

Complete Streets Checklist **GUIDE**

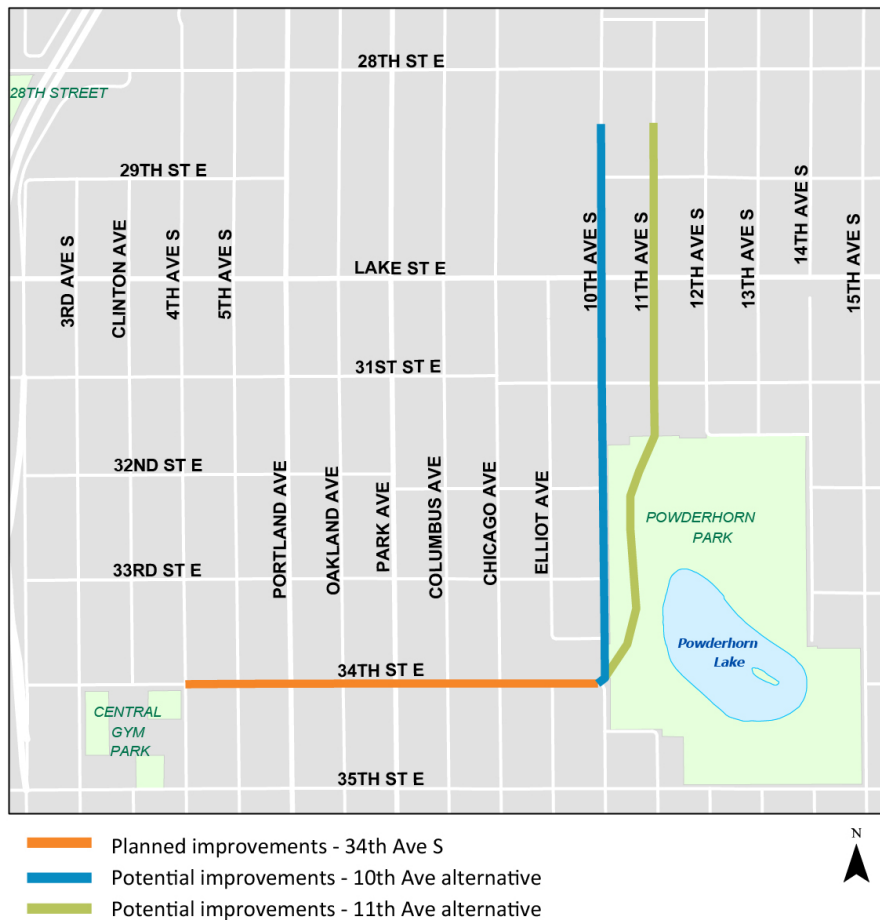


A. Project Overview

Project Name: Green Central Safe Routes to School
Improvement Type: Pedestrian and bicycle
City Project ID: BP001
Facility Jurisdiction: City of Minneapolis
External Agencies: Minneapolis Park & Recreation Board, Hennepin County
Project Length: 1.3 miles

Project Limits: E 34th St @ 3rd Ave – 10th/11th Ave @ E 28th St
Date Completed: 2/16/2022
TPP Project Manager: Jasna Hadzic-Stanek
TED Project Manager: TBD

Project Location Map



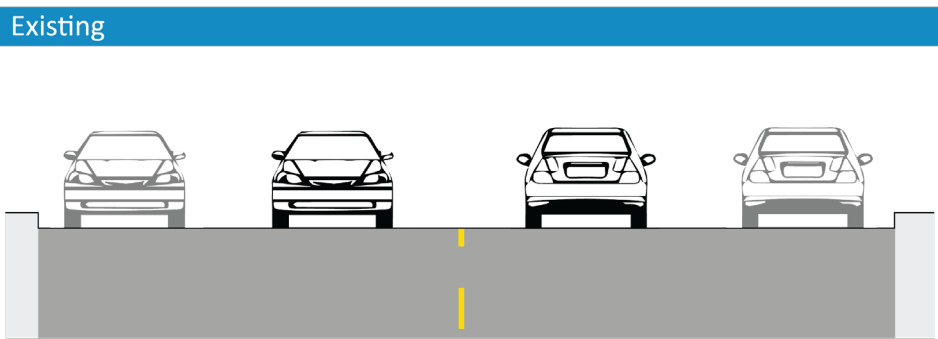
Description:	The project will implement pedestrian and bicycle-related improvements along E 34 th St and 10 th /11 th Avenues for travelers of all ages and abilities by establishing a safe and comfortable connection to Green Central Elementary School, other bikeway facilities, parks, and key destinations in the area.		
Project Elements:	Improvements may include crossing improvements to narrow the road (e.g., intersection bump outs, bicycle/pedestrian median islands); Installation of ADA-compliant curb ramps to enhance pedestrian safety and comfort; Upgraded traffic control device with APS push buttons to provide pedestrian crossing priority; Additional roadway traffic calming features (e.g., traffic circle, traffic diverter) to promote safety and air quality; Additional lighting to improve bicycle and pedestrian visibility and security; and Installation of multiuse trail or bikeway to close existing gaps in the bicycle network.		
Context Considerations:	The Green Central Safe Routes to School (SRTS) project is being implemented consistent with the city’s adopted policies and goals, outlined in the Transportation Action Plan (TAP), Vision Zero , Minneapolis Walking Routes for Youth, All Ages and Abilities (AAA) Network, and the Richard Green Central Park Elementary Safe Routes to School plan. This project will also coordinate with Metro Transit’s B and D Line BRT, four high injury streets (E Lake St, E 31 st St, and Park and Portland Avenues), as identified in the Vision Zero Action Plan, and the Minneapolis Park and Recreation Board’s master plan process for Powderhorn Park.		
Ward(s):	9	Neighborhood(s):	Central, Powderhorn Park, Midtown Phillips
Budget:	\$2,000,000	Funding Sources:	Federal
Schedule:	Data collection, public engagement and concept development will begin in 2021 and conclude by end of 2022. The project design will take place in 2023 and construction will begin in 2024.		

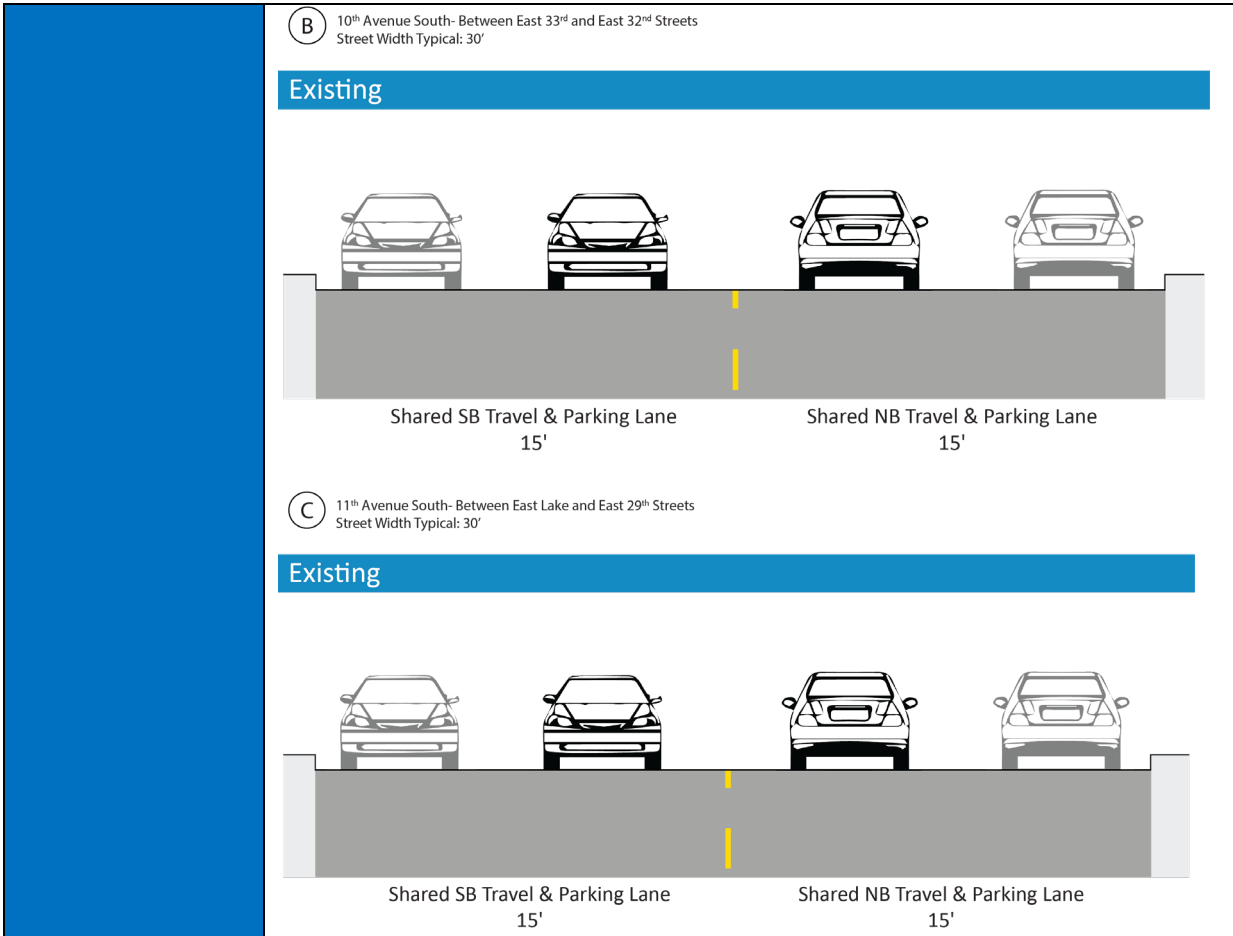
ALIGNMENT WITH TAP PRIORITY NETWORKS

Pedestrian Priority Network:	No
All Ages and Abilities Network:	East 34 th Street and 10 th Avenue S is identified in the Transportation Action Plan All Ages and Abilities (AAA) as a low-stress bicycle network.
Transit Priority Project:	No
Truck Route Network:	No

B. Existing Conditions

Street Typology:	Urban Neighborhood	Special Roadway Designations:	Local
Nearby Traffic Generators:	Green Central Elementary School, Joyce Preschool, Wellstone International Highschool, MPS New Families Center, Early Childhood and Special Education, Midtown Global Market, Allina Health, Abbott Northwestern Health Campus, and business corridor on Lake St.	Nearby Destinations:	Powderhorn Park, Green Central Elementary School, Joyce Preschool, Wellstone International Highschool, MPS New Families Center, Early Childhood and Special Education, Midtown Global Market, Allina Health, Abbott Northwestern Health Campus, and business corridor on Lake St.
Zoning District(s):	R2B, R5, R1A, C3A, C1 11 th Ave only: R4, C2	Place Type and Land Use(s):	Urban Neighborhood, Community Mixed Use, Parks and Open Space 10 th Ave only: Public, Office, and Institutional 11 th Ave only: Production Mixed Use, Corridor Mixed Use
Existing R/W Width:	34 th St- 80' 10 th Ave- 66' 11 th Ave- 60'	Functional Classification:	Local street
Year Built and Last Project:	E 34 th St (3 rd Ave S – Chicago Ave)- built in 1975; mill and overlay in 2015 E 34 th St (Chicago Ave – 10 th Ave S)- built in 1976; sealcoat in 2006 10 th Ave S (E 34 th St – south of Lake St [cul-de-sac])- built in 1976; sealcoat in 2006; mill and overlay scheduled 2022	Pavement Condition Index and Year Inspected:	E 34 th St- PCI ranging between 47 – 92 with an average PCI score of 82. Roadway was last inspected in 2017. 10 th Ave S- PCI ranging between 35 – 100 with an average PCI score of 65. Roadway was last inspected in 2017. 11 th Ave S- PCI ranging between 50 – 59 with an average PCI score of 57. Roadway was last inspected in 2017.

	<p>10th Ave S (south of Lake St [cul-de-sac] – Lake St)- 2007</p> <p>10th Ave S (Lake St – E 28th St)- built in 1974; sealcoat in 1999</p> <p>11th Ave S (Powderhorn Park – Lake St)- built in 1976; mill and overlay in 2021</p> <p>11th Ave S (Lake St – E 28th St)- 1974; sealcoat 1999</p>		
<p>Relevant Plans and/or Studies:</p>	<p>N/A</p>		
<p>Planned Development(s):</p>	<p>N/A</p>		
<p>Relevant Programmed Improvements:</p>	<p>BRT METRO D Line BRT, B Line BRT, 10th Ave bridge over the Midtown Greenway</p>		
<p>Existing Cross-Section</p>	<p>(A) East 34th Street- Between Portland and Park Avenues Street Width Typical: 38'</p> <p>Existing</p>  <p>Shared WB Travel & Parking Lane 19'</p> <p>Shared EB Travel & Parking Lane 19'</p>		



PEDESTRIAN ELEMENTS

Sidewalks: Yes

Sidewalk Gaps: No

Other Nearby Multi-Use Trails: Powderhorn Park

Conflict Points: Multiple driveways and alleys. High injury streets at Portland and Park Avenues, and 31st and Lake Streets.

Pedestrian Volumes: 34th St/Portland Ave: 233 (12/27/21); 10th Ave midblock (between Lake and 29th Sts): 1,512 (2/1/22); 11th Ave/31st St: 558 (2/1/22)

Traffic Buffer? Yes

Type: Planted boulevard

Dimensions: 5'

Marked Crosswalks? Yes. 34th/4th; 34th/Portland; 34th/Park; 34th/Chicago; 10th/31st; 10th/Lake; 10th/28th; 11th/31st; 11th/Lake; 11th/28th

Type: Zebra

Other Features? Signal crossings at 28th St, Lake St, 31st St, Chicago Ave, Park Ave, and Portland Ave

ADA Transition Plan:

High Priority Intersection(s): 34th/Clinton; 34th/5th; 34th/Elliot; 34th/10th; 10th/33rd 1/2; 10th/32nd; 10th/29th

Pedestrian Collisions in the last 10 years:

E 34th St: 1; 10th Ave S: 13; 11th Ave S: 1

Average Intersection Crossing Distance:

E 34th St: 38'; 10th and 11th Ave S: 30'

Safe Routes to School Route: Yes

Level Driveway Crossings: Yes

Non-Compliant Intersection(s): 34th/4th; 34th/Oakland; 34th/Columbus; 34th/Chicago; 10th/33rd; 10th/31st; 10th/28th; 11th/28th; 11th/29th; 11th/31st

BICYCLE AND MICROMOBILITY ELEMENTS

On-Street Bicycle Facility: N/A

Dimensions: N/A

Existing or Future AAA network facility? Future near-term low stress bikeway on E 34th St and 10th Ave S

Bicycle Volumes: 34th St/Portland Ave: 331 (12/27/21); 10th Ave midblock (between Lake and 29th Sts): 258 (2/1/22); 11th Ave/31st St: 263 (2/1/22)

Bicycle Collisions in the last 10 years: E 34th St: 2; 10th Ave S: 5; 11th Ave S: 3

Conflict Points: Multiple driveways and alleys. High injury streets at Portland and Park Avenues, and 31st and Lake Streets.

Existing Bikeway Connections: 28th St, Midtown Greenway, Park Ave, Portland Ave, Chicago Ave

Planned Bikeway Connections: 3rd Ave, 34th St, 10th Ave, 31st St

Low-stress bikeways: Midtown Greenway

Other Nearby Bikeways: N/A

Other multimodal facilities: N/A

Type: Multi-use path

Dimensions: 8-10'

Other Features? N/A

TRANSIT ELEMENTS

Transit Service: Yes

High-Frequency Transit Network: Lake St, Chicago Ave, 4th Ave

Existing or Planned Transitway: N/A

TAP Transit Priority Projects: Midtown Greenway, B_Line BRT, D_Line BRT

Stop Types: Near side

Other Features? N/A

CURBSIDE MANAGEMENT ELEMENTS

On-Street Parking: Yes

Delivery/Loading Zones: No

Valet/Taxi Zones: No

PUBLIC REALM FURNISHINGS, GREENING, AND LIGHTING

Street Furnishings: N/A

Greening Features (either decorative or green stormwater infrastructure):

Street Lighting: Yes

Street Type: Urban Neighborhood

Land Uses: Urban Neighborhood, Community Mixed Use, Parks and Open Space

10th Ave only: Public, Office, and Institutional

11th Ave only: Production Mixed Use, Corridor Mixed Use

MOTORIZED VEHICLE ELEMENTS

Existing Traffic Volumes: 34th St/Portland Ave: 12,220 (12/27/21); 10th Ave midblock (between Lake

and 29th Sts): 2,585 (2/1/22); 11th Ave/31st St: 16,899 (2/1/22)

Existing Truck Volumes (if available):

34th St/Portland Ave: 186 (12/27/21); 10th Ave midblock (between Lake and 29th Sts): 48 (2/1/22); 11th Ave/31st St: 289 (2/1/22)

Projected Traffic Volumes: N/A

Motor Vehicle Collisions:

E 34th St: 106; 10th Ave S: 112; 11th Ave S: 74

Critical Crash Rates (if available): N/A

If yes describe: N/A

Modal Conflict Point(s): Multiple driveways and alleys. High injury streets at Portland and Park Avenues, and 31st and Lake Streets.

Intersection Controls: 28th St, Lake St, 31st St,

Origins and Destinations: Powderhorn Park, Green Central Elementary School, Joyce Preschool, Wellstone International Highschool, MPS New Families Center, Early Childhood and Special Education, Midtown Global Market, Allina Health, Abbott Northwestern Health Campus, and business corridor on Lake St.

Is this corridor identified as a High Injury Street? No

Non-Intersection Access: Multiple driveways and alleys. Midtown Exchange parking ramp, access to 10th and 11th Avenues.

Other Features? No

Chicago Ave, Park Ave, and Portland Ave

Truck Route: No

Prohibited Movement(s): No right turn from 33rd St to 10th Ave

Skewed or Atypical Intersection(s): Cul-de-sac south of Lake St. Dead end street on 11th Ave at Powderhorn Pk.

Roadway Restrictions: Midtown greenway bridge weight restrictions.

Known Drainage Issues: N/A

Sight Distance Issues: N/A

Bridges: 10th and 11th Avenues over midtown greenway

Rail Crossings: N/A

C. Preliminary Design: 0%

CORE TEAM

Transportation Planning and Programming: Jasna Hadzic-Stanek and Kristian Zimmerman

Traffic Engineering and Design: Adam Hayow

Traffic and Parking Services: Nic Racek

Surface Water and Sewers: Jeremy Strehlo, Allison Bell

Transportation Maintenance and Repair: Steve Collin

Community Planning and Economic Development: N/A

SITE VISIT(S)

Date: 11/2/2021

Observations: Observed school dismissal at 3:15PM, which mainly happened on 4th Ave S. Observed a bike train in motion on the side of E 34th Street, as well as parents pick up for parents who were walking and biking to pick up their kids.

Date: 2/8/2022

Observations: Conducted a parking study on two weekdays (2/8 and 2/10) and one weekend day (2/12). On average, parking utilization was 38% on E 34th St, 35% on 10th Ave S, and 46% on 11th Ave S. The parking study was conducted three times daily (7:00am, 12:00pm, and 7:30pm) to fully capture the communities current parking needs.

Date:

Observations:

Date:

Observations:

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:

Pedestrian and Public Realm Guidelines

	Existing	Guidelines		Design Concept(s)
		Acceptable	Recommended	
Boulevard/Furnishing Zone				
Pedestrian clear zone				
Frontage zone				

Other pedestrian elements included or under consideration (see list above):

If design recommendation is less than recommended, provide explanation:

Design Impact: Improved Unchanged Degraded

Easements Required: Yes No

Street Lighting: Yes No (Refer to Street Lighting Policy), if yes describe:

Street Furnishings: Yes No (Refer to DPRF and PRG), if yes describe:

Greening Elements: Yes No (Refer to DPRF and PRG), if yes describe:

Maintenance Considerations:

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):

Street Type:

Bicycle Facility:

Bicycle Guidelines

	Existing	Guidelines		Design Concept(s)
		Acceptable	Recommended	
Bike Lane				
Buffer				
Protected Bike Lane				

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

If a reconstruction, confirm no unprotected bike lane or describe why an unprotected bike lane is included:

If design recommendation is less than recommended, provide explanation:

Design Impact: Improved Unchanged Degraded

Easements Required: Yes No

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

Maintenance Considerations:

CURBSIDE MANAGEMENT ELEMENTS

Included in Project: Yes No

Additional Technical Analysis: Yes No, if yes list (provide in appendix):

Street Type:

Curbside Street Guidelines

	Existing	Guidelines		Design Concept(s)
		Acceptable	Recommended	
Parking Lane				
Delivery/ Loading Zone				
Transit Loading Zone				
Other mobility treatment (e.g. scooter parking, Nice Ride station, etc.)				

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

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):

If design recommendation is given priority consideration over pedestrian, bicycle, or transit facilities provide explanation:

Maintenance Considerations:

PUBLIC REALM FURNISHINGS AND URBAN LANDSCAPING

Street Furnishings:

Greening Features:

MOTOR VEHICLE ELEMENTS

Additional Technical Analysis: Yes No, if yes list (provide in appendix):

Street Type:

Speed Limit:

Design Guidelines, Standards, and Plans:

Design Vehicle:

Design Speed:

Control Vehicle:

	Street Guidelines			Design Concept(s)
	Existing	Acceptable	Recommended	
Median				
Curb and Gutter Zone				

Other Design Considerations:

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): N/A

Capacity Recommendations: Reduction Maintain Expansion Other:

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

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

Maintenance Considerations:

INTERSECTION AND CROSSING ELEMENTS

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

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:

Design Guidelines:

Design Vehicle:

Signalized Intersections		
Location	Description	Concept(s)

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:

Other intersection design elements included or under consideration:

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

Maintenance Considerations:

MITIGATING FACTORS AND OPERATIONAL CONSTRAINTS

Were any modes excluded from the design? Explain.

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:

Biking/Micromobility:

Transit:

Green stormwater infrastructure:

Small freight:

Driving:

Large freight:

Parking:

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

Explain any constraints related to emergency vehicle clearance:

Are any modes prohibited by law from using the street?

Pedestrians:

Bicyclists/Micromobility:

Buses:

Cars:

Trucks:

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

OUTREACH AND ENGAGEMENT

- Council Members: Linea Palmisano
- Other: Kenny Elementary School: Back-to-School Night

Stakeholder Outreach

- Residents
- Neighborhoods: Kenny
- Advisory Committees: Bicycle Advisory Committee (BAC)
- Business Associations
- Private Property Owners
- Other

Approach and Summary:

RECOMMENDED CROSS-SECTION



D. Preliminary Design: 30%

RECOMMENDED CROSS-SECTION

RECOMMENDED LAYOUT

Project Meetings

CORE TEAM MEETINGS:

Date:

Meeting Summary:

CAPITAL PROJECT TASK FORCE 0%:

Date:

Meeting Summary:

NEIGHBORHOOD/COMMUNITY MEETINGS:

Date:

Meeting Summary:

NEIGHBORHOOD/COMMUNITY MEETINGS:

Date:

Meeting Summary:

ADVISORY COMMITTEE MEETINGS:

Date:

Meeting Summary:

ADVISORY COMMITTEE MEETINGS:

Date:

Meeting Summary:

NEIGHBORHOOD/COMMUNITY MEETINGS:

Date:

Meeting Summary:

CORE TEAM MEETINGS:

Date:

Meeting Summary:

CAPITAL PROJECT TASK FORCE 30%:

Date:

Meeting Summary:

CONCEPT APPROVAL: 0%

_____	_____
Transportation Planning and Programming	Date
_____	_____
Transportation Maintenance and Repair	Date
_____	_____
Traffic & Parking Services	Date

LAYOUT APPROVAL: 30%

_____	_____
<i>Core Team Area: TPP</i>	<i>Date</i>
_____	_____
<i>Core Team Area: TMR</i>	<i>Date</i>
_____	_____
<i>Core Team Area: TPS</i>	<i>Date</i>

DESIGN APPROVAL: 90%

_____	_____
Core Team Area: TPP	Date
_____	_____
Core Team Area: TED	Date
_____	_____
Core Team Area: TPS	Date
_____	_____
Core Team Area: TMR	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				
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

