Complete Streets Checklist **GUIDE**



A. Project Overview

Project Name: 1st Ave. S (Lake St to Grant St) Improvement Type: Reconstruction City Project ID: PV132 & PV160 Facility Jurisdiction: City of Minneapolis External Agencies: Metro Transit, Hennepin County, HCRRA Project Length: 1.47 Miles

Project Limits: 1st Ave South (Lake St to Franklin Ave E) and 1st Ave South (Franklin Ave E to Grant St)

Date Completed: **April 21, 2022** TPP Project Manager: **Katie White** TED Project Manager: **Ahmed Omer**

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Project Location Map



Description:	The proposed project will reconstruct approximately 1.47 miles of 1 st Ave S between Lake St E and Grant St E. The project area is comprised of two consecutive project sections, both PV132 and PV160. The project will evaluate improvements for all users, replace the aging pavement, and upgrade the temporary bikeway installed on 1st Ave S. in 2021 as part of the Whittier-Lyndale Bikeway Project.					
Project Elements:	The project is a reconstruction project involving the entire right-of-way and will include new sidewalks, ADA pedestrian ramps, a two-way protected bikeway on the west side of the street (from Lake St E to Grant St), bicycle accommodations, pavement, curb and gutter, and utility improvements. The project will also include signal improvements, new signage, and new pavement markings, as needed. This project includes the reconstruction of the 1st Ave S Bridge over the Midtown					
Context Considerations:	Lake and Nicollet capital project, Hennepin County reconstruction of Franklin Ave (2025), Lake St reconstruction, 35W adjacency, civil unrest on Lake St (East Lake)					
Ward(s):	Wards: 6, 7, 10	Neighborhood(s):	Loring Park, Steven's Square, Whittier			

Budget:	Total: \$25,262,411 PV132: \$17,440,001 PV160: \$6,822,410	Funding Sources:	Federal, State (MSA), City			
Schedule:	Project engagement and community outreach will take place in 2021 and 2022. Project construction from Lake to Franklin will begin in 2024. Construction from Franklin to Grant will begin in 2025.					
PPN Network:	Yes, the project route falls along the Pedestrian Priority Network. The project will improve facilities for both pedestrians by providing bicycle accommodations, improved sidewalks, crosswalks, and providing ADA compliant curb ramps					
AAA Network:	Yes, the project route falls along the AAA Network and is a Near-term Low Stress Bikeway. The project will improve facilities for bicyclists by providing bicycle accommodations, improved sidewalks, crosswalks, and providing ADA compliant curb ramps					
Truck Route Network:	No, the project route is not a	a Truck Route.				

B. Existing Conditions

Street Typology:	Mixed Use Community Connector	Special Roadway Designations:	MSA
Nearby Traffic Generators:	Lake Street commercial corridor, Nico Products, Nicollet Eat Street, MCAD/MIA, Convention Center	Nearby Destinations:	Future development on the Kmart site, Midtown Greenway, Eat Street Businesses, MIA, Convention Center
Zoning District(s):	OR2, OR3, R4, R5, B4-S1, I1, I2	Place Type and Land Use(s):	Multifamily and commercial.
Existing R/W Width:	60 Ft (Typ.)	Functional Classification:	Major Collector
Year Built and Last Project:	Lake St to Franklin: 1969 Franklin to Grant: 1968	Pavement Condition Index and Year Inscpected:	Lake St to Franklin: Fair Condition Franklin to Grant: Fair to Very Poor (Varies)
Relevant Plans and/or Studies:	Midtown Greenway Land L	Jse and Development Plan	



PEDESTRIAN ELEMENTS

Sidewalks: Sidewalks on both sides of the street from Lake St to Grant. Sidewalks appear to be in fair condition. Sidewalk width is 5'

Sidewalk Gaps: No sidewalk gaps

Other Nearby Multi-Use Trails:

- Separated Use Trail: Midtown Greenway
- On-Street Protected Bike Lane: 28th, 26th St,
- On-Street Bike Lane: 24th, 16th, Grant St

Conflict Points: Site Observations

Pedestrian Volumes: Estimated daily pedestrian traffic: 370 (South of Franklin) – 580 (North of Franklin)

Pedestrian Collisions in the last 10 years: 1

Intersection Crossing Distance: 18'-21' (Typ)

Safe Routes to School Route: Crosses Walking Route for Youth at 24th Street and Midtown Greenway

Level Driveway Crossings: varies

Traffic Buffer: temp bikeway installed in 2021, west side of street, blvd width varies Dimensions: 18'-21'

Marked Crosswalks: Marked crosswalks can be found at nearly half of all project route intersections including:

- 1st Ave and Lake Street
- 1st Ave and 28th St
- 1st Ave and 26th St

1st Ave S reconstruction

- 1st Ave and 24th St
- 1st Ave and Franklin Ave
- 1st Ave and 18th St
- 1st Ave and 17th St
- 1st Ave and 15th St
- 1st Ave and Grant St

Other Features: N/A

ADA Transition Plan High Priority Intersection(s): 1st Ave and Grant St ADA Transition Plan Non-Compliant Intersection(s):

- E Lake St
- Cecil Newman Ln
- E 28th St E 25th St
- E Franklin Ave Grant St

BICYCLE AND MICROMOBILITY ELEMENTS

On-Street Bicycle Facility:

- Bike Lane: E Lake St- 28th St
- Protected Bike lane: (1st Ave, 28th-Grant St)

Dimensions:

- One-Way On-Street Bike lane (Lake-28th):
 6' bike lane
- South of Franklin 2-Way Protected Bikeway:
 - 12' bike lane
 - 6' bollard buffer
- North of Franklin 2-Way Protected Bikeway:
 - o 12' bike lane
 - 3' bollard buffer

Existing or Future AAA network facility: Near Term Low Stress Bikeway

Bicycle Volumes: 150 (South of Franklin)-260 (North of Franklin)

Bicycle Collisions in the last 10 years: 2

Conflict Points: roadway condition, improvements re: Whittier Lyndale, bikeway utilizes bollards and pain to reduce conflict points

Existing Bikeway Connections:

Low-stress bikeways: Midtown Greenway, E 28th St, E 26th St

Planned Bikeway Connections:

Low-stress bikeways: W 24th St, E 15th/16th St, E Grant St Other Nearby Bikeways: W/E Franklin Ave, W Grant St,

Other multimodal facilities:

Nice Ride Stations (Within One Block E/W of 1^{st} Ave):

- W 28th St and Nicollet
- E 27th St and Nicollet (Whittier Clinic)
- E 25th St (MCAD)
- W Franklin and Nicollet (Plymouth Church)
- 1st Ave S and E Grant St (Convention Center)

Future Mobility Hub: Lake St E and Chicago Ave

Transit Service: None currently in corridor

High-Frequency Transit Network: None in corridor (one block west along Nicollet)

Existing or Planned Transitway: None planned in corridor

TAP Transit Priority Projects: None

Stop Types: None

Other Features? None

CURBSIDE MANAGEMENT ELEMENTS

On-Street Parking: Parking on east side south of Franklin, Parking on both sides Franklin – 194 including parking protected bikeway on west side.

Delivery/Loading Zones: None established

Valet/Taxi Zones: None established

PUBLIC REALM FURNISHINGS, GREENING, AND LIGHTING

Street Furnishings: bike racks at some businesses

Greening Features (either decorative or green stormwater infrastructure): Boulevard with street trees south of Franklin

Street Lighting: some low-level pedestrian lighting north of Franklin

Street Type: Mixed Use Community Connector, Downtown Core

Land Uses: from Minneapolis 2040 Comprehensive Plan

- Urban neighborhood
- Corridor mixed use
- Community mixed use
- Destination mixed use
- Public, office, and institutional

MOTORIZED VEHICLE ELEMENTS

Existing Traffic Volumes: 7,270 (2015) Lake Street – E 29th Street; 2,550 (2014) W 14th Street – E Grant Street.

Existing Truck Volumes (if available): 12 per peak hour 1st Ave S at 24th St E (2011). 29 per peak hour, 1st Ave S at Lake Street (2011).

Projected Traffic Volumes: TAP assumes -1.8% annually. Motor Vehicle Collisions: 571

Critical Crash Rates (if available): N/A If yes describe: Modal Conflict Point(s): At intersections Intersection Controls: Varies Truck Route: From Cecil Newman – Lake Street only Skewed or Atypical Intersection(s): at Grant Street

Roadway Restrictions: One-way NB for vehicles Known Drainage Issues: unknown

Sight Distance Issues: At intersections

Bridges: At midtown greenway; at I-94 Rail Crossings: None

Prohibited Movement(s): One-way NB only

Origins and Destinations: If available, what information does Streetlight analysis provide about the use of this corridor? n/a

Is this corridor identified as a High Injury Street? 1st Ave S, Franklin Ave – Lake Street

Non-Intersection Access: Driveways throughout corridor

Other Features? Bollards in protected bikeway buffer.

C. Preliminary Design: 0%

CORE TEAM:

Transportation Planning and Programming: Katie White, Bria Fast, Forrest Hardy Traffic Engineering and Design: Ahmed Omer Traffic and Parking Services: Bill Prince & Ryan Anderson Surface Water and Sewers: Jeremy Strehlo and Allison Bell Transportation Maintenance and Repair: Steve Collin Community Planning and Economic Development: Adrienne Brockheim

SITE VISIT(S):

Date: various Observations: observed existing site conditions including operation of the protected bikeway

Date: 4/22/2022 Observations: Field walk with MPRB to evaluate tree condition

PEDESTRIAN AND PUBLIC REALM ELEMENTS/FURNISHINGS

Included in Project: ⊠Yes □No Identified in Pedestrian Priority Network: ⊠Yes □No Additional Technical Analysis: □Yes ⊠No, if yes list (provide in appendix): Street Type: Mixed Use Community Connector, Downtown Core

Pedestrian and Public Realm Guidelines

	Evicting	Guid	Design	
	EXISTING	Acceptable	Recommended	Concept(s)
Boulevard/Furnishing Zone	4.5	5	5	6
Pedestrian clear zone	5	5	6	6
Frontage zone	2.5	1	2	1

Other pedestrian elements included or under consideration (see list above): Green Stormwater Infrastructure (GSI)

If design recommendation is less than recommended, provide explanation: N/A

Design Impact: □Improved □Unchanged □Degraded

Easements Required: \Box Yes \boxtimes No

Street Lighting: □Yes ⊠No (Refer to Street Lighting Policy), if yes describe: majority non-PSLC

Street Furnishings:
Yes
No (Refer to DPRF and PRG), if yes describe:
Click here to enter text.

Greening Elements: Xes No (Refer to DPRF and PRG), if yes describe: Street trees, GSI Green Stormwater Infrastructure likely

Maintenance Considerations: Winter clearance of the bikeway

BIKEWAYS AND MICROMOBILITY ELEMENTS

Included in Project: ⊠Yes □No

Identified in AAA Network: \boxtimes Yes \Box No

Additional Technical Analysis: \Box Yes \boxtimes No, if yes list (provide in appendix): Click here to enter text.

Street Type: Mixed Use Community Connector, Downtown Core

Bicycle Facility: Near-term Low Stress Bikeway

	Bicycle Guidelines							
	Existing	Guide	Design					
Existing		Acceptable	Recommended	Concept(s)				
Bike Lane	5	5	6	n/a				
Buffer	0	3	5	3-5				
Protected Bike Lane	n/a	8	10	8				

Other bicycle elements included or under consideration (including protected intersections; see list above): Bend out intersection design.

If a reconstruction, confirm no unprotected bike lane or describe why an unprotected bike lane is included: Protected bike lane will be included in project.

If design recommendation is less than recommended, provide explanation: N/A

Design Impact: ⊠Improved □Unchanged □Degraded

Easements Required: □Yes ⊠No

If identified in AAA Network and not incorporated, provide explanation: N/A

Maintenance Considerations: Winter clearance

CURBSIDE MANAGEMENT ELEMENTS

Included in Project: \square Yes \square No

Additional Technical Analysis: □Yes ⊠No, if yes list (provide in appendix): N/A

Street Type: Mixed Use Community Connector, Downtown Core

	Evicting	Guid	Design				
	Existing	Acceptable	Recommended	Concept(s)			
Parking Lane	8	8	8	8			
Delivery/ Loading Zone	0	8	8	0			
Transit Loading Zone	0	8	8	0			
Other mobility							
treatment (e.g. scooter	0	5	5	0			
parking, Nice Ride	· ·	C C		, i i i i i i i i i i i i i i i i i i i			
station, etc.)							

Curbside Street Guidelines

On-Street Parking Recommendations (if applicable): \square Remove \square Maintain \square N/A

On-Street Loading/Un-Loading Recommendations (if applicable): ⊠Remove ⊠Maintain □N/A

Curb Extensions Recommended: \boxtimes Yes \square No Describe here if not included:

Other curbside design elements included or under consideration (see list above): Bumpouts, GSI, Street parking If design recommendation is given priority consideration over pedestrian, bicycle, or transit facilities provide explanation: N/A

Maintenance Considerations: None

PUBLIC REALM FURNISHINGS AND URBAN LANDSCAPING

Street Furnishings: GSI

Greening Features (either urban landscaping or green stormwater infrastructure): TBD

MOTOR VEHICLE ELEMENTS

Additional Technical Analysis: □Yes ⊠No, if yes list (provide in appendix): Street Type: Mixed Use Community Connector, Downtown Core Speed Limit: 25

Design Guidelines, Standards, and Plans: Street Design Guide, State Aid manual Design Vehicle: SU-30

Design Speed: 25

Control Vehicle: Aerial Fire Truck Mid Mount 100

Street Guidelines Guidelines Design Existing Acceptable Recommended Concept(s) Median N/A N/A N/A N/A Curb and Gutter Zone 2 2 2 2

Other Design Considerations: Click here to enter text. Variance or Design Exception Required: ⊠Yes □No Maintain Emergency Vehicle Access: ⊠Yes □No Maintain Freight Access: ⊠Yes □No ⊠N/A

What Freight Data Were Collected (e.g. tube counts, observational, engagement with freight users): Click here to enter text.

Capacity Recommendations: \Box Reduction \boxtimes Maintain \Box Expansion \Box Other: N/A

Other vehicle design elements included or under consideration (see list above): N/A

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

Maintenance Considerations: Winter clearance of the bikeway.

INTERSECTION AND CROSSING ELEMENTS

Features could include: curb extensions, raised crossings, and others.

Included in Project: ⊠Yes □No

Identified in Pedestrian Priority Network: \Box Yes \Box No \boxtimes Partially: Two block segment north of Lake Street. Additional Technical Analysis: \Box Yes \boxtimes No, if yes list (provide in appendix):

Street Type: Mixed Use Community Connector, Downtown Core

Design Guidelines: Street Design Guide

Design Vehicle: SU-30

	Signalized Intersections			
Location	Description	Concept(s)		
Lake Street at 1 st Ave S	Signalized	Signalized		
28 th St E at 1 st Ave S	Signalized	Signalized		
26 th St E at 1 st Ave S	Signalized	Signalized		

Signalized Intersections

24 th St E at 1 st Ave S	Signalized	Signalized
E Franklin Ave	Signalized	Signalized
18 th St E at 1 st Ave S	Signalized	Signalized
15 th St E at 1 st Ave S	Signalized	Signalized
Grant St E at 1 st Ave S	Signalized	Signalized

Does design address the following:

Reduce non-motorized crossing distances: ⊠Yes □No □N/A Allow for adequate clearance time for non-motorized users: ⊠Yes □No □N/A Reduce non-motorized wait times: ⊠Yes □No □N/A Simplify intersection complexity: □Yes □No ⊠N/A Increase visibility of non-motorized users: ⊠Yes □No □N/A Reduce conflicts between modes to enhance safety: ⊠Yes □No □N/A

Other traffic signal components included or under consideration: APS Other intersection design elements included or under consideration: Protected Intersection elements If design recommendation affords motor vehicle elements priority consideration over pedestrian, bicycle, or transit elements provide explanation: N/A Maintenance Considerations: Winter maintenance

MITIGATING FACTORS AND OPERATIONAL CONSTRAINTS

Were any modes excluded from the design? None

Was there a documented lack of current or future need that excluded a particular mode or design element? (e.g. higher quality parallel route in close proximity) Describe below.

Walking: N/A Biking/Micromobility: N/A Transit: N/A not in corridor Green stormwater infrastructure: N/A Small freight: N/A Driving: N/A Large freight: Design vehicle is SU-30 Parking: N/A

Explain any constraints related to physical space or right of way acquisition:

Explain any constraints related to emergency vehicle clearance: Mountable barrier to assist in emergency vehicle operation on a typical single-lane block with parking utilization.

Are any modes prohibited by law from using the street? None

Pedestrians: No

Bicyclists/Micromobility: No

Buses: No routes on 1st Ave S

Cars: No

Trucks: Truck route on 1 block segment only; trucks not prohibited.

What other limiting factors influenced the design choices in this project?

Right of way constraints influenced width of the bikeway and GSI/boulevard widths in certain locations.

OUTREACH AND ENGAGEMENT

□ Council Members: March, May, August 2022

□ Other: Click here to enter text.

Stakeholder Outreach

 Residents: Postcard mailings March, June, and September 2022. Signage along corridor May, August, September 2022. Street teams engagement March, July and September 2022.
 Neighborhoods: February, June, September 2022 Advisory Committees: : BAC and PAC in Feb,
 May, and Sept 2022.
 Business Associations N/A
 Private Property Owners Ongoing throughout engagement phase
 Other: Click here to enter text.

Approach and Summary: Engagement through neighborhood organizations, advisory committees and signage, postcards and street team engagement.

RECOMMENDED CROSS-SECTION



D. Preliminary Design: 30%

RECOMMENDED CROSS-SECTION



RECOMMENDED LAYOUT



Project Meetings

CORE TEAM MEETINGS:

Date: 2/16/2022 Meeting Summary: Intro

CORE TEAM MEETINGS:

Date: 4/11/2022 Meeting Summary: Concept Design (Project)

CORE TEAM MEETINGS:

Date: 7/18/2022 Meeting Summary: Concept Design

CAPITAL PROJECT TASK FORCE 0%:

Date: 2/7/2022 Meeting Summary: Intro

CAPITAL PROJECT TASK FORCE 15%:

Date: 5/2/2022 Meeting Summary: Concept design

CAPITAL PROJECT TASK FORCE 30%:

Date: 9/19/2022 Meeting Summary: Concept Design

ADVISORY COMMITTEE MEETINGS:

Date: BAC and PAC in Feb, May, and Sept 2022 Meeting Summary: Intro and Follow-up visits on concept design

NEIGHBORHOOD/COMMUNITY MEETINGS:

Date: Open houses on 3/8/2022 (online), 5/25/22, 9/19/22 Meeting Summary: Intro and follow-up meetings on concept design

CONCEPT APPROVAL: 0%

Transportation Planning and Programming	Date
Transportation Engineering and Design	Date
Transportation Maintenance and Repair	Date
Traffic & Parking Services	Date

LAYOUT APPROVAL: 30%

Core Team Area:

Minneapolis Complete Streets Checklist for Capital Projects

Core Team Area:	Date
Core Team Area:	Date
DESIGN APPROVAL: 60%	
Core Team Area:	Date
Core Team Area:	Date
Core Team Area:	Date
DESIGN APPROVAL: 90%	
Core Team Area:	Date
Core Team Area:	Date
Core Team Area:	 Date

(Note: Provide final signed copies to the Project Sponsor, Customers, and Division Director.)

Concept and Design Changes

Design Benchmark	Date	Design Change(s)	Rationale	Core Team Member
30				
60				
90				
100				

Summary of Non-Motorized Complete Streets Elements

Mode	New/Modified Elements
Walking/Rolling	Sidewalks on both sides of street
Bicycles and Micromobility	Dedicated two-way bikeway on one side of the street
Transit	N/A no transit present on corridor
Public Realm Elements/Furnishings	Explore green stormwater infrastructure throughout corridor.

Appendix: Supplemental Information and Analysis

