



Request for City Council Committee Action from the Department of Public Works

Date: March 24, 2015

To: Honorable Kevin Reich, Chair Transportation & Public Works Committee

Referral to: Honorable John Quincy, Chair Ways & Means Committee

Subject: Revision of the Minneapolis Street Lighting Policy

Recommendation:

- A. Approve and adopt the attached 2015 Street Lighting Policy.
- B. Receive and File the Pedestrian Street Lighting Corridor Program (TR024) plan and its 2015 projects.

Previous Directives:

May 24, 2013 – City Council approval of framework for changes to Street Lighting Policy; staff directive to revise policy accordingly; application of revised framework to five recently constructed projects and two to-be-constructed projects

January 29, 2013 – City Council staff direction related to Pedestrian Corridors

January 9, 2009 – City Council adopted Street Lighting Policy

Department Information

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Approved by: _____
Steven A. Kotke, P.E., Director of Public Works

Presenters in Committee: Jon Wertjes, Director, Traffic & Parking Services, 673-2614

Reviews

- Permanent Review Committee (PRC): Approval N/A Date _____
- Civil Rights Approval Approval N/A Date _____
- Policy Review Group (PRG): Approval N/A Date _____

Financial Impact

- Action is within the Business Plan

Community Impact

City Goals - Living Well: Minneapolis is safe and livable and has an active and connected way of life.

A hub of economic activity and innovation: Businesses – big and small – start, move, stay and grow here.

Great Places: Natural and built spaces work together and our environment is protected.

Background and Supporting Information

City Council adopted the Minneapolis Street Lighting Policy in January 2009 which is located at: <http://www.minneapolismn.gov/publicworks/streetlighting/index.htm>

Further, the City Council in 2013 made changes pertaining to pedestrian corridors resulting in changes to three Policy framework elements: funding, petition process, and non-assessable property. Likewise, the City Council directed Public Works to develop a capital street lighting program for pedestrian corridors.

Also in 2013, Public Works applied the new Policy to five recently constructed projects:

- Nicollet Ave – Lake to 40th St E,
- Riverside Ave – Franklin to Cedar,
- Lyndale Ave S – Minnehaha Creek to 56th St W,
- portions of Washington Ave SE reconstructed with LRT), and
- portions of University Ave SE reconstructed with LRT);

And two projects that were “to be built” in 2013, but are now completed:

- Penn Ave S – 50th St W to TH 62, and
- 46th St W (Lyndale to Dupont Aves S).

These seven projects have all been addressed through separate City Council actions.

Therefore, there are two remaining items to be addressed: a) a revised Policy document and b) information regarding the Pedestrian Street Lighting Corridor Program.

2015 Street Lighting Policy Update

Because the 2013 Policy actions resulted in substantial changes to the policy document, Public Works took this opportunity to examine the entire Policy document for improvements in clarity, legibility, and understanding. This resulted in numerous edits. The attached draft of the 2015 Policy is intended to replace the 2009 document in its entirety.

Key changes to the Policy are outlined below.

- Revision to reflect the May 24, 2013 Council actions and directions for funding, petitioning and non-assessable property. Details of those actions can be found at: <http://www.minneapolismn.gov/www/groups/public/@clerk/documents/webcontent/wcms1p-108421.pdf>. In summary these items included:
 - Funding by the City for CBD and Pedestrian Corridor streets as part of reconstruction projects. Clarification to “End of Service Life” process, when a street lighting system (underground conduit, cabinet, poles, and fixtures) reaches the end of its useful life.
 - Petition process for the CBD and Pedestrian Corridor streets was eliminated for street reconstruction projects.
 - Clarity for non-assessable properties in how they are handled in the petition and funding of streetlight projects.
 - Pedestrian Priority Corridor (PPC)→Name change to *Pedestrian Street Lighting Corridor (PLSC)* to avoid confusion with the general term “pedestrian priorities” which may be used by others and along various city corridors.
 - LED (Light Emitting Diode) lighting fixtures are now City standard. All new or future installations will use LED until other technologies become available that are comparable or more efficient. Existing types of light fixtures (high pressure

sodium, metal halide, etc.) will be upgraded as benefit/cost ratios are met and funding resources are identified.

- New street lighting will be required for new property developments in the CBD and along Pedestrian Street Lighting Corridors (PSLCs) adjacent to their property street frontage. This lighting will be at the developer's expense. Most developers already fund new lighting improvements with their projects. These are development projects that impact the City right-of-way and are addressed through the city site plan review process. At other locations (e.g. Residential areas), developers are encouraged to upgrade street lighting on a case-by-case basis. Public Works will be able to require lighting per the Policy.

Capital-Funded Program: TR024 Pedestrian Street Lighting Corridor (PSLC)

A capital program was created in the 2014 budget process to address lighting on Pedestrian Street Lighting Corridors (PSLCs) in the amount of approximately \$500,000 per year. Implementation of this program will begin in the 2015 construction season. The key funding elements of the program are:

- No dollars have been spent to date and thus \$1.0 million is available in 2015.
- \$1.895 million has been programmed in the 2016 to 2019 Capital Improvement Program.
- \$500,000 per year is equivalent to approximately 40-60 poles per year, or 5-9 long blocks per year, depending on the pole pattern for installation.

Program Prioritization Methodology

Public Works developed a methodology on how to best identify and prioritize projects to be funded. An outline of that methodology is presented below.

- 1) Existing lighting system, future needs assessment and identification of gaps
 - Public Works mapped existing lights and estimated light levels for sidewalks and streets.
 - Approximately 1/3 of the system is lit to standard per the Policy.
 - Approximately 2/3 of the system has wood poles or is not lit to standard.
 - Public Works assessed total need and identified lighting gaps.
- 2) Developed and applied criteria and other considerations on where and how to allocate limited funding to address gaps

Transportation Criteria

- Street typology from *Access Minneapolis*
- Primary Transit System
- Pedestrian Crashes
- Bicycle Crashes and Facilities

Equity Criteria

- Crime density (police statistics)
- Racial/ethnic populations (census data)
- Economic (Areas of Concentrated Poverty and Racially Concentrated Areas of Poverty)

Other Considerations

- Street reconstruction projects already programmed
- Linkages to other projects (e.g. Arterial BRT)
- Projects must be definable – termini make sense, project can't be too small or inefficient
- Other unique circumstances

3) Prioritization Conclusions

- Most of the corridors that ranked highly based on transportation criteria already have and meet the Pedestrian lighting standards.

- Future street lighting work should focus on the remaining transit/commercial corridors where high pedestrian use is expected.
 - Equity criteria focuses on four planning communities – Camden, Near North, Phillips and Powderhorn, including all or portions of Council Wards 4, 5, 6, 8, 9, 10 and 12.
 - Explore partnerships and projects that can further leverage the PSLC program.
- 4) TR024 Pedestrian Street Lighting Corridor Program
- Four Projects recommended in 2015:
 - a) Plymouth Ave N – Emerson to Lyndale Ave
 - b) Emerson/Fremont Avenues N – Plymouth to Broadway Ave
 - c) Chicago Ave S – 34th to 39th St
 - d) Bloomington Ave S – 24th to 26th St
 - Next step – Public Works will pursue Location & Design Review for these 2015 projects and begin implementation.
 - Future projects (2016 to 2020) will come through the annual Capital Improvement Program budgeting process.

In summary, Public Works requests City Council action to approve the attached 2015 Street Lighting Policy and to receive and file the Pedestrian Street Lighting Corridor Program (TR024) plan and its 2015 projects.

Attachment: City of Minneapolis Street Lighting Policy dated March 24, 2015.