 18th Ave. At Como Ave, 18th Ave becomes a collector roadway with 5,300 vehicles per day. This 2-block segment will be designed as a protected bikeway, bike lane or shared lane (parking removal is required for a protected bikeway and requires further investigation). Existing bicycle demand along 15th Ave SE, north of University Ave is 4,300 bicycles per day.

The southern corridor segment connects the U of M campus and Dinkytown to S. Minneapolis. The protected bikeway limits are Franklin Ave E to 5th St SE along 10th Ave SE, 19th Ave S, and 20th Ave S. 10th Ave SE and 19th Ave S are A-Minor reliever corridors with approximately 10,000 vehicles per day on the bridge and 7,800 vehicles per day between Washington Ave and Riverside Ave. 20th Ave S is a B-Minor arterial roadway with 4,800 vehicles per day. Existing bicycle demand in this corridor ranges between 750 and 1,040 bicycles per day.

Purpose and Justification:

A protected bikeway is a bicycle facility that is physically separated from motor vehicle traffic. Off-street trails are the most common type of protected bikeway. However, protected bikeways may also be located on-street and separated from traffic lanes through a buffer area and flexible traffic posts, median or other barrier. Protected bikeways have the potential to improve safety over a standard bike lane. The bicycle demand around the U of M is high, but there are few low-stress bikeway facilities such as trails, bike boulevards, and lower-traffic streets to provide the necessary connections. Not everyone feels comfortable and safe riding on a busy street, even with a bike lane. The proposed protected bikeways serve these important connections and will be designed to be comfortable for all bicycle rider types.

The project will evaluate and identify important intersection treatments to improve safety and reduce conflicts. Items that will be considered during the design process include conflict zone lane markings, right turn mixing zone treatments, two stage left turn boxes, traffic signal phasing and durable crosswalk markings. A high use transit stop exists at the 15th Ave SE/4th St SE intersection. Options to reduce and separate the bicycle/transit stop conflicts (such as developing a transit stop island) will be evaluated and included in the project if feasible.

Anticipated Funding Sources (In Thousands)	2019	Totals by Source
Net Debt Bonds	895	895

Anticipated Funding Sources (In Thousands)	2019	Totals by Source
Federal Government Grants	955	955
Totals by Year	1,850	1,850

Describe status and timing details of secured or applied for grants or other non-City funding sources:
 No grants have been secured at this time, however it is likely that a federal grant will be awarded for this project.

Operations & Capital Asset Maintenance:

Is this request for new or existing infrastructure? New

What is the expected useful life of the project/Improvement? 25

What is the estimated annual operating cost increase or (decrease) for this project? 153,400

Describe how operating cost impacts were determined. If new infrastructure, also discuss how the department/agency will pay for the increased annual operating costs:

Public Works is still assessing the costs of maintenance for protected bikeways. To date, we have limited experience with protected bikeway maintenance costs as follows: 0.4 miles of trails at \$10,560/centerline mile; 3.7 miles of two-way protected bike lanes on one side of the street at \$52,800/centerline mile, 5.3 miles of one-way protected bike lanes in each direction of travel on two-way streets at \$68,640/centerline mile, and 16.2 miles of one-way protected bike lanes in one direction of travel on one-way streets at \$34,320/mile. Public Works is having ongoing discussions regarding the appropriate level of maintenance for protected bikeways, particularly for winter operations including plowing.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment that will be necessary to realize the full expected useful life of the project:

Maintenance costs for protected bikeways will vary depending on the type of facility installed. Public Works has calculated estimates for annual maintenance of protected bikeways, although it is based on a very small sample of locations. As more protected bikeway projects are implemented Public Works will better understand maintenance costs and expects to build efficiencies into its operations.

Project Cost Breakdown by Major Expense (In Thousands)	2016	2017	2018	2019	2020	Total
Land Acquisition/Preparation/ROW	0	0	0	0	0	0
Relocation Assistance	0	0	0	0	0	0
Design Engineering/Architects	0	0	0	180	0	180
Furniture, Fixtures, Equipment	0	0	0	0	0	0
Information Technology	0	0	0	0	0	0
Construction Costs	0	0	0	1,417	0	1,417
Project Management	0	0	0	90	0	90
Contingency	0	0	0	75	0	75
City Administration	0	0	0	88	0	88
Total Expenses with Admin	0	0	0	1,850	0	1,850

Describe how this project contributes to meeting the current City and/or Park Board Goals and Objectives:

This project both maintains existing infrastructure and contributes to a robust bicycle network, furthering the following city goals:

Living well: Minneapolis is safe and livable and has an active and connected way of life

- All neighborhoods are safe, healthy and uniquely inviting
- Our neighborhoods have amenities to meet daily needs and live a healthy life
- High-quality and convenient transportation options connect every corner of the city

One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper

- Equitable systems and policies lead to a high quality of life for all
- All people have access to quality essentials, such as housing, education, food, child care and transportation

A hub of economic activity and innovation: Businesses, big and small, start, move, stay and grow here

- Infrastructure, public services and community assets support businesses and commerce
- Areas of greatest need are focused on; promising opportunities are seized
- Strategies with our city and regional partners are aligned, leading to economic success

Great Places: Natural and built spaces work together and our environment is protected

- The city's infrastructure is managed and improved for current and future needs
- We welcome our growing and diversifying population through thoughtful planning and design

A City that works: City government runs well and connects to the community it serves

- City operations are efficient, effective, results-driven, and customer-focused

State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects. Describe how the project is consistent with the adopted City/Park Board comprehensive plans and how the project implements goals and policies as stated in the adopted plans, including specific policy references:

Building a robust bicycle network is supported by policies in the City of Minneapolis Comprehensive Plan related to creating sustainable, livable, and healthy communities, as well as creating an asset that attracts residents, workers, and economic investment to the City.

The following are key policies from the Minneapolis Plan for Sustainable Growth that are supportive of this capital budget request.

Policy 2.5: Ensure that bicycling throughout the city is safe, comfortable and pleasant.

Policy 2.5.1: Complete a network of on and off street primary bicycle corridors.

Policy 5.4: Enhance the safety, appearance, and effectiveness of the city's infrastructure.

Policy 5.4.1: Maintain and improve the quality and condition of public streets, sidewalks, bridges, water systems, and other public infrastructure.

Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:

This project will be taken to the Planning Commission for Location and Design Review in 2015.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:

There is coordination between the City of Minneapolis, Hennepin County, and MnDOT on this project.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

Yes, it is likely that federal funding will be secured for this project, which will require the project to be constructed in the program year listed.

Describe project completion status for ongoing projects and plans for unspent balances or if this is a new project, describe the major project phases and timing anticipated for completing the project:

Not Applicable

Add any additional supplemental information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:

This project will provide a very comfortable and convenient connection for University of Minnesota and surrounding neighborhoods.

The Minneapolis Plan for Sustainable Growth states: “Minneapolis will build, maintain and enhance access to multi-modal transportation options for residents and business through a balanced system of transportation modes that supports the city’s land use vision, reduces adverse transportation impacts, decreases the overall dependency on automobiles, and reflects the city’s pivotal role as the center of the regional transportation network.”

Q1. Is the proposed project on a route that is included in the Bicycle Master Plan?

If yes, how is the route designated.

Yes – This corridor is shown in the plan as having on-street bike lanes for most of the route and signed bike routes for a small portion.

Q2. Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

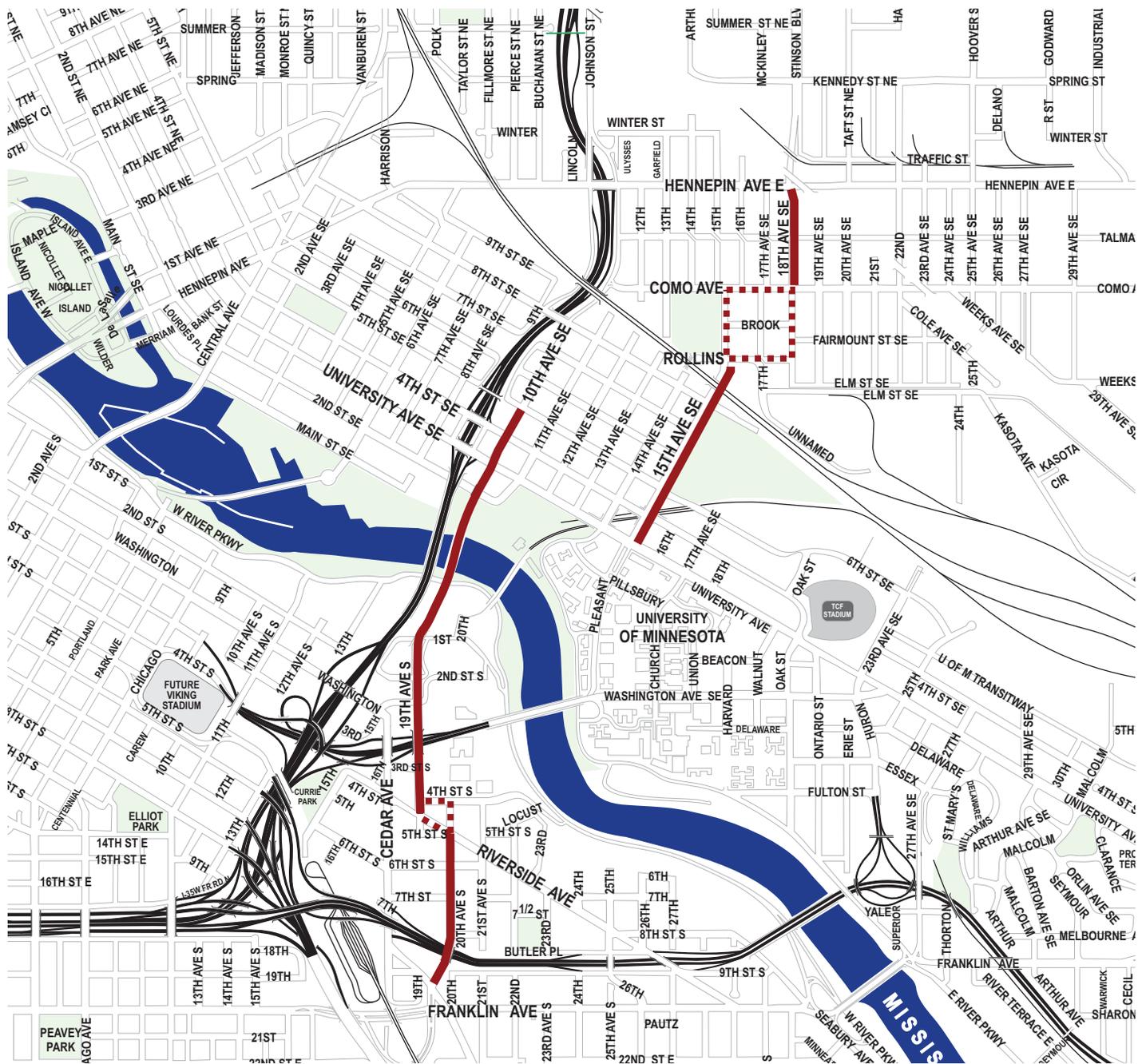
Yes – there are several bus routes with direct connections to this project and many more routes within half a mile of the project. Dedicated bicycle facilities decrease the volume of sidewalk riding, thereby improving the experience of transit users and pedestrians.

Q3. Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

Yes – this project will protect new bicycle facilities

Q4. Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details.

Yes, certain corridors are limited for space and innovate design may need to be preserved.



- PROJECT
- - - ALTERNATE





Project Title: Emerson & Fremont Aves N Pedestrian Enhancements **Project ID:** PV115

Project Location: Plymouth Ave to 44th Ave N
City Sector: North
Initial Year in 5 Year Plan: 2019
Project Start Date: 4/15/19
Submitting Department: Public Works
Contact Person: Steve Hay

Affected Wards: Various
Affected Neighborhood(s): Various
Estimated Project Completion Date: 4/15/19
Department Priority: 39 of 46
Contact Phone Number: (612) 673-3884
Prior Year Unspent Balances: \$0

Project Description:

This proposed project will implement a variety of pedestrian improvements on Emerson Avenue N between Plymouth Avenue N and 33rd Avenue N, and on Fremont Avenue N between Plymouth Avenue N and 44th Avenue N. These segments of Emerson and Fremont Avenues are components of the planned D-Line Arterial Bus Rapid Transit (ABRT) service to be implemented by Metro Transit. Pedestrian improvement locations were selected to address intersections not currently identified as future ABRT stops, which will require different design considerations due to the new ABRT stations.

The proposed pedestrian improvements would include curb extensions at 20 intersections, ADA-compliant pedestrian ramps at 64 corners, durable crosswalk markings at all signalized intersections, audible pedestrian countdown timers at three signalized intersections, and pedestrian crossing medians at four locations, three of which are identified as neighborhood Walking Routes for Youth.

The project will move the existing striped bicycle lanes along Emerson and Fremont Avenues (between Plymouth Avenue N and 33rd Avenue N) to the opposite side of the street as protected bicycle lanes to offer access to bus stops and preserve bicycle lane function with ABRT construction and operation. The protected bicycle lanes would include bicycle lane striping, and wherever possible, a striped buffer space with flexible delineators.

Purpose and Justification:

The proposed project will improve the quality and accessibility of multimodal facilities for people walking and bicycling in the project area. Average daily traffic (ADT) volumes along Emerson Avenue N range from 2,700 (Lowry/33rd) to 4,300 (18th/Broadway), while ADTs along Fremont Avenue N range from 3,500 (29th/30th) to 5,600 (33rd/34th). On roads with traffic volumes exceeding an ADT of 3,000, unsignalized intersections constitute pedestrian system gaps. On Emerson Avenue N only 6 of 18 intersections are signalized, compared to 9 of 29 intersections along Fremont Avenue N.

Twenty-five crashes involving pedestrians occurred in the project area between 2010 and 2013. Curb extensions and crossing medians reduce crossing distance and time, increase pedestrian visibility, and calm traffic. The majority of pedestrian ramps are obsolete and not currently ADA-compliant, directing wheelchair-users and other users diagonally into intersections rather than directly across the street. The pedestrian improvements identified in this project would increase the overall number and frequency of ADA-compliant crossings.

Existing bicycle lanes are adjacent to high-frequency bus lines on both Emerson Avenue N and Fremont Avenue N between Plymouth Avenue N to 26th Avenue N. Under the current configuration buses pull out into existing bicycle lanes when picking up or dropping off passengers. The planned ABRT line will increase the potential for bus-bicycle conflicts if the identified improvements are not constructed. Moving the bicycle lane away from the transit stops and implementing a protected bicycle lane with a buffer space and vertical, flexible delineators will increase the bikeway's accessibility and safety.

Anticipated Funding Sources (In Thousands)	2019	Totals by Source
Net Debt Bonds	1,765	1,765
Federal Government Grants	1,000	1,000
Totals by Year	2,765	2,765

Describe status and timing details of secured or applied for grants or other non-City funding sources:

This project was submitted through the Metropolitan Council's Regional Solicitation process requesting federal funding through the Pedestrian Facilities category. The final awards for this round of solicitations will be confirmed by June 2015.

Operations & Capital Asset Maintenance:

Is this request for new or existing infrastructure? New

What is the expected useful life of the project/Improvement? 25

What is the estimated annual operating cost increase or (decrease) for this project? 0

Describe how operating cost impacts were determined. If new infrastructure, also discuss how the department/agency will pay for the increased annual operating costs:

\$1,000 is based on historical information from street maintenance for an improvement of this type.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment that will be necessary to realize the full expected useful life of the project:

Regular maintenance will be required to realize the full life expectancy of the improvements.

Project Cost Breakdown by Major Expense (In Thousands)	2016	2017	2018	2019	2020	Total
Land Acquisition/Preparation/ROW	0	0	0	0	0	0
Relocation Assistance	0	0	0	0	0	0
Design Engineering/Architects	0	0	0	240	0	240
Furniture, Fixtures, Equipment	0	0	0	0	0	0
Information Technology	0	0	0	0	0	0
Construction Costs	0	0	0	2,073	0	2,073
Project Management	0	0	0	120	0	120
Contingency	0	0	0	200	0	200
City Administration	0	0	0	132	0	132
Total Expenses with Admin	0	0	0	2,765	0	2,765

Describe how this project contributes to meeting the current City and/or Park Board Goals and Objectives:

Living well: Minneapolis is safe and livable and has an active and connected way of life

- All neighborhoods are safe, healthy, and uniquely inviting.
- Neighborhoods have amenities to meet daily needs and live a healthy life.
- High-quality and convenient transportation options connect every corner of the city.
- Residents and visitors have ample arts, cultural, entertainment, and recreational opportunities.
- The city grows with density done well.

One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper

- Racial inequities (including in housing, education, income and health) are addressed and eliminated.
- Equitable systems and policies lead to a high quality of life for all.
- All people have access to quality essentials, such as housing, education, food, child care, and transportation.

A hub of economic activity and innovation: Businesses – big and small – start, move, stay and grow here

- We focus on areas of greatest need and seize promising opportunities.
- Infrastructure, public services and community assets support businesses and commerce.
- Strategies with our City and regional partners are aligned, leading to economic success.

Great Places: Natural and built spaces work together and our environment is protected

- All Minneapolis residents, visitors, and employees have a safe and healthy environment.
- We sustain resources for future generations by reducing consumption, minimizing waste, and using less energy.
- We manage and improve the city's infrastructure for current and future needs.
- Iconic, inviting streets, spaces, and buildings create a sense of place.
- We welcome our growing and diversifying population with thoughtful planning and design.

A City that works: City government runs well and connects to the community it serves

- Decisions bring City values to life and put City goals into action.
- Departments work seamlessly and strategically with each other and with the community.
- City operations are efficient, effective, results driven and customer focused.

State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects. Describe how the project is consistent with the adopted City/Park Board comprehensive plans and how the project implements goals and policies as stated in the adopted plans, including specific policy references:

Enhancement of pedestrian facilities is supported by policies in the City's comprehensive plan related to creating sustainable, livable, and healthy communities, as well as creating vibrant places that attract residents, workers, and economic investment to the City.

The following are key policies from the Minneapolis Plan for Sustainable Growth that are supportive of this capital budget request.

Policy 1.13: Support high density development near transit stations in ways that encourage transit use and contribute to interesting and vibrant places.

1.13.6 Encourage investment and place making around transit stations through infrastructure changes and the planning and installation of streetscape, public art, and other public amenities.

Policy 2.3: Encourage walking throughout the city by ensuring that routes are safe, comfortable, pleasant, and accessible.

2.3.1 Ensure that there are safe and accessible pedestrian routes to major destinations, including transit corridors, from nearby residential areas.

2.3.2 Identify and encourage the development of pedestrian routes within Activity Centers, Growth Centers, and other commercial areas that have superior pedestrian facilities

Policy 2.5: Ensure that bicycling throughout the city is safe, comfortable and pleasant.

2.5.1 Complete a network of on- and off-street primary bicycle corridors.

2.5.2 Strive to accommodate bicycles on all streets. When other modes take priority in a corridor, provide accessible alternate routes.

Policy 5.4: Enhance the safety, appearance, and effectiveness of the city's infrastructure.

5.4.1 Maintain and improve the quality and condition of public streets, sidewalks, bridges, water systems, and other public infrastructure.

5.4.2 Plan for and provide public facilities which anticipate growth needs, use fiscal resources efficiently, and meet realistic timelines.

Policy 10.9: Support urban design standards that emphasize traditional urban form with pedestrian scale design

features at the street level in mixed-use and transit-oriented development.

10.9.3 Provide safe, accessible, convenient, and lighted access and way finding to transit stops and transit stations along the Primary Transit Network bus and rail corridors.

10.9.4 Coordinate site designs and public right-of-way improvements to provide adequate sidewalk space for pedestrian movement, street trees, landscaping, street furniture, sidewalk cafes, and other elements of active pedestrian areas.

Policy 10.16: Design streets and sidewalks to ensure safety, pedestrian comfort, and aesthetic appeal.

10.16.1 Encourage wider sidewalks in commercial nodes, activity centers, along community and commercial corridors and in growth centers such as Downtown and the University of Minnesota.

10.16.2 Provide streetscape amenities, including street furniture, trees, and landscaping, that buffer pedestrians from auto traffic, parking areas, and winter elements.

10.16.3 Integrate placement of street furniture and fixtures, including landscaping and lighting, to serve a function and not obstruct pedestrian pathways and pedestrian flows.

10.16.4 Employ pedestrian-friendly features along streets, including street trees and landscaped boulevards that add interest and beauty while also managing storm water, appropriate lane widths, raised intersections, and high-visibility crosswalks.

Minneapolis Pedestrian Master Plan (2009)

Goal 2: Accessibility for all pedestrians.

Objective 2.1: Identify and remove accessibility barriers on pedestrian facilities.

Objective 2.2: Improve and institutionalize best design practices for accessibility.

Goal 3: Safe Streets & Crossings.

Objective 3.1: Reduce pedestrian-related crashes.

Objective 3.2: Promote safe behavior for drivers, bicyclists, and pedestrians.

Objective 3.3: Improve pedestrian safety for the most vulnerable users.

Objective 3.4: Improve traffic signals for pedestrians.

Objective 3.5: Improve crosswalk markings.

Goal 7: Funding, Tools, and Leadership for Implementing Pedestrian Improvements.

Objective 7.1: Implement best practices for pedestrian facility design.

Minneapolis Bicycle Master Plan (2011):

5.1.2 Adding a variety of on-street and off-street routes in a reasonably spaced grid will help attract bicyclists of all ages and abilities. Projects that close gaps, remove barriers, or complete networks should be given priority.

Minneapolis Climate Action Plan (2013):

pp. 26, Active Transportation: 1. Achieve City's adopted targets for bicycle mode share and bicycle counts and adopt a stretch goal of 15 percent for 2025. 3. Construct 30 miles of on-street, protected facilities (cycle tracks) by 2020 to allow safe and efficient travel for all types of cyclists.

pp. 27, Active Transportation: 5. Increase walking as a percentage of trips.

Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:

Location and design review will be completed in 2015.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:

The City of Minneapolis is working with Metro Transit and others to further develop the concept of pedestrian improvements and a protected bikeway on Emerson Avenue North and Fremont Avenue North that is consistent with plans to implement the D-Line ABRT service.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

Because improvements are proposed along two street corridors, this project may be scalable by prioritizing the street segments; however, funding would need to coincide with the program year of the federal funding and in coordination with the implementation of Metro Transit's planned D-Line ABRT.

Describe project completion status for ongoing projects and plans for unspent balances or if this is a new project, describe the major project phases and timing anticipated for completing the project:

Not applicable

Add any additional supplemental information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:

The Minneapolis Plan for Sustainable Growth states: "Minneapolis will build, maintain and enhance access to multi-modal transportation options for residents and business through a balanced system of transportation modes that supports the city's land use vision, reduces adverse transportation impacts, decreases the overall dependency on automobiles, and reflects the city's pivotal role as the center of the regional transportation network."

Q1. Is the proposed project on a route that is included in the Bicycle Master Plan?

If yes, how is the route designated.

Yes. The existing bicycle lanes are consistent with the current Bicycle Master Plan. The proposed project to upgrade this facility to protected bicycle lanes will be consistent with the Protected Bicycle Lane Bicycle Master Plan update planned for summer 2015.

Q2. Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

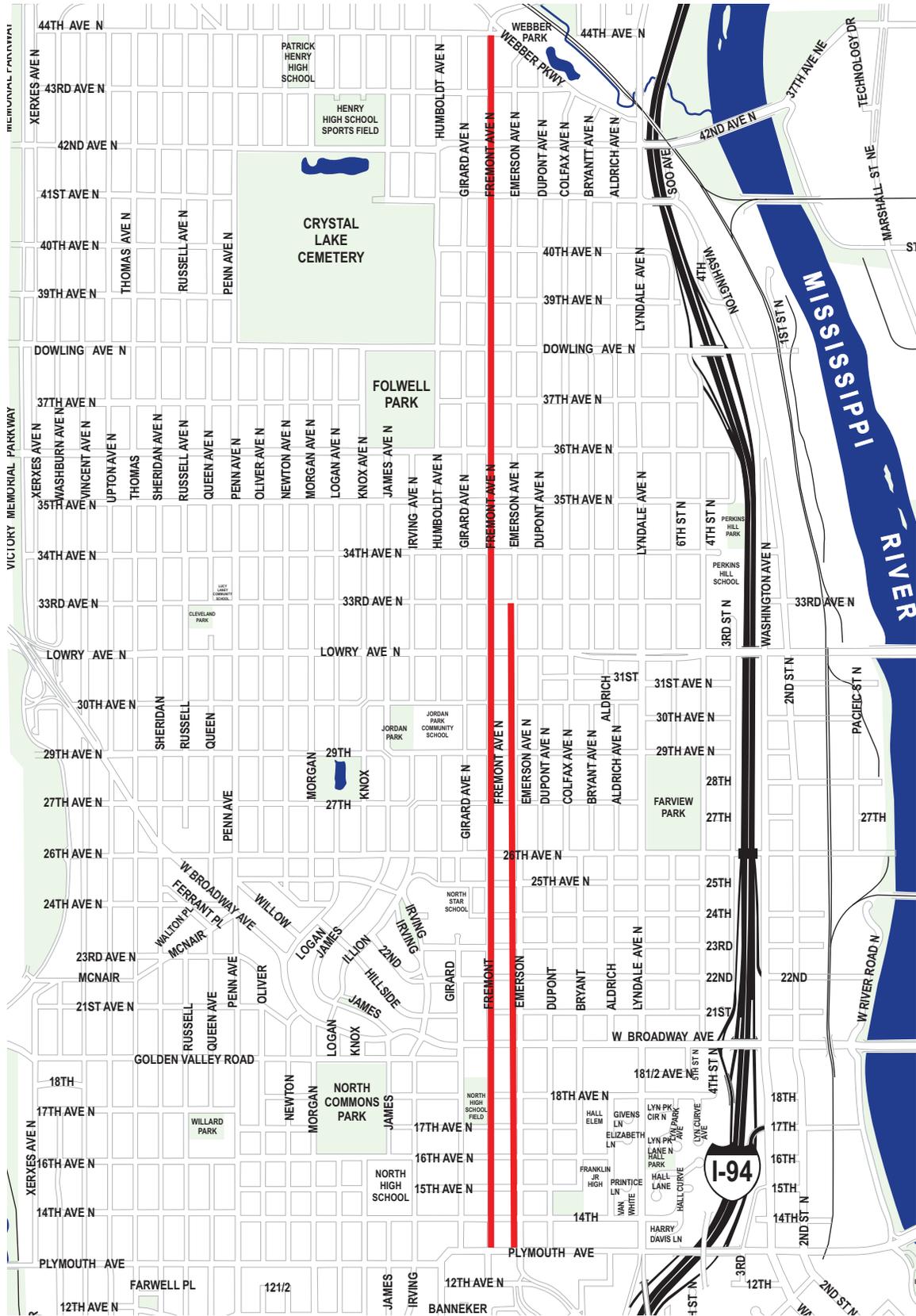
Yes. These corridors are on existing high volume transit and pedestrian corridors, as well as Metro Transit's planned D-Line ABRT. This project will improve the experience for both pedestrians and transit users by providing more pleasant and comfortable crossings and sidewalk environment.

Q3. Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

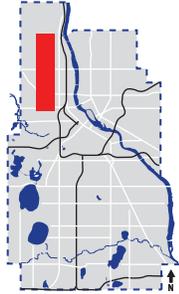
Yes. The pedestrian realm will be significantly enhanced with greening, audible pedestrian countdown timers, durable crosswalk markings, curb extensions, crossing medians, and accessible pedestrian ramps. Enhanced transit facilities and amenities may also be implemented on these streets as part of a separate initiative.

Q4. Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details.

Yes. There is limited right-of-way, but allocation of that space among the various modes of travel should be achievable in such a way that maximizes safety and efficiency across all modes. Innovative design options included as part of this project's design are curb extensions, pedestrian crossing medians, and protected bicycle lanes.



 PROJECT





Project Title: Broadway St NE, Stinson Blvd to Industrial Blvd **Project ID:** PV117

Project Location: Stinson Blvd to Industrial Blvd	Affected Wards: 1
City Sector: East	Affected Neighborhood(s): Various
Initial Year in 5 Year Plan: 2019	Estimated Project Completion Date: 12/2/19
Project Start Date: 4/15/19	Department Priority: 40 of 46
Submitting Department: Public Works	Contact Phone Number: (612) 673-3638
Contact Person: Nathan Koster	Prior Year Unspent Balances: \$0

Project Description:

This project will reconstruct approximately 0.8 miles of Broadway Street NE (MSA Route 333) from Stinson Boulevard to Industrial Boulevard. The roadway will be restriped from a four-lane roadway to a two-lane roadway with center turn lanes. A major component of this project is the construction of currently missing multi-modal elements, including adding 0.7 miles of sidewalk and construction of a new bicycle facility along the 0.8 mile project area. A sidewalk will be added to the north side of the street and the off-street, multi-use trail will be constructed on the south side of the street.

Purpose and Justification:

The project is located within an important industrial area, serving as one of the City’s busiest truck routes with nearly 2,000 heavy commercial vehicles per day. With easy access to two I-35W interchanges and direct access to TH 280, its location is advantageous for manufacturing and industrial uses. As a reliever roadway to I-35W, it is important for the roadway to function efficiently for all vehicles, including heavy commercial vehicles. The proposed three-lane roadway design would better accommodate trucks turning into industrial facilities, resulting in reduced wait times and improved safety for through traffic.

The project area is identified in the Pedestrian Master Plan as an area of low pedestrian network connectivity due to its lack of sidewalks and large block sizes. Existing sidewalk gaps make it difficult for users to walk to and from transit stops to job locations in the area. The proposed sidewalk additions will improve walkability for pedestrians and provide greater access to transit stops (Routes 30, 25, and 61), retail shopping destinations, and a key job concentration center. Construction of the off-street, multi-use trail facility on the south side of the roadway will connect to the Minneapolis Diagonal Trail and a planned bicycle facility along Industrial Boulevard. This connection will enhance the mobility and connectivity of the City’s bicycle network.

Anticipated Funding Sources (In Thousands)	2019	Totals by Source
Net Debt Bonds	1,355	1,355
Municipal State Aid	820	820
Special Assessments	625	625
Federal Government Grants	3,300	3,300
Totals by Year	6,100	6,100

Describe status and timing details of secured or applied for grants or other non-City funding sources:

A federal funding grant application is pending.

Operations & Capital Asset Maintenance:

Is this request for new or existing infrastructure? Existing

What is the expected useful life of the project/Improvement? 60

What is the estimated annual operating cost increase or (decrease) for this project? (8,000)

Describe how operating cost impacts were determined. If new infrastructure, also discuss how the department/agency will pay for the increased annual operating costs:

This project decreases maintenance expenses by improving the quality of the existing pavement by replacing an aged driving surface with a new one. The current annual street maintenance expenditure is estimated at approximately \$10,000 per mile for a commercial/MSA type of roadway.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment that will be necessary to realize the full expected useful life of the project:

A mill and overlay may be needed in about 20 years and regular maintenance such as a crack seal and/or sealcoating may be needed to fully realize the useful life of the project.

Project Cost Breakdown by Major Expense (In Thousands)	2016	2017	2018	2019	2020	Total
Land Acquisition/Preparation/ROW	0	0	0	0	0	0
Relocation Assistance	0	0	0	0	0	0
Design Engineering/Architects	0	0	0	750	0	750
Furniture, Fixtures, Equipment	0	0	0	0	0	0
Information Technology	0	0	0	0	0	0
Construction Costs	0	0	0	4,310	0	4,310
Project Management	0	0	0	250	0	250
Contingency	0	0	0	500	0	500
City Administration	0	0	0	290	0	290
Total Expenses with Admin	0	0	0	6,100	0	6,100

Describe how this project contributes to meeting the current City and/or Park Board Goals and Objectives:

This project maintains the existing infrastructure and expands the City's bicycle and pedestrian network, furthering the City's goals.

Living well:

- All neighborhoods are safe, healthy, and uniquely inviting.
- Neighborhoods have amenities to meet daily needs and live a healthy life.
- High-quality and convenient transportation options connect every corner of the city.

One Minneapolis:

- Equitable systems and policies lead to a high quality of life for all.
- All people have access to quality essentials, such as housing, education, food, child care and transportation

A hub of economic activity and innovation:

- We focus on areas of greatest need and seize promising opportunities.
- Infrastructure, public services, and community assets support businesses and commerce.

Great places:

- We sustain resources for future generations by reducing consumption, minimizing waste and using less energy.
- We manage and improve the city's infrastructure for current and future needs.
- Iconic, inviting streets, spaces and buildings create a sense of place.
- We welcome our growing and diversifying population with thoughtful planning and design.

A City that works:

- Departments work seamlessly and strategically with each other and with the community.
- City operations are efficient, effective, results driven and customer focused.

State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with

the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects. Describe how the project is consistent with the adopted City/Park Board comprehensive plans and how the project implements goals and policies as stated in the adopted plans, including specific policy references:

Policy 2.1: Encourage growth and reinvestment by sustaining the development of a multi-modal transportation system.

2.1.1 Continue addressing the needs of all modes of transportation, emphasizing the development of a more effective transit network.

2.1.3 Ensure continued growth and investment through strategic transportation investments and partnerships.

Policy 2.2: Support successful streets and communities by balancing the needs of all modes of transportation with land use policy.

2.2.1 Identify modal priorities on each street to improve the overall effectiveness of each element of the transportation network.

2.2.3 Promote street and sidewalk design that balances handling traffic flow with pedestrian orientation and principles of traditional urban form.

Policy 2.3: Encourage walking throughout the city by ensuring that routes are safe, comfortable, pleasant, and accessible.

2.3.1 Ensure that there are safe and accessible pedestrian routes to major destinations, including transit corridors, from nearby residential areas.

2.3.6 Provide creative solutions to increasing and improving pedestrian connectivity across barriers such as freeways, creeks and the river, and commercial areas, such as shopping centers.

Policy 2.5: Ensure that bicycling throughout the city is safe, comfortable and pleasant.

2.5.1 Complete a network of on- and off-street primary bicycle corridors.

2.5.3 Continue to integrate Bicycling and transit facilities where needed, including racks on transit vehicles and bicycle parking near transit stops.

Policy 2.6: Manage the role and impact of automobiles in a multi-modal transportation system.

2.6.5 Encourage the design and completion of needed improvements to the street network, including the freeway system, which promote the efficient, safe movement of traffic.

2.6.6 Maintain street infrastructure in good condition to maximize the life of existing facilities.

Policy 2.7: Ensure that freight movement and facilities throughout the city meet the needs of the local and regional economy while remaining sensitive to impacts on surrounding land uses.

2.7.4 Maintain a network of truck routes that ensures the safe and efficient delivery of goods to Minneapolis businesses and that directs truck traffic to a limited number of streets with appropriate weight limits.

Policy 5.4: Enhance the safety, appearance, and effectiveness of the city's infrastructure.

5.4.1 Maintain and improve the quality and condition of public streets, sidewalks, bridges, water systems, and other public infrastructure.

5.4.2 Plan for and provide public facilities which anticipate growth needs, use fiscal resources efficiently, and meet realistic timelines.

5.4.3 Prioritize capital improvements according to an objective set of criteria consistent with adopted goals and policies, including those of The Minneapolis Plan.

Policy 10.15: Wherever possible, restore and maintain the traditional street and sidewalk grid as part of new developments.

10.15.3 Reduce street widths for safe and convenient pedestrian crossing by adding medians, boulevards, or bump-outs.

Policy 10.16: Design streets and sidewalks to ensure safety, pedestrian comfort and aesthetic appeal. 10.16.1

Encourage wider sidewalks in commercial nodes, activity centers, along community and commercial corridors and in growth centers such as Downtown and the University of Minnesota.

Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:

The project will be submitted for location and design review in 2015.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:

There have not been any collaborative arrangements identified with outside project partners.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

This project is anticipated to be a one construction year project. Spreading the construction over two or more years decreases the cost effectiveness of the project. The construction also needs to coincide with the federal appropriation.

Describe project completion status for ongoing projects and plans for unspent balances or if this is a new project, describe the major project phases and timing anticipated for completing the project:

Not Applicable

Add any additional supplemental information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:

The project will provide better accommodations for trucks turning into industrial facilities, while reducing wait times and improving safety for through traffic. Construction of sidewalks and a multi-use trail will improve connectivity and access to transit stops, retail shopping destinations, a key job concentration center, and other nearby multi-modal facilities.

The Minneapolis Plan for Sustainable Growth states: “Minneapolis will build, maintain and enhance access to multi-modal transportation options for residents and business through a balanced system of transportation modes that supports the city’s land use vision, reduces adverse transportation impacts, decreases the overall dependency on automobiles, and reflects the city’s pivotal role as the center of the regional transportation network.”

Q1. Is the proposed project on a route that is included in the Bicycle Master Plan?

If yes, how is the route designated.

Yes. The roadway is a part of the Bicycle Master Plan (2011) and is designated as an off-street route called the “Broadway Avenue NE Trail.”

Q2. Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

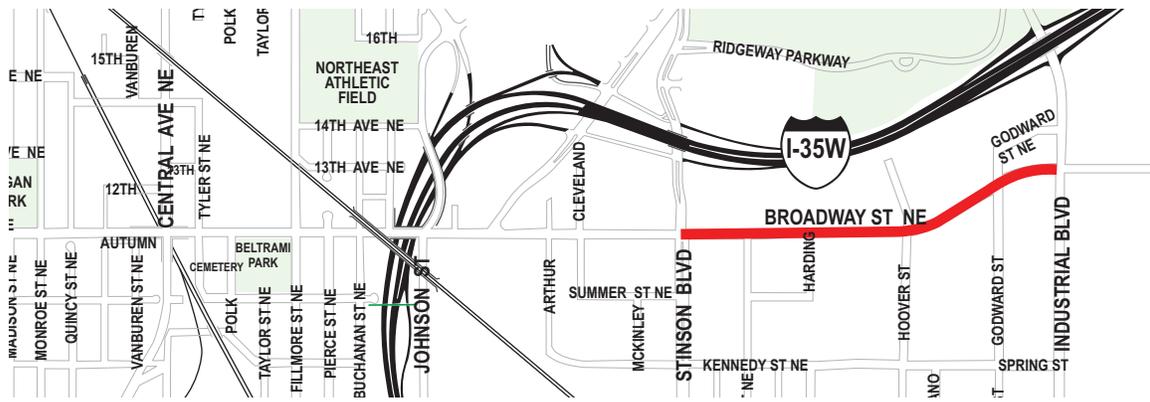
Yes. This roadway is served by Metro Transit Route 30. Transit boarding/alighting locations will be accommodated with newly constructed sidewalks and a multi-use path that will be ADA compliant.

Q3. Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

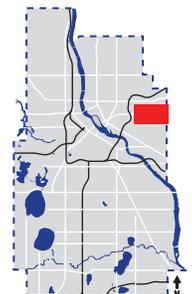
A major component of this project is the construction of currently missing multi-modal elements, including adding 0.7 miles of sidewalk, expanding 0.1 miles of sidewalk, and construction of a new bicycle facility along the 0.8 mile project area. A sidewalk will be added to the north side of the street and the off-street, multi-use trail will be constructed on the south side of the street.

Q4. Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details.

Yes, the right of way is constrained on the western end of the project area. It is envisioned that providing for a new sidewalk and an off-street, multi-use trails will require innovation given the right-of-way constraints.



 PROJECT





Project Title: Hennepin Ave, Washington Ave N to 12th St S **Project ID:** PV118

Project Location: on Hennepin Ave from 12th St S to Washington Ave N	Affected Wards: 7
City Sector: Downtown	Affected Neighborhood(s): Downtown West
Initial Year in 5 Year Plan: 2020	Estimated Project Completion Date: 12/1/21
Project Start Date: 4/15/20	Department Priority: 42 of 46
Submitting Department: Public Works	Contact Phone Number: (612) 673-3884
Contact Person: Steve Hay	Prior Year Unspent Balances: \$0

Project Description:

The proposed project is a complete reconstruction of Hennepin Avenue from Washington Avenue to 12th Street South, approximately 0.75 miles. This section of Hennepin Avenue is MSA Route 313. The Average Daily Traffic on this section of Hennepin Avenue ranges from 18,902 to 23,969, as measured in 2010. 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.

Purpose and Justification:

This section of Hennepin Avenue was constructed in 1986 and was most recently seal-coated in 2009. The PCI was measured at 23-62 in 2012. The concrete curb and gutter joints and gutter lip are in poor shape for the majority of this section of Hennepin Avenue. Additionally, the pavement is heavily rutted in many areas, likely due to the number of buses and trucks that use Hennepin. Significantly more buses will be using Hennepin Avenue in 2015 and 2016 as the Nicollet Mall will be undergoing reconstruction with many of those bus routes moving over to Hennepin Avenue for approximately 2 years.

Anticipated Funding Sources (In Thousands)	2020	Future Years	Totals by Source
Net Debt Bonds	2,335	2,335	4,670
Municipal State Aid	2,005	4,810	6,815
Special Assessments	575	290	865
Totals by Year	4,915	7,435	12,350

Describe status and timing details of secured or applied for grants or other non-City funding sources:

Not Applicable

Operations & Capital Asset Maintenance:

Is this request for new or existing infrastructure? Existing

What is the expected useful life of the project/Improvement? 60

What is the estimated annual operating cost increase or (decrease) for this project? (7,500)

Describe how operating cost impacts were determined. If new infrastructure, also discuss how the department/agency will pay for the increased annual operating costs:

This project decreases maintenance expenses by improving the quality of the existing pavement by replacing an aged driving surface with a new one. The current street maintenance expenditure is estimated at approximately \$10,000 for a commercial/MSA type of roadway.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment

that will be necessary to realize the full expected useful life of the project:

This roadway will likely need a mill and overlay in about 20 years and will need regular maintenance such as crack sealing and/or sealcoating to realize the full life of the pavement.

Project Cost Breakdown by Major Expense (In Thousands)	2016	2017	2018	2019	2020	Total
Land Acquisition/Preparation/ROW	0	0	0	0	0	0
Relocation Assistance	0	0	0	0	0	0
Design Engineering/Architects	0	0	0	0	2,500	2,500
Furniture, Fixtures, Equipment	0	0	0	0	0	0
Information Technology	0	0	0	0	0	0
Construction Costs	0	0	0	0	1,331	1,331
Project Management	0	0	0	0	350	350
Contingency	0	0	0	0	500	500
City Administration	0	0	0	0	234	234
Total Expenses with Admin	0	0	0	0	4,915	4,915

Describe how this project contributes to meeting the current City and/or Park Board Goals and Objectives:

This project meets the following goals:

Living well: Minneapolis is safe and livable and has an active and connected way of life

- All neighborhoods are safe, healthy and uniquely inviting
- Our neighborhoods have amenities to meet daily needs and live a healthy life
- High-quality and convenient transportation options connect every corner of the city

One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper

- Equitable systems and policies lead to a high quality of life for all
- All people have access to quality essentials, such as housing, education, food, child care and transportation

A hub of economic activity and innovation: Businesses, big and small, start, move, stay and grow here

- Infrastructure, public services and community assets support businesses and commerce
- Areas of greatest need are focused on; promising opportunities are seized

Great Places: Natural and built spaces work together and our environment is protected

- The city's infrastructure is managed and improved for current and future needs
- Iconic, inviting streets, spaces and buildings create a sense of place

A City that works: City government runs well and connects to the community it serves

- Departments work seamlessly with each other and with the community and form strategic partnerships
- City operations are efficient, effective, results-driven, and customer-focused
- Transparency, accountability and ethics establish public trust
- Responsible tax policy and sound financial management provide short-term stability and long-term fiscal health

State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects. Describe how the project is consistent with the adopted City/Park Board comprehensive plans and how the project implements goals and policies as stated in the adopted plans, including specific policy references:

Transportation: Minneapolis will build, maintain and enhance access to multi-modal transportation options for residents and businesses through a balanced system of transportation modes that supports the City's land use vision,

reduces adverse transportation impacts, decreases the overall dependency on automobiles, and reflects the city's pivotal role as the center of the regional transportation network.

Policy 2.2: Support successful streets and communities by balancing the needs of all modes of transportation with land use policy.

2.2.3: Promote street and sidewalk design that balances handling traffic flow with pedestrian orientation and principles of traditional urban form.

Policy 2.5: Ensure that bicycling throughout the city is safe, comfortable and pleasant.

2.5.1 Complete a network of on- and off-street primary bicycle corridors.

2.5.2 Strive to accommodate bicycles on all streets. When other modes take priority in a corridor, provide accessible alternate routes.

Policy 2.6: Manage the role and impact of automobiles in a multi-modal transportation system.

2.6.4 Increase the operational efficiency of the roadway network through the use of advanced technologies for traffic operations.

2.6.5 Encourage the design and completion of needed improvements to the street network, including the freeway system, which promote the efficient, safe movement of traffic.

2.6.6 Maintain street infrastructure in good condition to maximize the life of existing facilities.

Public Services and Facilities: Through sound management and strategic investments, Minneapolis will maintain and develop public services and facilities that promote health, safety and an enhanced quality of life for all members of this growing community.

Policy 5.4: Enhance the safety, appearance, and effectiveness of the city's infrastructure.

5.4.1 Maintain and improve the quality and condition of public streets, sidewalks, bridges, water systems, and other public infrastructure.

5.4.2 Plan for and provide public facilities which anticipate growth needs, use fiscal resources efficiently, and meet realistic timelines.

5.4.3 Prioritize capital improvements according to an objective set of criteria consistent with adopted goals and policies, including those of The Minneapolis Plan.

Urban Design: Minneapolis will be an attractive and inviting city that promotes harmony between the natural and built environments, gives prominence to pedestrian facilities and amenities, and respects the city's traditional urban features while welcoming new construction and improvements.

Policy 10.15: Wherever possible, restore and maintain the traditional street and sidewalk grid as part of new developments.

10.15.3 Reduce street widths for safe and convenient pedestrian crossing by adding medians, boulevards, or bump-outs.

10.15.4 Improve access management and way-finding to and from all streets, sidewalks, and other pedestrian connections.

Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:

This project will be submitted for location and design review in 2015.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:

This project will require coordination with numerous downtown agencies and organizations.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

This will likely be a 2-year construction project.

Describe project completion status for ongoing projects and plans for unspent balances or if this is a new project, describe the major project phases and timing anticipated for completing the project:

Not Applicable

Add any additional supplemental information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:

The Minneapolis Plan for Sustainable Growth states: "Minneapolis will build, maintain and enhance access to multi-modal transportation options for residents and business through a balanced system of transportation modes that supports the city's land use vision, reduces adverse transportation impacts, decreases the overall dependency on automobiles, and reflects the city's pivotal role as the center of the regional transportation network."

Q1. Is the proposed project on a route that is included in the Bicycle Master Plan?

If yes, how is the route designated.

Yes, Hennepin Avenue is identified in the Bicycle Master Plan as having shared bus/bike lanes. Some sections of Hennepin have been identified as potential protected bike lanes in the Proposed Bikeways Update to the Minneapolis Bicycle Master Plan.

Q2. Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

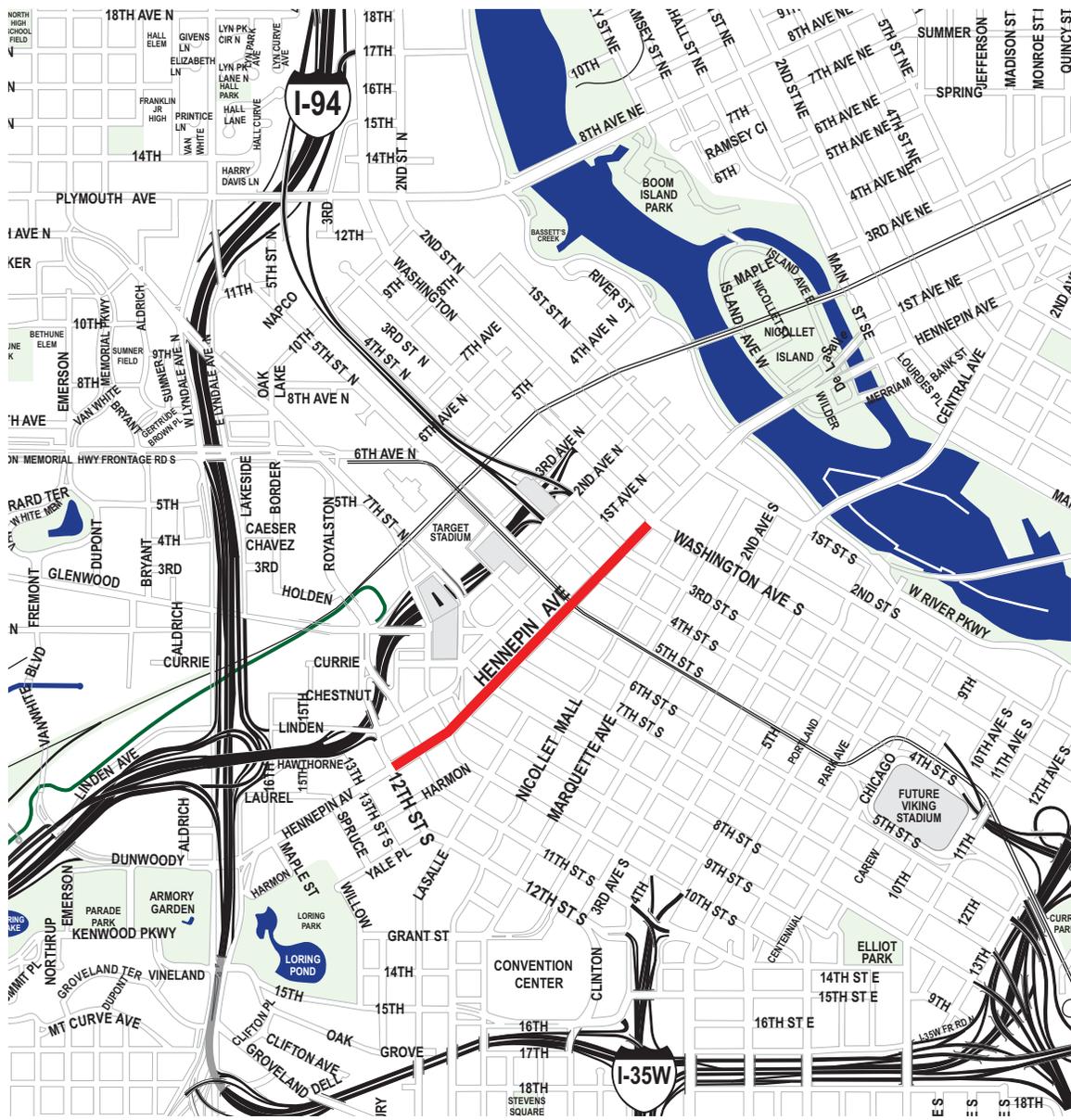
Yes, this is a heavily used transit and pedestrian corridor. During project development, options will be explored to improve the pedestrian realm and upgrade transit infrastructure.

Q3. Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

Yes. Improved facilities for all modes – bicycle, pedestrian, and transit – will be explored during project development.

Q4. Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details.

Yes, the right of way is constrained. Innovative design strategies will be explored during project development.



 PROJECT



	<p align="center">Hennepin Ave Washington Ave to 12th St</p> <p align="center">Contact: Steve Hay 612-673-3884</p>	<p align="center">Proposed: 2020</p>	<p align="center">PV118</p>
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Project Title: Protected Bikeways Program

Project ID: BIK28

Project Location: Various locations throughout the City

City Sector: Citywide

Initial Year in 5 Year Plan: 2015

Project Start Date: 1/1/16

Submitting Department: Public Works

Contact Person: Matthew Drydahl

Affected Wards: All

Affected Neighborhood(s): City-Wide

Estimated Project Completion Date: 12/31/20

Department Priority: 12 of 46

Contact Phone Number: (612) 673-3642

Prior Year Unspent Balances: \$0

Project Description:

This project will implement on-street protected bikeways on selected streets recommended in the draft 2015 Protected Bikeways Update to the Minneapolis Bicycle Master Plan. Sometimes referred to as “protected bike lanes” or “cycletracks,” on-street protected bikeways are physically separated from motor vehicle traffic and are intended to provide a similar user experience as off-street trails. Physical separation may be provided through parked cars, curbs, medians, bollards/flexible traffic posts, planters or other vertical feature.

Purpose and Justification:

Minneapolis is a great city for bicycling. The bicycle network has been expanded significantly in recent years, and a lot of people are biking. However, not everyone feels comfortable and safe riding on a busy street in the same space as cars, even with a bike lane. There are some parts of the city where potential bicycling demand is high, but where low-stress bikeway facilities such as trails, bike boulevards, and lower-traffic streets aren't an option. To continue to grow bicycling in Minneapolis, we need to make Minneapolis easier to bike for more people.

Public Works is currently preparing an update to the Minneapolis Bicycle Master Plan to identify priority corridors for implementation of protected bikeways. That plan update is expected to be approved by City Council in June 2015. The update is partially in response to the City of Minneapolis Climate Action Plan that was adopted in 2013, which recommends implementation of 30 miles of on-street protected bike facilities by 2020. This project includes all recommended protected bikeways in the 2015-2020 timeframe that are not funded by other projects. These projects include 25.6 centerline miles of protected bikeway facilities:

2015

- 26th/28th St (Portland Ave S to Hiawatha Ave S)
- Oak St (Washington Ave SE to East River Parkway)
- Plymouth/8th St (7th St N to 5th St NE)
- 9th St S (Hennepin Ave S to Chicago Ave S)

2016

- 10th St S (Hennepin Ave S to Chicago Ave S)
- Washington Ave S (5th Ave S to 19th Ave SE)
- Franklin Ave E (Riverside Ave SE to West River Parkway)
- 3rd Avenue S (16th St S to Washington Ave S) or Marquette/2nd Ave S (Washington Ave S to Grant St)

2017

- 3rd Ave S (Washington Ave S to University Ave SE)
- 26th & 28th St (Hennepin to Portland)
- Park/Portland (West River Pkwy to Franklin)

2018

- Dunwoody Blvd Trail (Van White Blvd to Hennepin Ave)
- Hennepin Ave (Maple St to 12th St)
- Hennepin/1st Ave NE (Washington Ave to 5th St NE)
- Grant St (Willow St to 2nd Ave S)

- 11th Ave S (6th St S to West River Pkwy)
2019
- University Ave SE (1st Ave NE to Oak St SE)
- Marshall St NE (14th to Lowry)
- 2020
- 1st/Blaisdell Ave S (Grant St to 40th St)
- Oak St SE (Washington Ave to Walnut St)

Anticipated Funding Sources (In Thousands)	2016	2017	2018	2019	2020	Totals by Source
Net Debt Bonds	1,640	1,250	1,000	1,140	1,940	6,970
Totals by Year	1,640	1,250	1,000	1,140	1,940	6,970

Describe status and timing details of secured or applied for grants or other non-City funding sources:

No grant applications have been submitted for these projects.

Operations & Capital Asset Maintenance:

Is this request for new or existing infrastructure? New

What is the expected useful life of the project/Improvement? 10

What is the estimated annual operating cost increase or (decrease) for this project? 1,100,000

Describe how operating cost impacts were determined. If new infrastructure, also discuss how the department/agency will pay for the increased annual operating costs:

Public Works is still assessing the costs of maintenance for protected bikeways. To date, we have limited experience with protected bikeway maintenance costs as follows: 0.4 miles of trails at \$10,560/centerline mile; 3.7 miles of two-way protected bike lanes on one side of the street at \$52,800/centerline mile, 5.3 miles of one-way protected bike lanes in each direction of travel on two-way streets at \$68,640/centerline mile, and 16.2 miles of one-way protected bike lanes in one direction of travel on one-way streets at \$34,320/mile. Public Works is having ongoing discussions regarding the appropriate level of maintenance for protected bikeways, particularly for winter operations including plowing.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment that will be necessary to realize the full expected useful life of the project:

The annual operating expenditures will result in no needed capital improvements.

Project Cost Breakdown by Major Expense (In Thousands)	2016	2017	2018	2019	2020	Total
Land Acquisition/Preparation/ROW	0	0	0	0	0	0
Relocation Assistance	0	0	0	0	0	0
Design Engineering/Architects	328	250	200	228	388	1,394
Furniture, Fixtures, Equipment	0	0	0	0	0	0
Information Technology	0	0	0	0	0	0
Construction Costs	1,070	815	652	744	1,266	4,547
Project Management	164	125	100	114	194	697
Contingency	0	0	0	0	0	0
City Administration	78	60	48	54	92	332
Total Expenses with Admin	1,640	1,250	1,000	1,140	1,940	6,970

Describe how this project contributes to meeting the current City and/or Park Board Goals and Objectives:

This project supports the following city goals:

Living well: Minneapolis is safe and livable and has an active and connected way of life

- All neighborhoods are safe, healthy and uniquely inviting
- Our neighborhoods have amenities to meet daily needs and live a healthy life
- High-quality and convenient transportation options connect every corner of the city

One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper

- All people have access to quality essentials, such as housing, education, food, child care and transportation

A hub of economic activity and innovation: Businesses, big and small, start, move, stay and grow here

- Infrastructure, public services and community assets support businesses and commerce
- Areas of greatest need are focused on; promising opportunities are seized

Great Places: Natural and built spaces work together and our environment is protected

- The city's infrastructure is managed and improved for current and future needs
- Iconic, inviting streets, spaces and buildings create a sense of place

State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects. Describe how the project is consistent with the adopted City/Park Board comprehensive plans and how the project implements goals and policies as stated in the adopted plans, including specific policy references:

Transportation: Minneapolis will build, maintain and enhance access to multi-modal transportation options for residents and businesses through a balanced system of transportation modes that supports the City's land use vision, reduces adverse transportation impacts, decreases the overall dependency on automobiles, and reflects the city's pivotal role as the center of the regional transportation network.

Policy 2.2: Support successful streets and communities by balancing the needs of all modes of transportation with land use policy.

2.2.3 Promote street and sidewalk design that balances handling traffic flow with pedestrian orientation and principles of traditional urban form.

Policy 2.6: Manage the role and impact of automobiles in a multi-modal transportation system.

2.6.4 Increase the operational efficiency of the roadway network through the use of advanced technologies for traffic operations.

2.6.5 Encourage the design and completion of needed improvements to the street network, including the freeway system, which promote the efficient, safe movement of traffic.

2.6.6 Maintain street infrastructure in good condition to maximize the life of existing facilities.

Public Services and Facilities: Through sound management and strategic investments, Minneapolis will maintain and develop public services and facilities that promote health, safety and an enhanced quality of life for all members of this growing community.

Policy 5.4: Enhance the safety, appearance, and effectiveness of the city's infrastructure.

5.4.1 Maintain and improve the quality and condition of public streets, sidewalks, bridges, water systems, and other public infrastructure.

5.4.2 Plan for and provide public facilities which anticipate growth needs, use fiscal resources efficiently, and meet realistic timelines.

5.4.3 Prioritize capital improvements according to an objective set of criteria consistent with adopted goals and policies, including those of The Minneapolis Plan.

Urban Design: Minneapolis will be an attractive and inviting city that promotes harmony between the natural and built environments, gives prominence to pedestrian facilities and amenities, and respects the city's traditional urban features while welcoming new construction and improvements.

Policy 10.15: Wherever possible, restore and maintain the traditional street and sidewalk grid as part of new developments.

10.15.3 Reduce street widths for safe and convenient pedestrian crossing by adding medians, boulevards, or bump-outs.

10.15.4 Improve access management and way-finding to and from all streets, sidewalks, and other pedestrian connections.

Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:

This project will be submitted for Location and Design review in 2015.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:

The city will be working with neighborhood and community groups to implement these corridors.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

There is some flexibility, however it is important to not bunch all of the projects into one or two program years to allow for city staff and crews to have a balanced work load.

Describe project completion status for ongoing projects and plans for unspent balances or if this is a new project, describe the major project phases and timing anticipated for completing the project:

This is a program of projects from 2015 to 2020. \$790,000 was programmed for 2015.

Add any additional supplemental information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:

These projects accomplish two major goals outlined in the Bicycle Master Plan; 1) to improve safety and 2) increase the number of bicyclists. These projects are strategically placed in system gap locations to maximize return on investment and to ensure regional equity.

The Minneapolis Plan for Sustainable Growth states: “Minneapolis will build, maintain and enhance access to multi-modal transportation options for residents and business through a balanced system of transportation modes that supports the city’s land use vision, reduces adverse transportation impacts, decreases the overall dependency on automobiles, and reflects the city’s pivotal role as the center of the regional transportation network.”

Q1. Is the proposed project on a route that is included in the Bicycle Master Plan?
If yes, how is the route designated.

All of these routes, except W Grant St, are in the 2011 Bicycle Master Plan. All of these routes are in the draft 2015 Protected Bikeways Update to the Bicycle Master Plan.

Q2. Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

Many of these routes are in high-volume pedestrian corridors, and some are in transit corridors. Protected bikeways are part of an overall strategy to improve multimodal transportation choices in Minneapolis and make it easier to get around without a car.

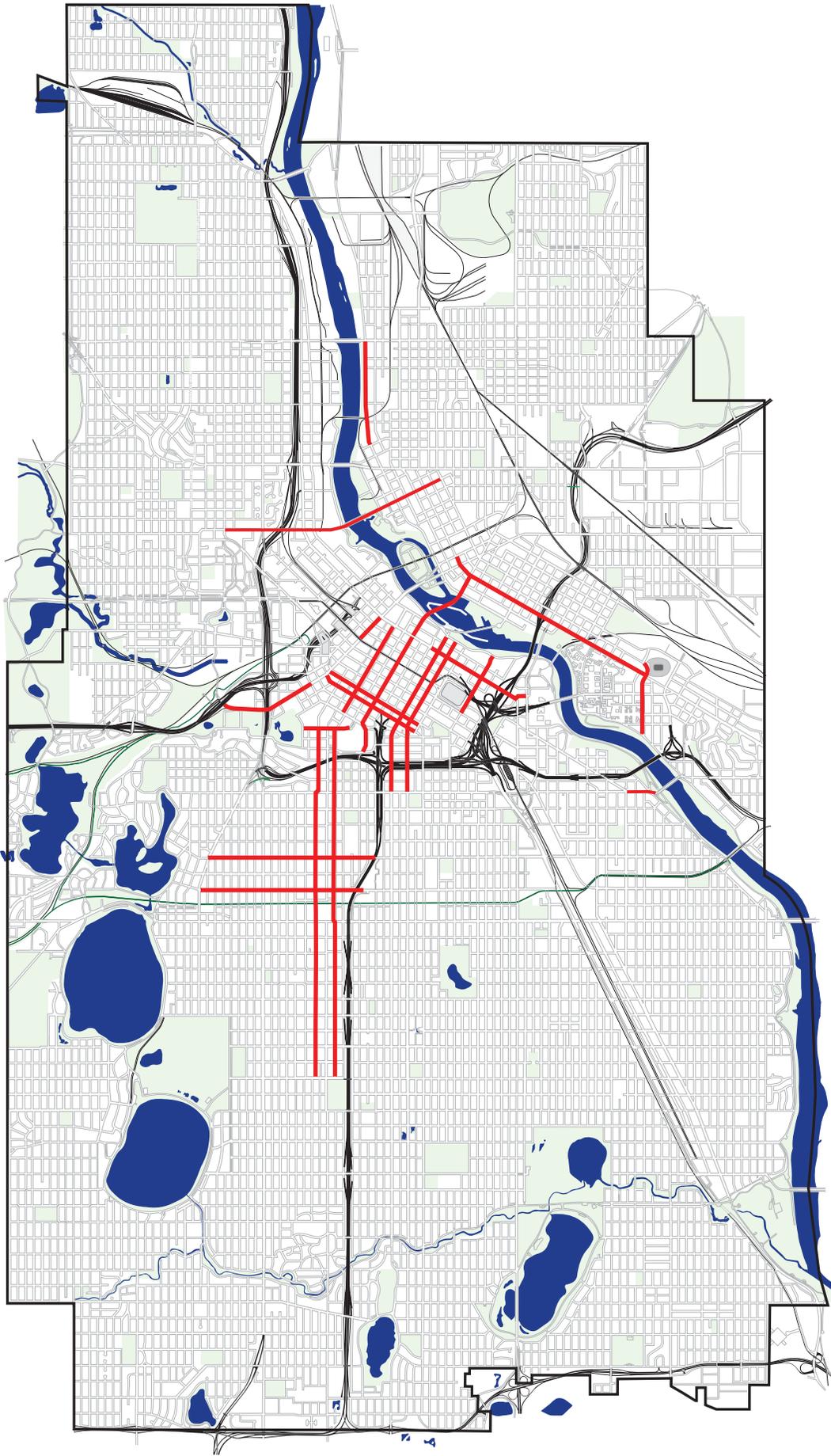
Q3. Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

These projects will provide a more comfortable bicycle facility than standard bike lanes.

Q4. Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide

details, is there potential for innovative design options? Provide details.

Yes, right-of-way is constrained in most of these corridors, and there are generally tradeoffs in most of these corridors with traffic lanes and parking lanes; however, these corridors are the result of a feasibility analysis of the best opportunities for near-term implementation of protected bikeways in Minneapolis.





Project Title: Columbia Heights Campus Upgrades

Project ID: WTR29

Project Location: Water campus in Columbia Heights
City Sector: Citywide
Initial Year in 5 Year Plan: 2017
Project Start Date: 1/1/17
Submitting Department: Public Works
Contact Person: Dale Folen

Affected Wards: All
Affected Neighborhood(s): Total
Estimated Project Completion Date: 12/31/25
Department Priority: 9
Contact Phone Number: (612) 661-4908
Prior Year Unspent Balances: \$0

Project Description:

The Columbia Heights water treatment campus still has systems in operation that were constructed as early as 1897. The proposed project is a systematic strategy to replace the function of structures built prior to about 1920. One of the primary needs is to remove the Open Reservoir from service. The project will include selective repair of two drain pipelines, construction of additional drain pipeline to recycle spent filter backwash water from the ultrafiltration (2005) treatment plant to the Softening Plant, a pipeline to bypass the main process water around the Open Reservoir, and eventual re-purposing of the Open Reservoir. The project will also include improvements to the metering system that serves all customers from the Hilltop Reservoirs.

Purpose and Justification:

The Open Reservoir has several concerns, including vulnerability, safety, and periodic water quality concerns that make filtration more difficult. Currently, all water pumped to the Columbia Heights campus flows through the Open Reservoir. Spent filter backwash water (the water used to clean the filters) from the Ultrafiltration Plant is recycled to the Open Reservoir as well. To allow removal of the Open Reservoir, significant piping must be constructed to convey water around the reservoir. The metering system for the Hilltop Reservoir needs updating and improved redundancy.

Anticipated Funding Sources (In Thousands)	2017	2018	2019	2020	Future Years	Totals by Source
Water Bonds		4,180	2,250	4,200	1,340	11,970
Water Revenue	300					300
Totals by Year	300	4,180	2,250	4,200	1,340	12,270

Describe status and timing details of secured or applied for grants or other non-City funding sources:

None planned.

Operations & Capital Asset Maintenance:

Is this request for new or existing infrastructure? Existing

What is the expected useful life of the project/Improvement? 40

What is the estimated annual operating cost increase or (decrease) for this project? 0

Describe how operating cost impacts were determined. If new infrastructure, also discuss how the department/agency will pay for the increased annual operating costs:

Planning for neutral change or decrease in operating cost.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment that will be necessary to realize the full expected useful life of the project:

N/A

Project Cost Breakdown by Major Expense (In Thousands)	2016	2017	2018	2019	2020	Total
Land Acquisition/Preparation/ROW	0	0	0	0	0	0
Relocation Assistance	0	0	0	0	0	0
Design Engineering/Architects	0	270	167	800	168	1,405
Furniture, Fixtures, Equipment	0	0	0	0	0	0
Information Technology	0	0	0	0	0	0
Construction Costs	0	0	3,386	1,200	3,402	7,988
Project Management	0	12	167	90	168	437
Contingency	0	4	261	53	262	579
City Administration	0	14	199	107	200	520
Total Expenses with Admin	0	300	4,180	2,250	4,200	10,930

Describe how this project contributes to meeting the current City and/or Park Board Goals and Objectives:

This project contributes to the maintenance of the water infrastructure, and the health of the City’s residents and workers—in furtherance of the following City Goals.

Living well: Minneapolis is safe and livable and has an active and connected way of life

- All neighborhoods are safe, healthy and uniquely inviting
- Our neighborhoods have amenities to meet daily needs and live a healthy life

A hub of economic activity and innovation: Businesses, big and small, start, move, stay and grow here

- Infrastructure, public services and community assets support businesses and commerce
- Areas of greatest need are focused on; promising opportunities are seized
- Strategies with our city and regional partners are aligned, leading to economic success

Great Places: Natural and built spaces work together and our environment is protected

- All Minneapolis residents, visitors and employees experience a safe and healthy environment
- We sustain resources for future generations: reducing consumption, minimizing waste and using less energy
- The city restores and protects land, water, air and other natural resources
- The city's infrastructure is managed and improved for current and future needs
- Iconic, inviting streets, spaces and buildings create a sense of place
- We welcome our growing and diversifying population through thoughtful planning and design

A City that works: City government runs well and connects to the community it serves

- Engaged and talented employees reflect our community, have the resources they need to succeed and are empowered to improve our efficiency and effectiveness
- City operations are efficient, effective, results-driven, and customer-focused
- Transparency, accountability and ethics establish public trust
- Responsible tax policy and sound financial management provide short-term stability and long-term fiscal health

State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects. Describe how the project is consistent with the adopted City/Park Board comprehensive plans and how the project implements goals and policies as stated in the adopted plans, including specific policy references:

Public Services and Facilities: Through sound management and strategic investments, Minneapolis will maintain and develop public services and facilities that promote health, safety and an enhanced quality of life for all members of this growing community.

Policy 5.4: Enhance the safety, appearance, and effectiveness of the city's infrastructure.

5.4.1 Maintain and improve the quality and condition of public streets, sidewalks, bridges, water systems, and other

public infrastructure.

5.4.2 Plan for and provide public facilities which anticipate growth needs, use fiscal resources efficiently, and meet realistic timelines.

5.4.3 Prioritize capital improvements according to an objective set of criteria consistent with adopted goals and policies, including those of The Minneapolis Plan.

Environment: Minneapolis will promote sustainable design practices in the preservation, development, and maintenance of its natural and built environments, provide equal access to all of the city's resources and natural amenities, and support the local and regional economy without compromising the needs of future generations.

Policy 6.9: Be a steward of clean water by protecting and enhancing its surface and groundwater systems.

6.9.1 Continue to invest in maintaining excellent water quality for consumption, and ensure delivery of safe drinking water to customers.

6.9.3 Accomplish the guiding principles of the city's Local Surface Water Management Plan, which are to protect people, property and the environment; maintain and enhance infrastructure; provide cost-effective services in a sustainable manner; meet or surpass regulatory requirements; educate and engage the public and stakeholders, and enhance livability and safety.

6.9.4 Encourage consumer use of the municipal water supply to reduce reliance on bottled water and the waste stream water bottles generate.

6.9.5 Support pollution prevention programs as an important first step in maintaining a healthy physical environment.

6.9.6 Manage pollutants at the source in order to prevent degradation of water bodies.

6.9.7 Preserve and enhance the strategic placement of pervious surfaces within the city to decrease the rate and volume of storm water runoff.

Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:

Reviews with the Planning Commission will be a future task.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:

None planned.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

Significant flexibility is possible to adjust expenses between years.

Describe project completion status for ongoing projects and plans for unspent balances or if this is a new project, describe the major project phases and timing anticipated for completing the project:

- Extension and Improvements to pipeline for recycling spent filter backwash water: Design 2017, Construction 2018-2019.
- Metering system Improvements for Hilltop Reservoir: Design 2017, Construction 2018.
- Pipeline to bypass the Open Reservoir: Design 2019, Construction 2020.
- Re-purposing of the Open Reservoir: After 2020.

Add any additional supplemental information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:

The Open Reservoir has experienced water quality issues related to seasonal algae growth. This increases the cost of water treatment, and could potentially cause taste and odor concerns. Recent and near-future operations use a small bypass system during seasonal periods of concern, but the plant capacity is severely limited due to the lack of capacity to adequately recycle spent filter backwash water.



Columbia Heights Water Treatment Campus



Project Title: Water Distribution Maintenance Facility **Project ID:** WTR18

Project Location: To Be Determined	Affected Wards: 3
City Sector: East	Affected Neighborhood(s):
Initial Year in 5 Year Plan: 2015	Estimated Project Completion Date: 12/31/17
Project Start Date: 1/1/15	Department Priority: 5
Submitting Department: Public Works	Contact Phone Number: (612) 673-3387
Contact Person: Bob Friddle	Prior Year Unspent Balances: \$7,000,000

Project Description:

The current Water Distribution Maintenance Facility (referred to as the Water East Yard) is located at the intersection of 5th Avenue SE and Hennepin Avenue. This facility serves as the base of operations for the Water Distribution system maintenance and construction group of the Water Treatment and Distribution Division of Public Works. It is the intent of this Project to vacate the existing facilities and replace them with new facilities. The project scope has been expanded to include relocation of the Water Meter Shop presently located at the Fridley Water Plant (4300 Marshall Street NE).

Purpose and Justification:

The purpose of this project is to design and build a suitable maintenance facility for the Water Treatment and Distribution Division of the Minneapolis Public Works Department.

Public Works completed an overall operational and facility assessment in 1991 that recommended that these facilities be replaced on consolidated campus that was central to the City and near transportation/truck routes. The City has strategically not invested in the current facilities since 1991 as part of the long term plan for relocation. The current facilities have exceeded their intended useful life and no longer meet the operational needs of Public Works. The overall operational goal for the City is to also leverage staff and equipment to improve overall operational effectiveness and efficiency.

The current East Yards site is comprised of multiple structures of various sizes and types, circulation space, construction yard space, and site storage spaces that are intermingled with employee parking areas. These facilities, due to age, location, and changes in function over time, no longer provide adequate or efficient use of space. When the two work units are co-located in the same facility and campus, field staff can be shared and work together to increase operational efficiencies. The existing Meter Shop is in similar condition to the East Yard facility. An alternate location will need to be found that is efficiently located in the City with sufficient space to house the Water Distribution group (including the water meter operations).

Anticipated Funding Sources (In Thousands)	Prior Years	2016	2017	2018	Totals by Source
Water Bonds	4,000	1,500	7,500	7,500	20,500
Water Revenue	3,000				3,000
Totals by Year	7,000	1,500	7,500	7,500	23,500

Describe status and timing details of secured or applied for grants or other non-City funding sources:

Not Applicable

Operations & Capital Asset Maintenance:

Is this request for new or existing infrastructure? New

What is the expected useful life of the project/Improvement? 50

What is the estimated annual operating cost increase or (decrease) for this project? 0

Describe how operating cost impacts were determined. If new infrastructure, also discuss how the department/agency will pay for the increased annual operating costs:

The proposed project will result in decreased operating costs that are directly related to a modern design standards, including being equal to a Silver Rating, based on the criteria of Leadership in Energy and Environmental Design (LEED). A specific dollar amount can be projected after the building has been designed utilizing energy modeling concepts.

Newly constructed industrial facilities have more complex mechanical, electrical, and life-safety systems than the buildings they replace. The advantage is that the systems provide for a healthier and safer environment for the staff. Although the systems are more energy efficient (approximately 30%) the savings are offset by bringing more fresh air, exhausting harmful pollutants, and controlling temperature and humidity with more precision. Similarly, the maintenance savings of having new systems is offset by having more systems to maintain. The end result is there may not be any operational savings with the new building. The true savings will be with the effectiveness of the operation.

However, due to the pending replacement of the existing facilities, the City has deferred maintenance at the current facility for the past several years. If this Project is not approved, a considerable amount of deferred maintenance work will need to be performed on the existing buildings, thereby increasing the current annual operating costs.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment that will be necessary to realize the full expected useful life of the project:

The intended life of a new facility should be at least 75 years with a small incremental capital investment starting at approximately the 10th year of operations starting with major building systems replacement starting in the 25th year of operation.

Project Cost Breakdown by Major Expense (In Thousands)	2016	2017	2018	2019	2020	Total
Land Acquisition/Preparation/ROW	250	0	0	0	0	250
Relocation Assistance	0	0	100	0	0	100
Design Engineering/Architects	1,000	100	750	0	0	1,850
Furniture, Fixtures, Equipment	0	250	250	0	0	500
Information Technology	0	0	50	0	0	50
Construction Costs	0	6,500	5,500	0	0	12,000
Project Management	100	100	300	0	0	500
Contingency	79	193	193	0	0	464
City Administration	71	357	357	0	0	786
Total Expenses with Admin	1,500	7,500	7,500	0	0	16,500

Describe how this project contributes to meeting the current City and/or Park Board Goals and Objectives:

This project contributes to the maintenance of the water distribution infrastructure, and the health of the City’s residents and workers—in furtherance of the following City Goals.

Living well: Minneapolis is safe and livable and has an active and connected way of life

- All neighborhoods are safe, healthy and uniquely inviting
- Our neighborhoods have amenities to meet daily needs and live a healthy life

A hub of economic activity and innovation: Businesses, big and small, start, move, stay and grow here

- Infrastructure, public services and community assets support businesses and commerce
- Areas of greatest need are focused on; promising opportunities are seized
- Strategies with our city and regional partners are aligned, leading to economic success

Great Places: Natural and built spaces work together and our environment is protected

- All Minneapolis residents, visitors and employees experience a safe and healthy environment
- We sustain resources for future generations: reducing consumption, minimizing waste and using less energy
- The city restores and protects land, water, air and other natural resources
- The city's infrastructure is managed and improved for current and future needs
- Iconic, inviting streets, spaces and buildings create a sense of place
- We welcome our growing and diversifying population through thoughtful planning and design

A City that works: City government runs well and connects to the community it serves

- Engaged and talented employees reflect our community, have the resources they need to succeed and are empowered to improve our efficiency and effectiveness
- Departments work seamlessly with each other and with the community and form strategic partnerships
- City operations are efficient, effective, results-driven, and customer-focused
- Transparency, accountability and ethics establish public trust
- Responsible tax policy and sound financial management provide short-term stability and long-term fiscal health

State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects. Describe how the project is consistent with the adopted City/Park Board comprehensive plans and how the project implements goals and policies as stated in the adopted plans, including specific policy references:

This proposal is consistent with and contributes to implementation of the following policies and implementation steps related to public facilities in The Minneapolis Plan for Sustainable Growth:

Public Services and Facilities: Through sound management and strategic investments, Minneapolis will maintain and develop public services and facilities that promote health, safety and an enhanced quality of life for all members of this growing community.

Policy 5.1: Coordinate facility planning among city departments and public institutions.

5.1.1 Encourage communication and coordination among city departments, Hennepin County, Minneapolis Park and Recreation Board, and Minneapolis Public Schools to share use of facilities.

5.1.2 Explore opportunities for co-location of public services where appropriate.

5.1.3 Work with all partner agencies, including City departments, to ensure that facility planning is consistent with the land use policies of The Minneapolis Plan.

Policy 5.4: Enhance the safety, appearance, and effectiveness of the city's infrastructure.

5.4.1 Maintain and improve the quality and condition of public streets, sidewalks, bridges, water systems, and other public infrastructure.

5.4.2 Plan for and provide public facilities which anticipate growth needs, use fiscal resources efficiently, and meet realistic timelines.

5.4.3 Prioritize capital improvements according to an objective set of criteria consistent with adopted goals and policies, including those of The Minneapolis Plan.

Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:

Once a site has been agreed upon, the process to receive planning and zoning approvals can begin. Site Selection options are currently being discussed with key department heads, the City Council, and the Mayor.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:

None.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

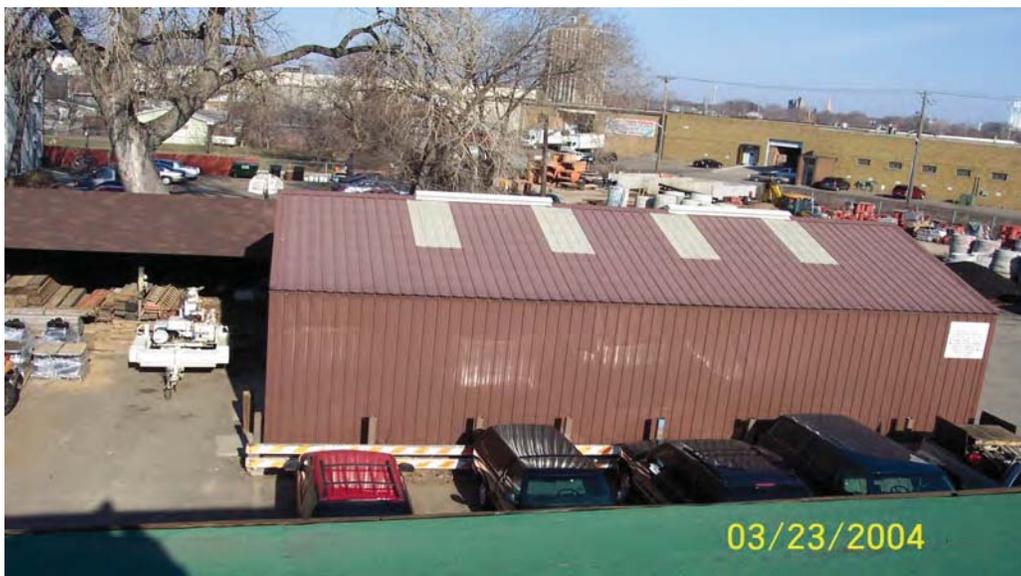
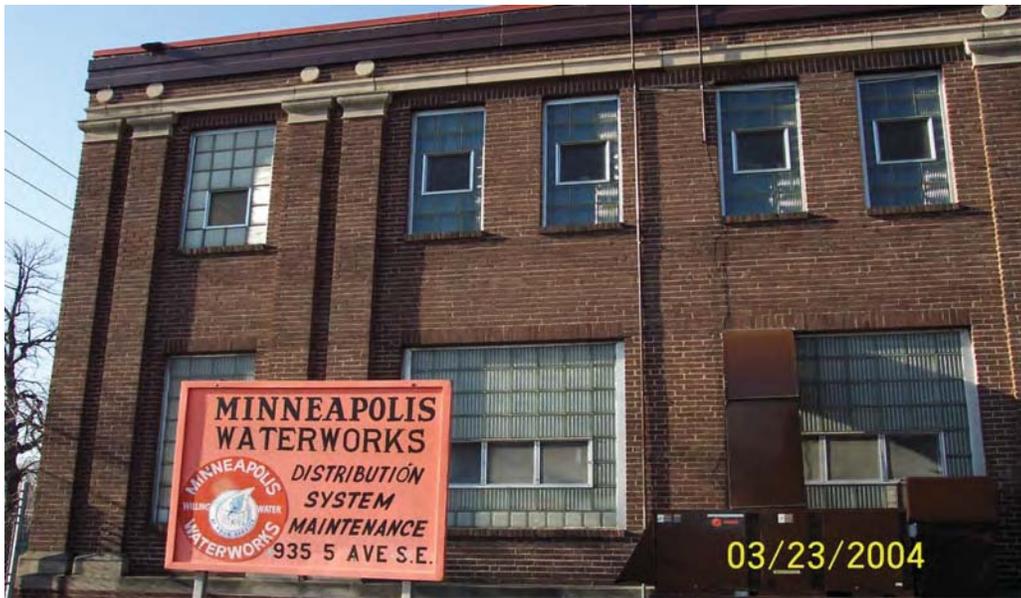
The Project Schedule needs to be followed as requested. This would allow the New Fire Station #11 to proceed as planned.

Describe project completion status for ongoing projects and plans for unspent balances or if this is a new project, describe the major project phases and timing anticipated for completing the project:

Site Selection options are currently being discussed with key department heads, the City Council, and the Mayor.

Add any additional supplemental information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:

The proposed relocation of the Water Distribution and Maintenance Operations will resolve the deficiencies of the existing facilities thereby improving the City's ability to provide drinking water to all of its customers in the most efficient and cost effective manner. Watermain maintenance and construction activities can be more closely coordinated and key services delivered more effectively and professionally in a modern facility.



Photos of existing East Yard Facility



Project Title: Property and Evidence Warehouse

Project ID: MPD02

Project Location:

City Sector: Multiple

Initial Year in 5 Year Plan:

Project Start Date: 1/1/16

Submitting Department: Police Department

Contact Person: Greg Goeke

Affected Wards: All

Affected Neighborhood(s): City-Wide

Estimated Project Completion Date: 12/31/16

Department Priority: 2 of 2

Contact Phone Number: 612-673-2706

Prior Year Unspent Balances: \$0

Project Description:

To acquire and modify an existing building that will meet the operational needs of the Property and Evidence Storage Unit of the Minneapolis Police Department. The proposed facility will be designed to meet all court-mandated chain-of-custody of evidence requirements. The design objective for this Project is to have an evidence storage facility that can be accredited by the International Association for Property and Evidence (IAPE), and by the American Society of Crime Lab Directors (ASCLD). These national organizations have developed the standards for space, safety and operations of evidence storage facilities. The facility will also be designed to meet all applicable fire and building codes and other state and federal codes and standards governing threats to employee safety including airborne contaminants, biohazards, and toxic chemicals.

Purpose and Justification:

The purpose of this Project is to provide a Property and Evidence Storage Unit that is designed both spatially and functionally to meet the current and future needs of the Minneapolis Police Department. The existing Evidence Unit managed by the Support Services Division of the Minneapolis Police Department is located in City Hall with their main offices in Room 33 and evidence storage in the basement and operated with a staff of 10 employees. There is also a Property and Evidence Warehouse located at 6024 Harriet Ave. S. that is operated by six additional staff members. In addition, property and evidence is also stored at a variety of other facilities located throughout Minneapolis. This scattering of facilities around the City lends itself to inefficiencies and logistical problems related to proper evidence storage procedures. But, most importantly, the current facilities are deficient in adequate storage capacity for the volume of evidence and size of items being retrieved from crime scenes.

Anticipated Funding Sources (In Thousands)	2016	Totals by Source
Net Debt Bonds	4,200	4,200
Totals by Year	4,200	4,200

Describe status and timing details of secured or applied for grants or other non-City funding sources:

NA

Operations & Capital Asset Maintenance:

Is this request for new or existing infrastructure? New

What is the expected useful life of the project/Improvement? 30

What is the estimated annual operating cost increase or (decrease) for this project? (70,000)

Describe how operating cost impacts were determined. If new infrastructure, also discuss how the department/agency will pay for the increased annual operating costs:

With the current structure of three locations, the amount of time spent driving between these locations costs the city and the department substantial expense. For one trip to pick up or drop off evidence from Harriet Ave to the NE warehouse and back costs the city \$48 in salary. If the same items were in one location, it would take roughly 15 minutes to handle the same items at a cost of \$6. There is a \$42 savings by having items in one location.

Also, this operation utilizes valuable City Hall space that can be utilized by other departments and reduce the City's overall cost (\$70,000 per year) for leased space downtown.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment that will be necessary to realize the full expected useful life of the project:

Future capital investment will be dependent upon the condition of the building purchased and whether the building has been invested in over its life.

Project Cost Breakdown by Major Expense (In Thousands)	2016	2017	2018	2019	2020	Total
Land Acquisition/Preparation/ROW	3,000	0	0	0	0	3,000
Relocation Assistance	0	0	0	0	0	0
Design Engineering/Architects	50	0	0	0	0	50
Furniture, Fixtures, Equipment	250	0	0	0	0	250
Information Technology	25	0	0	0	0	25
Construction Costs	500	0	0	0	0	500
Project Management	75	0	0	0	0	75
Contingency	100	0	0	0	0	100
City Administration	200	0	0	0	0	200
Total Expenses with Admin	4,200	0	0	0	0	4,200

Describe how this project contributes to meeting the current City and/or Park Board Goals and Objectives:

This project improves the efficiency of City facilities, and the ability of the Police Department to provide services to the public—in furtherance of the following City Goals.

A SAFE PLACE TO CALL HOME

People and businesses thrive in a safe and secure city

Strategic directions:

- Collaborative and caring communities help prevent crime

A CITY THAT WORKS

Minneapolis is a model of fiscal responsibility, technological innovation and values-based, results-driven municipal government

Strategic directions:

- 21st century government: collaborative, efficient and reform-minded

State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects. Describe how the project is consistent with the adopted City/Park Board comprehensive plans and how the project implements goals and policies as stated in the adopted plans, including specific policy references:

Policy 5.1: Coordinate facility planning among city departments and public institutions.

5.1.2 Explore opportunities for co-location of public services where appropriate.

5.1.4 Develop cooperative programming that takes advantage of the resources and missions of various public institutions.

Policy 5.4: Enhance the safety, appearance, and effectiveness of the city's infrastructure.

5.4.2 Plan for and provide public facilities which anticipate growth needs, use fiscal resources efficiently, and meet

realistic timelines.

Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:

Location and Design Review for this project took place on May 4, 2009. The project was found consistent with the City's comprehensive plan. Additional review will be required when location is determined and site plans are developed.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:

Currently there are no partners.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

Acquisition and modification to an existing warehouse facility can be completed within a given year. Also, the City could lease warehousing space in lieu of owning.

Describe project completion status for ongoing projects and plans for unspent balances or if this is a new project, describe the major project phases and timing anticipated for completing the project:

NA

Add any additional supplemental information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:

With the current structure of three locations, the amount of time spent driving between these locations costs the city and the department substantial expense. From the Harriet Ave warehouse to the NE storage location, our vehicles drive 7.5 miles one way. To add a stop to Room 33 in City Hall adds a second stop. The time it takes to make the 7.5 mile drive through traffic and on the road system means that a one-way trip may take 20 minutes or more. One round trip costs the city \$24 in salary. Once at the storage locations, the time it takes for one person to transfer property or evidence is added. If one hour is spent, another \$24 cost. For one trip to pick up or drop off evidence from Harriet Ave to the NE warehouse and back costs the city \$48 in salary. If the same items were in one location, it would take roughly 15 minutes to handle the same items at a cost of \$6. There is a \$42 savings by having items in one location.



Project Title: 46th Ave S, 46th St E to Godfrey Parkway **Project ID:** PV111

Project Location: 46th St E to Godfrey Parkway	Affected Wards: 12
City Sector: South	Affected Neighborhood(s): Hiawatha
Initial Year in 5 Year Plan: 2017	Estimated Project Completion Date: 12/1/17
Project Start Date: 4/17/17	Department Priority: 28 of 46
Submitting Department: Public Works	Contact Phone Number: (612) 673-3884
Contact Person: Steve Hay	Prior Year Unspent Balances: \$0

Project Description:

The project will reconstruct approximately 350 feet of 46th Avenue South from East 46th Street to the north side of the intersection at Godfrey Parkway. Full reconstruction of the roadway infrastructure consists of full removal of existing pavement, subgrade correction, aggregate base, asphalt paving, street lighting, curb and gutter, signage, sidewalks and pedestrian ramps.

Purpose and Justification:

This segment has many areas of broken or non-existent curb, and the driving surface is a mixture of street pavers and asphalt patches. There is no sidewalk or consistent ADA compliant pedestrian walkway along the east side of this street segment. Full reconstruction of the street would include complete removal and replacement of the driving surface along with the addition of a pedestrian walkway that would be ADA compliant. The project connects to Minnehaha Park.

Anticipated Funding Sources (In Thousands)	2017	Totals by Source
Net Debt Bonds	480	480
Special Assessments	5	5
Totals by Year	485	485

Describe status and timing details of secured or applied for grants or other non-City funding sources:

Not Applicable

Operations & Capital Asset Maintenance:

Is this request for new or existing infrastructure? Existing

What is the expected useful life of the project/Improvement? 60

What is the estimated annual operating cost increase or (decrease) for this project? (660)

Describe how operating cost impacts were determined. If new infrastructure, also discuss how the department/agency will pay for the increased annual operating costs:

It has been determined that a reconstructed road will cost \$10,000 per year per mile to maintain

For new infrastructure, describe the estimated timing and dollar amount of future capital investment that will be necessary to realize the full expected useful life of the project:

Not Applicable

Project Cost Breakdown by Major Expense (In Thousands)	2016	2017	2018	2019	2020	Total
Land Acquisition/Preparation/ROW	0	0	0	0	0	0
Relocation Assistance	0	0	0	0	0	0

Project Cost Breakdown by Major Expense (In Thousands)	2016	2017	2018	2019	2020	Total
Design Engineering/Architects	0	75	0	0	0	75
Furniture, Fixtures, Equipment	0	0	0	0	0	0
Information Technology	0	0	0	0	0	0
Construction Costs	0	302	0	0	0	302
Project Management	0	50	0	0	0	50
Contingency	0	35	0	0	0	35
City Administration	0	23	0	0	0	23
Total Expenses with Admin	0	485	0	0	0	485

Describe how this project contributes to meeting the current City and/or Park Board Goals and Objectives:

Living well: Minneapolis is safe and livable and has an active and connected way of life

- All neighborhoods are safe, healthy and uniquely inviting
- Our neighborhoods have amenities to meet daily needs and live a healthy life
- High-quality and convenient transportation options connect every corner of the city

One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper

- Equitable systems and policies lead to a high quality of life for all
- All people have access to quality essentials, such as housing, education, food, child care and transportation

A hub of economic activity and innovation: Businesses, big and small, start, move, stay and grow here

- Infrastructure, public services and community assets support businesses and commerce
- Areas of greatest need are focused on; promising opportunities are seized
- Strategies with our city and regional partners are aligned, leading to economic success

Great Places: Natural and built spaces work together and our environment is protected

- We sustain resources for future generations: reducing consumption, minimizing waste and using less energy
- The city’s infrastructure is managed and improved for current and future needs
- Iconic, inviting streets, spaces and buildings create a sense of place
- We welcome our growing and diversifying population through thoughtful planning and design

A City that works: City government runs well and connects to the community it serves

- Departments work seamlessly with each other and with the community and form strategic partnerships
- City operations are efficient, effective, results-driven, and customer-focused
- Transparency, accountability and ethics establish public trust
- Responsible tax policy and sound financial management provide short-term stability and long-term fiscal health

State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects. Describe how the project is consistent with the adopted City/Park Board comprehensive plans and how the project implements goals and policies as stated in the adopted plans, including specific policy references:

Transportation: Minneapolis will build, maintain and enhance access to multi-modal transportation options for residents and businesses through a balanced system of transportation modes that supports the City’s land use vision, reduces adverse transportation impacts, decreases the overall dependency on automobiles, and reflects the city’s pivotal role as the center of the regional transportation network.

Policy 2.2: Support successful streets and communities by balancing the needs of all modes of transportation with land use policy.

2.2.3 Promote street and sidewalk design that balances handling traffic flow with pedestrian orientation and principles of traditional urban form.

2.2.6 Encourage reconnection of the traditional street grid where possible, to increase connectivity for all travel modes and strengthen neighborhood character.

Policy 2.3: Encourage walking throughout the city by ensuring that routes are safe, comfortable, pleasant, and accessible.

2.3.1 Ensure that there are safe and accessible pedestrian routes to major destinations, including transit corridors, from nearby residential areas.

2.3.6 Provide creative solutions to increasing and improving pedestrian connectivity across barriers such as freeways, creeks and the river, and commercial areas, such as shopping centers.

Policy 2.6: Manage the role and impact of automobiles in a multi-modal transportation system.

2.6.4 Increase the operational efficiency of the roadway network through the use of advanced technologies for traffic operations.

2.6.5 Encourage the design and completion of needed improvements to the street network, including the freeway system, which promote the efficient, safe movement of traffic.

2.6.6 Maintain street infrastructure in good condition to maximize the life of existing facilities.

Public Services and Facilities: Through sound management and strategic investments, Minneapolis will maintain and develop public services and facilities that promote health, safety and an enhanced quality of life for all members of this growing community.

Policy 5.4: Enhance the safety, appearance, and effectiveness of the city's infrastructure.

5.4.1 Maintain and improve the quality and condition of public streets, sidewalks, bridges, water systems, and other public infrastructure.

5.4.2 Plan for and provide public facilities which anticipate growth needs, use fiscal resources efficiently, and meet realistic timelines.

5.4.3 Prioritize capital improvements according to an objective set of criteria consistent with adopted goals and policies, including those of The Minneapolis Plan.

5.4.4 Encourage the creation of special service districts downtown and in other business districts in order to enhance streetscapes, provide security services, and maintain the public realm.

Urban Design: Minneapolis will be an attractive and inviting city that promotes harmony between the natural and built environments, gives prominence to pedestrian facilities and amenities, and respects the city's traditional urban features while welcoming new construction and improvements.

Policy 10.15: Wherever possible, restore and maintain the traditional street and sidewalk grid as part of new developments.

10.15.1 Consider street vacations as a last resort to preserve the network of city streets and arterials.

10.15.2 Integrate and/or reuse historic pavement materials for streets and sidewalk reconstruction, where appropriate.

10.15.3 Reduce street widths for safe and convenient pedestrian crossing by adding medians, boulevards, or bump-outs.

10.15.4 Improve access management and way-finding to and from all streets, sidewalks, and other pedestrian connections.

10.15.5 Explore options to redesign larger blocks through the reintroduction and extension of the urban street grid.

Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:

Location and Design Review for this project will be completed in 2015.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:

This project segment intersects with a Hennepin County roadway on the north and a Minneapolis Parks & Recreation Board park on the south end. The City will coordinate appropriately with both agencies.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

This project is flexible as it is not associated with federal funding. Given the short length of the project it is not scalable, and should be completed all at once.

Describe project completion status for ongoing projects and plans for unspent balances or if this is a new project, describe the major project phases and timing anticipated for completing the project:

Not Applicable

Add any additional supplemental information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:

The Minneapolis Plan for Sustainable Growth states: “Minneapolis will build, maintain and enhance access to multi-modal transportation options for residents and business through a balanced system of transportation modes that supports the city’s land use vision, reduces adverse transportation impacts, decreases the overall dependency on automobiles, and reflects the city’s pivotal role as the center of the regional transportation network.”

Q1. Is the proposed project on a route that is included in the Bicycle Master Plan?

If yes, how is the route designated.

No

Q2. Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

No

Q3. Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

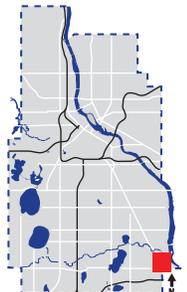
Yes. This one block segment provides pedestrian access to and from Minnehaha Falls Park. The intersection of 46th St. E. and 46th Ave. S. has an existing bus stop that is being improved as a transit stop for the A-line arterial BRT service to be implemented by the end of 2015.

Q4. Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details.

No



PROJECT





Project Title: North Loop Pedestrian Improvements **Project ID:** PV116

Project Location: 1st St N to 4th St N, 1st Ave N to 10th Ave N	Affected Wards: 3
City Sector: Downtown	Affected Neighborhood(s): North Loop
Initial Year in 5 Year Plan: 2019	Estimated Project Completion Date: 12/2/19
Project Start Date: 4/1/19	Department Priority: 38 of 46
Submitting Department: Public Works	Contact Phone Number: (612) 673-3884
Contact Person: Steve Hay	Prior Year Unspent Balances: \$0

Project Description:

The North Loop Pedestrian Facilities project will improve intersections with a combination of curb extensions, pedestrian crossing medians, pedestrian signalization, ADA compliant curb ramps, durable crosswalk markings, street lighting, street furnishings (e.g., greening, benches, trash receptacles, and bicycle racks), and upgrades to existing signals to add leading pedestrian intervals. These improvements will be added to the intersections along 1st Street N, 2nd Street N, 3rd Street N, and 4th Street N, which are classified as collectors or local roadways.

Purpose and Justification:

The project will improve safety for pedestrians and bicyclists by improving pedestrian and bicycle crossings at 23 intersections. These improvements are needed as a result of pedestrian and bicycle crashes in the project area (three crashes between 2009-2013). More importantly, this project will improve access to the Cedar Lake Trail, Grand Rounds Regional Trails, and the nearby Target Field Station (connects to Green Line, Blue Line, and Northstar Commuter Rail). Furthermore, the project will improve access for transit users and the Metro Transit routes that provide service to the project area, as transit users typically walk/bike to connect between the bus stop and their destinations.

Anticipated Funding Sources (In Thousands)	2019	Totals by Source
Net Debt Bonds	1,900	1,900
Federal Government Grants	1,000	1,000
Totals by Year	2,900	2,900

Describe status and timing details of secured or applied for grants or other non-City funding sources:

A federal grant has been applied for. If funded, this project will need to be constructed in the program year.

Operations & Capital Asset Maintenance:

Is this request for new or existing infrastructure? New

What is the expected useful life of the project/Improvement? 25

What is the estimated annual operating cost increase or (decrease) for this project? 1,000

Describe how operating cost impacts were determined. If new infrastructure, also discuss how the department/agency will pay for the increased annual operating costs:

\$1,000 is based on historical information from street maintenance for an improvement of this type.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment that will be necessary to realize the full expected useful life of the project:

Regular maintenance will be required to realize the full life expectancy of the improvements.

Project Cost Breakdown by Major Expense (In Thousands)	2016	2017	2018	2019	2020	Total
Land Acquisition/Preparation/ROW	0	0	0	0	0	0
Relocation Assistance	0	0	0	0	0	0
Design Engineering/Architects	0	0	0	390	0	390
Furniture, Fixtures, Equipment	0	0	0	0	0	0
Information Technology	0	0	0	0	0	0
Construction Costs	0	0	0	1,677	0	1,677
Project Management	0	0	0	195	0	195
Contingency	0	0	0	500	0	500
City Administration	0	0	0	138	0	138
Total Expenses with Admin	0	0	0	2,900	0	2,900

Describe how this project contributes to meeting the current City and/or Park Board Goals and Objectives:

This project contributes to a safe and robust pedestrian network in high-activity locations, supporting the following City Goals.

Living well: Minneapolis is safe and livable and has an active and connected way of life

- All neighborhoods are safe, healthy, and uniquely inviting.
- Neighborhoods have amenities to meet daily needs and live a healthy life.
- High-quality and convenient transportation options connect every corner of the city.
- Residents and visitors have ample arts, cultural, entertainment, and recreational opportunities.
- The city grows with density done well.

One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper

- Racial inequities (including in housing, education, income and health) are addressed and eliminated.
- Equitable systems and policies lead to a high quality of life for all.
- All people have access to quality essentials, such as housing, education, food, child care, and transportation.

A hub of economic activity and innovation: Businesses – big and small – start, move, stay and grow here

- We focus on areas of greatest need and seize promising opportunities.
- Infrastructure, public services and community assets support businesses and commerce.
- Strategies with our City and regional partners are aligned, leading to economic success.

Great Places: Natural and built spaces work together and our environment is protected

- All Minneapolis residents, visitors, and employees have a safe and healthy environment.
- We sustain resources for future generations by reducing consumption, minimizing waste, and using less energy.
- We manage and improve the city's infrastructure for current and future needs.
- Iconic, inviting streets, spaces, and buildings create a sense of place.
- We welcome our growing and diversifying population with thoughtful planning and design.

A City that works: City government runs well and connects to the community it serves

- Decisions bring City values to life and put City goals into action.
- Departments work seamlessly and strategically with each other and with the community.
- City operations are efficient, effective, results driven and customer focused.

State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects. Describe how the project is consistent with the adopted City/Park Board comprehensive plans and how the project implements goals and policies as stated in the adopted plans, including specific policy references:

Enhancement of pedestrian facilities is supported by policies in the City's comprehensive plan related to creating sustainable, livable, and healthy communities, as well as creating vibrant places that attract residents, workers, and economic investment to the City. The following are key policies from the Minneapolis Plan for Sustainable Growth that support this capital budget request.

Land Use: Minneapolis will develop and maintain a land use pattern that strengthens the vitality, quality and urban character of its downtown core, commercial corridors, industrial areas, and neighborhoods while protecting natural systems and developing a sustainable pattern for future growth.

Policy 1.13: Support high density development near transit stations in ways that encourage transit use and contribute to interesting and vibrant places.

1.13.6 Encourage investment and place making around transit stations through infrastructure changes and the planning and installation of streetscape, public art, and other public amenities.

Transportation: Minneapolis will build, maintain, and enhance access to multi-modal transportation options for residents and businesses through a balanced system of transportation modes that supports the City's land use vision, reduces adverse transportation impacts, decreases the overall dependency on automobiles, and reflects the city's pivotal role as the center of the regional transportation network.

Policy 2.2: Support successful streets and communities by balancing the needs of all modes of transportation with land use policy.

2.2.3 Promote street and sidewalk design that balances handling traffic flow with pedestrian orientation and principles of traditional urban form.

Policy 2.3: Encourage walking throughout the city by ensuring that routes are safe, comfortable, pleasant, and accessible.

2.3.1 Ensure that there are safe and accessible pedestrian routes to major destinations, including transit corridors, from nearby residential areas.

2.3.2 Identify and encourage the development of pedestrian routes within Activity Centers, Growth Centers, and other commercial areas that have superior pedestrian facilities.

Policy 2.6: Manage the role and impact of automobiles in a multi-modal transportation system.

2.6.6 Maintain street infrastructure in good condition to maximize the life of existing facilities.

Public Services and Facilities: Through sound management and strategic investments, Minneapolis will maintain and develop public services and facilities that promote health, safety, and an enhanced quality of life for all members of this growing community.

Policy 5.4: Enhance the safety, appearance, and effectiveness of the city's infrastructure.

5.4.1 Maintain and improve the quality and condition of public streets, sidewalks, bridges, water systems, and other public infrastructure.

Urban Design: Minneapolis will be an attractive and inviting city that promotes harmony between the natural and built environments, gives prominence to pedestrian facilities and amenities, and respects the city's traditional urban features while welcoming new construction and improvements.

Policy 10.9: Support urban design standards that emphasize traditional urban form with pedestrian-scale features at the street level in mixed-use and transit-oriented development.

10.9.3 Provide safe, accessible, convenient, and lighted access and way finding to transit stops and transit stations along the Primary Transit Network bus and rail corridors.

10.9.4 Coordinate site designs and public right-of-way improvements to provide adequate sidewalk space for pedestrian movement, street trees, landscaping, street furniture, sidewalk cafes and other elements of active pedestrian areas.

Policy 10.16: Design streets and sidewalks to ensure safety, pedestrian comfort, and aesthetic appeal.

10.16.1 Encourage wider sidewalks in commercial nodes, activity centers, along community and commercial corridors and in growth centers such as Downtown and the University of Minnesota.

10.16.2 Provide streetscape amenities, including street furniture, trees, and landscaping, that buffer pedestrians from auto traffic, parking areas, and winter elements.

10.16.3 Integrate placement of street furniture and fixtures, including landscaping and lighting, to serve a function and not obstruct pedestrian pathways and pedestrian flows.

10.16.4 Employ pedestrian-friendly features along streets, including street trees and landscaped boulevards that add interest and beauty while also managing storm water, appropriate lane widths, raised intersections, and high-visibility crosswalks.

Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:

This project will be submitted for location and design review in 2015.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:

At present this is a city initiative with neighborhood involvement.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

If federal funds are awarded, this project will need to be constructed in the federal program year.

Describe project completion status for ongoing projects and plans for unspent balances or if this is a new project, describe the major project phases and timing anticipated for completing the project:

Not applicable

Add any additional supplemental information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:

The emergence of the North Loop neighborhood as a complete community where people can live, work, shop, go to school, and recreate has increased the pedestrian and bicycle traffic and need for improvements. The project will improve connectivity and safety to establish the North Loop as a primary living destination.

The Minneapolis Plan for Sustainable Growth states: “Minneapolis will build, maintain and enhance access to multi-modal transportation options for residents and business through a balanced system of transportation modes that supports the city’s land use vision, reduces adverse transportation impacts, decreases the overall dependency on automobiles, and reflects the city’s pivotal role as the center of the regional transportation network.”

Q1. Is the proposed project on a route that is included in the Bicycle Master Plan?

If yes, how is the route designated.

Yes. Several of the intersection treatments will take place on routes in the Bicycle Master Plan (including 10th Avenue, 4th Avenue, 5th Avenue, 3rd Avenue, 1st Avenue, and 2nd Street)

Q2. Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

Yes, the project area includes high volume pedestrian and transit corridors. Recent development in the North Loop has increased the pedestrian and bicycle traffic and need for improvements.

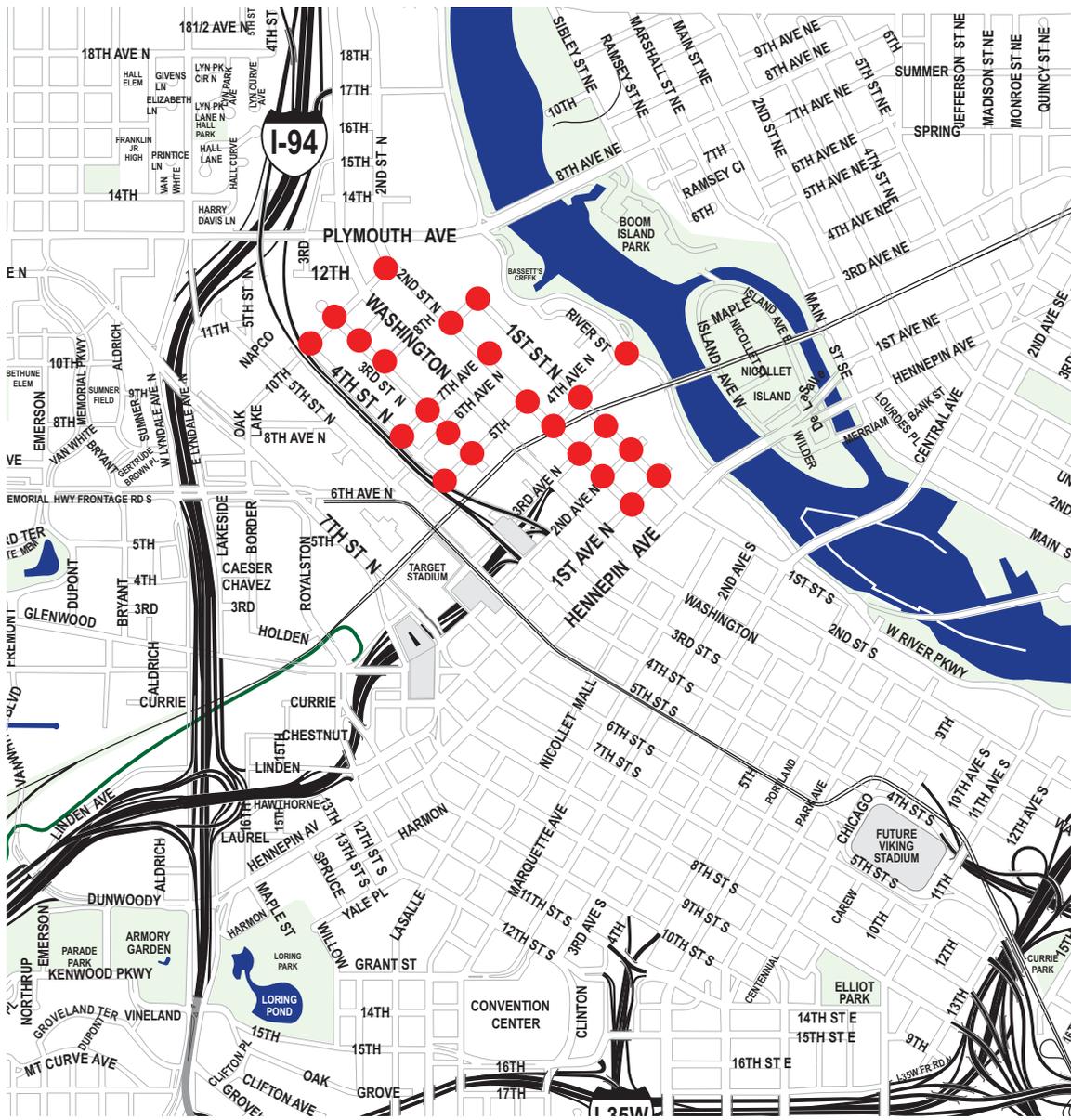
Q3. Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

Yes. The pedestrian environment will be enhanced greatly with a combination of curb extensions, pedestrian crossing medians, pedestrian signalization, ADA compliant curb ramps, durable crosswalk markings, street lighting, street furnishings, and upgrades to existing signals to add leading pedestrian intervals.

Q4. Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide

details, is there potential for innovative design options? Provide details.

Yes, right-of-way is constrained. However, this project will not result in different modes of transportation competing for space. The project emphasizes the improvement of pedestrian access via improved crossings.



● PROJECT INTERSECTIONS





Project Title: New Solid Waste & Recycling Facility

Project ID: PSD17

Project Location: 2710 Pacific Avenue North (current)

City Sector: North

Initial Year in 5 Year Plan: 2015

Project Start Date: 3/1/14

Submitting Department: Public Works

Contact Person: Greg Goeke

Affected Wards: 5

Affected Neighborhood(s): Hawthorne

Estimated Project Completion Date: 12/31/18

Department Priority: 1 Of 1

Contact Phone Number: 612-673-2706

Prior Year Unspent Balances: \$3,000,000

Project Description:

The project will design and construct a new facility (on a new site) to support the long term operating needs of the Solid Waste and Recycling division of Public Works.

Purpose and Justification:

The current 2710 Pacific Avenue North location is the primary site for the City's internal Solid Waste and Recycling program. The site is a combination of one primary industrial building, a transfer station, fuel island, and auxiliary buildings and functions. The main building is comprised primarily of shop space with service bays for on-site mechanics, storage areas for parts and supplies, as well as a two story office function which houses operations staff. The facility has had minimal investment since its inception in 1948, with the exception of a small addition in 1959 and a sizable addition on each side of the original building in 1968 of both the office and shop areas. The various additions to the building and operational changes over time have created inefficiencies and poor utilization of space.

The building has extensive capital maintenance needs that have been deferred, lacks elevator service and much of the facility is not code compliant. The building's outdated systems and deferred maintenance has led to energy inefficiencies that no longer meet today's standards for energy compliance and the building is no longer compliant for storm water separation ordinances, ADA and does not meet the functional needs of the department.

A physical condition assessment of the facility was completed in 2013 to identify and address all code issues (including ADA), deferred maintenance, and systems and building deficiencies, in order to bring the facility to current City standards. The assessment provided the scope of work and associated cost estimates required to modernize the facility. As a result of the survey it has been determined that the current site and building will require substantial investment and still not meet the current (or future) operational needs of the division. Therefore it has been determined to design and construct a new facility on a new site. By doing so it will also free up the current site for the "Above the Falls" park development.

The new site and building will also provide for the needed space (and equipment) to accommodate all Solid Waste and Recycling staff at one location and to expand service to include organics collection in the future. The new site and building would accommodate the use of Compressed Natural Gas (CNG) as a fueling option to be considered as the fleet is updated in the future.

Anticipated Funding Sources (In Thousands)	Prior Years	2016	2017	Totals by Source
Solid Waste Bonds	5,000	7,000	15,000	27,000
Totals by Year	5,000	7,000	15,000	27,000

Describe status and timing details of secured or applied for grants or other non-City funding sources:

Grant or other non-City funding has not been secured at this time. There is potential for non-City contributions (or incentives) with a Compressed Natural Gas (CNG) fleet. Public Works is completing a consultant study to determine whether the City replacement fleet purchases will be CNG or continue to be diesel fueled with Stage IV particulate

matter filtration on the exhaust.

Operations & Capital Asset Maintenance:

Is this request for new or existing infrastructure? New

What is the expected useful life of the project/Improvement? 75

What is the estimated annual operating cost increase or (decrease) for this project? 0

Describe how operating cost impacts were determined. If new infrastructure, also discuss how the department/agency will pay for the increased annual operating costs:

The project will need to be further developed to determine if there are any operating cost impacts. Project does not include the costs for a CNG fleet, these purchases would be part of a regular fleet replacement schedule. A decision to implement a CNG fleet has yet to be made by the City.

Public Works has included \$25 million dollars of debt service into their proforma that determines future rates for service.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment that will be necessary to realize the full expected useful life of the project:

The intended life of a new facility should be at least 75 years with a small incremental capital investment starting at approximately the 10th year of operations and with major building systems replacement starting in the 25th year of operation.

Project Cost Breakdown by Major Expense (In Thousands)	2016	2017	2018	2019	2020	Total
Land Acquisition/Preparation/ROW	5,000	0	0	0	0	5,000
Relocation Assistance	0	0	0	0	0	0
Design Engineering/Architects	500	350	0	0	0	850
Furniture, Fixtures, Equipment	0	1,800	0	0	0	1,800
Information Technology	12	150	0	0	0	162
Construction Costs	1,000	11,500	0	0	0	12,500
Project Management	135	135	0	0	0	270
Contingency	19	351	0	0	0	370
City Administration	333	714	0	0	0	1,048
Total Expenses with Admin	7,000	15,000	0	0	0	22,000

Describe how this project contributes to meeting the current City and/or Park Board Goals and Objectives:

Great Places:

- All Minneapolis residents, visitors, and employees experience a safe and healthy environment
- We sustain resources for future generations: reducing consumption, minimizing waste and using less energy
- The City's infrastructure is managed and improved for current and future needs

A City That Works:

- City operations are efficient, effective, results-driven, and customer focused

State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects. Describe how the project is consistent with the adopted City/Park Board comprehensive plans and how the project

implements goals and policies as stated in the adopted plans, including specific policy references:

This project has not gone through the Location and Design review process.

The current project has impacts to the long term "Above the Falls" park development plan. The date in which this site will need to be converted has yet to be determined.

Policy 1.14 Maintain Industrial Employment Districts to provide appropriate locations for industrial land uses.

1.14.1 Develop regulations for the Industrial Employment Districts that promote compatible industrial development and the efficient use of land.

1.14.2 Allow industrial uses outside of Industrial Employment Districts to transition over time to other uses.

1.14.3 Restrict the development and expansion of nonindustrial uses within designated Industrial Employment Districts, limiting non-industrial uses to the types of uses and locations designated in the Industrial Land Use and Employment Plan.

Policy 5.1 Coordinate Facility Planning around City Departments and Public Institutions.

5.1.1 Encourage communication and coordination among city departments, Hennepin County, Minneapolis Park and Recreation Board, and Minneapolis Public Schools to share use of facilities.

5.1.2 Explore opportunities for co-location of public services where appropriate.

5.1.3 Work with all partner agencies, including City departments, to ensure that facility planning is consistent with the land use policies of The Minneapolis Plan.

5.1.4 Develop cooperative programming that takes advantage of the resources and missions of various public institutions.

Policy 5.4 Enhance the safety, appearance, and effectiveness of the City's Infrastructure.

5.4.2 Plan for and provide public facilities which anticipate growth needs, use fiscal resources efficiently, and meet realistic timelines.

5.7 Protect and Improve individual, community, and environmental health.

5.7.1 Support the health of individuals through direct services, initiatives, research, Farmers markets contribute to good nutrition by providing a source for healthy, locally-grown produce.

Chapter 5: Public Services and Facilities 5-9 City Council Adopted 10/2/09 and advocacy.

Policy 6.1: Integrate environmental, social and economic goals into decision-making processes at all levels.

Promote efficient use of natural and limited resources when renovating, constructing or operating city facilities and in general city operations.

6.1.3 Apply the city-adopted US Green Building Council's LEED (Leadership in Energy and Environmental Design) standards and the State of Minnesota Sustainable Building B3 Guidelines as tools for design and decision-making when developing, renovating or operating city facilities.

6.1.4 Invest in energy efficient heating ventilation and air conditioning (HVAC) and lighting systems, controls and sensors that minimize emission and noise, use of renewable fuel sources, and utilization of best available control technology to minimize particulate emissions.

6.1.5 Continue to modify and improve processes to replace chemicals, vehicles, equipment, and fuels with safer alternatives to reduce emissions, noise and other pollutants resulting from city operations.

Provide the date that Location and Design Review was conducted for the project, the outcome of that

analysis and the date formal action was taken by the Planning Commission:

This project has not gone through the Location and Design review process. Staff has engaged the staff of the Community Planning and Economic Development department to assist in the site evaluation and selection process.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:

The potential for a CNG fueling option may be a private-public partnership.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

The projected funding for this project is flexible and will be within the Solid Waste and Recycling financial direction (for the fund).

Describe project completion status for ongoing projects and plans for unspent balances or if this is a new project, describe the major project phases and timing anticipated for completing the project:

The goal for 2016 is to complete the site assessment/acquisition process.

Add any additional supplemental information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:

This project will free up land that will become part of the "Above the Falls" park development.