

Complete Streets Checklist **GUIDE**



A. Project Overview

Project Name: 58th St - Sunrise Dr Bikeway

Improvement Type: Protected bikeway with signing, striping and flex post delineators

City Project ID: PV056

Facility Jurisdiction: City of Minneapolis

External Agencies: Metro Transit, MnDOT, Hennepin County

Project Length: 0.7 miles

Project Limits: 58th St @ Lyndale Ave S to Sunrise Dr @ 60th St

Date Completed: 12/22/2021

TPP Project Manager: Kristian Zimmerman

TED Project Manager: N/A

Project Location Map



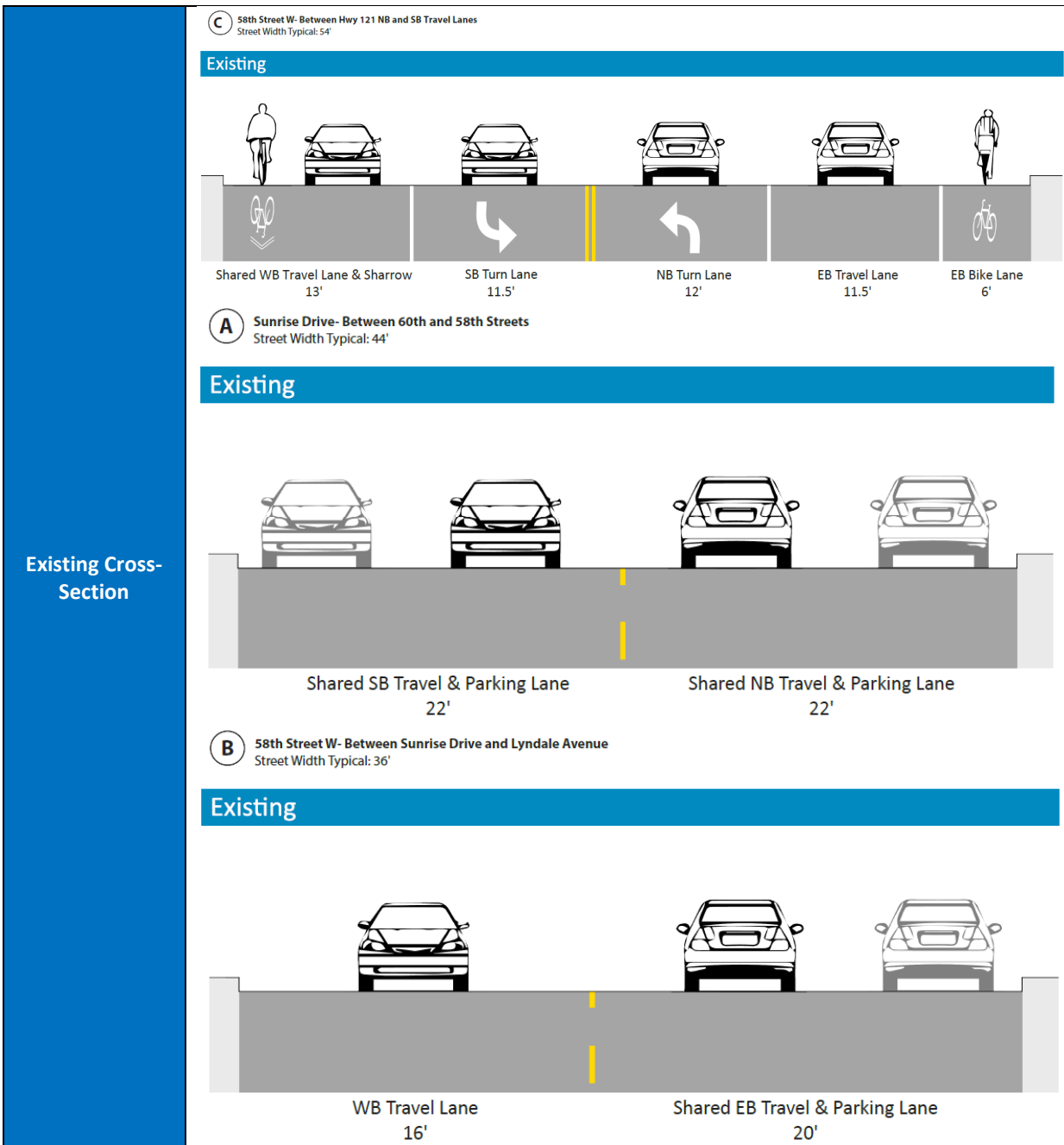
Description:	The City will remove and add a new layer of asphalt and stripe a new bikeway along 58 th Street W and Sunrise Dr.		
Project Elements:	Painted bikeway with flex post delineators and signage.		
Context Considerations:	Coordinated with PV056 Asphalt Pavement Resurfacing.		
Ward(s):	13- Linea Palmisano	Neighborhood(s):	Kenny
Budget:	N/A	Funding Sources:	City
Schedule:	Initial engagement with council office, Kenny Elementary School, and Kenny Neighborhood Association in late summer 2021. Engagement with Kenny Neighborhood Association in late Fall 2021 to receive feedback on the design concept. Engineering plan sheets to be developed during the winter of 2022 with construction anticipated in summer of 2022.		

ALIGNMENT WITH TAP PRIORITY NETWORKS

Pedestrian Priority Network:	Yes. The scope of this project does not extend to making improvements to the pedestrian network beyond striping or signage. No additional striping or signage has been identified.
All Ages and Abilities Network:	Yes. This project will build out a missing section of AAA network.
Transit Priority Project:	No
Truck Route Network:	No

B. Existing Conditions

Street Typology:	Urban Neighborhood Connector	Special Roadway Designations:	MSA
Nearby Traffic Generators:	Kenny Elementary and Anthony Middle School	Nearby Destinations:	Kenny Park, Kenny Elementary, Anthony Middle School
Zoning District(s):	R1A, R2, C2	Place Type and Land Use(s):	Residential- single family homes
Existing R/W Width:	58 th St- 66' Sunrise Dr- 80'	Functional Classification:	Local street
Year Built and Last Project:	58 th St- built in 1976; sealcoat in 1994 Sunrise Dr- built in 1985; sealcoat in 2006	Pavement Condition Index and Year Inspected:	PCI ranging between 33 – 70 with an average PCI score of 50. Both roadways were last inspected in 2017.
Relevant Plans and/or Studies:	N/A		
Planned Development(s) :	N/A		
Relevant Programmed Improvements:	N/A		



PEDESTRIAN ELEMENTS

Sidewalks: Yes. Sidewalk at 58th St/Hwy-121 is in poor condition.

Sidewalk Gaps: No

Other Nearby Multi-Use Trails: N/A

Conflict Points: Multiple driveways and alleys.

Pedestrian Volumes: N/A- no counts available near project.

Pedestrian Collisions in the last 10 years: 1

Average Intersection Crossing Distance: 36' on 58th St and 44' on Sunrise Dr.

Safe Routes to School Route: 58th St W and Fremont Ave S

Level Driveway Crossings: Driveways appear to be built to meet the sidewalk and provide a level crossing through private driveways

Traffic Buffer? No**Type:** N/A**Dimensions:** N/A**Marked Crosswalks?** Yes. Marked crosswalks at 58th St @ Fremont Ave S. Marked crosswalks at 58th St @ Emerson Ave S**Type:** Zebra**Other Features?** N/A**ADA Transition Plan****High Priority Intersection(s):** Sunrise Dr/60th St/Knox Ave; 58th St/Colfax Ave**Non-Compliant Intersection(s):** Sunrise Dr/60th St/Knox Ave S; Sunrise Dr/ 59th St; Sunrise Dr/58th St; 58th St/Dupont Ave; 58th St/Colfax Ave S**BICYCLE AND MICROMOBILITY ELEMENTS****On-Street Bicycle Facility:** No**Dimensions:** N/A**Existing or Future AAA network facility?** Near-term
Low Stress Bikeway**Bicycle Volumes:** N/A- no counts available near
project.**Bicycle Collisions in the last 10 years:** 0**Conflict Points:** Multiple driveways and alleys.**Existing Bikeway Connections:** Bryant Ave S; 58th St
(Hwy-121 – Lyndale Ave S); Lyndale Ave S**Planned Bikeway Connections:** 58th St; Sunrise Dr**Low-stress bikeways:** Bryant Ave S**Other Nearby Bikeways:** Lyndale Ave S**Other multimodal facilities:** No**Type:** Two-way on-street (58th St and Lyndale Ave);
bike boulevard/sharrows (Bryant Ave)**Dimensions:** 6 – 7' (58th St and Lyndale**Other Features?** No**TRANSIT ELEMENTS****Transit Service:** Route 156 (currently suspended due to COVID-19)**High-Frequency Transit Network:** No**Existing or Planned Transitway:** No**TAP Transit Priority Projects:** No**Stop Types:** Near-side, far-side, and midblock**Other Features?** No**CURBSIDE MANAGEMENT ELEMENTS****On-Street Parking:** Yes. Southside of 58th St and on both sides of Sunrise Dr**Delivery/Loading Zones:** One handicap transfer location on 58th St at Kenny Elementary School.**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:** Urban Neighborhood Connector

Land Uses: Urban neighborhood; Public, office, and institutional; Parks and open space

MOTORIZED VEHICLE ELEMENTS

Existing Traffic Volumes: 3,033 (2007); 60th St between Sunrise Dr and Penn Ave

Existing Truck Volumes (if available): N/A

Projected Traffic Volumes: 2,978 (TAP assumes - 1.8% annually)

Motor Vehicle Collisions: 13 (2017 – 2021)

Critical Crash Rates (if available): N/A

If yes describe: N/A

Modal Conflict Point(s): Multiple driveways and alleys.

Intersection Controls: Stop signs at 58th St/Fremont

Ave; 58th St/Emerson Ave; 58th St/Lyndale Ave. Traffic signal at 58th St/Hwy-121.

Truck Route: N/A

Prohibited Movement(s): N/A

Skewed or Atypical Intersection(s): 58th St/Aldrich Ave/Hwy-121; Sunrise Dr/60th St/Knox Ave

Roadway Restrictions: N/A

Known Drainage Issues: N/A

Sight Distance Issues: N/A

Bridges: N/A

Rail Crossings: N/A

Origins and Destinations: Kenny Elementary School and Anthony Middle School

Is this corridor identified as a High Injury Street? No

Non-Intersection Access: Curb cut west of 58th St/Fremont Ave for maintenance equipment access to Kenny Park.

Other Features? Flex post delineators installed at 58th St/Fremont Ave as part of the City's 20 in 20 program.

C. Preliminary Design: 0%

CORE TEAM

Transportation Planning and Programming: Kristian Zimmerman and Matthew Dyrdaahl

Traffic Engineering and Design: N/A

Traffic and Parking Services: Nic Racek

Surface Water and Sewers: N/A

Transportation Maintenance and Repair: Steve Collins

Community Planning and Economic Development: N/A

SITE VISIT(S)

Date: 6/25/2021

Observations: Initial visit to take existing conditions photos and review existing conditions.

Date: 7/27/2021

Observations: Parking study.

Date: 7/28/2021

Observations: Parking study.

Date: 7/31/2021

Observations: Parking study.

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: Urban Neighborhood Connector

Pedestrian and Public Realm Guidelines

	Existing	Guidelines		Design Concept(s)
		Acceptable	Recommended	
Boulevard/Furnishing Zone	4 – 7'	5'	5'+	4 – 7'
Pedestrian clear zone	5'	6'	6'+	5'
Frontage zone	N/A	2'	2'+	N/A

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

If design recommendation is less than recommended, provide explanation: Boulevards and sidewalks are not being reconstructed and a frontage zone is not necessary on this corridor with current conditions.

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: N/A

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: Urban Neighborhood Connector

Bicycle Facility: Two-way on-street

Bicycle Guidelines

	Existing	Guidelines		Design Concept(s)
		Acceptable	Recommended	
Bike Lane	N/A	6'	6'	6'
Buffer	N/A	Varies	Varies	2'+
Protected Bike Lane	N/A	N/A	N/A	Yes

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

Protected intersection (slow turn wedge) in southwest quadrant of 58th St/Hwy-121 intersection.

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

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: Transportation Maintenance and Repair Division will need to use equipment, other than standard snow plow, to clear the bikeway where flex post delineators are present.

CURBSIDE MANAGEMENT ELEMENTS

Included in Project: Yes No

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

Street Type: Urban Neighborhood Connector

Curbside Street Guidelines

	Existing	Guidelines		Design Concept(s)
		Acceptable	Recommended	
Parking Lane	Shared lane	8'	8'	8'
Delivery/ Loading Zone	N/A	N/A	N/A	N/A
Transit Loading Zone	N/A	Varies	60'	60'
Other mobility treatment (e.g. scooter parking, Nice Ride station, etc.)	N/A	N/A	N/A	N/A

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: This project has a limited scope and budget that does not have the capabilities of including curb extensions.

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

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

Maintenance Considerations: N/A

PUBLIC REALM FURNISHINGS AND URBAN LANDSCAPING

Street Furnishings: N/A
Greening Features: N/A

MOTOR VEHICLE ELEMENTS

Additional Technical Analysis: Yes No, if yes list (provide in appendix):
Street Type: Urban Neighborhood Connector
Speed Limit: 25 mph
Design Guidelines, Standards, and Plans: Municipal State Aid (MSA) Manual, Minneapolis Street Design Guide
Design Vehicle: Aerial Fire Truck Mid Mount 100
Design Speed: 25 mph
Control Vehicle: DL-23

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

Other Design Considerations: N/A
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): 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: N/A

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: Urban Neighborhood Connector
Design Guidelines: Municipal State Aid (MSA) Manual, Minneapolis Street Design Guide
Design Vehicle: Aerial Fire Truck Mid Mount 100

Signalized Intersections		
Location	Description	Concept(s)
58 th St/Hwy-121	Multiple signals with complex vehicle movements.	Bikeway with flex post delineators.

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: N/A

Other intersection design elements included or under consideration: Slow turn wedge in southwest quadrant of 58th St/Hwy-121.

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

Maintenance Considerations: Transportation Maintenance and Repair Division will need to use equipment, other than standard snow plow, to clear the bikeway where flex post delineators are present.

MITIGATING FACTORS AND OPERATIONAL CONSTRAINTS

Were any modes excluded from the design? Explain. 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) Describe below.

Walking: No

Biking/Micromobility: No

Transit: No

Green stormwater infrastructure: Not within the scope and budget of the mill and overlay program.

Small freight: No

Driving: No

Large freight: Project limits are not designated as a freight route.

Parking: No

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?

Pedestrians: No

Bicyclists/Micromobility: No

Buses: No

Cars: No

Trucks: No

What other limiting factors influenced the design choices in this project? Scope and budget.

OUTREACH AND ENGAGEMENT

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

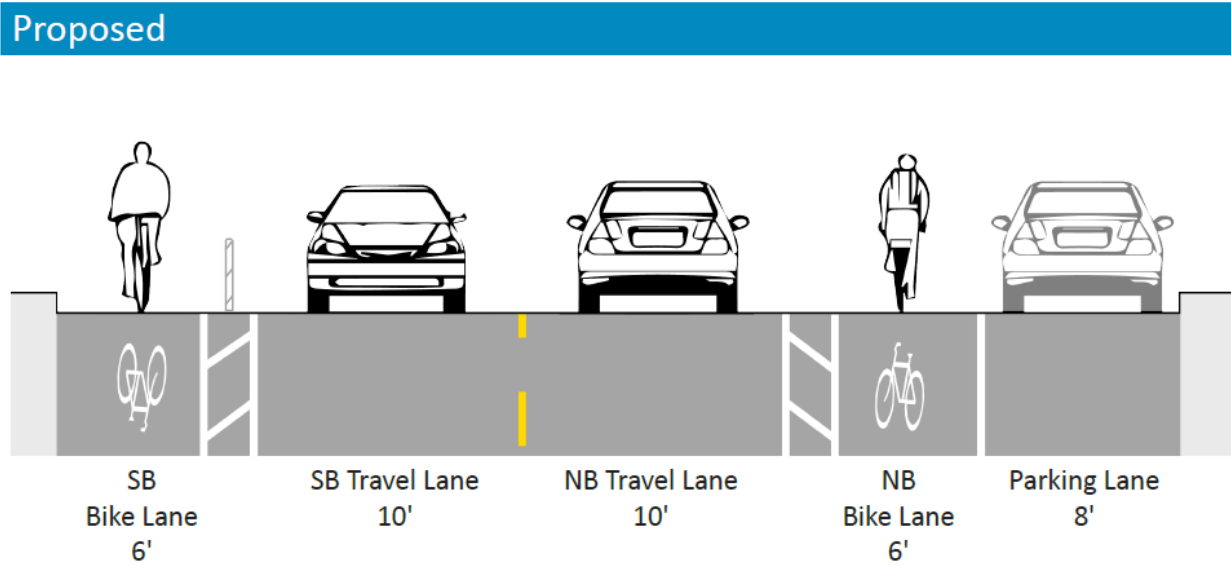
Stakeholder Outreach

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

Approach and Summary: Project engagement began in late Summer and has continued into early Winter. Input opportunities were held at Kenny Elementary during the Back-to-School Night, multiple neighborhood association meetings and through direct communication with the project manager via email or telephone.

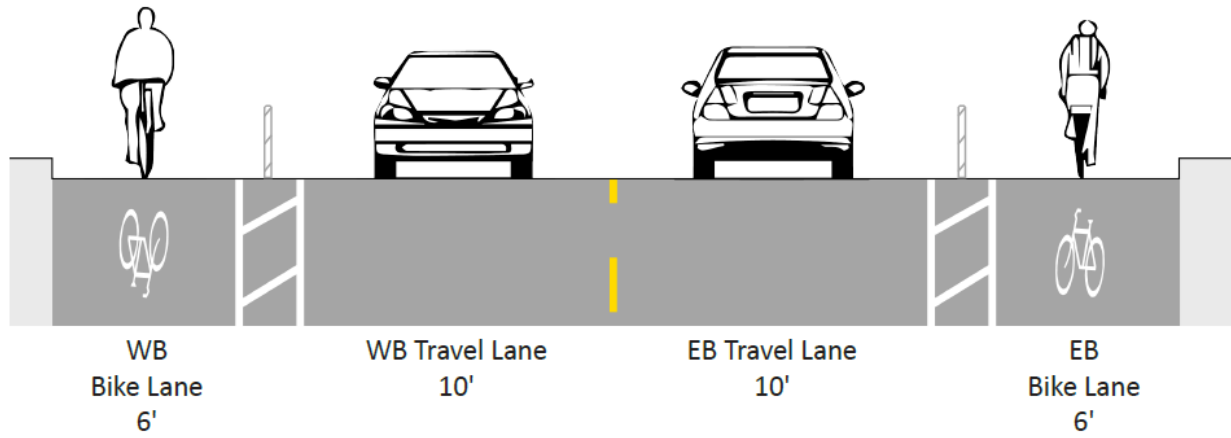
RECOMMENDED CROSS-SECTION

- A. Sunrise Drive- Between 60th and 58th Streets**
Street Width Typical: 44'



B. 58th Street W- Between Sunrise Drive and Lyndale Avenue
Street Width Typical: 36'

Proposed



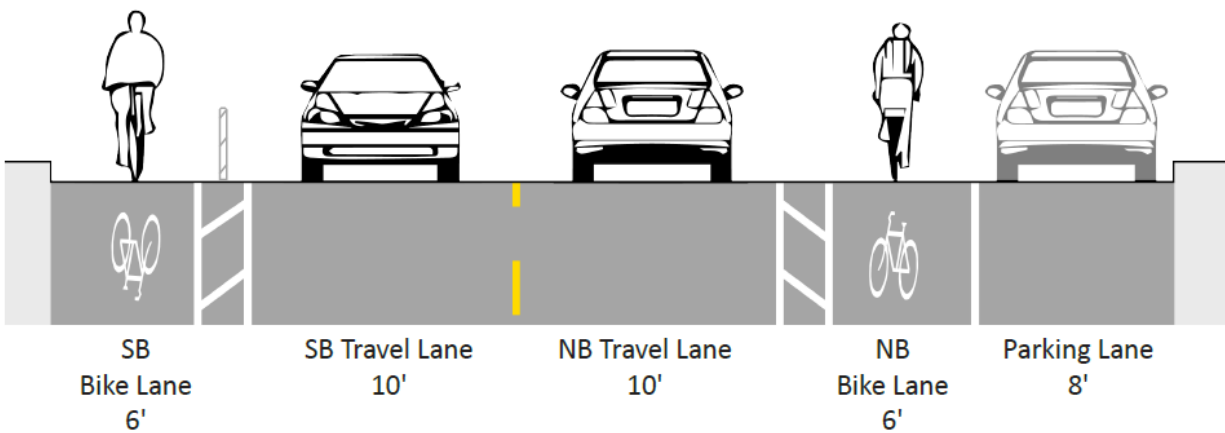
D. Preliminary Design: 30%

RECOMMENDED CROSS-SECTION

A. Sunrise Drive- Between 60th and 58th Streets

Street Width Typical: 44'

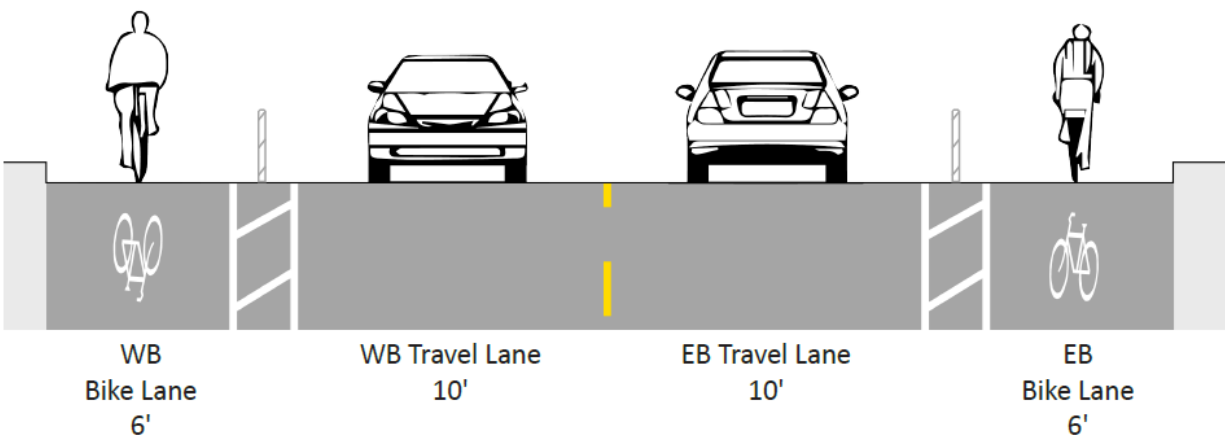
Proposed



B. 58th Street W- Between Sunrise Drive and Lyndale Avenue

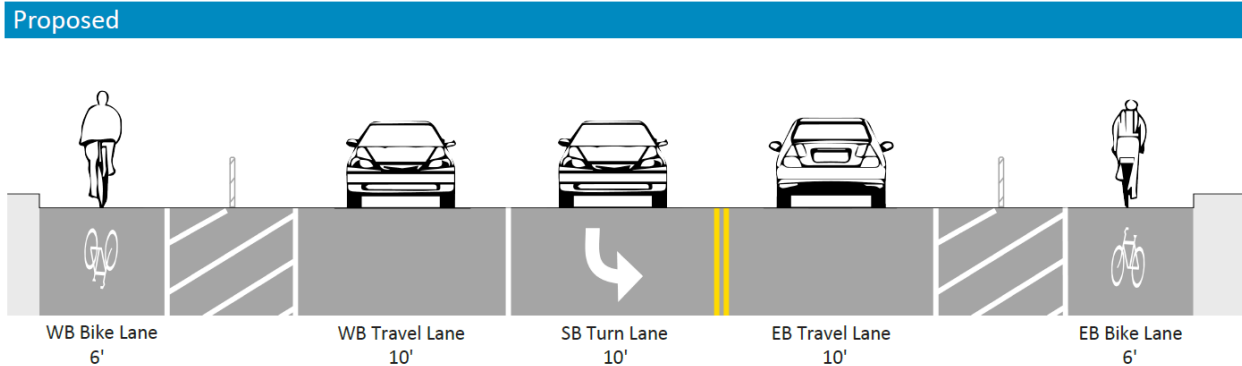
Street Width Typical: 36'

Proposed



C. 58th Street W- Between Hwy 121 NB and SB Travel Lanes

Street Width Typical: 54'



RECOMMENDED LAYOUT

See Appendix

Project Meetings

CORE TEAM MEETINGS:

Date: 7/14/2021

Meeting Summary: Introductory; 0%

CAPITAL PROJECT TASK FORCE 0%:

Date: 8/23/2021

Meeting Summary: Introductory

NEIGHBORHOOD/COMMUNITY MEETINGS:

Date: 9/2/2021

Meeting Summary: Introductory; 0% (Kenny Elementary School)

NEIGHBORHOOD/COMMUNITY MEETINGS:

Date: 9/21/2021

Meeting Summary: Introductory; 0% (Kenny Neighborhood Association)

ADVISORY COMMITTEE MEETINGS:

Date: 9/21/2021

Meeting Summary: Introductory; 0% (BAC)

ADVISORY COMMITTEE MEETINGS:

Date: 11/9/2021

Meeting Summary: Concept; 30% (BAC)

NEIGHBORHOOD/COMMUNITY MEETINGS:

Date: 11/16/2021

Meeting Summary: Concept; 30% (Kenny Neighborhood Association)

CORE TEAM MEETINGS:

Date: 11/22/2021

Meeting Summary: Concept; 30%

CAPITAL PROJECT TASK FORCE 30%:

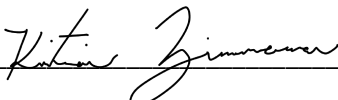
Date: 12/29/2021

Meeting Summary: Concept

CONCEPT APPROVAL: 0%

 _____	<u>8/30/2021</u>
Transportation Planning and Programming	Date
<u>Steve Collin</u>	<u>12/28/2021</u>
Transportation Maintenance and Repair	Date
_____	<u>01/11/2022</u>
Traffic & Parking Services	Date

LAYOUT APPROVAL: 30%

 _____	<u>11/22/2021</u>
Core Team Area: TPP	Date
<u>Steve Collin</u>	<u>12/28/2021</u>
Core Team Area: TMR	Date
_____	<u>01/11/2022</u>
Core Team Area: TPS	Date

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

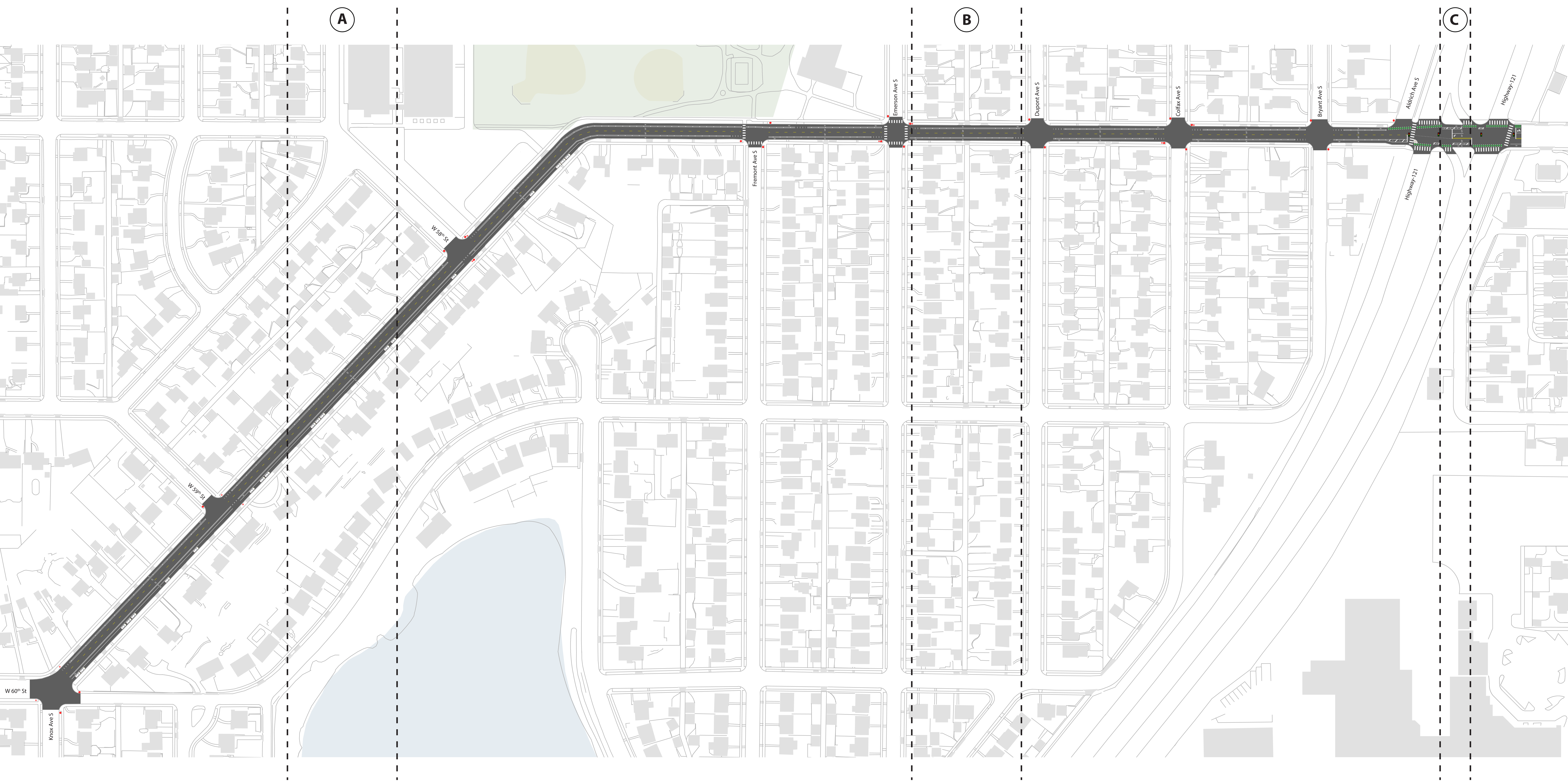
Design Benchmark	Date	Design Change(s)	Rationale	Core Team Member
30	10.20.2021	Removal of left turn lane at Hwy-121.	Provides additional space for protection and comfort to bicyclists.	Kristian Zimmerman
30	12.2.2021	Additional conflict zone markings, including bike box, at 58 th St/Lyndale Ave.	Update existing striping to meet current standard practices.	Kristian Zimmerman
60				
90				
100				

Summary of Non-Motorized Complete Streets Elements

Mode	New/Modified Elements
Walking/Rolling	Protected bikeway with signing, striping and flex post delineators.
Bicycles and Micromobility	Protected bikeway with signing, striping and flex post delineators
Transit	Striping modifications at bus stop locations in correspondence to the bikeway.
Public Realm Elements/Furnishings	N/A

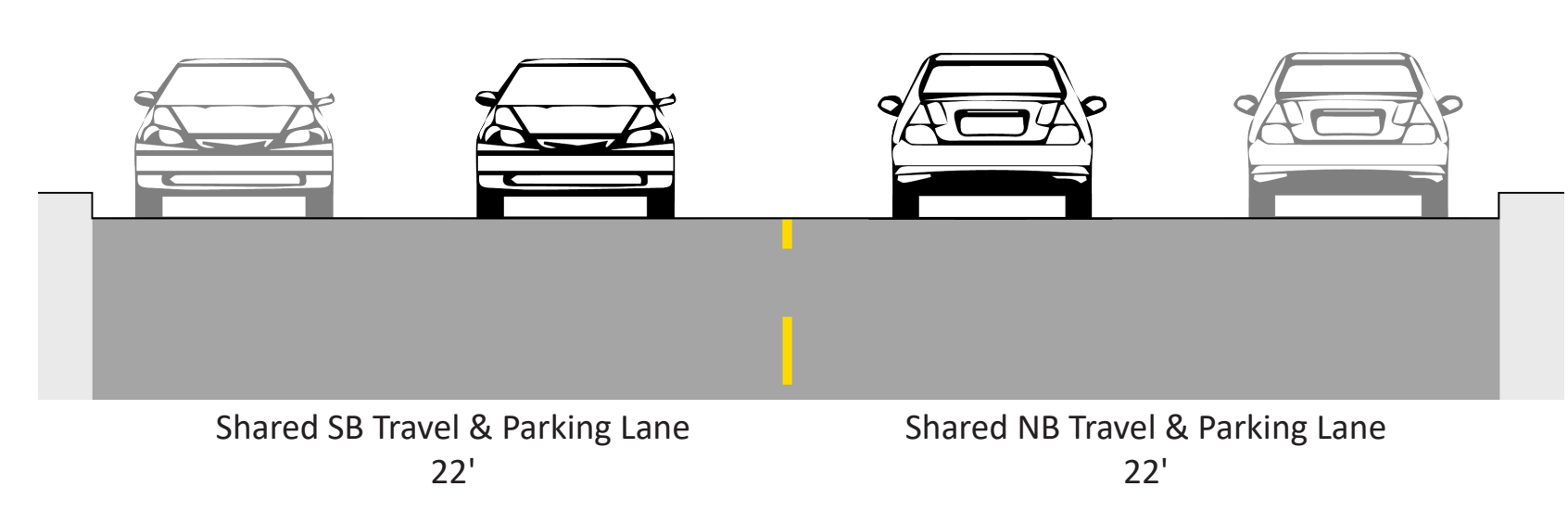
Appendix: Supplemental Information and Analysis



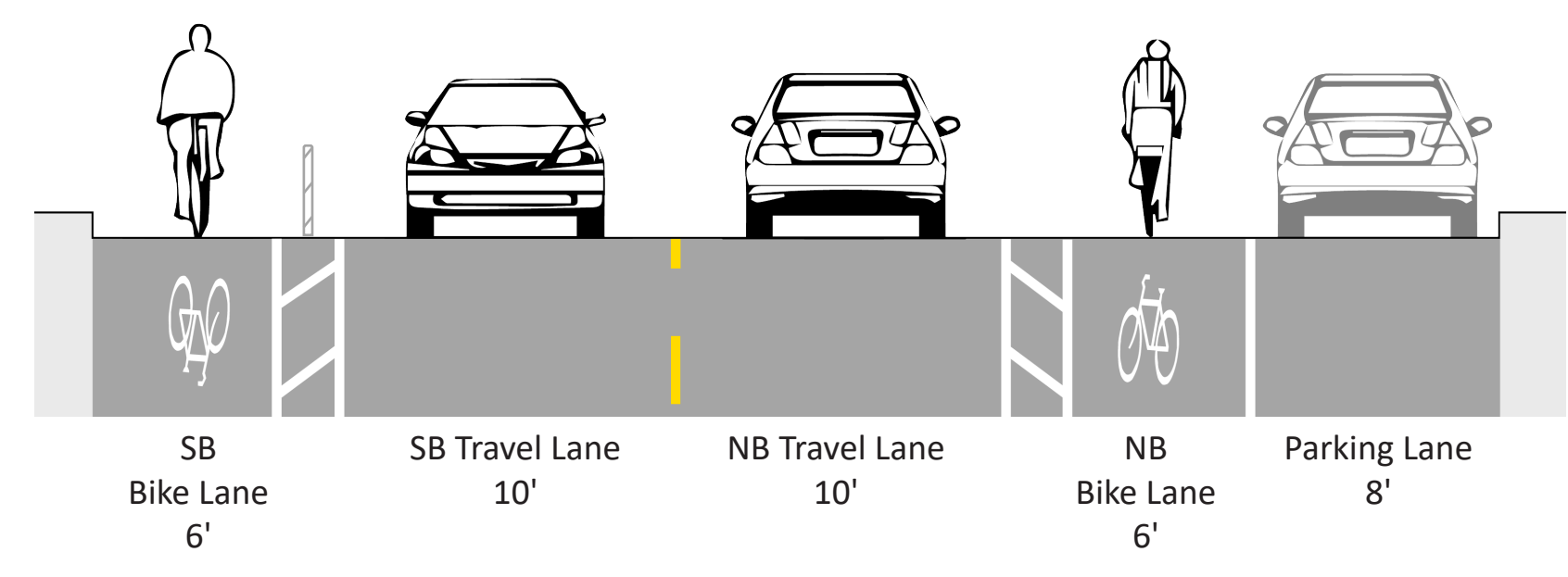


A Sunrise Drive - Between 60th and 58th Streets
Street Width Typical: 44'

Existing

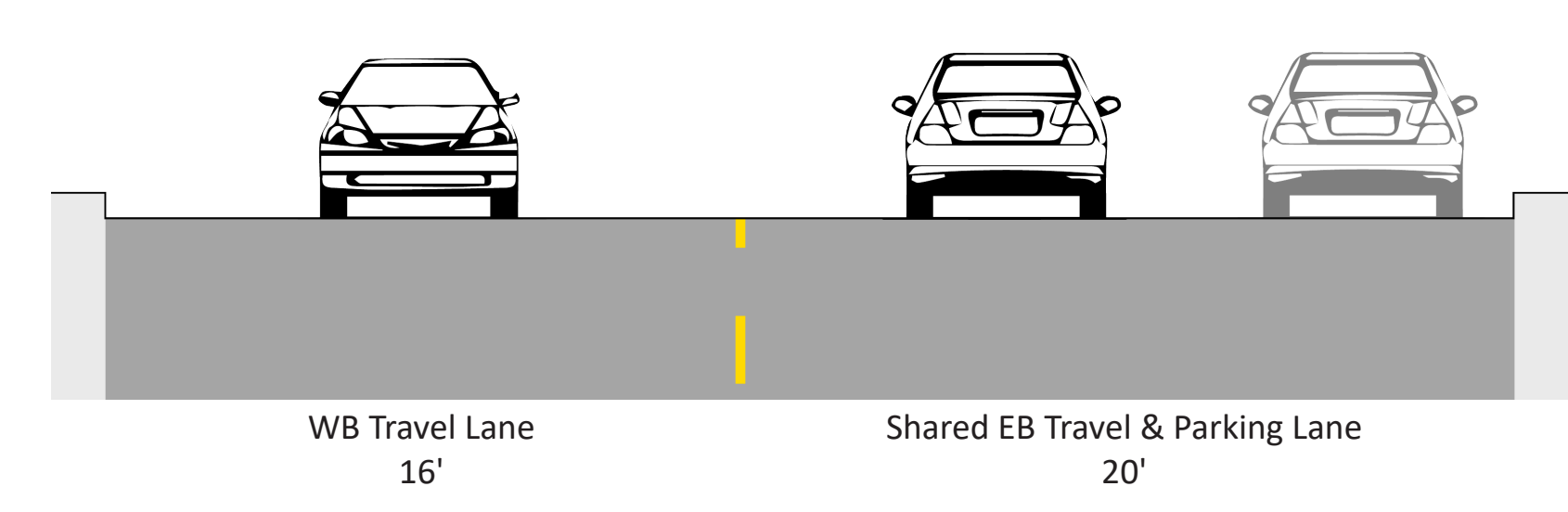


Proposed

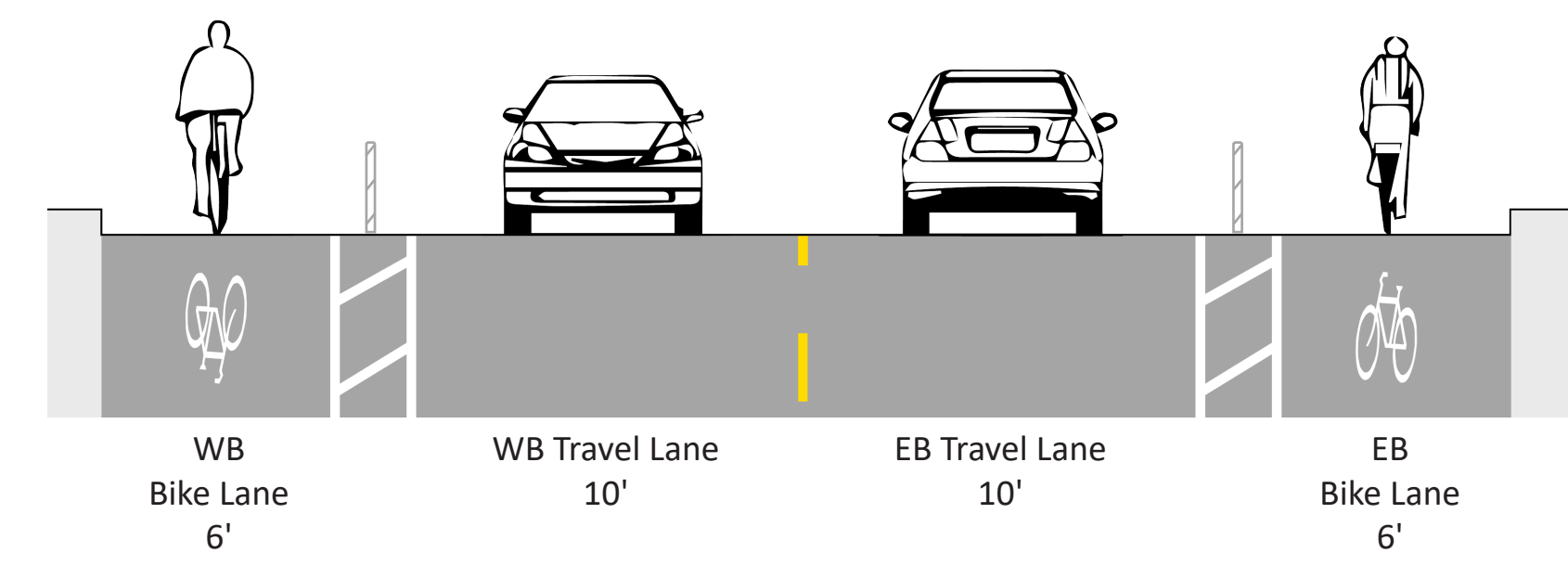


B 58th Street W - Between Sunrise Drive and Lyndale Avenue
Street Width Typical: 36'

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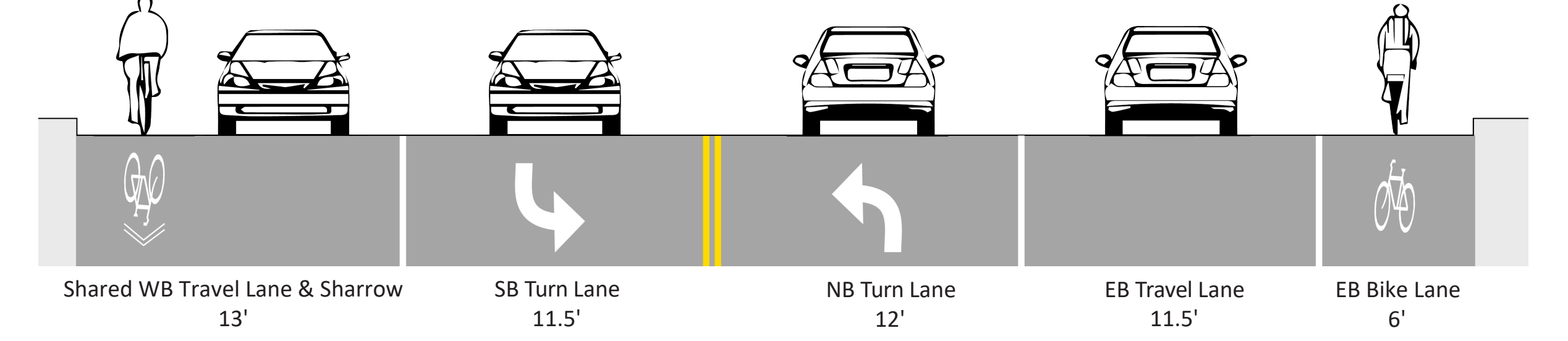


Proposed



C 58th Street W - Between Hwy 121 NB and SB Travel Lanes
Street Width Typical: 54'

Existing



Proposed

