

**Minneapolis Community Planning and Economic Development Department
Planning Division Report**

**Capital Improvements
Location and Design Review**

Date: February 11, 2016

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."

Capital Project: 3rd Avenue South Redesign (1st Street S to 16th Street S)

Department Submitting the Project: Public Works

Contact Person and Phone: Simon Blenski, (612) 673-5012

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

Proposal Description: As described in the attached materials

Conformance with Comprehensive Plan: This capital project is in conformance with the City's comprehensive plan, as evaluated in the attached materials.

Recommended Finding:

Staff recommends that the project is deemed **consistent** with the comprehensive plan, with **no further review required** by the Minneapolis Planning Commission.

3rd Ave S Redesign

Location and Design Review Information

Project Information:

Project Title: PV128 3rd Ave S Redesign (1st to 16th St)

Project ID: PV128

Location of Project: 3rd Ave S from 1st St S to 16th St S

City Sector: Downtown

Affected Wards: 3, 7

Affected Neighborhoods: Downtown, Loring Park

Initial Year in Adopted Five-Year Plan: 2016

Project Start Date: 5/1/16

Estimated Project Completion Date: 12/2/17

Contact Person: Simon Blenski

Contact Number: 612-673-5012

Project Description:

The 1.1 mile-long project will install a protected bikeway on 3rd Avenue S between 1st Street S and 16th Street S. The project establishes a comfortable north-south bicycle connection through the core of downtown. Existing bicycle demand along 3rd Avenue S is 850 bicycles per day. The protected bikeway design will consist of a striped bike lane separated from motor vehicle traffic by a painted buffer and flexible delineators. Between 9th Street S and 12th Street S, the bike lane will be separated from the travel lane by new landscaped medians. The project requires the removal of three center landscaped medians between 7th Street S and Washington Avenue S, although there will be additional landscape improvements for the length of the corridor. Other project elements include a sealcoat between 1st Street S-Washington Avenue S and 8th Street S-16th Street S and a mill and overlay between Washington Avenue S-8th Street S.

Project Map:



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 in downtown Minneapolis 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 bikeway serves these important connections and will be designed to be comfortable for all bicycle rider types.

Operations & Capital Asset Maintenance:

This project would construct new infrastructure and maintain existing infrastructure. The expected useful life is 25 years. The estimated annual operating cost increase is \$65,000 per year. Operating costs are \$59,000 per year per mile based on the actual costs of a pilot project. The \$59,000 per year per mile cost includes winter maintenance, signage, striping, sweeping, and bollard replacement. This amount will need to be funded as part of the Street Department budget. Additional operating dollars will need to be appropriated for this 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.

Goal Contributions/Comprehensive Plan Compliance:

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
 - 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.

The following are key policies from the Minneapolis Plan for Sustainable Growth that are supportive of this project:

- 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.

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."