



Application

19842 - 2024 Multiuse Trails and Bicycle Facilities
20222 - 34th St Neighborhood Greenway
Regional Solicitation - Bicycle and Pedestrian Facilities

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Primary Contact

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What Grant Programs are you most interested in? Regional Solicitation - Bicycle and Pedestrian Facilities

Organization Information

Name: MINNEAPOLIS, CITY OF
Jurisdictional Agency (if different):
Organization Type: City
Organization Website: http://www.ci.minneapolis.mn.us/
Address: DEPT OF PUBLIC WORKS
309 2ND AVE S #300

County: Hennepin
Phone: * MINNEAPOLIS Minnesota 55401
City State/Province Postal Code/Zip
612-673-3884
Ext.
Fax:
PeopleSoft Vendor Number 0000020971A2

Project Information

Project Name E/W 34th St Neighborhood Greenway
Primary County where the Project is Located Hennepin
Cities or Townships where the Project is Located: Minneapolis
Jurisdictional Agency (If Different than the Applicant):

Brief Project Description (Include location, road name/functional class, type of improvement, etc.) This project is an all ages and abilities bikeway that runs east-west between Hennepin Ave to Hiawatha Ave on 34th Ave with small segments on 35th Ave. The specific project limits of this project are as follows: 34th St from Hennepin Ave to Blaisdell Ave, 3rd Ave S from E 35th St to E 34th St, E 34th St from 3rd Ave S to Clinton Ave, 10th Ave S from E 34th St to E 35th St or trail connection through Powderhorn Park to 15th Ave S, E 35th St from 10th Ave S to 15th Ave S, 15th Ave S from E 35th St to E 34th St, E 34th St from 15th Ave S to 26th Ave S, 26th Ave S from E 34th St to E 35th St, and E 35th St from 26th Ave S to Hiawatha Ave. The route is on the Regional Bicycle Transportation Network and will serve as both a regional and neighborhood low-stress walking and bicycle connection.

The project will provide a bikeway with pedestrian improvements and traffic calming from Hennepin Ave to Hiawatha Ave (MN-55). Improvements include the construction of a bikeway consistent with the City's All Ages and Abilities bicycle network standards, including bicycle boulevard treatments, curb-protected bikeway treatments, or shared use paths. Improvements will include treatments such as curb extensions, median refuge islands, RRBs, signal revisions, traffic diverters, traffic circles, lighting improvements, and speed humps to provide traffic calming and improve safety for people walking and biking. The project will also include ADA curb ramp upgrades at intersections where applicable.

These portions of East/West 34th Street are identified as near-term, low stress bikeways in the Transportation Action Plan, and this alignment intersects with several locally identified High Injury Streets, including Lyndale Avenue, Blaisdell Avenue, and 35th Street. Safety treatments included with this bikeway application will improve safety on those streets as well.

(Limit 2,800 characters; approximately 400 words)

TRANSPORTATION IMPROVEMENT PROGRAM (TIP) DESCRIPTION - will be used in TIP if the project is selected for funding. See MnDOT's TIP description guidance. E/W 34th St Neighborhood Greenway, South Minneapolis, construct E/W 34th St for peds and bikes.

Include both the CSAH/MSAS/TH references and their corresponding street names in the TIP Description (see Resources link on Regional Solicitation webpage for examples).

Project Length (Miles) 4.2

to the nearest one-tenth of a mile

Project Funding

Are you applying for competitive funds from another source(s) to implement this project? No

If yes, please identify the source(s)

Federal Amount \$3,024,000.00

Match Amount \$756,000.00

Minimum of 20% of project total

Project Total \$3,780,000.00

For transit projects, the total cost for the application is total cost minus fare revenues.

Match Percentage 20.0%

Minimum of 20%

Compute the match percentage by dividing the match amount by the project total

Source of Match Funds MSA

A minimum of 20% of the total project cost must come from non-federal sources; additional match funds over the 20% minimum can come from other federal sources

Preferred Program Year

Select one: 2029

Select 2026 or 2027 for TDM and Unique projects only. For all other applications, select 2028 or 2029.

Additional Program Years:

Select all years that are feasible if funding in an earlier year becomes available.

Project Information

If your project has already been assigned a State Aid Project # (SAP or SP)

Please indicate here SAP/SP#.

Location

County, City, or Lead Agency

Minneapolis

Name of Trail/Ped Facility:

E/W 34th St Neighborhood Greenway

(example: CEDAR LAKE TRAIL)

IF TRAIL/PED FACILITY IS ADJACENT TO ROADWAY:

Road System

(TH, CSAH, MSAS, CO. RD., TWP. RD., CITY STREET)

Road/Route No.

(Example: 53 for CSAH 53)

Name of Road

(Example: 1st ST., Main Ave.)

TERMINI: Termini listed must be within 0.3 miles of any work

From:

Road System

(TH, CSAH, MSAS, CO. RD., TWP. RD., CITY STREET)

Road/Route No.

(Example: 53 for CSAH 53)

Name of Road

(Example: 1st ST., Main Ave.)

To:

Road System

DO NOT INCLUDE LEGAL DESCRIPTION; INCLUDE NAME OF ROADWAY
IF MAJORITY OF FACILITY RUNS ADJACENT TO A SINGLE CORRIDOR

Road/Route No.

(Example: 53 for CSAH 53)

Name of Road

(Example: 1st ST., Main Ave.)

In the City/Cities of:

(List all cities within project limits)

IF TRAIL/PED FACILITY IS NOT ADJACENT TO ROADWAY:

Termini: Termini listed must be within 0.3 miles of any work

From:

To:

Or

At:

In the City/Cities of:

(List all cities within project limits)

Primary Types of Work (Check all that apply)

Multi-Use Trail

Reconstruct Trail

Resurface Trail

Bituminous Pavement

Concrete Walk

Pedestrian Bridge

Signal Revision

Landscaping

Other (do not include incidental items)

BRIDGE/CULVERT PROJECTS (IF APPLICABLE)

Old Bridge/Culvert No.:

New Bridge/Culvert No.:

Structure is Over/Under

(Bridge or culvert name):

Zip Code where Majority of Work is Being Performed

55408

Approximate Begin Construction Date (MO/YR)

05/01/2029

Approximate End Construction Date (MO/YR)

10/31/2029

Miles of Pedestrian Facility/Trail (nearest 0.1 miles):

0.4

Miles of trail on the Regional Bicycle Transportation Network (nearest 0.1 miles):

2.5

Is this a new trail?

Yes

All Projects

1. The project must be consistent with the goals and policies in these adopted regional plans: Thrive MSP 2040 (2014), the 2040 Transportation Policy Plan (2018), the 2040 Regional Parks Policy Plan (2018), and the 2040 Water Resources Policy Plan (2015).

Check the box to indicate that the project meets this requirement.

Yes

2. The project must be consistent with the 2040 Transportation Policy Plan. Reference the 2040 Transportation Plan goals, objectives, and strategies that relate to the project.

Briefly list the goals, objectives, strategies, and associated pages:

Goal B: Safety and Security (p 2.5)

- Objective A: Reduce fatal and serious injury crashes and improve safety and security for all modes of passenger travel and freight transport. (p 2.5)

- Strategy B6: Regional transportation partners will use best practices to provide and improve facilities for safe walking and bicycling, since pedestrians and bicyclists are the most vulnerable users of the transportation system. (p 2.8)

Goal C: Access to Destinations (p 2.10)

- Objective A: Increase the availability of multimodal travel options, especially in congested highway corridors. (p 2.10)

- Objective E: Improve the availability of and quality of multimodal travel options for people of all ages and abilities to connect to jobs and other opportunities, particularly for historically underrepresented populations. (p 2.10)

- Strategy C1: Regional transportation partners will continue to work together to plan and implement transportation systems that are multimodal and provide connections between modes. The Metropolitan Council will prioritize regional projects that are multimodal and cost-effective and encourage investments to include appropriate provisions for bicycle and pedestrian travel. (p 2.10)

- Strategy C2: Local units of government should provide a network of interconnected roadways, bicycle facilities, and pedestrian facilities to meet local travel needs using Complete Streets principles. (p 2.11)

Goal E: Healthy and Equitable Communities (p 2.30)

- Objective C: Increase the availability and attractiveness of transit, bicycling, and walking to encourage healthy communities through the use of active transportation options. (p 2.30)

- Objective D: Provide a transportation system that promotes community cohesion and connectivity for people of all ages and abilities, particularly for historically under-represented populations. (p 2.30)

- Strategy E3: Regional transportation partners will plan and implement a transportation system that considers the needs of all potential users, including children, senior citizens, and persons with disabilities, and that promotes active lifestyles and cohesive communities. A special emphasis should be placed on promoting the environmental and health benefits of alternatives to single-occupant vehicle travel. (p 2.31)

Goal F: Leveraging Transportation Investments to Guide Land Use (p 2.35)

- Objective C: Encourage local land use design that integrates highways, streets, transit, walking, and bicycling. (p 2.35)

- Strategy F5: Local governments should adopt policies, develop partnerships, identify resources, and apply regulatory tools to support and specifically address the opportunities and challenges of creating walkable, bikeable, and transit-friendly places. (p 2.37)

Strategies E3, E6, and E7.

(Limit 2,800 characters; approximately 400 words)

3. The project or the transportation problem/need that the project addresses must be in a local planning or programming document. Reference the name of the appropriate comprehensive plan, regional/statewide plan, capital improvement program, corridor study document [studies on trunk highway must be approved by the Minnesota Department of Transportation and the Metropolitan Council], or other official plan or program of the applicant agency [includes Safe Routes to School Plans] that the project is included in and/or a transportation problem/need that the project addresses.

List the applicable documents and pages: Unique projects are exempt from this qualifying requirement because of their innovative nature. Transportation Action Plan (go.minneapolismn.gov - page 47, 74)

(Limit 2,800 characters; approximately 400 words)

4. The project must exclude costs for studies, preliminary engineering, design, or construction engineering. Right-of-way costs are only eligible as part of transit stations/stops, transit terminals, park-and-ride facilities, or pool-and-ride lots. Noise barriers, drainage projects, fences, landscaping, etc., are not eligible for funding as a standalone project, but can be included as part of the larger submitted project, which is otherwise eligible. Unique project costs are limited to those that are federally eligible.

Check the box to indicate that the project meets this requirement.

Yes

5. Applicant is a public agency (e.g., county, city, tribal government, transit provider, etc.) or non-profit organization (TDM and Unique Projects applicants only). Applicants that are not State Aid cities or counties in the seven-county metro area with populations over 5,000 must contact the MnDOT Metro State Aid Office prior to submitting their application to determine if a public agency sponsor is required.

Check the box to indicate that the project meets this requirement.

Yes

6. Applicants must not submit an application for the same project in more than one funding sub-category.

Check the box to indicate that the project meets this requirement.

Yes

7. The requested funding amount must be more than or equal to the minimum award and less than or equal to the maximum award. The cost of preparing a project for funding authorization can be substantial. For that reason, minimum federal amounts apply. Other federal funds may be combined with the requested funds for projects exceeding the maximum award, but the source(s) must be identified in the application. Funding amounts by application category are listed below in Table 1. For unique projects, the minimum award is \$500,000 and the maximum award is the total amount available each funding cycle (approximately \$4,000,000 for the 2024 funding cycle).

Multiuse Trails and Bicycle Facilities: \$250,000 to \$5,500,000

Pedestrian Facilities (Sidewalks, Streetscaping, and ADA): \$250,000 to \$2,000,000

Safe Routes to School: \$250,000 to \$1,000,000

Check the box to indicate that the project meets this requirement.

Yes

8. The project must comply with the Americans with Disabilities Act (ADA).

Check the box to indicate that the project meets this requirement.

Yes

9. In order for a selected project to be included in the Transportation Improvement Program (TIP) and approved by USDOT, the public agency sponsor must either have a current Americans with Disabilities Act (ADA) self-evaluation or transition plan that covers the public right of way/transportation, as required under Title II of the ADA. The plan must be completed by the local agency before the Regional Solicitation application deadline. For future Regional Solicitation funding cycles, this requirement may include that the plan has undergone a recent update, e.g., within five years prior to application.

The applicant is a public agency that employs 50 or more people and has a completed ADA transition plan that covers the public right of way/transportation.

Yes

Date plan completed:

03/10/2022

Link to plan:

<https://www2.minneapolismn.gov/media/content-assets/www2-documents/departments/2022-ADA-Transition-Plan-Update-V2.pdf>

The applicant is a public agency that employs fewer than 50 people and has a completed ADA self-evaluation that covers the public right of way/transportation.

Date self-evaluation completed:

Link to plan:

Upload plan or self-evaluation if there is no link

Upload as PDF

10. The project must be accessible and open to the general public.

Check the box to indicate that the project meets this requirement.

Yes

11. The owner/operator of the facility must operate and maintain the project year-round for the useful life of the improvement. This includes assurance of year-round use of bicycle, pedestrian, and transit facilities, per FHWA direction established 8/27/2008 and updated 4/15/2019. Unique projects are exempt from this qualifying requirement.

Check the box to indicate that the project meets this requirement.

Yes

12. The project must represent a permanent improvement with independent utility. The term "independent utility" means the project provides benefits described in the application by itself and does not depend on any construction elements of the project being funded from other sources outside the regional solicitation, excluding the required non-federal match.

Projects that include traffic management or transit operating funds as part of a construction project are exempt from this policy.

Check the box to indicate that the project meets this requirement. Yes

13. The project must not be a temporary construction project. A temporary construction project is defined as work that must be replaced within five years and is ineligible for funding. The project must also not be staged construction where the project will be replaced as part of future stages. Staged construction is eligible for funding as long as future stages build on, rather than replace, previous work.

Check the box to indicate that the project meets this requirement. Yes

14. The project applicant must send written notification regarding the proposed project to all affected state and local units of government prior to submitting the application.

Check the box to indicate that the project meets this requirement. Yes

Requirements - Bicycle and Pedestrian Facilities Projects

1. All projects must relate to surface transportation. As an example, for multiuse trail and bicycle facilities, surface transportation is defined as primarily serving a commuting purpose and/or that connect two destination points. A facility may serve both a transportation purpose and a recreational purpose; a facility that connects people to recreational destinations may be considered to have a transportation purpose.

Check the box to indicate that the project meets this requirement. Yes

Multiuse Trails on Active Railroad Right-of-Way:

2. All multiuse trail projects that are located within right-of-way occupied by an active railroad must attach an agreement with the railroad that this right-of-way will be used for trail purposes.

Check the box to indicate that the project meets this requirement.

Upload Agreement PDF

Check the box to indicate that the project is not in active railroad right-of-way. Yes

Multiuse Trails and Bicycle Facilities projects only:

3. All applications must include a letter from the operator of the facility confirming that they will remove snow and ice for year-round bicycle and pedestrian use. The Minnesota Pollution Control Agency has a resource for best practices when using salt. Upload PDF of Agreement in Other Attachments.

Check the box to indicate that the project meets this requirement. Yes

Upload PDF of Agreement in Other Attachments.

Safe Routes to School projects only:

4. All projects must be located within a two-mile radius of the associated primary, middle, or high school site.

Check the box to indicate that the project meets this requirement.

5. All schools benefitting from the SRTS program must conduct after-implementation surveys. These include the student travel tally form and the parent survey available on the National Center for SRTS website. The school(s) must submit the after-evaluation data to the National Center for SRTS within a year of the project completion date. Additional guidance regarding evaluation can be found at the MnDOT SRTS website.

Check the box to indicate that the applicant understands this requirement and will submit data to the National Center for SRTS within one year of project completion.

Requirements - Bicycle and Pedestrian Facilities Projects

Specific Roadway Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES

	Cost
Mobilization (approx. 5% of total cost)	\$229,325.00
Removals (approx. 5% of total cost)	\$0.00
Roadway (grading, borrow, etc.)	\$0.00
Roadway (aggregates and paving)	\$0.00
Subgrade Correction (muck)	\$0.00
Storm Sewer	\$345,000.00
Ponds	\$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	\$114,045.00
Traffic Control	\$212,000.00
Striping	\$17,772.50
Signing	\$17,772.50
Lighting	\$0.00
Turf - Erosion & Landscaping	\$52,300.00
Bridge	\$0.00
Retaining Walls	\$0.00
Noise Wall (not calculated in cost effectiveness measure)	\$0.00
Traffic Signals	\$185,585.00
Wetland Mitigation	\$0.00
Other Natural and Cultural Resource Protection	\$0.00
RR Crossing	\$0.00

Roadway Contingencies	\$185,850.00
Other Roadway Elements	\$30,500.00
Totals	\$1,390,150.00

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	\$130,500.00
Sidewalk Construction	\$0.00
On-Street Bicycle Facility Construction	\$583,800.00
Right-of-Way	\$0.00
Pedestrian Curb Ramps (ADA)	\$641,350.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	\$85,900.00
Pedestrian-scale Lighting	\$99,000.00
Streetscaping	\$0.00
Wayfinding	\$0.00
Bicycle and Pedestrian Contingencies	\$679,200.00
Other Bicycle and Pedestrian Elements	\$170,100.00
Totals	\$2,389,850.00

Specific Transit and TDM Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Fixed Guideway Elements	\$0.00
Stations, Stops, and Terminals	\$0.00
Support Facilities	\$0.00
Transit Systems (e.g. communications, signals, controls, fare collection, etc.)	\$0.00
Vehicles	\$0.00
Contingencies	\$0.00
Right-of-Way	\$0.00
Other Transit and TDM Elements	\$0.00
Totals	\$0.00

Transit Operating Costs

Number of Platform hours	0
Cost Per Platform hour (full loaded Cost)	\$0.00
Subtotal	\$0.00
Other Costs - Administration, Overhead,etc.	\$0.00

PROTECT Funds Eligibility

One of the new federal funding sources is Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT). Please describe which specific elements of your project and associated costs out of the Total TAB-Eligible Costs are eligible to receive PROTECT funds. Examples of potential eligible items may include: storm sewer, ponding, erosion control/landscaping, retaining walls, new bridges over floodplains, and road realignments out of floodplains.

INFORMATION: Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Formula Program Implementation Guidance (dot.gov).

Response: Storm Sewer, Erosion Control/Landscaping

Totals

Total Cost	\$3,780,000.00
Construction Cost Total	\$3,780,000.00
Transit Operating Cost Total	\$0.00

Measure A: Project Location Relative to the RBTN

Select one:

Tier 1, Priority RBTN Corridor

Tier 1, RBTN Alignment Yes

Tier 2, RBTN Corridor

Tier 2, RBTN Alignment

Direct connection to an RBTN Tier 1 corridor or alignment

Direct connection to an RBTN Tier 2 corridor or alignment

OR

Project is not located on or directly connected to the RBTN but is part of a local system and identified within an adopted county, city or regional parks implementing agency plan.

Upload Map

1701703325953_Bike_34th.pdf

Please upload attachment in PDF form

Measure A: Population Summary

Existing Population Within One Mile (Integer Only)

144036

Existing Employment Within One Mile (Integer Only)

62128

Upload the "Population Summary" map

1701703353136_PopEmploy_34th.pdf

Please upload attachment in PDF form

Measure A: Engagement

i. Describe any Black, Indigenous, and People of Color populations, low-income populations, disabled populations, youth, or older adults within a ½ mile of the proposed project. Describe how these populations relate to regional context. Location of affordable housing will be addressed in Measure C.

ii. Describe how Black, Indigenous, and People of Color populations, low-income populations, persons with disabilities, youth, older adults, and residents in affordable housing were engaged, whether through community planning efforts, project needs identification, or during the project development process.

iii. Describe the progression of engagement activities in this project. A full response should answer these questions:

1. What engagement methods and tools were used?
2. How did you engage specific communities and populations likely to be directly impacted by the project?
3. What techniques did you use to reach populations traditionally not involved in community engagement related to transportation projects?
4. How were the project's purpose and need identified?
5. How was the community engaged as the project was developed and designed?
6. How did you provide multiple opportunities for of Black, Indigenous, and People of Color populations, low-income populations, persons with disabilities, youth, older adults, and residents in affordable housing to engage at different points of project development?
7. How did engagement influence the project plans or recommendations? How did you share back findings with community and re-engage to assess responsiveness of these changes?
8. If applicable, how will NEPA or Title VI regulations will guide engagement activities?

Response:

This project is located in, and nearby census tracts identified as ACP50 areas and regional environmental justice areas. The project area is more racially and socioeconomically diverse than many parts of Minneapolis and the region. The main neighborhoods that encompass this project are Carag, Lyndale, Central, Powderhorn, and Corcoran. Within a half-mile radius of this project, 23.7% of households have annual income below \$35,000 and 36.5% of residents are black, indigenous, or people of color.

This project was developed through the findings and engagement for the Minneapolis Transportation Action Plan (TAP), the Vision Zero Action Plan (VZAP) and community feedback from other venues. This engagement included focused efforts to engage traditionally underrepresented communities. For the TAP and VZAP, engagement included separate dialogues in-language with members from 7 communities: African American, East African, Latino, Native American, Minneapolis Youth Congress, people with disabilities, and Southeast Asian. It also included 30 direct engagement activities done in partnership with contracted community-based organizations that focused on reaching residents in public housing, East African community members, Latino community members, college students, high school students, and residents of traditionally under representative neighborhoods. Several of the engagement activities took place at locations within close proximity to the project area. Two of the high-level themes heard though this engagement were a desire to improve traffic safety, especially for pedestrians, and that folks wanted to improve transportation options and make travel easy.

This project will address traffic safety and comfort for bicyclists and pedestrians by making bicycle travel safer along the corridor and by improving pedestrian and bicycle safety at intersections. The addition of an All Ages and Abilities level bicycle facility will also improve transportation options and make it easier and more comfortable to travel by bike on this corridor and will provide critical connections to major transit corridors in Minneapolis, such as METRO D-Line and several frequent local bus routes. Before and during design and construction the City of Minneapolis will further engage with BIPOC communities impacted by this project.

Measure B: Disadvantaged Communities Benefits and Impacts

Describe the project's benefits to Black, Indigenous, and People of Color populations, low-income populations, children, people with disabilities, youth, and older adults. Benefits could relate to:

- ? pedestrian and bicycle safety improvements;
- ? public health benefits;
- ? direct access improvements for residents or improved access to destinations such as jobs, school, health care, or other;
- ? travel time improvements;
- ? gap closures;
- ? new transportation services or modal options;
- ? leveraging of other beneficial projects and investments;
- ? and/or community connection and cohesion improvements.

This is not an exhaustive list. A full response will support the benefits claimed, identify benefits specific to Disadvantaged communities residing or engaged in activities near the project area, identify benefits addressing a transportation issue affecting Disadvantaged communities specifically identified through engagement, and substantiate benefits with data.

Acknowledge and describe any negative project impacts to Black, Indigenous, and People of Color populations, low-income populations, children, people with disabilities, youth, and older adults. Describe measures to mitigate these impacts. Unidentified or unmitigated negative impacts may result in a reduction in points.

Below is a list of potential negative impacts. This is not an exhaustive list.

- ? Decreased pedestrian access through sidewalk removal / narrowing, placement of barriers along the walking path, increase in auto-oriented curb cuts, etc.
- ? Increased speed and/or ?cut-through? traffic.
- ? Removed or diminished safe bicycle access.
- ? Inclusion of some other barrier to access to jobs and other destinations.

Response:

Project benefits include improved connections to schools, local businesses, parks, positive public health outcomes from increased active transportation, social and mental health benefits from increased access to greenspace, improved traffic safety from traffic calming measures, improved connections to the regional bicycle network and parks, and greater climate resiliency. This project will directly impact BIPOC individuals, low-income individuals, persons with disabilities, youth, and older adults that use this corridor by improving both bicycle and pedestrian safety and connectivity.

These benefits are greatly needed in South Minneapolis, which is home to the some of the City's largest communities of color and environmental justice communities. According to the Metropolitan Council's Growing Shade tool, areas along the project corridor score high on both environmental justice and public health priority scores, averaging 7 and 7.32 out of 10, respectively. These communities have historically been more likely to face negative outcomes from land use decisions and could see improved health outcomes through expanded active transportation options.

The proposed neighborhood greenway project will improve safety, security, accessibility, community cohesion, and public health for traditionally underrepresented groups in the 34th Street corridor by improving safety and connectivity in the area. The project includes intersection safety improvements, improved lighting, bicycle-pedestrian network continuity, and giving preference to people walking or biking through a complete streets approach. These improvements will be especially beneficial at intersections with identified high injury streets (Lyndale Avenue, Blaisdell Avenue, 35th Street, Cedar Avenue, Hiawatha Ave) in the Vision Zero Action Plan. The project will also close the bikeway gap between the Grand Rounds National Scenic Byway at Bde Maka Ska and Hiawatha Ave. The project area includes Painter Park, Powderhorn Park, and Corcoran Park.

This project will also leverage two other projects in the area to complete the connection between the Grand Rounds National Scenic Byway at Bde Maka Ska and the Hiawatha LRT Trail at Hiawatha Ave. It will directly connect to the Green Central SRTS project which will incorporate a two-way, curb protected bikeway between Clinton Ave and 10th Ave S on 34th St and the 35th & 36th St reconstruction project, which will include a low-stress bikeway from Blaisdell Ave to 3rd Ave S on 35th St. Once completed, both projects will be integral to improving the health and well-being to surrounding communities.

There are no anticipated negative impacts to Black, Indigenous, and People of Color populations, low-income populations, persons with disabilities, youth, older adults.

(Limit 2,800 characters; approximately 400 words):

Measure C: Affordable Housing Access

Describe any affordable housing developments?existing, under construction, or planned?within ½ mile of the proposed project. The applicant should note the number of existing subsidized units, which will be provided on the Socio-Economic Conditions map. Applicants can also describe other types of affordable housing (e.g., naturally-occurring affordable housing, manufactured housing) and under construction or planned affordable housing that is within a half mile of the project. If applicable, the applicant can provide self-generated PDF maps to support these additions. Applicants are encouraged to provide a self-generated PDF map describing how a project connects affordable housing residents to destinations (e.g., childcare, grocery stores, schools, places of worship).

Describe the project's benefits to current and future affordable housing residents within ½ mile of the project. Benefits must relate to affordable housing residents. Examples may include:

- ? specific direct access improvements for residents*
- ? improved access to destinations such as jobs, school, health care or other;*
- ? new transportation services or modal options;*
- ? and/or community connection and cohesion improvements.*

This is not an exhaustive list. Since residents of affordable housing are more likely not to own a private vehicle, higher points will be provided to roadway projects that include other multimodal access improvements. A full response will support the benefits claimed, identify benefits specific to residents of affordable housing, identify benefits addressing a transportation issue affecting residents of affordable housing specifically identified through engagement, and substantiate benefits with data.

Response:

The proposed 34th St Neighborhood Greenway would create a vital active transportation link between residents of affordable housing and a host of community destinations. Within a half mile of the project route there are over 1,790 units of affordable housing, with 545 deeply affordable units at 30% AMI. These residents have the most to gain in reducing their transportation and healthcare cost burdens by engaging in more active transportation.

The 34th St Neighborhood Greenway provides an east-west connection between residential communities and important commercial, educational and recreational facilities in South Minneapolis. The 34th St Neighborhood Greenway will also make accessing schools in South Minneapolis easier for students and families living in affordable housing, with two directly on the route. There are also three parks and recreation centers along the route, which provide critical recreational opportunities for families.

Improved public health outcomes are also a likely benefit for residents of affordable housing along and near the 34th St Neighborhood Greenway. Providing a convenient and comfortable option for active transportation will encourage residents to run local errands or connect to further away job centers via biking or walking. Increased access to green space also encourages greater recreational activity, and the 34th St Neighborhood Greenway will connect the community to the Grand Rounds parkway and trail network via the Hennepin Ave and 36th St bike facilities. All of these opportunities for physical activity help reduce the risk of cardiovascular disease and a variety of health concerns (including mental health), which is highly beneficial for affordable housing residents for whom healthcare costs can be a significant financial burden.

Increased active transportation opportunities also provide a more reliable form of commute mode for many. Affordable housing residents working jobs in the service industry or positions outside of a traditional "9-to-5" may see increased commute reliability from being able to bike to work rather than depending on an additional transit connection outside of peak service times.

(Limit 2,800 characters; approximately 400 words):

Measure D: BONUS POINTS

Project is located in an Area of Concentrated Poverty:	Yes
Project's census tracts are above the regional average for population in poverty or population of color (Regional Environmental Justice Area):	
Project located in a census tract that is below the regional average for population in poverty or populations of color (Regional Environmental Justice Area):	
Upload the "Socio-Economic Conditions" map used for this measure.	1702323411154_Socioeconomic_34th.pdf

Measure A: Bikeway Network Gaps, Physical Barriers, and Continuity of Bicycle Facilities

PART 1: Qualitative assessment of project narrative discussing how the project will close a bicycle network gap, create a new or improved physical bike barrier crossing, and/or improve continuity and connections between jurisdictions.

Specifically, describe how the project would accomplish the following: Close a transportation network gap, provide a facility that crosses or circumvents a physical barrier, and/or improve continuity or connections between jurisdictions.

Bike system gap improvements include the following:

- *Providing a missing link between existing or improved segments of a local transportation network or regional bicycle facility (i.e., regional trail or RBTN alignment);*
- *Improving bikeability to better serve all ability and experience levels by:*
 - *Providing a safer, more protected on-street facility or off-road trail;*
 - *Improving safety of bicycle crossings at busy intersections (e.g., through signal operations, revised signage, pavement markings, etc.); OR*
 - *Providing a trail adjacent or parallel to a highway or arterial roadway or improving a bike route along a nearby and parallel lower-volume neighborhood collector or local street.*

Physical bicycle barrier crossing improvements include grade-separated crossings (over or under) of rivers and streams, railroad corridors, freeways and expressways, and multi-lane arterials, or enhanced routes to circumvent the barrier by channeling bicyclists to existing safe crossings or grade separations. Surface crossing improvements (at-grade) of major highway and rail barriers that upgrade the bicycle facility treatment or replace an existing facility at the end of its useful life may also be considered as bicycle barrier improvements. (For new barrier crossing projects, distances to the nearest parallel crossing must be included in the application to be considered for the full allotment of points under Part 1).

Examples of continuity/connectivity improvements may include constructing a bikeway across jurisdictional lines where none exists or upgrading an existing bicycle facility treatment so that it connects to and is consistent with an adjacent jurisdiction's bicycle facility.

Response:

The 34th St Neighborhood Greenway will fill a significant gap in the City's All Ages and Abilities (AAA) Bikeway Network. Currently in South Minneapolis there are a limited number of protected bike lanes, trails, or neighborhood greenways, the facilities considered to be low stress bikeways contributing to the AAA Network. In the City's Transportation Action Plan (2020), the 34th St Neighborhood Greenway route is identified as a near-term low-stress bikeway, connecting to the Grand Rounds National Scenic Byway on the west end and on the east end, the Hiawatha LRT Trail, and additional connections to existing low stress bikeways.

Filling this gap will play an important role for residents looking to make local connections around their neighborhood and around the city. The intent of the All Ages and Abilities Bikeway Network is to create safe, comfortable bicycle facilities that anyone can feel confident using, regardless of age or physical ability. The 34th St Neighborhood Greenway is an important network connection for helping the City reach their goal of achieving 10% of trips taken by bicycle or micromobility by 2030.

The 34th St Neighborhood Greenway will also create an important connection to the regional bicycle network. The project route is identified as a Tier 1 alignment in the Regional Bicycle Transportation Network. The western end will connect with the Grand Rounds National Scenic Byway at Bde Maka Ska Drive. This connects residents living along the 34th St Neighborhood Greenway with a robust east/west arterial trail network for active transportation and recreation purposes.

(Limit 2,800 characters; approximately 400 words)

PART 2: Regional Bicycle Barrier Crossing Improvements and Major River Bicycle Barrier Crossings

DEFINITIONS:

Regional Bicycle Barrier Crossing Improvements include crossings of barrier segments within the "Regional Bicycle Barrier Crossing Improvement Areas" as updated in the 2019 Technical Addendum to the Regional Bicycle Barriers Study and shown in the RBBS online map (insert link to forthcoming RBBS Online Map). Projects must create a new regional barrier crossing, replace an existing regional barrier crossing at the end of its useful life, or upgrade an existing barrier crossing to a higher level of bike facility treatment, to receive points for Part 2.

Major River Bicycle Barrier Crossings include all existing and planned highway and bicycle/pedestrian bridge crossings of the Mississippi, Minnesota and St. Croix Rivers as identified in the 2018 update of the 2040 Transportation Policy Plan. Projects must create a new major river bicycle barrier crossing, replace an existing major river crossing at the end of its useful life, or upgrade the crossing to a higher level of bike facility treatment, to receive points for Part 2.

Projects that construct new or improve existing Regional Bicycle Barrier Crossings or Major River Bicycle Barrier Crossings will be assigned points as follows: (select one)

Tier 1

Tier 1 Regional Bicycle Barrier Crossing Improvement Area segments & any Major River Bicycle Barrier Crossings

Tier 2

Tier 2 Regional Bicycle Barrier Crossing Improvement Area segments

Tier 3

Tier 3 Regional Bicycle Barrier Crossing Improvement Area segments

Non-tiered

Crossings of non-tiered Regional Bicycle Barrier segments

No improvements

Yes

No Improvements to barrier crossings

If the project improves multiple regional bicycle barriers, check box.

Measure B: Deficiencies corrected or safety problems addressed**Response:**

As an All Ages and Abilities Network facility, the safety and comfort of people bicycling and walking on the 34th St Neighborhood Greenway is a top priority. Between 2013 and 2022 there were a total of 134 crashes on this corridor through South Minneapolis, three involving bicyclists and two involving pedestrians. Safety improvements associated with the greenway will not only provide a higher level of safety for people walking and biking, but people moving through the corridor using all modes of transportation. The 34th St Neighborhood Greenway project will improve the safety of people walking and biking by addressing midblock and intersection crossings and implementing traffic calming treatments along the corridor. Potential intersection treatments include upgraded pedestrian ramps, intersection curb extensions to shorten crossings and make pedestrians more visible, traffic filters, pedestrian refuge islands, traffic circles, upgraded lighting, and upgraded pavement markings.

Intersection safety is a significant focus of this project. Of the 134 crashes, 59 (or 44%) occurred at an intersection. Every bicycle and pedestrian crash along the project corridor occurred at an intersection. While the project design is not final, all proposed design options will include traffic calming elements and intersection treatments that provide safer, more comfortable crossing opportunities for people walking and biking. Features such as diverters, curb extensions, raised crossings, median refuge islands, and traffic circles help to slow traffic, create designated waiting spaces for people walking and biking, and give greater visibility and predictability to all modes at an intersection.

These intersection treatments will be especially important where the corridor crosses Lyndale Ave (25 crashes), Blaisdell Ave (24 crashes). The corridor also includes the 34th and Cedar Ave (27 crashes), which is being improved through a future Hennepin County Cedar Ave Reconstruction Project. Installing median islands has a crash reduction factor of 42 for all modes (severity from minor injury to fatal). Additionally, raised crosswalks similarly has a crash reduction factor of 36 for all modes, and 46 for vehicle and pedestrian crashes (severity from minor injury to fatal).

Meaningful safety improvements will also be implemented along project limits between intersections. Corridor-specific traffic calming has a crash reduction factor of 18 on local roadways for all modes (severity from minor injury to fatal). Specifically installing bicycle boulevard treatments has a crash reduction factor of 63 for vehicle and bicycle crashes, and adding protection to separate and protect the bikeway from motorized traffic is another proven measure to improve safety and comfort.

(Limit 2,800 characters; approximately 400 words)

Measure A: Multimodal Elements

Response:

The 34th St Neighborhood Greenway will deliver multimodal benefits and safety improvements for people walking, biking, using micromobility, and driving. All safety improvements being considered along project limits (neighborhood greenway, and bicycle boulevard) provide increased traffic calming, ADA upgrades, and benefits for all users.

Anticipated safety improvements within project limits include traffic-calming elements like chicanes, lighting, marked crosswalks, speed humps, traffic circles, refuge islands, and bumpouts. While curb-protected in-street bikeways and bicycle boulevards will improve the travel experience, safety, and security for users of these modes in addition to enhanced transit access.

There is no existing or planned transit route along 34th St. However, 34th St crosses several transit routes that intersect the corridor, including METRO D-Line and local bus routes 6, 11, 14, 23, 113, and 114. This project would provide improved pedestrian and bicycle access to these routes, including upgraded ADA ramps, intersection safety improvements, and separated space for people biking.

(Limit 2,800 characters; approximately 400 words)

Upload Transit map 1702324592295_Transit_34th.pdf

Transit Projects Not Requiring Construction

If the applicant is completing a transit application that is operations only, check the box and do not complete the remainder of the form. These projects will receive full points for the Risk Assessment.

Park-and-Ride and other transit construction projects require completion of the Risk Assessment below.

Check Here if Your Transit Project Does Not Require Construction

Measure A: Risk Assessment - Construction Projects

1. Public Involvement (20 Percent of Points)

Projects that have been through a public process with residents and other interested public entities are more likely than others to be successful. The project applicant must indicate that events and/or targeted outreach (e.g., surveys and other web-based input) were held to help identify the transportation problem, how the potential solution was selected instead of other options, and the public involvement completed to date on the project. The focus of this section is on the opportunity for public input as opposed to the quality of input. NOTE: A written response is required and failure to respond will result in zero points.

Multiple types of targeted outreach efforts (such as meetings or online/mail outreach) specific to this project with the general public and partner agencies have been used to help identify the project need.

100%

At least one meeting specific to this project with the general public has been used to help identify the project need.

50%

At least online/mail outreach effort specific to this project with the general public has been used to help identify the project need.

50%

No meeting or outreach specific to this project was conducted, but the project was identified through meetings and/or outreach related to a larger planning effort.

Yes

25%

No outreach has led to the selection of this project.

0%

Describe the type(s) of outreach selected for this project (i.e., online or in-person meetings, surveys, demonstration projects), the method(s) used to announce outreach opportunities, and how many people participated. Include any public website links to outreach opportunities.

Response:

The 34th St Neighborhood Greenway is heavily informed by the engagement and feedback collected during the development of the findings and engagement around the Minneapolis Transportation Action Plan (TAP), the Vision Zero Action Plan (VZAP) and community feedback from other venues. Those included focused efforts to engage traditionally underrepresented communities. For the TAP and VZAP, engagement included separate dialogues in-language with members from 7 communities: African American, East African, Latino, Native American, Minneapolis Youth Congress, people with disabilities, and Southeast Asian. It also included 30 direct engagement activities done in partnership with contracted community-based organizations that focused on reaching residents in public housing, East African community members, Latino community members, college students, high school students, and residents of traditionally under representative neighborhoods.

City staff will engage a full cross-section of the community throughout the design process. These engagement methods will focus on strategies that meet these populations where they are instead of asking them to attend events at times and locations where they may not be comfortable or able to attend. The project will also seek additional input through established work groups and committees such as the Minneapolis Public Schools Safe Routes to School Work Group, Minneapolis Parks and Recreation Board (MPRB), Minneapolis Bicycle Advisory Committee (BAC), Minneapolis Pedestrian Advisory Committee (PAC), and the Minneapolis Advisory Committee on People with Disabilities (MACOPD).

(Limit 2,800 characters; approximately 400 words)

2. Layout (25 Percent of Points)

Layout includes proposed geometrics and existing and proposed right-of-way boundaries. A basic layout should include a base map (north arrow; scale; legend;* city and/or county limits; existing ROW, labeled; existing signals;* and bridge numbers*) and design data (proposed alignments; bike and/or roadway lane widths; shoulder width;* proposed signals;* and proposed ROW). An aerial photograph with a line showing the project's termini does not suffice and will be awarded zero points. *If applicable

Layout approved by the applicant and all impacted jurisdictions (i.e., cities/counties/MnDOT. If a MnDOT trunk highway is impacted, approval by MnDOT must have occurred to receive full points. A PDF of the layout must be attached along with letters from each jurisdiction to receive points.

100%

A layout does not apply (signal replacement/signal timing, stand-alone streetscaping, minor intersection improvements). Applicants that are not certain whether a layout is required should contact Colleen Brown at MnDOT Metro State Aid ? colleen.brown@state.mn.us.

100%

For projects where MnDOT trunk highways are impacted and a MnDOT Staff Approved layout is required. Layout approved by the applicant and all impacted local jurisdictions (i.e., cities/counties), and layout review and approval by MnDOT is pending. A PDF of the layout must be attached along with letters from each jurisdiction to receive points.

75%

Layout completed but not approved by all jurisdictions. A PDF of the layout must be attached to receive points.

50%

Layout has been started but is not complete. A PDF of the layout must be attached to receive points.

25%

Layout has not been started

Yes

0%

Attach Layout

Please upload attachment in PDF form

Additional Attachments

Please upload attachment in PDF form

3. Review of Section 106 Historic Resources (15 Percent of Points)

No known historic properties eligible for or listed in the National Register of Historic Places are located in the project area, and project is not located on an identified historic bridge

100%

There are historical/archeological properties present but determination of ?no historic properties affected? is anticipated.

Yes

100%

Historic/archeological property impacted; determination of ?no adverse effect? anticipated

80%

Historic/archeological property impacted; determination of ?adverse effect? anticipated

40%

Unsure if there are any historic/archaeological properties in the project area.

0%

Project is located on an identified historic bridge

4. Right-of-Way (25 Percent of Points)

Right-of-way, permanent or temporary easements, and MnDOT agreement/limited-use permit either not required or all have been acquired

Yes

100%

Right-of-way, permanent or temporary easements, and/or MnDOT agreement/limited-use permit required - plat, legal descriptions, or official map complete

50%

Right-of-way, permanent or temporary easements, and/or MnDOT agreement/limited-use permit required - parcels identified

25%

Right-of-way, permanent or temporary easements, and/or MnDOT agreement/limited-use permit required - parcels not all identified

0%

5. Railroad Involvement (15 Percent of Points)

No railroad involvement on project or railroad Right-of-Way agreement is executed (include signature page, if applicable)

Yes

100%

Signature Page

Please upload attachment in PDF form

Railroad Right-of-Way Agreement required; negotiations have begun

50%

Railroad Right-of-Way Agreement required; negotiations have not begun.

0%

Measure A: Cost Effectiveness

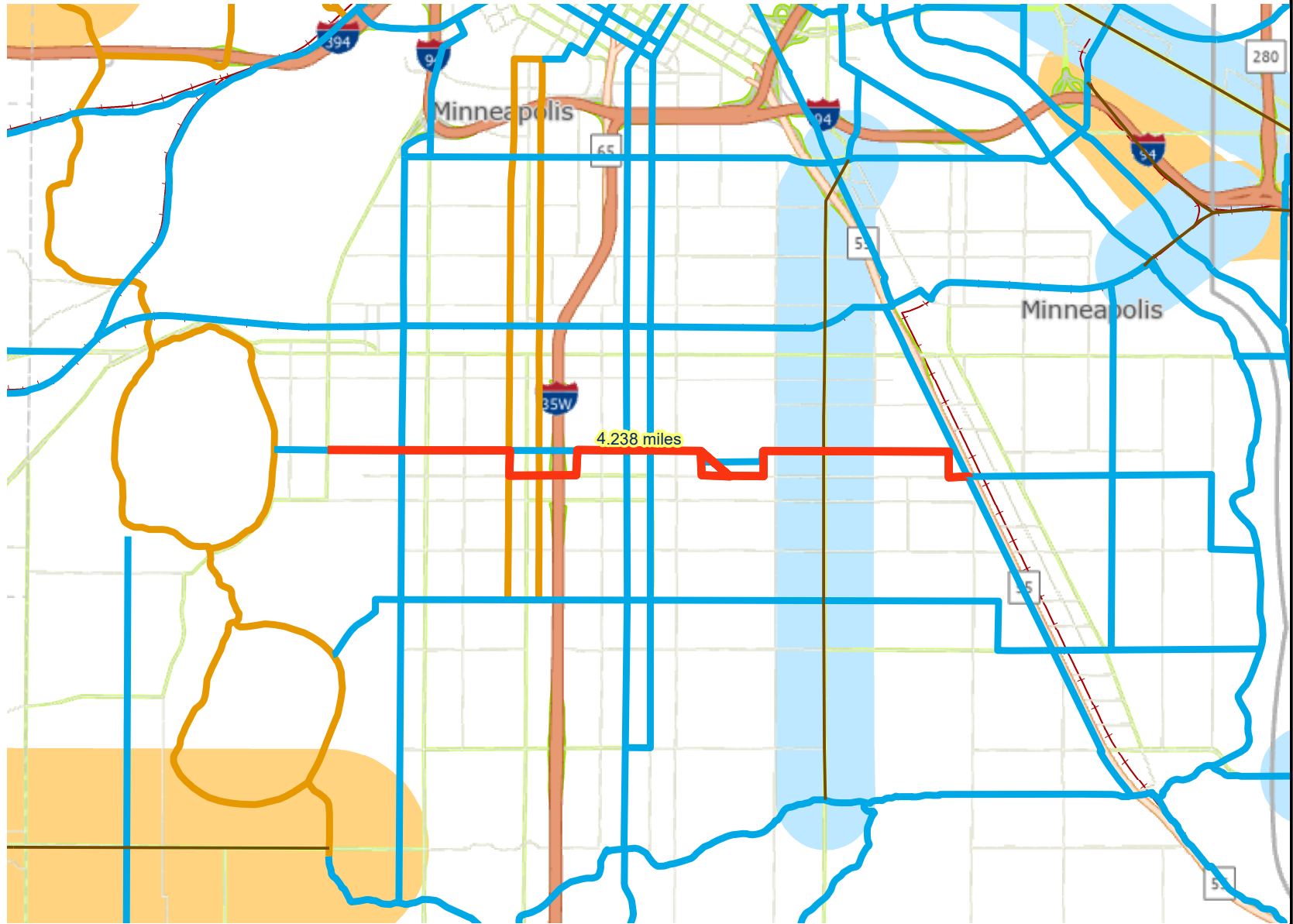
Total Project Cost (entered in Project Cost Form):	\$3,780,000.00
Enter Amount of the Noise Walls:	\$0.00
Total Project Cost subtract the amount of the noise walls:	\$3,780,000.00
Points Awarded in Previous Criteria	
Cost Effectiveness	\$0.00

Other Attachments

File Name	Description	File Size
20 - LOS - Minneapolis - 34th St Greenway.pdf	Hennepin County Letter of Support	124 KB
2024 Regional Solicitation Letter of Support_SIGNED.pdf	Minneapolis PW Letter of Support	2.4 MB
2024_RegionalSolicitation_AffordableHousing_34th.pdf	Affordable Housing Developments Within 0.5 Miles	196 KB
34th St Neighborhood Greenway One Pager.pdf	One-Page Project Summary	629 KB
AffordableHousing_34th.pdf	Affordable Housing Within 0.5 Miles	3.5 MB
Bikeway maintenance letter 2024 Regional Solicitation Signed.pdf	Snow/Ice Removal Letter of Support	198 KB
MPRB Support_RegSolicitation_34thBikeway_2023-1207.pdf	MPRB Letter of Support	402 KB

Project to RBTN Orientation

Multiuse Trails and Bicycle Facilities Project: 34th Street W/E neighborhood greenway | Map ID: 1701701550821



- Project
- RBTN Tier 2 Alignment
- Railroads
- RBTN Corridor Centerlines
- Principal Arterials
- RBTN Tier 1
- RBTN Tier 1 Alignment
- Minor Arterials
- RBTN Tier 2

0 0.475 0.95 1.9 2.85 3.8 Miles

Created: 12/4/2023
LandscapeRSA6



For complete disclaimer of accuracy, please visit
<https://giswebsite.metc.state.mn.us/gissite/notice.aspx>

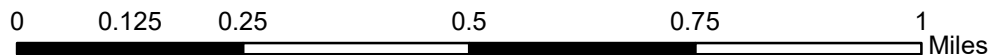


Project to RBTN Orientation

Multiuse Trails and Bicycle Facilities Project: 34th Street W/E neighborhood greenway segment 1 | Map ID: 1701553920044



- Project
- RBTN Tier 1 Alignment
- RBTN Tier 2 Alignment
- Principal Arterials
- Minor Arterials
- RBTN Tier 1
- RBTN Tier 2



Created: 12/2/2023
LandscapeRSA6

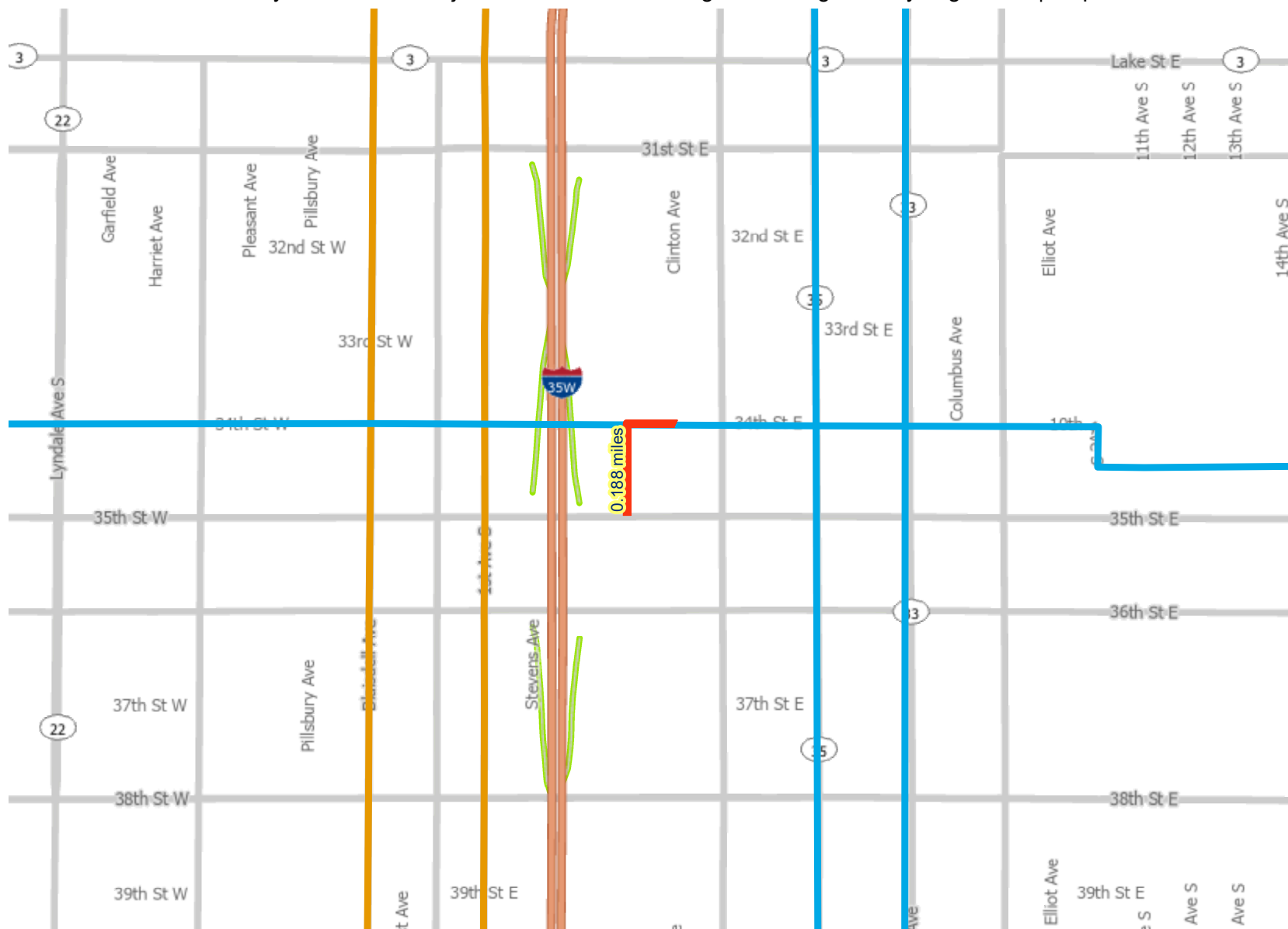


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Project to RBTN Orientation

Multiuse Trails and Bicycle Facilities Project: 34th Street W/E neighborhood greenway segment 2 | Map ID: 1701701142977



- Project
- Principal Arterials
- RBTN Tier 2
- RBTN Tier 1 Alignment
- Minor Arterials
- RBTN Tier 2 Alignment
- RBTN Tier 1

0 0.125 0.25 0.5 0.75 1 Miles

Created: 12/4/2023
LandscapeRSA6

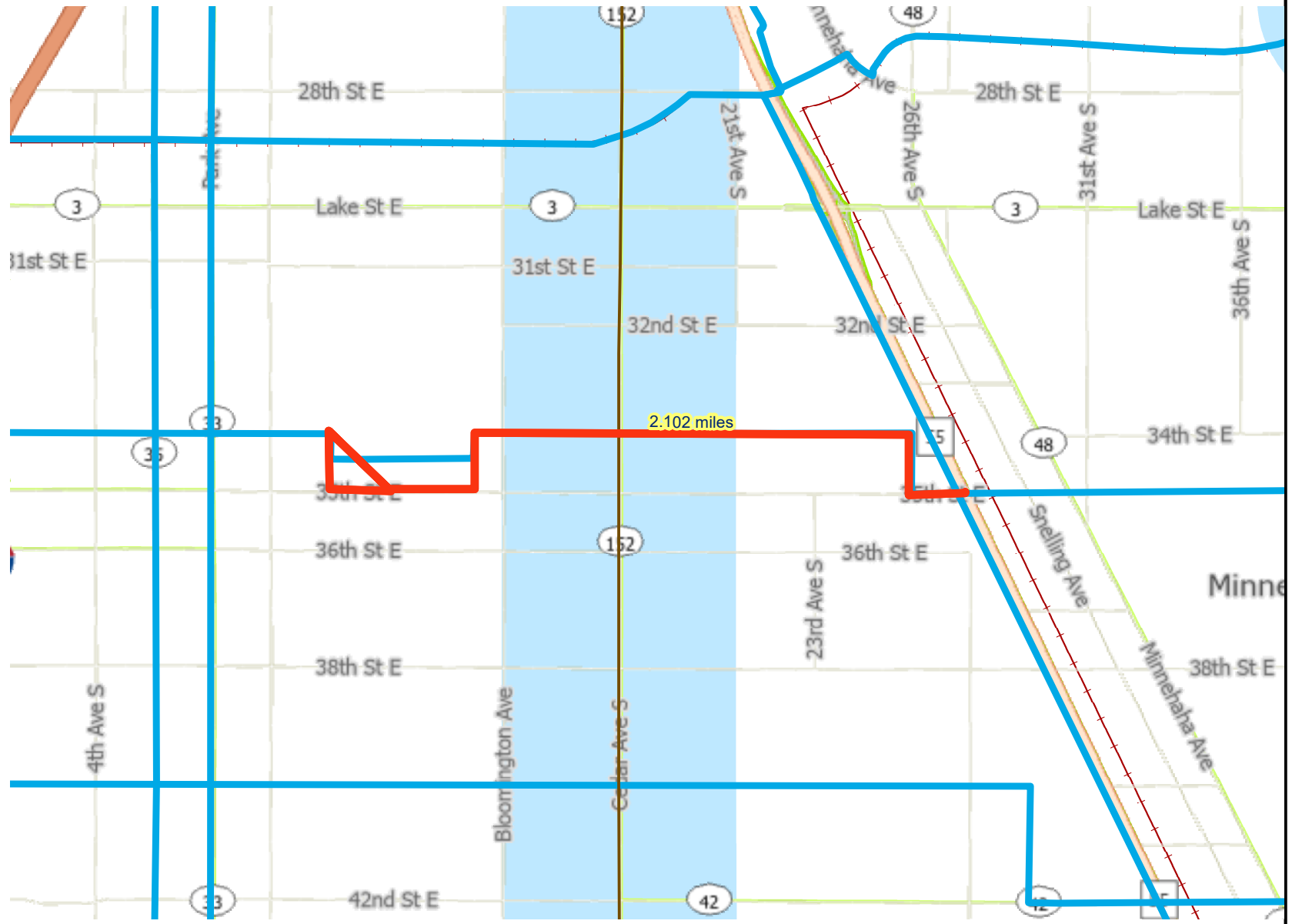


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<https://giswebsite.metc.state.mn.us/gisnotice.aspx>



Project to RBTN Orientation

Multiuse Trails and Bicycle Facilities Project: 34th Street W/E neighborhood greenway segment 3 | Map ID: 1701554450404



- Project
- RBTN Corridor Centerlines
- RBTN Tier 1 Alignment
- Principal Arterials
- Minor Arterials
- Railroads
- RBTN Tier 1
- RBTN Tier 2

0 0.2 0.4 0.8 1.2 1.6 Miles

Created: 12/2/2023
LandscapeRSA6



For complete disclaimer of accuracy, please visit
<https://gisweb.site.metc.state.mn.us/gis/site/notice.aspx>

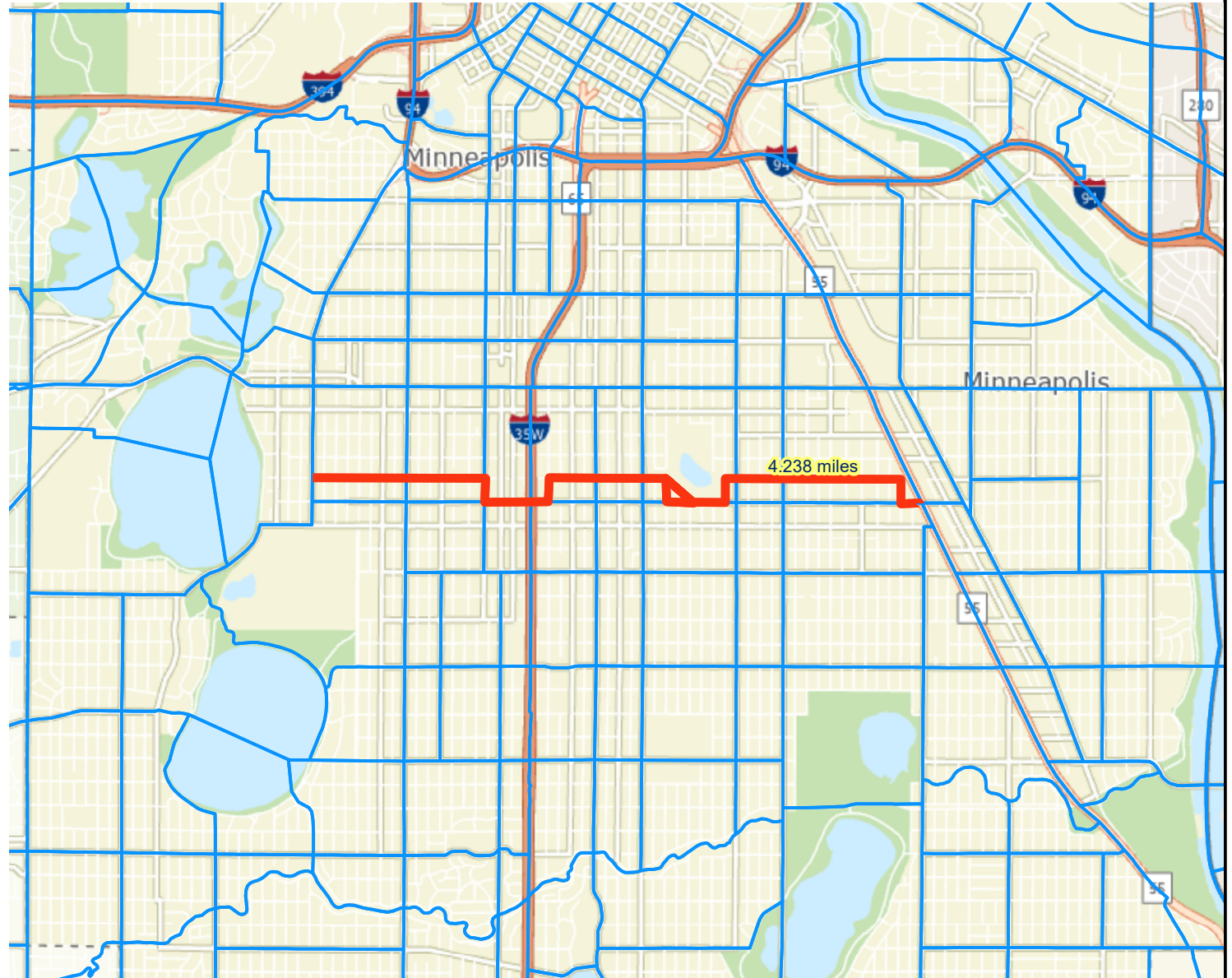


Population/Employment Summary

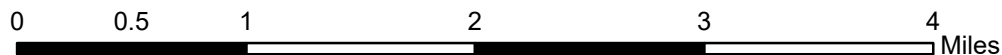
Multiuse Trails and Bicycle Facilities Project: 34th Street W/E neighborhood greenway | Map ID: 1701701550821

Results

Within ONE Mile of project:
Total Population: 152600
Total Employment: 68548



-  Project Points
-  Project Area
-  Project
-  2016 TAZ



Created: 12/4/2023
LandscapeRSA4



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<https://giswebsite.metc.state.mn.us/gisite/notice.aspx>

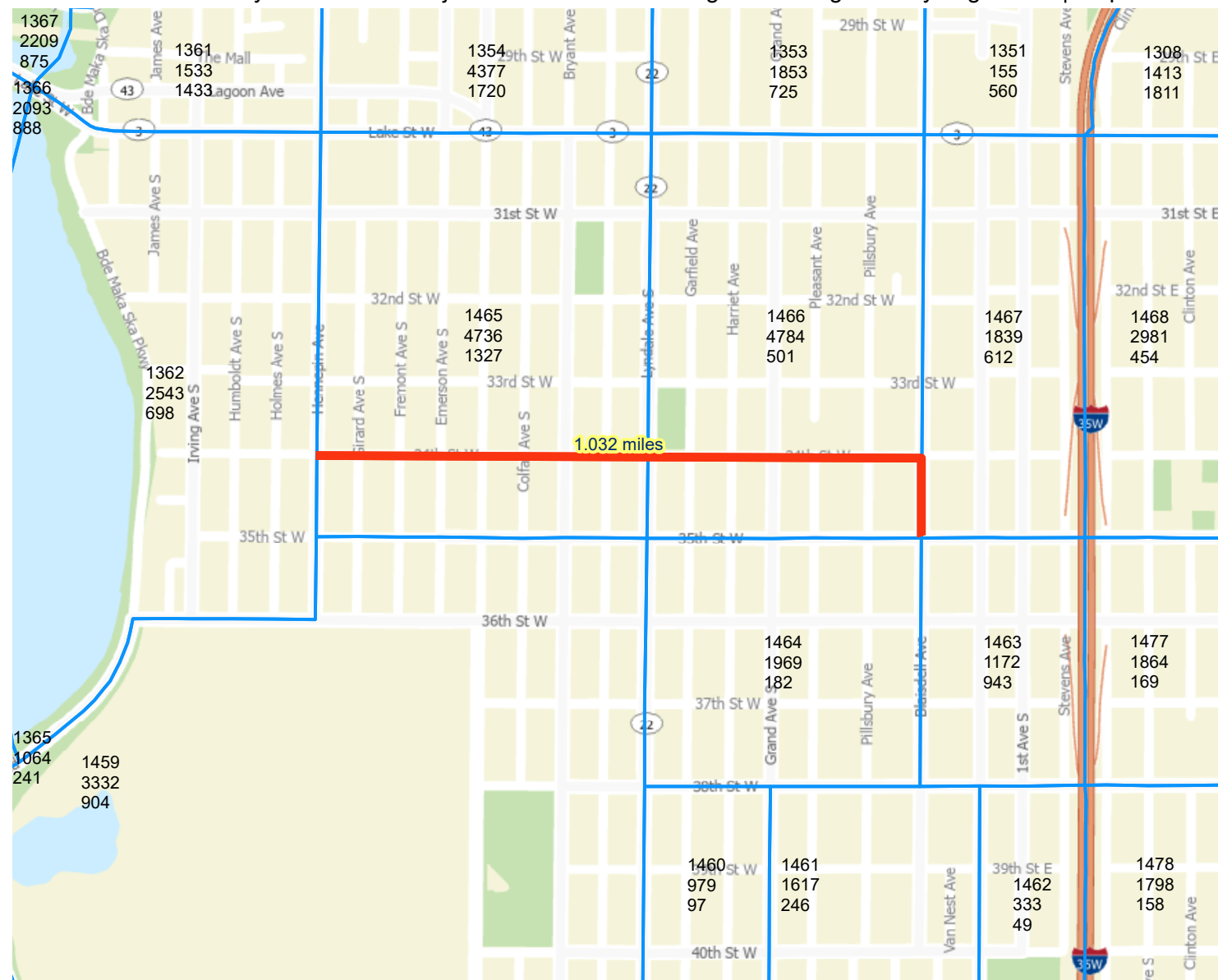


Population/Employment Summary

Results

Within ONE Mile of project:
Total Population: 90858
Total Employment: 35345

Multiuse Trails and Bicycle Facilities Project: 34th Street W/E neighborhood greenway segment 1 | Map ID: 17015539



- Project Points
- Project Area
- Project
- 2016 TAZ



Created: 12/2/2023
LandscapeRSA4



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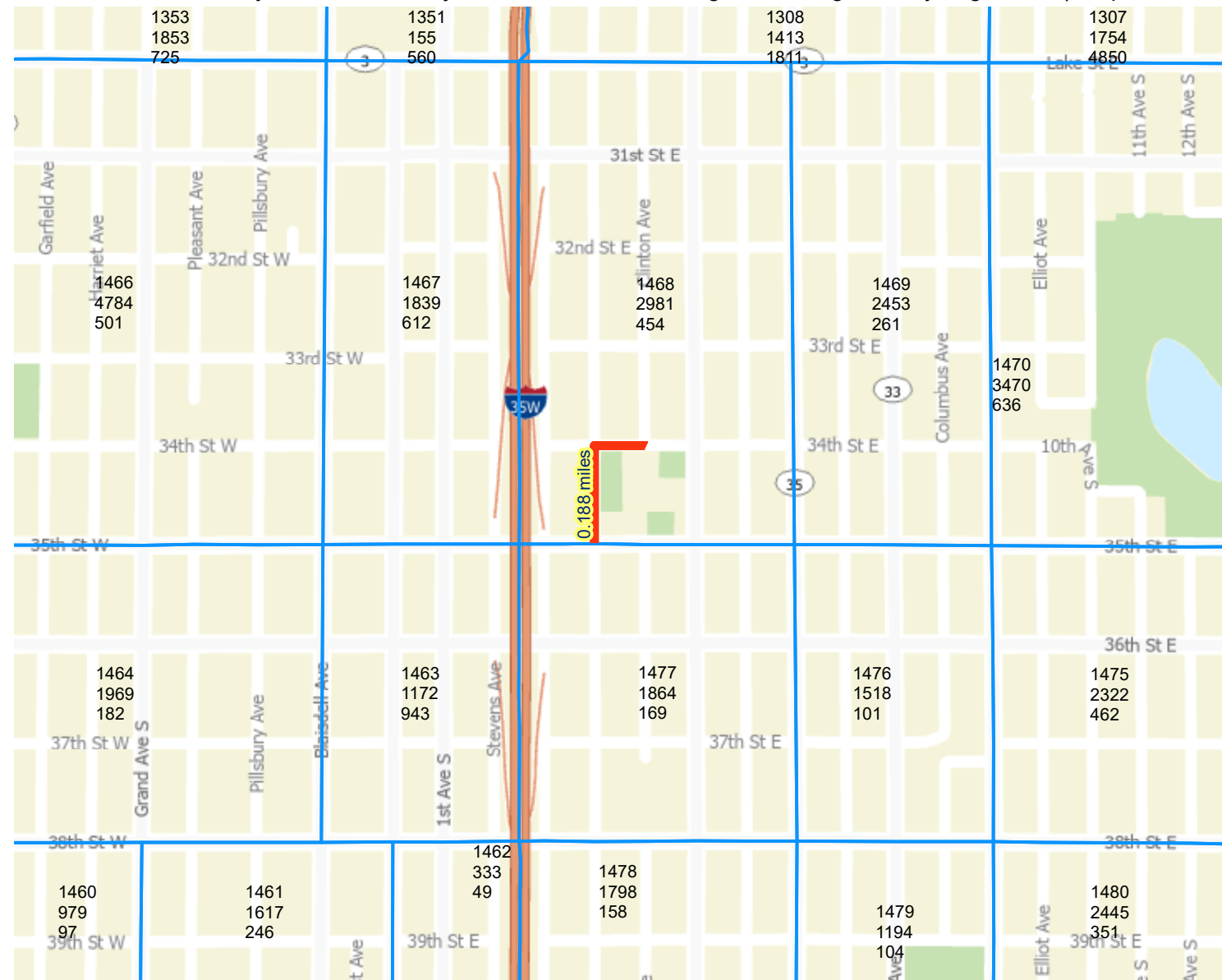


Population/Employment Summary

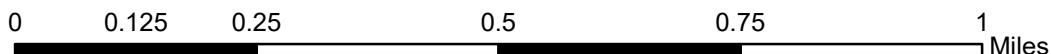
Results

Within ONE Mile of project:
Total Population: 72775
Total Employment: 34734

Multiuse Trails and Bicycle Facilities Project: 34th Street W/E neighborhood greenway segment 2 | Map ID: 17017011



- Project Points
- Project Area
- Project
- 2016 TAZ



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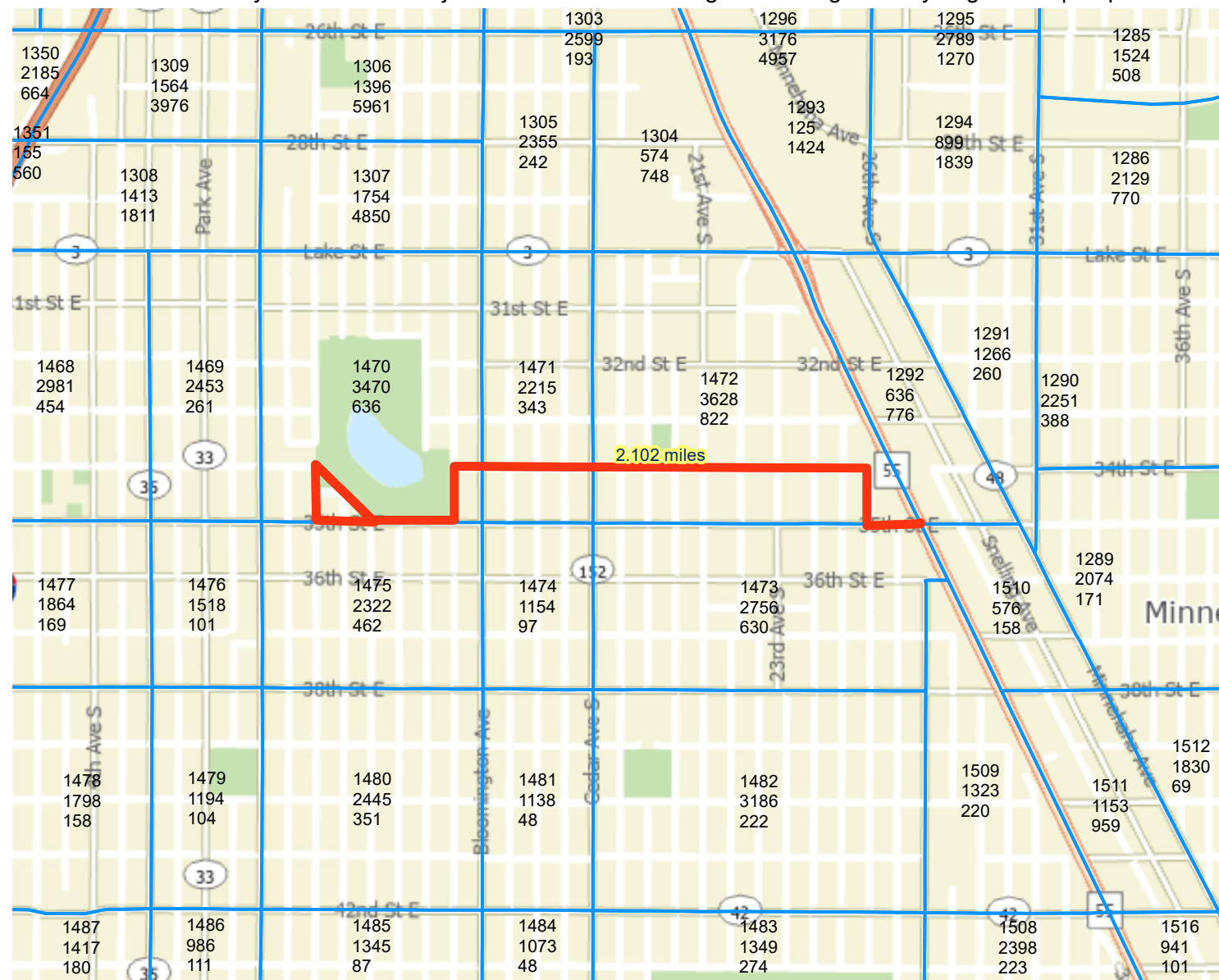


Population/Employment Summary

Results

Within ONE Mile of project:
Total Population: 100747
Total Employment: 50124

Multiuse Trails and Bicycle Facilities Project: 34th Street W/E neighborhood greenway segment 3 | Map ID: 17015544



○ Project Points
 Project Area
 2016 TAZ

— Project

0 0.225 0.45 0.9 1.35 1.8 Miles

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LandscapeRSA4



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<https://giswebsite.metc.state.mn.us/gissite/notice.aspx>



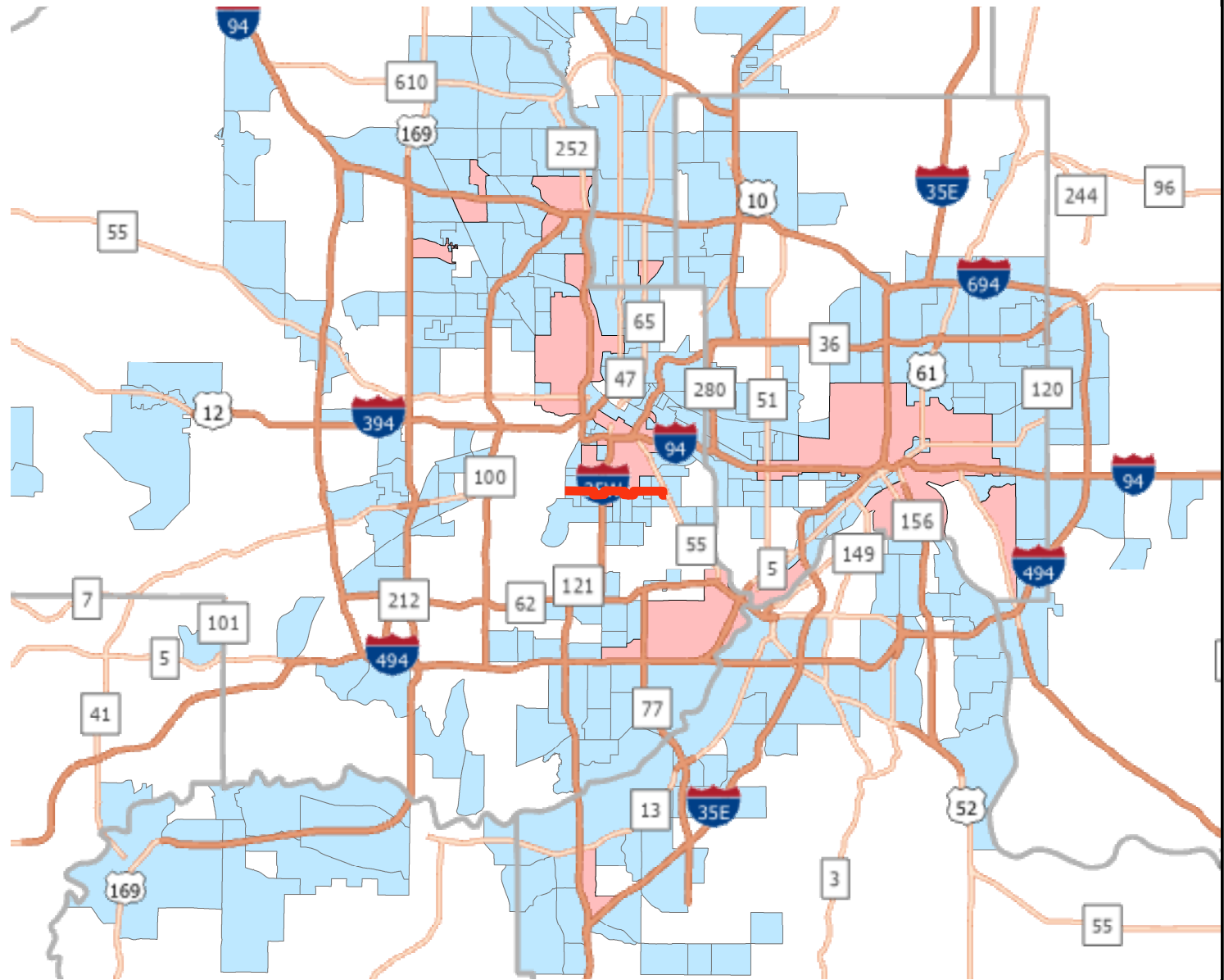
Socio-Economic Conditions

Multiuse Trails and Bicycle Facilities Project: 34th Street W/E neighborhood greenway | Map ID: 1701701550821

Results

Total of publicly subsidized rental housing units in census tracts within 1/2 mile: 5173

Project located IN an Area of Concentrated Poverty.



— Lines

Regional Environmental Justice Area

Area of Concentrated Poverty

0 3 6 12 18 24 Miles

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LandscapeRSA2



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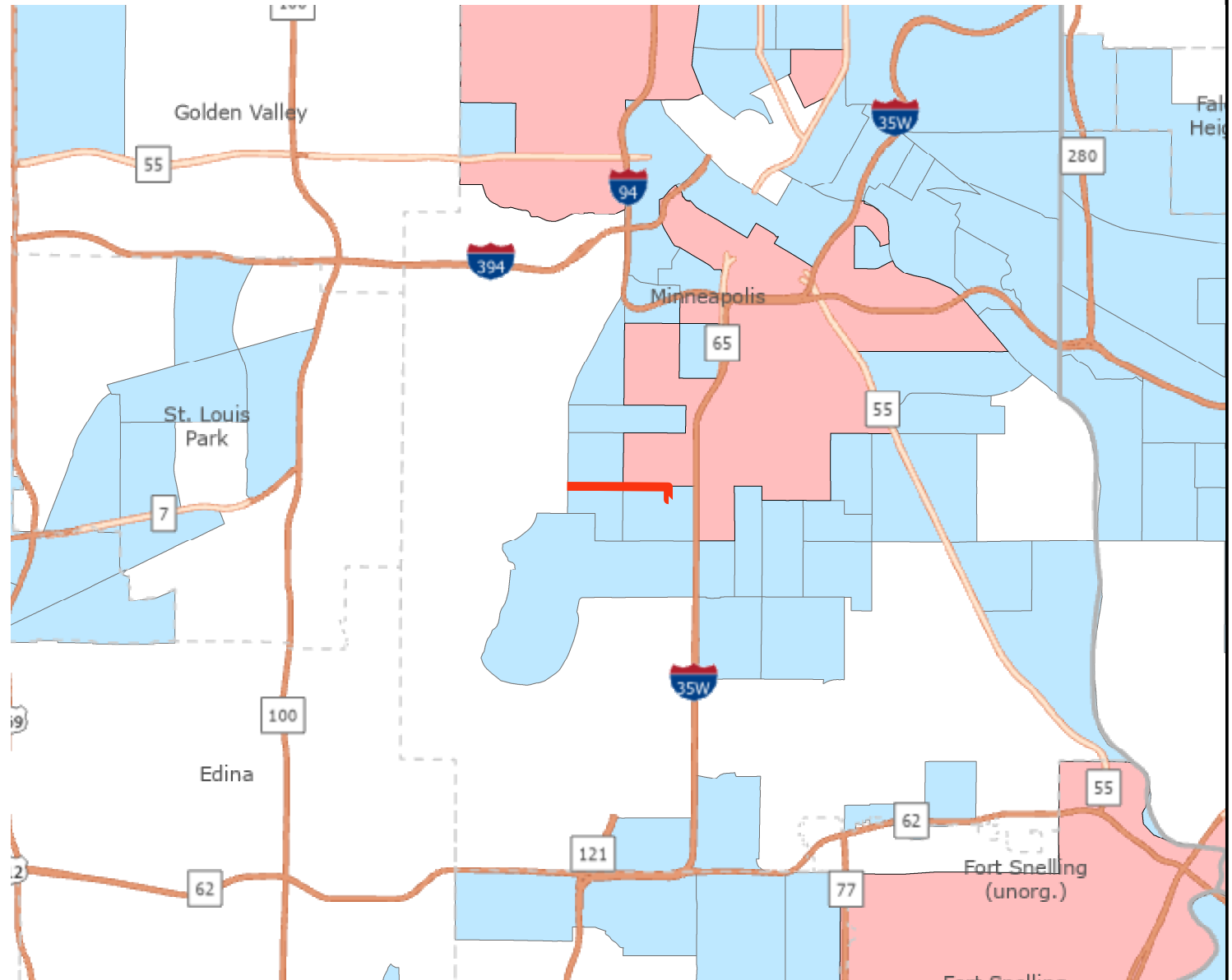
Socio-Economic Conditions

Multiuse Trails and Bicycle Facilities Project: 34th Street W/E neighborhood greenway segment 1 | Map ID: 1701553920044

Results

Total of publicly subsidized rental housing units in census tracts within 1/2 mile: 1616

Project located in census tract(s) that are ABOVE the regional average for population in poverty or population of color.



— Lines

Regional Environmental Justice Area

Area of Concentrated Poverty

0 0.75 1.5 3 4.5 6 Miles

Created: 12/2/2023
LandscapeRSA2



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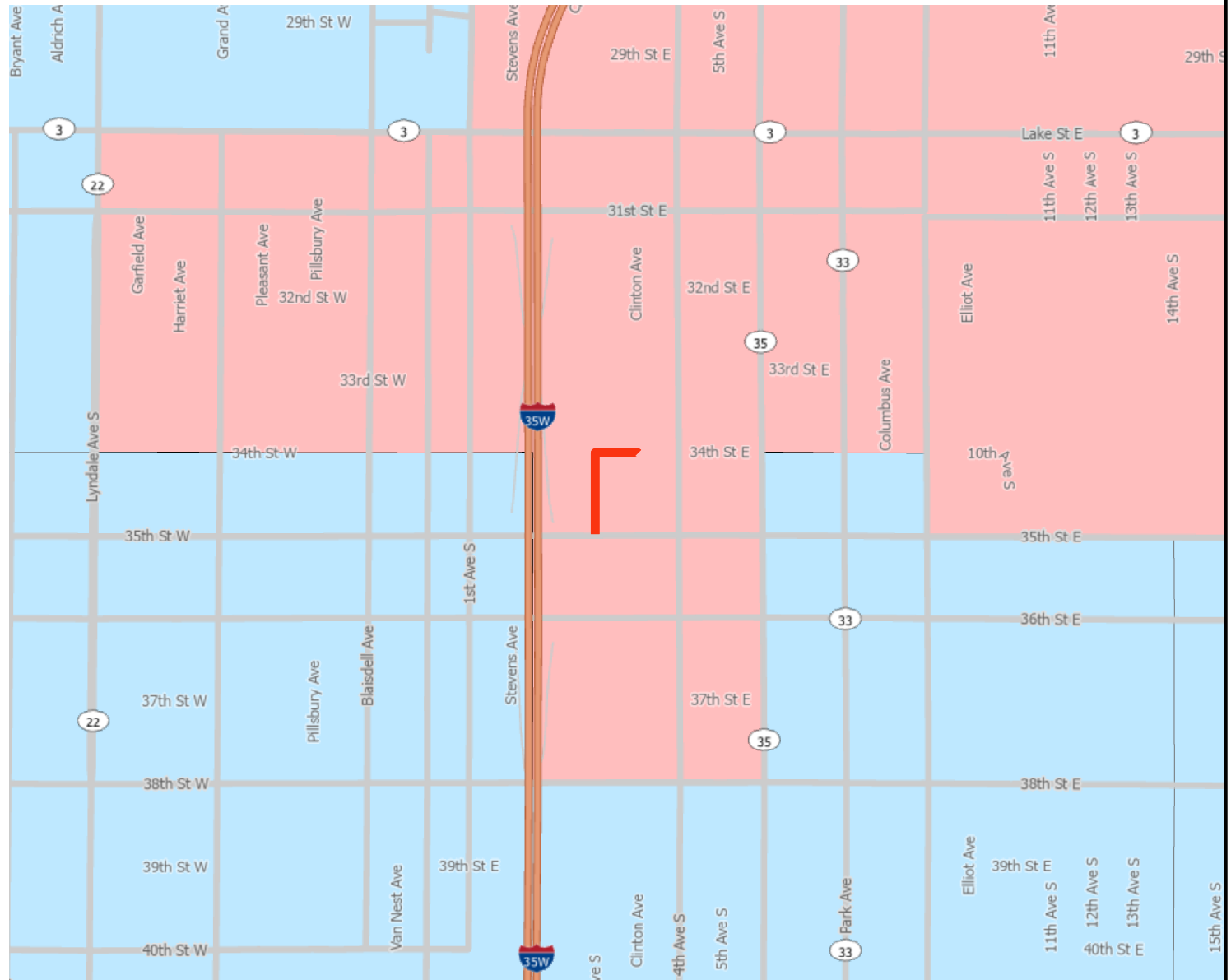
Socio-Economic Conditions

Multiuse Trails and Bicycle Facilities Project: 34th Street W/E neighborhood greenway segment 2 | Map ID: 1701701091252

Results

Total of publicly subsidized rental housing units in census tracts within 1/2 mile: 2683

Project located IN an Area of Concentrated Poverty.



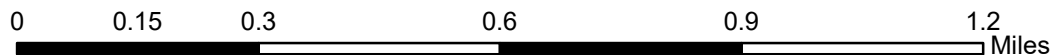
— Lines



Regional Environmental Justice Area



Area of Concentrated Poverty



Created: 12/4/2023
LandscapeRSA2



For complete disclaimer of accuracy, please visit
<http://giswebsite.metc.state.mn.us/gisite/notice.aspx>



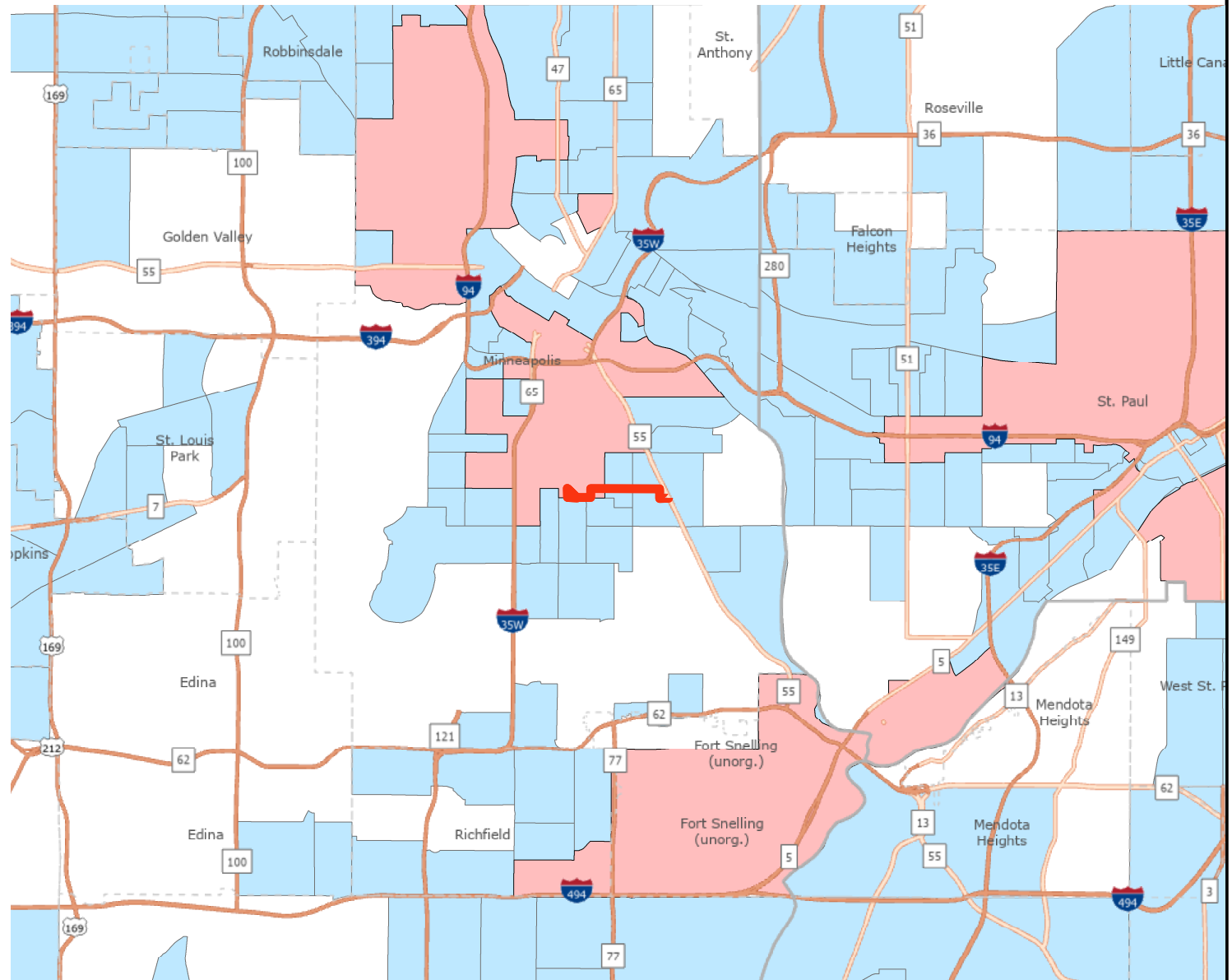
Socio-Economic Conditions

Multiuse Trails and Bicycle Facilities Project: 34th Street W/E neighborhood greenway segment 3 | Map ID: 1701554450404

Results

Total of publicly subsidized rental housing units in census tracts within 1/2 mile: 3755

Project located IN an Area of Concentrated Poverty.



— Lines



Regional Environmental Justice Area



Area of Concentrated Poverty

0 1.25 2.5 5 7.5 10 Miles

Created: 12/2/2023
LandscapeRSA2



For complete disclaimer of accuracy, please visit
<http://giswebsite.metc.state.mn.us/gis/site/notice.aspx>



Transit Connections

Multiuse Trails and Bicycle Facilities Project: 34th Street W/E neighborhood greenway | Map ID: 170170155082

Results

Transit with a Direct Connection to project:

11 113 114 14 18 22 23 4 460 465 467
470 472 475 477 5 578 6 600 695 901 904
924 940 945

*West Broadway/Cedar

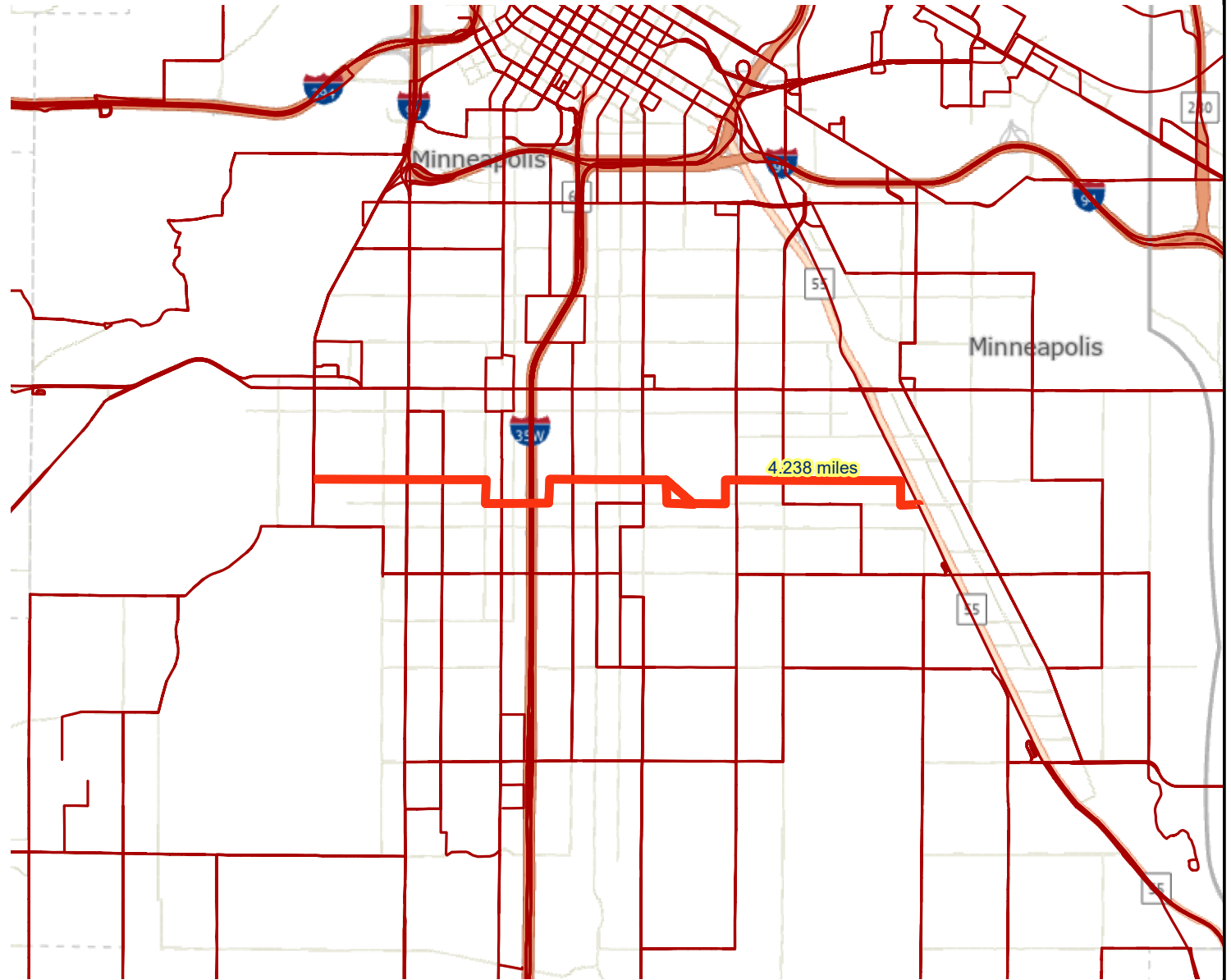
*Johnson/Lyndale

*Nicollet

*E Line

**indicates Planned Alignments*

Transit Market areas: 1



○ Project Points — Transit Routes

— Project

□ Project Area

0 0.5 1 2 3 4 Miles

Created: 12/4/2023
LandscapeRSA3



For complete disclaimer of accuracy, please visit
<https://giswebsite.metc.state.mn.us/gissite/notice.aspx>



Transit Connections

Multiuse Trails and Bicycle Facilities Project: 34th Street W/E neighborhood greenway segment 1 | Map ID: 1701553

Results

Transit with a Direct Connection to project:

113 114 18 23 4 6

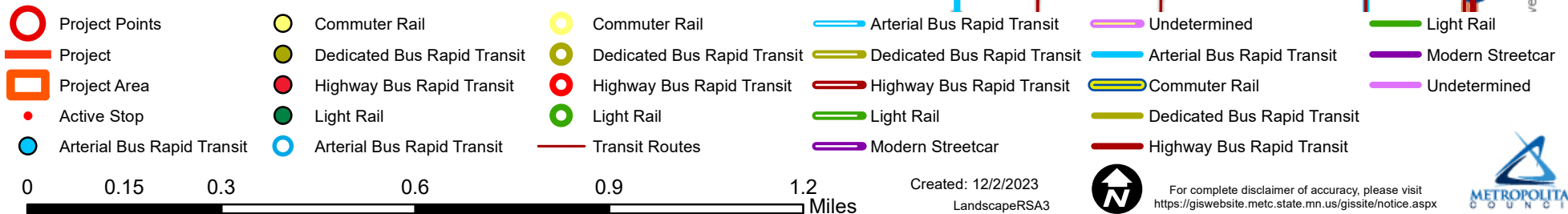
*Johnson/Lyndale

*Nicollet

*E Line

**indicates Planned Alignments*

Transit Market areas: 1



Multiuse Trails and Bicycle Facilities Project: 34th Street W/E neighborhood greenway segment 2 | Map ID: 1701701

Transit Market areas: 1



Transit Connections

Multiuse Trails and Bicycle Facilities Project: 34th Street W/E neighborhood greenway segment 3 | Map ID: 1701554

Results

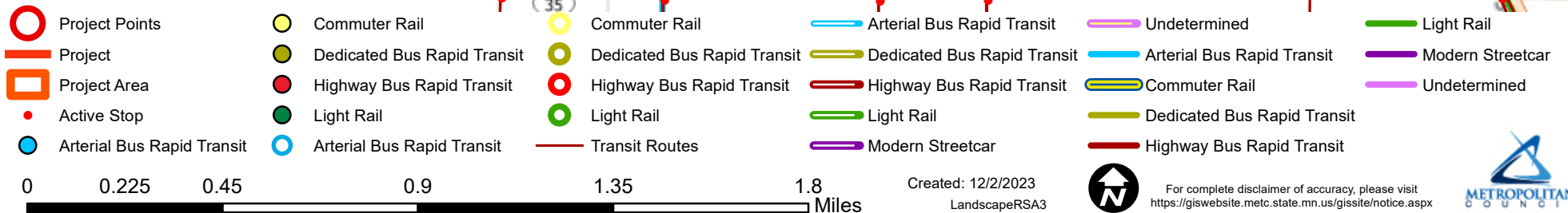
Transit with a Direct Connection to project:

14 22 5 901 924 945

*West Broadway/Cedar

*indicates Planned Alignments

Transit Market areas: 1



HENNEPIN COUNTY

MINNESOTA

December 5, 2023

Elaine Koutsoukos - TAB Coordinator
Metropolitan Council
390 North Robert Street
St. Paul, MN 55101

Re: Support for 2024 Regional Solicitation Application
34th Street & 35th Street Neighborhood Greenway Project

Dear Ms. Koutsoukos,

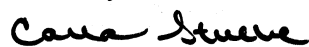
Hennepin County has been notified that the City of Minneapolis is submitting a funding application as part of the 2024 Regional Solicitation through the Metropolitan Council. The proposed project: 34th and 35th Street Neighborhood Greenway Project, will extend from Hennepin Avenue to West River Parkway. The project will address a gap in the city's east-west bikeway network and include improvements such as bicycle boulevards, multi-use trails, and intersection improvements, including ADA upgrades.

As proposed, this project is anticipated to impact several roads that are currently under Hennepin County jurisdiction, including: CSAH 22 (Lyndale Avenue), CSAH 33 (Park Avenue), CSAH 35 (Portland Avenue), CSAH 48 (Minnehaha Avenue), and CSAH 152 (Cedar Avenue). At the time of application submittal, county staff would like to formally notify the city of the following projects within close proximity to this project that were also submitted for funding through the 2024 Regional Solicitation – understanding that these improvements, and others not yet programmed, are subject to change.

- CSAH 33 (Park Avenue) and CSAH 35 (Portland Avenue)
- CSAH 152 (Cedar Avenue)

Hennepin County supports this funding application and agrees to operate and maintain the impacted county roadway facilities for the useful life of improvements. At this time, Hennepin County has no funding programmed for this project in its 2023-2027 Transportation Capital Improvement Program (CIP). Therefore, county staff is currently unable to commit county cost participation in this project. Additionally, we kindly request that the city includes county staff in the project development process to ensure success. We look forward to working together to improve the accessibility, safety, and mobility of people walking and biking in Minneapolis.

Sincerely,



Carla Stueve, P.E.
Transportation Project Delivery Director and County Engineer

cc: Jason Pieper, P.E. – Capital Program Manager

Hennepin County Public Works
1600 Prairie Drive | Medina, MN
612-596-0356 | hennepin.us



December 4, 2023

Ms. Elaine Koutsoukos
Metropolitan Council
390 North Robert Street
St. Paul, Minnesota 55101

Re: 2024 Regional Solicitation Applications

Dear Ms. Koutsoukos,

The City of Minneapolis Department of Public Works is submitting a series of applications for the 2024 Regional Solicitation for Federal Transportation Funds. The applications and the required matching funds have been authorized by the Minneapolis City Council as described in the Official Proceedings of the Council meetings on November 16, 2023. The City is submitting applications for 12 projects, as listed in the table below, and commits to operate and maintain these facilities through their design life.

Project Name	Regional Solicitation Category
7th Street S from Park Avenue to 13th Avenue S	Roadway Reconstruction/ Modernization
University Avenue NE from Central Avenue to 9 th Avenue	Roadway Reconstruction/ Modernization
Cedar Lake Road Bridge over the BNSF railroad	Bridge Rehabilitation/Replacement
Northside Greenway Phase 2 (Humboldt/Irving Avenue N from 26th Avenue N to 4 th Ave N/Van White Blvd)	Multiuse Trails and Bicycle Facilities
34 th St W/E neighborhood greenway from Hennepin Avenue to Hiawatha Avenue	Multiuse Trails and Bicycle Facilities
University Avenue/4 th Street SE bikeway and safety improvements between Central Avenue and I-35W	Multiuse Trails and Bicycle Facilities
Nicollet Avenue from 14th Street to 46th Street pedestrian improvements	Pedestrian Facilities
26th Street E, 27 th Street E, and 28th Street E pedestrian improvements	Pedestrian Facilities
Marcy-Holmes/ Dinkytown area pedestrian improvements	Pedestrian Facilities
Hayes Street NE neighborhood greenway	Safe Routes to School
Pleasant Avenue S neighborhood greenway	Safe Routes to School
Ramp A Mobility Hub	Unique Projects

The specific applications are described in the attached "Request for City Council Committee Action." Thank you for the opportunity to submit these applications.

Sincerely,

A handwritten signature in cursive script that reads "Margaret Anderson Kelliher". The ink is dark and the signature is fluid, with a large loop at the end of the last name.

Margaret Anderson Kelliher
Director of Public Works



Council Action No. 2023A-0801

City of Minneapolis

File No. 2023-01077

Committee: PWI

Public Hearing: None

Passage: Nov 16, 2023

Publication: NOV 25 2023

RECORD OF COUNCIL VOTE				
COUNCIL MEMBER	AYE	NAY	ABSTAIN	ABSENT
Payne	X			
Wonsley	X			
Rainville	X			
Vetaw	X			
Ellison	X			
Osman	X			
Goodman	X			
Jenkins	X			
Chavez	X			
Chughtai	X			
Koski	X			
Johnson	X			
Palmisano	X			

MAYOR ACTION

☒ APPROVED

☐ VETOED

MAYOR FREY

NOV 20 2023

DATE

Certified an official action of the City Council

ATTEST

CITY CLERK

NOV 16 2023

Presented to Mayor: _____

NOV 20 2023

Received from Mayor: _____

The Minneapolis City Council hereby:

1. Authorizes the submittal of a series of applications through Metropolitan Council's 2024 Regional Solicitation Program for federal transportation funds.
2. Authorizes the commitment of local funds to provide the required local match for the federal funding.

Grant applications for 2024 Metropolitan Council Regional Solicitation for federal transportation funds (RCA-2023-01091)

Home > Legislative File 2023-01077 > RCA

ORIGINATING DEPARTMENT

Public Works

To Committee(s)

#	Committee Name	Meeting Date
1	Public Works & Infrastructure Committee	Nov 9, 2023

LEAD Ethan Fawley, Vision Zero Program Coordinator, **PRESENTED BY:** Ethan Fawley, Vision Zero Program
STAFF: Transportation Planning and Programming Coordinator, Transportation Planning and Programming

Action Item(s)

#	File Type	Subcategory	Item Description
1	Action	Grant	Authorizing the submittal of a series of applications through Metropolitan Council's 2024 Regional Solicitation Program for federal transportation funds.
2	Action	Grant	Authorizing the commitment of local funds to provide the required local match for the federal funding.

Ward / Neighborhood / Address

#	Ward	Neighborhood	Address
1.	All Wards		

Background Analysis

Public Works will prepare a series of applications for the 2024 Regional Solicitation for Federal Transportation Funds in response to the current Metropolitan Council solicitation. This request includes a summary of the eligible project areas, a brief description of proposed City projects, estimate of requested amounts, and the minimum required local match. Each project requires a minimum 20% local match for construction in addition to the costs for design, engineering, administration, any right-of-way acquisition, and any additional construction costs to fully fund the project. These applications will maximize the use of federal funding. The funding is for projects to be constructed in federal fiscal years 2028 and 2029. Grant awards for these projects are expected to be announced in summer 2024.

This action does not include the package of projects being pursued by Metro Transit, Hennepin County, and MnDOT. Due to the increase in federal surface transportation funding available via the passage of the Infrastructure Investment and Jobs Act (IIJA) in 2021, as well as the availability of new Regional Sales Tax funds for counties and Metro Transit, partner agencies are aggressively pursuing larger packages of projects that is putting additional pressure on local agencies to financially participate on these projects via cost participation policies. Public Works is closely evaluating the proposed city applications and those of partner agencies to

understand the broader impact on and the overall capacity of the City's capital improvement program. Public Works is recommending the submittal of up to 12 applications, the final submittal will be influenced by the evaluation of the overall impact and capacity of the City's capital improvement program.

Public Works identifies projects that meet the eligibility requirements for federal funding and will be competitive, and closely evaluates which applications to submit in a manner that is consistent with the equity-based approach used to select and prioritize projects as a part of the Capital Improvement Program (CIP). Additional consideration is given to the criteria used in application scoring, such as: role in the regional transportation system and economy, equity, affordable housing, asset condition, safety, connectivity, cost-benefit, operational benefits, number of users and multimodal elements. Public Works also considers project readiness, cost, deliverability, and alignment with adopted plans, policies, and initiatives (e.g., *Minneapolis 2040*, *20 Year Street Funding Plan*, the Transportation Action Plan, Complete Streets Policy, Vision Zero, and Racial Equity Framework for Transportation).

The 2024 Regional Solicitation for federal transportation funding is part of Metropolitan Council's federally-required continuing, comprehensive, and cooperative transportation planning process for the Twin Cities Metropolitan Area. The funding program and related rules and requirements are established by the U.S. Department of Transportation and administered locally through collaboration with the Federal Highway Administration, the Federal Transit Administration, and the Minnesota Department of Transportation.

Applications are grouped into three primary modal evaluation categories; each category includes several sub-categories as detailed below.

1. Roadways Including Multimodal Elements
 - Strategic Capacity (Roadway Expansion)
 - Roadway Reconstruction/Modernization
 - Traffic Management Technologies (Roadway System Management)
 - Bridge Rehabilitation/Replacement
 - Spot Mobility and Safety
2. Transit and Travel Demand Management (TDM) Projects
 - Arterial Bus Rapid Transit Project
 - Transit Expansion
 - Transit Modernization
 - Travel Demand Management
3. Bicycle and Pedestrian Facilities
 - Multiuse Trails and Bicycle Facilities
 - Pedestrian Facilities
 - Safe Routes to School (Infrastructure Projects)
4. Unique Projects

Public Works is recommending the submittal of up to 12 applications, which are summarized below. Public Works is not planning to submit in categories that don't align with our goals (Strategic Capacity), where we do not have timely priority projects that fit the category criteria well (Spot Mobility and Safety and Traffic Management Technologies) or where partner agencies will be submitting projects as the project sponsor (Transit and TDM).

Project Name	Category	Maximum Federal Amount (not every project will seek max)	Minimum Local Match Required for Maximum Award (20%)*
*Amounts shown indicate minimums only. Total project cost and local match anticipated to be higher for many projects.			
7th Street S from Park Avenue to 13th Avenue S	Roadway Reconstruction/ Modernization	\$7,000,000	\$1,750,000
University Avenue NE part of section between Central Ave and 27th Ave NE	Roadway Reconstruction/ Modernization	\$7,000,000	\$1,750,000 (match provided by MnDOT)
Cedar Lake Road bridge over the BNSF railroad	Bridge Rehabilitation/Replacement	\$7,000,000	\$1,750,000
Northside Greenway Phase 2 (Irving Avenue N/Humboldt Avenue N from 26th Avenue N to 4th Avenue N/Van White Blvd)	Multiuse Trails and Bicycle Facilities	\$5,500,000	\$1,375,000
34th Street W/E neighborhood greenway from Hennepin Avenue to Hiawatha Avenue and 35th Street E neighborhood greenway from Hiawatha Avenue to West River Pkwy	Multiuse Trails and Bicycle Facilities	\$5,500,000	\$1,375,000
University Avenue/4th Street SE bikeway and safety improvements between Central Ave and I-35W	Multiuse Trails and Bicycle Facilities	\$5,500,000	\$1,375,000 (match provided by MnDOT)
Nicollet Avenue from 14th Street to 46th Street pedestrian improvements	Pedestrian Facilities	\$2,000,000	\$500,000
26th Street and 28th Street E from Nicollet Avenue to Hiawatha Avenue pedestrian improvements	Pedestrian Facilities	\$2,000,000	\$500,000
Marcy-Holmes/ Dinkytown area pedestrian improvements	Pedestrian Facilities	\$2,000,000	\$500,000
Hayes Street NE neighborhood greenway from 22nd Avenue to 33rd Avenue - Safe Routes to School	Safe Routes to School	\$1,000,000	\$250,000
Pleasant Avenue S neighborhood greenway from 50th St to 34th St – Safe Routes to School	Safe Routes to School	\$1,000,000	\$250,000
Ramp A/Glenwood Ave improvements	Unique Projects	\$2,500,000	\$625,000 (match provided by MnDOT)
Totals		\$48,000,000	\$12,000,000

Details of the proposed applications are described below.

7th Street S from Park Avenue to 13th Avenue S

The proposed project is a complete reconstruction of 7th Street North from Park Avenue to 13th Avenue South, approximately 0.4 miles. 7th Street South has been identified as a future reconstruction candidate, driven primarily by deteriorating and aging infrastructure conditions. This is also a High Injury Street, on the Pedestrian Priority Network, and a Transit Priority Project. This segment is not yet programmed in the City's Capital Improvement Program (CIP). The proposed project will reconstruct the pavement surface, curb and gutter, signage, storm drains, driveway approaches, traffic signals, striping, lighting, street trees, sidewalks, and pedestrian curb ramps. The project will also provide an opportunity for safety enhancements along the street, improvements to the pedestrian realm, and infrastructure to support transit.

Program Category: Roadway Reconstruction/Modernization

University Avenue NE portion of section between Central Ave and 27th Ave NE

This proposed project is a complete reconstruction of a portion of University Avenue NE between Central Ave and 27th Ave NE. University Avenue NE is a Minnesota Department of Transportation (MnDOT) roadway--Highway 47. MnDOT and Public Works are finalizing details on this project, including what section of University Ave NE will be included. University Ave NE has been identified as a reconstruction candidate due to aging and deteriorating infrastructure and safety challenges (it is a High Injury Street). The proposed project will reconstruct the pavement surface, curb and gutter, signage, storm drains, driveway approaches, traffic signals, striping, lighting, street trees, sidewalks, and pedestrian curb ramps, while adding safety and pedestrian realm improvements. MnDOT will provide the required local match for this project and the City may be required to cost participate per MnDOT policy.

Program Category: Roadway Reconstruction/Modernization

Cedar Lake Road bridge over the BNSF railroad

This project is a replacement of the Cedar Lake Road bridge over the BNSF railroad in the Bryn Mawr neighborhood. The current bridge was built in 1941 and is in need of replacement. It is also an opportunity to improve pedestrian and bicycle access across the bridge. This project is programmed in the City's CIP for 2027.

Program Category: Bridge Rehabilitation/Replacement

Northside Greenway Phase 2

The proposed project will create a Neighborhood Greenway along Irving/Humboldt Avenue N for approximately 2 miles in North Minneapolis, extending from 26th Avenue N to 4th Avenue N and Van White Memorial Blvd. This segment is currently a low traffic residential street that connects several schools and parks. The corridor will receive a range of different neighborhood greenway treatments (as identified in the City's Street Design Guide) from block to block, including bicycle boulevard treatments, intersection improvements, and trail segments. The project will also include some ADA improvements to intersections. The project will extend phase 1, which will be constructed in 2026 north of 26th Avenue N.

Program Category: Multiuse Trails and Bicycle Facilities

34th Street W/E & 35th St E neighborhood greenway from Hennepin Avenue to West River Pkwy

The proposed project will create a Neighborhood Greenway along 34th Street from Hennepin Avenue to Hiawatha Avenue and 35th Street E from Hiawatha Avenue to West River Pkwy. These segments are generally low traffic residential streets. The route connects numerous schools and parks across South Minneapolis and will address a major gap in the east-west bikeway network. The corridor may receive a range of different neighborhood greenway treatments (as identified in the City's Street Design Guide) from block to block, including bicycle boulevard treatments, intersection improvements, and trail segments. The project will also include some ADA improvements to intersections. This project will build on the Green Central Safe Routes to School project, which will be installed in 2024, and a bikeway connection over Interstate 35W planned in coordination with the 2027 reconstruction of 35th Street East.

Program Category: Multiuse Trails and Bicycle Facilities

University Avenue/4th Street SE bikeway and safety improvements between Central Ave and I-35W

The proposed project will include a curb protected bike lane, pedestrian safety and access improvements, and potentially some signal upgrades on University Avenue SE and 4th Street SE from Central Avenue to Interstate 35W. University Ave and 4th St SE in this section are MnDOT roadways. MnDOT and Public Works are collaborating on this project; MnDOT will provide the required local match and the City may be required to cost participate per MnDOT policy.

Program Category: Multiuse Trails and Bicycle Facilities

Nicollet Avenue pedestrian safety improvements

The proposed project would include the implementation of pedestrian focused safety and access improvements at select intersections along Nicollet Avenue between 14th Street and 46th Street. Nicollet Avenue is a High Injury Street and the improvements will build on other planned safety treatments in the area. Intersection improvements may include ADA-compliant pedestrian curb ramps, bump outs, medians, signage, traffic control devices, and pavement markings at select locations. Complimentary bikeway improvements may be considered as well. This street was also included as part of the City's 2023 Safe Streets for All federal grant application. If that application is successful, Public Works does not anticipate advancing this application in the Regional Solicitation.

Program Category: Pedestrian Facilities

26th Street and 28th Street E pedestrian improvements

The proposed project would improve pedestrian safety and access at select intersections along 26th Street and 28th Street from Nicollet Avenue to Hiawatha Avenue. Both streets are High Injury Streets and have many pedestrian curb ramps that are not fully ADA compliant. Intersection improvements may include ADA-compliant pedestrian curb ramps, bump outs, medians, signage, traffic control devices, and pavement markings at select locations. Complimentary bikeway improvements may be considered as well. These streets were included as part of the City's 2023 Safe Streets for All federal grant application. If that application is successful, Public Works will still advance the Regional Solicitation application with the intent of further augmenting that work.

Program Category: Pedestrian Facilities

Marcy-Holmes/Dinkytown area pedestrian improvements

The proposed project would improve pedestrian safety and access at select intersections in the Marcy-Holmes neighborhood near Dinkytown. Intersection improvements may include ADA-compliant pedestrian curb ramps, bump outs, medians, traffic circles, signage, traffic control devices, and pavement markings at select locations. This project will be coordinated with street resurfacing currently planned for 2027.

Program Category: Pedestrian Facilities

Hayes Street NE - Safe Routes to School

The proposed project will create a Neighborhood Greenway along Hayes Street Northeast from 33rd Ave NE to 22nd Ave NE. The project will connect to Pillsbury Elementary School, Waite Park Elementary School, and Northeast Middle School. Improvements may include ADA-compliant pedestrian curb ramps, traffic circles, speed humps, speed tables, bump outs, medians, diverters, signage, traffic control devices, protected bikeways, and pavement markings at select locations.

Program Category: Safe Routes to School

Pleasant Ave S - Safe Routes to School

The proposed project will create a Neighborhood Greenway along Pleasant Ave S from 34th Street to 50th Street. The project will connect to Lyndale Elementary School, Washburn High School, and Justice Page Middle School. Improvements may include ADA-compliant pedestrian curb ramps, traffic circles, speed humps, speed tables, bump outs, medians, diverters, signage, traffic control devices, protected bikeways, and pavement markings at select locations.

Program Category: Safe Routes to School

Ramp A/Glenwood Ave improvements

Ramp A is a State-owned parking ramp that goes over Glenwood Avenue between 10th St and 7th Street. Ramp construction was completed over 30 years ago and the State and City have a long-term contractual relationship for the City to manage, operate, and maintain the ramp. The proposed project is a renovation of the interior and exterior areas at the ground level of Ramp A at Glenwood Ave. It will improve interior environments by removing storage area walls, painting ramp undersides, improving pedestrian lighting, providing wayfinding to nearby destinations through ceiling and pavement gestures, designating carshare and motorcycle areas, adding bike lockers and secure storage, improving bike lanes, and adding wall art. Exterior improvements will be made to enhance pedestrian access, add landmark stair features for a sense of destination, and support 9th St. Plaza activation. The Minnesota Department of Transportation (MnDOT) will provide the required local match for this project.

Program Category: Unique Projects

The proposed projects were presented to the Pedestrian Advisory Committee on October 23, 2023, and to the Bicycle Advisory Committee on November 8, 2023.

Attachment: 2024 Regional Solicitation Project Map

FISCAL NOTE

- Grant applications for 2024 Metropolitan Council Regional Solicitation for federal transportation funds - Fiscal Note

Attachments

2024 Regional Solicitation Project Applications Map

34th St W/E Neighborhood Greenway															
Property_Name	Address	Development_Stage	Total_Units	Affordable_Units_Total	Affordable_0BR	Affordable_1BR	Affordable_2BR	Affordable_3BR	Affordable_4BR	Units_30AMI	Units_50AMI	Units_60AMI	Units_80AMI	Units_PctAffordable	Funding_Category
Irving Triplex 3016	3016 Irving Ave S	Preservation	3	1	0	0	0	0	0	0	0	1	0	33%	Local 4d
3034 Knox Ave So	3034 Knox Ave S	Preservation	4	2	0	0	0	0	0	0	0	2	0	50%	Local 4d
1601 32nd St E	1601 W 32nd St	Preservation	1	1	0	0	0	0	0	0	0	1	0	100%	Local 4d
3245 Girard Ave So	3245 Girard Ave S	Preservation	10	2	0	0	0	0	0	0	0	2	0	20%	Local 4d
3300 Colfax Ave So	3300 Colfax Ave S	Preservation	14	4	0	0	0	0	0	0	0	4	0	29%	Local 4d
3348 Dupont Ave So	3348 Dupont Ave S	Preservation	5	4	0	0	0	0	0	0	0	4	0	80%	Local 4d
3440 Colfax Ave S	3440 Colfax Ave S	Preservation	8	4	0	0	0	0	0	0	0	4	0	50%	Local 4d
3447 Colfax Ave S	3447 Colfax Ave S	Preservation	8	7	0	0	0	0	0	0	0	7	0	88%	Local 4d
408-410 West 36th St	408 W 36th St	Preservation	4	4	0	0	0	0	0	0	0	4	0	100%	Local 4d
3120 Bryant Ave S	3120 Bryant Ave S	Preservation	4	4	0	0	0	0	0	0	0	4	0	100%	Local 4d
3031 Bryant Ave S	3031 Bryant Ave S	Preservation	4	4	0	0	0	0	0	0	0	4	0	100%	Local 4d
Grandlake Apartments	323 W 31st St	Preservation	11	11	0	0	0	0	0	0	0	11	0	100%	Local 4d
3127 Pleasant Ave	3127 Pleasant Ave	Preservation	17	5	0	0	0	0	0	0	0	5	0	29%	Local 4d
Albright Townhomes	110 W 31st St 3051 Pillsbury Ave S	Preservation	89	89	0	10	79	0	0	0	68	21	0	100%	Project-Based Subsidy Tax Credit Subsidized - Other Tax Credit (LIHTC 4%) Tax Credit (LIHTC 9%)
Horn - 3110 Blaisdell Ave S	3110 Blaisdell Ave	Preservation	165	165	0	164	1	0	0	165	0	0	0	100%	Public Housing
Horn - 3121 Pillsbury	3121 Pillsbury Ave S	Preservation	163	163	0	162	1	0	0	163	0	0	0	100%	Public Housing
Zoom House	3244 Blaisdell Ave 3204 Blaisdell Ave 3206 Blaisdell Ave	Preservation	22	22	6	16	0	0	0	16	6	0	0	100%	Subsidized - Other
3235-3237 Blaisdell Ave So	3237 Blaisdell Ave 3235 Blaisdell Ave	Preservation	3	3	0	0	0	0	0	0	0	3	0	100%	Local 4d
3310 Nicollet Condominiums	3314 Nicollet Ave 3310 Nicollet Ave	New Construction	35	35	0	5	30	0	0	0	9	0	26	100%	Subsidized - Other
3301 Nicollet	3301 Nicollet Ave	New Construction	64	64	50	14	0	0	0	24	40	0	0	100%	Tax Credit Subsidized - Other Tax Credit (LIHTC 9%)
Harriet Tubman Center	3111 1st Ave S	New Construction	43	43	0	0	0	0	0	0	43	0	0	100%	Subsidized - Other
Exodus Rental Homes	3131 1st Ave S 108 E 32nd St 106 E 32nd St 107 W 32nd St 3133 1st Ave S 3137 1st Ave S 3145 1st Ave S 3139 1st Ave S 3143 1st Ave S	Preservation	12	12	0	0	8	4	0	0	3	9	0	100%	Tax Credit Subsidized - Other Tax Credit (LIHTC 4%) Tax Credit (LIHTC 9%)
3336 1st Avenue S	3336 1st Ave S	Preservation	2	2	0	0	0	0	0	0	0	2	0	100%	Local 4d
3350 Stevens Ave S	3350 Stevens Ave	Preservation	1	1	0	0	0	0	0	0	0	1	0	100%	Local 4d
3408 Stevens Avenue S	3408 Stevens Ave	Preservation	6	6	0	0	0	0	0	0	0	6	0	100%	Local 4d
7 and 11 W 35th St	7 W 35th St	Preservation	8	7	0	0	0	0	0	0	0	7	0	88%	Subsidized - Other
3600 Stevens Ave	3600 Stevens Ave	Preservation	4	4	0	0	0	0	0	0	0	4	0	100%	Local 4d
3635 1st Ave S	3635 1st Ave S	Preservation	7	7	0	0	0	0	0	0	3	4	0	100%	Subsidized - Other
3613 Nicollet Ave S	3613 Nicollet Ave S	Preservation	1	1	0	0	0	0	0	0	0	1	0	100%	Local 4d
Nicollet Square	3700 Nicollet Ave	New Construction	42	42	42	0	0	0	0	42	0	0	0	100%	Tax Credit Subsidized - Other Tax Credit (LIHTC 9%)
3724 Nicollet Ave S	3724 Nicollet Ave	Preservation	3	3	0	0	0	0	0	0	0	3	0	100%	Local 4d
408-410 West 36th St	408 W 36th St	Preservation	4	4	0	0	0	0	0	0	0	4	0	100%	Local 4d
3853 Pillsbury Ave	3853 Pillsbury Ave	Preservation	2	2	0	0	0	0	0	0	0	2	0	100%	Local 4d
3853 Bryant Ave So	3853 Bryant Ave S	Preservation	5	1	0	0	0	0	0	0	0	1	0	20%	Local 4d
3041 Columbus Ave S	3041 Columbus Ave S	Preservation	2	2	0	0	0	0	0	0	0	2	0	100%	Local 4d
3718 Oakland Ave S	3718 Oakland Ave S	Preservation	2	2	0	0	0	0	0	0	0	2	0	100%	Local 4d
3715 Oakland Ave South (sold 7/27/94)	3715 Oakland Ave	Preservation	10	10	0	0	0	0	0	0	10	0	0	100%	Subsidized - Other
3621-3623 Oakland Avenue	3621 Oakland Ave	Preservation	2	1	0	0	0	0	0	0	0	1	0	50%	Local 4d
3544 Oakland Ave S	3544 Oakland Ave	Preservation	1	1	0	0	0	0	0	0	0	1	0	100%	Local 4d
3517 Oakland Ave S	3517 Oakland Ave S	Preservation	5	5	0	0	0	0	0	0	0	5	0	100%	Local 4d
3416-18 Park Ave	3418 Park Ave 3416 Park Ave	Preservation	6	6	0	0	0	0	0	0	0	6	0	100%	Local 4d
3617 5th Ave S	3617 5th Ave S	Preservation	1	1	0	0	0	0	0	0	0	1	0	100%	Local 4d
3538 Portland Ave S	3538 Portland Ave S	Preservation	4	4	0	0	0	0	0	0	0	4	0	100%	Local 4d
3444 Portland Avenue S	3444 Portland Ave S	Preservation	4	4	0	0	0	0	0	0	0	4	0	100%	Local 4d
New Beginnings	3421 Portland Ave	Preservation	4	4	0	0	0	0	0	0	0	4	0	100%	Local 4d
Scattered Housing aka: Alliance Housing Stabilization P	3231 Elliot Ave 2413 10th Ave S 3825 Columbus Ave S 1844 E 26th St 3033 Oakland Ave 3037 Oakland Ave 3823 Columbus Ave S 3327 Elliot Ave 3035 Oakland Ave	Preservation	21	21	11	0	4	6	0	11	10	0	0	100%	Subsidized - Other
412 34th ST E	412 34th St E	Preservation	1	1	0	0	0	0	0	0	0	1	0	100%	Local 4d
Central Neighborhood Apts	3637 Columbus Ave S 3308 4th Ave S 3316 4th Ave S 3144 Columbus Ave S 3320 4th Ave S	Preservation	12	12	0	2	4	0	6	0	12	0	0	100%	Subsidized - Other
3250 5th Ave S	3250 5th Ave S	Preservation	2	2	0	0	0	0	0	0	0	2	0	100%	Local 4d
3229 S 5th Ave	3229 S 5th Ave	Preservation	2	2	0	0	0	0	0	0	0	2	0	100%	Local 4d
3204 Portland Ave S	3204 Portland Ave S	Preservation	1	1	0	0	0	0	0	0	0	1	0	100%	Local 4d

Southside Community	205 W 26th St 3521 2nd Ave S 3044 S 5th Ave 3312 4th Ave S 2835 Park Ave 2746 Pleasant Ave 3628 Columbus Ave 3048 S 5th Ave	New Construction	48	48	2	1	33	12	0	4	44	0	0	100%	Tax Credit Subsidized - Other Tax Credit (LIHTC 4%) Tax Credit (LIHTC 9%)
3126 4th Ave So	3126 4th Ave S	Preservation	2	1	0	0	0	0	0	0	0	1	0	50%	Local 4d
325 27th St E	325 E 37th St	Preservation	1	1	0	0	0	0	0	0	0	1	0	100%	Local 4d
3641 Clinton Ave S	3641 Clinton Ave S	Preservation	2	1	0	0	0	0	0	0	0	1	0	50%	Local 4d
3245 3rd Ave S	3245 3rd Ave S	Preservation	4	3	0	0	0	0	0	0	0	3	0	75%	Local 4d
3121 3rd Ave S	3121 3rd Ave S	Preservation	8	8	0	0	0	0	0	0	0	8	0	100%	Local 4d
3108 Clinton Ave S	3108 Clinton Ave S	Preservation	2	2	0	0	0	0	0	0	0	2	0	100%	Local 4d
3036 3rd Ave S	3036 3rd Ave S	Preservation	4	4	0	0	0	0	0	0	0	4	0	100%	Local 4d
3621 2nd Avenue S	3621 2nd Ave S	Preservation	2	1	0	0	0	0	0	0	0	1	0	50%	Local 4d
3429 2nd Ave So	3429 2nd Ave S	Preservation	2	2	0	0	0	0	0	0	0	2	0	100%	Local 4d
3224 3rd Ave S	3224 3rd Ave S	Preservation	2	2	0	0	0	0	0	0	0	2	0	100%	Local 4d
3128 3rd Ave So	3128 3rd Ave S	Preservation	2	1	0	0	0	0	0	0	0	1	0	50%	Local 4d
3024 3rd Avenue S	3024 4rd Ave S	Preservation	2	2	0	0	0	0	0	0	0	2	0	100%	Local 4d
3113-3115 Columbus Avenue	3113 Columbus Ave	Preservation	2	2	0	0	0	0	0	0	0	2	0	100%	Local 4d
3413 Columbus Ave S	3413 Columbus Ave S	Preservation	1	1	0	0	0	0	0	0	0	1	0	100%	Local 4d
3422 Columbus Ave	3422 Columbus Ave	Preservation	2	2	0	0	0	0	0	0	0	2	0	100%	Local 4d
3509 Oakland Avenue S	3509 Oakland Ave	Preservation	5	5	0	0	0	0	0	0	0	5	0	100%	Local 4d
3500 Columbus Ave S	3500 Columbus Ave S	Preservation	12	12	0	0	0	0	0	0	0	12	0	100%	Local 4d
3600 Chicago Ave S	3600 Chicago Ave S	Preservation	1	1	0	0	0	0	0	0	0	1	0	100%	Local 4d
3621 Columbus Ave S	3621 Columbus Ave S	Preservation	1	1	0	0	0	0	0	0	0	1	0	100%	Local 4d
3705 Chicago Ave S	3705 Chicago Ave S	Preservation	2	2	0	0	0	0	0	0	0	2	0	100%	Local 4d
PRG Portfolio I	3417 Chicago Ave 3649 Elliot Ave 3205 Bloomington Ave 3633 Elliot Ave 910 25th Ave S 3201 Bloomington Ave 3637 Elliot Ave 3406 Chicago Ave 3200 16th Ave S 3408 Chicago Ave 3419 Chicago Ave 3423 Chicago Ave 3429 Chicago Ave 3431 Chicago Ave 3441 Chicago Ave 3451 Chicago Ave 3641 Elliot Ave 3708 Elliot Ave	Preservation	42	42	0	0	20	22	0	15	14	13	0	100%	Tax Credit Subsidized - Other Tax Credit (LIHTC 9%)
Mulberry Flats	3637 Elliot Ave 3633 Elliot Ave	Preservation	8	8	0	0	0	0	0	0	8	0	0	100%	Subsidized - Other
3531 Elliot Ave S	3531 Elliot Ave S	Preservation	2	2	0	0	0	0	0	0	0	2	0	100%	Local 4d
3025 10th Ave So	3025 10th Ave S	Preservation	2	2	0	0	0	0	0	0	0	2	0	100%	Local 4d
1301 Lake St W	1301 E Lake St	New Construction	120	120	0	0	0	0	0	30	41	49	0	100%	Subsidized - Other
3030 13th Ave S	3030 13th Ave S	Preservation	1	1	0	0	0	0	0	0	0	1	0	100%	Local 4d
3042 13th Ave S #4	3042 13th Ave S	Preservation	1	1	0	0	0	0	0	0	0	1	0	100%	Local 4d
1212 Powderhorn Terrace	1212 Powderhorn Terrace	Preservation	20	20	0	0	0	0	0	0	0	2	0	100%	Local 4d
3010 15th Ave So	3010 15th Ave S	Preservation	2	2	0	0	0	0	0	0	0	2	0	100%	Local 4d
3033 15th Ave So	3033 15th Ave S	Preservation	8	8	0	0	0	0	0	0	0	8	0	100%	Local 4d
3113 14th Ave S	3113 14th Ave S	Preservation	2	2	0	0	0	0	0	0	0	2	0	100%	Local 4d
3127 14th Avenue S	3127 14th Ave S	Preservation	3	2	0	0	0	0	0	0	0	2	0	67%	Local 4d
Ford House	3154 Bloomington Ave	Preservation	11	11	0	11	0	0	0	0	11	0	0	100%	Project-Based Subsidy
3148 15th Ave So	3148 S 15th Ave	Preservation	2	2	0	0	0	0	0	0	0	2	0	100%	Local 4d
3142 Bloomington Avenue	3142 Bloomington Ave	Preservation	3	3	0	0	0	0	0	0	0	3	0	100%	Local 4d
3133 Bloomington Avenue S	3113 Bloomington Ave	Preservation	4	3	0	0	0	0	0	0	0	3	0	75%	Local 4d
3140 16th Ave S	3140 16th Ave S	Preservation	2	2	0	0	0	0	0	0	0	2	0	100%	Local 4d
3222 16th Ave S	3222 16th Ave S	Preservation	2	1	0	0	0	0	0	0	0	1	0	50%	Local 4d
3248 15th Avenue S	3248 15th Ave S	Preservation	3	1	0	0	0	0	0	0	0	1	0	33%	Local 4d
3254 Bloomington Ave So	3254 Bloomington Ave S	Preservation	12	12	0	0	0	0	0	0	0	12	0	100%	Local 4d
3320 Bloomington Avenue	3320 Bloomington Ave	Preservation	11	11	0	0	0	0	0	0	0	11	0	100%	Local 4d
3312 16th Avenue S	3312 16th Ave S	Preservation	3	3	0	0	0	0	0	0	0	3	0	100%	Local 4d
3429 Bloomington Ave S	3429 Bloomington Ave	Preservation	1	1	0	0	0	0	0	0	0	1	0	100%	Local 4d
3424 Bloomington Avenue S	3424 Bloomington Ave	Preservation	8	8	0	0	0	0	0	0	0	8	0	100%	Local 4d
3433-35 15th Avenue	3435 15th Ave S 3433 15th Ave S	Preservation	4	4	0	0	0	0	0	0	0	4	0	100%	Local 4d
3524 15th Ave So	3524 15th Ave S	Preservation	3	1	0	0	0	0	0	0	0	1	0	33%	Local 4d
Mhop - Urban Gardens	3501 Bloomington Ave	Preservation	6	6	0	0	0	0	0	6	0	0	0	100%	Public Housing
3615 13th Ave S	3615 13th Ave S	Preservation	4	4	0	0	0	0	0	0	0	4	0	100%	Local 4d
3033 17th Ave S	3033 17th Ave S	Preservation	1	1	0	0	0	0	0	0	0	1	0	100%	Local 4d
3101 18th Ave S	3101 18th Ave S	Preservation	1	1	0	0	0	0	0	0	0	1	0	100%	Local 4d
3115 18th Ave S	3115 18th Ave S	Preservation	1	1	0	0	0	0	0	0	0	1	0	100%	Local 4d
Anpa Waste Apts	3146 Cedar Ave S	Preservation	10	10	0	0	0	0	0	0	10	0	0	100%	Subsidized - Other
3137/3139 Longfellow Ave S	3137 Longfellow Ave	Preservation	4	4	0	0	0	0	0	0	0	4	0	100%	Local 4d
3308 19th Ave S	3308 19th Ave S	Preservation	4	4	0	0	0	0	0	0	0	4	0	100%	Local 4d
3245 Cedar Avenue S	3245 Cedar Ave S	Preservation	2	2	0	0	0	0	0	0	0	2	0	100%	Local 4d
3243 18th Ave S	3243 18th Ave S	Preservation	1	1	0	0	0	0	0	0	0	1	0	100%	Local 4d
3303 18th Avenue S	3303 18th Ave S	Preservation	2	1	0	0	0	0	0	0	0	1	0	50%	Local 4d
3308 18th Ave So	3308 18th Ave S	Preservation	2	2	0	0	0	0	0	0	0	2	0	100%	Local 4d
3442 20th Avenue S	3442 20th Ave S	Preservation	2	1	0	0	0	0	0	0	0	1	0	50%	Local 4d
1829 E 36th St	1829 E 36th St	Preservation	11	11	0	0	0	0	0	0	0	11	0	100%	Local 4d
3648 Cedar Avenue S	3648 Cedar Ave S	Preservation	4	2	0	0	0	0	0	0	0	2	0	50%	Local 4d
3649 19th Ave S	3649 19th Ave S	Preservation	2	2	0	0	0	0	0	0	0	2	0	100%	Local 4d

L & H Station (phase I)	2225 E Lake St	Preservation	123	123	36	69	18	0	0	0	0	0	123	100%	Subsidized - Other
Trinity Apts	2800 E 31st St	Preservation	120	120	0	105	15	0	0	0	0	120	0	100%	Project-Based Subsidy Tax Credit
3026 1/2 36th Ave S	3026 36th Ave S	Preservation	1	1	0	0	0	0	0	0	0	1	0	100%	Subsidized - Other Local 4d
Clare Midtown	3105 23rd Ave S	New Construction	45	35	18	17	0	0	0	0	21	14	0	78%	Tax Credit Subsidized - Other Tax Credit (LIHTC 4%) Tax Credit (LIHTC 9%)
SMMF Acquisition - 3123 23rd Ave S	3123 23rd Ave S	Preservation	12	9	0	0	0	0	0	0	0	2	7	75%	Subsidized - Other
Blue Line Flats (fka Corcoran Triangle)	3120 24th Ave S 2340 E 32nd St	New Construction	135	135	0	60	53	22	0	9	37	89	0	100%	Tax Credit Subsidized - Other Tax Credit (LIHTC 4%)
3204 23rd Ave So	3206 23rd Ave S 3204 23rd Ave S	Preservation	4	4	0	0	0	0	0	0	0	4	0	100%	Local 4d
2108 34th Street E	2108 E 34th St	Preservation	2	2	0	0	0	0	0	0	0	2	0	100%	Local 4d
Nokomis Senior Housing	3733 23rd Ave S	New Construction	77	16	0	16	0	0	0	0	16	0	0	21%	Tax Credit Subsidized - Other
3748 27th Avenue South	3748 27th Ave S	Preservation	3	3	0	0	0	0	0	0	0	3	0	100%	Local 4d
Healing Spirit House	3625 S 28th Ave	Preservation	4	4	4	0	0	0	0	4	0	0	0	100%	Subsidized - Other
House of Peace	2830 E 37th St	New Construction	21	21	0	0	0	0	0	0	21	0	0	100%	Subsidized - Other
D2289 - No Name Provided	3455 Minnehaha Ave	Preservation	24	24	0	0	0	0	0	0	24	0	0	100%	Subsidized - Other
3108 37th St E	3108 37th St E	Preservation	1	1	0	0	0	0	0	0	0	1	0	100%	Local 4d
Horn - 37th Street Manor	3205 E 37th St	Preservation	28	28	0	28	0	0	0	28	0	0	0	100%	Public Housing
Horn - 3755 Snelling	3755 Snelling Ave	Preservation	28	28	0	28	0	0	0	28	0	0	0	100%	Public Housing
			Sum Total Units	Sum Affordable Units	Sum Affordable 0BR	Sum Affordable 1BR	Sum Affordable 2BR	Sum Affordable 3BR	Sum Affordable 4BR	Sum Units at 30% AMI	Sum Units at 50% AMI	Sum Units at 60% AMI	Sum Units at 80% AMI	Average Percent Affordable	
			1,926	1,790	169	708	266	66	6	545	451	620	156	90%	

34TH ST NEIGHBORHOOD GREENWAY

A safer street for all users

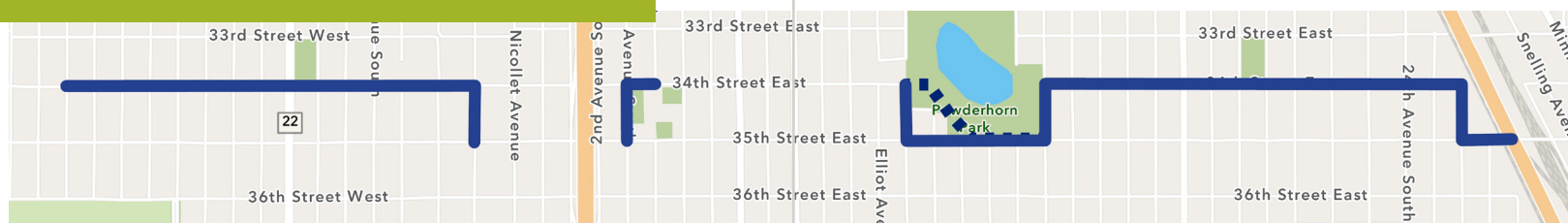
Project goals

- Make it easier and safer to walk, bike, and roll
- Create a calmer neighborhood street for all users of all ages and abilities
- Improve access to neighborhood destinations
- Address traffic safety needs at high injury street intersections

Here's what we know

- Identified as a near-term low-stress bikeway and intersects with high injury streets
- Route will connect Lyndale Community School and Green Central Elementary School with Painter Park, Powderhorn Park, and Corcoran Park
- Focus on traffic calming and improving safety and comfort, especially for people walking and biking

34TH ST FROM HENNEPIN AVE TO HIAWATHA AVE



Types of Improvements

- Curb-protected bikeway, bicycle boulevard
- Traffic calming may include traffic circles, speed humps, medians, diverters, signage, pavement markings, etc.
- ADA pedestrian ramp upgrades

What's next

- Community engagement
- Coordination with project stakeholders, such as Minneapolis Public Schools, Minneapolis Park and Recreation Board and Hennepin County
- Begin developing concept layout

EXISTING 34TH ST



Project schedule

2025-2027	2027-2028	2029	2029
Planning	Design	Construction	Completion

Our Goals



BETTER
PATHWAYS
FOR
WALKING



IMPROVED
ROUTES
FOR
BIKING

Transportation Action Plan

This project is aligned with the Transportation Action Plan, the city's vision for safer, greener and more modern streets that serve all people and all the ways they want to get around.

Contact us

Fontaine Burruss, Transportation Planner - Public Works

📞 612-673-3614 📧 Fontaine.Burruss@minneapolismn.gov

Ryan Ackerman, Associate Transportation Planner - Public Works

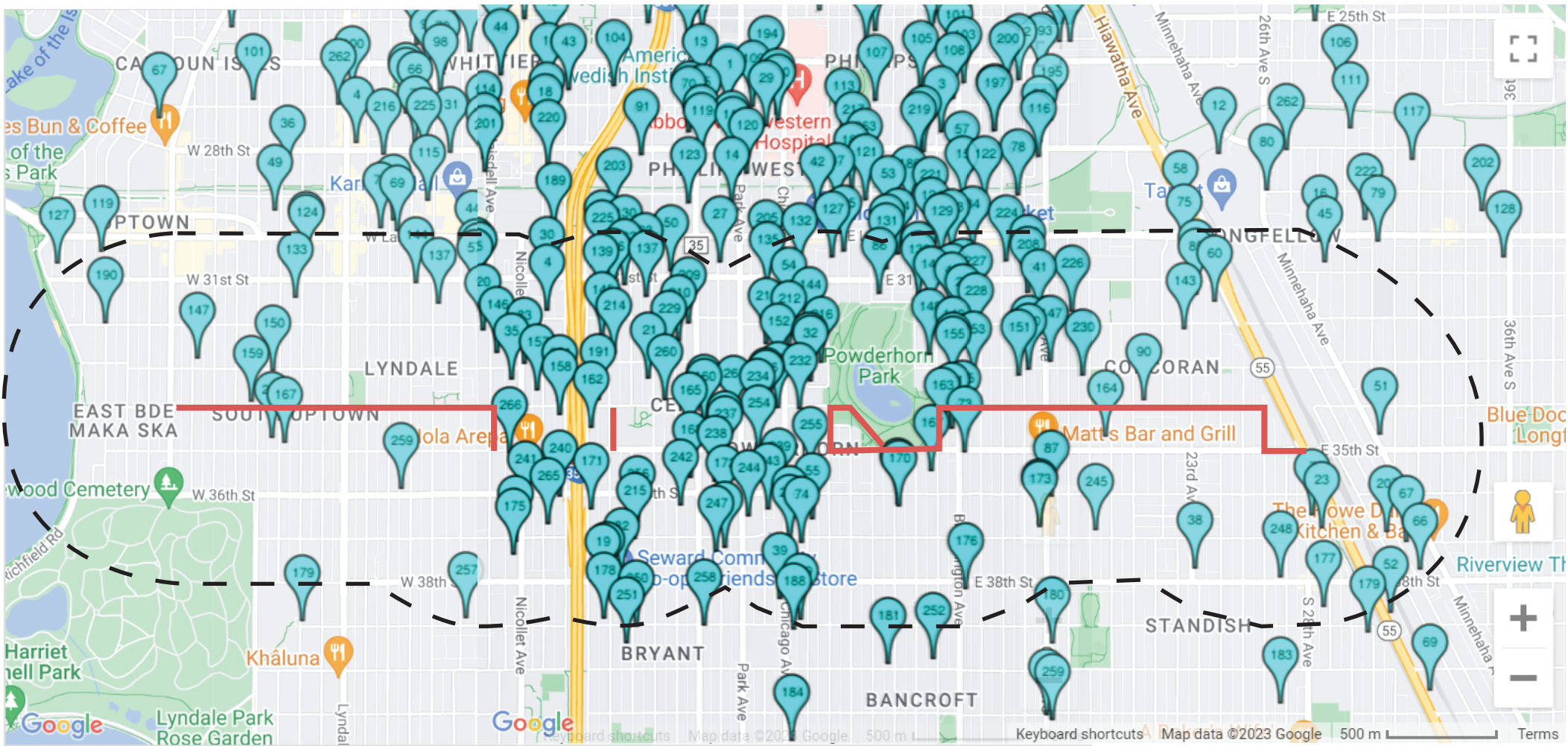
📞 612-791-1670 📧 Ryan.Ackerman@minneapolismn.gov

For reasonable accommodations or alternative formats:

People who are deaf or hard of hearing can use a relay service to call 311 at 612-673-3000. TTY users call 612-673-2157.

Para asistencia 612-673-2700 - Rau kev pab 612-673-2800
- Hadii aad Caawimaad u baahantahay 612-673-3500.

34th Street W/E neighborhood greenway
Affordable Housing within 0.5 miles



December 4, 2023

Ms. Elaine Koutsoukos
Metropolitan Council
390 North Robert Street
St. Paul, Minnesota 55101

Re: Letter confirming snow and ice removal for year-round bicycle and pedestrian use for Minneapolis multiuse trails and bicycle facilities applications

Dear Ms. Koutsoukos,

The City of Minneapolis is committed to providing year-round maintenance services to provide access for all users for the multiuse trails and bicycle facilities applications below. This is consistent with the level of service for bikeways across the city.

- Northside Greenway phase 2
- 34th St W/E neighborhood greenway
- University Ave/4th St SE bikeway

Sincerely,



Jeni Hager
Director, Transportation Planning and Programming
Minneapolis Public Works



Minneapolis
Park & Recreation Board

Administrative Offices
2117 West River Road North
Minneapolis, MN 55411-2227

Northside Operations Center
4022 1/2 North Washington Avenue
Minneapolis, MN 55412-1742

Southside Operations Center
3800 Bryant Avenue South
Minneapolis, MN 55409-1000

Phone
612-230-6400

Fax
612-230-6500

www.minneapolisparks.org

12/07/2023

Elaine Koutsoukos
Metropolitan Council
390 North Robert Street
St. Paul, MN 55101

Re: 34th Street Neighborhood Greenway

Dear Ms. Koutsoukos:

The Minneapolis Park and Recreation Board (MPRB) strongly supports the city's efforts to improve this Neighborhood Greenway Bikeway, which runs from Hennepin Avenue to Hiawatha Avenue, generally on 34th Street. The City of Minneapolis has identified two bikeway possibilities, one of which would pass through Powderhorn Park. Action 8 of the MPRB-adopted South Service Area Master Plan, which guides improvements in this part of town, says to "Work with the City of Minneapolis implement safe, accessible connections between neighborhood parks and regional parks." That plan also clearly identifies a connection through or near Powderhorn Park, connecting it to several other parks in the vicinity. (A page from that document is attached for your reference.)

In conclusion, MPRB believes the 34th Street Greenway is a strong candidate for regional solicitation funding. If the project is successful, the City can be confident that MPRB will be an active partner in integrating park and city infrastructure and programs.

President
Meg Forney

Vice President
Cathy Abene, P.E.

Commissioners
Becky Alper
Billy Menz
Steffanie Musich
Tom Olsen
Charles Rucker
Elizabeth Shaffer
Becka Thompson

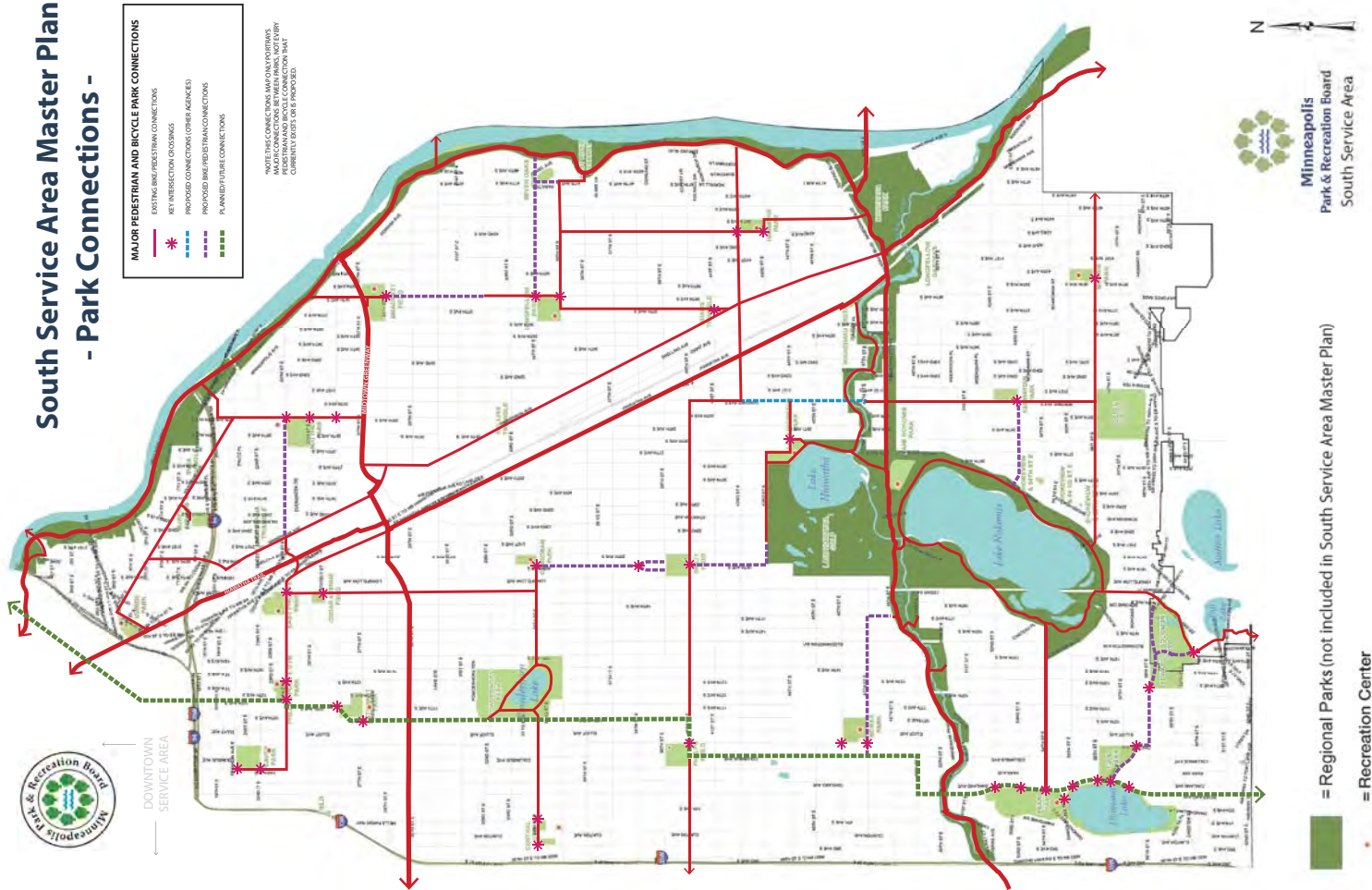
Superintendent
Al Bangoura

Secretary to the Board
Jennfier B. Ringold

Sincerely,

Michael Schroeder
Assistant Superintendent for Planning Services
Minneapolis Park and Recreation Board

South Service Area Master Plan - Park Connections -



PLANNING AND DESIGN

6. Create an individualized park plan for each neighborhood park property in the service area.
7. Recognize that every facility cannot be in every park.
8. Work with City of Minneapolis to implement safe, accessible connections between neighborhood parks and regional parks. Figure 3.1 depicts desired pedestrian, bicycle or other connections within the SSA.
9. Improve navigational signage to emphasize linkages between parks.
10. Support implementation of the Southside Greenway, as a means of connecting several parks. Figure 3.1 represents the Southside Greenway's approximate planned route.

Figure 3.1 - Park Connections