



Application

01971 - 2014 Multiuse Trails and Bicycle Facilities

02220 - University of Minnesota Protected Bikeways

Regional Solicitation - Bicycle and Pedestrian Facilities

Status: Submitted  
Submitted Date: 12/01/2014 3:58 PM

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## Primary Contact

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Salutation First Name Middle Name Last Name

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**Department:** Public Works

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309 2nd Avenue South  
Room 300

**\*** Minneapolis Minnesota 55401  
City State/Province Postal Code/Zip

**Phone:\*** 612-673-3884  
Phone Ext.

**Fax:** 612-673-2048

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

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

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## Project Information

**Project Name** University of Minnesota Protected Bikeways  
**Primary County where the Project is Located** Hennepin  
**Jurisdictional Agency (If Different than the Applicant):** City of Minneapolis

The project will convert existing on-street bike lanes to a protected bikeway corridor for two major segments through the UofM area. The northern corridor segment (Figure 1) will connect the UofM to the NE Diagonal Trail along 15th Ave SE, Rollins Ave and 18th Ave SE. 15th Ave SE is a B-Minor Arterial with 11,500 vpd and will be a protected bikeway. A protected bikeway will be provided on Rollins Ave, with a new connection to 16th Ave established at an existing roadway diverter. The bikeway will be a bike boulevard design along the residential local street portion of Rollins Ave and 18th Ave. At Como Ave, 18th Ave becomes a Collector roadway with 5,300 vpd. This 2-block segment will be designed as a protected bikeway, bike lane or shared lane (parking removal is required for a protected bikeway and requires further investigation). Existing bicycle demand along 15th Ave SE, north of University Ave is 4,300 bpd.

**Brief Project Description (Limit 2,800 characters; approximately 400 words)**

The southern corridor segment (Figure 2) connects the U of M campus and Dinkytown to S. Minneapolis. The protected bikeway limits are Franklin Ave E to 5th St SE along 10th Ave SE, 19th Ave S, 20th Ave S. 10th Ave SE and 19th Ave S are A-Minor Reliever corridors with approximately 10,000 vpd on the bridge and 7,800 vpd between Washington Ave and Riverside Ave. 20th Ave S is a B-Minor Arterial with 4,800 vpd. Existing bicycle demand in this corridor ranges between 750 and 1,040 bpd.

A protected bikeway is a bicycle facility that is physically separated from motor vehicle traffic. Off-street trails are the most common type of protected bikeway; however, protected bikeways may also be located on-street and separated from traffic lanes through a buffer area and flexible traffic posts, median or other barrier. Protected bikeways have

the potential to improve safety over a standard bike lane. The bicycle demand around the UofM is high, but there are few low-stress bikeway facilities such as trails, bike blvds, and lower-traffic streets to provide the necessary connections. Not everyone feels comfortable and safe riding on a busy street, even with a bike lane. The proposed protected bikeways serve these important connections and will be designed to be comfortable for all bicycle rider types.

The project will evaluate and identify important intersection treatments to improve safety and reduce conflicts. Items that will be considered during the design process include conflict zone lane markings, right turn mixing zone treatments, two stage left turn boxes, traffic signal phasing and durable crosswalk markings. A high use transit stop exists at the 15th Ave SE/4th St SE intersection. Options to reduce and separate the bicycle/transit stop conflicts (such as developing a transit stop island) will be evaluated and included in the project if feasible.

*Include location, road name/functional class, type of improvement, etc.*

**Project Length (Miles)**

2.6

**Connection to Local Planning:**

*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 MnDOT 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.*

The City of Minneapolis is currently developing an update to the 2011 Bicycle Master Plan that will identify priority corridors, capital costs, and maintenance costs for implementation of protected bikeways in Minneapolis. The final document will be an addendum to the existing Bicycle Master Plan.

The Minneapolis Climate Action Plan was adopted by the Minneapolis City Council on June 28, 2013 and provides a roadmap to guide Minneapolis towards our greenhouse gas emissions reduction targets. The Minneapolis Climate Action Plan establishes several related goals including constructing 30 miles of protected bikeways in Minneapolis by the year 2020. (Refer to pages 26 and 27).

The UofM Protected Bikeway has been identified as a priority corridor in the Bicycle Master Plan Update, meets the goals of the Climate Action Plan, and has the potential to attract a wider demographic of bicyclists than a traditional on-street bike lane because it is physical separated from motor vehicle traffic.

### Connection to Local Planning

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## Project Funding

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

If yes, please identify the source(s)

Federal Amount \$953,976.00

Match Amount \$238,494.00

*Minimum of 20% of project total*

Project Total \$1,192,470.00

Match Percentage 20.0%

*Minimum of 20%*

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

Source of Match Funds City Funds

## Preferred Program Year

Select one: 2018

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## Project Information

County, City, or Lead Agency City of Minneapolis

Zip Code where Majority of Work is Being Performed 55414

(Approximate) Begin Construction Date 06/04/2018

(Approximate) End Construction Date 08/31/2018

### LOCATION

From:  
(Intersection or Address) 18th Ave SE at East Hennepin Ave

*Do not include legal description;  
Include name of roadway if majority of facility  
runs adjacent to a single corridor.*

To:  
(Intersection or Address) 20th Ave S/Cedar Ave S intersection node at East Franklin Ave

Type of Work Concrete items (curb & gutter, sidewalks, median barriers), pedestrian curb ramps (ADA), striping, signing, signals

*Examples: grading, aggregate base, bituminous base, bituminous surface, sidewalk, signals, lighting, guardrail, bicycle path, ped ramps, bridge, Park & Ride, etc.)*

### BRIDGE/CULVERT PROJECTS

(If Applicable)

Old Bridge/Culvert? Yes

New Bridge/Culvert? No

Structure is Over/Under  
(Bridge or culvert name): 15th Ave/4th St SE intersection. 10th Ave Bridge

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## Specific Roadway Elements

### CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES

	Cost
Mobilization (approx. 5% of total cost)	\$47,857.00
Removals (approx. 5% of total cost)	\$45,578.00
Roadway (grading, borrow, etc.)	\$3,120.00
Roadway (aggregates and paving)	\$122,900.00
Subgrade Correction (muck)	\$0.00
Storm Sewer	\$0.00
Ponds	\$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	\$67,300.00

Traffic Control	\$45,578.00
Striping	\$212,316.00
Signing	\$67,710.00
Lighting	\$0.00
Turf - Erosion & Landscaping	\$0.00
Bridge	\$0.00
Retaining Walls	\$0.00
Noise Wall	\$0.00
Traffic Signals	\$145,000.00
Wetland Mitigation	\$0.00
Other Natural and Cultural Resource Protection	\$0.00
RR Crossing	\$0.00
Roadway Contingencies	\$141,900.00
Other Roadway Elements	\$293,211.00
<b>Totals</b>	<b>\$1,192,470.00</b>

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## Specific Bicycle and Pedestrian Elements

<b>CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES</b>	<b>Cost</b>
Path/Trail Construction	\$0.00
Sidewalk Construction	\$0.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$0.00
Pedestrian Curb Ramps (ADA)	\$0.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	\$0.00
Pedestrian-scale Lighting	\$0.00
Streetscaping	\$0.00
Wayfinding	\$0.00
Bicycle and Pedestrian Contingencies	\$0.00
Other Bicycle and Pedestrian Elements	\$0.00
<b>Totals</b>	<b>\$0.00</b>

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## Specific Transit and TDM Elements

<b>CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES</b>	<b>Cost</b>
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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
Transit and TDM Contingencies	\$0.00
Other Transit and TDM Elements	\$0.00
<b>Totals</b>	<b>\$0.00</b>

## Transit Operating Costs

OPERATING COSTS	Cost
Transit Operating Costs	\$0.00
<b>Totals</b>	<b>\$0.00</b>

## Totals

<b>Total Cost</b>	\$1,192,470.00
<b>Construction Cost Total</b>	\$1,192,470.00
<b>Transit Operating Cost Total</b>	\$0.00

## 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 2030 Transportation Policy Plan (amended 2013), the 2030 Regional Parks Policy Plan (amended 2013), and the 2030 Water Resources Management Policy Plan (2005).

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

2. Applicants that are not 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**

3. 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**

4. 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. Multiuse trails & bicycle facilities must be between \$125,000 and \$5,500,000. Pedestrian facilities and Safe Routes to School must be between \$125,000 and \$1,000,000.

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

*5.The project must comply with the Americans with Disabilities Act.*

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

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

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

*7.The owner/operator of the facility must operate and maintain the project for the useful life of the improvement.*

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

*8.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**

*9.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**

*10.The project applicant must send written notification regarding the proposed project to all affected communities and other levels and units of government prior to submitting the application.*

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

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## **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**

*2.The project must exclude costs for study completion, preliminary engineering, design, construction engineering, or other similar costs (eligible costs include construction and materials, right-of-way, and land acquisition).*

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

*3.The project must exclude work which is required as a condition of obtaining a permit or concurrence for a different transportation project.*

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

*4.Seventy percent of the project cost must fall under one of the following eligible activities:*

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

### **For Safe Routes to School Projects Only**

*5.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.**

*6.All schools benefiting from the SRTS program must conduct after-implementation surveys. These include the student 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 project meets this requirement.**

7. The applicant must have a Safe Routes to School plan or planning process established to be eligible for funding. MnDOT staff will notify Metropolitan Council staff of all agencies eligible for funding. If an applicant has a new Safe Routes to School plan and has not previously notified MnDOT Safe Routes to School staff of the plan, the applicant should contact Nicole Campbell (Nicole.M.Campbell@state.mn.us; 651-366-4180) prior to beginning an application to discuss the plan and confirm eligibility. MnDOT staff will send updated applicant eligibility information to Metropolitan Council staff, if necessary.

**Check the box to indicate that the applicant understands this requirement and will contact MnDOT Safe Routes to School staff, if necessary, to confirm funding eligibility.**

## Other Attachments

File Name	Description	File Size
Concept Alternatives_Figure 1 and 2.pdf	Figure 1 (page 1 and 2) shows the feasibility concept layout and typical sections prepared as part of the Minneapolis Bicycle Master Plan Update for the Northern Segment Corridor. Figure 2 shows the feasibility concept layout and typical sections prepared as part of the Minneapolis Bicycle Master Plan Update for the Southern Segment Corridor.	5.5 MB
Regional Solicitation Application Letter 2014.pdf	Letter of commitment of local match funds.	404 KB

## Measure A: Project Location Relative to the RBTN

Select one:

Tier 1, Priority RBTN Corridor  Yes

Tier 2, RBTN Corridor

(Tier 1 or Tier 2)

Direct connection to the RBTN

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 or city plan  Yes

Upload Map  U of M Prot Bikeway - RBTN Map (North and South Segments).pdf

## Measure A: Cost Effectiveness

Existing Population Within One Mile (Integer Only)  51053

Existing Employment Within One Mile (Integer Only)	48236
Completed by Metropolitan Council Staff	
Total Project Cost	\$1,192,470.00
Cost Effectiveness for Population	\$23.36
Cost Effectiveness for Employment	\$24.72
Upload Map	U of M Prot Bikeway - Population Overview Map.pdf

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## Measure A: Project Location and Impact to Disadvantaged Populations

Select one:

Project located in Racially Concentrated Area of Poverty Yes

Project located in Concentrated Area of Poverty

Projects census tracts are above the regional average for population in poverty or population of color

Project located in a census tract that is below the regional average for population in poverty or populations of color or includes children, people with disabilities, or the elderly.

Response (Limit 1,400 characters; approximately 200 words)

The protected bikeway corridor establishes a needed and high demand facility to the UofM campus from both SE and S areas of Minneapolis. The UofM campus is a major destination, has a culturally diverse population, and is situated within both racially concentrated poverty area and areas above the regional average for population in poverty and color. Fostering safe, convenient and efficient multi-modal solutions is a significant benefit to any community; and especially so, in locations surrounding the campus where the area population is highly dependent upon bicycle and foot traffic.

A key objective of protected bikeway design is to provide a facility that is comfortable for all bicycle rider types and age groups, including children and elderly, which cannot always be achieved with standard bike lanes. This is especially the case on high traffic volume corridors where few other bicycle connection options exist. The protected bikeway improves upon the on-street facility, and is a valuable transportation connection alternative to an area that relies on this mode.

Upload Map

U of M Prot Bikeway - SocioEconomic Conditions Map (North and South Segments).pdf

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## Measure B: Affordable Housing

City/Township	Segment Length (Miles)
Minneapolis	2.6
	3

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## Total Project Length

Total Project Length 2.6

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**Affordable Housing Scoring - To Be Completed By Metropolitan Council Staff**

City/Township	Segment Length (Miles)	Total Length (Miles)	Score	Segment Length/Total Length	Housing Score Multiplied by Segment percent
Minneapolis	2.6	2.6	97.0	1.0	97.0
		3	97	1	97

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## Affordable Housing Scoring - To Be Completed By Metropolitan Council Staff

Total Project Length (Miles)	2.6
Total Housing Score	97.0

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## Measure A: Gaps, Barriers and Continuity/Connections

### Check all that apply:

*Closes a Gap on or off the RBTN including improving bikeability for all age/experience levels within urban, high demand corridors that may already have a continuous bikeway facility (in urban high-demand corridors, this could include adding an off-road trail where there is only an on-street bike lane or adding a bike lane where only a trail exists)*

**Closes a Gap** Yes

*Provides a Facility That Crosses or Circumvents a Physical Barrier (bridge or tunnel; on or off the RBTN) including a river or stream, railroad corridor, freeway, or multi-lane highway*

**Provides a Facility That Crosses or Circumvents a Physical Barrier** Yes

*Improves Continuity and/or Connections Between Jurisdictions (on or off the RBTN) (e.g., extending a specific bikeway facility treatment across jurisdictions to improve consistency and inherent bikeability)*

**Improves Continuity and/or Connections Between Jurisdictions**

Response (Limit 1,400 characters; approximately 200 words)

The provision of a protected bikeway on the north segment will close a significant gap, establishing a lower stress connection between the NE Diagonal Trail and the UofM campus. The NE Diagonal Trail terminates at Hennepin Ave and transitions to a signed bike route on 18th Ave, one-way bike lanes/one-way shared lane use markings on Como Ave and bike lanes on 15th Ave. With the implementation of a protected bikeway on 18th Ave between Hennepin Ave and Como Ave, a bike boulevard connection south of Como Ave, a protected bikeway along Rollins Ave and protected lanes on 15th Ave, this facility will provide a comfortable connection from the NE Diagonal Trail to the UofM campus. The 10th Ave bridge serves as a convenient on-street connection across the Mississippi River between S Minneapolis, Dinkytown and the UofM campus area. A standard bike lane facility exists along this corridor; however, as one of the primary bicycle facility connections, does not effectively serve all potential users do to the high volume intersection crossings and roadway segments. Addressing the connection gap, making bike lanes more comfortable with a protected bikeway, and reducing intersection conflicts will address these issues and serve to encourage increased bicycle ridership on this corridor.

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## Measure B: Project Improvements

There have been 22 bicycle related crashes along the project corridor. The hot spots include 6 at University/10th Ave SE, 5 at 15th Ave/4th-5th St SE intersections and 7 on Como Ave between 15th and 17th Ave SE. The project addresses these crash occurrences by implementing strategies to reduce potential conflicts, providing protected lanes, providing greater awareness of the conflict zone and by providing an alternative route connection.

The hot spot locations will be addressed during PE, which will investigate the signal operation/phasing techniques to reduce the right/left hook crash type, providing two stage left turn boxes and colored green conflict zone markings at intersection crossings. The new 18th Ave to Rollins Ave connection will provide a very attractive alternative to the existing shared lane marking facility on Como and Como/15th Ave. The feasibility of providing a bike signal phase at the 15th Ave/Rollins Ave intersection will be evaluated during design, which may help enhance the protected bikeway connection.

Protected bikeways have also been found to provide safety improvements over standard bike lanes. They are wider and create more separation from vehicles. A safety study conducted by the NYCDOT found their protected bikeways reduced the total cyclist risk by 40% and total injuries reduced by 20%.

Response (Limit 1,400 characters; approximately 200 words)

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## Measure A: Transit Connections

Existing Routes Directly Connected to the Project

2, 3, 6, 7, 9, 22, 25, 61, 67, 94, 111, 113, 114, 115, 118, 129, 134, 250, 252, 261, 263, 264, 270, 272, 288, 353, 355, 365, 375, 452, 465, 475, 579, 652, 684, 695, 698, 789

Planned Transitways Directly Connected to the Project (alignment and mode determined and identified in the 2030 TPP)

N/A

<b>Existing Routes Indirectly Connected Within One Mile of the Project</b>	2, 3, 4, 6, 7, 9, 14, 22, 25, 30, 61, 67, 94, 111, 113, 114, 115, 118, 129, 134, 141, 250, 252, 261, 263, 264, 270, 272, 288, 353, 355, 365, 375, 452, 465, 475, 579, 652, 684, 695, 698, 789, 825, METRO Blue Line, METRO Green Line
<b>Planned Transitways Indirectly Connected Within One Mile of the Project (alignment and mode determined and identified in the 2030 TPP)</b>	N/A
<b>Upload Map</b>	U of M Prot Bikeway - Transit Connections Map (North and South Segments).pdf

## Response

*Met Council Staff Data Entry Only*

<b>Route Ridership Directly Connected</b>	1.7267666E7
<b>Transitway Ridership Directly Connected</b>	0
<b>Route Ridership Indirectly Connected</b>	2.7654958E7
<b>Transitway Ridership Indirectly Connected</b>	0

## Measure B: Pedestrian Connections

**Response (Limit 1,400 characters; approximately 200 words)**

The projects proximity to high-density residential, commercial, mixed-use land uses, in addition to employment centers, commercial districts, and the UofM Campus indicate there is high demand in the area. City sidewalk is provided along both sides of the street for the entire extent of the project corridor. The project will be well integrated into the existing pedestrian environment. Durable crosswalk markings will be provided at signalized intersections. In addition, the traffic signal operations will be reviewed and may include signal modifications at select locations to help improve the pedestrian characteristics.

## Measure C: Multimodal Facilities

Response (Limit 1,400 characters; approximately 200 words)

The project is an on-street protected bikeway and will be well integrated into pedestrian and transit system. Delineated separation between motorists, pedestrians and bicyclists improves the user environment. The provision of durable crosswalk markings, signal modifications at select intersections and establishing a connection to the NE Diagonal Trail will improve the multi-modal accommodations along the corridor. The project will also be evaluating the feasibility of improving the high use transit stop at the 15th Ave SE/4th St intersection. A key consideration in this evaluation will be to reduce the conflict between bicyclists, transit users and transit vehicles; which may include developing the bikeway behind the bus stop.

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## Transit Projects Not Requiring Construction

*If the applicant is completing a transit or TDM application, only Park-and-Ride and other construction projects require completion of the Risk Assessment below. Check the box below if the project does not require the Risk Assessment fields, and do not complete the remainder of the form. These projects will receive full points for the Risk Assessment.*

**Check Here if Your Transit Project Does Not Require Construction**

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## Measure A: Risk Assessment

### 1) Project Scope (5 Percent of Points)

Meetings or contacts with stakeholders have occurred

100%

Stakeholders have been identified

Yes

40%

Stakeholders have not been identified or contacted

0%

### 2) Layout or Preliminary Plan (5 Percent of Points)

Layout or Preliminary Plan completed

100%

Layout or Preliminary Plan started

Yes

50%

Layout or Preliminary Plan has not been started

0%

Anticipated date or date of completion 06/30/2017

**3)Environmental Documentation (10 Percent of Points)**

EIS

EA

PM Yes

**Document Status:**

Document approved (include copy of signed cover sheet) 100%

Document submitted to State Aid for review 75%

Document in progress; environmental impacts identified

50%

Document not started Yes

0%

Anticipated date or date of completion/approval 12/29/2017

**4)Review of Section 106 Historic Resources (15 Percent of Points)**

No known potential for archaeological resources, no historic resources known to be eligible for/listed on the National Register of Historic Places located in the project area, and project is not located on an identified historic bridge Yes

100%

Historic/archeological review under way; determination of no historic properties affected or no adverse effect anticipated

80%

Historic/archaeological review under way; determination of adverse effect anticipated

40%

Unknown impacts to historic/archaeological resources

0%

Anticipated date or date of completion of historic/archeological review: 12/29/2017

Project is located on an identified historic bridge

**5)Review of Section 4f/6f Resources (15 Percent of Points)**

*(4f is publicly owned parks, recreation areas, historic sites, wildlife or waterfowl refuges; 6f is outdoor recreation lands where Land and Water Conservation Funds were used for planning, acquisition, or development of the property)*

No Section 4f/6f resources located in the project area Yes

100%

Project is an independent bikeway/walkway project covered by the bikeway/walkway Negative Declaration statement; letter of support received

100%

**Section 4f resources present within the project area, but no known adverse effects**

80%

**Adverse effects (land conversion) to Section 4f/6f resources likely**

30%

**Unknown impacts to Section 4f/6f resources in the project area**

0%

**6)Right-of-Way (15 Percent of Points)**

**Right-of-way or easements not required**

Yes

100%

**Right-of-way or easements has/have been acquired**

100%

**Right-of-way or easements required, offers made**

75%

**Right-of-way or easements required, appraisals made**

50%

**Right-of-way or easements required, parcels identified**

25%

**Right-of-way or easements required, parcels not identified**

0%

**Right-of-way or easements identification has not been completed**

0%

**Anticipated date or date of acquisition**

**7)Railroad Involvement (25 Percent of Points)**

**No railroad involvement on project**

Yes

100%

**Railroad Right-of-Way Agreement is executed (include signature page)**

100%

**Railroad Right-of-Way Agreement required; Agreement has been initiated**

60%

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

40%

**Railroad Right-of-Way Agreement required; negotiations not begun**

0%

**Anticipated date or date of executed Agreement**

**8)Construction Documents/Plan (10 Percent of Points)**

**Construction plans completed/approved (include signed title sheet)**

100%

**Construction plans submitted to State Aid for review**

75%

**Construction plans in progress; at least 30% completion**

50%

**Construction plans have not been started**

Yes

0%

**Anticipated date or date of completion**

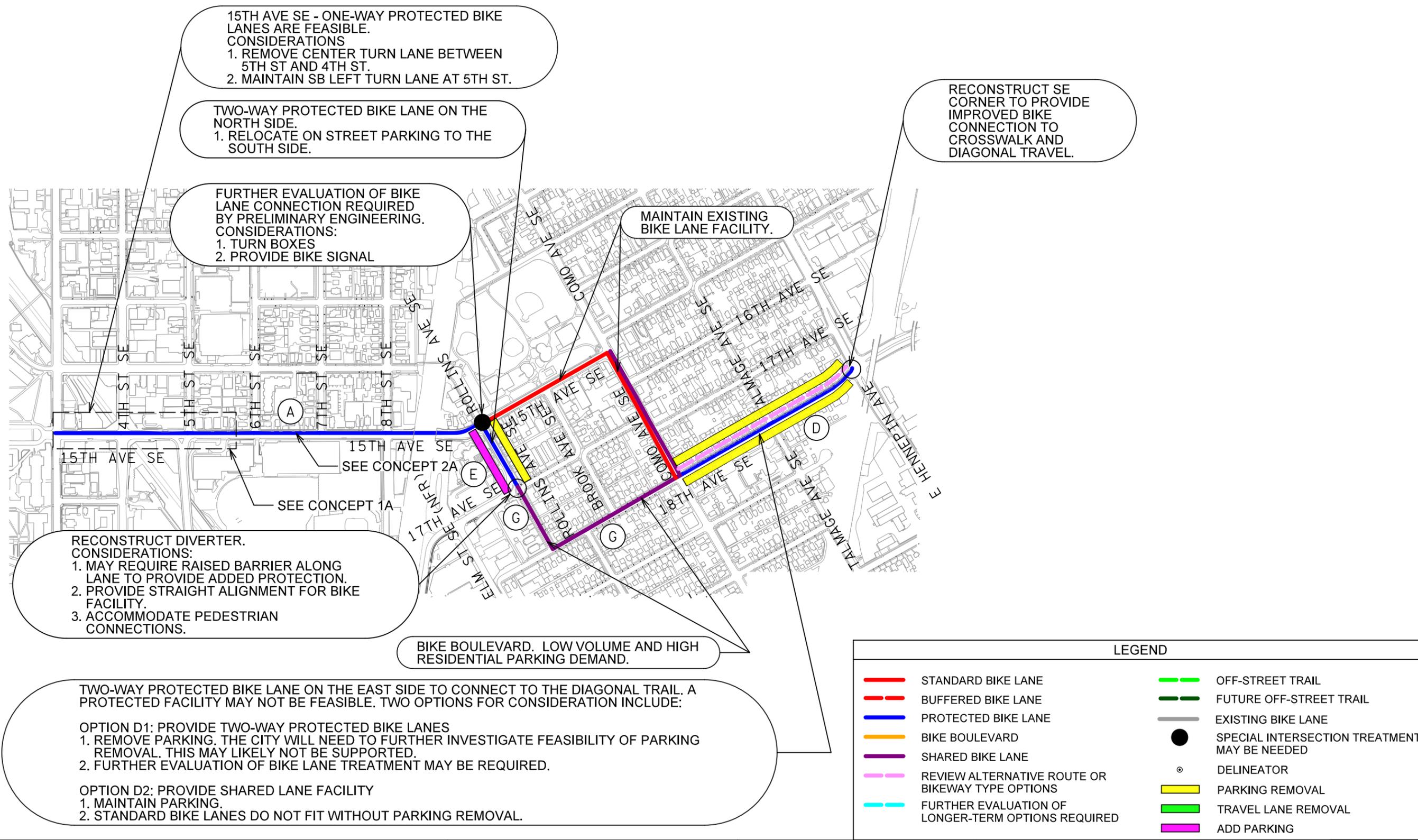
12/29/2017

**9)Letting**

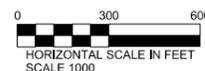
**Anticipated Letting Date**

05/01/2018

# 15TH ST SE TO NE DIAGONAL - CONCEPT DESIGN 13



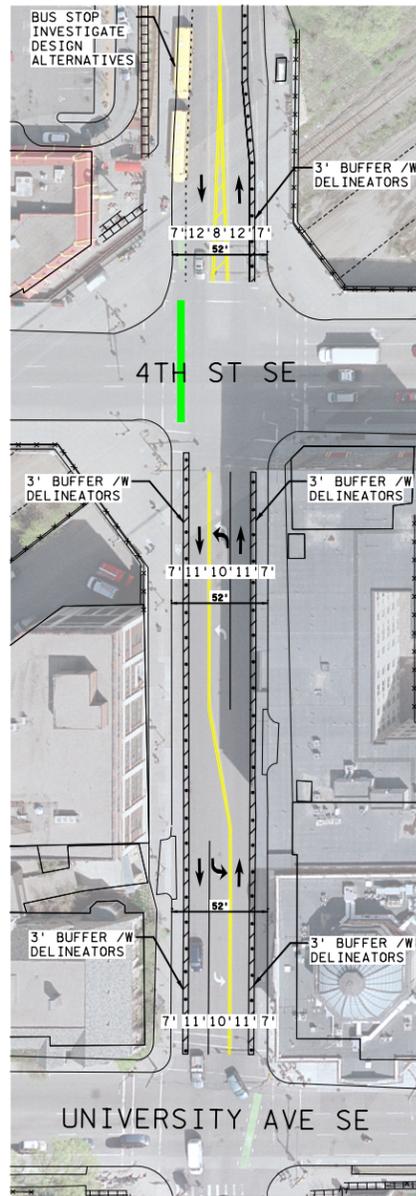
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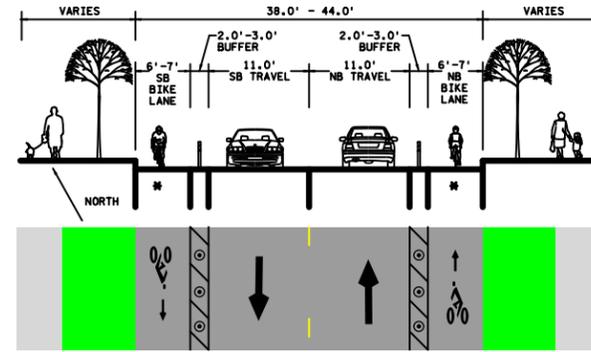
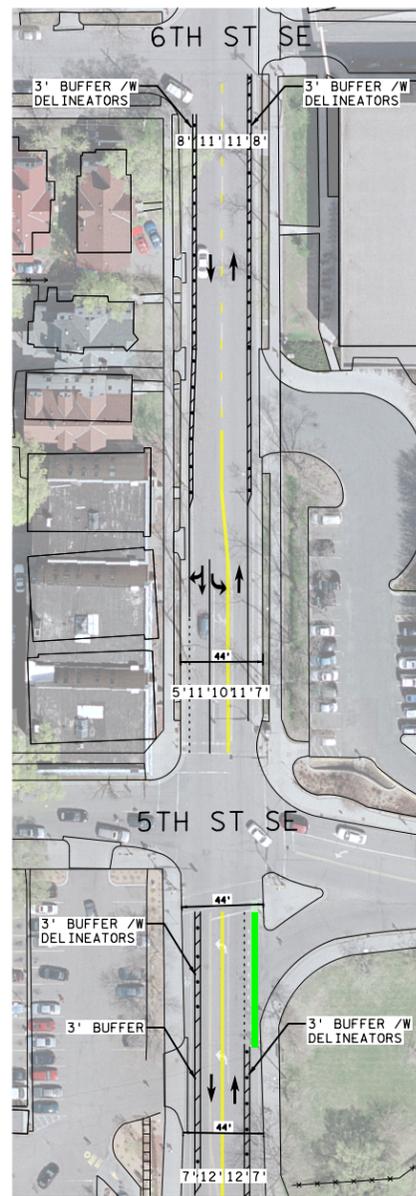
**PROTECTED BIKEWAYS FEASIBILITY ANALYSIS**  
**15TH ST SE TO NE DIAGONAL**  
**PREFERRED ALTERNATIVE**  
**CORRIDOR 13**

**FIGURE 1**  
**1 OF 2**

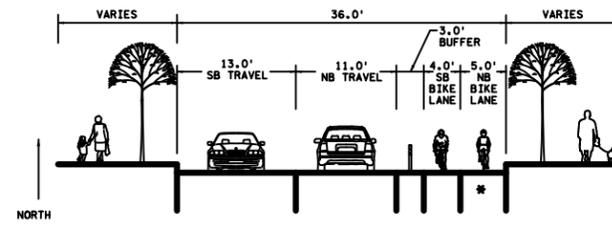
# 15TH ST SE TO NE DIAGONAL - CONCEPT DESIGN 13



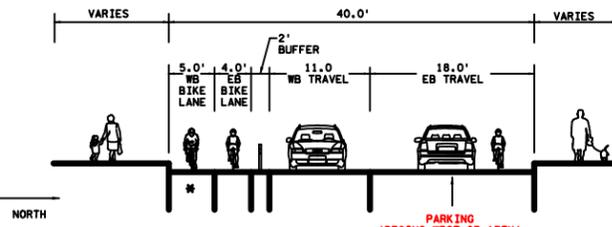
1A 15TH AVE SE - UNIVERSITY AVE TO 6TH ST SE



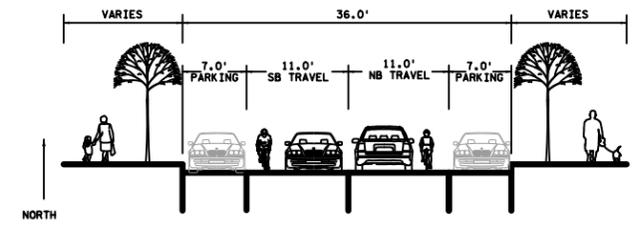
2A 15TH AVE SE - 6TH ST SE TO ROLLINS AVE



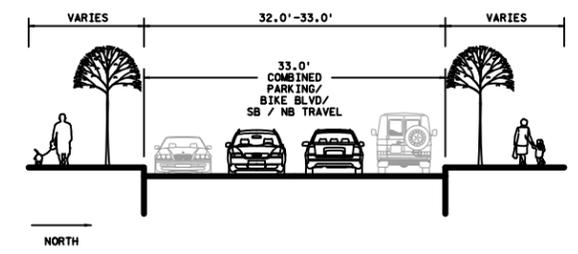
D1 18TH AVE SE - COME AVE SE TO E HENNEPIN AVE



E ROLLINS AVE - 15TH AVE SE TO 17TH AVE SE



D2 18TH AVE SE - COME AVE SE TO E HENNEPIN AVE  
*-MAY REQUIRE A DESIGN EXCEPTION*

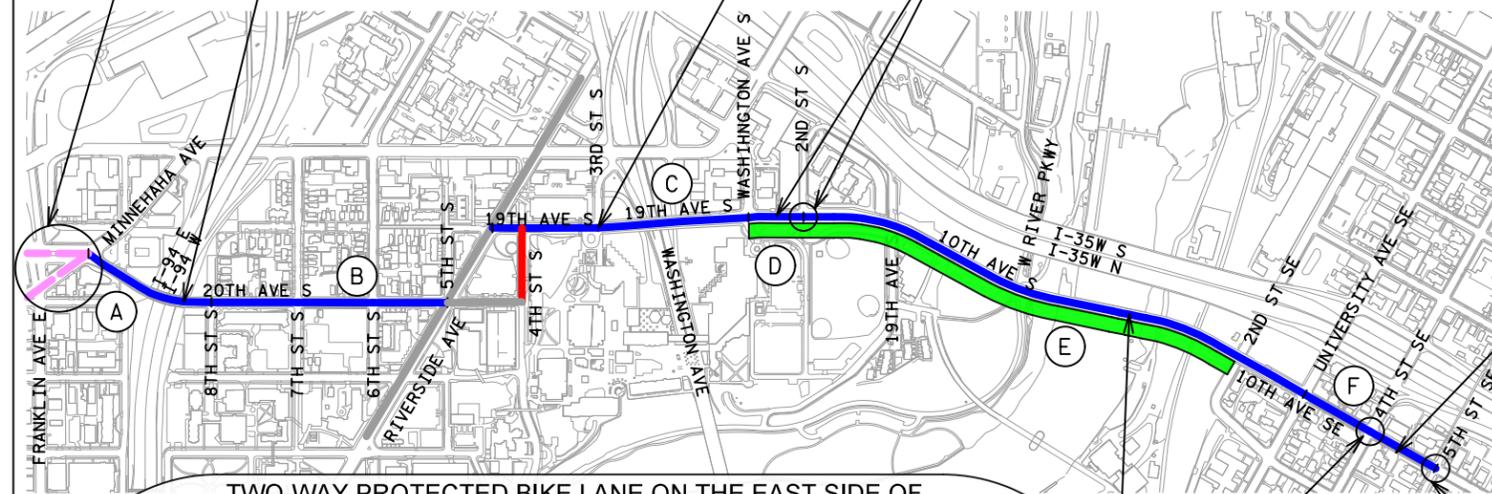


G ROLLINS AVE - 17TH AVE SE TO 18TH AVE ST  
18TH AVE SE - ROLLINS AVE SE TO COMO AVE SE

OR

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# 10TH/19TH/20TH AVE S - CONCEPT DESIGN 14



A CONNECTION TO FRANKLIN AVE AND MINNEHAHA AVE REQUIRES FURTHER EVALUATION.

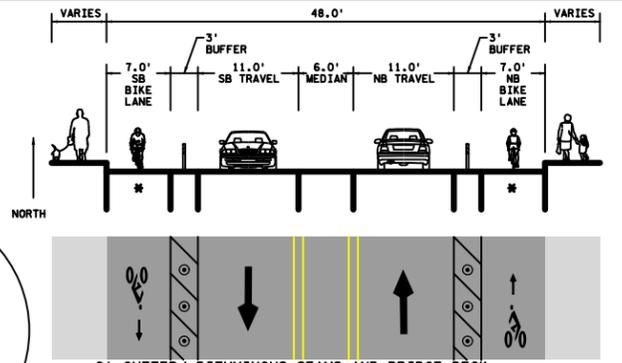
20TH AVE - MINNEHAHA AVE ONE-WAY PROTECTED BIKE LANES THROUGH NARROWING TRAVEL LANES IS FEASIBLE.

19TH AVE - RIVERSIDE AVE TO WASHINGTON AVE TWO-WAY PROTECTED BIKE LANE ON THE EAST SIDE IS FEASIBLE THROUGH LANE NARROWING.  
CONSIDERATIONS:  
1. MAINTAIN NB LEFT TURN LANE AT WASHINGTON AVE.  
2. REMOVE THE NB RIGHT TURN LANE.

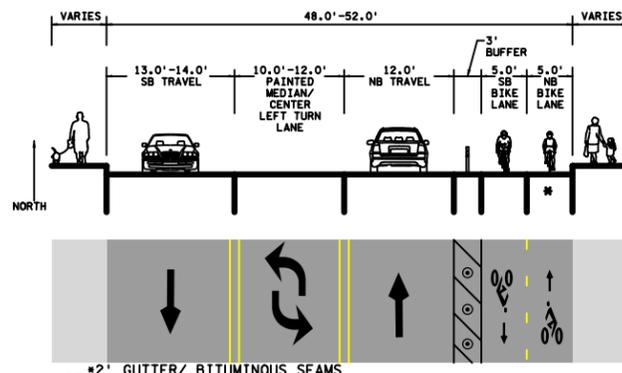
DESIGN CONSIDERATIONS:  
1. MAINTAIN EXISTING MEDIAN LOCATION.  
2. REMOVE NORTHBOUND RIGHT TURN LANE.  
3. TRANSIT STOP.

TWO-WAY PROTECTED BIKE LANE ON THE EAST SIDE OF THE BRIDGE IS FEASIBLE.  
CONSIDERATIONS:  
1. PROVIDE PEDESTRIAN ACCOMMODATIONS ON THE EAST SIDE ONLY TO REDUCE MAINTENANCE AND DRAINAGE CONCERNS WITH PROVIDING WALKWAY ON WEST SIDE OF BRIDGE.  
2. COULD PROVIDE (2) NB TRAVEL LANES IF NEEDED BY NOT PROVIDING WALK WAY ON WESTSIDE.  
3. DRAINAGE CONSIDERATIONS WITH PROVIDING CONTINUOUS BARRIER AND THE RECESSED INLETS BEING LOCATED IN THE BIKE LANE. LIKELY CANNOT PROVIDE BARRIER ON BOTH THE WEST SIDE AND EAST DUE TO LOCATION OF INLETS.

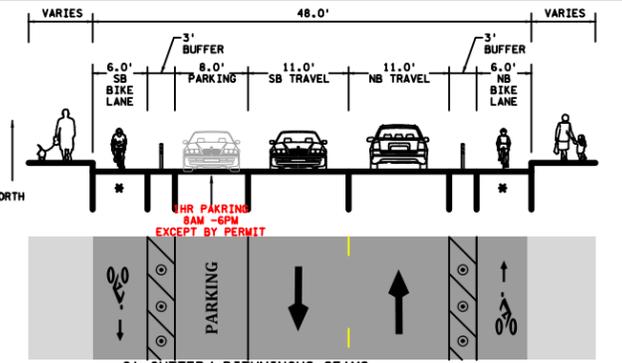
DESIGN CONSIDERATIONS:  
1. TRANSITION BETWEEN TWO-WAY BIKEWAY ON UNIVERSITY AVE REQUIRES FURTHER EVALUATION.  
2. AN EXCLUSIVE BIKE SIGNAL PHASE IS NOT FEASIBLE.  
3. HIGH VOLUME RIGHT TURN CONFLICTS.



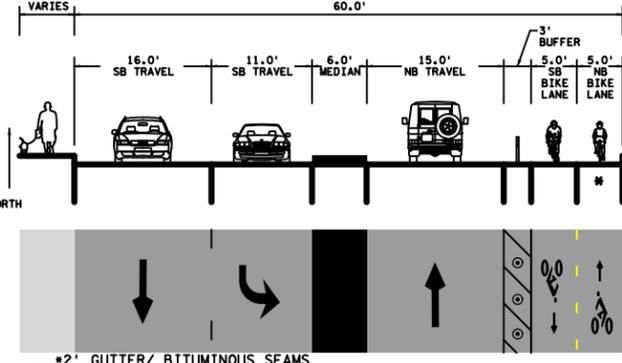
A MINNEHAHA AVE TO 8TH ST S



C RIVERSIDE AVE TO WASHINGTON AVE



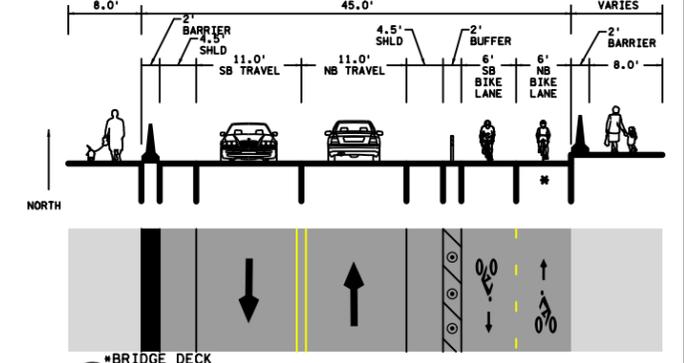
B 8TH ST S TO RIVERSIDE AVE -BIKE/BUFFER WIDTH LESS THAN 10'



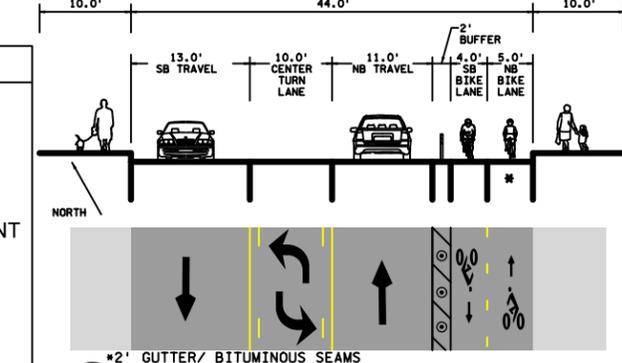
D WASHINGTON AVE TO 2ND ST S

10TH AVE - UNIVERSITY TO 5TH ST A TWO-WAY PROTECTED BIKEWAY MAY BE FEASIBLE.  
1. THE CITY MAY CONSIDER STOPPING THE PROTECTED FACILITY AT UNIVERSITY AVE.

TRANSITION TO ONE-WAY BIKE LANE REQUIRES FURTHER EVALUATION.



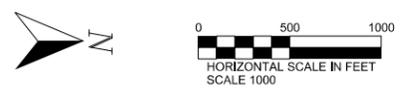
E 2ND ST S TO UNIVERSITY AVE (BRIDGE)



F UNIVERSITY AVE TO 5TH ST SE

LEGEND			
	STANDARD BIKE LANE		OFF-STREET TRAIL
	BUFFERED BIKE LANE		FUTURE OFF-STREET TRAIL
	PROTECTED BIKE LANE		EXISTING BIKE LANE
	BIKE BOULEVARD		SPECIAL INTERSECTION TREATMENT MAY BE NEEDED
	SHARED BIKE LANE		DELINEATOR
	REVIEW ALTERNATIVE ROUTE OR BIKEWAY TYPE OPTIONS		PARKING REMOVAL
	FURTHER EVALUATION OF LONGER-TERM OPTIONS REQUIRED		TRAVEL LANE REMOVAL
			ADD PARKING

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PROTECTED BIKEWAYS FEASIBILITY ANALYSIS  
10TH/19TH/20TH AVE S  
PREFERRED ALTERNATIVE  
CORRIDOR 14

FIGURE 2  
1 OF 1



**Minneapolis**  
City of Lakes

**Department of  
Public Works**

Steven A Kotke, P.E.  
City Engineer  
Director

350 South 5th Street - Room 203  
Minneapolis MN 55415

Office 612 673-3000  
Fax 612 673-3565  
TTY 612 673-2157

December 1, 2014

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

**RE: 2014 Regional Solicitation Applications**

Dear Ms. Koutsoukos,

The City of Minneapolis Department of Public Works is submitting a series of applications for the 2014 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 meeting of November 14, 2014. The relevant action is excerpted below:

*The TRANSPORTATION & PUBLIC WORKS and WAYS & MEANS Committees submitted the following reports:  
T&PW & W&M - Your Committee, having under consideration the 2014 Regional Solicitation for Federal Transportation Funds, now recommends:*

- a) That the proper City officers be authorized to submit a series of applications for federal transportation funds through the Metropolitan Council's Regional Solicitation Program, as set forth in Petn. No. 277734; and*
- b) That the proper City officers be authorized to commit local funds per federal requirement to support the approved projects.*

*On roll call, the result was:*

*Ayes: Reich, Frey, Gordon, Yang, Warsame, Goodman, Cano, Bender, Quincy, A. Johnson, Palmisano, President Johnson (12)*

*Noes: (0)*

*Absent: Glidden (1)*

*The report was adopted.*

The specific applications are described in the attached "Request for City Council Committee Action."

Thank you for the opportunity to submit these applications.

Sincerely,

Steven A. Kotke, P.E.  
City Engineer, Director of Public Works





## Request for City Council Committee Action from the Department of Public Works

**Date:** November 10, 2014

**To:** Honorable Kevin Reich, Chair Transportation & Public Works Committee

**Referral to:** Honorable John Quincy, Chair Ways and Means/Budget Committee

**Subject:** **City of Minneapolis Submission for 2014 Regional Solicitation for Federal Transportation Funds**

### Recommendation:

- A. Authorize proper city officers to submit a series of applications for federal transportation funds through the Metropolitan Council's Regional Solicitation Program.
- B. Authorize proper city officers to commit local funds per federal requirement to support the approved projects.

### Previous Directives:

- None

### Department Information:

Prepared by: Steven Hay, P.E., Transportation Planner, Transp. Planning & Programming, 673-3884  
Don Elwood, P.E., Director, Transportation Planning & Engineering, 673-3622

Approved by: \_\_\_\_\_  
Steven A. Kotke, P.E., Director of Public Works

Presenter in Committee: Steven Hay, P.E., Transportation Planner, Transportation Planning & Programming

### Reviews

Permanent Review Committee (PRC):	Approval N/A
Civil Rights Approval	Approval N/A
Policy Review Group (PRG):	Approval N/A

## Financial Impact

Action is within the Business Plan

## Community Impact

Living Well: Minneapolis is safe and livable and has an active and connected way of life.  
Great Places: Natural and built spaces work together and our environment is protected.  
A City that Works: City government runs well and connects to the community it serves.

## Supporting Information

The City will prepare a series of applications for the 2014 Regional Solicitation for Federal Transportation Funds in response to the current Metropolitan Council solicitation. Below is a summary of the eligible project areas along with a brief description of eligible city projects. Each submission will require a minimum local match for construction in addition to the costs for design, engineering, administration and any additional construction costs to fully fund the project. The available funding is for construction in 2018 and 2019.

The Regional Solicitation for federal transportation project funding is part of the 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 (USDOT) and administered locally through collaboration with the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), and the Minnesota Department of Transportation (MnDOT).

The following list of projects will be submitted in each program area.

Project Name	Program	Requested Amount	Minimum Local Match Required
8 <sup>th</sup> Street South	Roadways	\$7,000,000	\$1,750,000
Broadway Street NE	Roadways	\$7,000,000	\$1,750,000
10 <sup>th</sup> Avenue SE Bridge Rehabilitation	Roadways	\$7,000,000	\$1,750,000
40 <sup>th</sup> Street Bicycle & Pedestrian Bridge over I-35@	Bicycle & Pedestrian Facilities	\$1,600,000	\$400,000
U of M Protected Bikeways	Bicycle & Pedestrian Facilities	\$1,000,000	\$250,000
High Quality Connection between Orange Line Transit Station at Lake Street and the Midtown Greenway	Bicycle & Pedestrian Facilities	\$2,880,000	\$720,000
North Loop Pedestrian Improvements	Bicycle & Pedestrian Facilities	\$1,000,000	\$250,000
Emerson & Fremont Avenues North Pedestrian Improvements	Bicycle & Pedestrian Facilities	\$1,000,000	\$250,000
High School Transit Connections	Bicycle & Pedestrian Facilities	\$1,000,000	\$250,000
Totals		\$29,480,000	\$7,370,000

## Regional Solicitation Programs

Recently, the Metropolitan Council and the Transportation Advisory Board (TAB) carried out an extensive evaluation and redesign of the Regional Solicitation. Projects will now be submitted and evaluated based on mode rather than federal funding program (i.e., STP, CMAQ, and TAP). The application process has been streamlined and the modal approach provides TAB with more flexibility to match federal funding to the highest performing projects that are submitted.

Applications are now grouped into three primary modal evaluation categories with each category including several sub-categories as detailed below:

1. Roadways Including Multimodal Elements
  - Roadway Expansion
  - Roadway Reconstruction/Modernization
  - Roadway System Management
  - Bridges
2. Bicycle and Pedestrian Facilities
  - Multiuse Trails and Bicycle Facilities
  - Pedestrian Facilities
  - Safe Routes to School Infrastructure
3. Transit and Travel Demand Management (TDM) Projects
  - Transit Expansion
  - Travel Demand Management
  - Transit System Modernization

The City will submit 9 funding applications in the following program categories:

1. Roadways including Multimodal Elements
  - Roadway Reconstruction
    - 8th Street S (Hennepin to Chicago)
    - Broadway Street NE (Stinson to Industrial Boulevard)
  - Bridges
    - 10th Avenue SE Bridge Rehabilitation
2. Bicycle & Pedestrian Facilities
  - Multiuse Trails & Bicycle Facilities
    - 40th Street Pedestrian & Bicycle Bridge over I-35W
    - U of M Protected Bikeways (19<sup>th</sup> Ave SE/15<sup>th</sup> Ave SE – Riverside Ave to NE Diagonal)
    - High Quality Connection between Orange Line Transit Station at Lake Street and the Midtown Greenway
  - Pedestrian Facilities
    - North Loop Pedestrian Improvements
    - Emerson & Fremont Avenues North
  - Safe Routes to School Infrastructure
    - High School Transit Connections

Details of the 9 proposed projects are described below.

### **Roadways including Multimodal Elements**

#### **8th Street South**

This project will reconstruct 0.72 miles of 8th Street in downtown from Hennepin Avenue to Chicago Avenue. The project will consist of complete removal and replacement of the pavement, curb and gutter, and driveways. The project will also include landscaping, pedestrian level street lighting, and upgraded signals where warranted. Sidewalks may also be replaced and widened, particularly at bus stop locations.

#### **Broadway Street NE**

This project will reconstruct approximately 0.8 miles of Broadway Street NE from Stinson Boulevard to Industrial Boulevard. A major component of this project is the construction of multimodal elements including the filling of sidewalk gaps and the construction of some type of bicycle facility. The bicycle facility could be on-street bike lanes or an off-street multiuse trail.

### 10<sup>th</sup> Avenue SE Bridge Rehabilitation

This project proposes to rehabilitate the reinforced concrete 10<sup>th</sup> Avenue Bridge over the Mississippi River. This will address the ongoing deterioration of concrete areas on the bridge's spandrel columns, floor beams, arches, and deck. The total construction cost for the bridge rehabilitation is approximately \$13 Million to \$28 Million, depending on specific elements of the project. A previous federal allocation of \$3.3 Million must be turned back in order to be eligible to apply for funds through this Regional Solicitation.

### **Bicycle and Pedestrian Facilities**

#### 40<sup>th</sup> Street Pedestrian Bridge Over 35W

This project is the renovation of the 40<sup>th</sup> Street Pedestrian Bridge over 35W to include trail widening, structural improvements, and aesthetic enhancements. This project is part of the RiverLake Greenway Corridor from the Chain of Lakes to the Mississippi River. The bridge is functionally obsolete and marginally serves its current purpose. As a primary bicycle artery for Minneapolis, the bridge should meet current geometric standards for a shared-use facility to safely convey pedestrians and bicyclists over I-35W. The proposed project would widen the deck of the bridge to accommodate bicycle users, raise the bridge, and improve its aesthetics.

#### U of M Protected Bikeways

Protected bikeways would be installed on 19<sup>th</sup> Avenue SE from Riverside Avenue, across the 10<sup>th</sup> Avenue Bridge to University Avenue, and on 15<sup>th</sup> Avenue SE from University Avenue to Como Avenue, then continuing north to the NE Diagonal Trail, the exact alignment north of Como Avenue is still to be determined.

#### High Quality Connection between Orange Line Transit Station at Lake Street and the Midtown Greenway

This is one of the key project elements of the Transit Access Project at 35W and Lake Street. This will be an important connection linking transit users at the proposed Bus Rapid Transit station to the Midtown Greenway, which today is an important east-west pedestrian and bicycle facility and in the future will contain additional fixed rail transit service. The connection will accommodate both pedestrians and bicyclists, with enhancements in the form of public art, landscaping and place-making.

#### North Loop Pedestrian Improvements

This project would include the implementation of a variety of pedestrian-related improvements to the North Loop Neighborhood. These improvements would likely include signal upgrades, ADA-compliant curb ramps, enhanced crosswalks, pedestrian level street lighting, and landscaping.

#### Emerson and Freemont Avenues North

Enhancements to the pedestrian realm would be implemented on Emerson Avenue North from Plymouth Avenue to 33<sup>rd</sup> Avenue North and on Freemont Avenue North from Plymouth Avenue to 44<sup>th</sup> Avenue North. These improvements would likely include pedestrian bumpouts at select locations, ADA-compliant curb ramps, signal enhancements, improved crosswalks, and landscaping. These improvements will be coordinated with the development and implementation of Metro Transit's Arterial BRT D-Line.

#### High School Transit Connections

This project will prioritize pedestrian safety improvements near high schools, focusing on access to nearby transit stops. Minneapolis high school students currently receive free or discounted Go-To Cards in lieu of yellow school bus service, making these transit connections vital. High schools are only recently eligible for federal Safe Routes funding, while they represent a large proportion of student walkers and bikers in the city.

# RBTN Evaluation and Major Barriers

## Results

Project IN TIER 1 Bicycle Transport Corridor.



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



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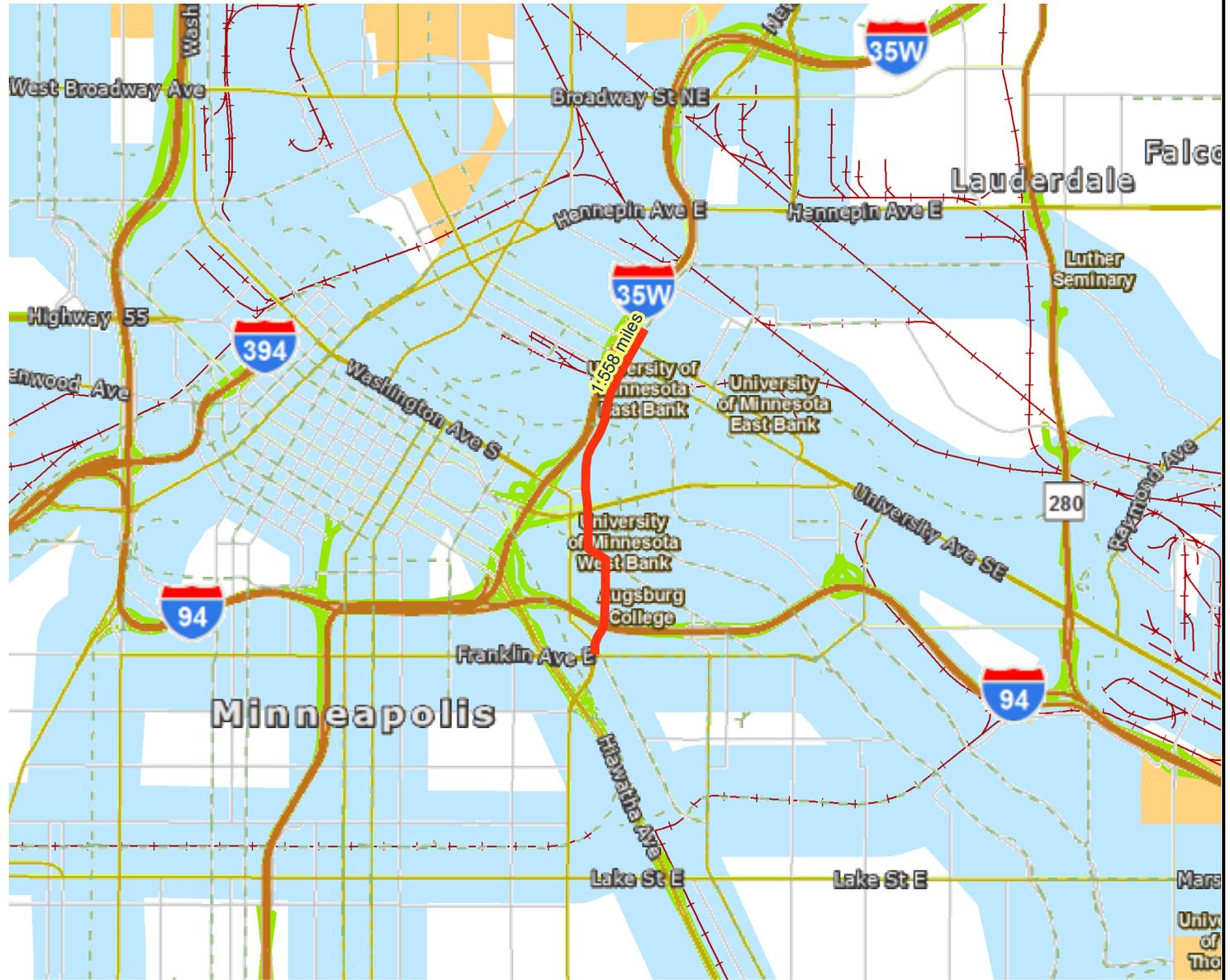


# RBTN Evaluation and Major Barriers

Pedestrian Facilities Project: University of Minnesota Protected Bikeway - Southern Segment | Map ID: 1416946987090

## Results

Project IN TIER 1 Bicycle Transport Corridor.



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



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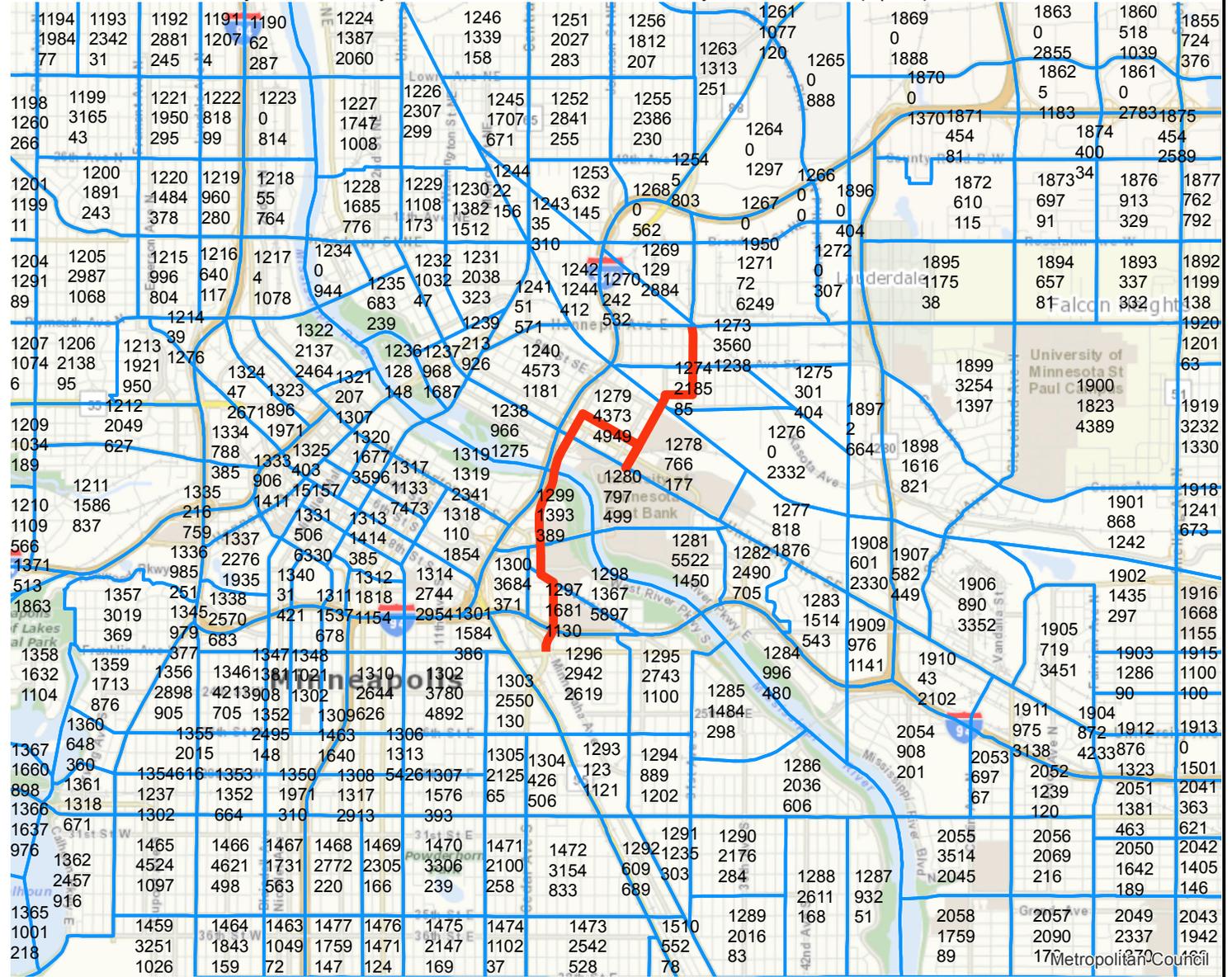


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# Population Summary

Pedestrian Facilities Project: University of Minnesota Protected Bikeway - Overview Map | Map ID: 1416947812033



## Results

Within HALF Mile of project:  
 Total Population: 51053  
 Total Employment: 48236

- Project
- 2010 TAZ



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 LandscapeRSA4

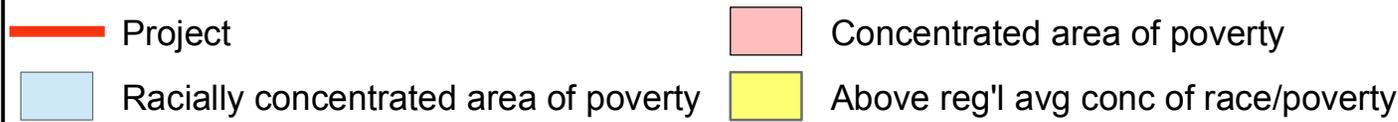
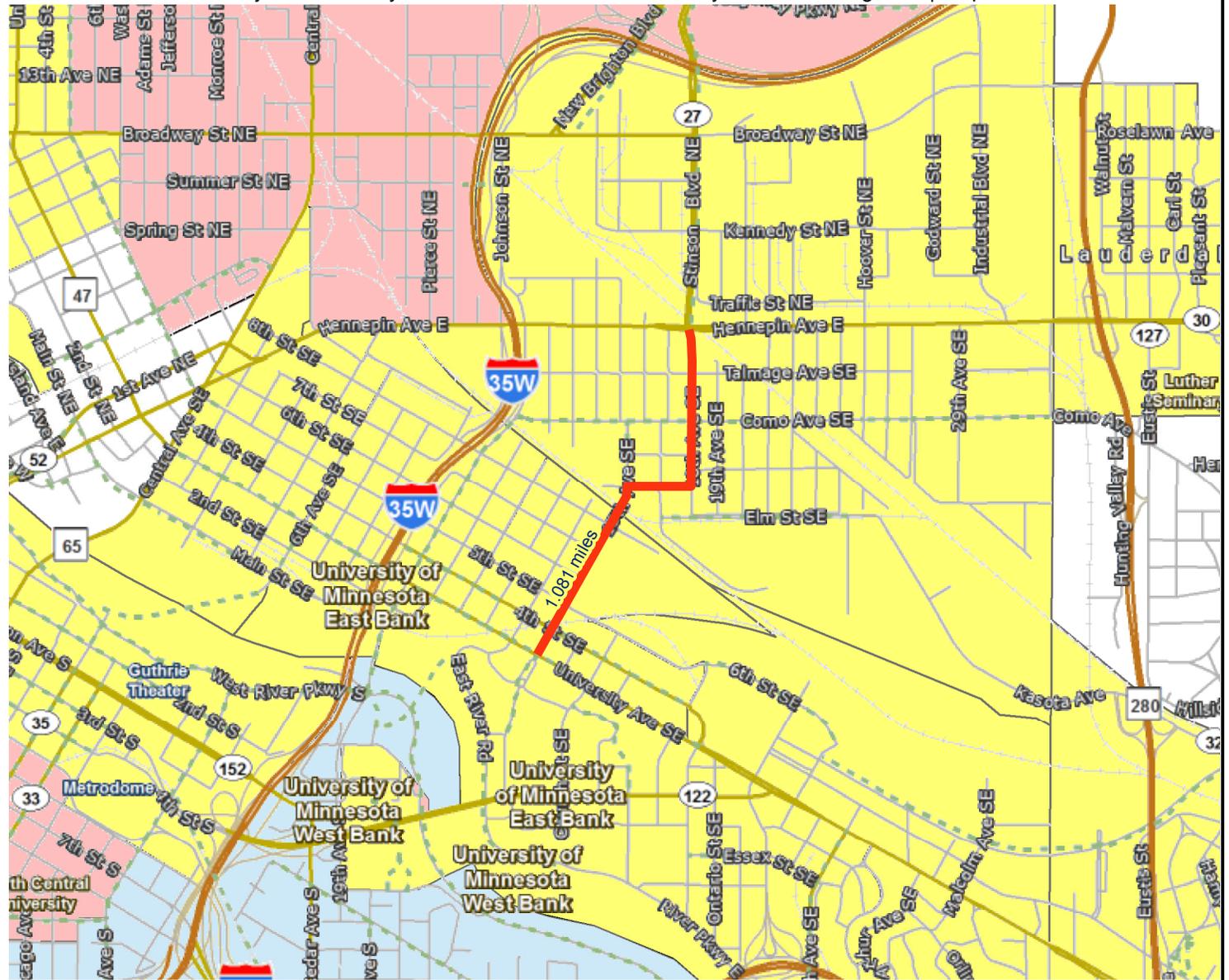


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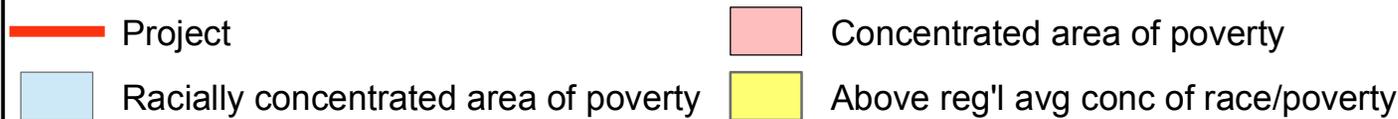
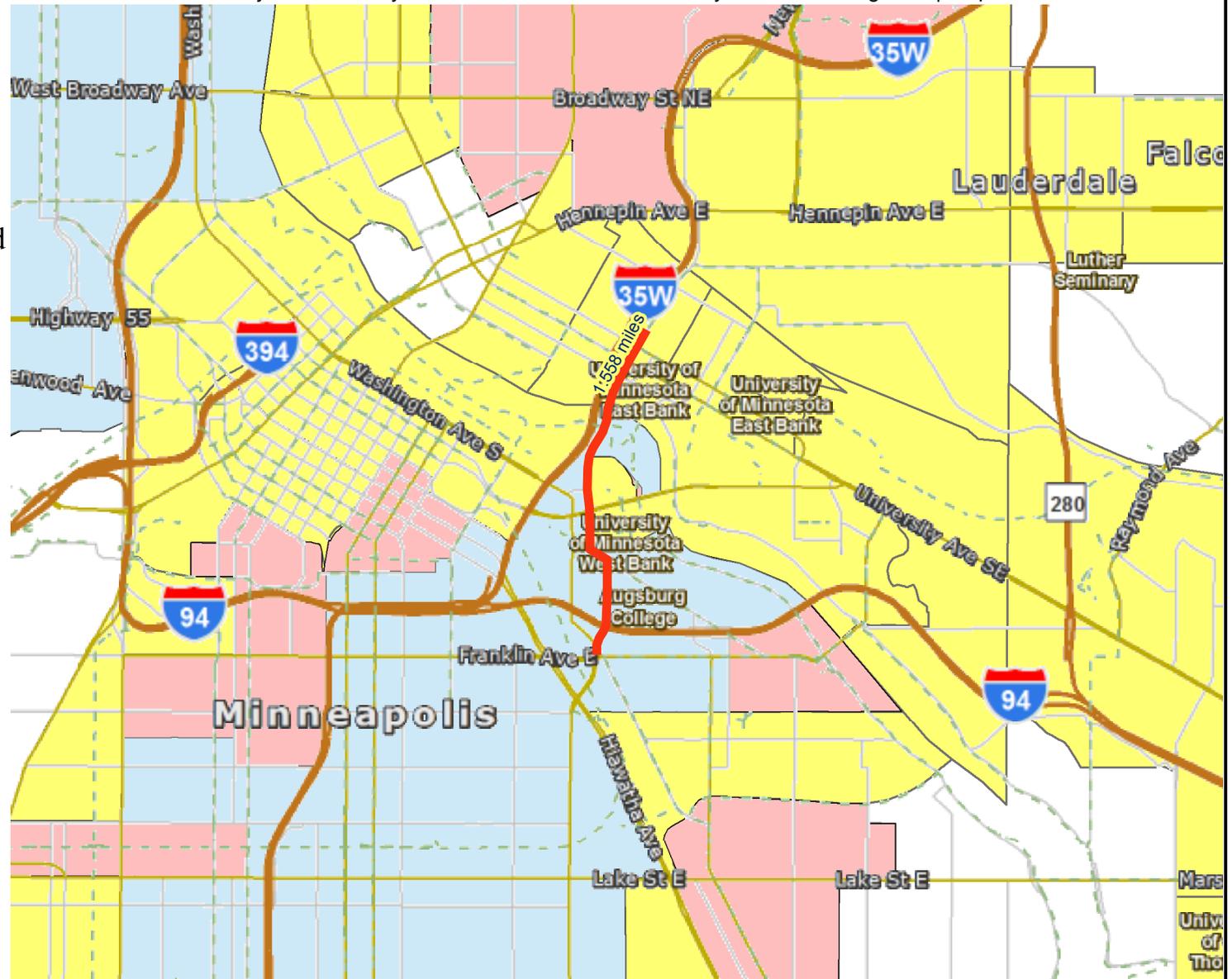
Results

Project IN area of above average concentration of race or poverty.



Results

Project **IN** a racially concentrated area of poverty.



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LandscapeRSA2



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# Transit Connections

Pedestrian Facilities Project: University of Minnesota Protected Bikeway - Northern Segment | Map ID: 1416947458519

## Results

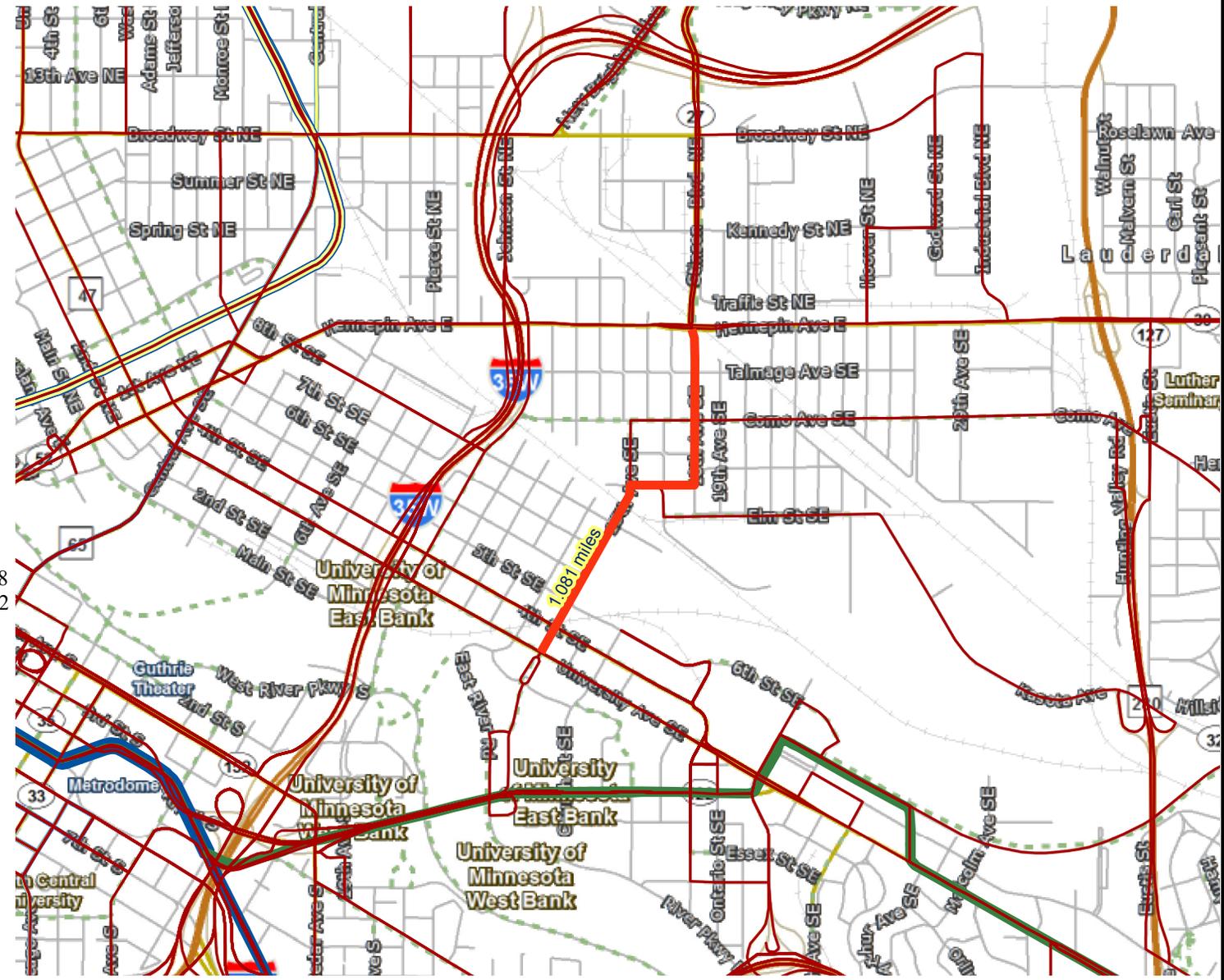
Transit with a Direct Connection to project:

2 3 6 25 61 684

Transit within HALF mile of project:

2 3 4 6 25 30 61 111 113 114 115  
118 129 141 250 252 261 263 264 270 272 288  
355 465 475 579 652 684 695 698 789 825 902

*\* indicates Planned Alignments*



 Project	 Transitway	 Blue Line	 Northstar Line	 <b>Planned Alignments</b>
 Transit Routes	 Blue / Green Line	 Green Line	 Arterial BRT	



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LandscapeRSA3



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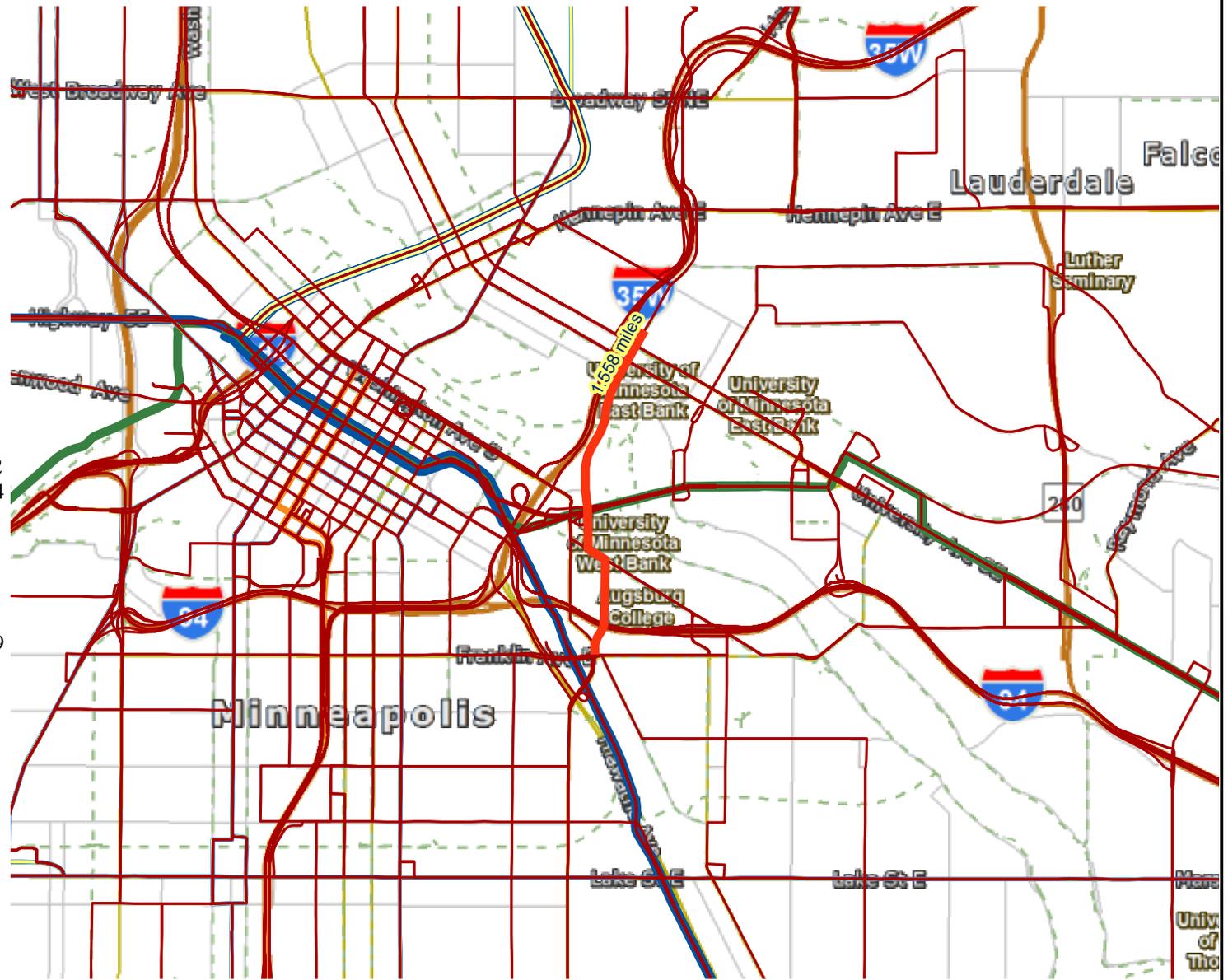


**Results**

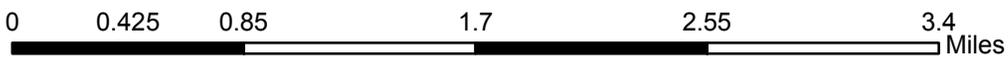
Transit with a Direct Connection to project:  
 2 3 6 7 9 22 67 94 111 113 114  
 115 118 129 134 250 252 261 263 264 270 272  
 288 353 355 365 375 452 465 475 579 652 684  
 695 698 789 901 902

Transit within HALF mile of project:  
 2 3 4 6 7 9 14 22 67 94 111  
 113 114 115 118 129 134 250 252 261 263 264  
 270 272 288 353 355 365 375 452 465 475 579  
 652 684 695 698 789 901 902

*\*indicates Planned Alignments*



Project	<b>Transitway</b>	Green Line	<b>Planned Alignments</b>	Light Rail, Blue Line Extension
Transit Routes	Blue / Green Line	Northstar Line	Arterial BRT	Light Rail, Green Line Extension
	Blue Line		BRT, Orange Line	



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