

# 8<sup>TH</sup> STREET

— Reconstruction Project —

## Frequently Asked Questions

Updated: 6/27/16

### 1. What is involved in this reconstruction project?

8th Street will be reconstructed from building front to building front between Chicago Avenue and Hennepin Avenue. This will include the removal and replacement of pavement, curb, sidewalk, driveway entrances, traffic signals, street lighting, stormwater drainage systems, and other utilities. There will be widened sidewalks, enhanced transit service/amenities, improved crosswalks, and streetscape/landscaping improvements.

### 2. Why is this project being done?

The 8th Street Reconstruction Project is being done to:

- Replace pavement and sidewalks that are in very poor condition.
- Improve pedestrian safety and pedestrian amenities, including lighting, landscaping, enhanced crosswalks, and other improvements.
- Improve transit operations and facilities by implementing Arterial Bus Rapid Transit (ABRT), in cooperation with Metro Transit. Refer to Metro Transit’s Arterial BRT website for more information: <http://www.metrotransit.org/c-line-project>.

### 3. Will the street be converted to two-way traffic?

8th Street will be rebuilt as it is today – an eastbound one-way roadway with three travel lanes. 8th Street will NOT be converted to a two-way roadway.

### 4. How will sidewalks and curbside uses change?

Two primary goals of the project are to improve the safety of the pedestrian realm and to implement enhanced transit service and transit stop amenities. In order to achieve these goals, the sidewalk will be widened somewhat throughout most of the corridor. While the final project design layout is still under development, the addition of curb extensions (bumpouts) at intersections for transit stops and pedestrians will likely result in the loss of some parking and the restriction of some curbside uses at specific locations along the corridor.

### 5. Will there be a reduction of on-street parking?

Removal of some on-street parking is being considered as part of the project design at locations where curb extensions (bumpouts) will be provided for ABRT stops and pedestrian crossings.

The final parking plans for the project are under development and could include areas where on-street parking is available all day and areas where on-street parking is only available during non-peak hours. Changes to maximize the number of parking spaces or curb side uses along the corridor are also being considered at some locations. Additional review and design is necessary to evaluate parking and curb

side uses within the corridor. The final count for parking space impacts will be determined during the preliminary design development process.

#### **6. What pedestrian improvements will be provided?**

A primary goal of this project is improve pedestrian safety and pedestrian amenities, including lighting, landscaping, enhanced crosswalks, and other improvements. The project will include pedestrian improvements such as wider sidewalks, bumpouts/curb extensions, reducing pedestrian crossing distances, and updated pedestrian ramps. The increased sidewalk widths will allow for more landscaping and trees to be incorporated as a separation between traffic and pedestrians.

#### **7. Why are bump-outs (curb extensions) being considered along 8th Street and the cross streets?**

The installation of bump-outs at certain intersections decreases crossing distances for pedestrians and can improve visibility of pedestrians for drivers. They also provide additional space for transit shelters and may provide added opportunities for landscaping or streetscaping.

#### **8. Will there be bike lanes on 8th Street?**

The project does not include bike lanes or other bicycle facilities along 8th Street except bicycle parking. 8th Street is not identified as a future bicycle route in the city's Bicycle Master Plan. 8th Street has been identified as a transit priority corridor with the objective of providing wider sidewalks, enhanced transit shelters and wider transit station waiting zones. Parallel bicycle routes exist on 9th Street and 6th Street. Both 9th Street and 10th Street have been identified as future protected bicycle facilities.

#### **9. Will there be streetscape/landscape improvements on the corridor?**

The project will include some streetscape improvements and landscaping along the corridor. Streetscape/landscape improvement types and locations will be determined as the design process progresses, in consultation with property owners along 8th Street.

#### **10. How will this project impact bus service on 8th Street?**

One of the primary goals of this project is to implement Arterial BRT service and facilities, in cooperation with Metro Transit. Refer to Metro Transit's Arterial BRT website for more information: <http://www.metrotransit.org/c-line-project>. Existing bus stop locations will be maintained. During construction, the city and Metro Transit will coordinate to operate on alternative routes as needed. Rerouting information will be available from Metro Transit prior to the start of construction.

#### **11. When will construction begin?**

The general timeline is for construction to begin in 2019, and construction is anticipated to take two years. Final construction staging has not yet been determined.

Private utility providers will be performing upgrades/maintenance to their services starting in fall of 2018. Please contact the private utility company with any questions regarding their work.

**12. How is the roadway reconstruction work being paid for? Are there property assessments associated with this project?**

The project is being paid for by various sources. The project has been awarded a federal surface transportation grant which will cover nearly half of the project cost. The remaining funds are being covered through a combination of city funds (municipal state aid and general obligation bond funding), city utility revenue, and property assessments.

A uniform property tax assessment is applied for all street reconstruction projects in the city. The assessment is calculated based on the square footage of the property owner within an “influence area”. The assessment will be determined using 2019 Uniform Assessment Rates which are determined by Council at the end of 2018.

**13. How Can I Participate in the 8<sup>th</sup> Street Reconstruction Project?**

To participate in the process, attend a project open house or other public event, visit the website, sign-up for email updates, and connect with the project on social media.

For more information, visit the project website at: [www.8thStreetProject.com](http://www.8thStreetProject.com)

Or –

Contact the Minneapolis Project Manager:

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