

# Complete Streets Checklist **GUIDE**

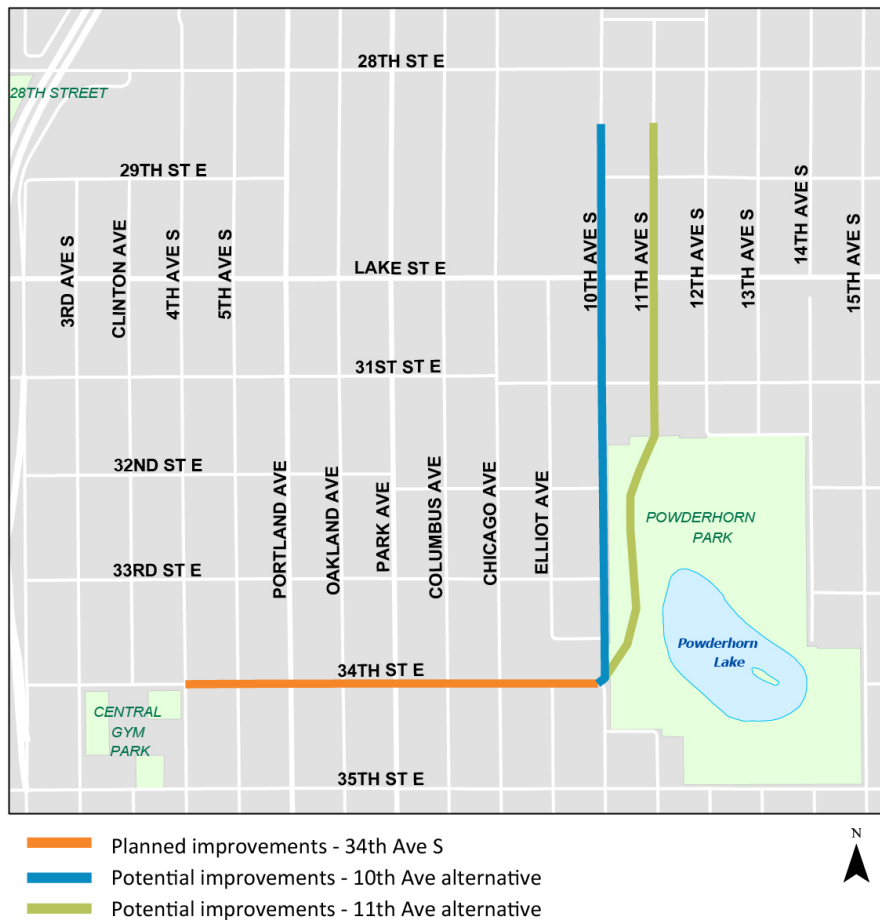


## A. Project Overview

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

Project Location Map



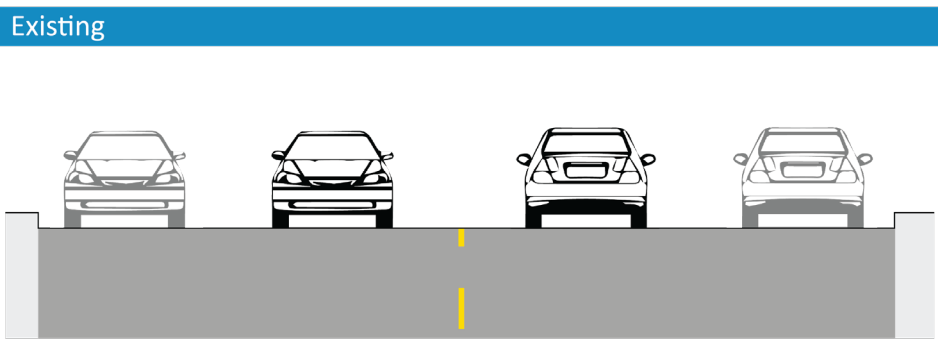
<b>Description:</b>	The project will implement pedestrian and bicycle-related improvements along E 34 <sup>th</sup> St and 10 <sup>th</sup> /11 <sup>th</sup> Avenues for travelers of all ages and abilities by establishing a safe and comfortable connection to Green Central Elementary School, other bikeway facilities, parks, and key destinations in the area.		
<b>Project Elements:</b>	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.		
<b>Context Considerations:</b>	The <a href="#">Green Central Safe Routes to School</a> (SRTS) project is being implemented consistent with the city’s adopted policies and goals, outlined in the <a href="#">Transportation Action Plan</a> (TAP), <a href="#">Vision Zero</a> , <a href="#">Minneapolis Walking Routes for Youth, All Ages and Abilities</a> (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 <a href="#">high injury streets</a> (E Lake St, E 31 <sup>st</sup> 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.		
<b>Ward(s):</b>	9	<b>Neighborhood(s):</b>	Central, Powderhorn Park, Midtown Phillips
<b>Budget:</b>	\$2,000,000	<b>Funding Sources:</b>	Federal
<b>Schedule:</b>	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.		

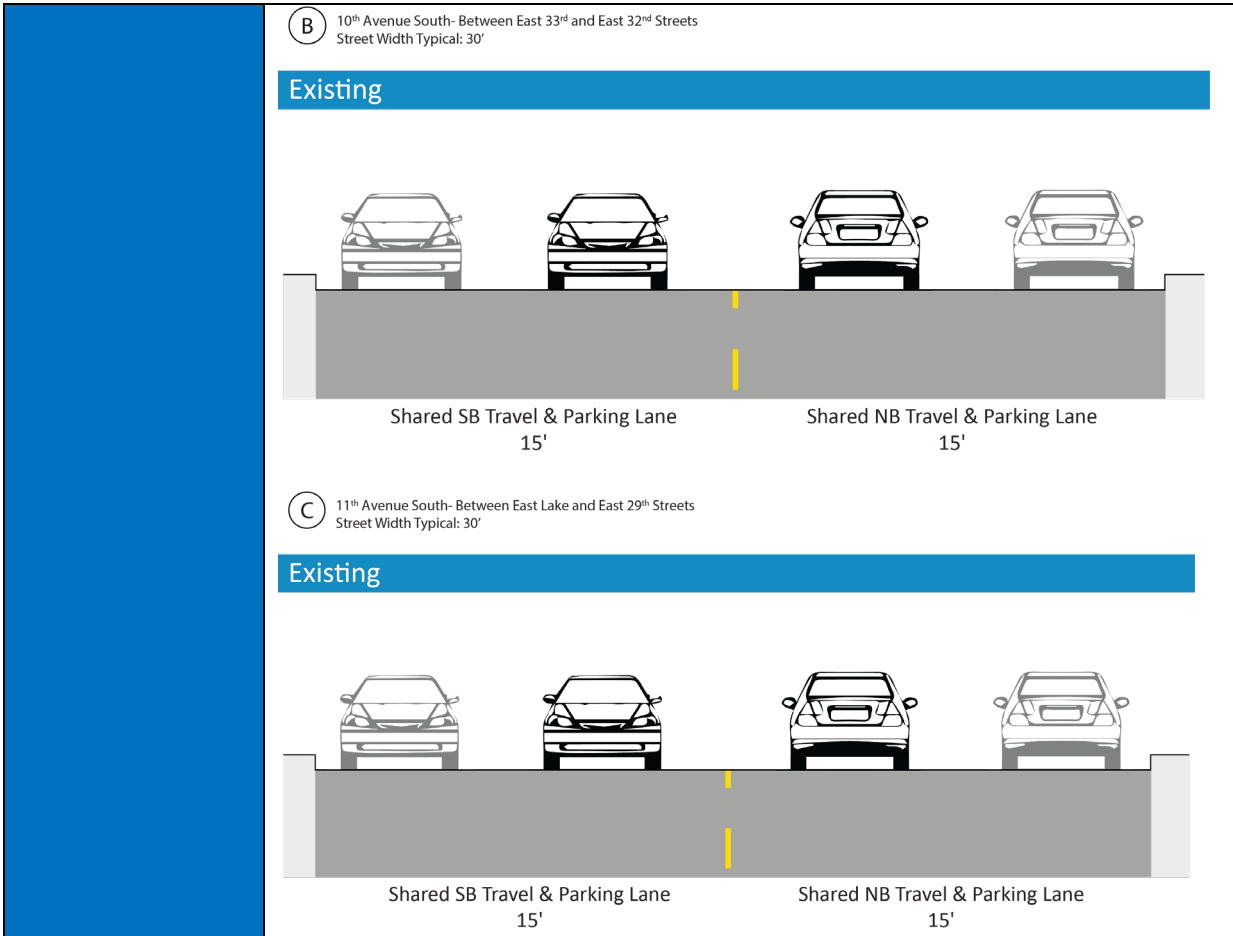
**ALIGNMENT WITH TAP PRIORITY NETWORKS**

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

## B. Existing Conditions

<b>Street Typology:</b>	Urban Neighborhood	<b>Special Roadway Designations:</b>	Local
<b>Nearby Traffic Generators:</b>	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.	<b>Nearby Destinations:</b>	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.
<b>Zoning District(s):</b>	R2B, R5, R1A, C3A, C1 11 <sup>th</sup> Ave only: R4, C2	<b>Place Type and Land Use(s):</b>	Urban Neighborhood, Community Mixed Use, Parks and Open Space  10 <sup>th</sup> Ave only: Public, Office, and Institutional  11 <sup>th</sup> Ave only: Production Mixed Use, Corridor Mixed Use
<b>Existing R/W Width:</b>	34 <sup>th</sup> St- 80' 10 <sup>th</sup> Ave- 66' 11 <sup>th</sup> Ave- 60'	<b>Functional Classification:</b>	Local street
<b>Year Built and Last Project:</b>	E 34 <sup>th</sup> St (3 <sup>rd</sup> Ave S – Chicago Ave)- built in 1975; mill and overlay in 2015  E 34 <sup>th</sup> St (Chicago Ave – 10 <sup>th</sup> Ave S)- built in 1976; sealcoat in 2006  10 <sup>th</sup> Ave S (E 34 <sup>th</sup> St – south of Lake St [cul-de-sac])- built in 1976; sealcoat in 2006; mill and overlay scheduled 2022	<b>Pavement Condition Index and Year Inspected:</b>	E 34 <sup>th</sup> St- PCI ranging between 47 – 92 with an average PCI score of 82. Roadway was last inspected in 2017.  10 <sup>th</sup> Ave S- PCI ranging between 35 – 100 with an average PCI score of 65. Roadway was last inspected in 2017. 11 <sup>th</sup> Ave S- PCI ranging between 50 – 59 with an average PCI score of 57. Roadway was last inspected in 2017.

	<p>10<sup>th</sup> Ave S (south of Lake St [cul-de-sac] – Lake St)- 2007</p> <p>10<sup>th</sup> Ave S (Lake St – E 28<sup>th</sup> St)- built in 1974; sealcoat in 1999</p> <p>11<sup>th</sup> Ave S (Powderhorn Park – Lake St)- built in 1976; mill and overlay in 2021</p> <p>11<sup>th</sup> Ave S (Lake St – E 28<sup>th</sup> St)- 1974; sealcoat 1999</p>		
<p><b>Relevant Plans and/or Studies:</b></p>	<p>N/A</p>		
<p><b>Planned Development(s):</b></p>	<p>N/A</p>		
<p><b>Relevant Programmed Improvements:</b></p>	<p>BRT METRO D Line BRT, B Line BRT, 10<sup>th</sup> Ave bridge over the Midtown Greenway</p>		
<p><b>Existing Cross-Section</b></p>	<p>(A) East 34<sup>th</sup> Street- Between Portland and Park Avenues Street Width Typical: 38'</p> <p><b>Existing</b></p>  <p>Shared WB Travel &amp; Parking Lane 19'</p> <p>Shared EB Travel &amp; 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 31<sup>st</sup> and Lake Streets.

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

**Traffic Buffer?** Yes

**Type:** Planted boulevard

**Dimensions:** 5'

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

**Type:** Zebra

**Other Features?** Signal crossings at 28<sup>th</sup> St, Lake St, 31<sup>st</sup> St, Chicago Ave, Park Ave, and Portland Ave

**Pedestrian Collisions in the last 10 years:**

E 34<sup>th</sup> St: 1; 10<sup>th</sup> Ave S: 13; 11<sup>th</sup> Ave S: 1

**Average Intersection Crossing Distance:**

E 34<sup>th</sup> St: 38'; 10<sup>th</sup> and 11<sup>th</sup> Ave S: 30'

**Safe Routes to School Route:** Yes

**Level Driveway Crossings:** Yes

**ADA Transition Plan:**

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

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

#### 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 34<sup>th</sup> St and 10<sup>th</sup> Ave S

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

**Bicycle Collisions in the last 10 years:** E 34<sup>th</sup> St: 2; 10<sup>th</sup> Ave S: 5; 11<sup>th</sup> Ave S: 3

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

**Existing Bikeway Connections:** 28<sup>th</sup> St, Midtown Greenway, Park Ave, Portland Ave, Chicago Ave

**Planned Bikeway Connections:** 3<sup>rd</sup> Ave, 34<sup>th</sup> St, 10<sup>th</sup> Ave, 31<sup>st</sup> 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, 4<sup>th</sup> 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

10<sup>th</sup> Ave only: Public, Office, and Institutional

11<sup>th</sup> Ave only: Production Mixed Use, Corridor Mixed Use

#### MOTORIZED VEHICLE ELEMENTS

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

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

**Existing Truck Volumes (if available):**

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

**Projected Traffic Volumes:** N/A

**Motor Vehicle Collisions:**

E 34<sup>th</sup> St: 106; 10<sup>th</sup> Ave S: 112; 11<sup>th</sup> 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 31<sup>st</sup> and Lake Streets.

**Intersection Controls:** 28<sup>th</sup> St, Lake St, 31<sup>st</sup> 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 10<sup>th</sup> and 11<sup>th</sup> Avenues.

**Other Features?** No

Chicago Ave, Park Ave, and Portland Ave

**Truck Route:** No

**Prohibited Movement(s):** No right turn from 33<sup>rd</sup> St to 10<sup>th</sup> Ave

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

**Roadway Restrictions:** Midtown greenway bridge weight restrictions.

**Known Drainage Issues:** N/A

**Sight Distance Issues:** N/A

**Bridges:** 10<sup>th</sup> and 11<sup>th</sup> 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 4<sup>th</sup> Ave S. Observed a bike train in motion on the side of E 34<sup>th</sup> 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 34<sup>th</sup> St, 35% on 10<sup>th</sup> Ave S, and 46% on 11<sup>th</sup> 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:** 3/29/2022

**Observations:** The project team walked the corridors of E 34<sup>th</sup> St, 10<sup>th</sup> Ave S and 11<sup>th</sup> Ave S. The field walk was utilized to allow staff to become familiar with the routes and identify unique challenges and opportunities within the corridors.

**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:
- Other:

**Stakeholder Outreach**

- |   |  |
|---|--|
| <input type="checkbox"/> Residents            | <input type="checkbox"/> Business Associations   |
| <input type="checkbox"/> Neighborhoods:       | <input type="checkbox"/> Private Property Owners |
| <input type="checkbox"/> Advisory Committees: | <input type="checkbox"/> Other                   |

**Approach and Summary:**

**RECOMMENDED CROSS-SECTION**

## D. Preliminary Design: 30%

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### RECOMMENDED CROSS-SECTION

### RECOMMENDED LAYOUT

### Project Meetings

#### CORE TEAM MEETINGS:

Date: 2/9/2022

Meeting Summary: Provide general overview of the project, including timeline, process, and budget.

#### CAPITAL PROJECT TASK FORCE 0%:

Date: 1/24/2022

Meeting Summary: Provide general overview of the project, including timeline, process, and budget.

#### 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%**

<u><i>Jasna Hadzic-Stansk</i></u>	<u>6/17/2022</u>
Transportation Planning and Programming	Date
<u>Steven E. Collin</u>	<u>6/17/2022</u>
Transportation Maintenance and Repair	Date
<u>Nic Racek</u>	<u>6/17/22</u>
Traffic & Parking Services	Date

**LAYOUT APPROVAL: 30%**

<u>Core Team Area: TPP</u>	<u>Date</u>
<u>Core Team Area: TMR</u>	<u>Date</u>
<u>Core Team Area: TPS</u>	<u>Date</u>

**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

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