

**Minneapolis Community Planning and Economic Development Department
Planning Division Report**

**Capital Improvements
Location and Design Review**

Date: November 13, 2014

Authority for Review:

City Charter: Chapter 13, Section 4. "No public improvements shall be approved or authorized to be constructed in the City, nor indebtedness incurred therefor, until the location and design of the same have been approved by the City Planning Commission, provided in case of disapproval the Commission shall communicate its reason to the City Council, and the majority vote of such body shall be sufficient to overrule such disapproval."

State Law: Chapter 462.356 (Subd. 2). "...no publicly owned interest in real property within the municipality shall be acquired or disposed of, nor shall any capital improvement be authorized by the municipality or special district or agency thereof or any other political subdivision having jurisdiction within the municipality until after the planning agency has reviewed the proposed acquisition, disposal, or capital improvement and reported in writing to the governing body or other special district or agency or political subdivision concerned, its findings as to compliance of the proposed acquisition, disposal or improvement with the comprehensive municipal plan."

Capital Projects: 7th St Ramp Bridge over 35W
8th St SE Reconstruction and Street Lighting Project No 2283

Department Submitting the Project: Minneapolis Public Works

Contact Person and Phone: Jenifer Hager, (612) 673-3625
Bill Fellows, (612) 673-5661

CPED Planning Staff Person and Phone: Joseph Bernard, (612) 673-2422

Proposal Description: As described in the attached materials

Conformance with Comprehensive Plan: These capital projects are in conformance with the City's comprehensive plan, as evaluated in the attached materials.

Recommended Finding:

Staff recommends that the project is deemed **consistent** with the comprehensive plan, with **no further review required**.



Project Title: 7th St Ramp Bridge over 35W

Project ID: BR130

Project Location: Current 5th St ramp from I94 to 7th St S at 13th Ave S

City Sector: Downtown

Initial Year in 5 Year Plan: 2013

Project Start Date: 4/15/15

Submitting Department: Public Works

Contact Person: Jenifer Hager

Affected Wards: Various

Affected Neighborhood(s): Various

Estimated Project Completion Date: 11/15/16

Department Priority: 12 of 44

Contact Phone Number: (612) 673-3625

Prior Year Unspent Balances: \$0

Project Description:

The proposed project will construct a new westbound Interstate 94 (I-94) off ramp that will re-orient traffic entering downtown Minneapolis from 5th Street to 7th Street. This project is a recommendation from the City's Downtown Action Plan, part of our Access Minneapolis Transportation Plan. Reorienting the ramp will improve the efficiency of downtown Minneapolis' one-way street network. The one-way street network provides important connections in and around downtown.

Completing this project will allow the existing I-94 5th Street off ramp to be repurposed to provide a multi-modal connection between the Cedar Riverside neighborhood and the downtown core. The repurposing will be completed as a separate project.

Purpose and Justification:

Reorienting the I-94 exit ramp will improve the efficiency of the downtown one-way street network. The one-way street network provides important connections in and around downtown, in addition to the regional freeway system. Redirecting traffic to 7th Street will also give numerous express and local bus routes improved access into downtown on 7th Street. Furthermore, the repurposed 5th street ramp will enhance connectivity and provide more opportunities for residents to access jobs by various transportation modes. This project is an integral part of a larger plan to improve downtown's transportation network as envisioned in the City of Minneapolis' Access Minneapolis Downtown Action Plan (2007).

Anticipated Funding Sources (In Thousands)	2015	Totals by Source
Net Debt Bonds	3,000	3,000
State Government Grants	6,790	6,790
Totals by Year	9,790	9,790

Describe status and timing details of secured or applied for grants or other non-City funding sources:

This project was awarded funding through the MnDOT Transportation Economic Development (TED) program. The TED award is for \$6,790,000 and requires that the project be let for construction on or before June 5, 2015.

Operations & Capital Asset Maintenance:

Is this request for new or existing infrastructure? New

What is the expected useful life of the project/Improvement? 75

What is the estimated annual operating cost increase or (decrease) for this project? 0

Describe how operating cost impacts were determined. If new infrastructure, also discuss how the department/agency will pay for the increased annual operating costs:

This bridge will ultimately be owned and maintained by MnDOT.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment that will be necessary to realize the full expected useful life of the project:

When the new exit ramp bridge is completed, it will be owned, operated, and maintained by MnDOT. No additional City funds will be required to realize its expected useful life.

Project Cost Breakdown by Major Expense (In Thousands)	2015	2016	2017	2018	2019	Total
Land Acquisition/Preparation/ROW	0	0	0	0	0	0
Relocation Assistance	0	0	0	0	0	0
Design Engineering/Architects	0	0	0	0	0	0
Furniture, Fixtures, Equipment	0	0	0	0	0	0
Information Technology	0	0	0	0	0	0
Construction Costs	6,824	0	0	0	0	6,824
Project Management	1,250	0	0	0	0	1,250
Contingency	1,250	0	0	0	0	1,250
City Administration	466	0	0	0	0	466
Total Expenses with Admin	9,790	0	0	0	0	9,790

Describe how this project contributes to meeting the current City and/or Park Board Goals and Objectives:

City of Minneapolis Goal - references

Living well: Minneapolis is safe and livable and has an active and connected way of life

- All neighborhoods are safe, healthy and uniquely inviting
- Our neighborhoods have amenities to meet daily needs and live a healthy life
- High-quality and convenient transportation options connect every corner of the city

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

- Infrastructure, public services and community assets support businesses and commerce
- Strategies with our city and regional partners are aligned, leading to economic success

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

- All Minneapolis residents, visitors and employees experience a safe and healthy environment
- We sustain resources for future generations: reducing consumption, minimizing waste and using less energy
- The city's infrastructure is managed and improved for current and future needs
- Iconic, inviting streets, spaces and buildings create a sense of place

A City that works: City government runs well and connects to the community it serves

- Departments work seamlessly with each other and with the community and form strategic partnerships
- City operations are efficient, effective, results-driven, and customer-focused

State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects. Describe how the project is consistent with the adopted City/Park Board comprehensive plans and how the project implements goals and policies as stated in the adopted plans, including specific policy references:

The Minneapolis Plan for Sustainable Growth - references

Transportation: Minneapolis will build, maintain and enhance access to multi-modal transportation options for residents and businesses through a balanced system of transportation modes that supports the City's land use vision, reduces adverse transportation impacts, decreases the overall dependency on automobiles, and reflects the city's pivotal role as the center of the regional transportation network.

Policy 2.2: Support successful streets and communities by balancing the needs of all modes of transportation with

land use policy.

2.2.3 Promote street and sidewalk design that balances handling traffic flow with pedestrian orientation and principles of traditional urban form

Policy 2.6: Manage the role and impact of automobiles in a multi-modal transportation system.

2.6.5 Encourage the design and completion of needed improvements to the street network, including the freeway system, which promote the efficient, safe movement of traffic.

2.6.6 Maintain street infrastructure in good condition to maximize the life of existing facilities.

Public Services and Facilities: Through sound management and strategic investments, Minneapolis will maintain and develop public services and facilities that promote health, safety and an enhanced quality of life for all members of this growing community.

Policy 5.4: Enhance the safety, appearance, and effectiveness of the city's infrastructure.

5.4.1 Maintain and improve the quality and condition of public streets, sidewalks, bridges, water systems, and other public infrastructure.

5.4.2 Plan for and provide public facilities which anticipate growth needs, use fiscal resources efficiently, and meet realistic timelines.

5.4.3 Prioritize capital improvements according to an objective set of criteria consistent with adopted goals and policies, including those of The Minneapolis Plan.

Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:

Location and Design Review will occur spring 2014

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:

This project is being done in collaboration with MnDOT. MnDOT is participating in project development activities. As noted above, MnDOT will own, operate, and maintain the bridge and exit ramp.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

This project must proceed in the 2015 construction year as a requirement of the grant funding.

Describe project completion status for ongoing projects and plans for unspent balances or if this is a new project, describe the major project phases and timing anticipated for completing the project:

Not Applicable

Add any additional supplemental information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:

Q1. Is the proposed project on a route that is included in the Bicycle Master Plan?

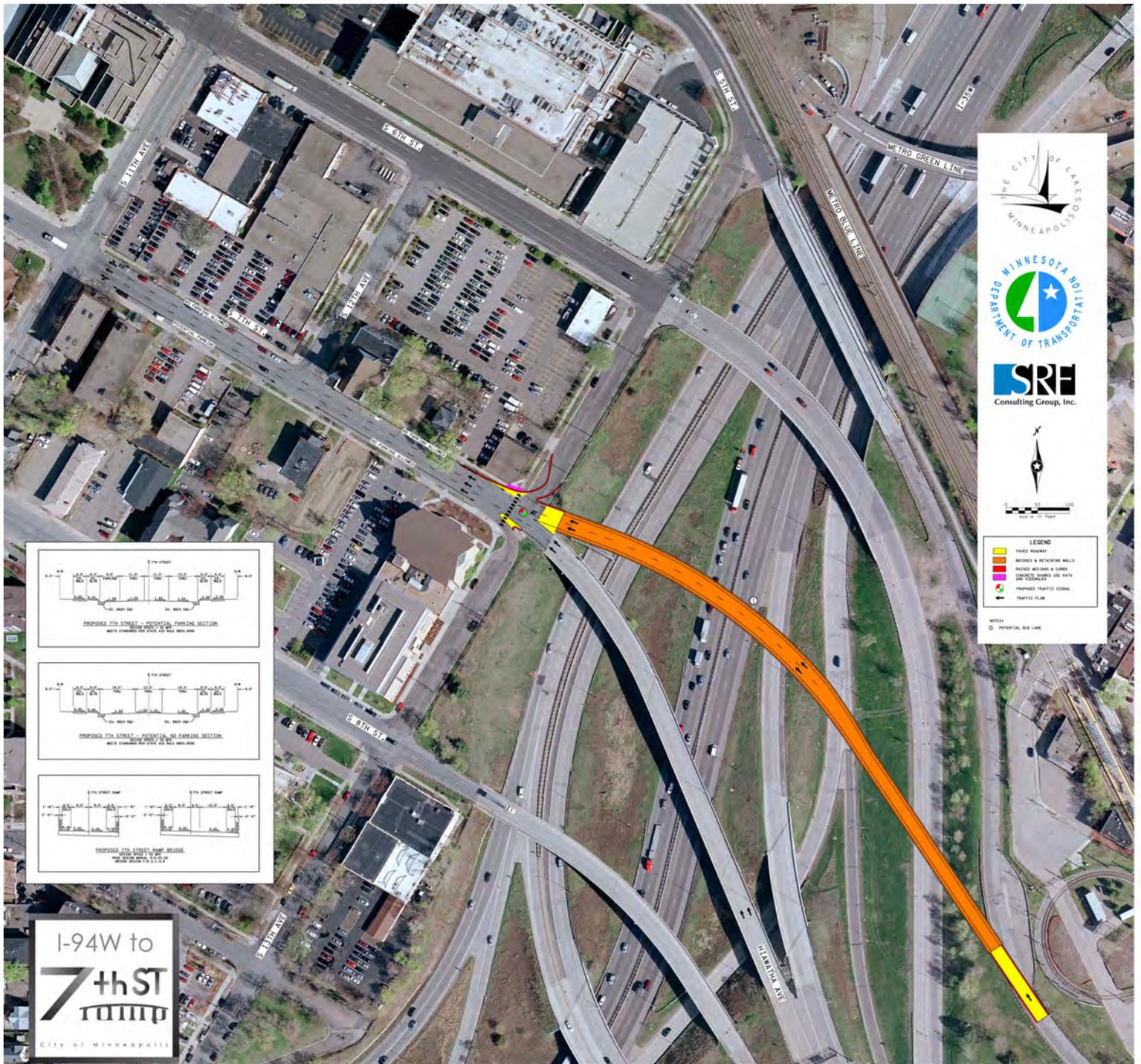
If yes, how is the route designated. No

Q2. Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience. Yes, the I-94 exit ramp into downtown is a heavily used bus route, especially for express buses. The new ramp configuration will improve bus access into downtown as buses will no longer be required to divert from 5th Street to other streets, primarily 7th Street.

Q3. Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details. No. Bicycles and pedestrians are not allowed on the exit ramp.

Q4. Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details. No. Bicycles and pedestrians are not allowed

on the exit ramp.



THE CITY OF LAKEOS
MINNEAPOLIS

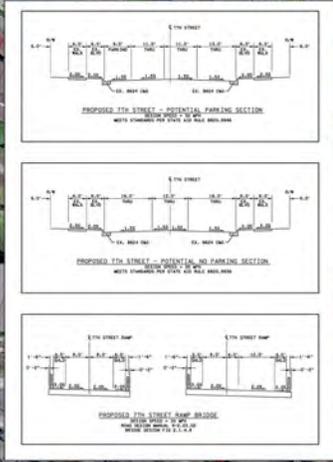
MINNESOTA
DEPARTMENT OF TRANSPORTATION

SRH
Consulting Group, Inc.

LEGEND

- PAVED ROADWAY
- BRIDGES & RETAINING WALLS
- RAISED MEDIANS & CURBS
- CONCRETE RAISED AND PAVED SHOULDERS
- PROPOSED TRAFFIC SIGNAL
- TRAFFIC FLOW

NOTES:
① POTENTIAL BUS LANE



I-94W to
7th St Ramp
CITY OF MINNEAPOLIS

OPTION A -
7th St - 3 Lane One-Way Roadway, 2 Lane Bridge Approaching 7th St from I-94W, Existing Hiawatha Ramp to Remain Unchanged and a Signal is added at the 7th St and 13th Ave Intersection

CITY OF MINNEAPOLIS - CAPITAL BUDGET REQUEST

Project Title 8th St SE Reconstruction and Street Lighting Project No 2283 **Project ID** PV
Location of Project 8th St SE from 15th Av SE to approximately 1,100 feet east **Affected Ward(s)** 2
City Sector University **GIS link (hyperlink if possible)**
Initial Year in Adopted Five-Year Plan 2014 **Affected Neighborhood(s)** University
Project Start Date 4/15/2015 **Estimated Project Completion Date** Nov 30 2015
Submitting Department Public Works **Departmental Priority** (__of __)
Contact Person Bill Fellows **Contact Number** 673-5661

Project Description:

The project is approximately 0.21 miles in length from 15th Av SE to approximately 1,100 feet east where the street will end in a cul-de-sac. The proposed improvements are street reconstruction and street lighting.

Purpose and Justification:

According to the City Paved Streets Book, 8th St SE from 15th Av SE to former 16th Av SE was paved with asphalt in 1973. The remainder of the street to the east is dirt.

The University of Minnesota approached Public Works in 2013 with the desire to reconstruct the street. In June 2013, a Cooperative Agreement between the City and the University stipulates the University will reimburse the City for costs above assessments. In December 2013, the proposed layout, consisting of two-way traffic with parking lanes, was approved by City Council.

The street reconstruction project cost estimate is \$630,198. The project is funded by a combination of assessment bonds and the University of Minnesota.

In accordance with City lighting policy, affected property owners (4 properties, 3 owners) were petitioned for enhanced lighting. The University of Minnesota owns the majority of the property and is in favor of the lighting project.

Street lights will be installed along the reconstruction project. The proposed street lighting project is for a City residential street lighting system. The total estimated street lighting cost is \$128,000. The maximum amount to be assessed will be \$36,623.03. The University of Minnesota is expected to make a payment in lieu of assessment for the remainder, estimated to be \$91,376.97.

Anticipated Funding Sources Table (in thousands):

Funding Source Name	5 Yr (s)	2015	2016	2017	2018	2019	Total by Source Yrs	Yrs
Net Debt Bonds							0	
Municiple State Aid							0	
Assessments		81					81	
Hennepin County								
Sewer Water Bonds								
Sewer Water Rev							0	
Water Revenue							0	
Other		758					758	
Totals by year		0					839	
Grant Total Project Cost							0	

Describe status and timing details of secured or applied for grants or other non-City funding sources:
The University of Minnesota is expected to reimburse the City for costs above assessments. Total University contribution is estimated to be \$758,000.

Operations & Capital Asset Maintenance:

Is this request for new or existing infrastructure? existing

What is the expected useful life of the project/improvement? 60

What is the estimated annual operating cost increase or (decrease) for this project? (\$ 2,000)

Describe how operating cost impacts were determined. If new infrastructure, also discuss how the department/agency will pay for the increased annual operating costs:

This project decreases maintenance expenses by improving the quality of the existing pavement by replacing an aged driving surface with a new one. The current street maintenance expenditure is estimated at approximately \$6,000 for a commercial/MSA type of roadway.

For new infrastructure, describe the estimated timing and amount of future capital investment required to realize the expected useful life: NA

Project Cost Breakdown by Major Expense Category (in thousands): (Example Included)

Major Expense Catagories	2015	2016	2017	2018	2019	Totals by Category
Land Acquisition/Preparatio/ROW						0
Relocation Assisstance						0
Design Engineering/Architects						0
Furniture, Fixtures, Equipment						0
Information Technology						0
Construction Costs	756					756
Project Management						0
Contingency	43					43
Current Expense/Overhead ~ 5%						40
Totals by Year	799	0	0	0	0	839

Goal Contributions/Comprehensive Plan Compliance:

Describe how this project contributes to meeting the current City and/or Park Board Goals and Objectives:

This project maintains existing street infrastructure, and contributes to a robust pedestrian network—in furtherance of the following City Goals.

A CITY THAT WORKS

Minneapolis is a model of fiscal responsibility, technological innovation and values-based, results-driven municipal government Strategic directions:

- Infrastructure – streets, bridges, sidewalks, sewers, bike lanes & paths – well-managed and maintained

LIVABLE COMMUNITIES, HEALTHY LIVES

Our built and natural environment adds character to our city, enhances our health and enriches our lives Strategic directions:

- Active lifestyles: walkable, bikeable, swimmable

Connected communities – *great spaces & places, thriving neighborhoods*

State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects. Describe how the project is consistent with the adopted City/Park Board comprehensive plans and how the project implements goals and policies as stated in the adopted plans. Provide specific policy references. Also provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission to approve or waive approval of the project:

The Minneapolis Plan for Sustainable Growth - references

Transportation: Minneapolis will build, maintain and enhance access to multi-modal transportation options for residents and businesses through a balanced system of transportation modes that supports the City's land use vision, reduces adverse transportation impacts, decreases the overall dependency on automobiles, and reflects the city's pivotal role as the center of the regional transportation network.

Policy 2.2: Support successful streets and communities by balancing the needs of all modes of transportation with land use policy.

2.2.3 Promote street and sidewalk design that balances handling traffic flow with pedestrian orientation and principles of traditional urban form.

2.2.6 Encourage reconnection of the traditional street grid where possible, to increase connectivity for all travel modes and strengthen neighborhood character.

Policy 2.6: Manage the role and impact of automobiles in a multi-modal transportation system.

2.6.4 Increase the operational efficiency of the roadway network through the use of advanced technologies for traffic operations.

2.6.5 Encourage the design and completion of needed improvements to the street network, including the freeway system, which promote the efficient, safe movement of traffic.

2.6.6 Maintain street infrastructure in good condition to maximize the life of existing facilities.

Public Services and Facilities: Through sound management and strategic investments, Minneapolis will

maintain and develop public services and facilities that promote health, safety and an enhanced quality of life for all members of this growing community.

Policy 5.4: Enhance the safety, appearance, and effectiveness of the city's infrastructure.

- 5.4.1 Maintain and improve the quality and condition of public streets, sidewalks, bridges, water systems, and other public infrastructure.
- 5.4.2 Plan for and provide public facilities which anticipate growth needs, use fiscal resources efficiently, and meet realistic timelines.
- 5.4.3 Prioritize capital improvements according to an objective set of criteria consistent with adopted goals and policies, including those of The Minneapolis Plan.
- 5.4.4 Encourage the creation of special service districts downtown and in other business districts in order to enhance streetscapes, provide security services, and maintain the public realm.

Urban Design: Minneapolis will be an attractive and inviting city that promotes harmony between the natural and built environments, gives prominence to pedestrian facilities and amenities, and respects the city's traditional urban features while welcoming new construction and improvements.

Policy 10.15: Wherever possible, restore and maintain the traditional street and sidewalk grid as part of new developments.

- 10.15.1 Consider street vacations as a last resort to preserve the network of city streets and arterials.
- 10.15.2 Integrate and/or reuse historic pavement materials for streets and sidewalk reconstruction, where appropriate.
- 10.15.3 Reduce street widths for safe and convenient pedestrian crossing by adding medians, boulevards, or bump-outs.
- 10.15.4 Improve access management and way-finding to and from all streets, sidewalks, and other pedestrian connections.
- 10.15.5 Explore options to redesign larger blocks through the reintroduction and extension of the urban street grid.

Location and Design Review for this project took place on May 9, 2011. The project was found consistent with the City's comprehensive plan. No additional review is required.

Supplemental Information:

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:

Project is adjacent to the University of Minnesota and will improve access to their recreation and athletic facilities. The University is also expected to be the primary funding partner.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

This project is anticipated to be completed in 2015. It may extend to 2016. The maximum annual expenditure is \$839,000.

Are there any unspent project balances from prior years? No Amount of unspent balances? None
Describe project completion status for ongoing projects and plans for unspent balances or if this is a new project, describe the major project phases and timing anticipated for completing the project:

The neighborhood engagement and design process will begin in late 2013 and is essentially complete. Additional neighborhood engagement is anticipated during construction.

Add any additional supplemental information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:

Capital improvement projects such as this one enhance the neighborhood which helps preserve existing property values and enhance the City's tax base.

- Q1. Is the proposed project on a route that is included in the Bicycle Master Plan? If yes, how is the route designated. No
- Q2. Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience. No
- Q3. Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details. Yes. Improving sidewalks, crosswalks, and providing ADA-compliant curb ramps is an integral part of this project.
- Q4. Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details. Yes. The right-of-way is constrained, and the roadway serves multiple purposes. There is parking on the roadway. Through the innovative design, adequate space is provided for pedestrians, through traffic, and parking.



Project

