Complete Streets Checklist **GUIDE**

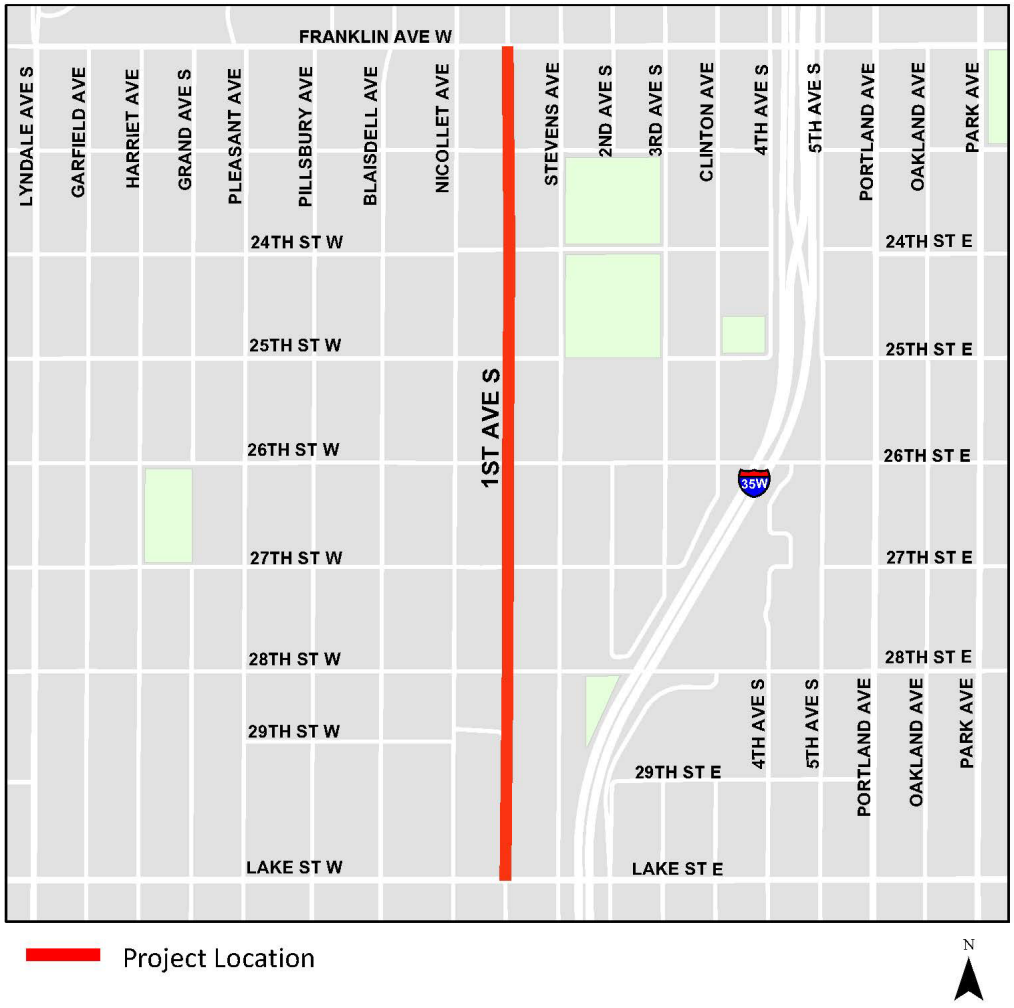
A. Project Overview

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**

Project Location Map

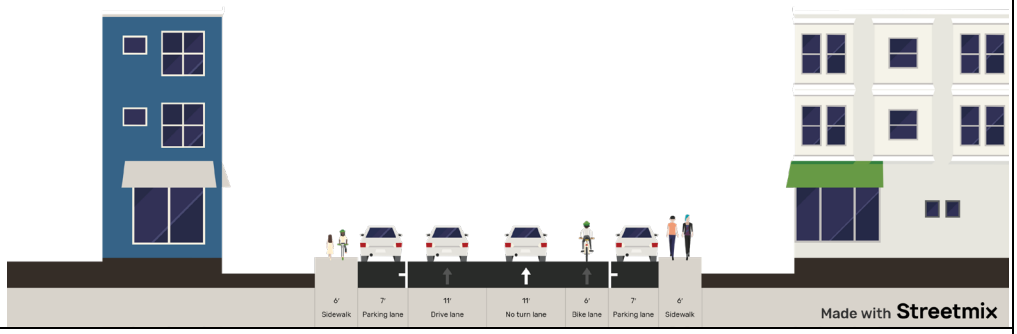
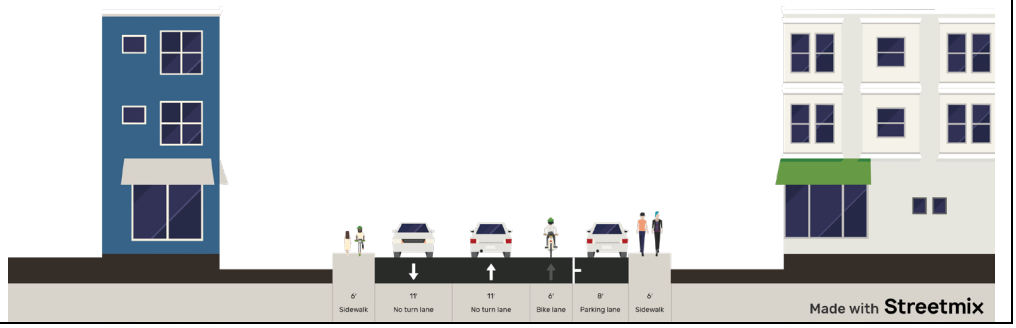


Description:	The proposed project will reconstruct approximately 1.47 miles of 1st Ave S between Lake St E and Grant St E. The project area is comprised of two consecutive project sections, both PV132 and PV160. The project will evaluate improvements for all users, replace the aging pavement, and upgrade 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 Greenway.		
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 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):**	Single family housing, multifamily housing, some 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 Use and Development Plan		

Planned Development(s):	Kmart, Simpson Housing, Lake and 1st, NE Nico Products old atlas employment lot
Relevant Programmed Improvements:	Nic@Lake Reopening, Franklin Ave reconstruction (County project)
Existing Cross-Section North of Franklin	
Existing Cross-Section South of Franklin	

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 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:
  - 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 1st 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 ELEMENTS

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 – I94 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: 0%
Motor Vehicle Collisions: 571

Critical Crash Rates (if available): N/A
If yes describe:
Modal Conflict Point(s): Cars driving down the temporary bikeway
Intersection Controls: Some signals, stop signs
Truck Route: From Cecil Newman – Lake Street only

Prohibited Movement(s): One-way NB 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 that are heavily parked up

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

Origins and Destinations: 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: Ryan Anderson, Bill Prince
Surface Water and Sewers: Jeremy Strehlo
Transportation Maintenance and Repair: Steve Collin
Community Planning and Economic Development: Adreienne Brockheim

SITE VISIT(S):

Date: 2/5/2022
Observations: Floating parking bays in Stevens Square are causing snow clearance concerns.

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

	Existing	Guidelines		Design Concept(s)
		Acceptable	Recommended	
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: ☐Yes ☒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: ☒Yes ☐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: ☒Yes ☐No
Additional Technical Analysis: ☐Yes ☒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	Guidelines	

		Acceptable	Recommended	Design Concept(s)
Bike Lane	5	5	6	n/a
Buffer	0	3	5	3
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: ☒Yes ☐No
Additional Technical Analysis: ☐Yes ☒No, if yes list (provide in appendix): N/A
Street Type: Mixed Use Community Connector, Downtown Core

Curbside Street Guidelines

	Existing	Guidelines		Design Concept(s)
		Acceptable	Recommended	
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 parking, Nice Ride station, etc.)	0	5	5	0

On-Street Parking Recommendations (if applicable): ☒Remove ☒Maintain ☐N/A Floating parking bays in Stevens Square to be removed. Retain parking on the east side of the street on the majority of the corridor.
On-Street Loading/Un-Loading Recommendations (if applicable): ☐Remove ☐Maintain ☒N/A
Curb Extensions Recommended: ☒Yes ☐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

	Existing	Guidelines		Design Concept(s)
		Acceptable	Recommended	
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: ☐Reduction ☒Maintain ☐Expansion ☐ 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 will be evaluated further into design, and others.

Included in Project: ☒Yes ☐No
Identified in Pedestrian Priority Network: ☐Yes ☐No ☒ Partially: Two block segment north of Lake Street.
Additional Technical Analysis: ☐Yes ☒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 1st Ave S	Signalized	Signalized
28th St E at 1st Ave S	Signalized	Signalized
26th St E at 1st Ave S	Signalized	Signalized

24th St E at 1st Ave S	Signalized	Signalized
E Franklin Ave	Signalized	Signalized
18th St E at 1st Ave S	Signalized	Signalized
15th St E at 1st Ave S	Signalized	Signalized
Grant St E at 1st 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 of protected bikeway.

MITIGATING FACTORS AND OPERATIONAL CONSTRAINTS

Were any modes excluded from the design? No.

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) No.

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 was SU-30, but WB-50 from State Aid to State Aid segements

Parking: N/A

Explain any constraints related to physical space or right of way acquisition: None.

Explain any constraints related to emergency vehicle clearance: Feedback from the Fire Department requested that the bikeway be placed adjacent to the street in order to provide passing space for emergency vehicles if needed.

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

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: CMs Chughtai, Goodman, and Osman
☐ Other: Click here to enter text.

Stakeholder Outreach

☒ Residents: Click here to enter text.
☒ Neighborhoods: Click here to enter text.
☐ Advisory Committees: Click here to enter text.
☐ Business Associations Click here to enter text.
☒ Private Property Owners Click here to enter text.
☐ Other: Click here to enter text.

Approach and Summary: Three rounds of engagement, two pop-up events, online and in person opportunities for feedback.

RECOMMENDED CROSS-SECTION

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%

_____ _____

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: *Date*

_____ _____

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	
Bicycles and Micromobility	
Transit	
Public Realm Elements/Furnishings	

Appendix: Supplemental Information and Analysis