

Complete Streets Checklist **GUIDE**



A. Project Overview

Project Name: 1st Ave N

Improvement Type: Reconstruction

City Project ID: PV183

Facility Jurisdiction: City of Minneapolis

External Agencies: Metropolitan Council, Metro Transit, Hennepin County, MnDOT

Project Length: 0.50 miles

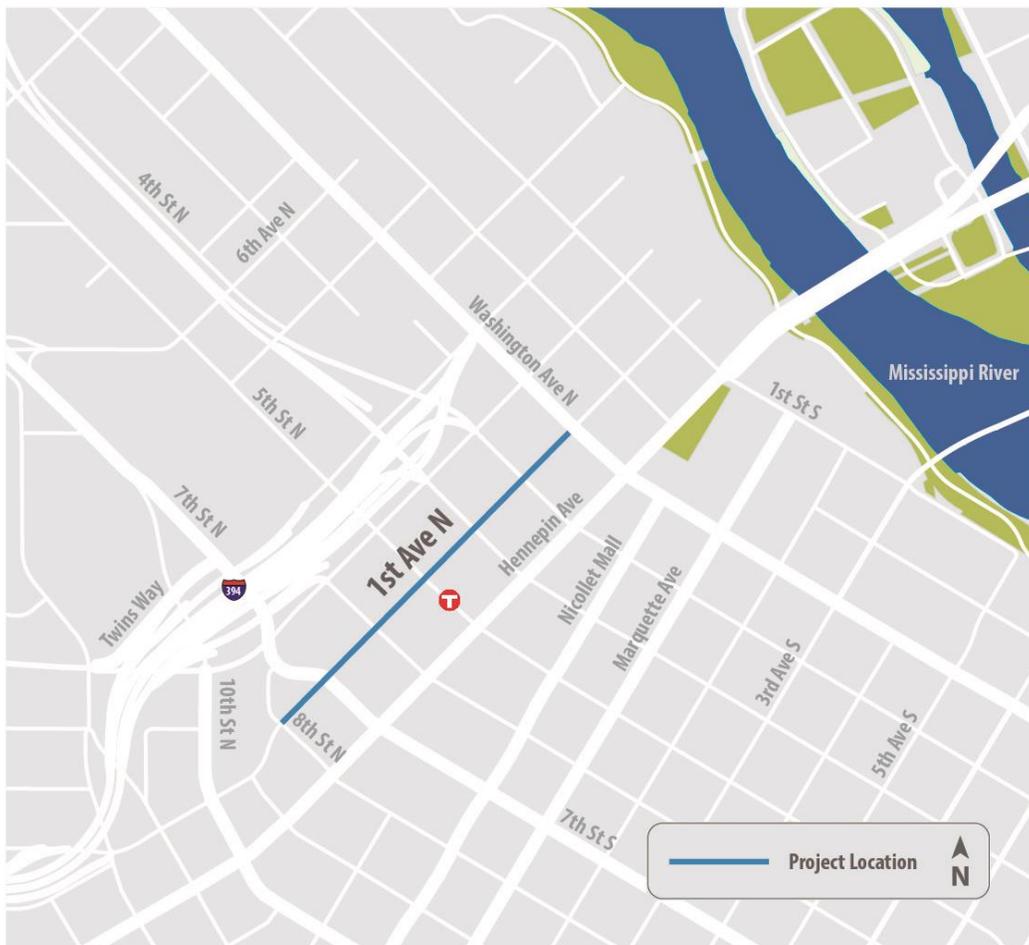
Project Limits: Washington Ave to 8th St N

Date Completed: 7 March 2024

TPP Project Manager: Jasna Hadzic-Stanek

TED Project Manager: Menbere Wodajo

Project Location Map



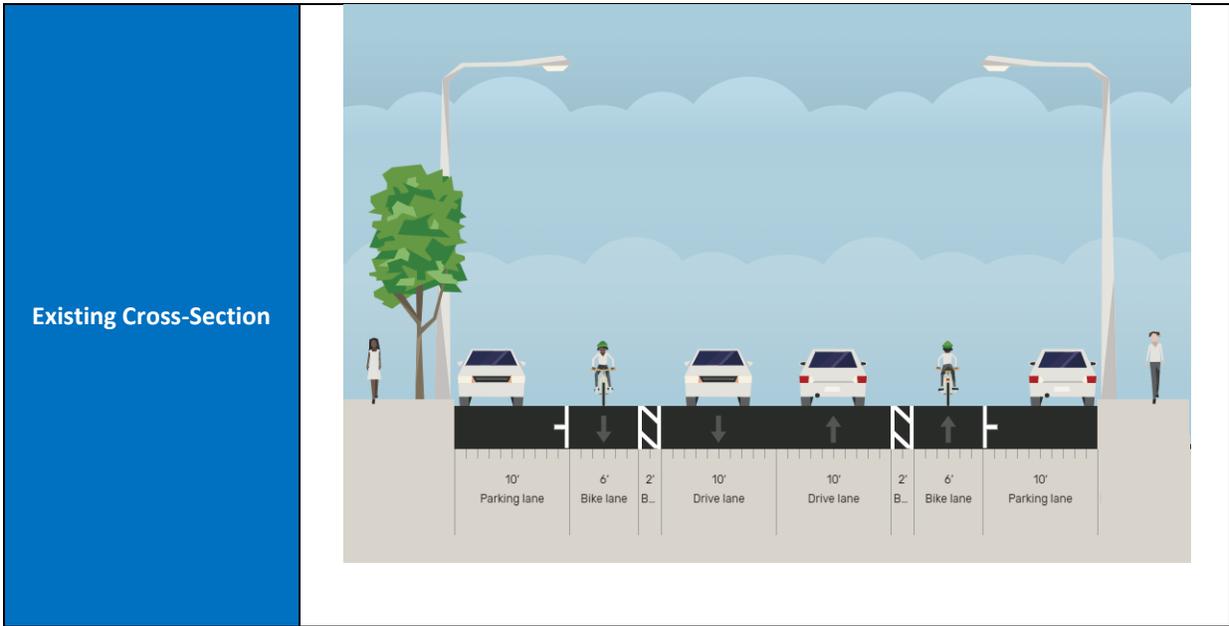
Description:	The project will reconstruct approximately 0.5 miles of 1st Ave N between Washington Ave and 8th St N. The area along the project corridor primarily serves the Downtown entertainment industry including live music venues, restaurants, bars, retail, and the Target Center. The project will focus on improving safety, comfort, and access for both residents and visitors using the corridor.		
Project Elements:	Anticipated project elements include the following: <ul style="list-style-type: none"> • Widened, ADA-compliant sidewalks and safer street crossings • New green stormwater infrastructure and sustainable landscaping • Enhanced streetscape elements, including improved lighting and public art • Active public spaces that attract and retain residents, businesses, and visitors • Improved traffic signals, wayfinding and signage, and underground utilities. 		
Context Considerations:	The 1 st Ave N reconstruction project is being implemented consistent with the city’s adopted policies and goals as outlined in the following: Vision Zero Action Plan (2023) Racial Equity Framework (REF) for Transportation (2023) Americans with Disabilities Act (ADA) Transition Plan for Public Works (2022) Minneapolis Street Design Guide (2021) Complete Streets Policy (2021) Transportation Action Plan (2020) Minneapolis 2040 (2019) Minneapolis Climate Action Plan (2013)		
Ward(s):	3 and 7	Neighborhood(s):	North Loop, Downtown West
Budget:	\$30 million	Funding Sources:	Regional Solicitation: 2 million (FFY 2027)
Schedule:	Engagement and preliminary design: 2023-2025 Detailed design and final plans: 2025-2027 Construction: 2028		

ALIGNMENT WITH TAP PRIORITY NETWORKS

Pedestrian Priority Network:	Yes, the City’s Transportation Action Plan identifies 1st Ave N as a Pedestrian Priority Corridor. It represents where people frequently walk and prioritizes investments to improve the ease, comfort, and safety of people walking and rolling.
All Ages and Abilities Network:	No, 1 st Ave N is not one of the three primary bikeway types that are part of the All Ages and Abilities (AAA) Network. It is a connector bikeway, an additional type of bikeway highlighted on the AAA Network.
Transit Priority Project:	No, 1 st Ave N is not identified as a corridor with a Transit Priority Project. The project area, however, intersects with several local, express, and Bus Rapid Transit routes and is next to the METRO Warehouse District/Hennepin Avenue light rail stop.
Truck Route Network:	Yes, 1 st Ave N is identified as a truck route and intersects with four 10-ton truck routes at 8 th St, 7 th St, 4 th St, and 3 rd St.

B. Existing Conditions

Street Typology:	Mixed-Use Commercial Connector	Special Roadway Designations:	MSA
Nearby Traffic Generators:	Target Center, First Avenue & 7 th St Entry	Nearby Destinations:	Music venues, profession sports venue, event centers, restaurants and bars, nightclubs, hotels, parking ramps
Zoning District(s):	DT2 Downtown Destination	Place Type and Land Use(s):	Destination Mixed Use
Existing R/W Width:	80'	Functional Classification:	Major Collector
Year Built and Last Project:	Built in 1994, except for 6 th to 8 th St being built in 1990. Seal coated 3 times, the last time in 2016.	Pavement Condition Index and Year Inspected:	According to the City's 2023 Pavement Condition Index (PCI) rating scale, the pavement condition is "Fair" and "Poor" for much of the corridor, except for 3 rd St N to Washington Ave where the condition is "Good."
Relevant Plans and/or Studies:	Downtown Next Warehouse District ULI-TAP Vibrant Downtown Storefronts SEIU Report Minneapolis Renaissance Coalition		
Planned Development(s):	319 1st Ave N, 314 First Ave N, building and associated surface parking lot at 21 Washington Ave N		
Relevant Programmed Improvements:	N/A		



PEDESTRIAN ELEMENTS

Sidewalks: Yes

Sidewalk Gaps: No

Other Nearby Multi-Use Trails: No

Conflict Points: 1st Ave N is identified as a high-injury street.

Pedestrian Volumes: 1,903-6375 (Miovision, 2022 intersection data)

Traffic Buffer? No, except in front of Target Center where there are metal bollards (between 6th & 7th St)

Type: N/A

Dimensions: N/A

Marked Crosswalks? Yes, on 1st and 8th, 1st and 7th, 1st and 6th, 1st and 5th, 1st and 4th, 1st and 3rd, and 1st and Washington Ave. These are signaled crossings.

Type: Zebra

Other Features? There are bollards in the centerline on 1st and Washington Ave intersection.

Pedestrian Collisions in the last 10 years: 24 collisions, of which 88% were injuries (2013-2022)

Ave. Intersection Crossing Distance: Approximately 50'

Safe Routes to School Route: No

Level Driveway Crossings: Yes

ADA Transition Plan

High Priority Intersection(s): N/A

Non-Compliant Intersection(s): The ramps at 1st & 7th, 1st & 6th, 1st & 5th, and 1st & 3rd intersections are identified as non-compliant with Federal and PROWAG guidelines.**BICYCLE AND MICROMOBILITY ELEMENTS****On-Street Bicycle Facility:** Yes**Dimensions:** 6'**Existing or Future AAA network facility?** Connector bikeway**Bicycle Volumes:** 178-497 (2022 Miovision intersection data)**Bicycle Collisions in the last 10 years:** 18 collisions, of which 89% were injuries**Conflict Points:** 1st Ave N is a high injury street. Multiple alleys.**Existing Bikeway Connections:** No**Planned Bikeway Connections:** No, near-term low stress bikeways are identified on 9th St N, 4th St N, 3rd St N, Washington Ave, 2nd Ave N, and Hennepin Ave;and connector or long-term low stress bikeways on adjacent cross streets 8th St N, 7th St N, 6th St N, and 5th St N.**Low-stress bikeways:** No**Other Nearby Bikeways:** Existing low-stress off-street bikeway on Washington Ave, from Hennepin Ave to Nicollet Mall, Hennepin Ave, 4th St N. Existing connector bikeway on Washington Ave, 3rd St N, 6th St N.**Other multimodal facilities:** No**Type:** N/A**Dimensions:** N/A**Other Features?** None**TRANSIT ELEMENTS****Transit Service:** None on 1st Ave but the street is next to the METRO Warehouse District/ Hennepin Ave Blue and Green Line light rail stop on 5th St N and intersects with multiple local bus routes, including Express buses, C Line, D Line, and forthcoming E Line. The Northstar Commuter rail station is 0.6 miles away from the 1st Ave N corridor.**High-Frequency Transit Network:** Not on 1st Ave but on 8th St N, 7th St N, and Washington Ave N that intersects with 1st Ave N.**Existing or Planned Transitway:** No**TAP Transit Priority Projects:** Not on 1st Ave N but 8th St N, 7th St N, 6th St N, 4th St N, and Washington Ave have been identified as future transit priority corridors.**Stop Types:** N/A**Other Features?** N/A**CURBSIDE MANAGEMENT ELEMENTS****On-Street Parking:** Yes, metered parking**Delivery/Loading Zones:** No**Valet/Taxi Zones:** No passenger and valet loading zones. Disability transfer only zone in front of Target Center.**PUBLIC REALM FURNISHINGS, GREENING, AND LIGHTING****Street Furnishings:** No**Greening Features (either decorative or green stormwater infrastructure):** No**Street Lighting:** Yes**Street Type:** Mixed-Use Commercial Connector**Land Uses:** Destination Mixed Use

MOTORIZED VEHICLE ELEMENTS

Existing Traffic Volumes: 5,844–27,807 (2022 Miovision intersection data)

Existing Truck Volumes (if available): N/A

Projected Traffic Volumes: TAP assumes -1.8% annually.

Motor Vehicle Collisions: 227 collisions, of which 19% resulted in injuries

Critical Crash Rates (if available): NA

If yes describe:

Modal Conflict Point(s): Yes, LRT and other modes on 1st Ave & 5th St, green markings for bicycle/motorist conflict areas along 1st Ave N

Intersection Controls: Yes

Truck Route: Yes

Prohibited Movement(s): One-way streets at 8th St, 7th St, 6th St, 5th St, 4th St, and 3rd St

Skewed or Atypical Intersection(s): No

Roadway Restrictions: Restricted access on 5th St for Blue and Green Line light rail transit (LRT)

Known Drainage Issues: No

Sight Distance Issues: No

Bridges: No

Rail Crossings: Yes, METRO Green and Blue Line LRT

Origins and Destinations: TBD

Is this corridor identified as a High Injury Street? Yes

Non-Intersection Access: Multiple alleys and parking garages

Other Features? The street between 5th & 6th St was closed for the Warehouse District Live in the summer of 2023.

C. Preliminary Design: 0%

CORE TEAM:

Transportation Planning and Programming: Jasna Hadzic-Stanek, Leoma Van Dort, and Nathan Koster

Traffic Engineering and Design: Menbere Wodajo and Adam Hayow

Traffic and Parking Services: Dillon Fried and William Prince

Surface Water and Sewers: Jeremy Strehlo

Transportation Maintenance and Repair: Steven Collin

Arts & Cultural Affairs: Ben Johnson

Water Treatment and Distribution: Christopher Larson

Community Planning and Economic Development: Shanna Sether and Erin Que

SITE VISIT(S):

Date: 4/28/2022

Observations: City staff completed a field walk with the Ward 3 Council Office and downtown stakeholders to discuss conditions, challenges, and opportunities on 1st Ave N.

Date: 10/26/2023

Observations: The project team walked along the 1st Ave N corridor to allow staff to become familiar with the project area and identify unique challenges and opportunities within the corridor.

Date: 11/14/2023

Observations: The project team walked the corridors of 1st Ave N and some cross streets as part of the Urban Land Institute-Technical Assistance Panel Walking Tour. This allowed staff to learn more about the corridor as well as the Warehouse District that the corridor is part of.

Date: 11/27/2023

Observations: The project team conducted a parking study along 1st Ave N and the cross streets between Washington Ave and 8th St N. Team members observed parking utilization on-street and in parking lots on two weekdays (11/27 and 11/30) and one weekend day (12/2) at 7am, 12pm, 4pm, and 8pm. Additionally, the project team made observations of any activity in alleys in the study area and documented curbside uses.

Date: 3/25/2024

Observations: The project team, along with the consultant team completed a walking tour along 1st Ave N. The tour was organized as part of the first phase of engagement to understand existing conditions. The walk was followed by a discussion of insights, observations, and opportunities for the future redesign of the corridor.

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 Commercial Connector

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): [Click here to enter text.](#)

Street Type: [Click here to enter text.](#)

Bicycle Facility: [Click here to enter text.](#)

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): [Click here to enter text.](#)

If a reconstruction, confirm no unprotected bike lane or describe why an unprotected bike lane is included: [Click here to enter text.](#)

If design recommendation is less than recommended, provide explanation: [Click here to enter text.](#)

Design Impact: Improved Unchanged Degraded

Easements Required: Yes No

If identified in AAA Network and not incorporated, provide explanation: [Click here to enter text.](#)

Maintenance Considerations: [Click here to enter text.](#)

CURBSIDE MANAGEMENT ELEMENTS

Included in Project: Yes No

Additional Technical Analysis: Yes No, if yes list (provide in appendix): [Click here to enter text.](#)

Street Type: [Click here to enter text.](#)

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: [Click here to enter text.](#)

Other curbside design elements included or under consideration (see list above): [Click here to enter text.](#)

If design recommendation is given priority consideration over pedestrian, bicycle, or transit facilities provide explanation: [Click here to enter text.](#)

Maintenance Considerations: [Click here to enter text.](#)

PUBLIC REALM FURNISHINGS AND URBAN LANDSCAPING

Street Furnishings: TBD

Greening Features (either urban landscaping or green stormwater infrastructure): green storm water infrastructure and/or urban landscaping

MOTOR VEHICLE ELEMENTS

Additional Technical Analysis: Yes No, if yes list (provide in appendix): [Click here to enter text.](#)

Street Type: [Click here to enter text.](#)

Speed Limit: [Click here to enter text.](#)

Design Guidelines, Standards, and Plans: [Click here to enter text.](#)

Design Vehicle: [Click here to enter text.](#)

Design Speed: [Click here to enter text.](#)

Control Vehicle: [Click here to enter text.](#)

Street Guidelines

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

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: [Click here to enter text.](#)

Other vehicle design elements included or under consideration (see list above): [Click here to enter text.](#)

If design recommendation affords motor vehicle elements priority consideration over pedestrian, bicycle, urban landscaping, or transit elements provide explanation: [Click here to enter text.](#)

Maintenance Considerations: [Click here to enter text.](#)

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): [Click here to enter text.](#)

Street Type: [Click here to enter text.](#)

Design Guidelines: [Click here to enter text.](#)

Design Vehicle: [Click here to enter text.](#)

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: [Click here to enter text.](#)

Other intersection design elements included or under consideration: [Click here to enter text.](#)

If design recommendation affords motor vehicle elements priority consideration over pedestrian, bicycle, or transit elements provide explanation: [Click here to enter text.](#)

Maintenance Considerations: [Click here to enter text.](#)

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: CMs Cashman and Rainville
- Other: [Click here to enter text.](#)

Stakeholder Outreach

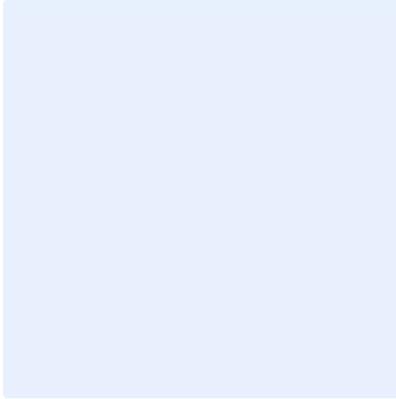
- | | |
|--|---|
| <input checked="" type="checkbox"/> Residents: Click here to enter text. | <input checked="" type="checkbox"/> Business Associations Click here to enter text. |
| <input checked="" type="checkbox"/> Neighborhoods: Click here to enter text. | <input checked="" type="checkbox"/> Private Property Owners Click here to enter text. |
| <input checked="" type="checkbox"/> Advisory Committees: Click here to enter text. | <input type="checkbox"/> Other: Click here to enter text. |

Approach and Summary: Four rounds of engagement. [Link to Public Engagement Plan.](#)

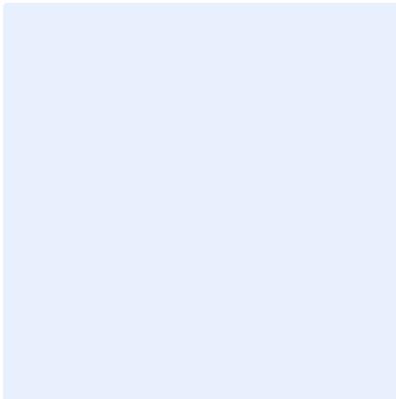
RECOMMENDED CROSS-SECTION

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: 3/18/2024

Meeting Summary: The project team shared 0% information on the project. No comments were received from the CPTF.

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%

_____	_____
<i>Core Team Area:</i>	<i>Date</i>
_____	_____
<i>Core Team Area:</i>	<i>Date</i>
_____	_____
<i>Core Team Area:</i>	<i>Date</i>

DESIGN APPROVAL: 60%

_____	_____
<i>Core Team Area:</i>	<i>Date</i>

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

