



Minneapolis Capital Budget Request

Project Title: PV095 4th St N & S (2nd Ave N to 4th Ave S)

Project Location: 2nd Ave N to 4th Ave S

City Sector: Downtown

Project Start Date: 4/16/18

Submitting Department: Public Works

Contact Person: Chris Engelmann

Level of Need: Significant

Affected Wards: Various

Affected Neighborhood(s): Downtown West

Estimated Project Completion Date: 12/3/18

Department Priority: 29 of 52

Contact Phone Number: (612) 673-3274

Project Description:

The proposed project will reconstruct 0.45 miles of 4th St in Downtown Minneapolis from 4th Ave S to 2nd Ave N. This section of 4th St is Municipal State Aid (MSA) Route 341.

The project will consist of complete removal and replacement of the pavement, subgrade, curb and gutter, and driveways. Some sidewalks may also be replaced. The reconstructed roadway is anticipated to include the eastbound bicycle lane and westbound contra-flow transit lane in addition to through traffic lanes.

Purpose and Justification:

This section of 4th St was constructed between 1961-1963 as an asphalt over concrete roadway. It was overlaid in 2000 and a seal coat applied in 2001. The Pavement Condition Index (PCI) was last measured in 2010 and has a PCI rating of 42 to 55 depending on the segment. This roadway has considerable medium and high severity cracking and patching, and is developing potholes. Some sections of curb and gutter are also showing medium to high levels of deterioration.

This corridor has an Average Daily Traffic (ADT) ranging from 9,500 vehicles per day (2010 traffic count) near 4th Ave S to 19,800 vehicles per day near Hennepin Ave (2008 traffic count). This is also a transit corridor with buses operating in both directions, eastbound with general traffic and westbound in the contra-flow transit lane. Metro Transit currently operates routes 3 and 7 east bound on 4th St, and various other bus routes traveling westbound for unloading. This corridor also has an east bound bicycle route that is categorized as carrying estimated bicycle traffic of up to 250 bicyclists per day (2014). A 2012 bicycle traffic count estimated 190 bicyclists per day on 4th St S near Portland Ave. A 2009 pedestrian traffic count estimated 2,290 pedestrians per day on 4th St S east of 3rd Ave S.

Department Funding Request (in Thousands)

| Anticipated Funding Sources | Prior 5 Years | 2017 | 2018 | 2019 | 2020 | 2021 | Current 5 Year Plan | Future Years |
|-----------------------------|---------------|------|--------------|--------------|------|------|---------------------|--------------|
| Municipal State Aid | | | 2,505 | | | | 2,505 | |
| Net Debt Bonds | | | 1,215 | 2,630 | | | 3,845 | |
| Special Assessments | | | 790 | | | | 790 | |
| Stormwater Revenue | | | | | | | | |
| Total | | | 4,510 | 2,630 | | | 7,140 | |

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Project Cost Breakdown (in Thousands)

| Major Expense Categories | 2017 | 2018 | 2019 | 2020 | 2021 | Total |
|-------------------------------|------|-------|-------|------|------|-------|
| Design and Project Management | | 748 | 374 | | | 1,122 |
| Construction Costs | | 3,548 | 2,131 | | | 5,678 |
| General Overhead | | 215 | 125 | | | 340 |
| Total | | 4,510 | 2,630 | | | 7,140 |

Have Grants for this Project been secured?

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

No grants or non-city funding has been secured at this time.

Primary City Goal(s) supported:

- Living well: Minneapolis is safe and livable and has an active and connected way of life
- One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper
- A hub of economic activity and innovation: Businesses – big and small – start, move, stay and grow here
- Great Places: Natural and built spaces work together and our environment is protected
- A City that works: City government runs well and connects to the community it serves

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

- 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
- 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:

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

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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.

10.15.3 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:

Location and Design review was completed on May 9, 2013. The project was found to be consistent with the City's comprehensive plan. No additional review is required.

Will the project contribute to growth in the city's tax base? Supports substantial tax base growth

Describe the economic development impact of the project:

Reconstruction of 4th Street supports ongoing redevelopment in the North Loop, Nicollet Mall, and Downtown East areas. It's function as a connection between these areas and as a pathway to and from downtown for bikes, pedestrians, cars, and buses is important for the long-term economic development potential of the area.

Does the project support redevelopment opportunity that without the project would be infeasible?

Reconstruction of the street will enhance the already desirable development areas adjacent to the project.

Describe how this project implements recommendations from small area plans, implementation plans, design guidelines, and urban design documents adopted by the City of Minneapolis:

The Downtown East/North Loop Master Plan recommends improvements to 4th Streets that both enhance those streets directly, with the goal of greater development potential and multimodal operations.

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

The City will need to coordinate with Metro Transit to route buses during construction. There are no financial partners at this time.

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

Yes. This section of 4th St is a designated bicycle route on the City's Bikeways Master Plan and provides connectivity to the Hiawatha LRT trail.

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 4th St corridor is a heavily used transit route that is currently being used by Metro Transit routes 3 and 7 eastbound and various routes traveling westbound for unloading. Buses travel in both directions, eastbound with general traffic and westbound in the bus contra-flow lane. This project also has very high pedestrian activity because of its location in the core of downtown and provides direct access to the Central Library and City Hall.

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

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The existing bicycle lane, contra-flow transit lane, and other transit infrastructure will be improved or maintained.

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 right of way is constrained; therefore, no substantial changes in the existing cross section are anticipated. Innovative design strategies will be explored if appropriate.

Operations & Capital Asset Maintenance:

Is this request for new or existing infrastructure? Existing

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

Year that Operating Incr/(Decr) will take effect? 2018

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

Any Prior Year Remaining Bond Authorizations? No

Prior Year Remaining Bond Authorizations: \$0

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

There is no net change in the annual operating budget; Public Works will reallocate those dollars to aging infrastructure elsewhere in the system.

In general, the cost to maintain a street/alley in poor condition is estimated at \$10,000 per mile per year for a commercial/MSA type of roadway. Given the length of this project at 0.45 miles, the estimated annual cost to maintain this roadway is \$4,500.

If new infrastructure, 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 required to realize the full expected useful life of the project:

Not Applicable

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

Regular crack sealing and other preventative maintenance treatments will be needed to keep the road surface in good shape. A mill/overlay will also be needed in 20 years to prolong the life of the road.

If this is a new project, describe the major project phases and timing anticipated for completing the project:

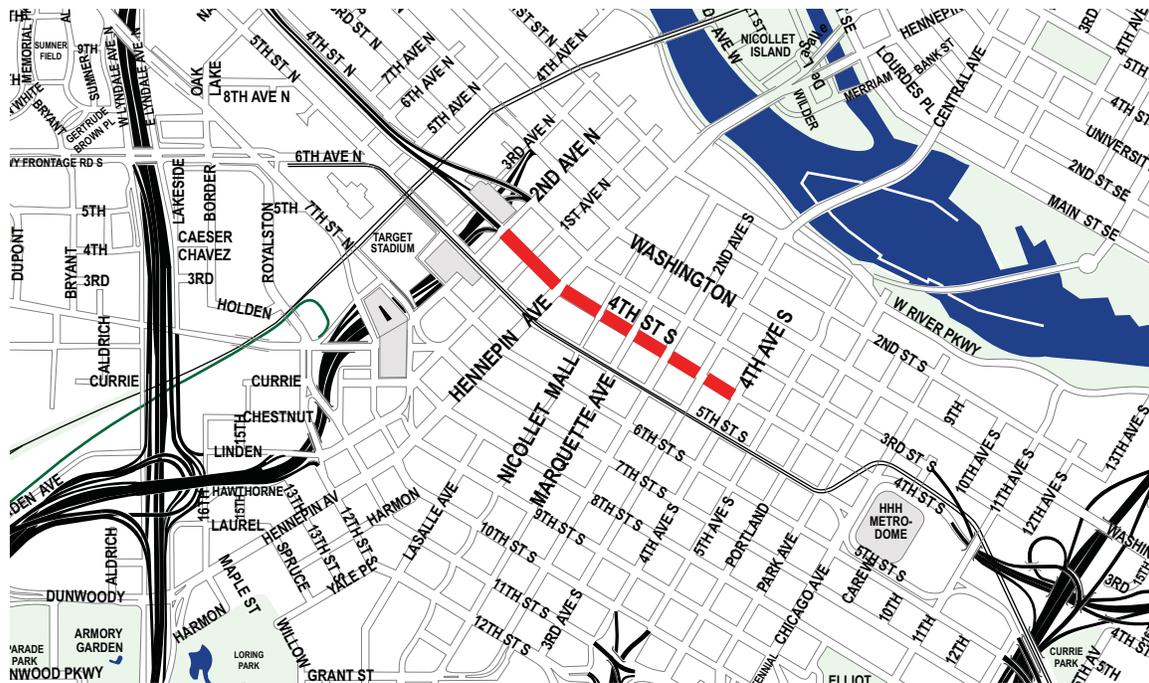
Public works anticipates beginning preliminary design and public involvement in 2016 or earlier, completing a design in 2017 and reconstruction beginning in 2018.

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 is a relatively short section of roadway, but with very high usage and congestion, so it would be more efficient to complete the project in one year.

Add any additional 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 complete a corridor and enhance the character of the area which helps preserve property values and enhances the city's tax base.



PROJECT

