## Application

19842-2024 Multiuse Trails and Bicycle Facilities
20243 - University and 4th Avenues SE Separated Bikeway
Regional Solicitation - Bicycle and Pedestrian Facilities
Status:
Submitted
Submitted Date: 12/15/2023 9:01 AM

## Primary Contact

Feel free to edit your profile any time your information changes. Create your own personal alerts using My Aerts.

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| :---: | :---: | :---: | :---: | :---: |
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What Grant Programs are you most interested in?
Regional Solicitation - Roadways Including Multimodal Elements

## Organization Information



## Project Information

Project Name
Primary County where the Project is Located
Cities or Townships where the Project is Located:
Jurisdictional Agency (If Different than the Applicant):

University Avenue and 4th Street Separated Bicycle Facilities
Hennepin
Minneapolis

Brief Project Description (Include location, road name/functional class, The University Avenue and 4th Street Separated Bicycle Facilities project will
type of improvement, etc.) type of improvement, etc.) improve the safety of all transportation modes along these 1.2- mile one-way pair corridors. University Avenue and 4th Street from Central Avenue (TH 65) to l-35W are highly utilized urban routes between downtown Minneapolis and the University of Minnesota Twin Cities college campus. These project corridors are located within the Marcy Holmes neighborhood, immediately adjacent to the Saint Anthony East and Nicollet Island East Bank neighborhoods. Both routes are one-way streets with eastbound University Avenue traffic and westbound 4th Street traffic. The Average Daily Traffic (ADT) along University Avenue ranges from 10,500 to 14,500 vehicles per day, and 9,900 to 13,100 vehicles per day on 4th Street. Both roadways experience high volumes of bicycle and pedestrian traffic throughout the corridor. University Avenue currently carries 530 cyclists per day, while 4th Street experiences 480 cyclists per day.

The University Avenue and 4th Street corridors currently have on-road bike lanes delineated from vehicles with a striped pavement marking. Bicyclists find this an uncomfortable experience with the increased risk of vehicle-bicycle conflicts. Between 2013 and 2023, 28 injury crashes were reported involving pedestrians and cyclists (14 injuries by type). The Minneapolis Vision Zero Plan has identified University Avenue as a High-Injury Street and 4th Street as a Previously Identified High Injury Street to monitor. Additionally, the Minneapolis Transportation Action Plan designates the project corridors as near-term low-stress bikeways on the All Ages Ability (AAA) Network. This is due to existing traffic volumes and the current bike lanes, which currently have no physical separation from motor vehicles.

To address safety issues and gaps within the AAA network, the goal of this project is to enhance the existing on-street arrangement by introducing one-way protected bike lanes along both corridors. The bicycle lanes will be separated from vehicular traffic with the installation of a curb between them. This will help to reduce the exposure of bicyclists and minimize their interaction with motor vehicles along the corridor, effectively minimizing the risks involved.

Additional project improvements include:

- Sidewalk on both sides of University Avenue and 4th Street,
- Curb extensions and ADA ramps at intersections,
- New traffic signals (Accessible Pedestrian Signals) at University Avenue and 4th Street intersections, and
- Associated transit improvements on University Avenue and 4th Street.


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

TRANSPORTATIONIMPROVEMENT PROGRAM (TIP) DESCRIPTION - will be used in TIP CONSTRUCT ON-ROAD BIKE LANES, SIDEWALK, ADA RAMPS AND if the project is selected for funding. See MnDOT's TIP description guidance. SIGNALS, CURB EXTENSTIONS, and RESURFACING, BUS STOPS.
Include both the CSAHMSAS/TH references and their corresponding street names in the TIP Description (see Resources link on Regional Solicitation webpage for examples).
Project Length (Miles)
1.2
to the nearest one-tenth of a mile

## Project Funding

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

No
If yes, please identify the source(s)
Federal Amount $\quad \$ 5,500,000.00$

Match Amount $\quad \$ 2,860,130.00$
Minimumof $20 \%$ of project total
Project Total
\$8,360,130.00
For transit projects, the total cost for the application is total cost minus fare revenues.

## Minimumof 20\%

Compute the match percentage by dividing the match anount by the project total
Source of Match Funds
MnDOT sources as identified in the STIP, Minneapolis Net Debt Bonds
A minimumof $20 \%$ of the total project cost mist come fromnon-federal sources; additional match funds over the $20 \%$ minimumcan come fromother federal sources
Preferred Program Year
Select one: 2028
Select 2026 or 2027 for TDM and Unique projects only. For all other applications, select 2028 or 2029.
Additional Program Years:
2027
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:
University Avenue and 4th Street
(example; CEDARLAKE IRAIL)
IF TRAILPED FACILITY IS ADJACENT TO ROADWAY:

## Road System

(TH, CSAH, MSAS, CO. RD., TMP. RD., GTY 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, $O$. RD., TMP. RD., CITY STREEI)
Road/Route №.
Central Avenue (TH)
(Example: 53 for CSAH 53)
Name of Road
(Example: 1st ST., Main Ave.)
To:

## Road System

I-35W
DO NOT INCLUDE LEGAL DESCRIPTION, INQLUDE NAME OF ROADWAY
IF MAJORTY OF FACILTY RUNS ADIACENT TO A SINGLE CORPIDOR

## Road/Route No.

(Example: 53 for CSAH 53)

## Name of Road

(Example: 1st ST., Main Ave.)
In the City/Cities of:

## Minneapolis

(List all cities within project limits)

## IF TRAILPED 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 linits)
Primary Types of Work (Check all that apply)
Multi-Use Trail
Reconstruct Trail
Resurface Trail
Bituminous Pavement Yes
Concrete Walk Yes
Pedestrian Bridge
Signal Revision
Yes
Landscaping

## 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 55414
Approximate Begin Construction Date (MO/YR) 05/01/2028
Approximate End Construction Date (MO/YR) 10/31/2028
Miles of Pedestrian Facility/Trail (nearest 0.1 miles): 0
Miles of trail on the Regional Bicycle Transportation Network (nearest 0.1 miles): 1.2
Is this a new trail? Yes

## Requirements - All Projects

## 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 A: Transportation System Stewardship; Objective A: Efficiently preserve and maintain the regional transportation system in a state of good repair; Strategy A2 (Page 2.3)

Goal B: Safety and Security; Objective A: Reduce fatal and serious injury crashes and improve safety and security for all modes of passenger travel and freight transport; Strategy B1 (Page 2.5)

Goal C: Access to Destinations; Objective A: Increase the availability of multimodal travel options, especially in congested highway corridors; 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 under-represented populations; Strategy C1 (Page 2.10), Strategy C2 (Page 2.11), Strategy C16 (Page 2.23).

Goal E: Healthy and Equitable Communities; Objective C: Increase the availability and attractiveness of transit, bicycling, and walking to encourage healthy communities through the use of active transportation options; Objective D: Provide a transportation system that promotes community cohesion and connectivity for people of all ages and abilities, particularly for historically underrepresented populations; Strategy E3 (Page 2.31)

## (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 Minneapolis Transportation Action Plan, December 2020 (Page 73-74) To make from this qualifying requirement because of their innovative nature. bicycling, in all its new forms, a real option for more people, the plan establishes an All Ages and Abilities Network to be constructed over the next ten years. This network will include protected lanes and trails that are physically separated from moving cars, trucks and buses, will feature improved intersection crossings and be accessible year-round. The goal for the All Ages and Abilities Network is for people on bikes to only share space with cars on quiet low-speed streets or on neighborhood greenways.

University of Minnesota 2019 Bicycle Plan, 2019 Pg: 13, The City of Minneapolis, Hennepin County, and MnDOT evaluated a protected bikeway along University Avenue SE and/or 4th Street SE between Central Avenue SE and Oak Street SE. Following a technical review of the corridor and feedback from stakeholders, the City, County and MnDOT, the final recommendation is the installation of a pair of one-way protected bike lanes on University Avenue SE (eastbound) and 4th Street SE (westbound) between Central Avenue SE and Oak Street SE.

## (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 othervise 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 belowin 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).

M ultiuse 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 inc/ude 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.
Date plan completed:
Yes

Link to plan:
12/30/2022

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 ouner/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

## 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.
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 snowand 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.
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 SRIS within one year of project completion.

## Requirements - Bicycle and Pedestrian Facilities Projects

## Specific Roadway Elements

| CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES | Cost |
| :---: | :---: |
| Mbbilization (approx 5\% of total cost) | \$379,000.00 |
| Removals (approx 5\% of total cost) | \$79,400.00 |
| Roadway (grading, borrow, etc.) | \$105,600.00 |
| Roadway (aggregates and paving) | \$679,320.00 |
| Subgrade Correction (muck) | \$0.00 |
| Storm Sewer | \$410,000.00 |
| Ponds | \$0.00 |
| Concrete Items (curb \& gutter, sidewalks, median barriers) | \$1,312,210.00 |
| Traffic Control | \$380,000.00 |
| Striping | \$6,000.00 |
| Signing | \$54,000.00 |
| Lighting | \$0.00 |
| Turf - Erosion \& Landscaping | \$329,000.00 |
| Bridge | \$0.00 |
| Retaining Walls | \$0.00 |
| Noise Wall (not calculated in cost effectiveness measure) | \$0.00 |
| Traffic Signals | \$1,200,000.00 |
| Wetland Mitigation | \$0.00 |
| Other Natural and Cultural Resource Protection | \$0.00 |
| RR Crossing | \$0.00 |
| Roadway Contingencies | \$1,918,000.00 |
| Other Roadway Elements | \$957,000.00 |
| Totals | \$7,809,530.00 |


| Specific Bicycle and Pedestrian Elements |  |
| :--- | ---: |
| CONSTRUCTION PROJECT E |  |
| PathenTS/COST ESTIMATES | Construction |$\$ 14,400.00$


| Sidewalk Construction | $\$ 0.00$ |
| :--- | ---: |
| On-Street Bicycle Facility Construction | $\$ 239,100.00$ |
| Right-of-Way | $\$ 245,100.00$ |
| Pedestrian Curb Ramps (ADA) | $\$ 0.00$ |
| Crossing Aids (e.g., Audible Pedestrian Signals, HAWK) | $\$ 0.00$ |
| Pedestrian-scale Lighting | $\$ 0.00$ |
| Streetscaping | $\$ 0.00$ |
| Wayinding | $\$ 0.00$ |
| Bicycle and Pedestrian Contingencies | $\$ 0.00$ |
| Other Bicycle and Pedestrian Elements | $\$ 0.00$ |
| Totals | $\$ 498,600.00$ |
|  |  |
| Specific Transit and TDM Elements | Cost |
| CONSTRUCTION PROJECT 日erMeNTS/COST ESTIMATES | $\$ 0.00$ |
| Fixed Guideway Elements | $\$ 40,000.00$ |
| Stations, Stops, and Terminals | $\$ 0.00$ |
| Support Facilities | $\$ 0.00$ |
| Transit Systems (e.g. communications, signals, controls, fare collection, etc.) | $\$ 0.00$ |
| Vehicles | $\$ 12,000.00$ |
| Contingencies | $\$ 0.00$ |
| Right-of-Way | $\$ 0.00$ |
| Other Transit and TDMElements | $\$ 52,000.00$ |

## 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 newfederal 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, newbridges 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:
The University Avenue and 4th Street Separated Bicycle Facilities project will incorporate elements that will increase the resiliency of the transportation system network within Minneapolis. The project provides transportation benefits by making the Minneapolis network more resilient to endure current and future severe weather events and natural disasters. The project will reduce long-term, life cycle infrastructure costs by preventing future damage, maintenance, and reconstruction. Project element improvements that are eligible to receive PROTECT funds include the following: - Sidewalks, crosswalks, ADA pedestrian ramps and pedestrian signals to provide accessibility for individuals with disabilities. - Storm sewer systems will be designed to current standards to include high intensity rainfall events and installed to remove rainwater from surface transportation facilities. - Riprap installation at storm sewer and culvert outlets for erosion protection. - The number of drainage structures on the roadway surface will be increased to meet current standards. - Native seed mixtures will be used following MnDOT standards. Weed control will be used during establishment. These are vegetation management practices in transportation rights-of-way to improve roadway safety, prevent invasive species, and provide wildfire and erosion control.

## Totals

| Total Cost | $\$ 8,360,130.00$ |
| :--- | :--- |
| Construction Cost Total | $\$ 8,360,130.00$ |
| Transit Operating Cost Total | $\$ 0.00$ |

Select one:
Tier 1, Priority RBTNCorridor Yes
Tier 1, RBTN Alignment
Tier 2, RBTNCorridor
Tier 2, RBTNAlignment
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 1702587497486_RBTN.pdf
Please upload attachment in PDF form

## Measure A: Population Summary

| Existing Population Within One Mile (Integer Only) | 69041 |
| :--- | :--- |
| Existing Employment Within One Mile (Integer Only) | 158384 |
| Upload the "Population Summary" map | 1702587537816_Pop_Employment.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 $1 / 2$ 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, Iow-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:

The Environmental Protection Agency's Environmental Justice (EJ) Screen Community Report mapping tool combines environmental and socioeconomic data. The University Avenue and 4th Street Separated Bicycle Facility project area, with a $1 / 2$ mile buffer, has a total population of 17,636 people, 28 percent of whom are people of color. The Asian population makes up nine percent of the total population, followed by Hispanic (seven percent), Black (five percent) and two or more races (five percent). The remaining BIPOC populations include American Indian (two percent) and other race (one percent). The project area is located within a Regional Environmental Justice Area and adjacent to an Area of Concentrated Poverty. The low-income population comprises 55 percent of the total population.

The first round of public engagement for the University Avenue and 4th Street corridor evaluation has been successfully completed by MnDOT. The outreach team proactively engaged with BIPOC, low-income, youth, elderly, and disabled populations at the following in-person event:

- Pop-up events at high pedestrian and bicycle traffic areas such as Father Hennepin Park, Holmes Park, and Metro Transit intercepts along the two corridors
- A public meeting and walk/bike audit were heavily promoted and shared with community connectors to distribute event information and materials. For example, Southeast Seniors, a non-profit group that works directly with elderly populations, partnered with the project to promote in-person and virtual events, and distributed a survey link.
- During the back-to-school night event at Marcy Arts Magnet Elementary School, the project team actively distributed flyers containing a detailed project description and a link to the survey to help parents and families comprehend the potential advantages of improved safety and mobility while commuting to school and provide input.
- The project team canvased University Avenue and 4th Street, distributing information along the project routes and affordable housing within a mile of the project area. These places of residence included, but not limited to, Holmes Park Apartments and St. Anthony Highrise.

In addition to conducting in-person engagement efforts, the project team also offered opportunities for feedback through an online survey which received 598 responses. The survey results revealed several key themes, among them, that sightlines present an issue for pedestrians when crossing the roadway. Respondents also indicated that separate bikeways would enhance safety and encourage them to walk or bike more often if the facilities were safer. 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;
? newtransportation 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.
Belowis 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:
The University Avenue and 4th Street project will improve safety for low-income, BIPOC, and elderly populations, children, and people with disabilities that rely on biking or walking to reach their destinations. Within $1 / 2$ mile of the project, 28 percent of the population is people of color and 55 percent is low-income populations. Project benefits include:

Gap Closures: The All Ages and Ability (AAA) network is a framework for designing streets that are safe, comfortable, and equitable for everyone. The corridors have been designated as near-term low-stress bikeways due to existing traffic volume and width. Adding protected bike lanes will enhance current onstreet conditions and reduce vehicle encroachment. This protected bikeway will upgrade the near-term low-stress bikeway to a low-stress bikeway, addressing the current AAA network gap.

Bicycle and Pedestrian Safety Improvements: Historically, people of color have been disproportionately affected by traffic fatalities and serious injuries, primarily due to a lack of investment in their communities' infrastructure. According to Minneapolis' Vision Zero Plan, Native American residents (one percent of the total population), account for five percent of all fatal pedestrian/bicycle crashes. Additionally, Black populations account for 16 percent of fatal pedestrian/bicyclist crashes, while Hispanic populations are at nine percent. Both project corridors are on various tiers of the High Injury Network. To address this issue, the project will enhance safety with protected bike lanes across both corridors, wider sidewalks on both sides, curb-extensions at intersections, and ADA enhancements. This improves access from affordable housing units to destinations such as schools, places of worship, and social services (see attached Equity Populations and Destinations map).

Public Health: According to the EPA?s EJ screening tool, the project corridors have a population in a regional environmental justice area with higher levels of diesel particulate matter (PM) than the state average, falling within the 93rd percentile. PM is the exhaust emitted from motor vehicles that contributes to various health issues, including lung diseases and cancers. With improved multimodal facilities, communities can decrease the number of single-occupancy vehicle travel during the commuter peak hours by making the best use of nonmotorized options, helping to alleviate the amount of PM emitted.

The project will not negatively impact the disadvantaged populations present in the project area by maintaining access, while minimizing noise, dust, and traffic. During construction, current users will be directed towards alternate routes with easy-to-follow detour signing. Road closures are not anticipated.

## Measure C: Affordable Housing Access

Describe any affordable housing developments?existing, under construction, or planned?within $1 / 2$ 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 howa 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 $1 / 2$ 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;
? newtransportation 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:

As identified in the Met Council generated Socio-Economic Conditions map, 3536 subsidized units exist in census tracts within $1 / 2$ miles of the project. The attached Equity Populations and Destinations map shows how the project connects affordable housing residents to destinations, including:

- Holmes Greenway Apartments
- Stone Arch Apartments
- Holmes Park Apartments
- East Bank Village Apartments
- St. Anthony Highrise, Village Apartments and Apartments
- A Mill Artist Lofts
- Labor Retreat Housing
- Limelight Apartments
- 8th on Campus Apartments
- Stone Arch Apartments
- Van Cleve Apartments
- Spring Manor
- Clare Apartments
- Maya Commons
- Cabrina House
- Nicollet Island Coop
- Riverton Community Housing

The construction of protected bike lanes and sidewalk on University Avenue and 4th Street will create a low-stress bikeway on the AAA network, making it easier and safer for affordable housing residents of all abilities to access destinations such as parks (Holmes Park, Chute Square), schools (Marcy Arts Magnet Elementary, University of Minnesota), and places of worship (Our Lady of Lourdes, First Congregational Church of Minnesota).

Upgrading the current bicycle and pedestrian network provides multimodal improvements for these residents of affordable housing using biking and walking as their mode of transportation for short trips to the grocery store, church, or health services. Residents living in affordable housing within the neighborhood will benefit from the implementation of the protected bike lanes and sidewalk.

These facilities will improve the first-mile connections to the current Metro Transit options, which include 11 stops throughout University Avenue and 4th Street. In addition, the project also includes improved bus stops with expanded platforms along both corridors. Route 6 will provide residents with additional economic and educational opportunities, including Downtown Minneapolis, The University of Minneapolis - Twin Cities, and Uptown Minneapolis. Furthermore, the associated transit improvements will replace the current route with faster and more reliable transit service. Affordable housing residents connecting via bicycle, foot, or wheelchair will have improved transit access to newly created bus stops with the "bend-out" geometric countermeasure. This countermeasure protects pedestrians and bicyclists, denotes non-motorized spaces, and directs the bike lanes at an angle between the bus stop and pedestrian zones.

## Measure D: BONUS POINTS

Project is located in an Area of Concentrated Poverty:
Project?s census tracts are above the regional average for population in poverty Yes 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. 1702588057090_Socio_Eco.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 newor 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 parallet 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 University Avenue and 4th Street project will close a bicycle network gap within the RBTN. The project is situated west of the l-35W interchange, which serves as a gateway to the University of Minnesota Twin Cities Campus carrying high bicycle traffic. Both roadways are located on an RBTN Tier 1 corridor that connects to important destinations such as the U.S. Bank Stadium, the University of Minnesota, and downtown Minneapolis. The current one-way on-street bike lanes will be upgraded to protected bike lanes across both corridors. This will provide a safer, more protected on-street facility along a Tier 1 corridor. In addition, the traffic flow and safety of all modes will improve by giving bicyclists a place on the road and everyone knows exactly where they belong.

The project corridors are directly linked to two RBTN Tier 1 alignments ? Central Avenue and 6th Avenue. Central Avenue travels north-south across the Mississippi River with a connection to downtown Minneapolis. 6th Avenue connects the Marcy Holmes neighborhood to the Stone Arch Bridge - a historic bridge serving as a pedestrian and bicyclist path across the Mississippi River. The Stone Arch Bridge connects to downtown Minneapolis, used by approximately 2,900 bicyclists daily. However, University Avenue and 4th Street, where the 6th Avenue route intersects, have identified high crash rates. To improve safety and convenience for those commuting through the area, the project will implement curb-extensions at intersections. This measure seeks to address issues such as utility poles obstructing sidewalk landings, wide-turning radiuses, and excess roadway width, making the commute of cyclists crossing the intersection more efficient and comfortable.

Central Avenue runs perpendicular to University Avenue and 4th Street. The Transportation Action Plan designates Central Avenue as a low-stress bikeway from the intersection of Central Avenue and University Avenue to 16 th Street. This follows the AAA network, a framework for designing streets that are safe, comfortable, and equitable for everyone. The project corridors have been designated as near-term low-stress bikeways due to the existing traffic volume, width, and the current bike lanes, which are standard bike lanes without physical separation from motor vehicles. The improvement of the current one-way, onstreet bike-lanes to protected bike lanes across both corridors will convert it to a low-stress bikeway. These upgrades will connect Central Avenue, eliminating a gap in the network and providing safe, low-stress bikeways for all levels of cyclists in Minneapolis.
(Linit 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 newregional 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 newmajor 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 Yes
Tier 1 Regional Bicycle Bamier Crossing Improvenent Area segments \& any Major River Bicycle Barrier Crossings

Tier 2
Tier 2 Regional Bicycle Barier Crossing Improvement Area segments
Tier 3
Tier 3 Regional Bicycle Barier Crossing Improverment Area segments
Non-tiered
Crossings of non-tiered Regional Bicycle Barier segments
No improvements
No Improvements to barrier crossings
If the project improves multiple regional bicycle barriers, check box.
Multiple
Projects that improve crossing of multiple regional bicycle bariers receive bonus points (except Tier $1 \&$ MRBBCs)

Between 2013 and 2023, the University Avenue and 4th Street project corridors experienced 256 crashes. Out of these, 77 injuries were sustained, and five of them were serious (Type A). A total of 28 injuries were reported, including 14 injuries each for pedestrians and cyclists. The intersection of Central Avenue and University Avenue included one Type A pedestrian-involved crash.

The City of Minneapolis adopted the Vision Zero Plan to eliminate traffic deaths and severe injuries by 2027. The plan identifies high-injury streets which are those that have a higher frequency of severe injury and fatal crashes compared to other streets. University Avenue is a High-Injury Street and 4th Street is a Previously Identified High-Injury Street to Monitor.

The existing on-road bike lanes are immediately adjacent to vehicular traffic separated by a striped pavement marking. The project aims to improve the current one-way, on-street bike-lanes by implementing the installation of an inplace curb will physically separate bicyclists from vehicular traffic. As per the MnDOT's Best Practices for Pedestrian and Bicycle Safety, the vertical element will reduce bicyclist exposure and minimize the interaction between bicyclists and motor vehicles along the corridor. These lanes will also create a more comfortable environment for cyclists and reduce potential conflicts with pedestrians.

Currently, the intersections are unsafe and lack proper ADA infrastructure, experience long crossing distances, and have sight line issues. However, the project will include curb extensions at intersections and the future supportive transit infrastructure. The MnDOT Best Practices for Pedestrian and Bicycle Safety state that the implementation of curb extensions can significantly reduce the crossing distance and improve sight distance, resulting in 45 percent fewer crashes. This reduction in crashes leads to a safer environment for pedestrians and bicyclists.

The project design includes PEDSAFE and other MnDOT countermeasures that have safety benefits for bicyclists and pedestrians:

- Using curb ramps with marked crosswalks improves orientation for visually impaired pedestrians and allows people using wheelchairs, strollers, or walkers to navigate the crossing,
- Incorporating curb extensions allow for ease of maintenance and discourage parking near the curb, and
- Improving the visibility of pedestrians and bicyclists.


## Measure A: Multimodal Elements

The University Avenue and 4th Street project improves the safety of all transportation modes along these 1.2 -mile one-way pair corridors. The project objective is to safely integrate all modes (bicyclist, transit, pedestrian, and vehicles) into a corridor that serves important purposes across these modes. The following multimodal elements are:

- Construct one-way protected bike lanes along both corridors
- Upgrade existing sidewalks on both sides
- Upgrade bicycle and pedestrian crossing with ADA compliant ramps, curb extensions and Accessible Pedestrian Signals (APS)
- Construct upgraded bus stops with improved transit access

There is a wide variation in the safety, security and quality of the facilities in the corridor. The project will enable pedestrians to use a protected off-street six-foot sidewalk instead of the existing substandard narrow sidewalk. Bicyclists will also benefit from protected bike lanes for all users and abilities. In addition, it will improve multimodal connections to Hennepin County?s nearby federal roadway improvements project along Hennepin and 1st Avenues scheduled for 2024 construction.

University Avenue and 4th Street are active Metro Transit routes served by route 6 and express routes 250, 264 and 270 with stops along both corridors. University Avenue has six bus stops and 4th Street has five bus stops along project limits. Route 250 provides weekday service to regional destinations, including Nicollet Mall and the Minneapolis Convention Center, from Blaine. Route 270 currently services Mahtomedi, Maplewood, and Minneapolis, with stops at the Minneapolis Convention Center and the University of St. Thomas. Finally, Route 264 connects Roseville to Downtown Minneapolis. There are also other planned alignments for the project area, including Johnson/Lyndale, F-Line, and E-line, that will have a direct connection to the project. The bicycle and pedestrian project improvements provide direct benefits to transit riders using these routes daily.

Currently, the project intersections are unsafe and lack proper ADA infrastructure with limited sight line issues. The implementation of safety improvements and enhancements, such as curb extensions, will reduce crossing distances and improve the sight distance at intersections, resulting in up to 45 percent fewer crashes according to MnDOT?s Best Practices for Pedestrian and Bicycle Safety. This leads to a safer environment for pedestrians, cyclists, and people using wheelchairs to reach their destinations or access transit.

The project completes a gap in the bicycle and pedestrian network that will reduce the risks and conflicts between bicyclists, pedestrians, transit, and vehicles, making the environment safer for all modes of traffic.

## 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, howthe 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 witten 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 Yes 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.

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 first round of public engagement for the University Avenue and 4th Street corridor evaluation has been successfully completed by MnDOT. The outreach team proactively engaged with BIPOC, low-income, youth, elderly, and disabled populations at the following in-person event:

- Pop-up events at high pedestrian and bicycle traffic areas such as Father Hennepin Park, Holmes Park, and Metro Transit intercepts along the two corridors
- A public meeting and walk/bike audit were heavily promoted and shared with community connectors to distribute event information and materials. For example, Southeast Seniors, a non-profit group that works directly with elderly populations, partnered with the project to promote in-person and virtual events, and distributed a survey link.
- During the back-to-school night event at Marcy Arts Magnet Elementary School, the project team actively distributed flyers containing a detailed description of the project and a link to the survey to help parents and families comprehend the potential advantages of improved safety and mobility while commuting to school and provide input.
- The project team canvased University Avenue and 4th Street, distributing information along the project routes and affordable housing within a mile of the project area. These places of residence included, but not limited to, Holmes Park Apartments and St. Anthony Highrise.

In addition to conducting in-person engagement efforts, the project team also offered opportunities for feedback through an online survey which received 598 responses. The survey results revealed several key themes, among them, that sightlines present an issue for pedestrians when crossing the roadway. Respondents also indicated that separate bikeways would enhance safety and encourage them to walk or bike more often if the facilities were safer.
(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.

Layout has not been started

Please upload attachrent 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.
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
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)
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. \%

## Measure A: Cost Effectiveness

Total Project Cost (entered in Project Cost Form):
Enter Amount of the Noise Walls:
Total Project Cost subtract the amount of the noise walls:
Points Awarded in Previous Criteria
Cost Effectiveness
\$8,360,130.00
$\$ 0.00$
\$8,360,130.00
$\$ 0.00$

## Other Attachments

| File Name | Description | File Size |
| :--- | :--- | :--- |
| EquityAndDestinations_15111.pdf | Equity Destinations | 726 KB |
| Existing Conditions Photos.pdf | Existing Conditions Photos | 2.7 MB |
| OtherAttach_Bikeway maintenance letter 2024 Regional Solicitation Signed.pdf | Maintenance | 198 KB |
| OtherAttach_HC_LOS.pdf | HC Support | 97 KB |
| OtherAttach_Mpls_LOS.pdf | Minneapolis | 2.4 MB |
| OtherAttach_Mpls_Univ_4th_MnDOTLOS.pdf | MnDOT Support | 210 KB |
| Pop_Employment.pdf | Pop Summary | 128 KB |
| Project Summary.pdf | Project Summary | 409 KB |
| RBTN.pdf | RBTN | 144 KB |
| Socio_Eco.pdf | Socio Econ | 150 KB |
| SP2726-87_OnRoadBike_230918.pdf | Layout | 5.1 MB |
| TransitConnections.pdf | Transit | 101 KB |





## Transit Connections

Results
Transit with a Direct Connection to project:
101221722525025226427046
61824
*F Line
*Johnson/Lyndale
*E Line
*Highway 36
*I-35 W North
*Nicollet-Central
*indicates Planned Alignments
Transit Market areas: 1

Multiuse Trails and Bicycle Facilities Project: 4th and University Separated Bike Facility | Map ID: 16994585711 0
 Active Stop
O Arterial Bus Rapid Transit

○ Commuter Rail
Dedicated Bus Rapid Transit Highway Bus Rapid Transit

O Light Rail


Arterial Bus Rapid Transit
0.45

Commuter Rail
Dedicated Bus Rapid Transit
Highway Bus Rapid Transit $\rightleftharpoons$ Dedial Bus Rapid Transit
O Highway Bus Rapid Transit Light Rail $\longrightarrow$ Modern Streetcar

Light Rail Transit Routes

$\longrightarrow$ Light Rail
$\longrightarrow$ Modern Streetcar
$\longrightarrow$ Undetermined

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


## Existing Conditions



University Avenue and 6th Street


4th Street and 3rd Avenue

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
- $34^{\text {th }}$ St W/E neighborhood greenway
- University Ave/4 $4^{\text {th }}$ St SE bikeway

Sincerely,


Joni Hagar
Director, Transportation Planning and Programming
Minneapolis Public Works

# HENNEPIN COUNTY <br> 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 University Avenue/4th Street SE Bikeway and Safety Improvements 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 is the University Avenue/4th Street SE Bikeway and Safety Improvements Project from TH 65 (Central Avenue) to I-35W. The proposed project is anticipated to include a curb protected bike facility, pedestrian safety and accessibility improvements and signal upgrades.

As proposed, this project is not anticipated to impact roadways currently under county jurisdiction. However, the project is within close proximity to the county's current project along CSAH 52 (Hennepin Avenue and 1st Avenue NE) as well as the county's CSAH 36 (University Avenue SE) and CSAH 37 (4th Street SE) multimodal safety improvement project.

Hennepin County supports this funding application for the University Avenue/4th Street SE Bikeway and Safety Improvements Project. 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.

We look forward to working together to improve the accessibility, safety, and mobility for people walking and biking in Northeast Minneapolis.

Sincerely,

## Coune stuele

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/ <br> Modernization |
| University Avenue NE from Central Avenue to 9 |  |

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

Sincerely,


Margaret Anderson Kelliher Director of Public Works


| RECORD OF COUNCIL VOTE |  |  |  |  |
| :--- | :---: | :---: | :---: | :---: |
| COUNCIL MEMBER | AYE | NAY | ABSTAIN | ABSENT |
| Payne | $\times$ |  |  |  |
| Wonsley | $\times$ |  |  |  |
| Rainville | $\times$ |  |  |  |
| Vetaw | $\times$ |  |  |  |
| Ellison | $\times$ |  |  |  |
| Osman | $\times$ |  |  |  |
| Goodman | $\times$ |  |  |  |
| Jenkins | $\times$ |  |  |  |
| Chavez | $\times$ |  |  |  |
| Chughtai | $\times$ |  |  |  |
| Koski | $\times$ |  |  |  |
| Johnson | $\times$ |  |  |  |
| Palmisano |  |  |  |  |

NOV 162023
Presented to Mayor: $\qquad$


Certified an official action of the City Council


NOV 202023

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.
```
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 <br> Programming |

## Action Item(s)

| $\#$ | File Type | Subcategory | Item Description |
| :--- | :--- | :--- | :--- |
| 1 | Action | Grant | Authorizing the submittal of a series of applications through <br> Metropolitan Council's 2024 Regional Solicitation Program for federal <br> transportation funds. |
| 2 | Action | Grant | Authorizing the commitment of local funds to provide the required <br> 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 <br> 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 | $\$ 1,750,000$ <br> (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 <br> (Irving Avenue N/Humboldt Avenue N from 26 th 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 | $\$ 1,375,000$ <br> (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 | $\begin{gathered} \$ 625,000 \\ \text { (match provided by } \\ \text { MnDOT) } \end{gathered}$ |
| Totals |  | \$48,000,000 | \$12,000,000 |

Details of the proposed applications are described below.
7 th Street S from Park Avenue to 13 th Avenue S

The proposed project is a complete reconstruction of 7th Street North from Park Avenue to 13 th 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 4 th 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 26 th 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 Epedestrian 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 22 nd 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 ADAcompliant 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

## RampA/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

MnDOT Metro District

11/29/2023

Margaret Anderson Kelliher
Public Works Director
350 S 5th St \#203
Minneapolis, MN 55415

## Re: MnDOT Letter for the City of Minneapolis

Metropolitan Council/Transportation Advisory Board 2024 Regional Solicitation Funding
Request for University and 4th St between 35W and TH 65 - Multiuse Trails and Bicycle Facilities

Dear Margaret Anderson Kelliher,

This letter documents MnDOT Metro District's recognition for City of Minneapolis to pursue funding for the Metropolitan Council/Transportation Advisory Board's (TAB) 2024 Regional Solicitation for the University and 4th St between 35W and TH 65 - Multiuse Trails and Bicycle Facilities.

The proposed project includes resurfacing the roadway, the construction of separated bike lanes, signal replacement, and upgrading facilities to be ADA Compliant. This project is being coordinated with the bridge replacements in 2027 and 2028. As the agency with jurisdiction over I-35W and TH $65, \mathrm{MnDOT}$ will allow the City of Minneapolis to seek improvements proposed in the application. If funded, details of how the project is delivered and any future maintenance agreement with the City will need to be determined during the project's development to define how the improvements will be maintained for the project's useful life.

MnDOT does not anticipate partnering on local projects beyond current agreements. If your project receives funding, continue to work with MnDOT Area staff to coordinate and review needs and opportunities for cooperation.

MnDOT Metro District looks forward to continued cooperation with the City of Minneapolis as this project moves forward and as we work together to improve safety and travel options within the Metro Area.

If you have questions or require additional information at this time, please reach out to your Area Manager at Ryan.Wilson@state.mn.us or 651-775-4216.

Sincerely,
Sheila Digtalas sined

Sheila Kauppi, PE
Metro District Engineer

CC:
Ryan Wilson, Area Manager
Aaron Tag, Metro Program Director
Dan Erickson, Metro State Aid Engineer


## University Avenue and 4th Street Separated Bicycle Facilities

## Project Summary

Applicant: City of Minneapolis
Total Project Cost: $\$ 8,360,130$
Requested Federal Dollars: \$5,500,000
Project Location: University Avenue and 4th Street


## Project Description:

The University Avenue and 4th Street Separated Bicycle Facilities project will improve the safety of all transportation modes along these 1.2-mile one-way pair corridors from Central Avenue (TH 65) to l-35W, highly utilized urban routes between downtown Minneapolis and the University of Minnesota Twin Cities college campus. The Average Daily Traffic (ADT) along University Avenue ranges from 10,500 to 14,500 vehicles per day, and 9,900 to 13,100 vehicles per day on 4 th Street. Both roadways experience high volumes of bicycle and pedestrian traffic throughout the corridor. University Avenue currently carries 530 cyclists per day, while 4th Street experiences 480 cyclists per day.

The University Avenue and 4th Street corridors currently have on-road bike lanes delineated from vehicles with a striped pavement marking. Bicyclists find this an uncomfortable experience with the increased risk of vehicle-bicycle conflicts. Between 2013 and 2023, 28 injury crashes were reported involving pedestrians and cyclists (14 injuries by type). The Minneapolis Vision Zero Plan has identified University Avenue as a High-Injury Street and 4th Street as a Previously Identified High Injury Street to monitor. Additionally, the Minneapolis Transportation Action Plan designates the project corridors as near-term low-stress bikeways on the All Ages Ability (AAA) Network. This is due to existing traffic volumes and the current bike lanes with no physical separation from motor vehicles.

To address safety issues and gaps within the AAA network, the goal of this project is to enhance the existing on-street arrangement by introducing one-way protected bike lanes along both corridors. This will help to reduce the exposure of bicyclists and minimize their interaction with motor vehicles along the corridor. Additional project improvements:

- Sidewalk on both sides of University Avenue and 4th Street,
- Curb extensions and ADA ramps at intersections,
- New traffic signals (Accessible Pedestrian Signals) at University Avenue and 4th Street intersections, and
- Associated transit improvements on University Avenue and 4th Street.




## Transit Connections

Results
Transit with a Direct Connection to project:
101221722525025226427046
61824
*F Line
*Johnson/Lyndale
*E Line
*Highway 36
*I-35 W North
*Nicollet-Central
*indicates Planned Alignments
Transit Market areas: 1

Multiuse Trails and Bicycle Facilities Project: 4th and University Separated Bike Facility | Map ID: 16994585711 0
 Active Stop
O Arterial Bus Rapid Transit

○ Commuter Rail
Dedicated Bus Rapid Transit Highway Bus Rapid Transit

O Light Rail


Arterial Bus Rapid Transit
0.45

Commuter Rail
Dedicated Bus Rapid Transit
Highway Bus Rapid Transit $\rightleftharpoons$ Dedial Bus Rapid Transit
O Highway Bus Rapid Transit Light Rail $\longrightarrow$ Modern Streetcar

Light Rail Transit Routes

$\longrightarrow$ Light Rail
$\longrightarrow$ Modern Streetcar
$\longrightarrow$ Undetermined

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