

# Complete Streets Checklist **GUIDE**



## A. Project Overview

Project Name: **Park Lane Reconstruction**  
Improvement Type: **Street Reconstruction**  
City Project ID: **PV131**  
Facility Jurisdiction: **City of Minneapolis**  
External Agencies: **Met Council**

Project Length: **0.31 miles**  
Project Limits: **Burnham Road to Burnham Road**  
Date Completed: **12/07/2021**  
TPP Project Manager: **Paul Miller**  
TED Project Manager: **Ahmed Omer**

### Park Lane Reconstruction



 Project Location

Updated October 16, 2020



<b>Description:</b>	See attached Park Lane Recommendation		
<b>Project Elements:</b>	Anticipated project elements include reconstructed street, subgrade, curbs, sanitary sewer, storm drain, and related green infrastructure.		
<b>Context Considerations:</b>	This project will be completed in coordination with the schedule for construction of the Metro Green Line Extension (SWLRT Project). Specifically, coordination with the reconstruction of portions of Burnham Road.		
<b>Ward(s):</b>	Council Wards 7	<b>Neighborhood(s):</b>	Cedar Isles Dean
<b>Budget:</b>	\$1,000,000.00	<b>Funding Sources:</b>	NDB and Assessments
<b>Schedule:</b>	Construction 2023		

**ALIGNMENT WITH TAP PRIORITY NETWORKS**

<b>Pedestrian Priority Network:</b>	Is not Identified on the PPN
<b>All Ages and Abilities Network:</b>	Is not Identified on the AAA
<b>Transit Priority Project:</b>	Is not Identified on a corridor with a Transit Priority Project
<b>Truck Route Network:</b>	Is not Identified on the Truck Route Network

## B. Existing Conditions

<b>Street Typology:</b>	Urban Neighborhood	<b>Special Roadway Designations:</b>	None
<b>Nearby Traffic Generators:</b>	None	<b>Nearby Destinations:</b>	Cedar Lake and East Cedar Lake Beach

Zoning District(s):	R1-A	Place Type and Land Use(s):	Residential
Existing R/W Width:	50' ROW, 22' Roadway	Functional Classification:	Local Street
Year Built and Last Project:	1946 (sealcoat 1988)	Pavement Condition Index and Year Inspected:	PCI: < 20 (2018), rated Very Poor
Relevant Plans and/or Studies:	None		
Planned Development(s):	None		
Relevant Programmed Improvements:	Street Reconstruction, stormwater management (green infrastructure), sanitary sewer replacement.		
Existing Cross-Section	<p>The diagram illustrates a cross-section of a street. At the base is a 50-foot Right-of-Way. Within this, there is a 20-foot Roadway. The roadway is divided into two 10-foot Drive Lanes. On either side of the roadway is Private landscaping/boulevard. Two cars are shown on the roadway, one in each lane, with arrows indicating traffic flow. The diagram is presented in a cutaway style showing the ground surface, the roadway, and the underlying structure.</p>		

**PEDESTRIAN ELEMENTS**

Sidewalks: **None**

Sidewalk Gaps: **No sidewalks identified (note that existing ROW of 50' is 10' less than minimum.**

Other Nearby Multi-Use Trails: **Kenilworth Trail**

Conflict Points: **None**

Pedestrian Volumes: **No data available**

Pedestrian Collisions in the last 10 years: **None**

Ave. Intersection Crossing Distance: **22'**

Safe Routes to School Route: **None**

Level Driveway Crossings: **None**

Traffic Buffer? **None**

Type: **None**

Dimensions: **20' Roadway**

Marked Crosswalks? **None**

Other Features? **Existing curb & gutter consists of hand-layed field stone curb.**

**ADA Transition Plan**

High Priority Intersection(s): **NA**

Non-Compliant Intersection(s): **NA**

**BICYCLE AND MICROMOBILITY ELEMENTS**

On-Street Bicycle Facility: **NA**

**TRANSIT ELEMENTS**

Transit Service: **NA**

**CURBSIDE MANAGEMENT ELEMENTS**

On-Street Parking: **None**

Delivery/Loading Zones: **None**

Valet/Taxi Zones: **None**

**PUBLIC REALM FURNISHINGS, GREENING, AND LIGHTING**

Street Furnishings: **None**

**MOTORIZED VEHICLE ELEMENTS**

Existing Traffic Volumes: **No data available**

Motor Vehicle Collisions: **None**

Critical Crash Rates (if available): **No data available**

Modal Conflict Point(s): **NA**

Intersection Controls: **NA**

Truck Route: **NA**

Origins and Destinations: **NA**

Is this corridor identified as a High Injury Street? **No**

Non-Intersection Access: **NA**

# C. Preliminary Design: 0%

### CORE TEAM:

Transportation Planning and Programming: Paul Miller  
Traffic Engineering and Design: Ahmed Omer  
Traffic and Parking Services: Aaron Johnson  
Surface Water and Sewers: Jeremy Strehlo/Will Shutte/Allison Bell  
Transportation Maintenance and Repair: Steve Collin  
Water Treatment & Distribution: Bob Ervin

### SITE VISIT(S):

Date: 5/19/2021  
Observations: Site walk related to SWLRT Coordination

Date: 11/17/2021  
Observations: Ahmed Omer/Greg Bowles - Review of drainage with neighbors (BSwedberg and BPentalovich)

### 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: Click here to enter text.

Pedestrian and Public Realm Guidelines

	Existing	Guidelines		Design Concept(s)
		Acceptable	Recommended	
Boulevard/Furnishing Zone	11'	5'	11'	11'
Pedestrian clear zone	0'	6'	0'	0'
Frontage zone	2'	2'	2'	2'

Other pedestrian elements included or under consideration (see list above): **None**  
If design recommendation is less than recommended, provide explanation: **No sidewalks are recommended. The available ROW of 50' is less than typical minimum, and boulevard areas contain well establish encroachments, landscaping, and many mature trees.**

Design Impact: Improved Unchanged Degraded  
Easements Required: Yes No  
Street Lighting: Yes No (Refer to Street Lighting Policy), if yes describe: Click here to enter text.  
Street Furnishings: Yes No (Refer to DPRF and PRG), if yes describe: Click here to enter text.  
Greening Elements: Yes No (Refer to DPRF and PRG), if yes describe: **Numerous areas of green infrastructure have been identified to comply with new stormwater requirements, with significant positive buy-in by impacted residents.**  
Maintenance Considerations: **New curb and gutter will improved snow plowing capability. Existing field stone curb negatively affects ability to properly remove snow.**

### 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: **Urban Neighborhood**

Bicycle Facility: **None**

**Bicycle Guidelines**

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

Other bicycle elements included or under consideration (including protected intersections; see list above): **NA**  
If a reconstruction, confirm no unprotected bike lane or describe why an unprotected bike lane is included: **NA**

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	0	0	0	0
Delivery/ Loading Zone	0	0	0	0
Transit Loading Zone	0	0	0	0
Other mobility treatment (e.g. scooter parking, Nice Ride station, etc.)	0	0	0	0

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: **NA**

**PUBLIC REALM FURNISHINGS AND URBAN LANDSCAPING**

Street Furnishings: **NA**

Greening Features **Green stormwater infrastructure:**

**MOTOR VEHICLE ELEMENTS**

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

Street Type: **Urban Neighborhood**

Speed Limit: **20 mph**

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

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

Design Speed: **20 mph**

Control Vehicle: **DL-23**

**Street Guidelines**

	Existing	Guidelines		Design Concept(s)
		Acceptable	Recommended	
Median	None	None	None	None
Curb and Gutter Zone	2	2	2	2

Other Design Considerations: **Design of curb to include some restoration of field stone curb, likely as a ribbon behind formal D Style Curb.**

Variance or Design Exception Required: Yes No

Maintain Emergency Vehicle Access: Yes No

Maintain Freight Access: Yes No 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): [Click here to enter text.](#)

**MITIGATING FACTORS AND OPERATIONAL CONSTRAINTS**

**Were any modes excluded from the design? Explain. Park Lane is a 20' wide street within a 50' ROW, no accommodations for sidewalks, parking, and large freights are included in the design.**

**Explain any constraints related to physical space or right of way acquisition: The Park Lane ROW of 50' is 10' less than typical for an Urban Neighborhood street. The original 20' wide street (built in 1946), is an isolated loop that serves the access needs for approximately 27 residential homes. Significant encroachments fill the available boulevard space, along with well established landscaping and a significant number of mature trees.**

**Explain any constraints related to emergency vehicle clearance: None**

**Are any modes prohibited by law from using the street? None**

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

**OUTREACH AND ENGAGEMENT**

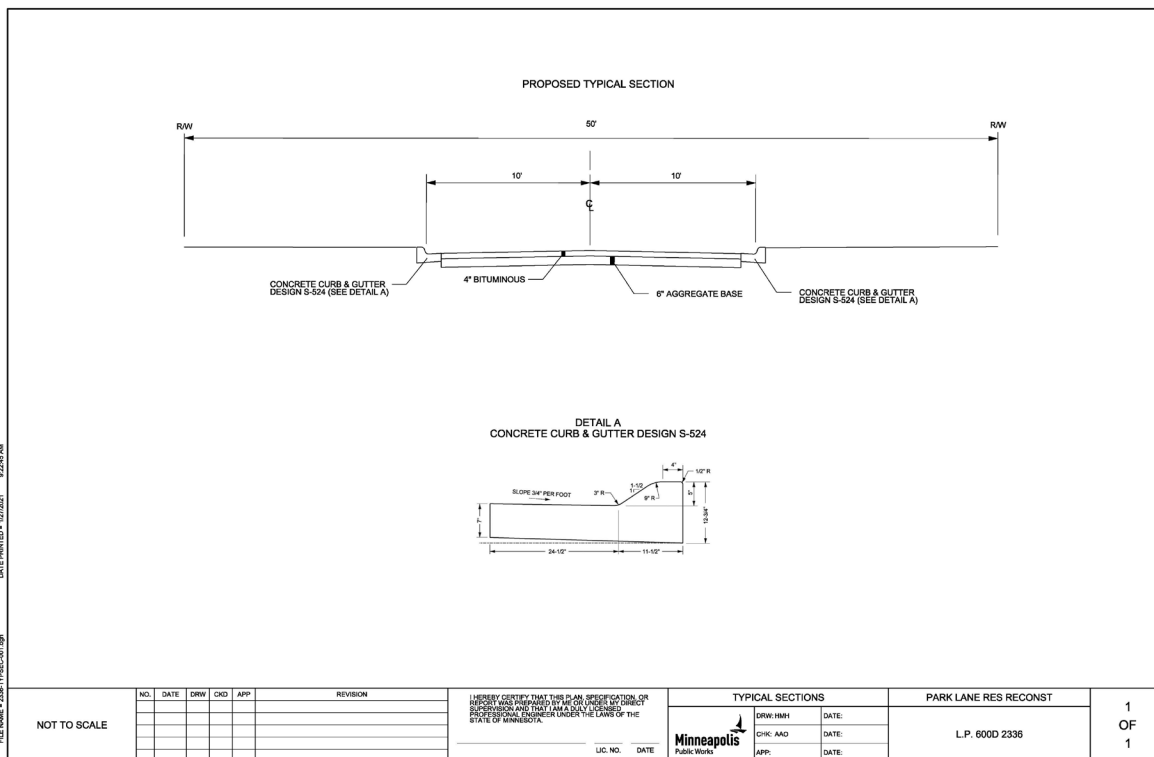
- Council Members: Click here to enter text.
- Other: Click here to enter text.

**Stakeholder Outreach**

- Residents: Click here to enter text.
- Neighborhoods: Click here to enter text.
- Advisory Committees: Click here to enter text.
- Business Associations: Click here to enter text.
- Private Property Owners: Click here to enter text.
- Other: Click here to enter text.

Approach and Summary: **To date TP&P and TED have held two (2) Neighborhood Design Meetings along with CM Goodman. Input from these meetings has been positive and taken into account in the current design, including roadway configuration, curb design, and green infrastructure.**

**RECOMMENDED CROSS-SECTION**

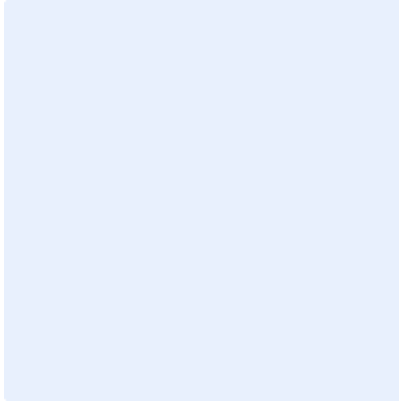




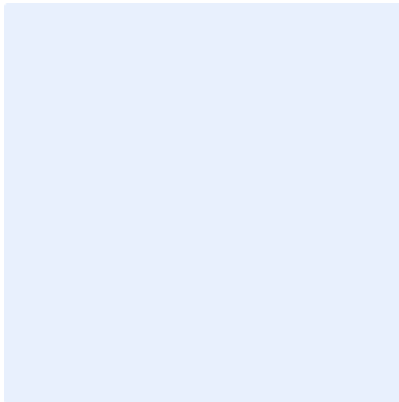
## D. Preliminary Design: 30%

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### 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: [Click here to enter a date.](#)

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

**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>

(Project)

Minneapolis Complete Streets  
Checklist for Capital Projects

\_\_\_\_\_  
*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



## Park Lane

### Evaluation, Scoping, and Project Recommendation

**Constructed:** 1946, 76 years old.

**Design:** Asphalt over Cement Stabilized Soil, 20' width (varies), cul-de-sac, two traffic circles, turn-out, and field stone curb and gutter

**Resurfacing:** None, due to the desire to maintain the field stone curb and gutter

**Sealcoats:** 1 (1988)

**PCI:** < 20 (2018), rated as “Very Poor”

**Curb and Gutter:** Field stone, varies from “Very Poor” to “Very Good”

**Annual Maintenance:** Receives annual pothole patching due to age and condition, pavement condition in the area has deteriorated to a condition that requires increased O&M.

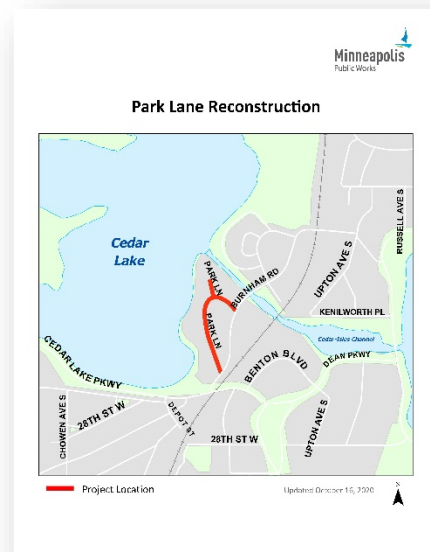
#### Pilot Project Notes:

In the Summer of 2018, a pilot area (100' x 21.5') was milled and overlaid with 1½-2" asphalt near Burnham Road. Edge milling was borderline successful as milling encountered variable asphalt materials – from extremely tough materials to literally no asphalt material at all (i.e. dirt). The end product was an undulating milled surface and milling along the field stone gutter was very labor intensive as personnel needed shovels and brooms to clean the surface. The finished product appeared to be acceptable, but there are concerns for the long-term durability of this product. The work took the entire Street Department crew 6 – 7 hours to complete with an approximate cost of \$8,000 for labor, equipment, and materials.

### Public/Private Utility Needs

#### Water Treatment and Distribution Services:

The water main in the area was installed in 1932 and is composed of unlined cast iron pipe. Through the years mineral deposits have built up on the inside of the unlined pipe. While there is no urgent need to clean and cement mortar line the pipes, the pipes should be cleaned and lined in coordination with any road reconstruction or other comparable utility work. Portions of the water main in Burnham Road and a



small length of water main at the southern Park Lane connection to Burnham Road have been replaced by the SWLRT project. The cost of this work **will not** be assessed to the property owners.

Scope: 1240' of 6" water main should be cleaned and lined along Park Lane and into the cul-de-sac. Six access holes will be excavated to the water main to provide entry for the cleaning and lining equipment. Prior to shutting down the water main for this work, a temporary water supply will be installed on the surface to each home.

Timing: The cleaning and lining of the water main should be coordinated with the roadway reconstruction project. The duration for the cleaning and lining of the water main is anticipated to be approximately 1 month.

### **Surface Water and Sewers**

The sanitary sewer pipes in the area are deteriorating and as a result require increased O&M. While there is no immediate need to replace the pipes, the pipes should be replaced in coordination with any street reconstruction or other comparable utility work in order to eliminate increasing O&M costs and realize cost savings on pavement replacement. It should be noted that jetting is common in many other areas throughout the City and this area is not a high priority based on asset condition. The cost of this sanitary sewer work **will not** be assessed to the property owners.

Scope: 298' of 9" VCP sanitary pipe should be replaced along Park Lane and into the cul-de-sac, which will consist of open ditch trenching. From the cul-de-sac to the channel 142' of 8" cast iron sanitary pipe should be replaced, with another 390' of 8" cast iron pipe should be replaced along the channel via pipe bursting. Cost savings can be realized by having all pipe replaced as part of the same project due to cross-utilization of equipment for both the open ditch trenching and pipe bursting portions of the sanitary sewer replacement project. The storm sewer system appears to be in good condition with the exceptions of several catch basins, which will need to be rebuilt with new curb and gutter. See attachment for details.

Timing: Sanitary sewer pipe and catch basin replacement should be coordinated with roadway reconstruction project. The two sanitary projects could be done in approximately 3 to 4 months – done simultaneously. The timeline can be better defined once a design plan is in place. Park Board will require a construction permit from the contractor if they have to access parkland.

### **Minneapolis Park and Recreation Board**

The Kenilworth Channel wall, circa 1934, is no longer a functioning wall. Park Board's intention is to add Regional Park funds to SWLRT funds to rebuild/reconstruct the channel wall. The design work for the wall tracked with the status of the overall SWLRT project, however with SWLRT beginning next spring the Park Board will begin design work for the channel later in 2019 or early 2020.

Scope: Park Board's intention is to rebuild/reconstruct the channel wall. When the sanitary contractor has to work on or near the channel, they would have to install some manner of protection for the embankment and wall. The scope of the work will be more defined as design starts in late 2019 or early 2020.

Status Update: Community engagement 2020, Design winter/spring 2021, Bidding and permitting summer of 2021, Construction Fall 2021.

### **Utilities**

CenterPoint: Planned ISM meter and service line upgrades in 2019, no work expected on the distribution main.

Xcel: Electric is overhead, no additional work is expected.

Communications: Overhead, no additional work is expected.

## Recommendation

Park Lane has been identified as a priority through project selection criteria, primarily informed by pavement condition. This segment was not programmed due to qualitative factors (e.g., resident desires, unique curb, low ADT, etc.), but documented utility needs and recent utility work has further emphasized the need for right-of-way improvements along Park Lane.

**Maintenance:** Patching is completed as workload allows in the near term. However, due to pavement dryness, large amounts of cracks and deterioration, as well as utility cuts, it is not recommended for sealcoating due to the overall condition of the pavement, the extraordinary amount of surface preparation, and even with the surface preparation, a sealcoat that has a high probability of failure.

**Paving:** Program the entire stretch of Park Lane for reconstruction (adherence with the City's Complete Streets policy is to be determined). Public Works will evaluate context sensitive design solutions due to existing geometric and right-of-way constraints, whereas stormwater treatments will be evaluated during design. A field stone curb and gutter (or other unique curb and gutter design) could be included as a part of the final design and funded through an additional special assessment to cover the additional cost above the typical B624 design. A petition for speed tables or bumps could be considered during the planning and design process to address speeding concerns. All designation, assessment, and lighting petition processes would be maintained. The 20' wide street may present challenges to maintain vehicle access/circulation during construction.