Complete Streets
Checklist

A. Project Overview

Project Name: Lake at Nicollet Reopening
Improvement Type: Reconstruction
City Project ID: PV182
Facility Jurisdiction: City of Minneapolis
External Agencies: Metro Transit, Hennepin County
Project Length: 0.2 miles

Project Limits: Lake St to Cecil Newman Lane
Date Completed: 9/12/2023
TPP Project Manager: Kelsey Fogt
TED Project Manager: Nathan Kemmer

Project Location Map



|  |  |
| --- | --- |
| **Description:** | The proposed project will construct approximately 0.2 miles of Nicollet Avenue between Lake Street and Cecil Newman Lane, including the Nicollet Avenue Bridge over the Midtown Greenway. The project will also improve the existing Nicollet Avenue ramp connection to the Midtown Greenway. |
| **Project Elements:** | The proposed project will construct new sidewalks, ADA compliant pedestrian ramps, bicycle accommodations, pavement, curb and gutter, utility improvements and consideration of shelters/platforms for Metro Transit route(s). Landscaping, lighting and street furniture may also be included in the project.  |
| **Context Considerations:** | In 1972, the City purchased two full city blocks (10 acres) between what is now the Midtown Greenway rail trench to Lake St and 1st Ave to Blaisdell Ave in the interest of revitalizing the area. The area, in their eyes, had too much vacancy and crime that the only solution was to clear the entire ten acres. The City sold the property four years later to a real estate owner who leased several properties across the country for Kmart stores. Before opening in 1978, Kmart secured a 75-year lease with the real estate owner. In selling the site, the City knowingly made the decision to close the street because one of Kmart’s requirements for opening at the location included closing Nicollet Ave and constructing a large surface parking lot in front of a new building. It did not take long before the City realized the mistake. Thirteen years after selling, in 1989, the City Council approved the formation of a Nicollet-Lake Task Force to examine reopening Nicollet Ave at Lake St and again redeveloping the intersection. The City of Minneapolis is now embarking on redeveloping that same 10-acre site and re-connecting Nicollet Ave at the western end of the Lake St Cultural District.The site has been re-envisioned in many planning documents, including Minneapolis 2040, the Transportation Action Plan, Metro Transit’s Network Next, the Nicollet Avenue Small Area Plan (2000), the Midtown Minneapolis Land Use and Development Plan (2005), the Midtown Greenway Land Use and Development Plan (2007), the Midtown Corridor Alternatives Analysis (2014), among others. |
| **Ward(s):** | Project is in Ward 10; engagement focus area includes Ward 10, 8, 9 and 6 | **Neighborhood(s):** | Project is in Whittier; engagement focus area includes Whittier, Lyndale, Central, and Phillips West |
| **Budget:** | $17 million |  **Funding Sources:** | Value Capture District; Assessments |
| **Schedule:** | Community Outreach – 2022-2024Preliminary Planning/Design: 2022-2024Concept approval: 2024Detailed Design: 2024Construction: 2025 |

## Alignment with TAP priority networks

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| --- | --- |
| **Pedestrian Priority Network:** | This segment is not on the Pedestrian Priority Network (PPN) as the PPN only includes existing streets. Nicollet to the south and north of the site are on the PPN; the proposed project will fit the criteria for potential future inclusion in the PPN. It will include elements such as wide sidewalks, enhanced pedestrian crossings such as curb extensions on cross-intersecting streets and/or medians, and access to housing, commercial activities, and transit services.  |
| **All Ages and Abilities Network:** | Nicollet Ave between Lake Street and the Midtown Greenway is not on the All Ages and Abilities Network (AAA). The segment between the Midtown Greenway and Cecil Newman Lane is on the All Ages and Abilities Network (AAA), including the Nicollet Avenue Midtown Greenway ramp and the Midtown Greenway underneath Nicollet Avenue.  |
| **Transit Priority Project:** | Nicollet Ave, including the segment through the New Nicollet Redevelopment site, is identified as a planned high frequency transit corridor. |
| **Truck Route Network:** | Nicollet Ave south and north of the site is on the existing truck route network. The truck route currently uses Blaisdell Ave and 1st Ave to bypass the site.  |

B. Existing Conditions

|  |  |  |  |
| --- | --- | --- | --- |
| **Street Typology:** | Mixed Use Commercial Connector | **Special Roadway Designations:** | MSA (municipal state aid) |
| **Nearby Traffic Generators:** | Karmel Mall and Plaza, Eat Street, Lake St, Metro Transit Nicollet Garage | **Nearby Destinations:** | I-35W & Lake Street METRO Orange Line Transit Station, Cristo Rey Jesuit High School, Hennepin Healthcare Whittier Clinic |
| **Zoning****District(s):** | [**CS3**](http://www.ci.minneapolis.mn.us/zoningmaps/zoning_maps_index) | **Place Type and Land Use(s):** | Mix of commercial on Lake Street and Nicollet Ave, Residential  |
| **Existing R/W Width:** | N/A; Nicollet Ave is 80’ to the north and south | **Functional Classification:** | Planned A-Minor Reliever |
| **Year Built andLast Project:** | N/A | **Pavement Condition Index****and Year Inspected:** | N/A |
| **Relevant Plans and/or Studies:** | Nicollet Avenue Small Area Plan (2000), the Midtown Minneapolis Land Use and Development Plan (2005), the Midtown Greenway Land Use and Development Plan (2007), the Midtown Corridor Alternatives Analysis (2014) |
| **PlannedDevelopment(s):** | This site is owned by the City of Minneapolis and will be developed after Nicollet Ave and public utilities are constructed on site. |
| **Relevant Programmed Improvements:** | 1st Ave Reconstruction (2024/2025), Lake St improvements from 35W@Lake (complete), Whittier/Lyndale Bikeway (2022), B Line improvements (2023-2024) |
| **Existing Cross-Section** | **The current site is partially demolished. The former Kmart building will be demolished in 2024 and the existing parking lot will be demolished prior to development. There is no existing street.**  |

## Pedestrian Elements

Sidewalks: N/A
Sidewalk Gaps: N/A
**Other Nearby Multi-Use Trails: Midtown Greenway**

**Conflict Points: Intersection of Nicollet Ave / Lake St and Nicollet Ave / 29th Ave/ Cecil Newman Ln / Midtown Greenway ramp**
**Pedestrian Volumes:**

**Nicollet Ave/29th St/Cecil Newman Ln: 167 daily crossing volume**

**Nicollet Ave/Lake St: 268 daily crossing volume**

**Pedestrian Collisions in the last 10 years:**

|  |
| --- |
| **Nicollet Ave / 29th St/ Cecil-Newman Ln** |
|  | # of Crashes | Minor Injuries | Serious Injuries |
| Pedestrian | 1 | 1 | 0 |

|  |
| --- |
| **Nicollet Ave / Lake St** |
|  | # of Crashes | Minor Injuries | Serious Injuries |
| Pedestrian | 3 | 3 | 0 |

**Ave. Intersection Crossing Distance: There are no crossings on site. The crossing of Nicollet at Lake St is approximately 47’**

**Safe Routes to School Route: N/A**

**Level Driveway Crossings: N/A**

**Traffic Buffer? No**
Type: N/A
Dimensions: N/A

**Marked Crosswalks? No**

Type: N/A

**Other Features? N/A**

**ADA Transition Plan**
High Priority Intersection(s): N/A
Non-Compliant Intersection(s): N/A

## Bicycle and micromobility Elements

On-Street Bicycle Facility: N/A
Dimensions: N/A
Existing or Future AAA network facility? No

**Bicycle Volumes:**

**Blaisdell/Lake St: 62 daily approach volume**

**1st Ave/Lake St: 17 daily approach users**

**Bicycle Collisions in the last 10 years:**

|  |
| --- |
| **Nicollet Ave / 29th St/ Cecil-Newman Ln** |
|  | # of Crashes | Minor Injuries | Serious Injuries |
| Bicycle | 1 | 1 | 0 |

|  |
| --- |
| **Nicollet Ave / Lake St** |
|  | # of Crashes | Minor Injuries | Serious Injuries |
| Bicycle | 0 | 0 | 0 |

**Conflict Points: Intersection of Nicollet Ave / Lake St and Nicollet Ave / 29th Ave/ Cecil Newman Ln/Midtown Greenway ramp Existing Bikeway Connections: 1st Ave, Blaisdell Ave, 29th St, Cecil Newman Ln, Midtown Greenway, Stevens**

**Planned Bikeway Connections: N/A**
**Low-stress bikeways: Blaisdell Ave, 29th St, Midtown Greenway**
**Other Nearby Bikeways: 28th St**

Other multimodal facilities: N/A

Type: *N/A*
Dimensions: N/A

**Other Features?** No

## Transit Elements

Transit Service: Route 18 serves Nicollet Ave corridor. The route currently uses 1st Ave and Blaisdell to bypass the site.

**High-Frequency Transit Network: Yes, Nicollet Ave**

**Existing or Planned Transitway: Planned future transitway**

**TAP Transit Priority Projects: Nicollet Ave (TAP Transit Action 4.1)**

**Stop Types: N/A**

**Other Features?** No

Curbside Management Elements
On-Street Parking: N/A

Delivery/Loading Zones: N/A

Valet/Taxi Zones: N/A

Public Realm Furnishings, GREENING, and LIGHTING

Street Furnishings: N/A
Greening Features (either decorative or green stormwater infrastructure): N/A

Street Lighting: N/A

Street Type: Mixed Use Commercial Connector

Land Uses: Destination mixed use

## Motorized Vehicle Elements

**Existing Traffic Volumes:** 8,100 (count is located on Nicollet Ave, south of Lake St)- 2019 **Existing Truck Volumes (if available): 44 NB, 28 SB (2023) Nicollet Ave between 28th and 27th Streets.
Projected Traffic Volumes: TBD
Motor Vehicle Collisions:**

|  |
| --- |
| **Nicollet Ave / 29th St/ Cecil-Newman Ln** |
|  | # of Crashes | Minor Injuries | Serious Injuries |
| Vehicles | 1 | 0 | 0 |

|  |
| --- |
| **Nicollet Ave / Lake St** |
|  | # of Crashes | Minor Injuries | Serious Injuries |
| Vehicles | 24 | 7 | 0 |

 **Modal Conflict Point(s): Intersections of Nicollet Ave/ Lake St and Nicollet Ave/ 29th St/Cecil-Newman Ln
Intersection Controls: Nicollet Ave/Lake St
Truck Route: See Truck Route Map in TAP (to be updated post adoption) The current route uses Blaisdell and 1st Ave to bypass the site.**

 **Prohibited Movement(s): The site is closed to all vehicles.

Skewed or Atypical Intersection(s):** Nicollet Ave/29th St/Cecil-Newman Ln

**Roadway Restrictions: There is no existing roadway Known Drainage Issues: N/A

Sight Distance Issues: N/A**

**Bridges:** Nicollet Ave over the Midtown Greenway **Rail Crossings:** N/A

**Is this corridor identified as a High Injury Street?** [Yes,](file:///%5C%5CCMEAV503%5CCommon%5CPWTPE%5CTransportation%20Planning%20%26%20Programming%5CPlanning%5CInitiatives%5CVision%20Zero%5CVision%20Zero%20Action%20Plan%5CFinal%20graphics%20Folder%5Cjpgs%5CHigh%20Injury%20Streets%20Map.jpg) north and south of the site.

**Non-Intersection Access:** No

C. Preliminary Design: 0%

Core team**:**
Transportation Planning and Programming: Kelsey Fogt, Liken Hefte, Kristian Zimmerman
Traffic Engineering and Design: Nathan Kemmer
Traffic and Parking Services: Bill Prince
Surface Water and Sewers: Jeremy Strehlo
Transportation Maintenance and Repair: Steve Collin
Community Planning and Economic Development: Suado Abdi, Adrienne Bockheim, Rebecca Parrell

Site Visit(s)**:**
Date: Multiple
Observations: Lake St reconstruction associated with 35W are complete. The condition of the site is vacant, with scheduled demolitions of the buildings and the parking lots. The bridge over the Midtown Greenway is in poor condition and is not accessible.

Pedestrian and Public realm Elements/furnishingsIncluded in Project: [x] Yes [ ] NoIdentified in Pedestrian Priority Network: [ ] Yes [x] No
Additional Technical Analysis: [x] Yes [ ] No, if yes list (provide in appendix):
Street Type: Mixed Use Commercial Corridor

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| **Pedestrian and Public Realm Guidelines** |
|  | **Existing** | **Guidelines** | **DesignConcept(s)** |
|  | **Acceptable** | **Recommended** |
| Boulevard/Furnishing Zone | N/A | Minimum of 5’ | 6’+ including 8”-14” wide curb. 5’ of space on both sides to support healthy trees, stormwater infrastructure, snow storage and ped/car separation. | TBD |
| Pedestrian clear zone | N/A | Minimum of 4’ | 6’ to 8’ | TBD |
| Frontage zone | N/A | Minimum of 2’ | 2’+ | TBD |

Other pedestrian elements included or under consideration (see list above): No
If design recommendation is less than recommended, provide explanation: N/A
Design Impact: [x] Improved [ ] Unchanged [ ] Degraded
Easements Required: [ ] Yes [x] No
Street Lighting: [x] Yes [ ] No (Refer to Street Lighting Policy), if yes describe: Click here to enter text.
Street Furnishings: [x] Yes [ ] No (Refer to DPRF and PRG), if yes describe: TBD
Greening Elements: [x] Yes [ ] No (Refer to DPRF and PRG), if yes describe: TBD
Maintenance Considerations: TBD

Bikeways and micromobility ElementsIncluded in Project: [x] Yes [ ] No
Identified in AAA Network: [ ] Yes [x] No
Additional Technical Analysis: [x] Yes [ ] No, if yes list (provide in appendix): Click here to enter text.
Street Type: Mixed Use Commercial Connector
Bicycle Facility: TBD

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| --- |
| **Bicycle Guidelines** |
|  | **Existing** | **Guidelines** | **DesignConcept(s)** |
|  | **Acceptable** | **Recommended** |
| Bike Lane | N/A | One way 5.5’Two-way 8’ | One way 6-7’Two-way 12’ | TBD |
| Buffer | N/A | 2’ | 2’+ | TBD |
| Protected Bike Lane | N/A | One way 5’ Two-way 10-12 | One way 6-7’, Two-way 10-12’ | TBD |

Other bicycle elements included or under consideration (including protected intersections; see list above): TBD

If design recommendation is less than recommended, provide explanation: TBD
Design Impact: [x] Improved [ ] Unchanged [ ] Degraded
Easements Required: [x] Yes [ ] No
If identified in AAA Network and not incorporated, provide explanation: N/A
Maintenance Considerations: TBD

Curbside Management ElementsIncluded in Project: [x] Yes [ ] NoAdditional Technical Analysis: [x] Yes [ ] No, if yes list (provide in appendix): Click here to enter text.
Street Type: Mixed Use Commercial Corridor

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| **Curbside Street Guidelines** |
|  | **Existing** | **Guidelines** | **DesignConcept(s)** |
|  | **Acceptable** | **Recommended** |
| Parking Lane | N/A | 7’ | 8’ | TBD |
| Delivery/ Loading Zone | N/A | 7’ | 8’ | TBD |
| Transit Loading Zone | N/A | 7’ | 8’ | TBD |
| Other mobility treatment (e.g. scooter parking, Nice Ride station, etc.) | N/A | Depends on the project | Depends on the project | TBD |

On-Street Parking Recommendations (if applicable): [ ] Remove [ ] Maintain [x] N/A
On-Street Loading/Un-Loading Recommendations (if applicable): [ ] Remove [ ] Maintain [x] N/A
Curb Extensions Recommended: [x] Yes [ ] No Describe here if not included: Click here to enter text.
Other curbside design elements included or under consideration (see list above): TBD
If design recommendation is given priority consideration over pedestrian, bicycle, or transit facilities provide explanation: N/A
Maintenance Considerations: TBD

Public Realm Furnishings and urban landscaping

Street Furnishings: TBD
Greening Features (either urban landscaping or green stormwater infrastructure): The project will meet the Minneapolis Chapter 54 Stormwater Management for Linear Projects ordinance. Additional greening opportunities and elements are TBD.

Motor Vehicle ElementsAdditional Technical Analysis: [x] Yes [ ] No, if yes list (provide in appendix): Technical Memorandum: Former Kmart Site & Nicollet Avenue Connection - Traffic Analysis

Street Type: Mixed Use Commercial Corridor
Speed Limit: 25 MPH

Design Guidelines, Standards, and Plans: [Minneapolis Street Design Guide](https://sdg.minneapolismn.gov/street-types/street-type-map)
Design Vehicle: Intermediate Semitrailer WB-40

Design Speed: 25mph

Control Vehicle: Aerial Fire Truck MM100

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| **Street Guidelines** |
|  | **Existing** | **Guidelines** | **DesignConcept(s)** |
|  | **Acceptable** | **Recommended** |
| Median | N/A | 4’ | 6’ | TBD |
| Travel Lane | N/A | 10’ | 10’ | TBD |
| Transit Lane | N/A | 10 – 11’ | 10 – 11’ | TBD |
| Curb and Gutter Zone | N/A | 6” curb top and 1’ gutter should be used adjacent to medians. If there are catch basins, 2’ gutters should be used | 6” curb top and 1’ gutter should be used adjacent to medians. If there are catch basins, 2’ gutters should be used | TBD |

Other Design Considerations: See Technical Memorandum: Former Kmart Site & Nicollet Avenue Connection - Traffic Analysis

Variance or Design Exception Required: [ ] Yes [x] No
Maintain Emergency Vehicle Access: [x] Yes [ ] No
Maintain Freight Access: [ ] Yes [ ] No [x] N/A

What Freight Data Were Collected (e.g. tube counts, observational, engagement with freight users): N/A
Capacity Recommendations: [ ] Reduction [ ] Maintain [ ] Expansion [ ]  Other: TBD
Other vehicle design elements included or under consideration (see list above): TBD
If design recommendation affords motor vehicle elements priority consideration over pedestrian, bicycle, urban landscaping, or transit elements provide explanation: N/A
Maintenance Considerations: TBD

Intersection and Crossing ElementsFeatures could include: curb extensions, raised crossings, and others.

Included in Project: [x] Yes [ ] No
Identified in Pedestrian Priority Network: [ ] Yes [x] No
Additional Technical Analysis: [x] Yes [ ] No, if yes list (provide in appendix): Technical Memorandum: Former Kmart Site & Nicollet Avenue Connection - Traffic Analysis

Street Type: Mixed-Use Commercial Corridor
Design Guidelines: [Minneapolis Street Design Guide](https://sdg.minneapolismn.gov/street-types/street-type-map)
Design Vehicle: WB-40

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| **Signalized Intersections** |
| **Location** | **Description** | **Concept(s)** |
| Nicollet and Lake Street | Recently reconstructed in coordination with 35W construction | N/A |
| Nicollet and Cecil Newman Ln/29th St | Opportunities for improvements will be explored with the replacement of the bridge over the Midtown Greenway | TBD |
| Blaisdell Avenue & Lake Street | Recent improvements through the Whittier/Lyndale bikeway | See design [here](https://www.minneapolismn.gov/media/-www-content-assets/documents/Whittier-Lyndale-Conceptual-Design_Blaisdell-1st-Ave.pdf) |
| S 1st Ave & Lake Street | Will receive improvements through the 1st Ave reconstruction | See design [here](https://www.minneapolismn.gov/media/-www-content-assets/documents/Concept-layout.pdf) |

Does design address the following:
Reduce non-motorized crossing distances: [ ] Yes [ ] No [x] N/A
Allow for adequate clearance time for non-motorized users: [x] Yes [ ] No [ ] N/A
Reduce non-motorized wait times: [ ] Yes [ ] No [x] N/A
Simplify intersection complexity: [x] Yes [ ] No [ ] N/A
Increase visibility of non-motorized users: [x] Yes [ ] No [ ] N/A
Reduce conflicts between modes to enhance safety: [x] Yes [ ] No [ ] N/A

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

## Mitigating Factors and Operational Constraints

**Were any modes excluded from the design? Explain. TBD**

**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. The street is not included on the PPN or AAA.**

**Walking: No**

**Biking/Micromobility: TBD**

**Transit: No**

**Green stormwater infrastructure: No**

**Small freight: TBD**

**Driving: TBD**

**Large freight: TBD**

**Parking: TBD**

**Explain any constraints related to physical space or right of way acquisition: N/A**

**Explain any constraints related to emergency vehicle clearance: N/A**

**Are any modes prohibited by law from using the street? No**

Pedestrians – No

Bicyclists/Micromobility – No

Buses – No

Cars – No

Trucks – No

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

## outreach and engagement

[x]  Council Members: Ward 10; Aisha Chugtai, Ward 8; Andrea Jenkins, Ward 9; Jason Chavez,Ward 6; Jamal Osman
[ ]  Other: Click here to enter text.

### Stakeholder Outreach

[ ]  Residents: Whittier Alliance, Open Streets Lake St (2022), Nicollet Pop-Off Event- Mycillum/My Community Mural Celebration, Greenway Glow, Nicollet Pop-Off Event- Welcoming New Businesses, Phase I Survey, Walk, Bike, Roll Audit, Open House- Phase I, Canvass Campaign- Residents/Businesses, PWNO Fall Festival, Lake St Businesses Update, Horn Towers Community Conversation, Whittier International School Winter Wonderland Event, Stakeholder Meeting- East African and Somali Businesses, Whittier Alliance Community Engagement Committee, C.L.U.E.S. Food Shelf Recipients, Stakeholder meeting with housing and social service providers, Focus Group unhoused neighbors in partnership with Simpson Housing, City of Minneapolis Community Connections Conference, Open Streets Lake St (2023), Somali Independence Day Festival, New Nicollet Community Workshop, Horn Towers Focus Group Follow-Up, Whittier Community Education Programs end of Summer Conversations[ ]  Neighborhoods: Whittier, Lyndale, West Phillips, Central
[ ]  Advisory Committees: BAC, PAC, MACOPD
[ ]  Business Associations: Lake Street Business Council, East African Business Owners and 100 businesses in the area.
[ ]  Private Property Owners Click here to enter text.
[ ]  Other: Click here to enter text.

Approach and Summary: The approach for stakeholder outreach is available in the Former Kmart and New Nicollet Public Engagement Framework. Access the engagement framework [here](https://lims.minneapolismn.gov/Download/RCAV2/25622/Former-Kmart-Project-Public-Engagement-Framework.pdf).

## recommended Cross-Section

TBD

D. Preliminary Design: 30%

## recommended Cross-Section



## RECOMMENDED Layout



# Project Meetings

Core team meetings**:**
Date: Click here to enter a date.
Meeting Summary: Click here to enter text.

Capital project task force 0%**:**
Date: Click here to enter a date.
Meeting Summary: Click here to enter text.

Capital project task force 15%**:**
Date: Click here to enter a date.
Meeting Summary: Click here to enter text.

Capital project task force 30%**:**
Date: Click here to enter a date.
Meeting Summary: Click here to enter text.

advisory committee meetings**:**
Date: Click here to enter a date.
Meeting Summary: Click here to enter text.

neighborhood/community meetings**:**
Date: Click here to enter a date.
Meeting Summary: Click here to enter text.

##  Concept approval: 0%

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Transportation Planning and Programming Date

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Transportation Engineering and Design Date

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Transportation Maintenance and Repair Date

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Traffic & Parking Services Date

## layout approval: 30%

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*Core Team Area: Date*

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*Core Team Area: Date*

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*Core Team Area: Date*

## design approval: 60%

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*Core Team Area: Date*

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*Core Team Area: Date*

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*Core Team Area: Date*

## design approval: 90%

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*Core Team Area: Date*

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*Core Team Area: Date*

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

# Concept and Design Changes

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| **DesignBenchmark** | **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 |  |
| Bicycles and Micromobility |  |
| Transit |  |
| Public RealmElements/Furnishings |  |

Appendix: Supplemental
Information and Analysis