

### **Project Background**

The City of Minneapolis is planning to reconstruct approximately 0.3 miles of multiple streets in the Downtown East area. The project will replace aging pavement and improve the right-of-way for all users and modes of travel, including adding ADA compliant pedestrian ramps, addressing sidewalk obstructions and gaps, and improving furnishing zones and boulevard space. The project also provides an opportunity to evaluate options for new connections to the adjacent Hiawatha LRT Trail.

#### **Project Extent**



#### **Project Goals**

- o Fill gaps in the sidewalk network
- o Provide an enhanced pedestrian experience
- o Improve connectivity within the bicycle network
- o Replace aging pavement

## **Project Schedule**

January – April 2019: Data collection and existing conditions
May – July 2019: Develop and evaluate street design options
July – September 2019: Preliminary engineering
October 2019: Recommended design to City Council
2020: Detailed design and Engineering
2021: Construction

# **Existing Condition**



Each of the streets in the project area has two travel lanes (one lane in each direction) with metered parking on both sides. There are sidewalks on both sides of the street throughout the much of the project area, but there are significant sidewalk gaps along portions of the 10th and 12th Avenues. There are no dedicated bicycle facilities in the project area. All of the street pavement in this area is in poor condition.

Adjacent land uses are predominantly commercial office and industrial manufacturing facilities, but recent and planned redevelopment in the area is anticipated to drastically change the surrounding land uses and density.

## **Reported Crashes**

Reported crashes by travel mode (2011-2015)



## 10th Avenue South – Existing Conditions



80'

## 12th Avenue South – Existing Conditions



80'

### 3rd Street South - Existing Conditions



### **Proposed Design**

The project is currently in the planning stage and proposed designs have not yet been developed. A range of design alternatives will be evaluated based on technical feasibility, regulatory constraints, and their ability to satisfy the project goals. It is anticipated that the design options will be developed in summer 2019 with final design layout approval in fall of 2019.

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