

CITY OF MINNEAPOLIS

3rd Ave S Redesign Project

Reconfiguration of 3rd Ave S
from 1st St S to 16th Street E

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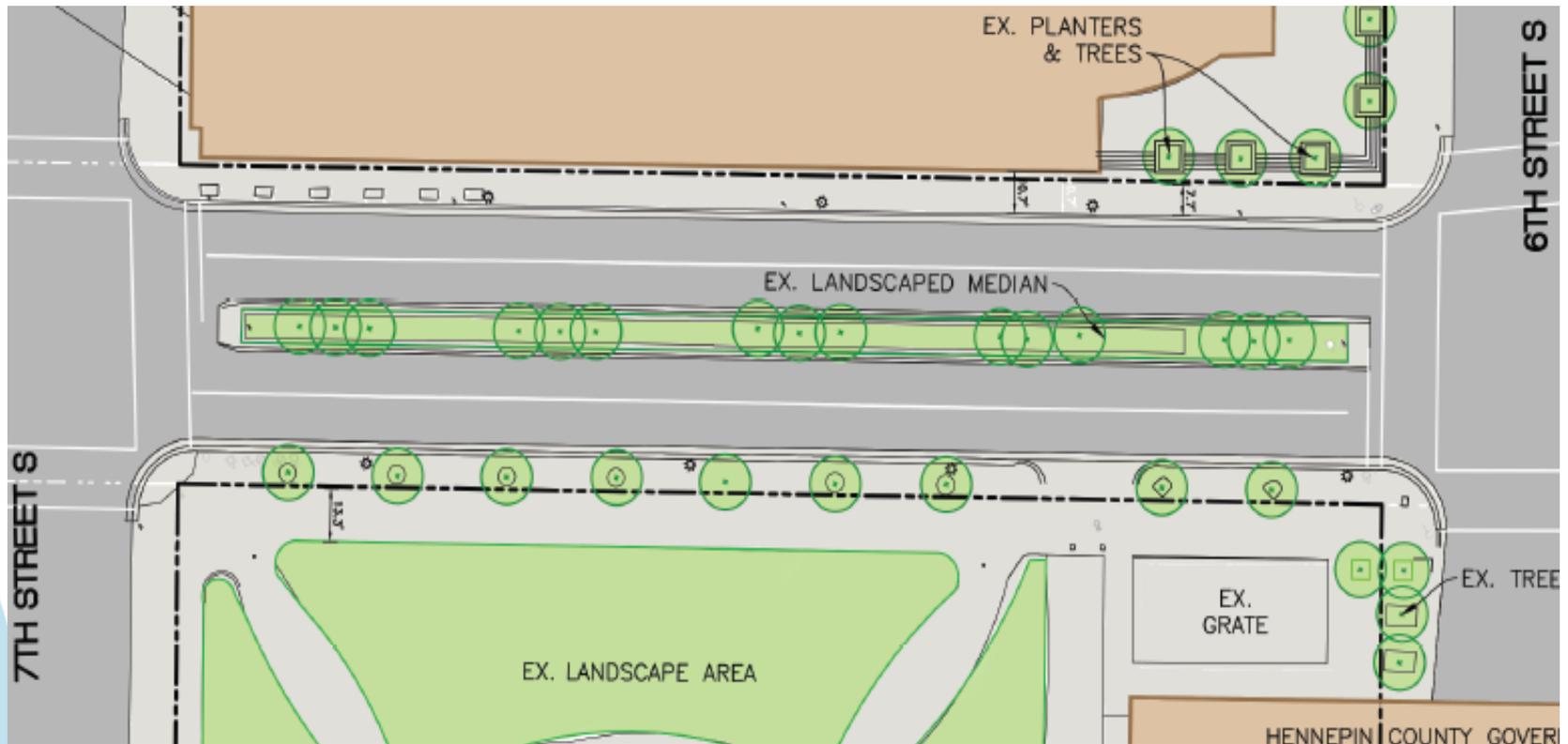
3rd Ave S Redesign - Extents



Existing Conditions

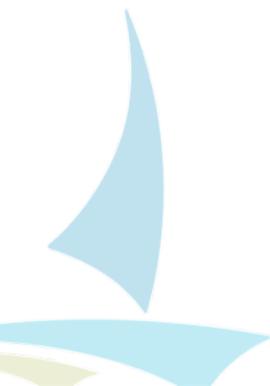
- MnDOT Highway 65 from 1st St S to Washington Ave
- Hennepin County Highway Washington Ave Intersection
- City of Minneapolis Municipal State Aid Route from Washington Ave to 16th St E
- Mixture of lane configuration, primarily alternating 5 lane/4 lane, and curb side uses
- Last reconstructed in 2004 – in good condition

Existing Configuration Example



Project Goals

- Implement the recommended bike facility from the Protected Bikeway Update to the Bicycle Master Plan
- Other goals identified from stakeholders
 - Improve pedestrian by adding greening areas
 - Maintain existing green spaces as possible
 - Mitigate/minimize impacts to vehicle/commercial traffic



Project Development

- April 2015 - Study and evaluation
 - 4 lane configuration
- Alternative Analysis
 - Add greening with 3 lane configuration
- Added to the Mayors Proposed budget
- Initiated wide area stakeholder involvement in addition to design coordination meetings

Engagement

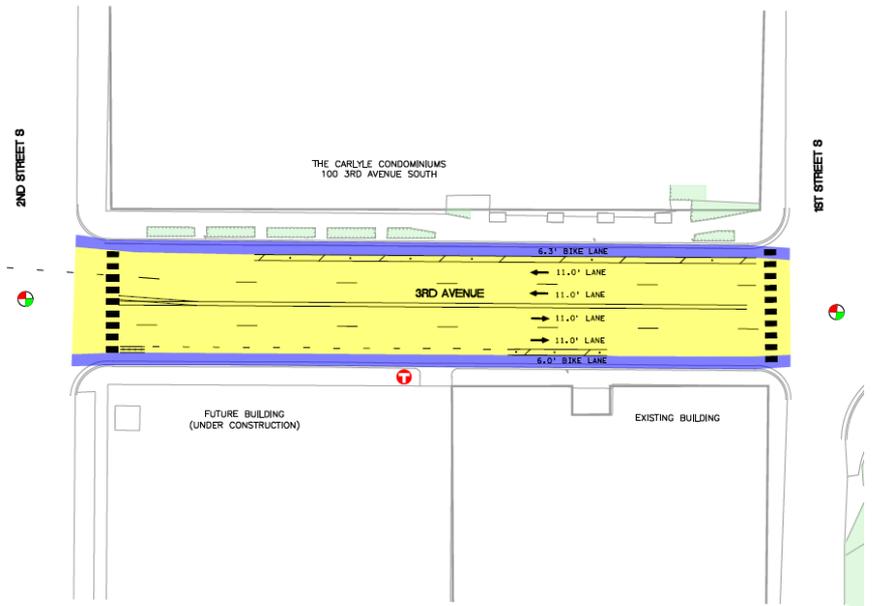
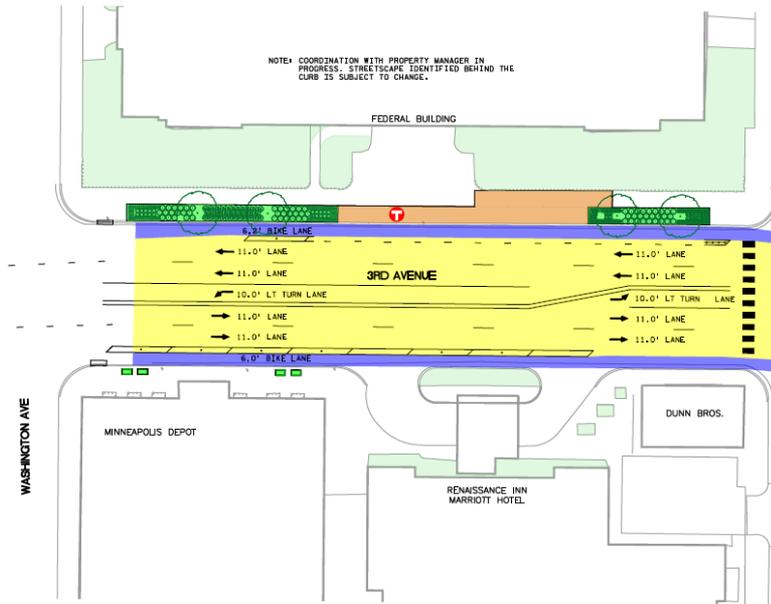
- City Advisory Committees – Beginning October 2015
- Property owners and property managers – Beginning in November 2015
- Public and Neighbor Hood Meetings – Beginning January 2016
- Downtown Improvement District and MetroTransit



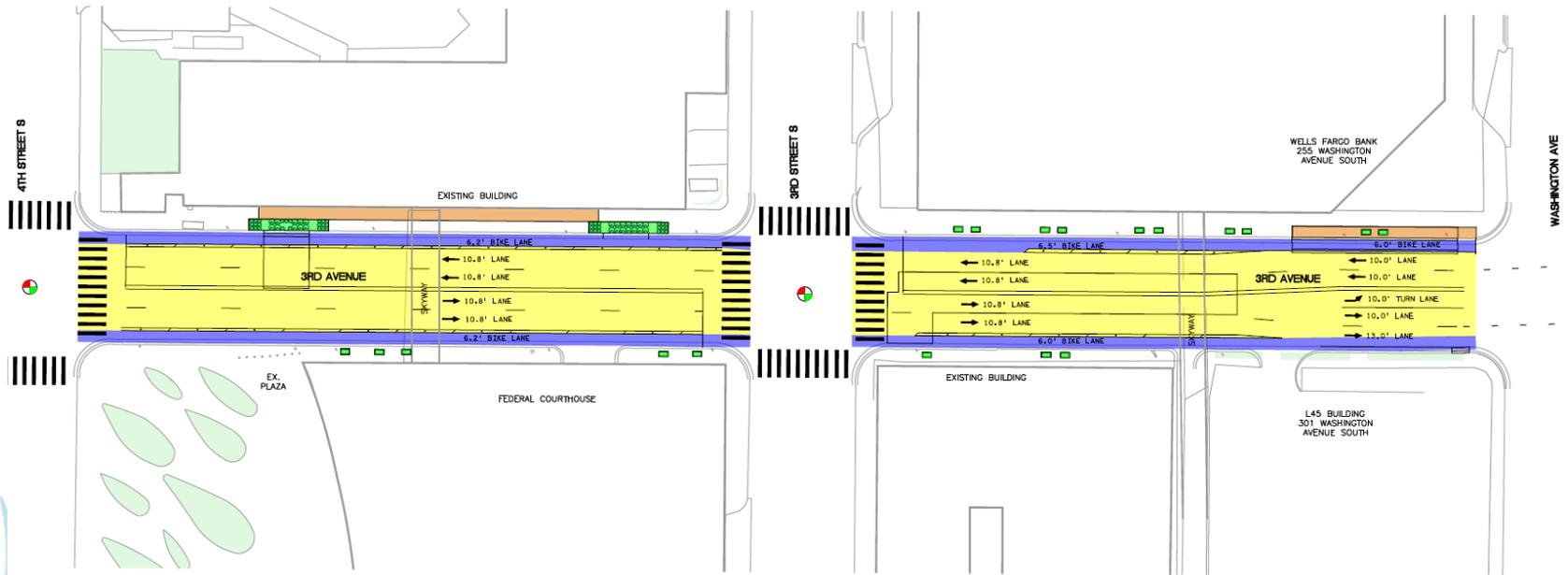
Recommended Layout - 4 lane Configuration

- Consists of:
 - Protected Bicycle Facility
 - Two southbound and two northbound drive lanes
 - Green space
 - Adjustment of curb side uses
 - Traffic Operation changes

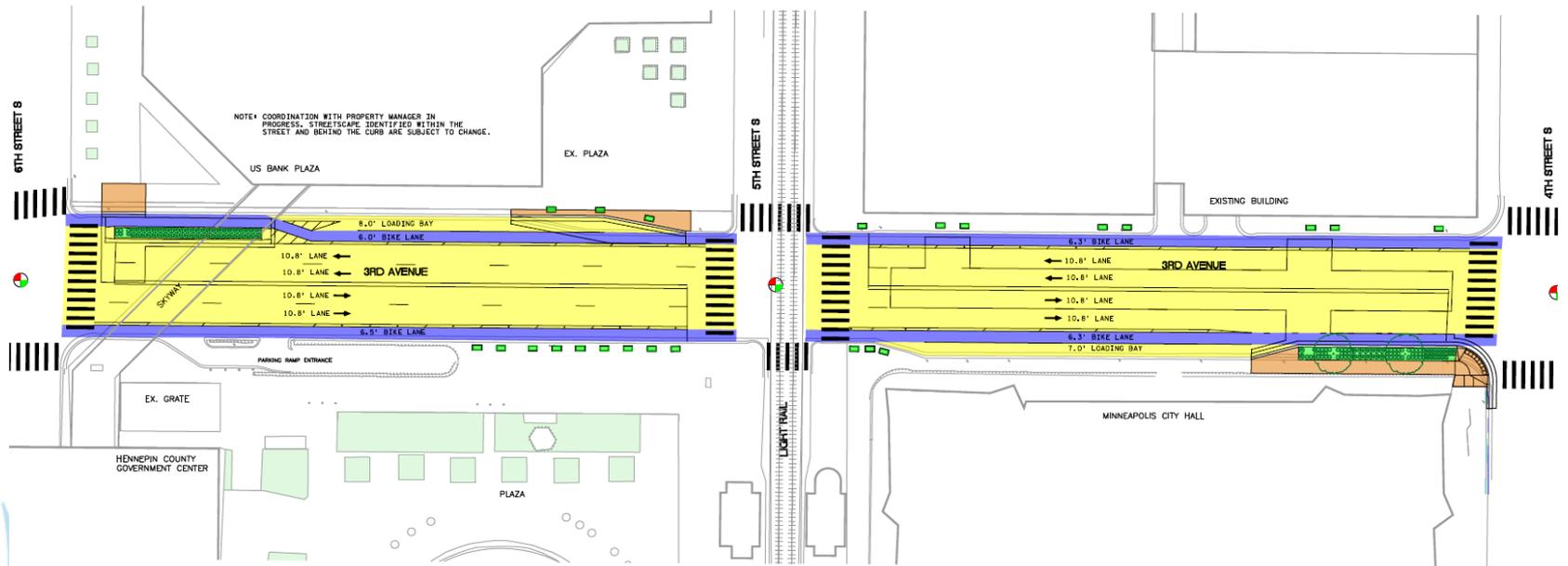
Layout Walkthrough



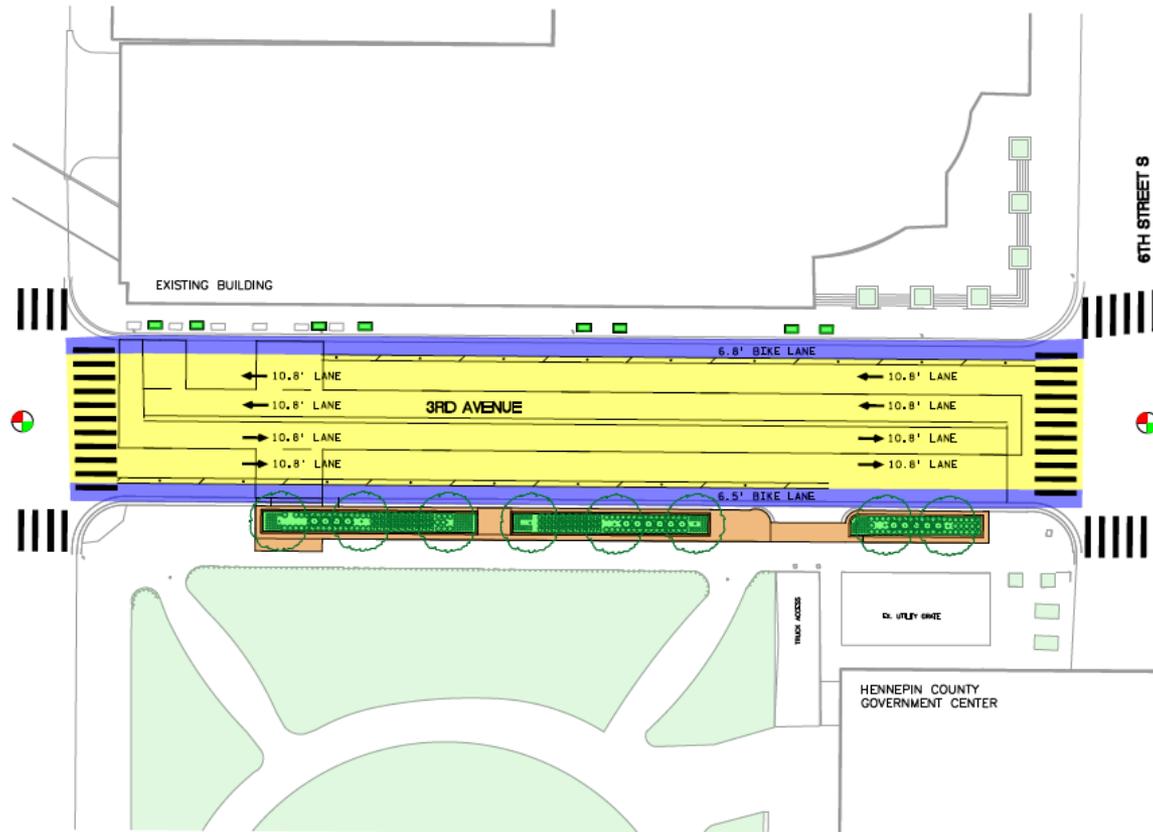
Layout Walkthrough



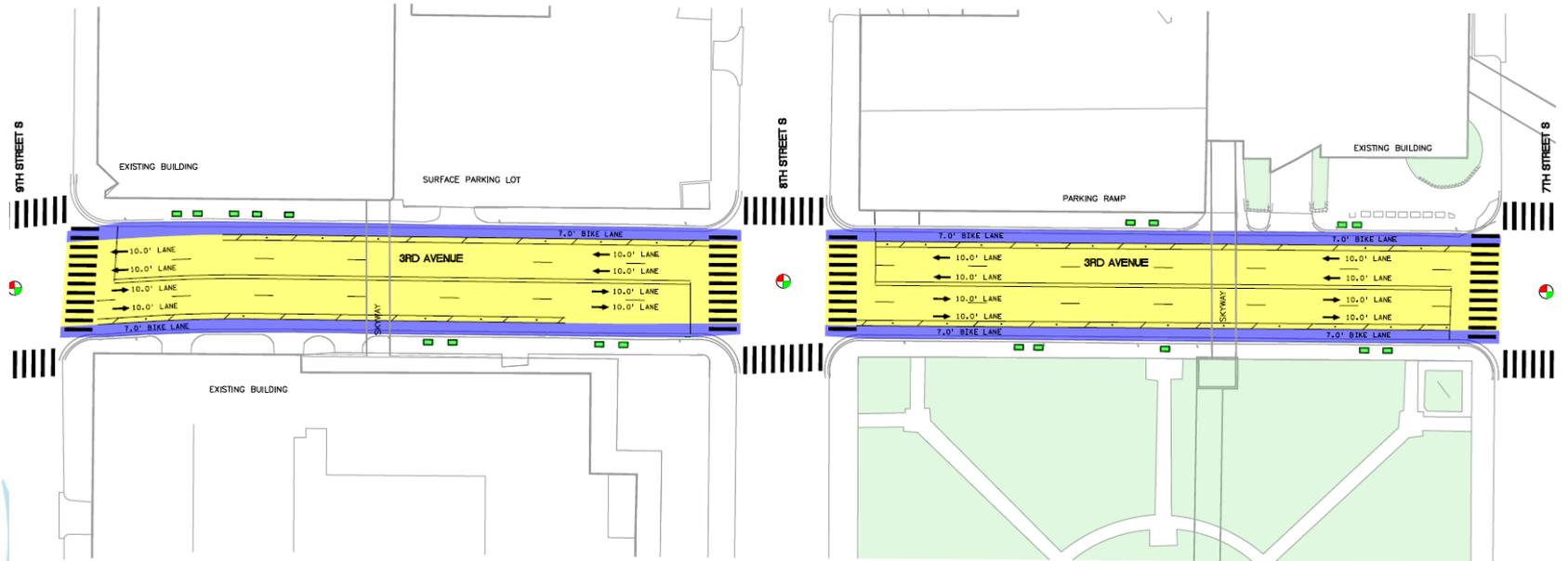
Layout Walkthrough



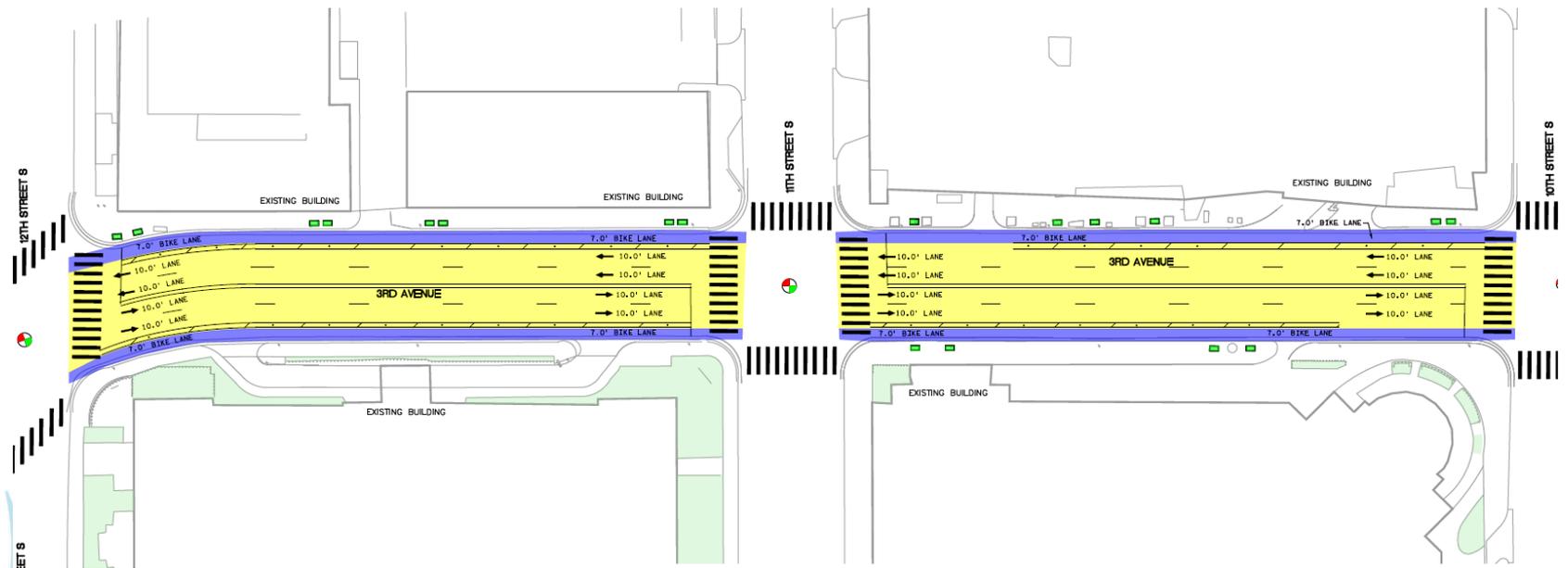
Layout Walkthrough



Layout Walkthrough



Layout Walkthrough





Existing Conditions: 3rd to 4th Street



View: 3rd Street towards 4th Street

*This is an artists illustration and should be used for discussion purposes only.
Please refer to design documents for further detail.*

Schedule and Budget

- Construction proposed start 2016 – primary hard surface and temporary markings
- Finalization in 2017 (green space development, planting, seal coating, and final pavement markings)
- Engineer estimate of \$3 million

Summary

- Protected Bike Facility augmentation to the downtown core transportation network
- Working with DID, property owners, and property managers to provide additional green space improvements to the pedestrian environment
- Multiple operation mitigations

