



Application

13876 - 2020 Safe Routes to School Infrastructure

14045 - Green Central Safe Routes to School Improvements

Regional Solicitation - Bicycle and Pedestrian Facilities

Status:

Submitted

Submitted Date:

05/15/2020 10:40 AM

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## Primary Contact

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Minneapolis

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City

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Postal Code/Zip

Phone:\*

612-673-2129

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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	Green Central Safe Routes to School Improvements
Primary County where the Project is Located	Hennepin
Cities or Townships where the Project is Located:	City of Minneapolis
Jurisdictional Agency (If Different than the Applicant):	



The Green Central Safe Routes to School project will improve bicycle and pedestrian facilities along East 34th Street and 10th/11th Avenue South for travelers of all ages and abilities by establishing a safe and comfortable connection to Green Central Elementary School, other bikeway facilities, parks, and key destinations in the project area. The primary objective of the City of Minneapolis' Safe Routes to School program is to improve multimodal safety and access for K-12 students and encourage active transportation. This school was selected as a Safe Routes to School focus area by the City through a data-driven process that focused on school demographics, potential users, and known pedestrian safety issues. This project supports the City's equitable prioritization of multimodal improvements and its Vision Zero commitment to eliminate fatal and serious injury traffic crashes within 10 years.

**Brief Project Description (Include location, road name/functional class, type of improvement, etc.)**

The proposed Green Central Safe Routes to School project will implement pedestrian and bicycle-related improvements along East 34th Street from east of 4th Avenue South to 10th Avenue South and along 10th/11th Avenue South from East 34th Street to Midtown Greenway/East 29th Street. Improvements may include crossing improvements to narrow the road (e.g., intersection bump outs, bicycle/pedestrian median islands), resulting in reduced time a pedestrian is exposed to traffic, increased pedestrian visibility, and traffic calming benefits; Installation of ADA-compliant curb ramps to enhance pedestrian safety and comfort; Upgraded traffic control device with APS push buttons to provide pedestrian crossing priority and increased compliance of vehicles stopping for pedestrians; Additional roadway traffic calming features (e.g., traffic circle, traffic diverter) to promote safety and air quality by minimizing the amount of motor vehicle traffic traveling along the

SRTS route; Additional lighting to improve bicycle and pedestrian visibility and security; and Installation of sidewalk and multiuse trail to close existing gaps in the bicycle and pedestrian network.

These portions of East 34th Street and 10th Avenue South are identified as near-term, low stress bikeways in the draft Transportation Action Plan, and this alignment crosses several high injury streets (Park Avenue, Portland Avenue, East 31st street, East Lake Street).

(Limit 2,800 characters; approximately 400 words)

**TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**  
**DESCRIPTION** - will be used in TIP if the project is selected for funding. See MnDOT's TIP description guidance.

Green Central Safe Routes to School Improvements along East 34th Street from west of 4th Avenue South to 10th Avenue South and 10th Avenue South/11th Avenue South from East 34th Street to Midtown Greenway/East 29th Street

**Project Length (Miles)** 1.3

to the nearest one-tenth of a mile

## Project Funding

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

**If yes, please identify the source(s)**

**Federal Amount** \$1,000,000.00

**Match Amount** \$991,000.00

Minimum of 20% of project total

**Project Total** \$1,991,000.00

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

**Match Percentage** 49.77%

Minimum of 20%

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

**Source of Match Funds** City of Minneapolis

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

## Preferred Program Year

**Select one:** 2024

Select 2022 or 2023 for TDM projects only. For all other applications, select 2024 or 2025.

**Additional Program Years:**

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

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## Project Information

County, City, or Lead Agency	City of Minneapolis
Zip Code where Majority of Work is Being Performed	55407
(Approximate) Begin Construction Date	03/01/2024
(Approximate) End Construction Date	11/30/2024
Name of Trail/Ped Facility:	Green Central Elementary Safe Route to School
(i.e., CEDAR LAKE TRAIL)	
<b>TERMINI:(Termini listed must be within 0.3 miles of any work)</b>	
From:	East 34th Street from east of 4th Avenue South to 10th Avenue South
(Intersection or Address)	
To:	10th/11th Avenue South at East 34th Street to Midtown
(Intersection or Address)	Greenway/East 29th Street
DO NOT INCLUDE LEGAL DESCRIPTION; INCLUDE NAME OF ROADWAY IF MAJORITY OF FACILITY RUNS ADJACENT TO A SINGLE CORRIDOR	
Or At:	
Miles of trail (nearest 0.1 miles):	0.2
Miles of trail on the Regional Bicycle Transportation Network (nearest 0.1 miles):	0
Is this a new trail?	Yes
Primary Types of Work	AGG BASE, BIT SURF, SIDEWALK, SIGNALS, PED RAMPS, CURB AND GUTTER, STRIPING, LIGHTING, BIKE PATH, DRAINAGE, LANDSCAPING

Examples: GRADE, AGG BASE, BIT BASE, BIT SURF, SIDEWALK, SIGNALS, LIGHTING, GUARDRAIL, BIKE PATH, PED RAMPS, BRIDGE, PARK AND RIDE, ETC.

### BRIDGE/CULVERT PROJECTS (IF APPLICABLE)

Old Bridge/Culvert No.:	
New Bridge/Culvert No.:	
Structure is Over/Under	
(Bridge or culvert name):	

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## 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.*

## Goal B: Safety and Security (p. 2.5)

- Objective A: Reduce fatal and serious injury crashes and improve safety and security for all modes of passenger travel and freight transport. (p. 2.5)
- Strategy B6: Regional transportation partners will use best practices to provide and improve facilities for safe walking and bicycling, since pedestrians and bicyclists are the most vulnerable users of the transportation system. (p. 2.8)

## Goal C: Access to Destinations (p. 2.10)

- Objective A: Increase the availability of multimodal travel options, especially in congested highway corridors. (p. 2.10)
- Objective E: Improve the availability of and quality of multimodal travel options for people of all ages and abilities to connect to jobs and other opportunities, particularly for historically under-represented populations. (p. 2.10)
- Strategy C1: Regional transportation partners will continue to work together to plan and implement transportation systems that are multimodal and provide connections between modes. The Metropolitan Council will prioritize regional projects that are multimodal and cost-effective and encourage investments to include appropriate provisions for bicycle and pedestrian travel. (p. 2.10)
- Strategy C2: Local units of government should provide a network of interconnected roadways, bicycle facilities, and pedestrian facilities to meet local travel needs using Complete Streets principles. (p. 2.11)

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

Goal E: Healthy and Equitable Communities (p. 2.30)

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

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

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

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

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

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

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.

- MPS SRTS Strategic Action Plan  
([https://nutritionservices.mpls.k12.mn.us/uploads/mps\\_srts\\_strategic\\_action\\_plan\\_2017.pdf](https://nutritionservices.mpls.k12.mn.us/uploads/mps_srts_strategic_action_plan_2017.pdf) - no specific page number)

- Vision Zero Action Plan  
([https://static1.squarespace.com/static/5c25330aaf2096c3a2756f1a/t/5df40e26e7eee27b9ea38d7f/1576275502104/Minneapolis+VZ+\\_Action+Plan\\_20191119\\_lowres.pdf](https://static1.squarespace.com/static/5c25330aaf2096c3a2756f1a/t/5df40e26e7eee27b9ea38d7f/1576275502104/Minneapolis+VZ+_Action+Plan_20191119_lowres.pdf) - page 22)

List the applicable documents and pages:

- Draft Transportation Action Plan  
([http://go.minneapolismn.gov/application/files/2315/8376/3048/Draft\\_Transportation\\_Action\\_Plan\\_Full\\_App\\_web.pdf](http://go.minneapolismn.gov/application/files/2315/8376/3048/Draft_Transportation_Action_Plan_Full_App_web.pdf) - page 47, 63, 86)

- Minneapolis SRTS Walking Routes for Youth Map  
(<http://www.minneapolismn.gov/publicworks/saferroutes/WCMS1P-132920>)

- Southside Greenway Study  
(<https://www.ourstreetsmpls.org/southsidegreenway>)

(Limit 2,800 characters; approximately 400 words)

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

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

5. Applicants that are not State Aid cities or counties in the seven-county metro area with populations over 5,000 must contact the MnDOT Metro State Aid Office prior to submitting their application to determine if a public agency sponsor is required.

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

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

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

*7. The requested funding amount must be more than or equal to the minimum award and less than or equal to the maximum award. The cost of preparing a project for funding authorization can be substantial. For that reason, minimum federal amounts apply. Other federal funds may be combined with the requested funds for projects exceeding the maximum award, but the source(s) must be identified in the application. Funding amounts by application category are listed below.*

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

**Pedestrian Facilities (Sidewalks, Streetscaping, and ADA):** \$250,000 to \$1,000,000

**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 the 2022 Regional Solicitation funding cycle, this requirement may include that the plan is updated within the past five years.*

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

**Date plan completed:** 01/01/2020

**Link to plan:** <http://www.minneapolismn.gov/www/groups/public/@publicworks/documents/webcontent/wcmstp-207494.pdf>

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

**Date self-evaluation completed:**

**Link to plan:**

**Upload plan or self-evaluation if there is no link**

*Upload as PDF*

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

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

*11. The owner/operator of the facility must operate and maintain the project year-round for the useful life of the improvement, per FHWA direction established 8/27/2008 and updated 6/27/2017.*

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

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

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

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

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



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

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

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

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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

### 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 snow and ice for year-round bicycle and pedestrian use. The Minnesota Pollution Control Agency has a resource for best practices when using salt. Upload PDF of Agreement in Other Attachments.

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

[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.    Yes

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

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

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## Requirements - Bicycle and Pedestrian Facilities Projects

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### Specific Roadway Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Mobilization (approx. 5% of total cost)	\$140,000.00

Removals (approx. 5% of total cost)	\$50,000.00
Roadway (grading, borrow, etc.)	\$10,000.00
Roadway (aggregates and paving)	\$20,000.00
Subgrade Correction (muck)	\$0.00
Storm Sewer	\$120,000.00
Ponds	\$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	\$30,000.00
Traffic Control	\$40,000.00
Striping	\$30,000.00
Signing	\$30,000.00
Lighting	\$0.00
Turf - Erosion & Landscaping	\$30,000.00
Bridge	\$0.00
Retaining Walls	\$0.00
Noise Wall (not calculated in cost effectiveness measure)	\$0.00
Traffic Signals	\$550,000.00
Wetland Mitigation	\$0.00
Other Natural and Cultural Resource Protection	\$0.00
RR Crossing	\$0.00
Roadway Contingencies	\$150,000.00
Other Roadway Elements	\$51,000.00
<b>Totals</b>	<b>\$1,251,000.00</b>

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## Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	\$100,000.00
Sidewalk Construction	\$25,000.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$0.00
Pedestrian Curb Ramps (ADA)	\$125,000.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	\$50,000.00
Pedestrian-scale Lighting	\$150,000.00
Streetscaping	\$0.00
Wayfinding	\$0.00

Bicycle and Pedestrian Contingencies	\$200,000.00
Other Bicycle and Pedestrian Elements	\$90,000.00
<b>Totals</b>	<b>\$740,000.00</b>

### Specific Transit and TDM Elements

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

### 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

### Totals

Total Cost	\$1,991,000.00
Construction Cost Total	\$1,991,000.00
Transit Operating Cost Total	\$0.00

### Measure A: Relationship Between Safe Routes to School Program Elements

Minneapolis Public Works, Health Department, and Minneapolis Public Schools (MPS) collaborated to develop the MPS SRTS Strategic Action Plan (June 2017) to establish a clearly identified work plan. The plan focuses on the five Es of SRTS, while Equity is woven in to ensure the plan is inclusive, celebrates diversity, and allocates resources to overcome inequities.

Engineering: The Green Central SRTS project supports the City's equitable prioritization of multimodal improvements. East 34th Street and 10th Avenue South are identified as near-term, low stress bikeways in the City's Draft Transportation Action Plan and are identified in the Minneapolis SRTS Walking Routes for Youth. This segment of 11th Avenue South includes existing traffic calming between Powderhorn Park and Lake Street and would connect with the Anderson School SRTS project/bicycle boulevard. While the project alignment is not on the high injury network as identified in the Vision Zero Action Plan, it crosses several high injury streets (Portland, Park, East 31st, Lake Street) and the project creates opportunities to implement bicycle and pedestrian crossing treatments at these intersections.

**Response:**

Education: East 34th Street and 11th Avenue South are Minneapolis SRTS Walking Routes for Youth, a resource that was developed by the City and MPS to help students and families navigate their neighborhoods. A key next step for MPS is seeking funding for volunteer and/or school staff stipends to manage SRTS initiatives at underserved schools.

Enforcement: The SRTS Strategic Action Plan identifies key next steps for MPS related to SRTS enforcement, including expanding the school

crossing guard program with paid adult crossing guards/traffic safety officers. Currently, Minneapolis police continue to enforce crosswalk laws and speeding around all schools.

Encouragement: As part of the SRTS Strategic Action Plan process, engagement results identified opportunities to encourage students to bike and walk to school. Key next steps include developing a how-to guide for teachers to walk/bike to field trips. Currently, MPS staff work towards implementing encouragement activities such as bike clubs at school; hosting walking and biking field trips; and helping students access well-maintained and appropriately sized bikes.

Evaluation: Minneapolis Public Works will collect user perceptions, speed, crash, and bicycle/pedestrian counts data along East 34th Street and 10th/11th Avenue South before and after the project is installed to see how the project is meeting goals of improving safety and encouraging multimodal users. Additionally, the SRTS Strategic Action Plan identifies that MPS will develop an evaluation process to better understand the number of students biking and walking to school.

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

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

Select one:

The project is specifically named in an adopted Safe Routes to School plan\*

\* The Minnesota Department of Transportation has a grant award program for Safe Routes to School Planning.

The project, while not specifically named, is consistent with an adopted Safe Routes to School plan highlighting at least one of the school(s) to which it is meant to provide access Yes

The project is identified in a locally adopted transportation/mobility plan or study and would make a safety improvement, reduce traffic or improve air quality at or near a school

The school(s) in question do not have Safe Routes to School plan(s)

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## Measure A: Average share of student population that bikes or walks

Average Percent of Student Population 30.0%

Documentation Attachment 1589314689628\_Green Central SRTS\_Travel-Tally-and-Parent-Survey.pdf

Please upload attachment in PDF form.

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## Measure B: Student Population

Student population within one mile of the school 224.0

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## Measure A: Connection to disadvantaged populations and projects benefits, impacts, and mitigation

*1. **Sub-measure:** Equity Population Engagement: A successful project is one that is the result of active engagement of low-income populations, people of color, persons with disabilities, youth and the elderly. Engagement should occur prior to and during a projects development, with the intent to provide direct benefits to, or solve, an expressed transportation issue, while also limiting and mitigating any negative impacts. Describe and map the location of any low-income populations, people of color, disabled populations, youth or the elderly within a ½ mile of the proposed project. Describe how these specific populations were engaged and provided outreach to, whether through community planning efforts, project needs identification, or during the project development process. Describe what engagement methods and tools were used and how the input is reflected in the projects purpose and need and design. Elements of quality engagement include: outreach and engagement to specific communities and populations that are likely to be directly impacted by the project; techniques to reach out to populations traditionally not involved in community engagement related to transportation projects; feedback from these populations identifying potential positive and negative elements of the proposed project through engagement, study recommendations, or plans that provide feedback from populations that may be impacted by the proposed project. If relevant, describe how NEPA or Title VI regulations will guide engagement activities.*

As part of the creation of Minneapolis Public School's SRTS Strategic Action Plan, staff conducted outreach to underserved populations to better understand the issues these communities face around SRTS. Focus groups were held at four schools (one of those being Wellstone International which is located along the project route), an online survey was sent out, and outreach was conducted at school conferences.

Over 60 engagement activities and events were hosted across Minneapolis to help inform the current Draft Minneapolis Transportation Action Plan. This included 30 community engagement activities hosted by community partners comprising of focus groups with students, community members, resident surveys, and pop up art events.

**Response:**

In addition, 33 events were hosted or facilitated by city staff including in-person events; online engagement; partnerships with community organizations and artists to do targeted outreach to traditionally underrepresented groups; and community dialogues to facilitate conversations between staff and community members of historically underrepresented groups. A number of these engagement efforts focused specifically in the community surrounding Green Central Elementary.

Feedback from this engagement led to the current draft All Ages and Abilities (AAA) network and highlighted the desire to improve the overall safety of people walking and biking.

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

**2.Sub-measure:** *Equity Population Benefits and Impacts:* A successful project is one that has been designed to provide direct benefits to low-income populations, people of color, persons with disabilities, youth and the elderly. All projects must mitigate potential negative benefits as required under federal law. Projects that are designed to provide benefits go beyond the mitigation requirement to proactively provide transportation benefits and solve transportation issues experienced by Equity populations.

a. *Describe the projects benefits to low-income populations, people of color, children, people with disabilities, and the elderly. Benefits could relate to pedestrian and bicycle safety improvements; public health benefits; direct access improvements for residents or improved access to destinations such as jobs, school, health care or other; travel time improvements; gap closures; new transportation services or modal options, leveraging of other beneficial projects and investments; and/or community connection and cohesion improvements. Note that this is not an exhaustive list.*



The proposed SRTS project will improve safety, security, accessibility, community cohesion, and public health for traditionally underrepresented groups in the East 34th Street and 10th/11th Avenue South corridor by improving safety and connectivity in the study area. The project includes intersection improvements, improved lighting, bicycle-pedestrian network continuity, and giving preference to people walking or biking through a complete streets approach. These improvements will be especially beneficial at intersections with identified high injury streets (Portland Avenue, Park Avenue, East 31st Street, Lake Street) in the Vision Zero Action Plan. The project will also close the multiuse trail gap where 10th Avenue South stops between East 34th and 33rd Streets.

**Response:**

As shown in Appendices A, B, and C, the project area includes Green Central Elementary, a full service community school (FSCS). Green Central serves as a resource center for the local community and is open to everyone - all day, every day, evenings, and weekends. According to MPS Student Accounting for academic year 2019-2020, the Green Central student population is 94% children of color, 61% English Learners, and 88% qualifying for free or reduced cost lunch.

The project area also includes Wellstone International High School (WIHS), which focuses on serving English Learners (ELs) by meeting academic and social-emotional needs. For academic year 2019-2020 at WIHS the student population is 98% children of color, 100% English Learners, and 85% qualifying for free or reduced cost lunch.

In addition to Green Central and WIHS, the project

area includes many homes as well as Central Gym Park, local bus service on 4th Avenue South (high frequency), Chicago Avenue South/future D Line, Lake Street/future B Line, Joyce Preschool, MPS New Families Center/MPS Online Learning/Early Childhood and Special Education, Powderhorn Park, Midtown Global Market/Allina Health offices, Abbott Northwestern Health Campus, the Midtown Greenway, and numerous churches and non-profit community facilities. It also connects to the Anderson School SRTS project/bike boulevard. These facilities are all heavily utilized by populations of color and low-income families, meaning proposed improvements will have a profound impact on the safety and comfort of those populations. As shown in Appendix A\_Socio-Economic Conditions map, more than 40% of the population in the project area are low income, and more than 50% of the population in the project area are people of color (identified as ACP-50).

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

*b. Describe any negative impacts to low-income populations, people of color, children, people with disabilities, and the elderly created by the project, along with measures that will be taken to mitigate them. Negative impacts that are not adequately mitigated can result in a reduction in points.*

*Below is a list of negative impacts. Note that this is not an exhaustive list.*

*Increased difficulty in street crossing caused by increased roadway width, increased traffic speed, wider turning radii, or other elements that negatively impact pedestrian access.*

*Increased noise.*

*Decreased pedestrian access through sidewalk removal / narrowing, placement of barriers along the walking path, increase in auto-oriented curb cuts, etc.*

*Project elements that are detrimental to location-based air quality by increasing stop/start activity at intersections, creating vehicle idling areas, directing an increased number of vehicles to a particular point, 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.*

*Displacement of residents and businesses.*

*Mitigation of temporary construction/implementation impacts such as dust; noise; reduced access for travelers and to businesses; disruption of utilities; and eliminated street crossings.*

*Other*

Response:

The proposed project will not create any permanent negative impacts. During construction, access to housing and community destinations will be maintained and construction activities will mitigate any associated noise, dust, traffic, and utility disruptions. In addition, sidewalk users will be directed to alternate routes with easy to follow detour signing.

(Limit 2,800 characters; approximately 400 words)

Select one:

**3.Sub-measure: Bonus Points** Those projects that score at least 80% of the maximum total points available through sub-measures 1 and 2 will be awarded bonus points based on the geographic location of the project. These points will be assigned as follows, based on the highest-scoring geography the project contacts:

- a. 25 points to projects within an Area of Concentrated Poverty with 50% or more people of color
- b. 20 points to projects within an Area of Concentrated Poverty
- c. 15 points to projects within census tracts with the percent of population in poverty or population of color above the regional average percent
- d. 10 points for all other areas

Project is located in an Area of Concentrated Poverty where 50% or more of residents are people of color (ACP50): Yes

Project located in Area of Concentrated 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:

(up to 40% of maximum score )

Upload the "Socio-Economic Conditions" map used for this measure. The second map created for sub measure A1 can be uploaded on the Other Attachments Form, or can be combined with the "Socio-Economic Conditions" map into a single PDF and uploaded here.

Upload Map

1589489056160\_APPENDIX A\_Green Central SRTS Socio-Economic Conditions Map.pdf

## Measure B: Part 1: Housing Performance Score

City	Segment Length (For stand-alone projects, enter population from Regional Economy map) within each City/Township	Segment Length/Total Project Length	Score	Housing Score Multiplied by Segment percent
Minneapolis	1.3	1.0	100.0	100.0

## Total Project Length

Total Project Length	1.3
----------------------	-----

*Project length entered on the Project Information - General form.*

---

## Housing Performance Score

Total Project Length (Miles) or Population	1.3
--	-----

Total Housing Score	100.0
---------------------	-------

---

## Affordable Housing Scoring

---

### Part 2: Affordable Housing Access

*Reference Access to Affordable Housing Guidance located under Regional Solicitation Resources for information on how to respond to this measure and create the map.*

*If text box is not showing, click Edit or "Add" in top right of page.*

This proposed project will prioritize the safety of residents walking and biking by implementing safety improvements at major intersections (Park Avenue, Portland Avenue, East 31st Street, Lake Street) and traffic calming treatments along the route. These improvements may include bump outs, pedestrian medians, traffic circles, diverters, and upgraded signals to include APS. This project will provide a safe route through the neighborhood that will connect residents to schools such as Green Central Elementary and Wellstone International, parks, businesses, and existing trails. Improvements made with this project will also help slow vehicle speeds along the route while still maintaining access.

Response:

As outlined in Appendix D, there are approximated 1,580 existing affordable housing units located within ½ mile of the proposed project route. These affordable developments include approximately 40 zero-bedroom units, 780 one-bedroom units, 377 two-bedroom units, 137 three-bedroom units, and 14 four-bedroom units. Of these units, 498 are 30% AMI, 660 are 50% AMI, 395 are 60% AMI, and 28 are 80% AMI. These housing units are guaranteed through various funding restrictions including low income housing tax credits, project-based subsidies, public housing, or other subsidized funding sources.

*(Limit 2,100 characters; approximately 300 words)*

Upload map:

1589316106347\_APPENDIX D\_Green Central SRTS  
Affordable Housing Map.pdf

---

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

The project will address several existing barriers in the project area. It will provide opportunity to improve crossings at Portland Avenue, Park Avenue, East 31st Street, and Lake Street, which are all high injury streets identified in the Vision Zero Action Plan. Potential intersection treatments include upgraded pedestrian ramps, intersection curb extensions to shorten crossings and make pedestrians more visible, addition of accessible pedestrian signals at traffic signals, construction of pedestrian refuge islands, and upgraded pavement markings.

**Response:**

Portland Avenue carried 9,000 vehicles per day in 2016 according to the MnDOT Traffic Mapping Application and has two 30 mph southbound lanes, two parking lanes, and a protected southbound bike lane. Park Avenue carried 8,200 vehicles per day in 2016 and has two 30 mph northbound lanes, two parking lanes, and a protected northbound bike lane. Both Park and Portland Avenues routinely see traffic speeds over 40 mph.

East 31st Street carried 7,100 vehicles per day in 2016 and has one 25 mph travel lane and one parking lane in each direction. East Lake Street carried 17,100 vehicles per day in 2016 and has two 30 mph travel lanes and one parking lane in each direction.

The nearest intersections with other protected east/west bicycle and pedestrian facilities are the Midtown Greenway (0.6 miles north of East 34th Street, grade separated facility) and East 40th Street (0.75 miles south of East 34th Street, bicycle boulevard with sidewalks, one traffic lane and parking lane in each direction, traffic volume data is not available). The nearest intersections with protected north/south bicycle and pedestrian

facilities are Portland and Park Avenues located 0.3 miles west of 10th/11th Avenues South (see facility descriptions above).

This project intersects three RBTN Tier 1 alignments as shown in the attached "Project to RBTN Orientation" map. In addition, East 34th Street and 10th Avenue South are part of the All Ages and Abilities (AAA) Bicycle Network in the City's Draft Transportation Action Plan, and 11th Avenue South is part of the MPS SRTS Walking Routes for Youth.

The project will address gaps in the existing multimodal trail network. The project will construct a trail between East 34th and 33rd Streets where 10th Avenue South currently ends. The project will also connect into the Andersen Elementary SRTS project/bicycle boulevard at East 29th Street.

The Green Central SRTS project will improve safety, security, accessibility, community cohesion, and public health for traditionally underrepresented groups in the 34th Street East and 10th/11th Avenue South corridors.

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

#### **Upload Map**

*Please upload attachment in PDF form.*

1589316972094\_APPENDIX E\_Green Central SRTS Project to RBTN Orientation Maps.pdf

---

## **Measure B: Deficiencies corrected or safety or security addressed**

The Green Central SRTS project will improve the safety of people walking and biking by addressing intersection crossings at high injury streets and implementing traffic calming treatments along the corridor. Potential intersection treatments include upgraded pedestrian ramps, intersection curb extensions to shorten crossings and make pedestrians more visible, accessible pedestrian signals at traffic signals, pedestrian refuge islands, traffic circles and upgraded pavement markings.

The proposed project alignment along East 34th Street and 10th/11th Avenue South includes the following intersections with high injury streets ? Park Avenue, Portland Avenue, East 31st Street, and Lake Street ? as identified in the Vision Zero Action Plan. Between 2010 and 2019:

**Response:**

-Portland Avenue & East 34th Street intersection had one (1) crash involving a pedestrian

-Park Avenue & East 34th Street intersection had no pedestrian or bicycle crashes

-East 31st Street & 10th Avenue South intersection had no pedestrian or bicycle crashes

--OR, East 31st Street & 11th Avenue South intersection had one (1) crash involving a pedestrian

-East Lake Street & 10th Avenue South intersection had 5 bicycle crashes and 7 pedestrian crashes

--OR, East Lake Street & 11th Avenue South intersection had 1 bicycle crash and 1 pedestrian crash

Even where crashes have not occurred in the past 10 years, the designation as a high injury street indicates that these streets and intersections have



high-risk features correlated with injury crashes. Therefore, improvements at these intersections will help to prevent future crashes and injuries.

Based on 10 years of crash history (2010-2019), the project area (East 34th Street from 5th Avenue South to 10th Avenue South, and 10th Avenue South from East 34th Street to East 29th Street) had:

- A total of 157 crashes ? 13 pedestrian crashes and 8 bicycle crashes

- A total of 40 crashes (25 percent) resulted in a possible injury, minor injury or serious injury. However, 17 of the 21 crashes involving people walking or bicycling resulted in an injury or possible injury. Pedestrians and bicyclists are significantly over-represented in the injury crashes, making up 13% of all crashes but 43% of the injury crashes.

The following crash modification factors have been applied to the existing crash data resulting in expected reductions in crashes:

- Intersection Lighting (CMF ID 433): CMF of 0.62 applied to 4 nighttime injury crashes (including 1 pedestrian crash and 1 bicycle crash) = reduction of 1.52 injury crashes

- Median Refuge (CMF ID 9120): CMF of 0.86 applied to all 83 crashes at the four intersections with high injury streets identified above (including 8 pedestrian crashes and 5 bicycle crashes) = reduction of 11.62 crashes

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

---

## Measure A: Public Engagement Process

City staff will continue to engage a full cross-section of the community throughout the design process. Project managers will strategically choose engagement and notification methods that target residents, families, students, and school staff that use the corridor. Project managers will focus on strategies that meet these populations where they are instead of asking them to attend events at times and locations where they may not be comfortable or able to attend.

The City will meet with Council Offices and seek additional input through established work groups and committees such as the Minneapolis Public Schools Safe Routes to School Work Group, Minneapolis Bicycle Advisory Committee (BAC), Minneapolis Pedestrian Advisory Committee (PAC), and the Minneapolis Advisory Committee on People with Disabilities (MACOPD). The City will also meet with neighborhood associations and stakeholder groups in order to ensure the project is informed by and meeting the needs of the community. Information will be distributed in a variety of ways including post cards sent to residents, email, social media, and via direct communication with community leaders, community members and the school administration.

In spring 2020, Minneapolis Public Schools was awarded a SRTS planning grant for Green Central Elementary. Planning activities are anticipated to be complete in summer and fall 2020 and will include a parent survey. The planning work to be completed as part of this grant will help inform the Green Central SRTS project.

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

#### **Survey Attachment**

*Please upload attachment in PDF form.*

1589317555103\_Green Central SRTS\_Travel-Tally-and-Parent-Survey.pdf

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## 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)Layout (25 Percent of Points)

*Layout should include proposed geometrics and existing and proposed right-of-way boundaries.*

Layout approved by the applicant and all impacted jurisdictions (i.e., cities/counties that the project goes through or agencies that maintain the roadway(s)). A PDF of the layout must be attached along with letters from each jurisdiction to receive points.

100%

#### Attach Layout

*Please upload attachment in PDF form.*

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

50%

#### Attach Layout

*Please upload attachment in PDF form.*

Layout has not been started

Yes

0%

Anticipated date or date of completion

03/31/2023

### 2)Review of Section 106 Historic Resources (15 Percent of Points)

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

100%

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

Yes

100%

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

80%

Historic/archeological property impacted; determination of adverse effect anticipated

40%

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

0%

**Project is located on an identified historic bridge**

### **3)Right-of-Way (25 Percent of Points)**

**Right-of-way, permanent or temporary easements either not required or all have been acquired**

100%

**Right-of-way, permanent or temporary easements required, plat, legal descriptions, or official map complete**

50%

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

Yes

25%

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

0%

**Anticipated date or date of acquisition**

### **4)Railroad Involvement (15 Percent of Points)**

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

Yes

100%

**Signature Page**

*Please upload attachment in PDF form.*

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

50%

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

0%

**Anticipated date or date of executed Agreement**

### **5) Public Involvement (20 percent of points)**

*Projects that have been through a public process with residents and other interested public entities are more likely than others to be successful. The project applicant must indicate that events and/or targeted outreach (e.g., surveys and other web-based input) were held to help identify the transportation problem, how the potential solution was selected instead of other options, and the public involvement completed to date on the project. List Dates of most recent meetings and outreach specific to this project:*

**Meeting with general public:**

**Meeting with partner agencies:**

02/13/2020

**Targeted online/mail outreach:**

**Number of respondents:**

**Meetings specific to this project with the general public and partner agencies have been used to help identify the project need.**

100%

Targeted outreach to this project with the general public and partner agencies have been used to help identify the project need.

75%

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

Yes

50%

At least one meeting specific to this project with key partner agencies 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%

Minneapolis Public Works selected East 34th Street and the 10th/11th Avenue South corridor as a priority focus area through a data-driven process that focused on equity, school demographics, potential users, and safety. Minneapolis Public Works engaged with the local City Council Ward Office in spring 2020 to introduce the project concept and regional solicitation application. They have also engaged with Minneapolis Public Schools SRTS work group.

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

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

In spring 2020, Minneapolis Public Schools was awarded a SRTS planning grant for Green Central. The planning grant activities will include a parent survey. Planning activities are anticipated to be complete in summer and fall 2020.

---

## Measure A: Cost Effectiveness

Total Project Cost (entered in Project Cost Form):

\$0.00

Enter Amount of the Noise Walls:	\$0.00
Total Project Cost subtract the amount of the noise walls:	\$0.00
Points Awarded in Previous Criteria	
Cost Effectiveness	\$0.00

---

**Other Attachments**





Green Central SRTS Photograph of Existing Conditions

3.7 MB



File Name	Description	File Size
AdditionalDemographicMaps.pdf	Additional Demographics Maps	430 KB
APPENDIX A_Green Central SRTS Socio-Economic Conditions Map.pdf	APPENDIX A - Socio-Economic Conditions Map	6.7 MB
APPENDIX B_GreenCentralSRTSProposedProjectImprovements.pdf	APPENDIX B - Proposed Project Improvements	505 KB
APPENDIX C_Green Central SRTS Job Act Centers MapB_pm.pdf	APPENDIX C - Job and Activity Centers Map	804 KB
APPENDIX D_Green Central SRTS Affordable Housing Map.pdf	APPENDIX D - Affordable Housing Map	549 KB
APPENDIX E_Green Central SRTS Project to RBTN Orientation Maps.pdf	APPENDIX E - RBTN Orientation Map	3.5 MB
Green Central SRTS_CMF 433.pdf	CMF 433	127 KB
Green Central SRTS_CMF 9120.pdf	CMF 9120	131 KB
Green Central SRTS_HennCoLoS.pdf	Letter of Support - Henn Co	89 KB
Green Central SRTS_One-Page_Project_Summary_Final.pdf	Green Central SRTS One Page Project Summary	435 KB
Green Central SRTS_Travel-Tally-and-Parent-Survey.pdf	Green Central SRTS Travel Tally and Parent Survey	166 KB
GreenCentral_34th&Portland_existing conditions.pdf	Green Central Existing Conditions - E 34th St & Portland Ave	6.9 MB
GreenCentral_Crashes_Final.pdf	Green Central SRTS List of Crashes (PDF)	503 KB
GreenCentral_Crashes_Final.xlsx	Green Central SRTS List of Crashes (Excel)	54 KB
MPRB_SupportLetter SafeRoutes 2020-0513.pdf	Letter of Support - MPRB	740 KB
Robin Application Letter.pdf	Letter of Support - City of Minneapolis	5.6 MB

# Green Central Safe Routes to School Project

2020 TAB Regional Solicitation for Federal Funding in FFYs 2024 and 2025

## Travel Tally and Parent Survey Results

The City of Minneapolis received funding via a Safe Routes to School planning grant for Green Central. Planning activities are anticipated to be complete in summer and fall 2020. The planning grant activities will include a travel tally and parent survey.

Per the planning application 30% of students walk or bike to school and 60% are bussed. The remaining 10% of students may be dropped off.

**Contact:** Amy Morgan  
Associate Transportation Planner  
Transportation Planning & Programming  
Minneapolis Public Works  
612-673-2129  
[amy.morgan@minneapolismn.gov](mailto:amy.morgan@minneapolismn.gov)



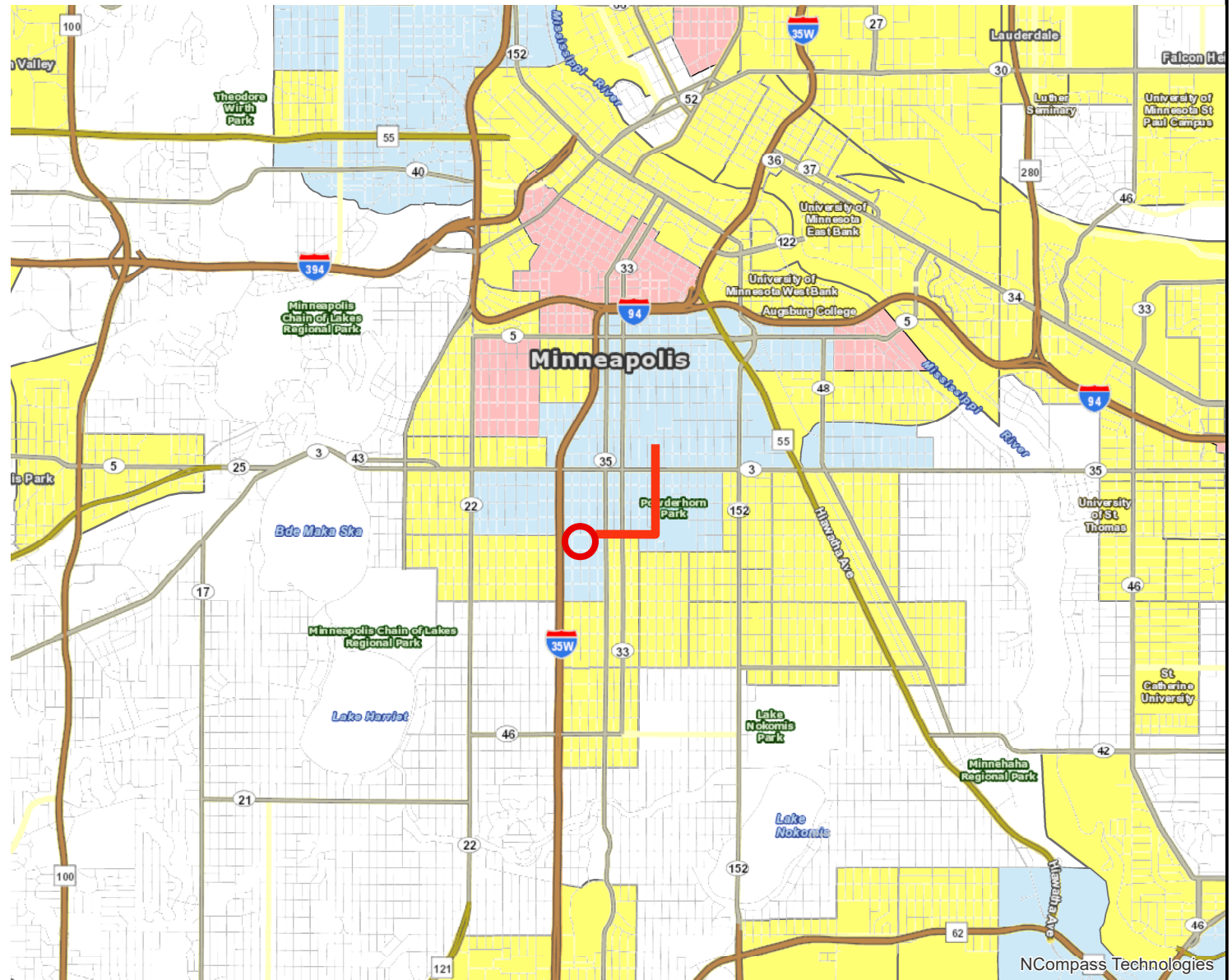
## Socio-Economic Conditions

Safe Routes to Schools Project: Green Central Safe Routes to School Improvements (10th Ave) | Map ID: 1586373007753

### Results

Project located IN  
Area of Concentrated Poverty  
with 50% or more of residents  
are people of color (ACP50):  
(0 to 30 Points)

Tracts within half-mile:  
8200 8300 8400  
8500 9500 9600  
108600 109300 109400  
109700 110000 125800  
125900 126000



Points



Lines



Area of Concentrated Poverty > 50% residents of color



Area of Concentrated Poverty



Above reg'l avg conc of race/poverty



Created: 4/8/2020  
LandscapeRSA2



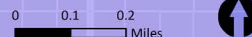
For complete disclaimer of accuracy, please visit  
<http://giswebsite.metc.state.mn.us/gis/site/notice.aspx>



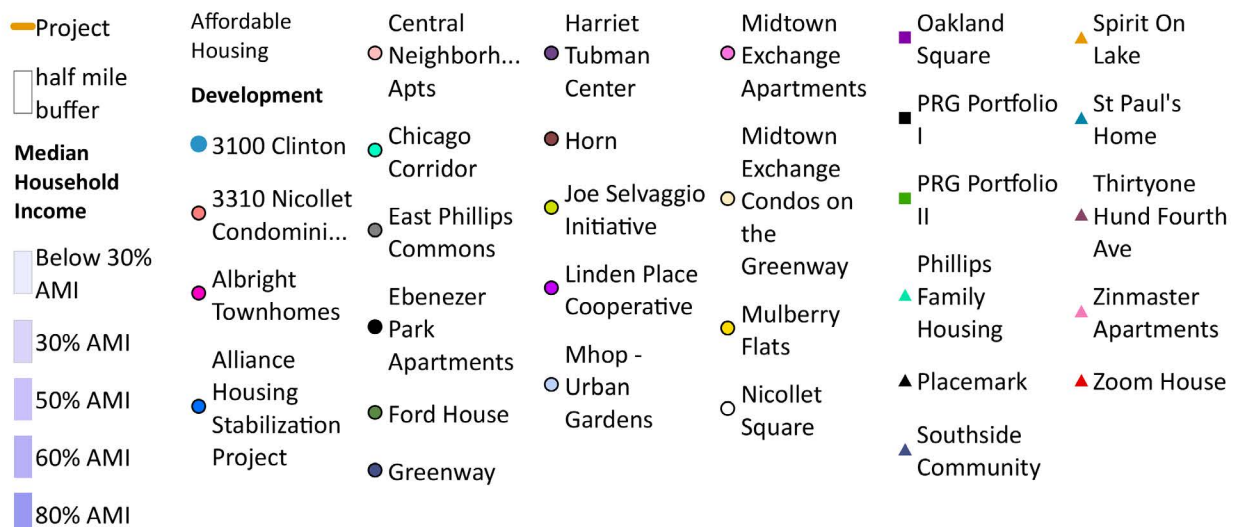
The Green Central Safe Routes to School corridor includes many subsidized housing units in addition to naturally occurring affordable housing. Within 1/2 mile of the project area there are approximately 1581 affordable units.

498 Units at 30% AMI  
 660 Units at 50% AMI  
 395 Units at 60% AMI  
 28 Units at 80% AMI

Subsidized housing developments are shown here (select developments include complexes outside of the buffer area).



## Green Central Safe Routes to School Affordable Housing within 1/2 Mile



## Affordable Housing Map Key Information

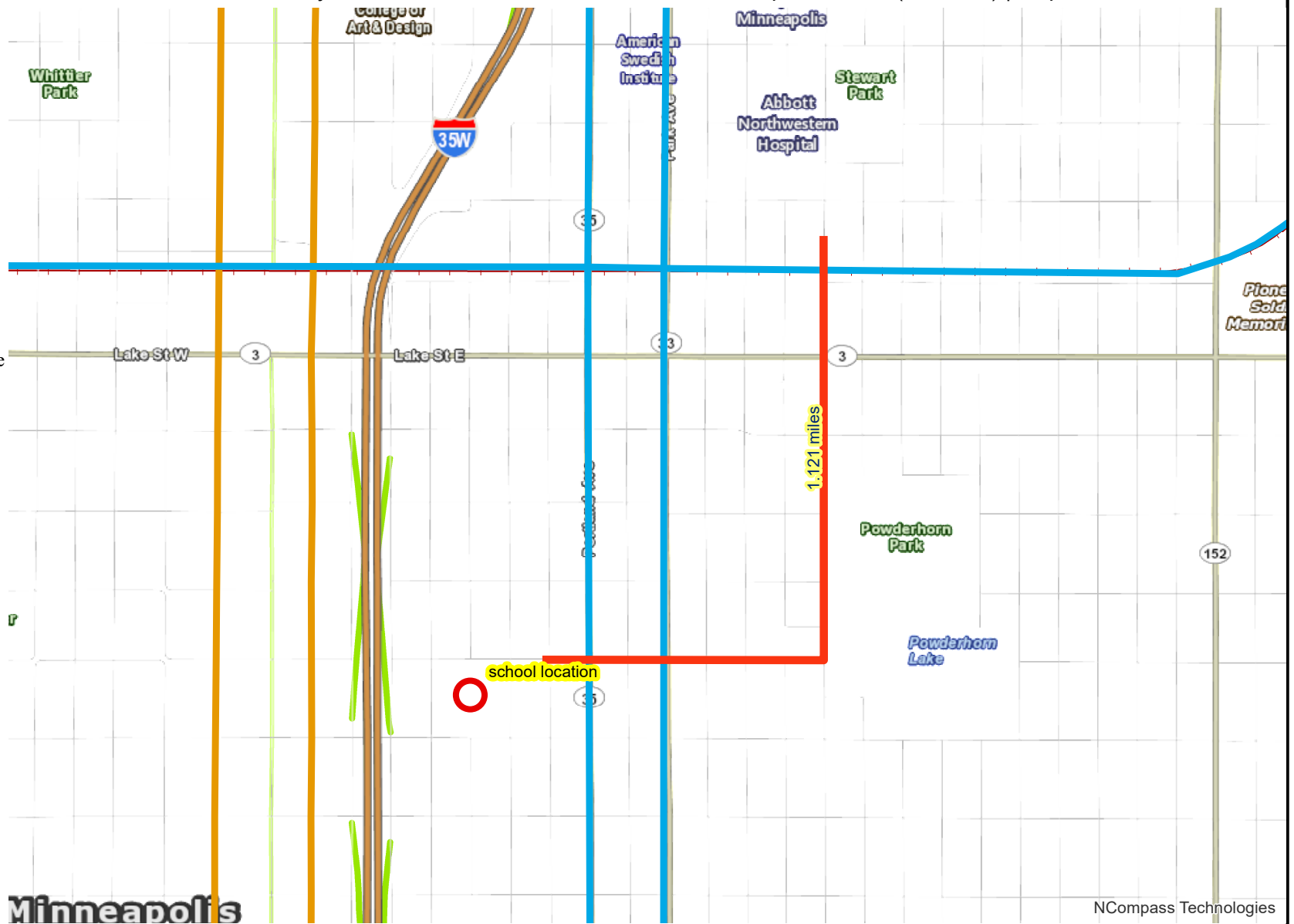
Property Name	Address	Development Stage	# affordable units	OBR	1BR	2BR	3BR	4BR	Total units	# Units 30% AMI	# Units 50% AMI	# Units 60% AMI	# Units 80% AMI	% affordable	Funding Category
Midtown Exchange Apartments	2929 Chicago Ave; 2843 Elliot Ave	Complete	178	4	128	43	3		219	0	62	116	0	81%	Tax Credit; Subsidized-Other; LIHTC 4%
Midtown Exchange Condos on the Greenway	2900 11th Ave S	Complete	16	0	13	3	0		57	0	12	2	2	28%	Subsidized-Other
Spirit On Lake	1238 E Lake St; 2930 13th Ave S	Complete	46	0	29	17	0		46	0	46	0	0	100%	Tax Credit; Subsidized-Other; LIHTC 4%
St Paul's Home	2735 S 15th Ave	Complete	53	17	36	0	0		53	53	0	0	0	100%	Project-Based Subsidy
Greenway	Bloomington Ave; 2840 16th Ave S; 2843 Bloomington Ave; 2844	Complete	42	0	0	16	22	4	42	0	42	0	0	100%	Tax Credit; Subsidized-Other; LIHTC 4%
East Phillips Commons	2909 Bloomington Ave	Complete	34	0	6	19	9	0	34	0	0	34	0	100%	Tax Credit; Subsidized-Other; LIHTC 4%
Ford House	3154 Bloomington Ave	Complete	11	0	11	0	0	0	11	0	11	0	0	100%	Project-Based Subsidy
Linden Place Cooperative	3205 Bloomington Ave; 3200 Bloomington Ave; 3201	Complete	8	0	0	4	4	0	8	0	0	8	0	100%	Tax Credit; Subsidized-Other; LIHTC 9%
Mhop - Urban Gardens	3501 Bloomington Ave	Complete	6	Unknown	Unknown	Unknown	Unknown	Unknown	6	6	0	0	0	100%	Public Housing
Mulberry Flats	3633 Elliot Ave; 3637 Elliot Ave	Complete	8	0	0	8	0	0	8	0	8	0	0	100%	Subsidized-Other
PRG Portfolio I	3708 Elliot Ave	Complete	42	0	0	20	22	0	42	9	12	21	0	100%	Tax Credit; Subsidized-Other
Chicago Corridor	Ave; 3400 Chicago Ave	Complete	10	Unknown	Unknown	Unknown	Unknown	Unknown	10	0	0	10	0	100%	Tax Credit; LIHTC 9%
	3715 Oakland Ave S	Complete	10	Unknown	Unknown	Unknown	Unknown	Unknown	10	0	10	0	0	100%	Subsidized-Other
Central Neighborhood Apts	3637 Columbus Ave S; 3320 4th Ave ; 3308 4th Ave S; 3316 4th	Complete	12	0	2	4	6	0	12	0	12	0	0	100%	Subsidized-Other
3100 Clinton	3129 Clinton Ave; 3120 Clinton Ave; 3104 Clinton Ave; 3137	Complete	12	0	0	6	6	0	12	0	0	12	0	100%	Subsidized-Other; LIHTC 4%
Thirtyone Hund Fourth Ave	3100 4th Ave S	Complete	4	Unknown	Unknown	Unknown	Unknown	Unknown	10	0	0	4	0	40%	Subsidized-Other
Southside Community	3521 2nd Ave S; 3044 S 5th Ave; 3312 4th Ave S; 2835 Park Ave;	Complete	48	2	1	33	12	0	48	4	44	0	0	100%	Tax Credit; Subsidized-Other; LIHTC 9%
Alliance Housing Stabilization Project	3035 Oakland Ave; 3825 Columbus Ave S; 3033 Oakland Ave; 3037 Oakland Ave; 3823	Complete	21	11	0	4	6	0	21	11	10	0	0	100%	Subsidized-Other
Zinmaster Apartments	2900 Park Ave; 2916 Park Ave	Complete	36	0	5	18	13	0	36	0	0	36	0	100%	Subsidized-Other; LIHTC 4%
Phillips Family Housing	2714 Chicago Ave	Complete	89	Unknown	Unknown	Unknown	Unknown	Unknown	89	0	0	89	0	100%	LIHTC 9%
	2729 Columbus Ave S	Complete	4	Unknown	Unknown	Unknown	Unknown	Unknown	4	0	0	4	0	100%	Subsidized-Other
PRG Portfolio II	2730 Portland Ave; 3439 S 15th Ave; 2205 13th Ave S; 2211 13th	Complete	49	0	1	18	22	7	49	0	35	14	0	100%	Tax Credit; Subsidized-Other; LIHTC 9%
	2728 Portland Ave	Complete	16	Unknown	Unknown	Unknown	Unknown	Unknown	16	0	0	16	0	100%	Subsidized-Other
Joe Selvaggio Initiative	Ave; 2724 Chicago Ave; 2745 Portland Ave; 2736 Chicago Ave; 615 E 27th St; 2733 Portland Ave	Complete	30	0	2	24	2	2	30	0	30	0	0	100%	Tax Credit; Subsidized-Other; LIHTC 9%
Ebenezer Park Apartments	2700 Park Ave	Complete	200	0	190	10	0	0	200	0	200	0	0	100%	Project-Based Subsidy; Subsidized-Other
Oakland Square	610 E 27th St; 2628 Oakland Ave	Complete	31	0	1	19	10	1	31	31	0	0	0	100%	Project-Based Subsidy; Tax Credit; Subsidized-Other; LIHTC 4%;
Albright Townhomes	3051 Pillsbury Ave S; 110 E 31st St	Complete	89	0	10	79	0	0	89	0	68	21	0	100%	Project-Based Subsidy; Tax Credit; Subsidized-Other; LIHTC 4%; LIHTC 9%
Harriet Tubman Center	3111 1st Ave S	Complete	43	Unknown	Unknown	Unknown	Unknown	Unknown	43	0	43	0	0	100%	Public Housing; Subsidized-Other
Horn	115 W 31st St	Complete	163	0	162	1	0	0	163	163	0	0	0	100%	Public Housing
Horn	3121 Pillsbury	Complete	163	0	162	1	0	0	163	163	0	0	0	100%	Public Housing
Zoom House	3206 Blaisdell Ave; 3204 Blaisdell	Complete	22	6	16	0	0	0	22	16	6	0	0	100%	Subsidized-Other
3310 Nicollet Condominiums	3310 Nicollet; 3314 Nicollet Ave	Complete	35	0	5	30	0	0	35	0	9	0	26	100%	Subsidized-Other
	7 W 35th St	Complete	4	Unknown	Unknown	Unknown	Unknown	Unknown	4	0	0	4	0	100%	Tax Credit
	11 W 35th St	Complete	4	Unknown	Unknown	Unknown	Unknown	Unknown	4	0	0	4	0	100%	Tax Credit
Nicollet Square	3700 Nicollet Ave	Complete	42	Unknown	Unknown	Unknown	Unknown	Unknown	42	42	0	0	0	100%	Tax Credit; Subsidized-Other
	Total		1581	40	780	377	137	14	1669	498	660	395	28		

# Project to RBTN Orientation

Safe Routes to Schools Project: Green Central Safe Routes to School Improvements (10th Ave) | Map ID: 1586373007753

## Results

Project NOT IN Regn'l Bicycle  
Transportation  
Corridor.



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

0 0.125 0.25 0.5 0.75 1 Miles

Created: 4/8/2020  
LandscapeRSA6



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



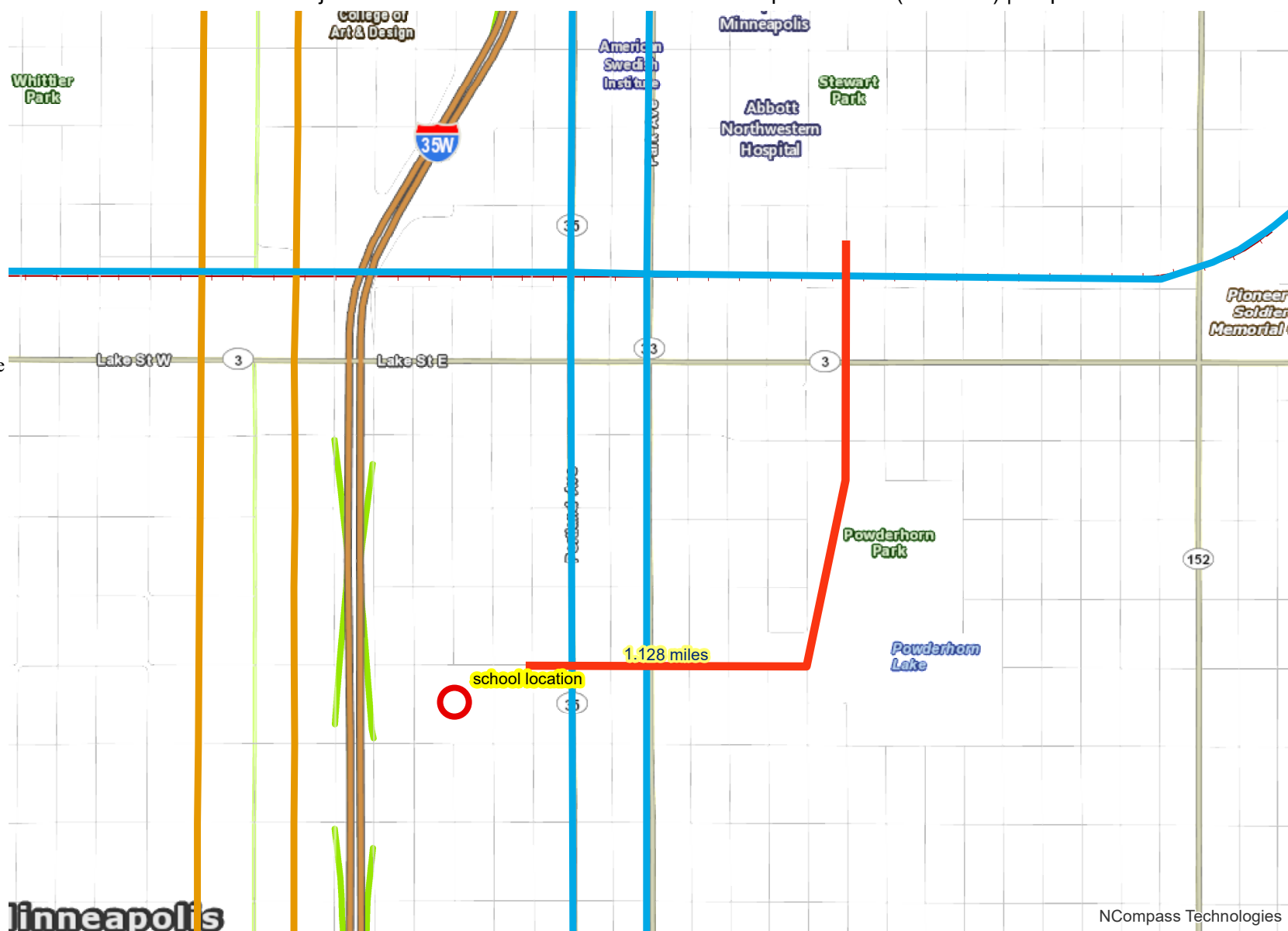
NCompass Technologies

# Project to RBTN Orientation

Safe Routes to Schools Project: Green Central Safe Routes to School Improvements (11th Ave) | Map ID: 1586374114655

## Results

Project NOT IN Reg'n'l Bicycle  
Transportation  
Corridor.



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

0 0.15 0.3 0.6 0.9 1.2 Miles

Created: 4/8/2020  
LandscapeRSA6



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



# Green Central Safe Routes to School Project

2020 TAB Regional Solicitation for Federal Funding in FFYs 2024 and 2025

## Travel Tally and Parent Survey Results

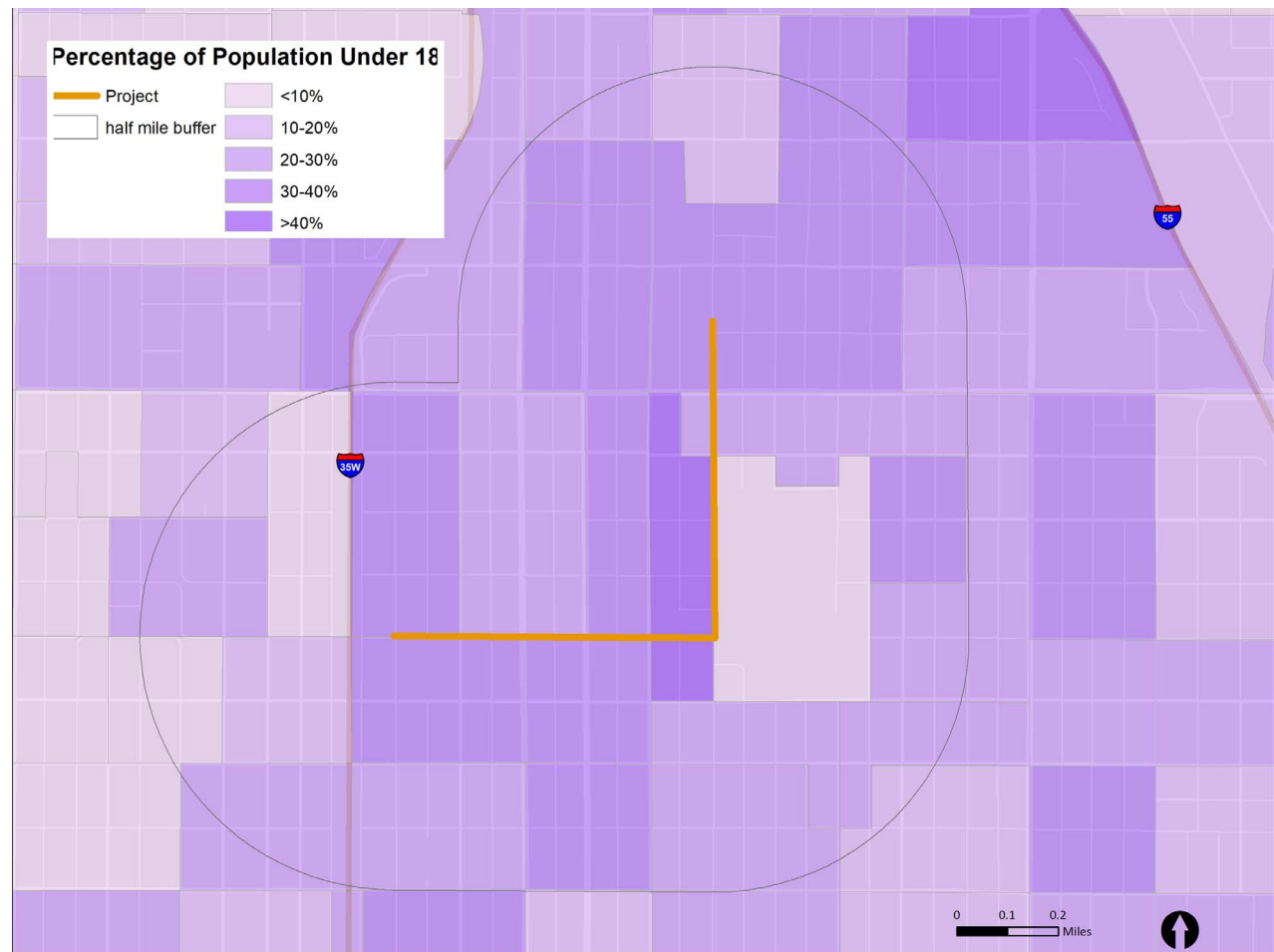
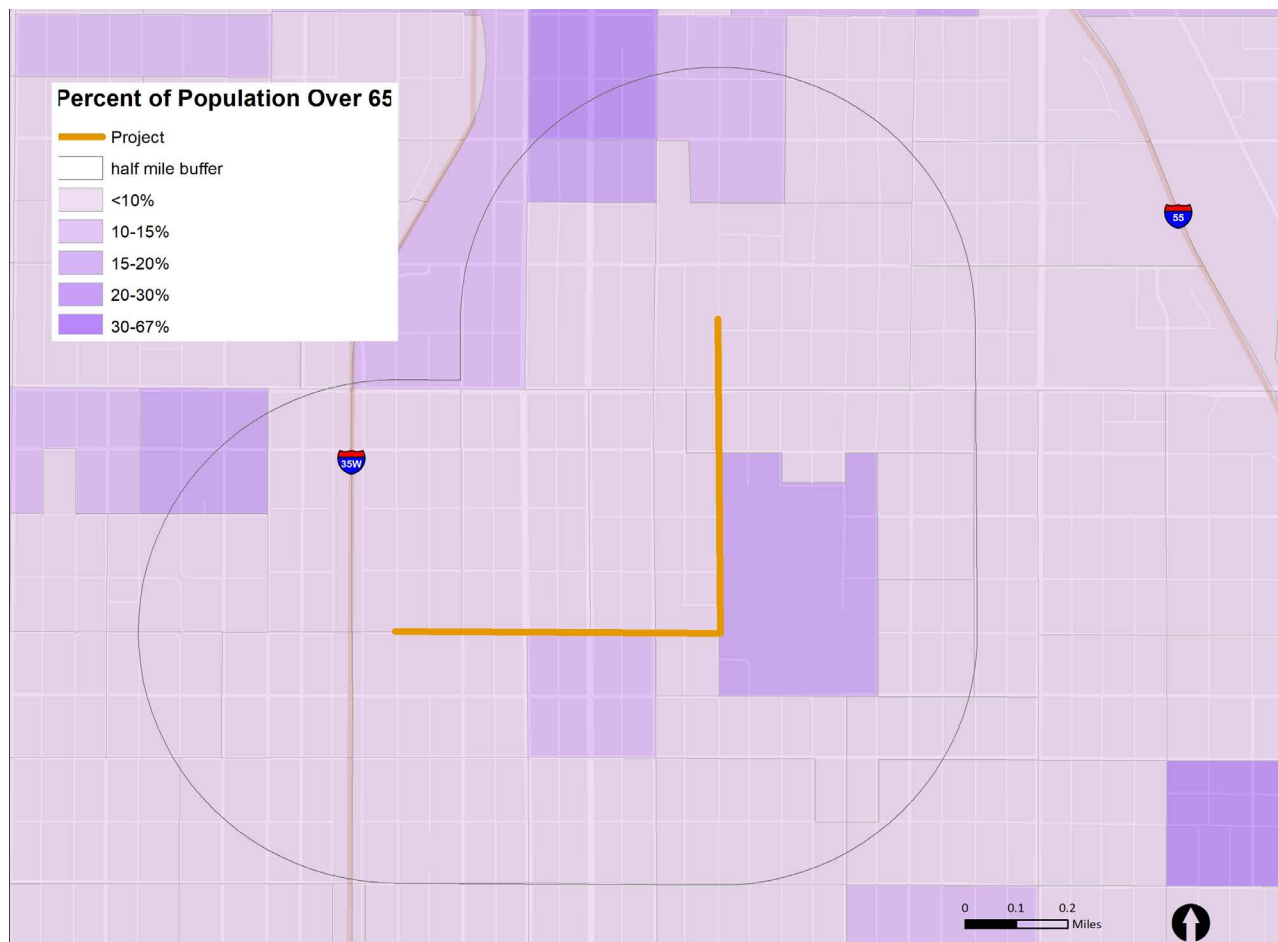
The City of Minneapolis received funding via a Safe Routes to School planning grant for Green Central. Planning activities are anticipated to be complete in summer and fall 2020. The planning grant activities will include a travel tally and parent survey.

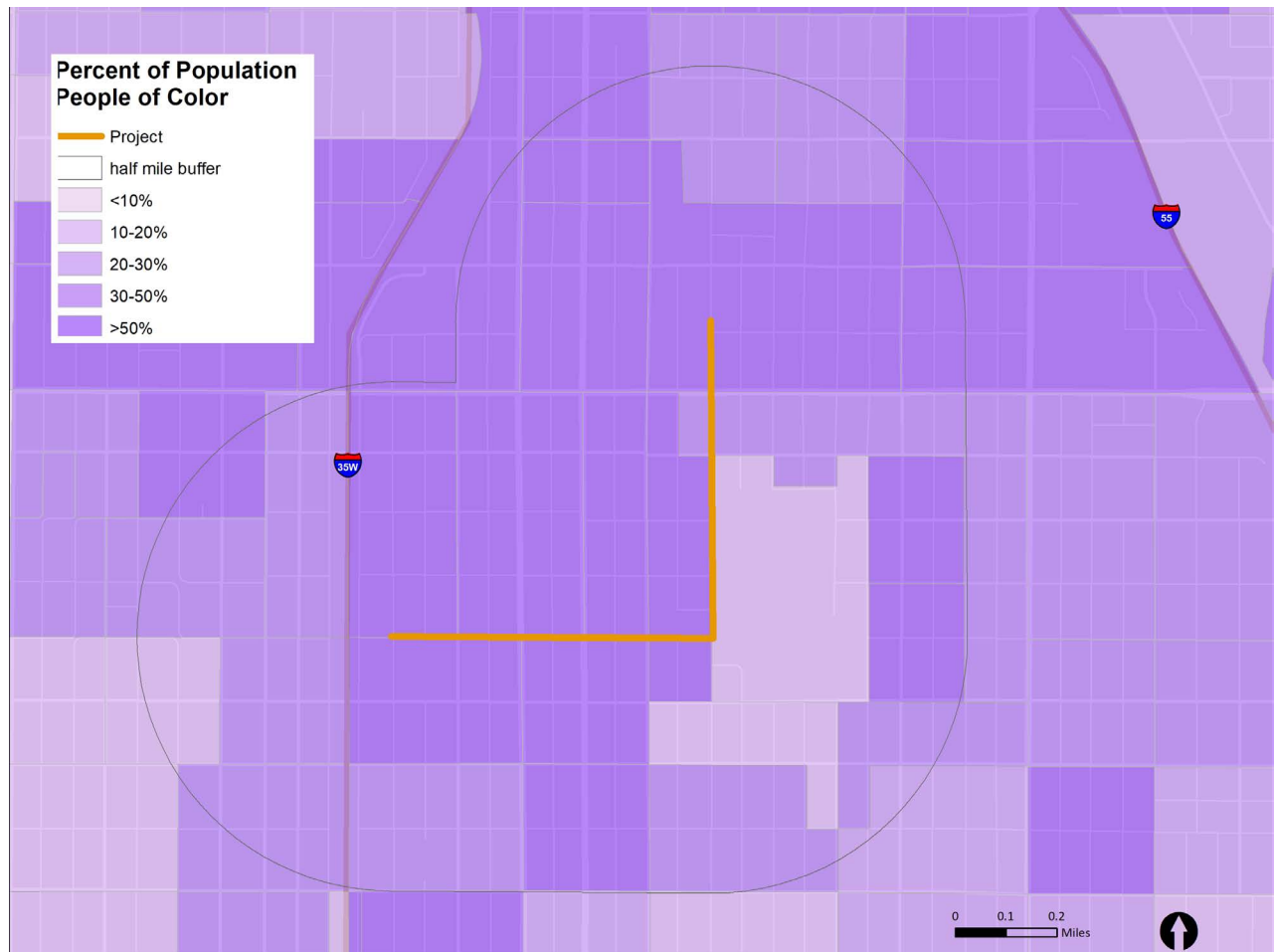
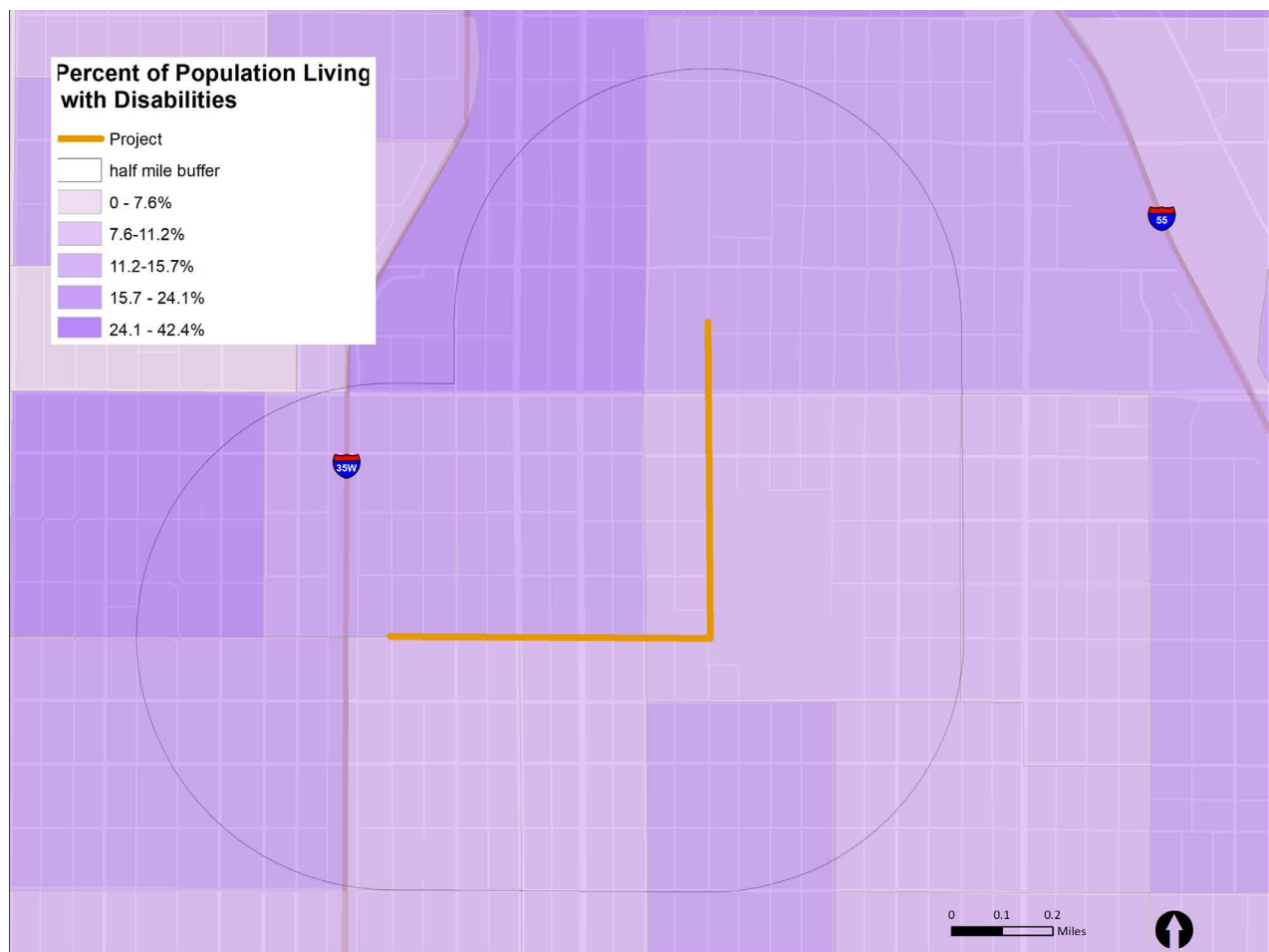
Per the planning application 30% of students walk or bike to school and 60% are bussed. The remaining 10% of students may be dropped off.

**Contact:** Amy Morgan  
Associate Transportation Planner  
Transportation Planning & Programming  
Minneapolis Public Works  
612-673-2129  
[amy.morgan@minneapolismn.gov](mailto:amy.morgan@minneapolismn.gov)









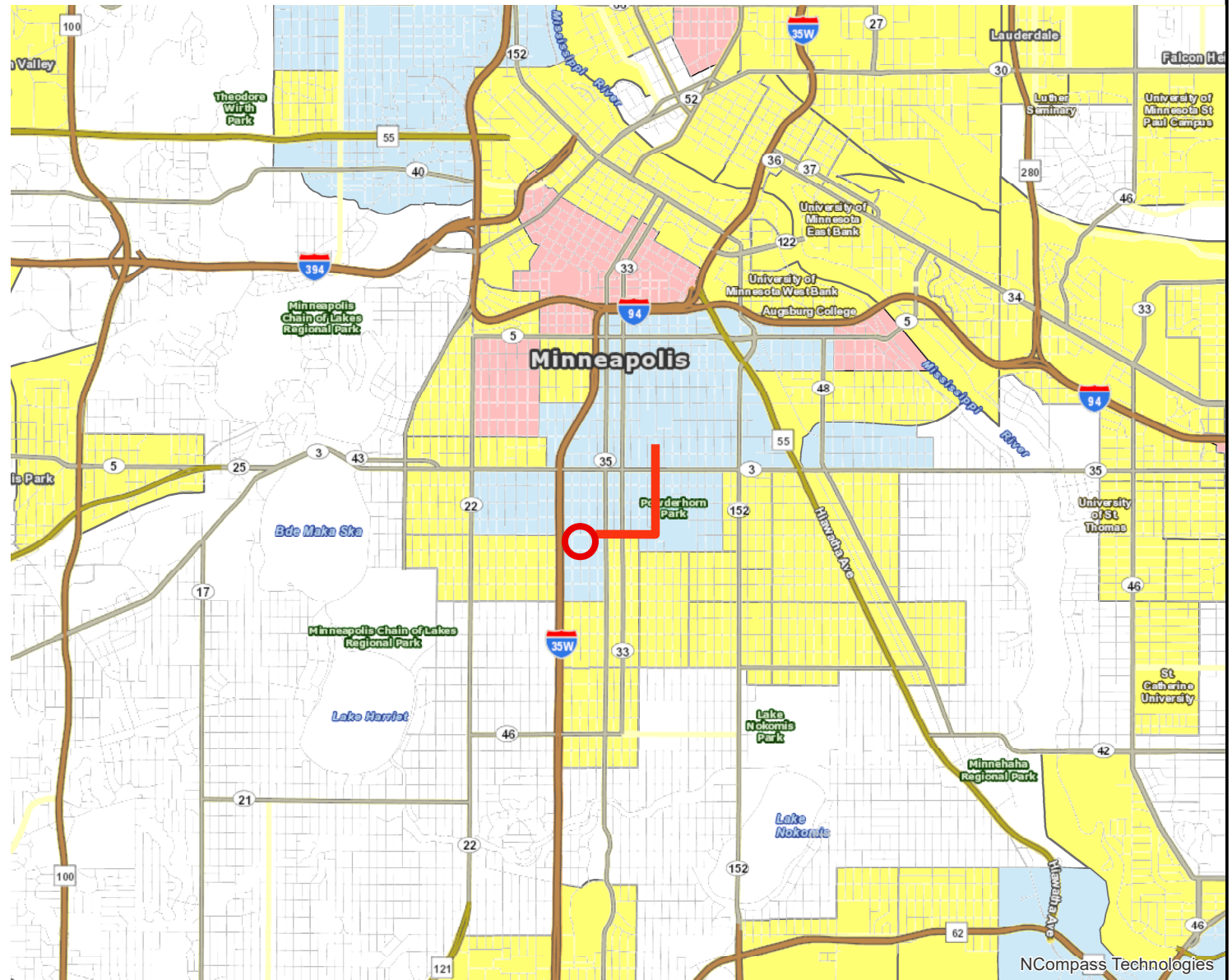
## Socio-Economic Conditions

Safe Routes to Schools Project: Green Central Safe Routes to School Improvements (10th Ave) | Map ID: 1586373007753

### Results

Project located IN  
Area of Concentrated Poverty  
with 50% or more of residents  
are people of color (ACP50):  
(0 to 30 Points)

Tracts within half-mile:  
8200 8300 8400  
8500 9500 9600  
108600 109300 109400  
109700 110000 125800  
125900 126000



Points



Lines



Area of Concentrated Poverty > 50% residents of color



Area of Concentrated Poverty



Above reg'l avg conc of race/poverty



Created: 4/8/2020  
LandscapeRSA2



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





## Green Central Safe Routes to School Project Area Map

2020 TAB Regional Solicitation for Federal Funding in FFYs 2024 and 2025

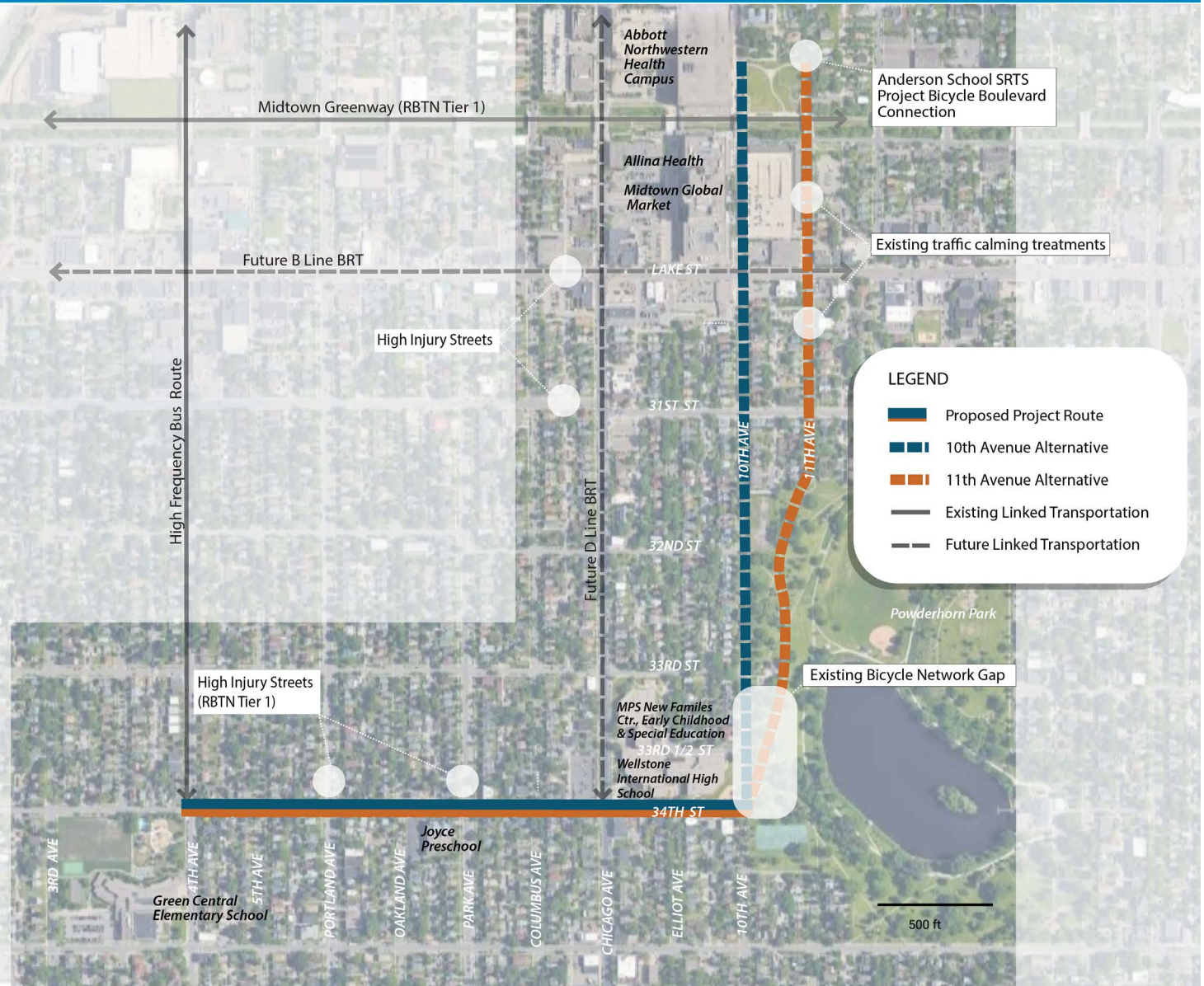
### PROJECT AREA CHARACTERISTICS

**East 34th Street** is a part of the Draft Transportation Action Plan All Ages and Abilities (AAA) low-stress bicycle network. It is also on Minneapolis Public School Safe Routes to Schools Walking Routes for Youth.

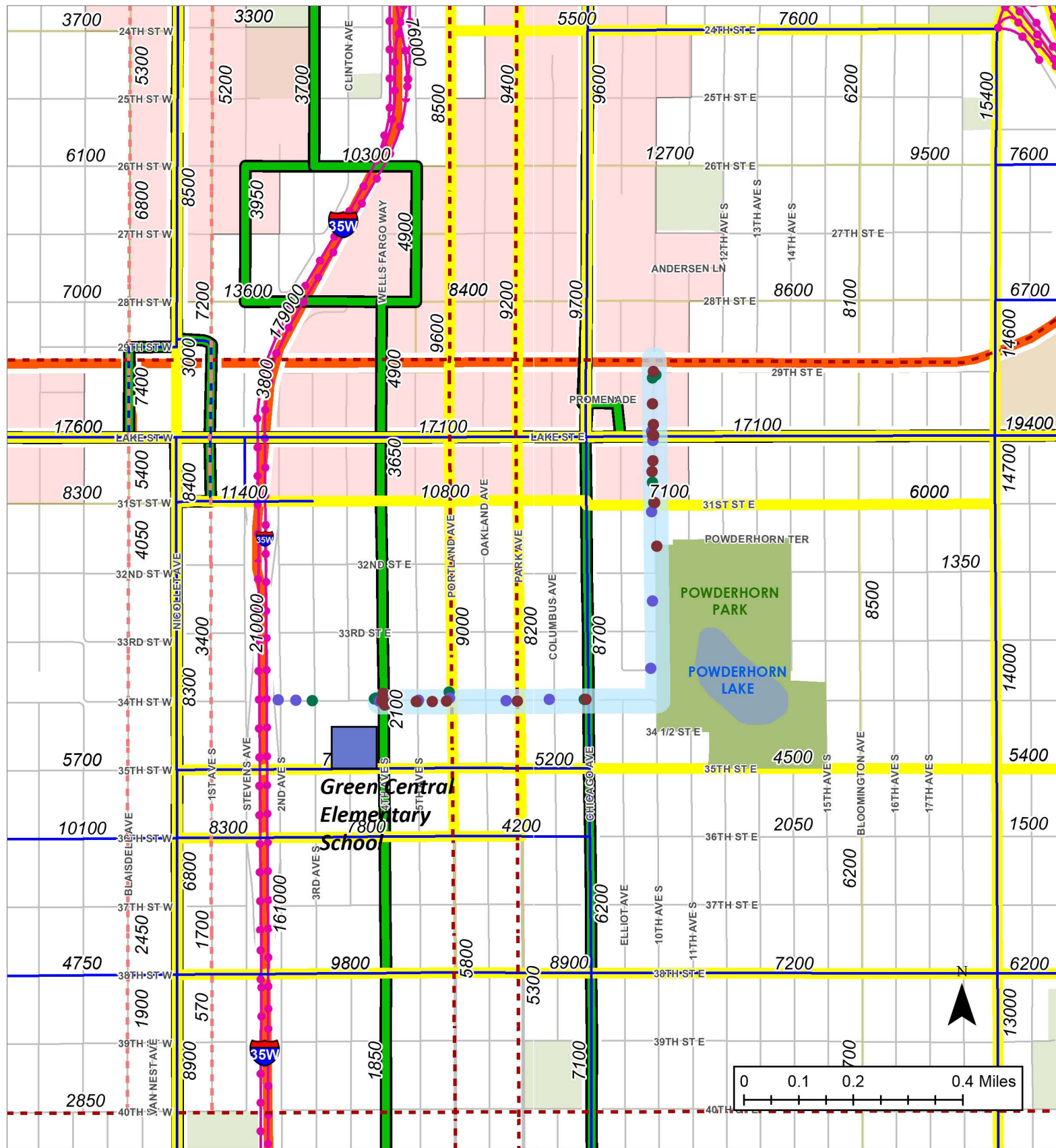
**10th Avenue South** is a part of the Draft Transportation Action Plan AAA low-stress bicycle network. **11th Avenue South** is on Minneapolis Public School Safe Routes to Schools Walking Routes for Youth.

The project alignment crosses several high injury streets which were identified in the [Vision Zero Action Plan](#) (Portland, Park, East 31st Street, Lake Street), creating opportunities to implement bicycle and pedestrian crossing treatments at these intersections in the project area.

An estimated 25% of Green Central's 224 students walk daily; **More than 40%** of the population is low-income and more than 50% of the population is people of color (ACP-50).







# Green Central SRTS Project Context Map B

The Green Central Safe Routes to School corridor includes many subsidized housing units in addition to naturally occurring affordable housing. Within 1/2 mile of the project area there are approximately 1581 affordable units.

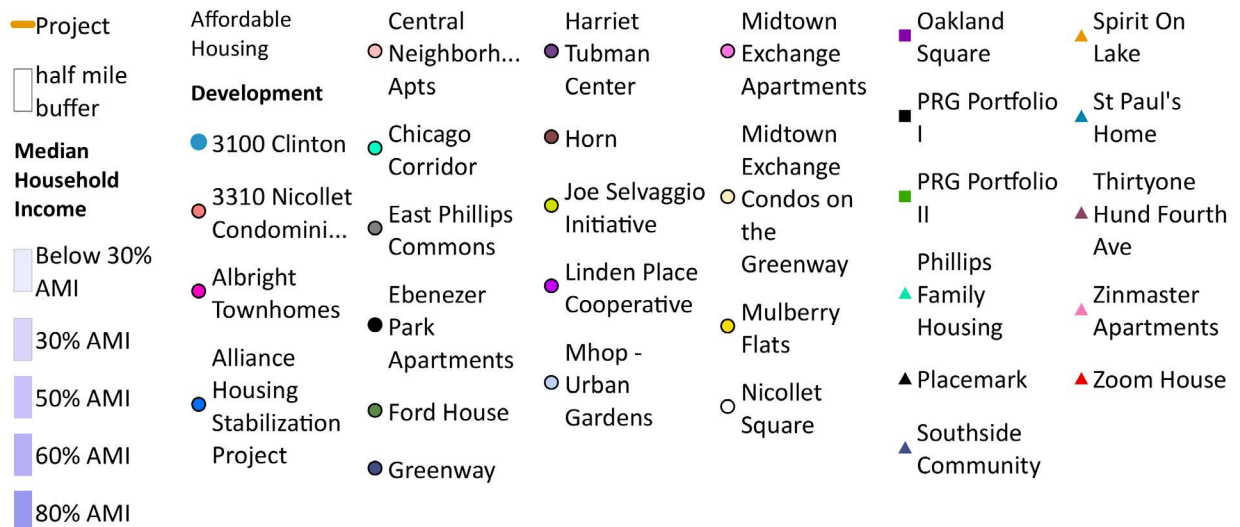
498 Units at 30% AMI  
 660 Units at 50% AMI  
 395 Units at 60% AMI  
 28 Units at 80% AMI

Subsidized housing developments are shown here (select developments include complexes outside of the buffer area).

0 0.1 0.2 Miles



## Green Central Safe Routes to School Affordable Housing within 1/2 Mile



## Affordable Housing Map Key Information

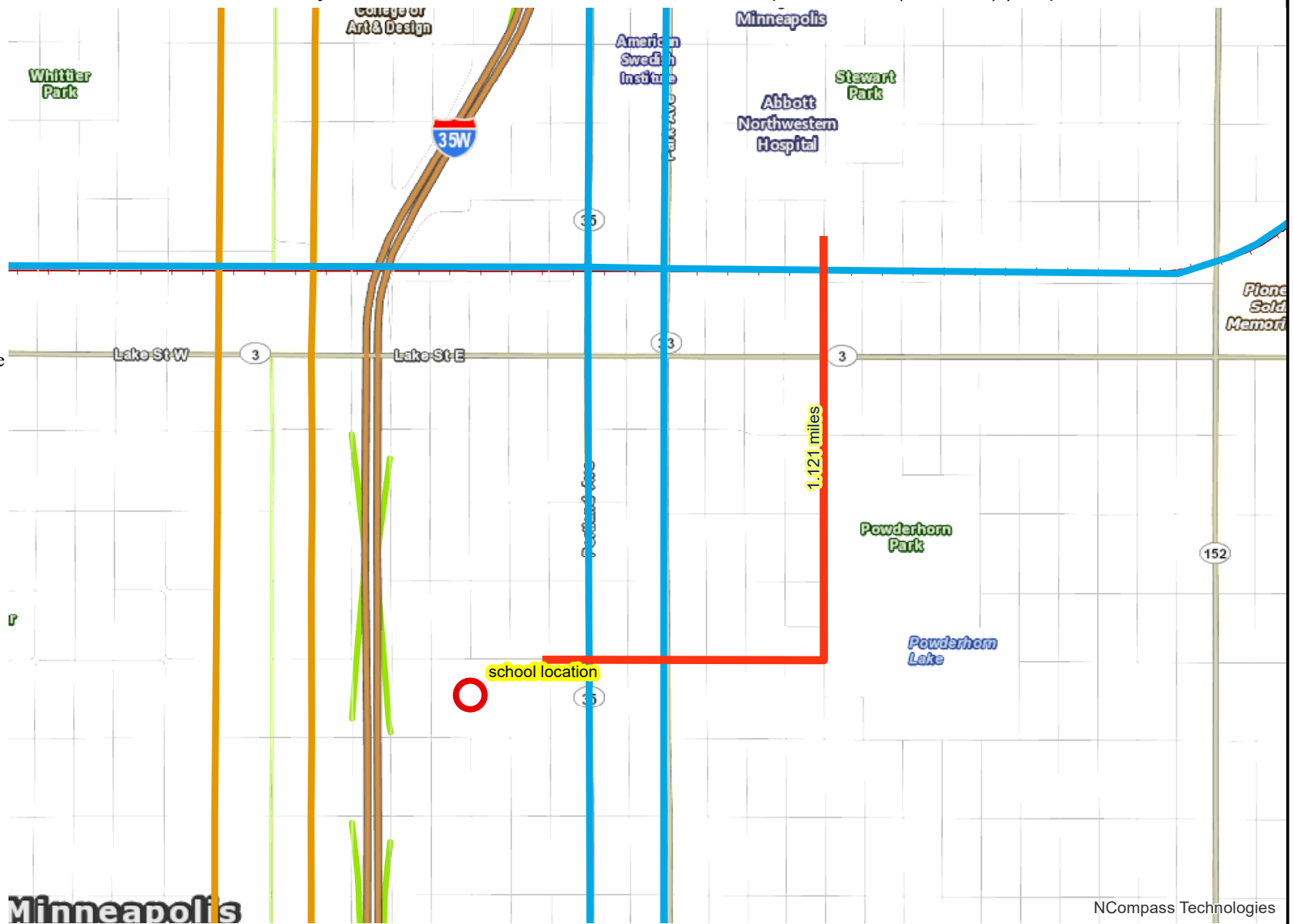
Property Name	Address	Development Stage	# affordable units	OBR	1BR	2BR	3BR	4BR	Total units	# Units 30% AMI	# Units 50% AMI	# Units 60% AMI	# Units 80% AMI	% affordable	Funding Category
Midtown Exchange Apartments	2929 Chicago Ave; 2843 Elliot Ave	Complete	178	4	128	43	3		219	0	62	116	0	81%	Tax Credit; Subsidized-Other; LIHTC 4%
Midtown Exchange Condos on the Greenway	2900 11th Ave S	Complete	16	0	13	3	0		57	0	12	2	2	28%	Subsidized-Other
Spirit On Lake	1238 E Lake St; 2930 13th Ave S	Complete	46	0	29	17	0		46	0	46	0	0	100%	Tax Credit; Subsidized-Other; LIHTC 4%
St Paul's Home	2735 S 15th Ave	Complete	53	17	36	0	0		53	53	0	0	0	100%	Project-Based Subsidy
Greenway	Bloomington Ave; 2840 16th Ave S; 2843 Bloomington Ave; 2844	Complete	42	0	0	16	22	4	42	0	42	0	0	100%	Tax Credit; Subsidized-Other; LIHTC 4%
East Phillips Commons	2909 Bloomington Ave	Complete	34	0	6	19	9	0	34	0	0	34	0	100%	Tax Credit; Subsidized-Other; LIHTC 4%
Ford House	3154 Bloomington Ave	Complete	11	0	11	0	0	0	11	0	11	0	0	100%	Project-Based Subsidy
Linden Place Cooperative	3205 Bloomington Ave; 3200 Bloomington Ave; 3201	Complete	8	0	0	4	4	0	8	0	0	8	0	100%	Tax Credit; Subsidized-Other; LIHTC 9%
Mhop - Urban Gardens	3501 Bloomington Ave	Complete	6	Unknown	Unknown	Unknown	Unknown	Unknown	6	6	0	0	0	100%	Public Housing
Mulberry Flats	3633 Elliot Ave; 3637 Elliot Ave	Complete	8	0	0	8	0	0	8	0	8	0	0	100%	Subsidized-Other
PRG Portfolio I	3708 Elliot Ave	Complete	42	0	0	20	22	0	42	9	12	21	0	100%	Tax Credit; Subsidized-Other
Chicago Corridor	Ave; 3400 Chicago Ave	Complete	10	Unknown	Unknown	Unknown	Unknown	Unknown	10	0	0	10	0	100%	Tax Credit; LIHTC 9%
	3715 Oakland Ave S	Complete	10	Unknown	Unknown	Unknown	Unknown	Unknown	10	0	10	0	0	100%	Subsidized-Other
Central Neighborhood Apts	3637 Columbus Ave S; 3320 4th Ave ; 3308 4th Ave S; 3316 4th	Complete	12	0	2	4	6	0	12	0	12	0	0	100%	Subsidized-Other
3100 Clinton	3129 Clinton Ave; 3120 Clinton Ave; 3104 Clinton Ave; 3137	Complete	12	0	0	6	6	0	12	0	0	12	0	100%	Subsidized-Other; LIHTC 4%
Thirtyone Hund Fourth Ave	3100 4th Ave S	Complete	4	Unknown	Unknown	Unknown	Unknown	Unknown	10	0	0	4	0	40%	Subsidized-Other
Southside Community	3521 2nd Ave S; 3044 S 5th Ave; 3312 4th Ave S; 2835 Park Ave;	Complete	48	2	1	33	12	0	48	4	44	0	0	100%	Tax Credit; Subsidized-Other; LIHTC 9%
Alliance Housing Stabilization Project	3035 Oakland Ave; 3825 Columbus Ave S; 3033 Oakland Ave; 3037 Oakland Ave; 3823	Complete	21	11	0	4	6	0	21	11	10	0	0	100%	Subsidized-Other
Zinmaster Apartments	2900 Park Ave; 2916 Park Ave	Complete	36	0	5	18	13	0	36	0	0	36	0	100%	Subsidized-Other; LIHTC 4%
Phillips Family Housing	2714 Chicago Ave	Complete	89	Unknown	Unknown	Unknown	Unknown	Unknown	89	0	0	89	0	100%	LIHTC 9%
	2729 Columbus Ave S	Complete	4	Unknown	Unknown	Unknown	Unknown	Unknown	4	0	0	4	0	100%	Subsidized-Other
PRG Portfolio II	2730 Portland Ave; 3439 S 15th Ave; 2205 13th Ave S; 2211 13th	Complete	49	0	1	18	22	7	49	0	35	14	0	100%	Tax Credit; Subsidized-Other; LIHTC 9%
	2728 Portland Ave	Complete	16	Unknown	Unknown	Unknown	Unknown	Unknown	16	0	0	16	0	100%	Subsidized-Other
Joe Selvaggio Initiative	Ave; 2724 Chicago Ave; 2745 Portland Ave; 2736 Chicago Ave; 615 E 27th St; 2733 Portland Ave	Complete	30	0	2	24	2	2	30	0	30	0	0	100%	Tax Credit; Subsidized-Other; LIHTC 9%
Ebenezer Park Apartments	2700 Park Ave	Complete	200	0	190	10	0	0	200	0	200	0	0	100%	Project-Based Subsidy; Subsidized-Other
Oakland Square	610 E 27th St; 2628 Oakland Ave	Complete	31	0	1	19	10	1	31	31	0	0	0	100%	Project-Based Subsidy; Tax Credit; Subsidized-Other; LIHTC 4%;
Albright Townhomes	3051 Pillsbury Ave S; 110 E 31st St	Complete	89	0	10	79	0	0	89	0	68	21	0	100%	Project-Based Subsidy; Tax Credit; Subsidized-Other; LIHTC 4%;
Harriet Tubman Center	3111 1st Ave S	Complete	43	Unknown	Unknown	Unknown	Unknown	Unknown	43	0	43	0	0	100%	Public Housing; Subsidized-Other
Horn	115 W 31st St	Complete	163	0	162	1	0	0	163	163	0	0	0	100%	Public Housing
Horn	3121 Pillsbury	Complete	163	0	162	1	0	0	163	163	0	0	0	100%	Public Housing
Zoom House	3206 Blaisdell Ave; 3204 Blaisdell	Complete	22	6	16	0	0	0	22	16	6	0	0	100%	Subsidized-Other
3310 Nicollet Condominiums	3310 Nicollet; 3314 Nicollet Ave	Complete	35	0	5	30	0	0	35	0	9	0	26	100%	Subsidized-Other
	7 W 35th St	Complete	4	Unknown	Unknown	Unknown	Unknown	Unknown	4	0	0	4	0	100%	Tax Credit
	11 W 35th St	Complete	4	Unknown	Unknown	Unknown	Unknown	Unknown	4	0	0	4	0	100%	Tax Credit
Nicollet Square	3700 Nicollet Ave	Complete	42	Unknown	Unknown	Unknown	Unknown	Unknown	42	42	0	0	0	100%	Tax Credit; Subsidized-Other
	Total		1581	40	780	377	137	14	1669	498	660	395	28		

# Project to RBTN Orientation

Safe Routes to Schools Project: Green Central Safe Routes to School Improvements (10th Ave) | Map ID: 1586373007753

## Results

Project NOT IN Regn'l Bicycle  
Transportation  
Corridor.



NCompass Technologies

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

0 0.125 0.25 0.5 0.75 1 Miles

Created: 4/8/2020  
LandscapeRSA6



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



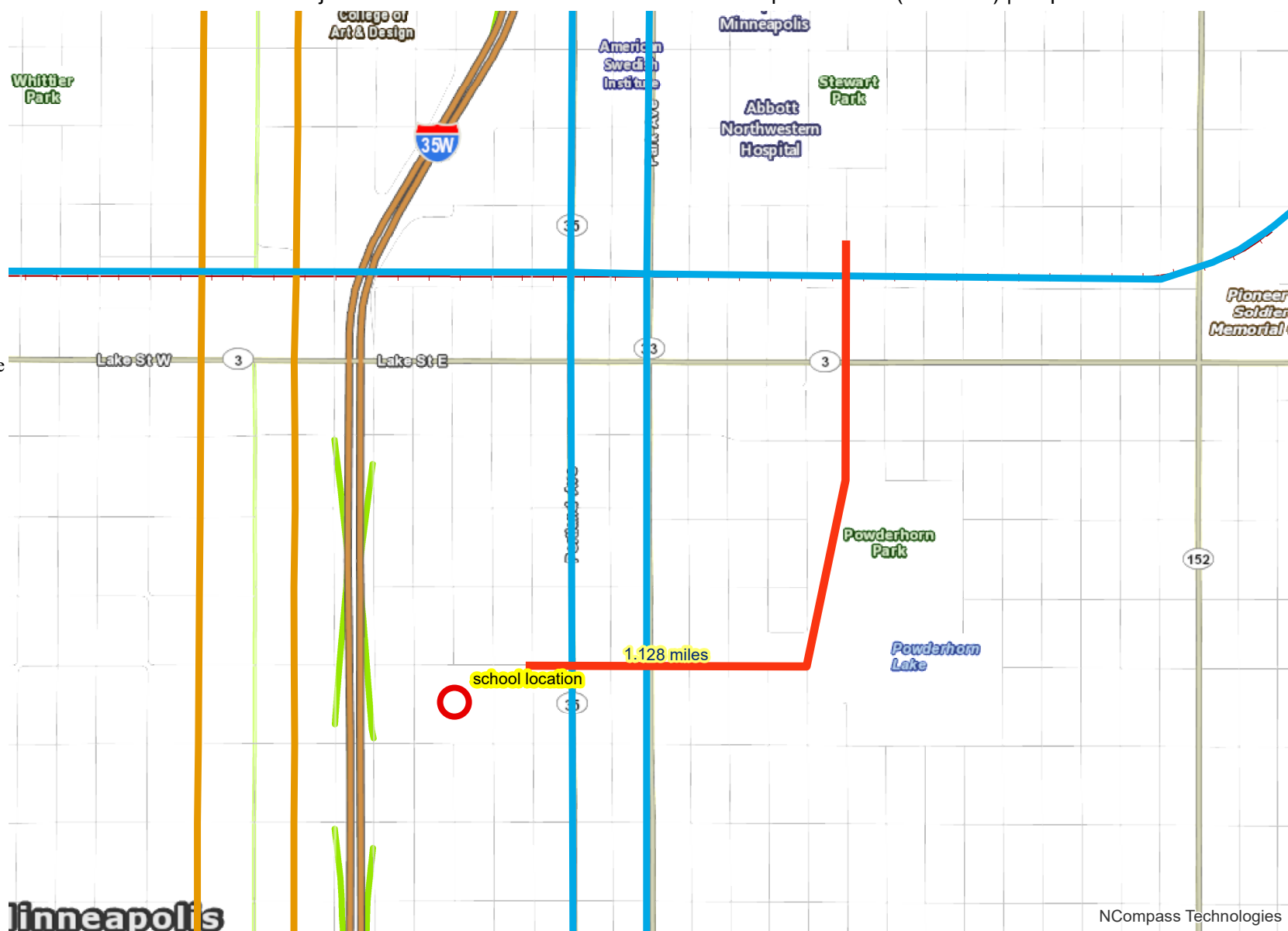


# Project to RBTN Orientation

Safe Routes to Schools Project: Green Central Safe Routes to School Improvements (11th Ave) | Map ID: 1586374114655

## Results

Project NOT IN Reg'n'l Bicycle  
Transportation  
Corridor.



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

0 0.15 0.3 0.6 0.9 1.2 Miles

Created: 4/8/2020  
LandscapeRSA6



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



NCompass Technologies



## CMF / CRF Details

CMF ID: 433

**Provide intersection illumination**

**Description:**

**Prior Condition:** *No Prior Condition(s)*

**Category:** Highway lighting

**Study:** [\*Handbook of Road Safety Measures, Elvik, R. and Vaa, T., 2004\*](#)

Star Quality Rating:



### Crash Modification Factor (CMF)

Value:

0.62

Adjusted Standard Error:

0.13

Unadjusted Standard Error:

### Crash Reduction Factor (CRF)

Value:

38 (*This value indicates a **decrease** in crashes*)

Adjusted Standard Error:

13

Unadjusted Standard Error:

Applicability	
Crash Type:	Nighttime
Crash Severity:	A (serious injury),B (minor injury),C (possible injury)
Roadway Types:	Not Specified
Number of Lanes:	
Road Division Type:	
Speed Limit:	
Area Type:	Not Specified
Traffic Volume:	
Time of Day:	
<i>If countermeasure is intersection-based</i>	
Intersection Type:	Roadway/roadway (not interchange related)
Intersection Geometry:	Not Specified
Traffic Control:	Not Specified
Major Road Traffic Volume:	
Minor Road Traffic Volume:	

Development Details	
Date Range of Data Used:	
Municipality:	
State:	
Country:	

<b>Type of Methodology Used:</b>	Meta-analysis
<b>Sample Size Used:</b>	

Other Details	
<b>Included in Highway Safety Manual?</b>	Yes. HSM lists this CMF in <b>bold</b> font to indicate that it has the highest reliability since it has an adjusted standard error of 0.1 or less.
<b>Date Added to Clearinghouse:</b>	Dec-01-2009
<b>Comments:</b>	Countermeasure name changed to match HSM

---

This site is funded by the U.S. Department of Transportation Federal Highway Administration and maintained by the University of North Carolina Highway Safety Research Center

*The information contained in the Crash Modification Factors (CMF) Clearinghouse is disseminated under the sponsorship of the U.S. Department of Transportation in the interest of information exchange. The U.S. Government assumes no liability for the use of the information contained in the CMF Clearinghouse. The information contained in the CMF Clearinghouse does not constitute a standard, specification, or regulation, nor is it a substitute for sound engineering judgment.*



## CMF / CRF Details

CMF ID: 9120

### Median treatment for ped/bike safety

**Description:** Install various median treatment: median fencing, sidewalk fencing, median brick planters, pedestrian islands

**Prior Condition:** *No Prior Condition(s)*

**Category:** Roadside

**Study:** [Analyzing the Impact of Median Treatments on Pedestrian/Bicyclist Safety, Zhang et al., 2017](#)

Star Quality Rating:



[\[View score details\]](#)

### Crash Modification Factor (CMF)

Value:

0.86

Adjusted Standard Error:

Unadjusted Standard Error:

0.04

### Crash Reduction Factor (CRF)

Value:

14 (This value indicates a **decrease** in crashes)

Adjusted Standard Error:

Unadjusted Standard Error:	4
----------------------------	---

Applicability	
Crash Type:	All
Crash Severity:	All
Roadway Types:	Not specified
Number of Lanes:	
Road Division Type:	Divided by Median
Speed Limit:	
Area Type:	Urban
Traffic Volume:	
Time of Day:	All
<i>If countermeasure is intersection-based</i>	
Intersection Type:	
Intersection Geometry:	
Traffic Control:	
Major Road Traffic Volume:	
Minor Road Traffic Volume:	

Development Details	
Date Range of Data Used:	1998 to 2016
Municipality:	
State:	MD

<b>Country:</b>	USA
<b>Type of Methodology Used:</b>	Before/after using empirical Bayes or full Bayes
<b>Sample Size Used:</b>	

Other Details	
<b>Included in Highway Safety Manual?</b>	No
<b>Date Added to Clearinghouse:</b>	Jan-17-2018
<b>Comments:</b>	For all crashes, not just ped/bike related.

---

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# HENNEPIN COUNTY

## MINNESOTA

April 30, 2020

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

Re: Support for 2020 Regional Solicitation Application  
Green Central Elementary Safe Routes to School Project  
Along 34th Street from 3rd Avenue to 10th Avenue; and  
Along 10th Avenue from 24th Street to the Midtown Greenway

Dear Ms. Koutsoukos,

Hennepin County has been notified that the City of Minneapolis is submitting an application for funding as part of the 2020 Regional Solicitation through the Metropolitan Council. The proposed project is the Green Central Elementary Safe Routes to School Project as identified in the city's Walking Routes for Youth Map that's intended to help students and families navigate their neighborhoods.

This project will introduce various strategies to improve the safety and comfort of students walking and biking to Green Central Elementary School. It is anticipated that improvements will be introduced at various intersections along 34th Street and 10th Avenue; including locations that impact CSAH 3 (Lake Street), CSAH 33 (Park Avenue), and CSAH 35 (Portland Avenue). Hennepin County supports this funding application and acknowledges that the proposed project aligns with the county's Pedestrian Plan. In addition, Hennepin County will operate and maintain the roadway facilities along CSAH 3 (Lake Street), CSAH 33 (Park Avenue), and CSAH 35 (Portland Avenue), for the useful life of improvements.

At this time, Hennepin County has no funding programmed in its 2020-2024 Transportation Capital Improvement Program (CIP) for this project. Therefore, county staff is currently unable to commit county cost participation in this project. However, we request that the City of Minneapolis includes county staff as part of the design process, specifically as it relates to intersections involving a county roadway, to ensure project success. We look forward to working together to improve safety and mobility for people walking and biking to and from Greenway Central Elementary.

Sincerely,



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

cc: Chad Ellos, P.E., P.T.O.E. – Transportation Planning Division Manager

Hennepin County Transportation Project Delivery  
7009 York Avenue South, MN 55435 (Temporary)  
612-596-0241 | hennepin.us





# Green Central Safe Routes to School Project

2020 TAB Regional Solicitation for Federal Funding in FFYs 2024 and 2025

## Project Overview

The City of Minneapolis is requesting a federal grant to fund the Green Central Safe Routes to School project. This project will implement pedestrian and bicycle-related improvements along East 34th Street from east of 4th Avenue South to 10th Avenue South and along 10th Avenue South or 11th Avenue South from East 34th Street to Midtown Greenway/East 29th Street.

Improvements may include:

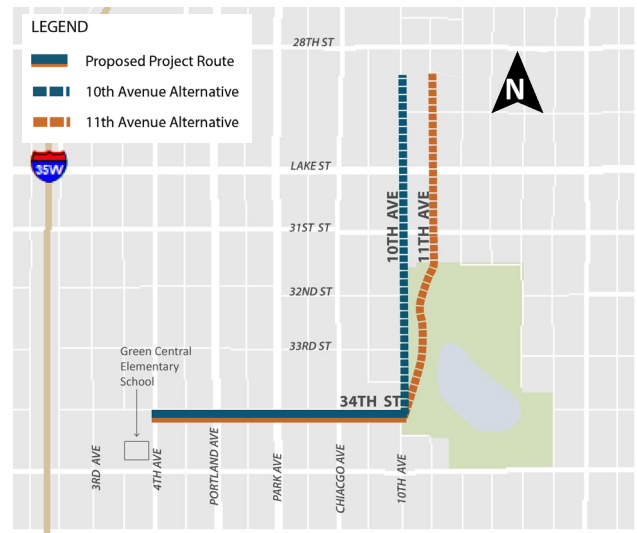
- Crossing improvements to narrow the road
- Installation of ADA-compliant curb ramps
- An upgraded traffic control device with APS push buttons
- Additional roadway traffic calming features (e.g., traffic circle, traffic diverter)
- Additional lighting
- Installation of sidewalk and multiuse trail to close existing gaps in the bicycle and pedestrian network.

## Benefits

The Green Central Safe Routes to School project will improve bicycle and pedestrian facilities for travelers of all ages and abilities by establishing a safe and comfortable connection to Green Central Elementary School, other bikeway facilities, parks, and key destinations in the project area.

**Requested Federal Amount:** \$1,000,000

**Total Project Cost:** \$1,991,000



Project Area



Existing Conditions on East 34th Street

## Project Schedule



If selected, improvements would be implemented in 2024 or 2025. Minneapolis Public Works plans to install temporary improvements ahead of any permanent improvements.

**Contact:** Amy Morgan  
Associate Transportation Planner  
Transportation Planning & Programming  
Minneapolis Public Works  
612-673-2129  
[amy.morgan@minneapolismn.gov](mailto:amy.morgan@minneapolismn.gov)



# Green Central Safe Routes to School Project

2020 TAB Regional Solicitation for Federal Funding in FFYs 2024 and 2025

## Travel Tally and Parent Survey Results

The City of Minneapolis received funding via a Safe Routes to School planning grant for Green Central. Planning activities are anticipated to be complete in summer and fall 2020. The planning grant activities will include a travel tally and parent survey.

Per the planning application 30% of students walk or bike to school and 60% are bussed. The remaining 10% of students may be dropped off.

**Contact:** Amy Morgan  
Associate Transportation Planner  
Transportation Planning & Programming  
Minneapolis Public Works  
612-673-2129  
[amy.morgan@minneapolismn.gov](mailto:amy.morgan@minneapolismn.gov)







Project Area Existing Conditions

EAST 34TH ST & PORTLAND AVENUE



Crash Data for Green Central SRTS Improvements Project

Key: Crash  
Crash Relevant to CMF

CrashID	Date	Time	Year	Street On	IntersectionName	Contributing Factor - Veh 1	Contributing Factor - Veh 2	Pre-crash Maneuver - Veh 1	Pre-crash Maneuver - Veh 2	Vehicle 1 Type	Vehicle 2 Type	Crash Type	Crash Severity	Officer Narrative	Bicycle	Pedestrian	Latitude	Longitude
07-017241	1/21/2007	1625	2007	Columbus Av S	Midblock	No Clear Factor	No Clear Factor	Vehicle Following Roadway	Vehicle Following Roadway	Automobile	Automobile	Head On	Property Damage Only	N/A	0	0	44.941377	-93.263854
07-072243	3/26/2007	2036	2007	4th Av S	34th St E & 4th Av S	Unknown	Chemical Impairment	Vehicle Following Roadway	Bicyclist Riding Across Roadway	Automobile	Bicycle	Bicycle	Possible Injury	N/A	1	0	44.9413708	-93.270217
07-126423	4/22/2007	2225	2007	Lake St E	Lake St E & 10th Av S	No Clear Factor	Improper Driving Practice	Vehicle Following Roadway	Vehicle Following Roadway	Automobile	Automobile	Rear End	Property Damage Only	N/A	0	0	44.9483592	-93.260123
07-186943	6/9/2007	2240	2007	Lake St E	Lake St E & 10th Av S	Driver Inattentive or Distracted	No Clear Factor	Vehicle Following Roadway	Vehicle Following Roadway	Automobile	Automobile	Rear End	Property Damage Only	N/A	0	0	44.9483592	-93.260123
07-194181	6/15/2007	1730	2007	Park Av S	34th St E & Park Av S	Improper Driving Practice	No Clear Factor	Vehicle Following Roadway	Vehicle Stopping in Traffic	Automobile	Automobile	Rear End	Property Damage Only	N/A	0	0	44.9413796	-93.265119
07-195082	6/16/2007	0800	2007	Lake St E	Lake St E & 10th Av S	Improper Driving Practice	No Clear Factor	Vehicle Making Right Turn	Vehicle Following Roadway	Automobile	Automobile	Right Turn	Property Damage Only	N/A	0	0	44.9483592	-93.260123
07-218794	7/4/2007	2330	2007	11th Av S	Midblock	Improper Driving Practice	Unknown	Vehicle Making U-Turn	Not-Applicable	Automobile	Unknown or Other	Fixed Object	Property Damage Only	N/A	0	0	44.9465465	-93.258837
07-221974	7/7/2007	0001	2007	10th Av S	Midblock	Driver Inattentive or Distracted	Unknown	Vehicle Following Roadway	Not-Applicable	Unknown or Other	Unknown or Other	Fixed Object	Property Damage Only	N/A	0	0	44.9483592	-93.260123
07-233256	7/16/2007	1340	2007	Lake St E	Lake St E & 10th Av S	Improper Driving Practice	No Clear Factor	Vehicle Following Roadway	Vehicle Following Roadway	Automobile	Automobile	Rear End	Property Damage Only	N/A	0	0	44.9483592	-93.260123
07-244974	7/25/2007	1758	2007	Elliot Av S	Midblock	Speeding	Unknown	Vehicle Making Left Turn	Not-Applicable	Automobile	Unknown or Other	Fixed Object	Property Damage Only	N/A	0	0	44.9413721	-93.261314
07-256144	8/3/2007	1250	2007	Lake St E	Lake St E & 11th Av S	Disregarding a Traffic Control Devi	No Clear Factor	Vehicle Following Roadway	Vehicle Following Roadway	Automobile	Automobile	Angle	Possible Injury	N/A	0	0	44.9483609	-93.258857
07-293018	9/2/2007	0220	2007	31st St E	31st St E & 11th Av S	Improper Driving Practice	No Clear Factor	Vehicle Following Roadway	Vehicle Following Roadway	Automobile	Automobile	Rear End	Property Damage Only	N/A	0	0	44.9465465	-93.258837
07-304884	9/12/2007	1340	2007	Lake St E	Lake St E & 10th Av S	Improper Driving Practice	No Clear Factor	Vehicle Following Roadway	Vehicle Following Roadway	Automobile	Automobile	Side Swipe	Property Damage Only	N/A	0	0	44.9483592	-93.260123
07-328194	10/2/2007	1215	2007	11th Av S	Lake St E & 11th Av S	Disregarding a Traffic Control Devi	No Clear Factor	Vehicle Following Roadway	Vehicle Following Roadway	Unknown or Other	Automobile	Angle	Property Damage Only	N/A	0	0	44.9483609	-93.258857
07-337452	10/10/2007	1300	2007	Lake St E	Lake St E & 10th Av S	Failure to Yield Right-of-Way	No Clear Factor	Vehicle Making Left Turn	Pedestrian Crossing With Traffic Sig	Automobile	Pedestrian	Pedestrian	Minor Injury	N/A	0	1	44.9483592	-93.260123
07-340981	10/13/2007	0930	2007	Lake St E	Lake St E & 11th Av S	Improper Driving Practice	No Clear Factor	Vehicle Following Roadway	Vehicle Making Left Turn	Automobile	Automobile	Rear End	Possible Injury	N/A	0	0	44.9483609	-93.258857
07-344122	10/16/2007	0901	2007	Lake St E	Lake St E & 11th Av S	Unknown	Unknown	Vehicle Following Roadway	Vehicle Following Roadway	Automobile	Automobile	Angle	Possible Injury	N/A	0	0	44.9483609	-93.258857
07-357277	10/27/2007	1335	2007	Lake St E	Lake St E & 11th Av S	Improper Driving Practice	No Clear Factor	Vehicle Following Roadway	Vehicle Stopping in Traffic	Automobile	Automobile	Rear End	Possible Injury	N/A	0	0	44.9483609	-93.258857
07-386869	11/24/2007	2152	2007	Lake St E	Midblock	Speeding	Unknown	Vehicle Following Roadway	Not-Applicable	Automobile	Unknown or Other	Fixed Object	Property Damage Only	N/A	0	0	44.9483592	-93.260123
07-401043	12/9/2007	1315	2007	31st St E	31st St E & 10th Av S	Improper Driving Practice	No Clear Factor	Vehicle Following Roadway	Vehicle Stopping in Traffic	Automobile	Automobile	Rear End	Property Damage Only	N/A	0	0	44.9465456	-93.260107
07-406016	12/14/2007	1354	2007	Lake St E	Lake St E & 11th Av S	Improper Driving Practice	No Clear Factor	Vehicle Following Roadway	Vehicle Slowing in Traffic	Automobile	Automobile	Rear End	Property Damage Only	N/A	0	0	44.9483609	-93.258857
07-406041	12/14/2007	1423	2007	11th Av S	Lake St E & 11th Av S	Improper Driving Practice	Unknown	Vehicle Backing	Not-Applicable	Automobile	Unknown or Other	Fixed Object	Property Damage Only	N/A	0	0	44.9483609	-93.258857
08-032987	2/3/2008	0424	2008	Portland Av S	34th St E & Portland Av S	Unknown	Unknown	Vehicle Following Roadway	Vehicle Following Roadway	Automobile	Automobile	Angle	Possible Injury	N/A	0	0	44.9413819	-93.267657
08-075810	3/18/2008	0640	2008	Lake St E	Lake St E & 11th Av S	Skidding	No Clear Factor	Vehicle Making Left Turn	Vehicle Following Roadway	Automobile	Automobile	Left Turn	Possible Injury	N/A	0	0	44.9483609	-93.258857
08-095755	4/5/2008	2313	2008	10th Av S	32nd St E & 10th Av S	Chemical Impairment	Unknown	Vehicle Following Roadway	Not-Applicable	Automobile	Unknown or Other	Fixed Object	Possible Injury	N/A	0	0	44.9447331	-93.260083
08-111836	4/20/2008	2050	2008	Lake St E	Midblock	Improper Driving Practice	No Clear Factor	Vehicle Changing Lanes	Vehicle Following Roadway	Automobile	Automobile	Side Swipe	Property Damage Only	N/A	0	0	44.9483609	-93.258857
08-140881	5/16/2008	1220	2008	11th Av S	Lake St E & 11th Av S	Improper Driving Practice	No Clear Factor	Vehicle Following Roadway	Vehicle Stopping in Traffic	Automobile	Automobile	Rear End	Property Damage Only	N/A	0	0	44.9483609	-93.258857
08-157249	5/29/2008	1803	2008	34th St E	34th St E & 3rd Av S	Disregarding a Traffic Control Devi	No Clear Factor	Vehicle Following Roadway	Vehicle Following Roadway	Automobile	Automobile	Angle	Possible Injury	N/A	0	0	44.9413612	-93.272785
08-173224	6/11/2008	1800	2008	Lake St E	Lake St E & 10th Av S	Disregarding a Traffic Control Devi	No Clear Factor	Vehicle Following Roadway	Vehicle Following Roadway	Automobile	Automobile	Angle	Possible Injury	N/A	0	0	44.9483592	-93.260123
08-179065	6/16/2008	0730	2008	Lake St E	Lake St E & 10th Av S	Disregarding a Traffic Control Devi	No Clear Factor	Vehicle Following Roadway	Vehicle Following Roadway	Automobile	Automobile	Angle	Property Damage Only	N/A	0	0	44.9483592	-93.260123
08-197001	6/30/2008	1440	2008	11th Av S	Lake St E & 11th Av S	Improper Driving Practice	No Clear Factor	Vehicle Backing	Vehicle Following Roadway	Automobile	Automobile	Backing	Property Damage Only	N/A	0	0	44.9483609	-93.258857
08-262444	8/24/2008	1909	2008	34th St E	Midblock	Failure to Yield Right-of-Way	No Clear Factor	Vehicle Making Left Turn	Vehicle Following Roadway	Automobile	Automobile	Angle	Property Damage Only	N/A	0	0	44.9413819	-93.267657
08-304021	10/1/2008	1400	2008	Lake St E	Midblock	Improper Driving Practice	No Clear Factor	Vehicle Following Roadway	Vehicle Stopping in Traffic	Automobile	Automobile	Rear End	Property Damage Only	N/A	0	0	44.9483609	-93.258857
08-329624	10/25/2008	0120	2008	Lake St E	Lake St E & 10th Av S	Improper Driving Practice	No Clear Factor	Vehicle Following Roadway	Vehicle Stopping in Traffic	Automobile	Automobile	Rear End	Property Damage Only	N/A	0	0	44.9483592	-93.260123
08-369168	12/2/2008	0001	2008	Lake St E	Midblock	Improper Driving Practice	No Clear Factor	Vehicle Following Roadway	Not-Applicable	Automobile	Unknown or Other	Fixed Object	Property Damage Only	N/A	0	0	44.9483592	-93.260123
08-380009	12/12/2008	2316	2008	31st St E	Midblock	Driver Inattentive or Distracted	No Clear Factor	Vehicle Following Roadway	Vehicle Stopping in Traffic	Automobile	Automobile	Rear End	Minor Injury	N/A	0	0	44.9465465	-93.258837
08-381682	12/14/2008	1600	2008	Portland Av S	34th St E & Portland Av S	Improper Driving Practice	No Clear Factor	Vehicle Following Roadway	Vehicle Stopping in Traffic	Automobile	Automobile	Rear End	Property Damage Only	N/A	0	0	44.9413819	-93.267657
09-007861	1/9/2009	0705	2009	10th Av S	Lake St E & 10th Av S	No Clear Factor	Failure to Yield Right-of-Way	Vehicle Following Roadway	Vehicle Making Left Turn	Automobile	Automobile	Left Turn	Property Damage Only	N/A	0	0	44.9483592	-93.260123
09-008234	1/9/2009	1700	2009	34th St E	34th St E & 5th Av S	Disregarding a Traffic Control Devi	No Clear Factor	Vehicle Making Right Turn	Vehicle Following Roadway	Automobile	Automobile	Angle	Property Damage Only	N/A	0	0	44.9413775	-93.268938
09-016223	1/17/2009	2344	2009	Lake St E	Lake St E & 10th Av S	Improper Driving Practice	Other	Vehicle Changing Lanes	Not-Applicable	Automobile	Unknown or Other	Fixed Object	Property Damage Only	N/A	0	0	44.9483592	-93.260123
09-019405	1/21/2009	1910	2009	34th St E	34th St E & Chicago Av	Improper Driving Practice	No Clear Factor	Vehicle Following Roadway	Vehicle Making Left Turn	Automobile	Automobile	Rear End	Possible Injury	N/A	0	0	44.9413741	-93.262587
09-094082	4/2/2009	1930	2009	Portland Av S	34th St E & Portland Av S	Failure to Yield Right-of-Way	No Clear Factor	Vehicle Making Left Turn	Vehicle Following Roadway	Automobile	Automobile	Left Turn	Property Damage Only	N/A	0	0	44.9413819	-93.267657
09-126933	4/30/2009	2000	2009	10th Av S	Lake St E & 10th Av S	Improper Driving Practice	Other	Vehicle Following Roadway	Not-Applicable	Automobile	Unknown or Other	Fixed Object	Property Damage Only	N/A	0	0	44.9483592	-93.260123
09-171797	6/7/2009	0213	2009	Lake St E	Lake St E & 10th Av S	Improper Driving Practice	No Clear Factor	Vehicle Following Roadway	Vehicle Slowing in Traffic	Automobile	Automobile	Rear End	Possible Injury	N/A	0	0	44.9483592	-93.260123
09-176429	6/11/2009	1030	2009	31st St E	Midblock	Driver Inattentive or Distracted	No Clear Factor	Vehicle Following Roadway	Vehicle Stopping in Traffic	Automobile	Automobile	Rear End	Property Damage Only	N/A	0	0	44.9465465	-93.258837
09-181689	6/15/2009	1630	2009	Lake St E	Lake St E & 10th Av S	Improper Driving Practice	No Clear Factor	Vehicle Changing Lanes	Vehicle Following Roadway	Automobile	Automobile	Side Swipe	Property Damage Only	N/A	0	0	44.9483592	-93.260123
09-195691	6/26/2009	1728	2009	10th Av S	Lake St E & 10th Av S	Improper Driving Practice	No Clear Factor	Vehicle Backing	Vehicle Following Roadway	Automobile	Automobile	Backing	Property Damage Only	N/A	0	0	44.9483592	-93.260123
09-214881	7/12/2009	0059	2009	Lake St E	Lake St E & 10th Av S	Chemical Impairment	Other	Vehicle Following Roadway	Not-Applicable	Automobile	Unknown or Other	Fixed Object	Possible Injury	N/A	0	0	44.9483592	-93.260123
09-240965	8/2/2009	0630	2009	34th St E	Midblock	Unknown	Other	Vehicle Following Roadway	Not-Applicable	Automobile	Unknown or Other	Fixed Object	Property Damage Only	N/A	0	0	44.9412675	-93.260047
09-266707	8/23/2009	1320	2009	Lake St E	Midblock	Failure to Yield Right-of-Way	No Clear Factor	Vehicle Making Right Turn	Vehicle Following Roadway	Automobile	Automobile	Right Turn	Property Damage Only	N/A	0	0	44.9483609	-93.258857
09-293753	9/15/2009	1620	2009	31st St E	31st St E & 11th Av S	Vision Obstructed	No Clear Factor	Vehicle Making Right Turn	Pedestrian Crossing Without a Sign	Automobile	Pedestrian	Pedestrian	Possible Injury	N/A	0	1	44.9465465	-93.258837
09-305932	9/26/2009	1200	2009	Lake St E	Lake St E & 11th Av S	No Clear Factor	Non-Motorist Error	Vehicle Following Roadway	Pedestrian Crossing Into Traffic	Automobile	Pedestrian	Pedestrian	Possible Injury	N/A	0	1	44.9483609	-93.258857
09-307102	9/29/2009	1610	2009	34th St E	34th St E & 5th Av S	Improper Driving Practice	No Clear Factor	Vehicle Making U-Turn	Vehicle Following Roadway	Automobile	Automobile	Side Swipe	Property Damage Only	N/A	0	0	44.9413775	-93.268938
09-345730	11/7/2009	1850	2009	Lake St E	Midblock	Driver Inattentive or Distracted	Other	Vehicle Following Roadway	Not-Applicable	Automobile	Unknown or Other	Fixed Object	Property Damage Only	N/A	0	0	44.9483592	-93.260123
09-354882	11/17/2009	1947	2009	Portland Av S	34th St E & Portland Av S	Disregarding a Traffic Control Devi	No Clear Factor	Vehicle Following Roadway	Vehicle Following Roadway	Automobile	Automobile	Angle	Property Damage Only	N/A	0	0	44.9413819	-93.267657
09-368925	12/3/2009	1625	2009	Portland Av S	34th St E & Portland Av S	Disregarding a Traffic Control Devi	No Clear Factor	Vehicle Following Roadway	Vehicle Following Roadway	Automobile	Automobile	Angle	Property Damage Only	N/A	0	0	44.9413819	-93.267657
09-378334	12/14/2009	1920	2009	Lake St E	Lake St E & 10th Av S	No Clear Factor	Failure to Yield Right-of-Way	Vehicle Following Roadway	Vehicle Making Left Turn	Automobile	Automobile	Left Turn	Property Damage Only	N/A	0	0	44.9483592	-93.260123
09-379420	12/15/2009	2348	2009	3rd Av S	34th St E & 3rd Av S	Improper Driving Practice	No Clear Factor	Vehicle Following Roadway	Vehicle Slowing in Traffic	Automobile	Automobile	Rear End	Property Damage Only	N/A	0	0	44.9413612	-93.272785
10-004788	1/6/2010	1409	2010	34th St E	34th St E & Portland Av S	Skidding	Skidding	Vehicle Following Roadway	Vehicle Following Roadway	Automobile	Automobile	Head On	Property Damage Only	N/A	0	0	44.9413819	-93.267657
10-051038	2/23/2010	1800	2010	Portland Av S	34th St E & Portland Av S	Improper Driving Practice	No Clear Factor	Vehicle Passing	Vehicle Following Roadway	Automobile	Automobile	Side Swipe	Property Damage Only	N/A	0	0	44.9413819	-93.267657
10-097378	4/9/2010	1706	2010	34th St E	34th St E & 3rd Av S	Speeding	Non-Motorist Error	Vehicle Following Roadway	Pedestrian Crossing Into Traffic	Automobile	Pedestrian	Pedestrian	Minor Injury	N/A	0	1	44.9413612	-93.272785
10-133664	5/13/2010	1853	2010	34th St E	34th St E & Chicago Av	Driver Inattentive or Distracted	Other	Vehicle Following Roadway	Bicyclist Riding With Traffic	Automobile	Bicycle	Bicycle	Possible Injury	N/A	1	0	44.9413741	-93.262587
10-139520	5/18/2010	1940	2010	Chicago Av S	34th St E & Chicago Av	Improper Driving Practice	No Clear Factor	Vehicle Following Roadway	Vehicle Stopping in Traffic	Automobile	Automobile	Rear End	Possible Injury	N/A	0	0	44.9413741	-93.262587
10-143813	5/22/2010	1200	2010	34th St E	34th St E & Park Av S	No Clear Factor	Disregarding a Traffic Control Dev	Vehicle Following Roadway	Vehicle Following Roadway	Automobile	Automobile	Angle	Possible Injury	N/A	0	0	44.9413796	-93.265119
10-201620	7/8/2010	1750	2010	Lake St E	Lake St E & 11th Av S	Improper Driving Practice	No Clear Factor	Vehicle Avoiding Object in Roadway	Vehicle Following Roadway	Truck	Automobile	Side Swipe	Property Damage Only	N/A	0	0	44.9483609	-93.258857
10-225716	7/28/2010	1600	2010	10th Av S	Lake St E & 10th Av S	Failure to Yield Right-of-Way	No Clear Factor	Vehicle Making Right Turn on Red	Bicyclist Riding Against Traffic	Automobile	Bicycle							



12-028700	1/30/2012	1245	2012	Lake St E	Lake St E & 10th Av S	Driver Inattentive or Distracted	No Clear Factor	Vehicle Following Roadway	Vehicle Stopping in Traffic	Automobile	Automobile	Rear End	Property Damage Only	N/A	0	0	44.9483592	-93.260123
12-042768	2/13/2012	1415	2012	Lake St E	Lake St E & 10th Av S	No Clear Factor	Disregarding a Traffic Control Dev	Vehicle Following Roadway	Vehicle Following Roadway	Automobile	Automobile	Angle	Property Damage Only	N/A	0	0	44.9483592	-93.260123
12-082118	3/20/2012	1150	2012	11th Av S	Midblock	Unknown	Unknown	Vehicle Following Roadway	Vehicle Following Roadway	Automobile	Automobile	Head On	Property Damage Only	N/A	0	0	44.9483609	-93.258857
12-086454	3/23/2012	1845	2012	Chicago Av S	34th St E & Chicago Av	No Clear Factor	Non-Motorist Error	Vehicle Following Roadway	Pedestrian Crossing Into Traffic	Automobile	Pedestrian	Pedestrian	Possible Injury	N/A	0	1	44.9413741	-93.262587
12-102820	4/6/2012	1408	2012	Lake St E	Midblock	Improper Driving Practice	Other	Vehicle Following Roadway	Not-Applicable	Automobile	Unknown or Other	Fixed Object	Property Damage Only	N/A	0	0	44.9483592	-93.260123
12-170023	6/4/2012	1700	2012	10th Av S	Midblock	Improper Driving Practice	No Clear Factor	Vehicle Backing	Bicyclist Riding With Traffic	Automobile	Bicycle	Bicycle	Possible Injury	N/A	1	0	44.9500884	-93.260113
12-206220	7/4/2012	1003	2012	5th Av S	34th St E & 5th Av S	No Clear Factor	Failure to Yield Right-of-Way	Vehicle Following Roadway	Vehicle Backing	Automobile	Automobile	Backing	Property Damage Only	N/A	0	0	44.9413775	-93.268938
12-237108	7/30/2012	1220	2012	Lake St E	Lake St E & 10th Av S	Unknown	Unknown	Vehicle Making Left Turn	Vehicle Following Roadway	Automobile	Automobile	Left Turn	Property Damage Only	N/A	0	0	44.9483592	-93.260123
12-314601	10/5/2012	1331	2012	Lake St E	Lake St E & 11th Av S	Improper Driving Practice	No Clear Factor	Vehicle Changing Lanes	Vehicle Following Roadway	Automobile	Automobile	Side Swipe	Property Damage Only	N/A	0	0	44.9483609	-93.258857
12-323141	10/13/2012	1437	2012	Lake St E	Lake St E & 10th Av S	Weather	Weather	Vehicle Following Roadway	Vehicle Making Left Turn	Automobile	Automobile	Left Turn	Property Damage Only	N/A	0	0	44.9483592	-93.260123
12-358822	11/18/2012	0730	2012	10th Av S	Lake St E & 10th Av S	Chemical Impairment	No Clear Factor	Vehicle Making Right Turn	Vehicle Stopping in Traffic	Automobile	Automobile	Side Swipe	Property Damage Only	N/A	0	0	44.9483592	-93.260123
12-358825	11/18/2012	0733	2012	11th Av S	29th St E & 11th Av S	Chemical Impairment	Other	Vehicle Following Roadway	Vehicle Stopping in Traffic	Automobile	Emergency Vehicle	Angle	Property Damage Only	N/A	0	0	44.9500895	-93.258845
12-369454	11/29/2012	2338	2012	34th St E	34th St E & 3rd Av S	Speeding	Other	Vehicle Following Roadway	Not-Applicable	Automobile	Unknown or Other	Fixed Object	Property Damage Only	N/A	0	0	44.9413612	-93.272785
12-372867	12/3/2012	1220	2012	10th Av S	Lake St E & 10th Av S	No Clear Factor	Improper Driving Practice	Vehicle Making Right Turn	Vehicle Stopping in Traffic	Truck	Automobile	Right Turn	Property Damage Only	N/A	0	0	44.9483592	-93.260123
12-388632	12/20/2012	1310	2012	Lake St E	Lake St E & 10th Av S	Improper Driving Practice	No Clear Factor	Vehicle Following Roadway	Vehicle Changing Lanes	Automobile	Automobile	Rear End	Property Damage Only	N/A	0	0	44.9483592	-93.260123
13-016572	1/18/2013	1630	2013	29th St E	29th St E & 11th Av S	No Clear Factor	Failure to Yield Right-of-Way	Vehicle Following Roadway	Vehicle Starting in Traffic	Automobile	Automobile	Angle	Property Damage Only	N/A	0	0	44.9500895	-93.258845
13-019333	1/21/2013	1645	2013	10th Av S	Lake St E & 10th Av S	Failure to Yield Right-of-Way	Other	Vehicle Making Left Turn	Pedestrian Crossing With Traffic Sig	Automobile	Pedestrian	Pedestrian	Possible Injury	N/A	0	1	44.9483592	-93.260123
13-046383	2/17/2013	0800	2013	34th St E	34th St E & 10th Av S	Skidding	Other	Unknown or Other	Not-Applicable	Automobile	Unknown or Other	Fixed Object	Property Damage Only	N/A	0	0	44.9412675	-93.260047
13-049855	2/20/2013	1415	2013	34th St E	Midblock	No Clear Factor	Improper Driving Practice	Vehicle Following Roadway	Vehicle Backing	Automobile	Automobile	Backing	Property Damage Only	N/A	0	0	44.941377	-93.263854
13-049806	2/20/2013	1534	2013	Portland Av S	34th St E & Portland Av	Improper Driving Practice	No Clear Factor	Vehicle Making Left Turn	Vehicle Following Roadway	Automobile	Automobile	Side Swipe	Property Damage Only	N/A	0	0	44.9413819	-93.267657
13-058069	2/27/2013	2040	2013	Lake St E	Lake St E & 10th Av S	Failure to Yield Right-of-Way	Other	Vehicle Making Right Turn	Pedestrian Crossing With Traffic Sig	Automobile	Pedestrian	Pedestrian	Minor Injury	N/A	0	1	44.9483592	-93.260123
13-157070	5/21/2013	1440	2013	11th Av S	Midblock	Vehicle defect	No Clear Factor	Vehicle Following Roadway	Vehicle Stopping in Traffic	Automobile	Bus	Rear End	Property Damage Only	N/A	0	0	44.9483609	-93.258857
13-178175	6/7/2013	1237	2013	Chicago Av S	34th St E & Chicago Av	Improper Driving Practice	No Clear Factor	Vehicle Following Roadway	Vehicle Stopping in Traffic	Automobile	Automobile	Rear End	Possible Injury	N/A	0	0	44.9413741	-93.262587
13-202134	6/25/2013	1830	2013	Park Av S	34th St E & Park Av S	Improper Driving Practice	No Clear Factor	Vehicle Making Left Turn	Vehicle Following Roadway	Automobile	Automobile	Side Swipe	Property Damage Only	N/A	0	0	44.9413796	-93.265119
13-217691	7/8/2013	0854	2013	Chicago Av S	34th St E & Chicago Av	Improper Driving Practice	No Clear Factor	Vehicle Following Roadway	Vehicle Making Left Turn	Automobile	Automobile	Rear End	Property Damage Only	N/A	0	0	44.9413741	-93.262587
13-245749	7/30/2013	0855	2013	Chicago Av S	34th St E & Chicago Av	Improper Driving Practice	Other	Vehicle Slowing in Traffic	Vehicle Stopping in Traffic	Automobile	Automobile	Rear End	Property Damage Only	N/A	0	0	44.9413741	-93.262587
13-284445	8/29/2013	1757	2013	11th Av S	Midblock	No Clear Factor	Disregarding a Traffic Control Dev	Vehicle Following Roadway	Bicyclist Slowing, Stopping or Startin	Automobile	Bicycle	Bicycle	Possible Injury	N/A	1	0	44.9500895	-93.258857
13-313495	9/22/2013	1500	2013	11th Av S	29th St E & 11th Av S	Improper Driving Practice	No Clear Factor	Vehicle Backing	Vehicle Passing	Automobile	Automobile	Side Swipe	Property Damage Only	N/A	0	0	44.9500895	-93.258845
13-322970	9/30/2013	1530	2013	3rd Av S	34th St E & 3rd Av S	Driver Inattentive or Distracted	No Clear Factor	Vehicle Following Roadway	Vehicle Stopping in Traffic	Automobile	Automobile	Rear End	Property Damage Only	N/A	0	0	44.9413612	-93.272785
14-018591	1/18/2014	1030	2014	34th St E	34th St E & Portland Av	Disregarding a Traffic Control Dev	No Clear Factor	Vehicle Following Roadway	Vehicle Following Roadway	Automobile	Automobile	Angle	Property Damage Only	N/A	0	0	44.9413819	-93.267657
14-031466	1/30/2014	1525	2014	Lake St E	Midblock	Driver Inattentive or Distracted	No Clear Factor	Vehicle Following Roadway	Vehicle Stopping in Traffic	Automobile	Automobile	Rear End	Property Damage Only	N/A	0	0	44.9483609	-93.258857
14-062198	2/26/2014	1620	2014	Lake St E	Lake St E & 10th Av S	Driver Inattentive or Distracted	No Clear Factor	Vehicle Following Roadway	Vehicle Stopping in Traffic	Automobile	Automobile	Rear End	Property Damage Only	N/A	0	0	44.9483592	-93.260123
14-092092	3/23/2014	0455	2014	Lake St E	Lake St E & 10th Av S	Speeding	Other	Vehicle Following Roadway	Not-Applicable	Automobile	Unknown or Other	Fixed Object	Minor Injury	N/A	0	0	44.9483592	-93.260123
14-184758	6/2/2014	1028	2014	10th Av S	Lake St E & 10th Av S	Improper Driving Practice	Other	Bicyclist Riding Against Traffic	Vehicle Making Right Turn on Red	Bicycle	Automobile	Bicycle	Possible Injury	N/A	1	0	44.9483592	-93.260123
14-240503	7/12/2014	1715	2014	Portland Av S	34th St E & Portland Av	Driver Inattentive or Distracted	No Clear Factor	Vehicle Following Roadway	Vehicle Stopping in Traffic	Automobile	Automobile	Rear End	Property Damage Only	N/A	0	0	44.9413819	-93.267657
14-367206	10/15/2014	1400	2014	Lake St E	Midblock	Other	No Clear Factor	Vehicle Following Wrong Way	Vehicle Following Roadway	Automobile	Automobile	Head On	Possible Injury	N/A	0	0	44.9483609	-93.258857
14-388213	11/1/2014	1015	2014	34th St E	34th St E & 5th Av S	Disregarding a Traffic Control Dev	No Clear Factor	Vehicle Following Roadway	Vehicle Following Roadway	Automobile	Automobile	Angle	Property Damage Only	N/A	0	0	44.9413775	-93.268938
14-390620	11/3/2014	1340	2014	Lake St E	Lake St E & 10th Av S	Driver Inattentive or Distracted	No Clear Factor	Vehicle Following Roadway	Vehicle Stopping in Traffic	Automobile	Automobile	Rear End	Property Damage Only	N/A	0	0	44.9483592	-93.260123
15-011482	1/11/2015	1451	2015	Lake St E	Lake St E & 11th Av S	Unknown	Unknown	Vehicle Following Roadway	Vehicle Following Roadway	Truck	Automobile	Angle	Property Damage Only	N/A	0	0	44.9483609	-93.258857
15-055925	2/16/2015	1916	2015	Portland Av S	34th St E & Portland Av	Driver Inattentive or Distracted	No Clear Factor	Vehicle Following Roadway	Vehicle Stopping in Traffic	Automobile	Automobile	Rear End	Property Damage Only	N/A	0	0	44.9413819	-93.267657
15-062079	2/21/2015	2248	2015	10th Av S	32nd St E & 10th Av S	Improper Driving Practice	No Clear Factor	Vehicle Passing	Vehicle Passing	Automobile	Automobile	Side Swipe	Property Damage Only	N/A	0	0	44.9447331	-93.260083
15-073340	3/3/2015	1345	2015	Chicago Av S	34th St E & Chicago Av	Improper Driving Practice	Other	Unknown or Other	Not-Applicable	Automobile	Unknown or Other	Fixed Object	Property Damage Only	N/A	0	0	44.9413741	-93.262587
15-096342	3/20/2015	1330	2015	Portland Av S	34th St E & Portland Av	Driver Inattentive or Distracted	No Clear Factor	Vehicle Following Roadway	Vehicle Stopping in Traffic	Automobile	Automobile	Rear End	Property Damage Only	N/A	0	0	44.9413819	-93.267657
15-1520226	3/22/2015	457	2015	Lake St E	Lake St E & 11th Av S		0	0	0	0	Automobile	Unknown or Other	Serious Injury	N/A	0	0	#N/A	#N/A
15-1210068	3/31/2015	0200	2015	34th St E	34th St E & 3rd Av S		0	0	0	0	Automobile	Other	Serious Injury	N/A	0	0	#N/A	#N/A
15-144407	4/23/2015	1409	2015	34th St E	34th St E & Chicago Av	Improper Driving Practice	No Clear Factor	Vehicle Making Left Turn	Vehicle Stopping in Traffic	Automobile	Automobile	Head On	Possible Injury	N/A	0	0	44.9413741	-93.262587
15-168083	5/10/2015	0400	2015	31st St E	31st St E & 11th Av S	No Clear Factor	Failure to Yield Right-of-Way	Vehicle Following Roadway	Vehicle Starting in Traffic	Automobile	Automobile	Angle	Property Damage Only	N/A	0	0	44.9465465	-93.258837
15-223189	6/18/2015	1223	2015	Lake St E	Lake St E & 10th Av S	Improper Driving Practice	No Clear Factor	Vehicle Making Right Turn	Vehicle Following Roadway	Automobile	Automobile	Side Swipe	Property Damage Only	N/A	0	0	44.9483592	-93.260123
15-237974	6/28/2015	1349	2015	Park Av S	34th St E & Park Av S	Improper Driving Practice	No Clear Factor	Vehicle Making Left Turn	Vehicle Following Roadway	Automobile	Automobile	Side Swipe	Property Damage Only	N/A	0	0	44.9413796	-93.265119
15-268989	7/20/2015	0829	2015	Lake St E	Lake St E & 10th Av S	Improper Driving Practice	No Clear Factor	Vehicle Following Roadway	Vehicle Stopping in Traffic	Automobile	Automobile	Rear End	Possible Injury	N/A	0	0	44.9483592	-93.260123
15-328815	8/31/2015	1250	2015	Lake St E	Lake St E & 10th Av S	Disregarding a Traffic Control Dev	Other	Vehicle Following Roadway	Bicyclist Riding Across Roadway	Automobile	Bicycle	Bicycle	Property Damage Only	N/A	1	0	44.9483592	-93.260123
15-400954	10/27/2015	1400	2015	10th Av S	Lake St E & 10th Av S	Disregarding a Traffic Control Dev	No Clear Factor	Vehicle Following Roadway	Bicyclist Riding Across Roadway	Automobile	Bicycle	Bicycle	Property Damage Only	N/A	1	0	44.9483592	-93.260123
15-446768	12/8/2015	1310	2015	Lake St E	Lake St E & 10th Av S	Failure to Yield Right-of-Way	No Clear Factor	Vehicle Changing Lanes	Vehicle Following Roadway	Automobile	Automobile	Side Swipe	Property Damage Only	N/A	0	0	44.9483592	-93.260123
316435	1/3/2016	1130	2016	11TH AVE S	Lake St E & 11th Av S	Failure to Yield Right-of-Way	No Clear Contributing Action	Moving Forward	Vehicle Stopped or Stalled in Roadw	Automobile	Automobile	Front to Rear	Property Damage Only	THE ACCIDENT OCCURRED ON 11TH	0	0	-93.258927	44.948521
322023	1/21/2016	0418	2016	E 34TH ST	34th St E & 5th Av S	No Clear Factor	No Clear Factor	Vehicle Following Roadway	Vehicle Following Roadway	Automobile	Automobile	Head On	Property Damage Only	Unit 2 told officers that she was trav	0	0	44.9413163	-93.268915
322521	1/22/2016	1445	2016	PORTLAND AVE S	34th St E & Portland Av	Not Coded	No Clear Factor	Vehicle Following Roadway	Vehicle Stalling	Hit-And-Run Vehicle o	Automobile	Rear End	Property Damage Only	UNIT 2 WAS STOPPED ON PORTLAN	0	0	44.9415652	-93.267736
324942	2/1/2016	0800	2016	E 34TH ST	34th St E & 4th Av S	Failure to Yield Right-of-Way	Not Coded	Vehicle Following Roadway	Vehicle Stalling	Bus	Automobile	Not Coded	Property Damage Only	THE ACCIDENT OCCURRED ON 33RD	0	0	44.9413872	-93.270512
341863	4/11/2016	1300	2016	10TH AVE S	29th St E & 10th Av S	Not Coded	Not Coded	Vehicle Making Left Turn	Vehicle Entering Park	Automobile	Automobile	Not Coded	Unknown	Unit 2 was parked legally at the list	0	0	44.9499635	-93.260007
342603	4/16/2016	1030	2016	E LAKE ST	Lake St E & 11th Av S	No Clear Contributing Action	No Clear Contributing Action	Moving Forward	Slowing	Unknown or Other	Automobile	Front to Rear	Possible Injury	UNIT 2 WAS WB ON LAKE ST APPRO	0	0	-93.258625	44.94838
343018	4/18/2016	1100	2016	10TH AVE S	Midblock	Failure to Yield Right-of-Way	No Clear Factor	Vehicle Following Roadway	Vehicle Entering Park	Automobile	Automobile	Unknown or Other	Property Damage Only	UNIT ONE WAS SB ON 10TH AVE S. I	0	0	44.9471174	-93.260142
353373	5/31/2016	2305	2016	E 31ST ST	31st St E & 11th Av S	Unknown	Unknown	Moving Forward	Parked or Entering or Leaving a Parl	Automobile	Automobile	Other	Property Damage Only	Officers were dispatched to PD acci	0	0	-93.25898	44.946567
358350	6/21/2016	1850	2016	E 34TH ST	34th St E & 4th Av S	Not Coded	Not Coded	Vehicle Following Roadway	Vehicle Entering Park	Automobile	Automobile	Not Coded	Property Damage Only	Unit 2 was parked on 34th Street E,	0	0	44.9414096	-93.270455
362455	7/8/2016	1715	2016	11TH AVE S	31st St E & 11th Av S	Unknown	Unknown	Unknown	Parked or Entering or Leaving a Parl	Automobile	Automobile	Other	Property Damage Only	Veh 1 was SB on 11th Ave and struc	0	0	-93.258887	44.946314
375117	8/29/2016	1600	2016	E 31ST ST	31st St E & 10th Av S	Not Coded	No Clear Factor	Vehicle Following Roadway	Vehicle Stalling	Automobile	Automobile	Rear End	Possible Injury	Unit 2 was stopped for a red light fa	0	0	44.9465744	-93.260096
376308	9/3/2016	0459	2016	E LAKE ST	Lake St E & 11th Av S	Unknown	Unknown	Unknown	Unknown	Automobile	Automobile	Other	Minor Injury	Vehicle was east bound on lake stre	0	0	-93.25901	44.948339
378675	9/12/2016	2020	2016	E 34TH ST	34th St E & Chicago Av	Not Coded	No Clear Factor	Vehicle Following Roadway	Vehicle Following Roadway	Hit-And-Run Vehicle o	Automobile	Rear End	Property Damage Only	Vehicle 2 was stopped/stopping at a	0	0	44.9413626	-93.262698
380972	9/21/2016	1230	2016	E 34TH ST</														



565011	2/10/2018	1810	2018	E 34TH ST	34th St E & Portland Av	Improper Driving Practice	Not Coded	Vehicle Making Right Turn	Vehicle Entering Park	Automobile	Automobile	Not Coded	Property Damage Only	U1 was turning right onto 34th St E	0	0	44.9413246	-93.267833
583666	3/15/2018	1500	2018	E 34TH ST	34th St E & 4th Av S	No Clear Factor	No Clear Factor	Vehicle Following Roadway	Vehicle Following Roadway	Automobile	Automobile	Rear End	Property Damage Only	V1 and V2 collided in the intersectio	0	0	44.9413407	-93.270244
587725	4/2/2018	2130	2018	11TH AVE S	Lake St E & 11th Av S	Unknown		Moving Forward		Automobile	Automobile	Other	Property Damage Only	On 04/02/2018 at about 2130 hours	0	0	-93.258893	44.948356
589813	4/9/2018	2230	2018	10TH AVE S	Midblock	Not Coded	Not Coded	Vehicle Following Roadway	Unknown or Other	Automobile	Unknown or Other	Not Coded	Unknown	Unit 1 was a stolen vehicle and fleei	0	0	44.9474032	-93.260153
600597	5/29/2018	0905	2018	10TH AVE S	Midblock	Not Coded	Not Coded	Unknown or Other	Vehicle Entering Park	Hit-And-Run Vehicle o	Automobile	Not Coded	Unknown	VEH2 was struck by an unknown, VEH	0	0	44.9476902	-93.260122
606023	6/21/2018	1555	2018	10TH AVE S	Lake St E & 10th Av S	Improper Driving Practice	No Clear Factor	Vehicle Following Roadway	Vehicle Stalling	Automobile	Automobile	Rear End	Possible Injury	Vehicle 1 was traveling east on Lake	0	0	44.9483762	-93.260134
622642	7/22/2018	1430	2018	11TH AVE S	31st St E & 11th Av S	No Clear Contributing Action		Moving Forward	Vehicle Stopped or Stalled in Roadw	Automobile	Automobile	Front to Rear	Property Damage Only	Vehicle #1 was traveling EB on 31st	0	0	-93.258899	44.9466
622690	7/22/2018	1823	2018	5TH AVE S	34th St E & 5th Av S	Not Coded	Unknown	Vehicle Following Roadway	Vehicle Following Roadway	Automobile	Automobile	Unknown or Other	Property Damage Only	UNIT 1 was traveling NB on 5th Ave	0	0	44.9413199	-93.268961
626678	8/9/2018	2245	2018	11TH AVE S	29th St E & 11th Av S	No Clear Contributing Action	No Clear Contributing Action	Moving Forward	Moving Forward	Automobile	Automobile	Front to Front	Minor Injury	Unit 1 was traveling NB on 11 Ave S	0	0	-93.258917	44.949946
629650	8/23/2018	0200	2018	11TH AVE S	Midblock			Unknown	Parked or Entering or Leaving a Parl	Unknown or Other	Automobile	Other	Unknown	Vehicle 2 legally parked and unoccu	0	0	-93.25891	44.946871
630929	8/26/2018	2245	2018	E 34TH ST	34th St E & 4th Av S	No Clear Factor	Not Coded	Vehicle Following Roadway	Vehicle Following Roadway	Automobile	Automobile	Angle	Property Damage Only	Driver of Unit 1 stated they were no	0	0	44.9413299	-93.270179
631137	8/29/2018	1615	2018	E LAKE ST	Lake St E & 10th Av S	Driver Distracted	No Clear Factor	Vehicle Following Roadway	Vehicle Making Left Turn	Truck	Automobile	Angle	Property Damage Only	Unit 2 was driving southbound on 10	0	0	44.9483642	-93.260116
633851	9/10/2018	2249	2018	10TH AVE S	Midblock	Improper Driving Practice	No Clear Factor	Vehicle Following Roadway	Vehicle Following Roadway	Automobile	Automobile	Side Swipe	Property Damage Only	Unit 1 was traveling SB on 10th Av a	0	0	44.9486493	-93.260112
637137	9/24/2018	1530	2018	11TH AVE S	Midblock			Moving Forward	Unknown	Unknown or Other	Automobile	Other	Unknown	VEHICLE ONE WAS TRAVELING SOU	10	0	-93.258888	44.948774
648714	10/1/2018	1615	2018	E LAKE ST	Lake St E & 11th Av S	No Clear Contributing Action		Moving Forward	Moving Forward	Automobile	Automobile	Front to Rear	Possible Injury	On 10/01/2018 I was assigned to sq	0	0	-93.258903	44.948377
649569	10/5/2018	0735	2018	10TH AVE S	Midblock	Driver Distracted	Unknown	Vehicle Following Roadway	Unknown or Other	Automobile	Pedestrian	Not Coded	Possible Injury	VEH 1 WAS TRAVELING SOUTH ON 10	1		44.9491938	-93.260132
660731	11/16/2018	2000	2018	10TH AVE S	29th St E & 10th Av S	Other	Not Coded	Vehicle Following Roadway	Unknown or Other	Automobile	Unknown or Other	Not Coded	Property Damage Only	VH1 DRIVER STATED HE WAS DRIVIN	0	0	44.950053	-93.260105
660819	11/17/2018	0058	2018	E 31ST ST	31st St E & 10th Av S	Improper Driving Practice	No Clear Factor	Vehicle Following Roadway	Vehicle Following Roadway	Automobile	Automobile	Rear End	Property Damage Only	Unit 2 was traveling eastbound on 30	0	0	44.9465804	-93.260066
663739	11/29/2018	0015	2018	4TH AVE S	34th St E & 4th Av S	Unknown	Not Coded	Vehicle Following Roadway	Unknown or Other	Automobile	Unknown or Other	Not Coded	Property Damage Only	U1 was travelling northbound on 4t	0	0	44.9412277	-93.270138
672956	12/31/2018	2220	2018	CHICAGO AVE S	34th St E & Chicago Av	Not Coded	No Clear Factor	Vehicle Following Roadway	Vehicle Making Left Turn	Hit-And-Run Vehicle o	Automobile	Side Swipe	Property Damage Only	Veh#2 was SB on Chicago Av S atter	0	0	44.941368	-93.262641
682710	2/3/2019	2212	2019	PORTLAND AVE S	34th St E & Portland Av	No Clear Factor	Not Coded	Vehicle Following Roadway	Unknown or Other	Automobile	Unknown or Other	Not Coded	Possible Injury	Vehicle/1 was SB on Portland Av in	10	0	44.9413538	-93.267693
684660	2/7/2019	1354	2019	E LAKE ST	Lake St E & 11th Av S		No Clear Contributing Action	Parked or Entering or Leaving a Park	Parked or Entering or Leaving a Parl	Unknown or Other	Automobile	Front to Rear	Property Damage Only	On above date and time officers res	0	0	-93.258944	44.948374
692259	2/26/2019	2230	2019	E 31ST ST	31st St E & 10th Av S	No Clear Factor	No Clear Factor	Vehicle Following Roadway	Vehicle Following Roadway	Automobile	Automobile	Side Swipe	Property Damage Only	UNIT 1 AND UNIT 2 WERE TRAVELIN	0	0	44.9465756	-93.260079
706277	4/26/2019	1640	2019	4TH AVE S	34th St E & 4th Av S	No Clear Factor	No Clear Factor	Vehicle Following Roadway	Vehicle Entering Park	Automobile	Automobile	Rear End	Property Damage Only	The driver of vehicle 1 was traveling	0	0	44.9412752	-93.27023
723155	5/30/2019	1023	2019	E LAKE ST	Lake St E & 10th Av S	Improper Driving Practice	Not Coded	Vehicle Avoiding Object in Roadway	Unknown or Other	Automobile	Unknown or Other	Not Coded	Possible Injury	UNIT 1 WAS TRAVELING WEST ON L	0	0	44.9483812	-93.260033
723498	5/31/2019	1240	2019	11TH AVE S	Midblock			Moving Forward	Parked or Entering or Leaving a Parl	Unknown or Other	Automobile	Other	Unknown	Vehicle 2 was legally parked near dr	0	0	-93.258834	44.949418
730474	6/30/2019	1300	2019	10TH AVE S	Lake St E & 10th Av S	Unknown	Unknown	Unknown or Other	Vehicle Following Roadway	Pedestrian	Automobile	Not Coded	Minor Injury	V-1 was on the side walk and said st	0	1	44.9485371	-93.260054
744059	8/31/2019	0009	2019	10TH AVE S	Lake St E & 10th Av S	Unknown	Unknown	Vehicle Following Roadway	Unknown or Other	Automobile	Bicycle	Not Coded	Possible Injury	Bicyclist was SB on 10th Ave S prepa	1	0	44.9483935	-93.260127



## Minneapolis Park & Recreation Board

### Administrative Offices

2117 West River Road North  
Minneapolis, MN 55411-2227

### Northside Operations Center

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

### Southside Operations Center

3800 Bryant Avenue South  
Minneapolis, MN 55409-1000

### Phone

612-230-6400

### Fax

612-230-6500

[www.minneapolisparks.org](http://www.minneapolisparks.org)

### President

Jono Cowgill

### Vice President

Latrishia Vetaw

### Commissioners

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Kale Severson  
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Meg Forney  
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### Superintendent

Al Bangoura

### Secretary to the Board

Jennifer B. Ringold

Accredited



2010-2020

May 13, 2020

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

RE: Green Central Safe Routes Application

Dear Elaine Koutsoukos:

The Minneapolis Park and Recreation Board (MPRB) wholeheartedly supports the City of Minneapolis's efforts to improve bicycle and pedestrian facilities as a safe route to Green Central School. That school is a shared park/school site and park users would also benefit from the City's improvements.

Furthermore, the east-west leg of the City's proposed route, on 34<sup>th</sup> Street, creates a linkage between Central School and Park and Powderhorn Park. Both of these parks have seen recent and significant investment by MPRB, including new play areas at both parks, a new wading pool at Powderhorn, and new sports field and basketball court at Central. Another round of major investment is slated for Powderhorn in 2021 and 2022.

Connectivity between parks is something MPRB recognizes is very important to park users—especially youth. We believe the City's project will provide benefits even beyond school connections and allow school-age children to also access parks and recreation more safely. This will ensure neighborhood kids can safely take advantage of all the recent high-quality upgrades in these parks.

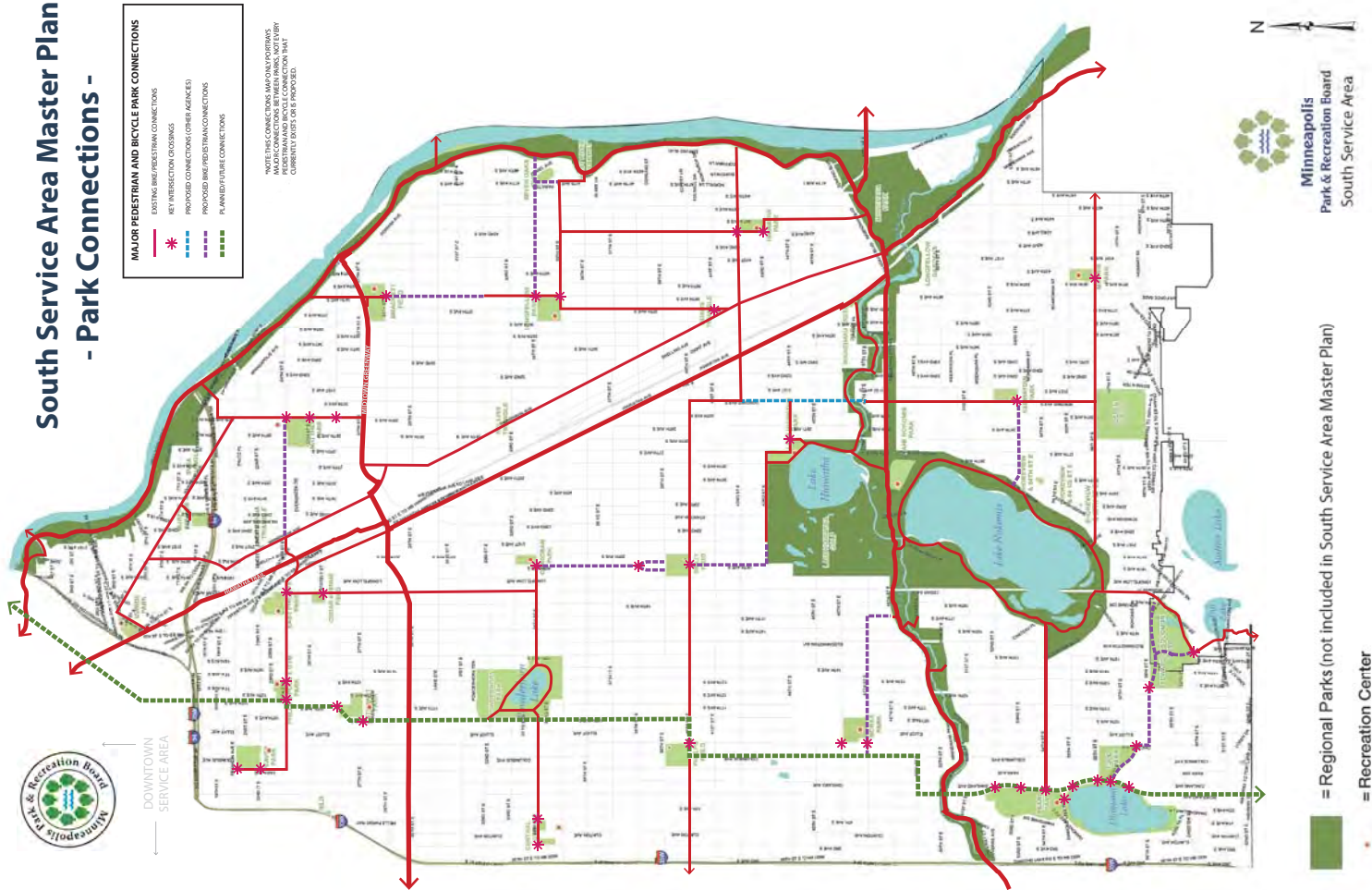
Action 8 of the MPRB-adopted South Service Area Master Plan, which guides improvements in this part of town, says to "Work with the City of Minneapolis to implement safe, accessible connections between neighborhood parks...." An associated map shows MPRB-suggested and -preferred routes that exactly align with the City's current proposal. (A page from that document is attached for your reference.)

In short, MPRB would strongly urge the Metropolitan Council to fund the City of Minneapolis's request for safe routes improvements around Green Central School. If successful, the City can be assured that MPRB will be an active partner on interfacing seamlessly between park and city infrastructure and programming.

Sincerely,

Adam Regn Arvidson, PLA, FASLA  
Director of Strategic Planning  
Minneapolis Park and Recreation Board

# South Service Area Master Plan - Park Connections -



## PLANNING AND DESIGN

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

Figure 3.1 - Park Connections



May 15, 2020

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

Re: 2020 Regional Solicitation Applications

Dear Ms. Koutsoukos,

The City of Minneapolis Department of Public Works is submitting a series of applications for the 2020 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 February 28, 2020 and May 8, 2020. The City is submitting applications for 10 projects, as listed in the table below, and commits to operate and maintain these facilities through their design life.

<b>Project Name</b>	<b>Met Council Category</b>
Nicollet Avenue – Minnehaha Parkway to 61st Street East	Roadway Reconstruction/ Modernization
42nd Street East – Nicollet Avenue to Cedar Avenue	Roadway Reconstruction/ Modernization
Johnson Street Northeast/I-35W Ramps	Spot Mobility
Intelligent Transportation System Upgrades and Enhancements	Traffic Management Technologies
Hennepin Avenue & Dunwoody Boulevard Bikeway	Multiuse Trails and Bicycle Facilities
Augsburg Bridge over I-94	Multiuse Trails and Bicycle Facilities
Phillips Neighborhood Pedestrian Safety Improvements	Pedestrian Facilities
Green Central - Safe Routes to School	Safe Routes to School
Citywide Signal Retiming Project	Traffic Management Technologies
Nicollet Avenue Bridge over Minnehaha Creek	Bridge Rehabilitation/ Replacement

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

Sincerely,



Robin Hutcheson  
Director of Public Works



Council Action No. 2020A-0177

City of Minneapolis

File No. 2020-00225

Committee: TPW, WM

Public Hearing: None

Passage: Feb 28, 2020

Publication: MAR 07 2020

RECORD OF COUNCIL VOTE				
COUNCIL MEMBER	AYE	NAY	ABSTAIN	ABSENT
Bender	X			
Jenkins	X			
Johnson	X			
Gordon	X			
Reich	X			
Fletcher	X			
Cunningham				X
Ellison	X			
Warsame	X			
Goodman				X
Cano	X			
Schroeder	X			
Palmisano	X			

## MAYOR ACTION

☒ APPROVED☐ VETOED

MAYOR

MAR 02 2020

DATE

Certified an official action of the City Council

ATTEST:

CITY CLERK

Presented to Mayor: FEB 28 2020

Received from Mayor: MAR 03 2020

The Minneapolis City Council hereby:

1. Approves the submission of a series of applications for federal transportation funds through Metropolitan Council's 2020 Regional Solicitation Program.
2. Authorizes the commitment of local funds to provide the required local match for the federal funding.

## Grant applications for 2020 Metropolitan Council Regional Solicitation for federal transportation funds (RCA-2020-00136)

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### ORIGINATING DEPARTMENT

Public Works Department

### To Committee(s)

#	Committee Name	Meeting Date
1	Transportation & Public Works Committee	Feb 18, 2020
2	Ways & Means Committee	Feb 25, 2020

**LEAD** Mike Samuelson,  
**STAFF:** Transportation Planner,  
Transportation Planning &  
Programming

**PRESENTED** Mike Samuelson,  
**BY:** Transportation Planner,  
Transportation Planning &  
Programming

### Action Item(s)

#	File Type	Subcategory	Item Description
1	Action	Grant	Approving the submission of a series of applications for federal transportation funds through Metropolitan Council's 2020 Regional Solicitation Program.
2	Action	Grant	Authorizing the commitment of local funds to provide the required local match for the federal funding.

### Ward / Neighborhood / Address

#	Ward	Neighborhood	Address
1.	All Wards		

## Background Analysis

The City will prepare a series of applications for the 2020 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 city projects, estimate of requested amounts, and the minimum local match. Each project requires a minimum 20% local match for construction in addition to the costs for design, engineering, administration, and 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 2024 and 2025.

Public Works identifies projects that meet the eligibility requirements for federal funding 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*, *Complete Streets Policy* and *Vision Zero*).

The 2020 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 as provided by the Metropolitan Council; 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)
- Bridges Rehabilitation/Replacement
- Spot Mobility and Safety

## 2. Transit and Travel Demand Management (TDM) Projects

- Arterial Bus Rapid Transit Project
- Transit Expansion
- Transit System Modernization
- Travel Demand Management

## 3. Bicycle and Pedestrian Facilities

- Multiuse Trails and Bicycle Facilities
- Pedestrian Facilities
- Safe Routes to School (Infrastructure Projects)

The City is recommending the submittal of up to eight applications, which are summarized below. See attachment for specific project locations. The City is not planning to submit in categories that don't align with our goals (Road Expansion), where we do not have competitive applications (Bridges Rehabilitation/Replacement), or where partner agencies will be submitting (Transit and TDM).

<b>Project Name</b>	<b>Met Council Category</b>	<b>Maximum Federal Amount</b>	<b>Minimum Local Match Required (20%)</b>
Nicollet Avenue – Minnehaha Parkway to 61st Street East	Roadway Reconstruction/ Modernization	\$7,000,000	\$1,400,000
42nd Street East – Nicollet Avenue to Cedar Avenue	Roadway Reconstruction/ Modernization	\$7,000,000	\$1,400,000
Johnson Street Northeast/I-35W Ramps	Spot Mobility	\$3,500,000	\$700,000
Intelligent Transportation System Upgrades and Enhancements	Traffic Management Technologies	\$3,500,000	\$700,000
Hennepin Avenue & Dunwoody Boulevard Bikeway	Multiuse Trails and Bicycle Facilities	\$5,500,000	\$1,100,000
Augsburg Bridge over I-94	Multiuse Trails and Bicycle Facilities	\$5,500,000	\$1,100,000
Phillips Neighborhood Pedestrian Safety Improvements	Pedestrian Facilities	\$1,000,000	\$200,000
Green Central - Safe Routes to School	Safe Routes to School	\$1,000,000	\$200,000
<b>Totals</b>		<b>\$34,000,000</b>	<b>\$6,800,000</b>

Details of the proposed applications are described below.

#### Nicollet Avenue – Minnehaha Parkway to 61st Street East

The proposed project is a complete reconstruction of Nicollet Avenue from Minnehaha Parkway to 61st Street East, approximately 1.0 mile. Nicollet Avenue has been identified as a future reconstruction candidate, driven primarily by deteriorating and aging infrastructure conditions. This segment will be programmed in the City's Capital Improvement Program (CIP) for reconstruction in 2025. The proposed project will reconstruct the pavement surface, curb and gutter, signage, storm drains, driveway approaches, traffic signals,

striping, lighting, street trees, sidewalks, and ADA ramps. The project will also provide an opportunity for pedestrian and transit enhancements along the street, as well as upgrading the existing bicycle facility to provide separation between vehicles and bicycles.

*Program Category: Roadway Reconstruction/Modernization*

#### 42nd Street – Nicollet Avenue to Cedar Avenue

The proposed project is a complete reconstruction of 42nd Street East from Nicollet Avenue to Cedar Avenue, approximately 1.5 miles. 42nd Street East has been identified as a future reconstruction candidate, driven primarily by deteriorating and aging infrastructure conditions. This section of 42nd Street East is also identified as a High Injury Street in the City's Vision Zero Action Plan, meaning it is a corridor that experiences a disproportionate share of citywide crashes. The proposed project will reconstruct the pavement surface, curb and gutter, traffic signals, lighting, ADA ramps, some sidewalks, as well as construct a bicycle facility. Further, the reconstruction of this section of 42nd Street East will provide an opportunity for the creation of comprehensive safety improvements for all modes of travel to address the disproportionately high number of crashes which occur on this street. This segment will be programmed in the City's Capital Improvement Program (CIP) for reconstruction in 2024.

*Program Category: Roadway Reconstruction/Modernization*

#### Johnson Street Northeast/I-35W Ramps

This project proposes a major renovation of the intersection between Johnson Street Northeast and the I-35W ramps. This section of Johnson Street Northeast is also identified as a High Injury Street in the City's Vision Zero Action Plan, meaning it is a corridor that experiences a disproportionate share of citywide crashes. The existing intersection, which also serves as a driveway for the adjacent Quarry shopping center, currently features slip lanes on all four approaches, and does not have sidewalks or pedestrian ramps on two corners. Johnson Street Northeast between 18th Street Northeast and Broadway Street Northeast is planned to be a low-stress bikeway, and the renovation of the intersection will allow for safe bikeway facilities for users of all ages and abilities. The project would work with MnDOT to improve safety for all modes of travel and create a dedicated bike facility. The project will be programmed into the City's CIP in 2024.

*Program Category: Spot mobility.*

#### Intelligent Transportation System Upgrades & Enhancements

The purpose of the project is to upgrade the City's traffic management systems. Key features of the project include installing fiber optic cable to create a higher bandwidth and

more reliable traffic communication network, deploying additional cameras to monitor congestion, upgrading detection systems, and installing infrastructure for advancements in connected vehicle to infrastructure technology in locations throughout the city. The City is collaborating with Hennepin County on the project.

*Program Category: Traffic Management Technologies*

#### Hennepin Avenue & Dunwoody Boulevard Bikeway

The proposed project would fill a gap in the protected bikeway network between 12th Street South and the new light rail station on the METRO Green Line Extension at Van White Memorial Boulevard west of I-394 (currently under construction). This project would improve the existing bikeway on Hennepin Avenue west of 12th Street South and create a new bikeway facility on Dunwoody Boulevard. The result would be a 0.9 mile protected bikeway that connects to the new protected bikeway being built during the Hennepin Avenue reconstruction. This bikeway would connect to two regional education destinations, Dunwoody College of Technology and Minneapolis Community and Technical College. Together, these two institutions have approximately 12,000 students and hundreds of additional staff and faculty. The project would also provide an opportunity to improve safety for all modes of travel, make ADA upgrades, improve transit stops, and upgrade traffic signals. The project will be programmed into the City's CIP in 2024.

*Program Category: Multiuse Trails and Bicycle Facilities*

#### Augsburg Bridge over I-94

The City is partnering with MnDOT to submit an application that would replace the non-motorized bridge over I-94 near Augsburg University connecting the Riverside and Seward neighborhoods. MnDOT is leading the development of the application and the City will be the local sponsor with financial participation following the adopted cost participation policy. The scope of the project will include a multimodal bridge in the general vicinity of 21st/22nd/23rd Ave, with full ADA accommodations. Engagement and preliminary engineering will help further guide the design when project financing is finalized.

*Program Category: Multiuse Trails and Bicycle Facilities*

#### Phillips Neighborhood Pedestrian Safety Improvements

The proposed project would include the implementation of pedestrian focused safety improvements at select intersections along 24th Street, 26th Street, and 28th Street in the broader Phillips Neighborhood. All three of these streets have been identified as High Injury Streets in the City's Vision Zero Action Plan. The prioritization of this project supports the



City's commitment to Vision Zero to eliminate serious and fatal crashes within 10 years. Intersection improvements may include signal upgrades, ADA-compliant curb ramps, bump outs, medians, signage, traffic control devices, and pavement markings at select locations.

*Program Category: Pedestrian Facilities*

#### Green Central - Safe Routes to School

The proposed project would include pedestrian and bicycle-related improvements along two connected corridors:

- 34th Street East from 3rd Avenue South to 10th Avenue South
- 10th and/or 11th Avenues South from 34th Street East to the Midtown Greenway

The project will connect to Green Central Elementary School, Wellstone High School, and Andersen United Community School. Pedestrian and bicycle improvements may include ADA-compliant curb ramps, traffic circles, speed bumps, speed tables, bump outs, medians, diverters, signage, traffic control devices, and pavement markings at select locations.

*Program Category: Safe Routes to School*

The proposed projects were presented to the Pedestrian Advisory Committee on February 5th, 2020, and to the Bicycle Advisory Committee on January 22nd, 2020. The Bicycle Advisory Committee passed a resolution in support of submitting for all projects described above.

## **FISCAL NOTE**

- No fiscal impact anticipated

## **Attachments**

2020 Regional Solicitation Project Submissions Map



Council Action No. 2020A-0413

City of Minneapolis

File No. 2020-00532

Committee: POGO

Public Hearing: None

Passage: May 8, 2020

Publication: MAY 13 2020

RECORD OF COUNCIL VOTE				
COUNCIL MEMBER	AYE	NAY	ABSTAIN	ABSENT
Bender	X			
Jenkins	X			
Johnson	X			
Gordon	X			
Reich	X			
Fletcher	X			
Cunningham	X			
Ellison	X			
Goodman	X			
Cano	X			
Schroeder	X			
Palmisano	X			

## MAYOR ACTION

☒ APPROVED☐ VETOED

MAYOR

MAY 11 2020

DATE

Certified an official action of the City Council

ATTEST:

  
CITY CLERK

Presented to Mayor: MAY 08 2020

Received from Mayor: MAY 11 2020

The Minneapolis City Council hereby:

1. Authorizes the submittal of up to two additional grant applications to the Metropolitan Council for federal transportation funds through Metropolitan Council's 2020 Regional Solicitation Program.
2. Authorizes the commitment of local funds to provide the required local match for the federal funding.

## Grant applications for 2020 Metropolitan Council Regional Solicitation for federal transportation funds (RCA-2020-00447)

### ORIGINATING DEPARTMENT

Public Works Department

### To Committee(s)

#	Committee Name	Meeting Date
1	Policy & Government Oversight Committee	May 6, 2020

**LEAD STAFF:** Mike Samuelson, Transportation Planner,  
Transportation Planning & Programming

**PRESENTED BY:** Mike Samuelson, Transportation Planner,  
Transportation Planning & Programming

### Action Item(s)

#	File Type	Subcategory	Item Description
1	Action	Grant	Authorizing the submittal of up to two additional grant applications to the Metropolitan Council for federal transportation funds through Metropolitan Council's 2020 Regional Solicitation Program.
2	Action	Grant	Authorizing the commitment of local funds to provide the required local match for the federal funding.

### Previous Actions

2020-00225 - Grant applications for 2020 Metropolitan Council Regional Solicitation for federal transportation funds

### Ward / Neighborhood / Address

#	Ward	Neighborhood	Address
1.	All Wards		

### Background Analysis

The City will prepare a series of applications for the 2020 Regional Solicitation for Federal Transportation Funds in response to the current Metropolitan Council solicitation. Council previously approved the submission of eight grant applications for the 2020 cycle (RCA 2020-00225), which will still be submitted, along with grant applications for up to two additional projects as outlined below.

This request includes a summary of the eligible project areas, a brief description of city projects, estimate of requested amounts, and the minimum local match. Each project requires a minimum 20% local match for construction in addition to the costs for design, engineering, administration, and 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 2024 and 2025.

Public Works identifies projects that meet the eligibility requirements for federal funding 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*, *Complete Streets Policy* and *Vision Zero*).

The 2020 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)
  - Bridges Rehabilitation/Replacement
  - Spot Mobility and Safety
2. Transit and Travel Demand Management (TDM) Projects
  - Arterial Bus Rapid Transit Project
  - Transit Expansion
  - Transit System Modernization
  - Travel Demand Management
3. Bicycle and Pedestrian Facilities
  - Multiuse Trails and Bicycle Facilities
  - Pedestrian Facilities
  - Safe Routes to School (Infrastructure Projects)

The City is recommending the submittal of up to 10 applications. Eight of these applications were included in a previous RCA (RCA 2020-00225). The additional two applications are summarized below, along with the total federal funding requested and the total minimum local match for all 10 applications. See attachment for specific project locations. The City is not planning to submit in categories that don't align with our goals (Road Expansion) or where partner agencies will be submitting (Transit and TDM).

Project Name	Category	Maximum Federal Amount	Minimum Local Match Required (20%)
Citywide Signal Retiming Project	Traffic Management Technologies	\$3,500,000	\$700,000
Nicollet Avenue Bridge over Minnehaha Creek	Bridge Rehabilitation/Replacement	\$7,000,000	\$1,400,000
Totals		\$10,500,000	\$2,100,000
Total Approved by Council in February		\$34,000,000	\$6,800,000
Grand Total		\$44,500,000	\$8,900,000

Details of the proposed applications are described below.

#### Citywide Signal Retiming Project

The purpose of this project is to install traffic management equipment to support the operation of our traffic signals and to retime all 820 signals in the City of Minneapolis. The new timing patterns will change the paradigm of auto-centric signal timing that has historically been used in major cities throughout the United States to one that is guided by recent City of Minneapolis policies and initiatives such as Minneapolis 2040, Complete Streets, Vision Zero and the draft Transportation Action Plan. The reframed timing plans will incorporate strategies to improve transit efficiency and reliability, to better manage speeds on the city network and to enhance bike and pedestrian comfort and safety. The new signal timings will also reflect the recent change to speed limits on city-controlled streets.

*Program Category: Traffic Management Technologies*

Nicollet Avenue Bridge over Minnehaha Creek

This project proposes the major repair and renovation of the Nicollet Avenue Bridge over Minnehaha Parkway and Minnehaha Creek and is programmed in the City's Capital Improvement Program (CIP) for major rehabilitation in 2025. The existing bridge is a 16-span open-spandrel concrete arch bridge, 818 feet long and 63 feet wide. The original bridge was built in 1923 and renovated in 1974. Numerous bridge components are significantly deteriorated, in poor condition and should be repaired or replaced in order to extend the useful life of the structure.

*Program Category: Bridge Rehabilitation/Replacement*

**FISCAL NOTE**

- No fiscal impact anticipated

**Attachments**

2020 Metropolitan Council Regional Solicitation Project Map