



Application

01971 - 2014 Multiuse Trails and Bicycle Facilities

02233 - High Quality Connection between Lake Street Orange Line Transit Station and the Midtown Greenway

Regional Solicitation - Bicycle and Pedestrian Facilities

Status: Submitted
Submitted Date: 12/01/2014 3:40 PM

Primary Contact

Name:*	Steven	Hay		
	<small>Salutation</small>	<small>First Name</small>	<small>Middle Name</small>	<small>Last Name</small>
Title:	Transportation Planner			
Department:	Public Works			
Email:	steven.hay@minneapolismn.gov			
Address:	City of Minneapolis			
	309 2nd Avenue South			
	Room 300			
*	Minneapolis	Minnesota	55401	
	<small>City</small>	<small>State/Province</small>	<small>Postal Code/Zip</small>	
Phone:*	612-673-3884			
	<small>Phone</small>	<small>Ext.</small>		
Fax:	612-673-2048			
What Grant Programs are you most interested in?	Regional Solicitation - Bicycle and Pedestrian Facilities			

Organization Information

Name: MINNEAPOLIS,CITY OF
Jurisdictional Agency (if different):

Organization Type: City
Organization Website: <http://www.ci.minneapolis.mn.us/>
Address: DEPT OF PUBLIC WORKS
 309 2ND AVE S #300

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

Project Information

Project Name High Quality Connection - Midtown Greenway to Lake Street
Primary County where the Project is Located Hennepin
Jurisdictional Agency (If Different than the Applicant):

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

The High Quality Connection (HQC) is part of an integrated multimodal transportation system linking cyclists, pedestrians, autos, local transit, BRT and rail transit. The HQC directly links the Midtown Greenway to Lake St and the Lake St Transit Station, providing access to frequent east-west local transit on Lake Street and planned north-south Bus Rapid Transit which is part of the planned Orange Line BRT system. The high quality off-street trail will be located between Stevens Avenue and southbound I-35W in current MnDOT right of way. The HQC will have both a 10 foot bicycle trail and a parallel pedestrian sidewalk. The multi-purpose connection is compatible with improvements proposed as part of the I-35W Transit Access Project, the existing regional trail in the Midtown Greenway as well as future fixed rail transit in the Midtown Greenway.

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

Project Length (Miles) 0.14

Connection to Local Planning:

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

Minneapolis Bicycle Master Plan (2011): p. 108, 112, 131, 134, 186

Hennepin County 2040 Bicycle Transportation Plan: p xii, 46

Minneapolis Climate Action Plan (2013): p 26, 27

Minneapolis Pedestrian Master Plan (2009): p 3-7, 9, 22, 59, 80; Minneapolis Plan for Sustainable Growth (2009): p i-11, i-13, 2-1 through 2-7, 5-6, 10-13, 10-20 through 10-22

2030 Transportation Policy Plan (Metropolitan Council): p 180, 172,174

Connection to Local Planning

2040 Transportation Policy Plan (draft, Metropolitan Council): p 241, 249, 242, 253, 261-262, 264

2015-2018 Transportation Improvement Program: p 41 (MnDOT Metro District Projects); Table A-4 High Priority Projects (027-603-051, 053 and 055); Table A-4 National Highway Performance Program Projects (2782-327 and 327AC)

2014 Lake and Nicollet Redevelopment Plan: p 2, 6

Orange Line Bus Rapid Transit Project Plan Update: p 6

Midtown Corridor Alternatives Analysis 2014: p iii

Project Funding

Are you applying for funds from another source(s) to implement this project?

No

If yes, please identify the source(s)

Federal Amount \$2,880,000.00

Match Amount \$720,000.00

Minimum of 20% of project total

Project Total \$3,600,000.00

Match Percentage 20.0%

Minimum of 20%

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

Source of Match Funds City of Minneapolis - Local Net Debt Bonds

Preferred Program Year

Select one: 2018

Project Information

County, City, or Lead Agency City of Minneapolis

Zip Code where Majority of Work is Being Performed 55408

(Approximate) Begin Construction Date 08/01/2017

(Approximate) End Construction Date 10/30/2020

LOCATION

From:
(Intersection or Address) Midtown Greenway

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

To:
(Intersection or Address) Lake Street

Type of Work Grading, retaining walls, bituminous trail, sidewalk, stairs,
lighting, landscaping, street scape

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

BRIDGE/CULVERT PROJECTS

(If Applicable)

Old Bridge/Culvert?

New Bridge/Culvert?

Structure is Over/Under
(Bridge or culvert name):

Specific Roadway Elements

**CONSTRUCTION PROJECT ELEMENTS/COST
ESTIMATES**

Cost

Mobilization (approx. 5% of total cost)	\$150,000.00
Removals (approx. 5% of total cost)	\$60,000.00
Roadway (grading, borrow, etc.)	\$90,000.00
Roadway (aggregates and paving)	\$20,000.00
Subgrade Correction (muck)	\$0.00
Storm Sewer	\$50,000.00
Ponds	\$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	\$0.00
Traffic Control	\$0.00
Striping	\$0.00
Signing	\$0.00
Lighting	\$0.00
Turf - Erosion & Landscaping	\$95,000.00
Bridge	\$0.00
Retaining Walls	\$1,600,000.00
Noise Wall	\$0.00
Traffic Signals	\$0.00
Wetland Mitigation	\$0.00
Other Natural and Cultural Resource Protection	\$0.00
RR Crossing	\$0.00
Roadway Contingencies	\$0.00
Other Roadway Elements	\$0.00
Totals	\$2,065,000.00

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	\$40,000.00
Sidewalk Construction	\$180,000.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$0.00
Pedestrian Curb Ramps (ADA)	\$0.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	\$0.00
Pedestrian-scale Lighting	\$150,000.00
Streetscaping	\$250,000.00

Wayfinding	\$20,000.00
Bicycle and Pedestrian Contingencies	\$600,000.00
Other Bicycle and Pedestrian Elements	\$295,000.00
Totals	\$1,535,000.00

Specific Transit and TDM Elements

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

Transit Operating Costs

OPERATING COSTS	Cost
Transit Operating Costs	\$0.00
Totals	\$0.00

Totals

Total Cost	\$3,600,000.00
Construction Cost Total	\$3,600,000.00
Transit Operating Cost Total	\$0.00

Requirements - All Projects

All Projects

1. The project must be consistent with the goals and policies in these adopted regional plans: Thrive MSP 2040 (2014), the 2030 Transportation Policy Plan (amended 2013), the 2030 Regional Parks Policy Plan (amended 2013), and the 2030 Water Resources Management Policy Plan (2005).

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

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

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

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

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

4. The requested funding amount must be more than or equal to the minimum award and less than or equal to the maximum award. The cost of preparing a project for funding authorization can be substantial. For that reason, minimum federal amounts apply. Other federal funds may be combined with the requested funds for projects exceeding the maximum award, but the source(s) must be identified in the application. Multiuse trails & bicycle facilities must be between \$125,000 and \$5,500,000. Pedestrian facilities and Safe Routes to School must be between \$125,000 and \$1,000,000.

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

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

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

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

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

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

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

8. The project must represent a permanent improvement with independent utility. The term independent utility means the project provides benefits described in the application by itself and does not depend on any construction elements of the project being funded from other sources outside the regional solicitation, excluding the required non-federal match. Projects that include traffic management or transit operating funds as part of a construction project are exempt from this policy.

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

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

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

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

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

Requirements - Bicycle and Pedestrian Facilities Projects

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

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

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

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

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

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

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

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

For Safe Routes to School Projects Only

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

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

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

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

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

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

Other Attachments

File Name	Description	File Size
Auto Ownership by Household Map.pdf	Map - Auto Ownership by household	511 KB
Hennepin County Letter of Support for Green Crescent.pdf	Hennepin County Letter of Support	42 KB
HQC Green Crescent SEH Figures.pdf	Maps - High Quality Connection - Project Layout, Concept illustration & cross sections, Concept illustration (zoomed)	2.9 MB
MnDOT Ltr of Support - High Quality Connection.pdf	MnDOT Letter of Support	40 KB
Regional Solicitation Application Letter 2014.pdf	Letter of commitment of local match funds.	404 KB

Measure A: Project Location Relative to the RBTN

Select one:

Tier 1, Priority RBTN Corridor

Yes

Tier 2, RBTN Corridor

(Tier 1 or Tier 2)

Direct connection to the RBTN

OR

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

Upload Map

RBTN Evaluation and Major Barriers Map.pdf

Measure A: Cost Effectiveness

Existing Population Within One Mile (Integer Only)	71643
Existing Employment Within One Mile (Integer Only)	30017
Completed by Metropolitan Council Staff	
Total Project Cost	\$3,600,000.00
Cost Effectiveness for Population	\$50.25
Cost Effectiveness for Employment	\$119.93
Upload Map	Population Map.pdf

Measure A: Project Location and Impact to Disadvantaged Populations

Select one:

Project located in Racially Concentrated Area of Poverty Yes

Project located in Concentrated Area of Poverty

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

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

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

The socio-economic map shows that the High Quality Connection (HQC) is located in a racially concentrated area of poverty. With auto ownership rates at or below one vehicle per household, much of the project areas population rely on transit, bicycling and walking as their primary means of transport. The proposed facility provides a convenient ADA accessible trail connecting people with disabilities, youth and the elderly to the Midtown Greenway trails and future fixed rail, local and high frequency transit service including the Orange Line BRT and Route 53 Lake St. The HQC link to the Orange Line will allow working age residents to access over 160,000 jobs located within the 17 mile BRT corridor via high speed rapid bus service. Additionally, neighborhood students will be better connected to the expanded access to transit service to public and private schools located in Downtown Minneapolis. As the project is located adjacent to an existing industrial facility and will be constructed within existing MnDOT ROW, it poses no negative impacts to residential properties.

Upload Map

Socio-Economic Conditions Map.pdf

Measure B: Affordable Housing

City/Township	Segment Length (Miles)
Minneapolis	0.14
	0

Total Project Length

Total Project Length	0.14
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Affordable Housing Scoring - To Be Completed By Metropolitan Council Staff

City/Township	Segment Length (Miles)	Total Length (Miles)	Score	Segment Length/Total Length	Housing Score Multiplied by Segment percent
Minneapolis	0.14	0.14	97.0	1.0	97.0

0

97

1

97

Affordable Housing Scoring - To Be Completed By Metropolitan Council Staff

Total Project Length (Miles)	0.14
Total Housing Score	97.0

Measure A: Gaps, Barriers and Continuity/Connections

Check all that apply:

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

Closes a Gap Yes

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

Provides a Facility That Crosses or Circumvents a Physical Barrier Yes

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

Improves Continuity and/or Connections Between Jurisdictions

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

The High Quality Connection (HQC) will both close a gap and cross a physical barrier. The Midtown Greenway is located in the trench of a former freight rail corridor. As such, the elevation of the Greenway is depressed resulting in stairs or switchbacks to access the multiuse trail from street level. The existing route between the Midtown Greenway and Lake St. is circuitous requiring users to travel 0.35 mile through intersections around the K-Mart block. This includes traveling along and through intersections at Blaisdell Ave. (9,700 ADT), 1st Ave. (7,400 ADT) and Lake St. (20,200 ADT). The HQC will provide direct, off-street separated routes for bicyclists and pedestrians to the Orange Line BRT, several local transit routes, and residential and commercial areas along Lake St. The HQC eliminates the barrier presented by the trench, eliminates intersection crossings, and reduces the travel distance to 0.135 mile. The HQC closes a gap in the multimodal transportation system between the Midtown Greenway and Lake St. Transit Station by fully integrating with the station plaza, seamlessly linking the HQC to the Lake St. Transit Station. The Transit Station will be equipped with elevators to access the Orange Line BRT above on I-35W.

Measure B: Project Improvements

The High Quality Connection (HQC) improves bicycle and pedestrian safety by eliminating trail user and auto conflict points reducing the number of intersections that users traverse to zero to access Lake St or the Transit Station. Without the HQC, the route traverses 4 or 6 intersections depending on direction of travel, including:

Lake St at Blaisdell, Nicollet, 1st and Stevens Avenues

1st Ave at Cecil Newman Ln

Nicollet Ave at Cecil Newman Ln and W 29th St

Blaisdell Ave at W 29th St

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

Historical data (2009-2013) provided by the City show a total of 17 bicycle and 7 pedestrian crashes at these intersections. The removal of intersection conflicts by the HQC significantly reduces exposure for pedestrians and bicycles traveling between the Midtown Greenway and Lake St at intersections on Lake St (20,200 ADT), Blaisdell Ave (9,700 ADT), 1st Ave (7,400 ADT) and Stevens Ave (4,500 ADT). The HQC design separates bicyclists from pedestrians the full length to the transit station plaza reducing bike and pedestrian conflicts which presently occur at the switchback access to the Midtown Greenway and on sidewalks. Personal security on the HQC will be enhanced by providing escape routes, lighting, strategically placed landscaping, and emergency call button pylons. A high level of activity on the Greenway, HQC and transit plaza will further enhance user security.

Measure A: Transit Connections

Existing Routes Directly Connected to the Project

11, 18, 21, 27, 53, 133, 135, 146, 156, 460, 464, 465, 467, 470, 472, 475, 476, 477, 478, 479, 491, 492, 535, 552, 553, 554, 558, 568, 578, 579, 597, 684, 695

Planned Transitways Directly Connected to the Project (alignment and mode determined and identified in the 2030 TPP)	I-35W BRT (METRO Orange Line Extension), Nicollet Avenue Arterial BRT
Existing Routes Indirectly Connected Within One Mile of the Project	2, 4, 5, 9, 11, 12, 17, 18, 21, 23, 27, 39, 53, 113, 115, 133, 135, 146, 156, 460, 464, 465, 467, 470, 472, 475, 476, 477, 478, 479, 491, 492, 535, 552, 553, 554, 558, 568, 578, 579, 597, 684, 695
Planned Transitways Indirectly Connected Within One Mile of the Project (alignment and mode determined and identified in the 2030 TPP)	I-35W BRT (METRO Orange Line Extension), Nicollet Avenue Arterial BRT, Chicago Ave BRT, Emerson/Fremont Aves BRT
Upload Map	Transit Connections Map.pdf

Response

Met Council Staff Data Entry Only

Route Ridership Directly Connected	1.2992757E7
Transitway Ridership Directly Connected	1.1776E7
Route Ridership Indirectly Connected	1.4197832E7
Transitway Ridership Indirectly Connected	6742400.0

Measure B: Pedestrian Connections

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

The High Quality Connection (HQC) adds new ADA accessible separate bicycle and pedestrian trails directly connecting neighborhood residents and Orange Line BRT travelers to Lake Street, the Midtown Greenway regional trail and the future Midtown Greenway fixed rail transit which also proposes a station at the intersection of the HQC and the Midtown Greenway. The 5.5 mile Midtown Greenway with 4,300 daily trail users also provides a connection to the Blue Line LRT station at Lake St and Hiawatha Ave. Currently the closest access to the Midtown Greenway is located where Nicollet Ave terminates at the backside of a K-Mart retail store, approximately 3 ½ blocks from the Lake St and Stevens Ave intersection. The 2014 Lake and Nicollet Redevelopment Plan includes support for implementing the connectivity improvements detailed in I-35W Transit/Access Project. The proposed facility provides a direct connection for Midtown Greenway users to the Lake St and Nicollet Ave commercial corridors (identified in the Minneapolis Plan for Sustainable Growth) with businesses including K-Mart, Walgreens, numerous restaurants and Nico Plating, a light industrial business between Stevens Ave and 1st Ave. The facility also improves pedestrian and bicycle connections for staff and students to Cristo Rey Jesuit High School located several blocks to the east.

Measure C: Multimodal Facilities

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

The High Quality Connection (HQC) is part of an integrated multimodal transportation system linking cyclists, pedestrians, autos, local transit, BRT and rail transit. The 5.5 mile Midtown Greenway currently serves 4,300 bicyclists and pedestrians daily and is also planned for rail transit. The HQC directly links the Midtown Greenway to Lake St and the Lake St Transit Station with planned Orange Line BRT and 33 transit lines. The multiuse trail connection is compatible with improvements proposed for the I-35W Transit Access Project which provides for Orange Line BRT, added freeway access, and street improvements. Located between I-35W retaining walls and Stevens Ave, the HQC corridor provides bicycle and pedestrian paths separated by native grasses and low concrete curb walls defining areas with overstory trees for shade and native grasses to filter runoff. A maximum 4.9% grade is proposed for both pathways with several intermediate flat rest areas. Extensive lighting, durable asphalt and concrete paving, an emergency call button pylon and provisions for integrating public art will further enhance safety and the user experience. The HQCs safety, aesthetics and function were reviewed by the Minneapolis Pedestrian Advisory and Bicycle Advisory Committees, the State Historical Preservation Office and the MnDOT Cultural Resource Unit.

Transit Projects Not Requiring Construction

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

Check Here if Your Transit Project Does Not Require Construction

Measure A: Risk Assessment

1)Project Scope (5 Percent of Points)

Meetings or contacts with stakeholders have occurred Yes
100%

Stakeholders have been identified
40%

Stakeholders have not been identified or contacted
0%

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

Layout or Preliminary Plan completed Yes
100%

Layout or Preliminary Plan started
50%

Layout or Preliminary Plan has not been started
0%

Anticipated date or date of completion

3)Environmental Documentation (10 Percent of Points)

EIS

EA Yes

PM

Document Status:

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

Document submitted to State Aid for review 75%

Document in progress; environmental impacts identified Yes
50%

Document not started
0%

Anticipated date or date of completion/approval 06/30/2015

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

No known potential for archaeological resources, no historic resources known to be eligible for/listed on the National Register of Historic Places located in the project area, and project is not located on an identified historic bridge
100%

Historic/archeological review under way; determination of no historic properties affected or no adverse effect anticipated Yes
80%

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

40%

Unknown impacts to historic/archaeological resources

0%

Anticipated date or date of completion of historic/archeological review: 02/28/2015

Project is located on an identified historic bridge

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

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

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

100%

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

100%

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

80%

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

30%

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

0%

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

Right-of-way or easements not required Yes

100%

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

100%

Right-of-way or easements required, offers made

75%

Right-of-way or easements required, appraisals made

50%

Right-of-way or easements required, parcels identified

25%

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

0%

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

0%

Anticipated date or date of acquisition

7)Railroad Involvement (25 Percent of Points)

No railroad involvement on project Yes
100%

Railroad Right-of-Way Agreement is executed (include signature page) 100%

Railroad Right-of-Way Agreement required; Agreement has been initiated
60%

Railroad Right-of-Way Agreement required; negotiations have begun
40%

Railroad Right-of-Way Agreement required; negotiations not begun
0%

Anticipated date or date of executed Agreement

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

Construction plans completed/approved (include signed title sheet)
100%

Construction plans submitted to State Aid for review
75%

Construction plans in progress; at least 30% completion
50%

Construction plans have not been started Yes
0%

Anticipated date or date of completion 09/30/2016

9)Letting

Anticipated Letting Date 06/30/2017

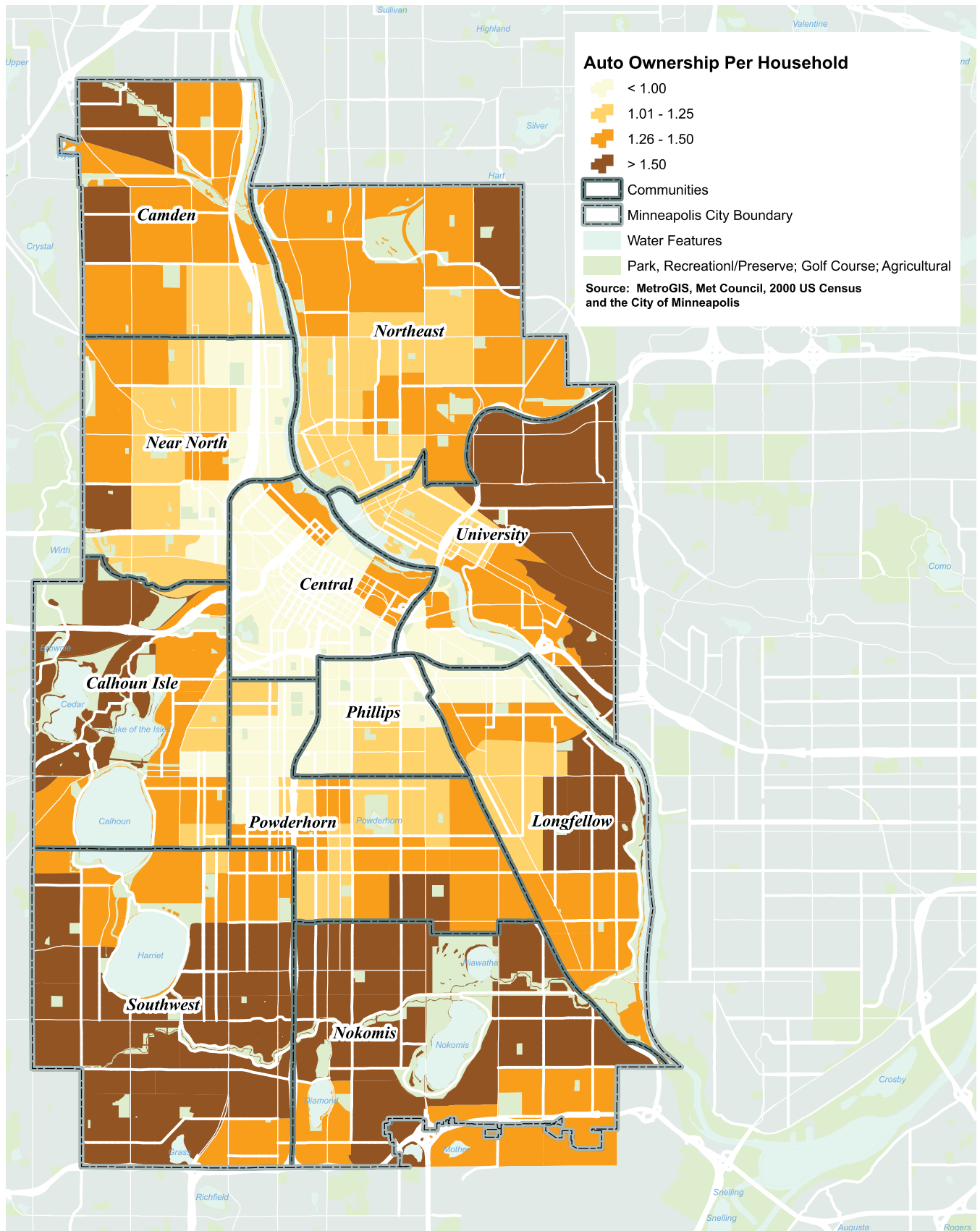


FIGURE 7 - AUTO OWNERSHIP AND LAND USE DENSITY



Hennepin County

Public Works

Housing, Community Works and Transit Department

John Doan, Director
701 Fourth Avenue South, Suite 400
Minneapolis, Minnesota 55415-1842

612-348-9260, Phone
612-348-9710, Fax
www.hennepin.us

November 25, 2014

Mr. Steven Kotke
Director of Public Works and City Engineer
City of Minneapolis
203 City Hall
350 South Fifth Street
Minneapolis, MN 55415-1390

Re: Green Crescent (Connection between the Midtown Greenway and Lake Street)
Regional Solicitation Funding Submittal

Dear Mr. Kotke:

Hennepin County supports the City of Minneapolis in your federal funding application for the Green Crescent, a high quality pedestrian/bicycle connection between the Midtown Greenway and Lake Street. In addition to constructing a connection between the Greenway and Lake Street, the project will provide additional improvements for walking and biking in the area with a connection to the Orange Line Bus Rapid Transit (BRT) at the planned two-level transit station at I-35W/Lake Street with additional access to express buses at both levels.

The Green Crescent is part of several projects in the vicinity of I-35W and Lake Street which will increase the reliability, safety, convenience and frequency of transit access and service to people in the Lake Street area, which includes a population of racially concentrated poverty. The project will improve the quality of life for residents in this area by providing pedestrian and bicycle connections to the Midtown Greenway and Lake Street as well as creating green space, enhancing access and providing development opportunity in the area.

Hennepin County looks forward to working with the City of Minneapolis and other partner agencies, including Metro Transit and MnDOT, if the city is successful in securing regional solicitation funding.

Sincerely,

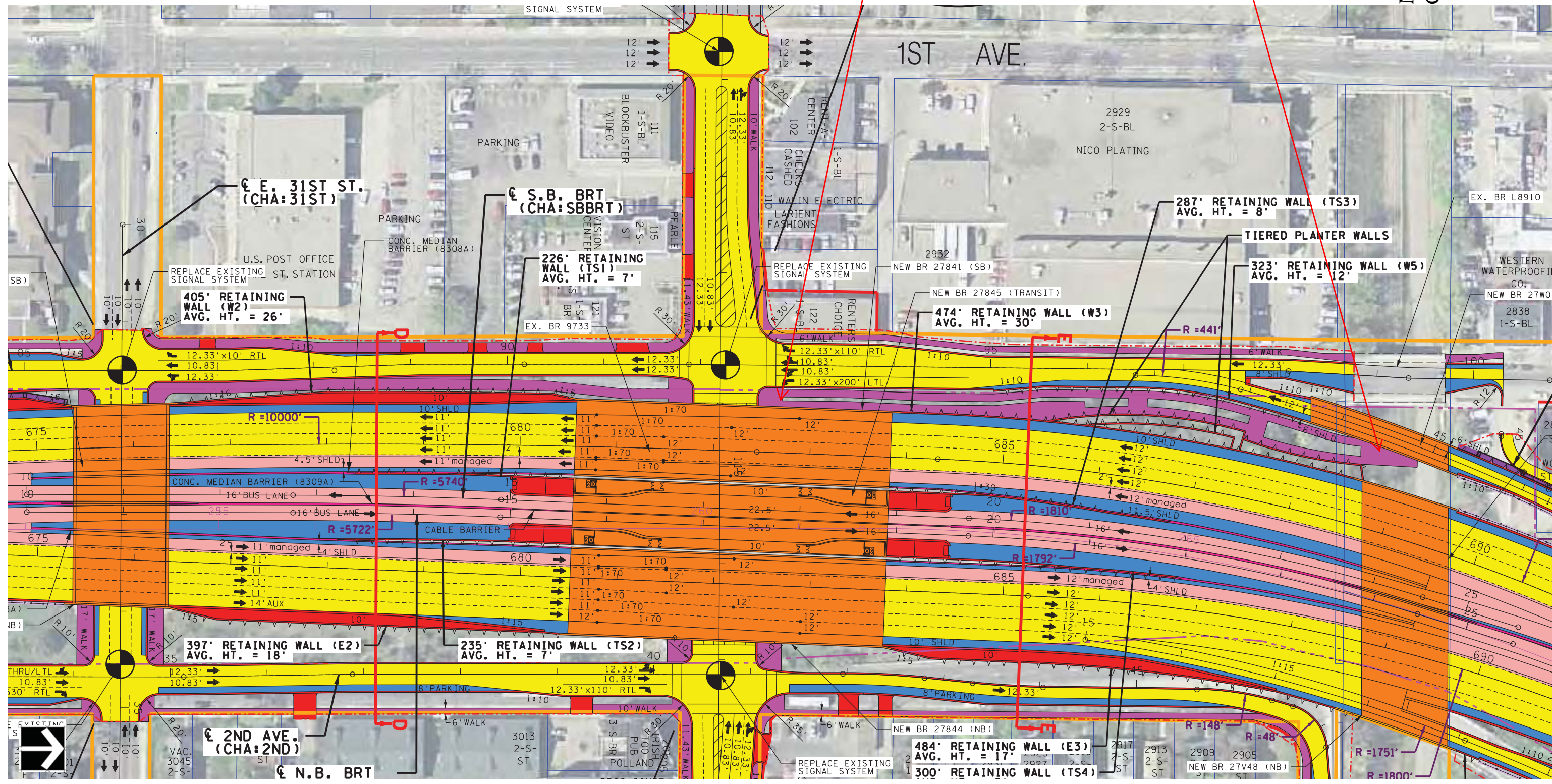
A handwritten signature in black ink, appearing to read 'John Q Doan'.

John Q Doan

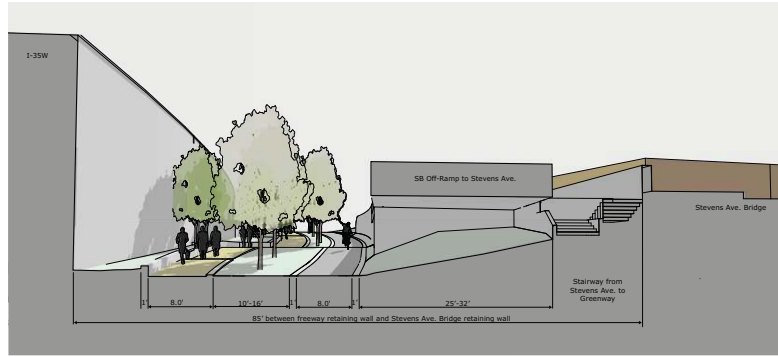
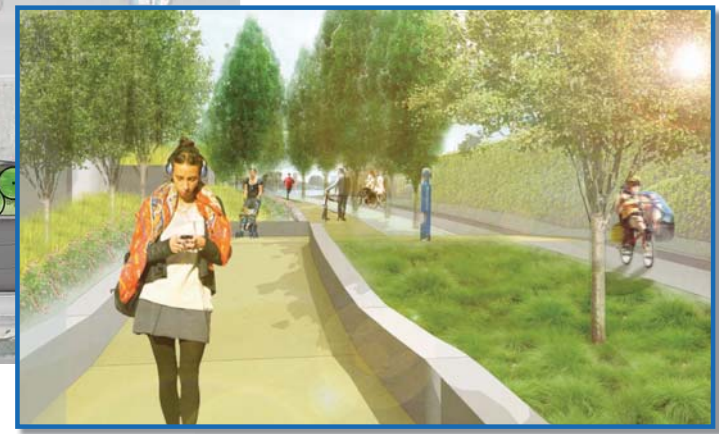
Cc: Debra Brisk, James Grube

TRANSIT ACCESS LAYOUT - 31st to Greenway

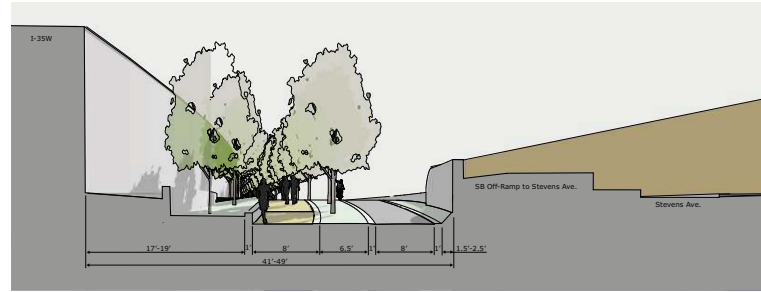
High Quality Connection (aka Green Crescent) from the Midtown Greenway to Lake Street



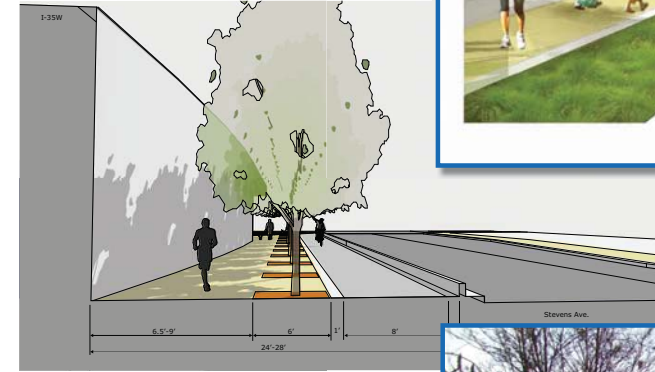
GREEN CRESCENT - PEDESTRIAN CONNECTION BETWEEN LAKE STREET AND MIDTOWN GREENWAY



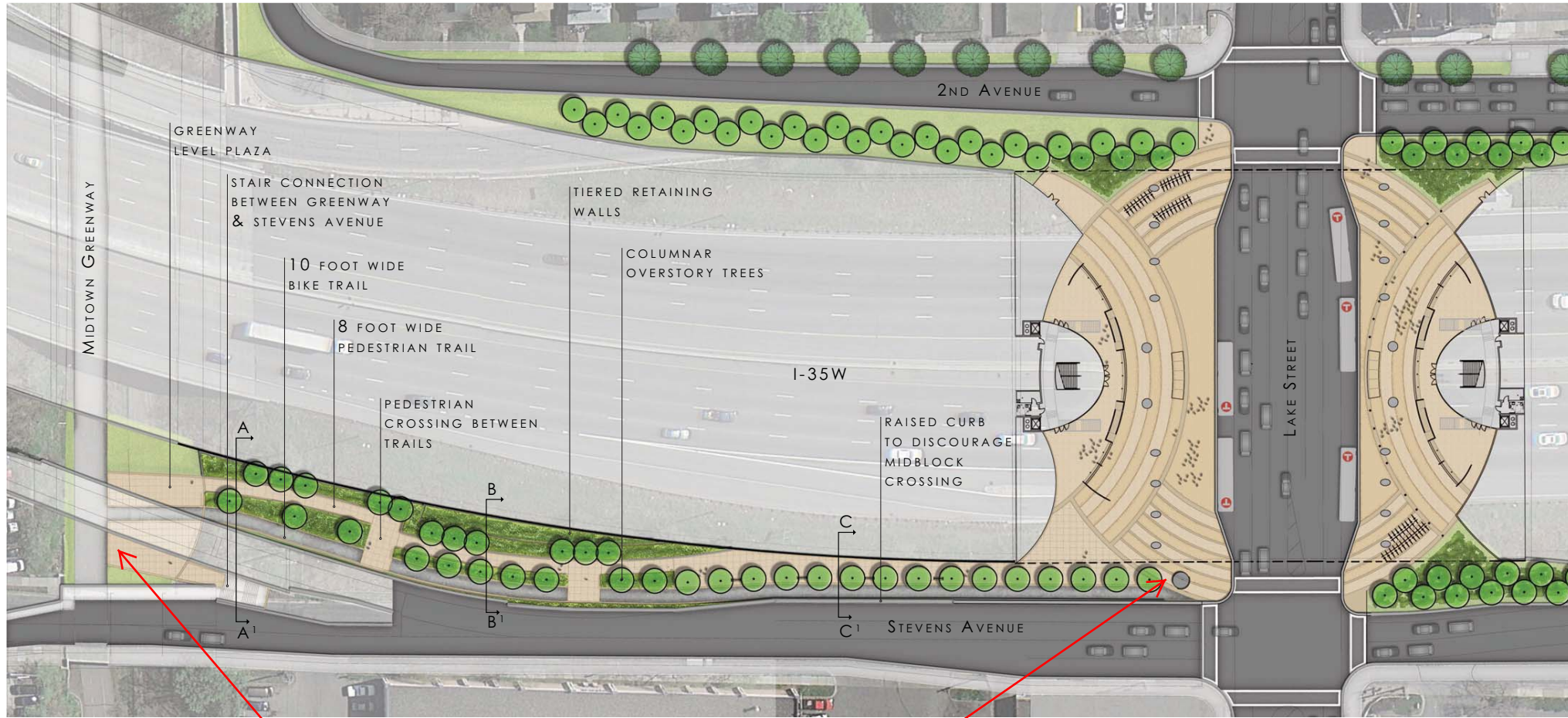
SECTION A



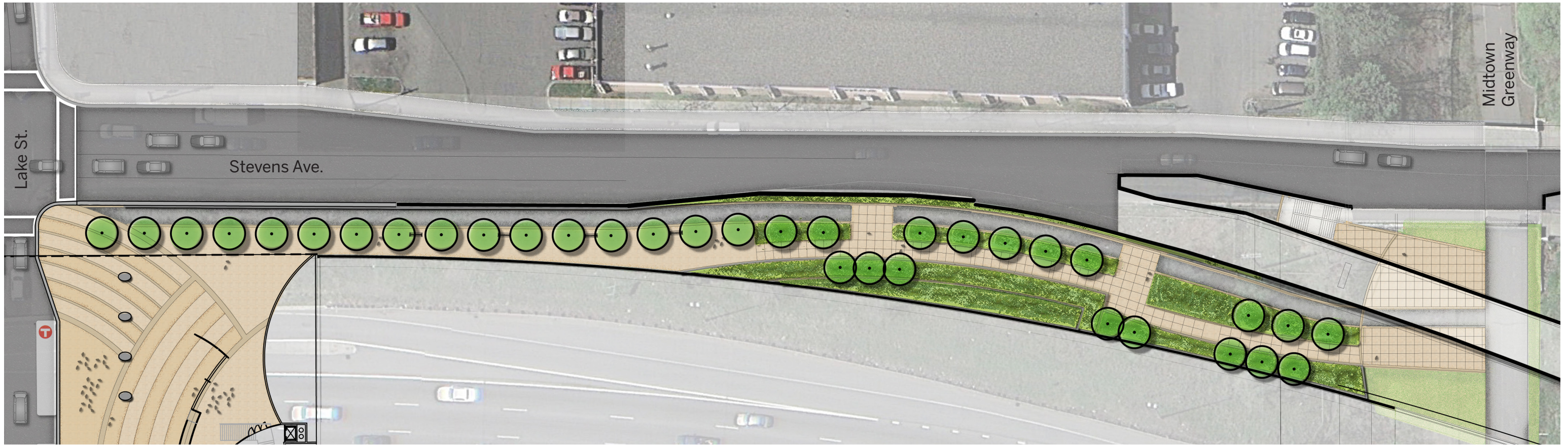
SECTION B



SECTION C



High Quality Connection (aka Green Crescent)



Plan View - Green Crescent





Minnesota Department of Transportation

Metro District
1500 West County Road B-2
Roseville, MN 5511

November 25, 2014

Steven Hay
Department of Public Works
City of Minneapolis
309 2nd Ave S, Rm 300
Minneapolis, MN 55401

RE: Regional Solicitation Application for Connection between the Lake Street Transit Station and the Midtown Greenway

Dear Mr. Hay:

Thank you for requesting a letter of support from MnDOT for the Metropolitan Council's 2014 Regional Solicitation. Your application for the Connection between the Lake Street Transit Station and the Midtown Greenway project impacts MnDOT right of way on I-35W.

MnDOT, as the agency with jurisdiction over I-35W, supports this city project to add a pedestrian and bicycle connection between the I-35W/Lake Street transit station and the current Midtown Greenway trail. Details of a future maintenance agreement with the city will be determined during project development to define how the project will be maintained; however, ped/bike amenities that impact MnDOT right of way are normally owned and maintained by the local agency.

While MnDOT has a significant investment in the I-35W Lake Street Access project in fiscal year 2017, this project currently has no funding from MnDOT.

Sincerely,

A handwritten signature in blue ink that reads "Scott R. McBride".

Scott McBride, P.E.
Metro District Engineer

Cc: Elaine Koustoukos, Metropolitan Council
April Crockett, MnDOT Metro District – West Area Manager

An Equal Opportunity Employer





Minneapolis
City of Lakes

**Department of
Public Works**

Steven A Kotke, P.E.
City Engineer
Director

350 South 5th Street - Room 203
Minneapolis MN 55415

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

December 1, 2014

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

RE: 2014 Regional Solicitation Applications

Dear Ms. Koutsoukos,

The City of Minneapolis Department of Public Works is submitting a series of applications for the 2014 Regional Solicitation for Federal Transportation Funds. The applications and the required matching funds have been authorized by the Minneapolis City Council as described in the Official Proceedings of the Council meeting of November 14, 2014. The relevant action is excerpted below:

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

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

On roll call, the result was:

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

Noes: (0)

Absent: Glidden (1)

The report was adopted.

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

Thank you for the opportunity to submit these applications.

Sincerely,

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





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

Date: November 10, 2014

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

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

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

Recommendation:

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

Previous Directives:

- None

Department Information:

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

Approved by: _____

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

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

Reviews

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

Financial Impact

Action is within the Business Plan

Community Impact

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

Supporting Information

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

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

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

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

Regional Solicitation Programs

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

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

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

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

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

Details of the 9 proposed projects are described below.

Roadways including Multimodal Elements

8th Street South

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

Broadway Street NE

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

10th Avenue SE Bridge Rehabilitation

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

Bicycle and Pedestrian Facilities

40th Street Pedestrian Bridge Over 35W

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

U of M Protected Bikeways

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

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

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

North Loop Pedestrian Improvements

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

Emerson and Freemont Avenues North

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

High School Transit Connections

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

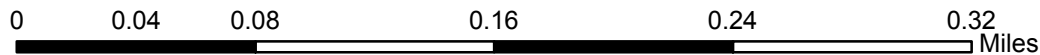
RBTN Evaluation and Major Barriers

Results

Project IN TIER 1 Bicycle Transport Corridor.



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



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LandscapeRSA1



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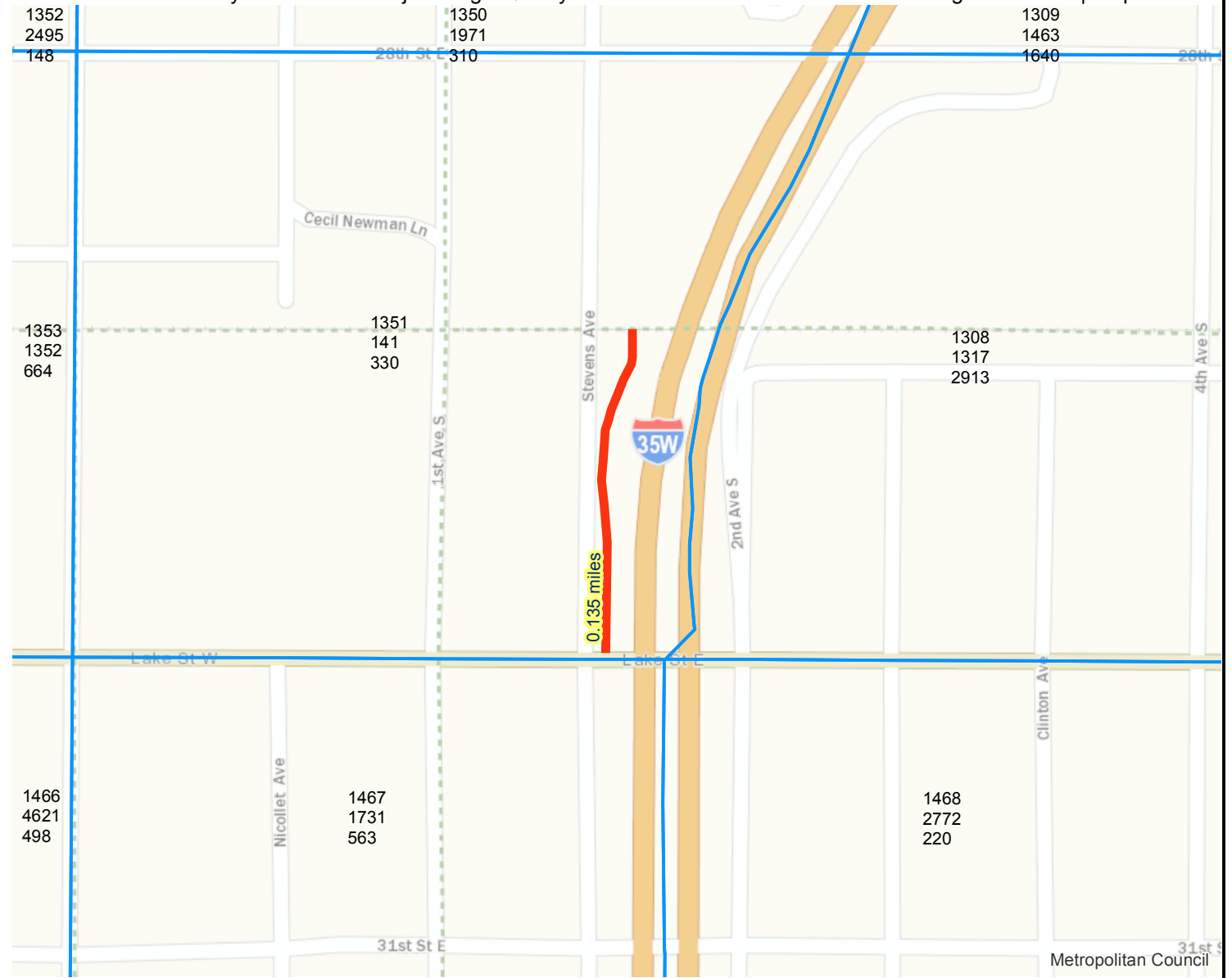


Population Summary

Multiuse Trails and Bicycle Facilities Project: High Quality Connection between Lake Street Orange Line Tran | Map ID: 14165148

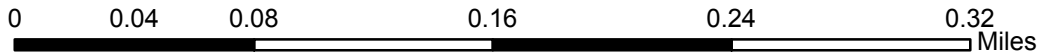
Results

Within ONE Mile of project:
 Total Population: 71643
 Total Employment: 30017



Project School

2010 TAZ



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 LandscapeRSA4

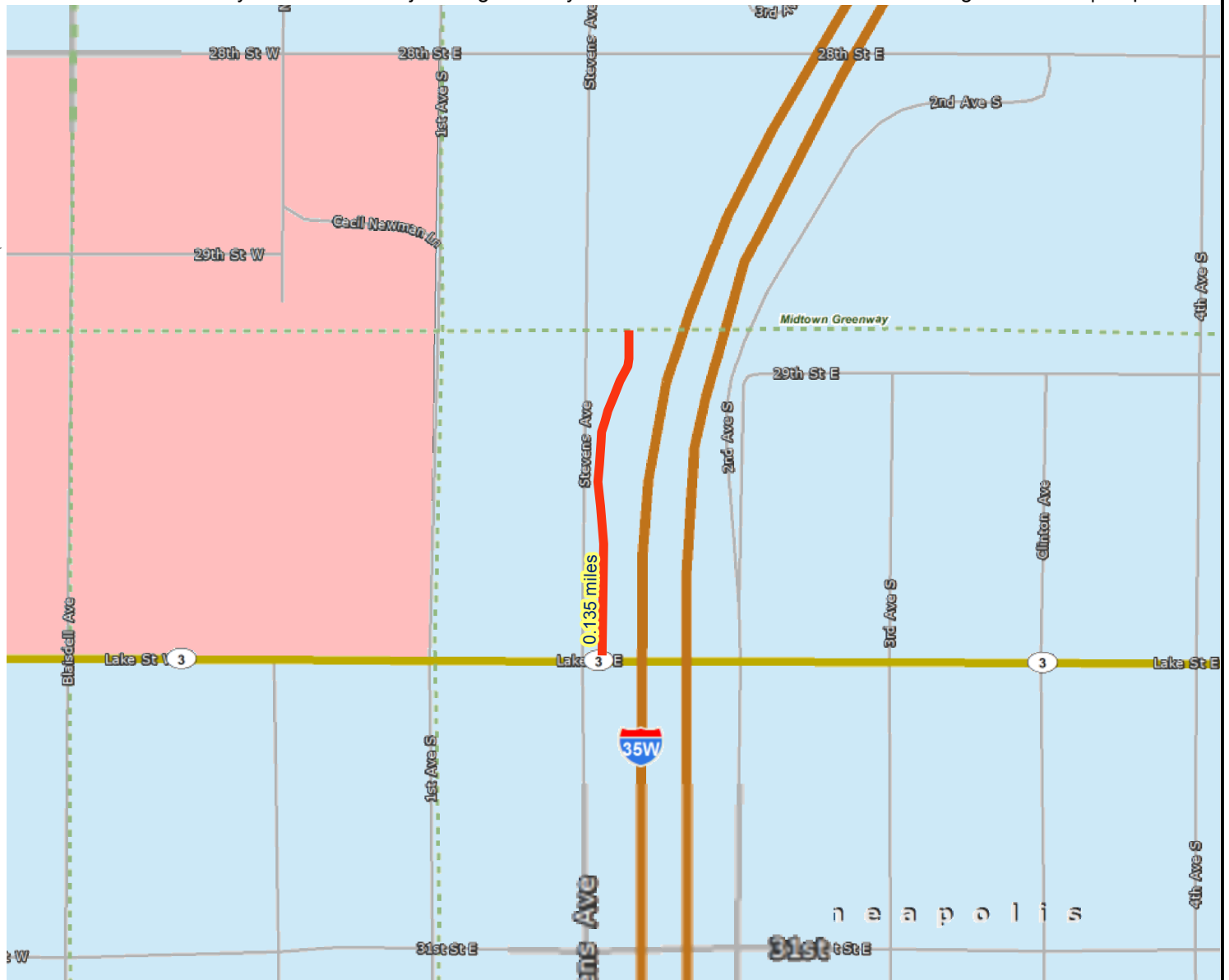


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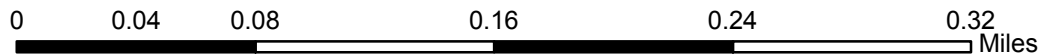


Results

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



- Project
- Racially concentrated area of poverty
- Concentrated area of poverty
- Above reg'l avg conc of race/poverty



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LandscapeRSA2



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Results

Transit with a Direct Connection to project:
 11 18 21 27 53 133 135 146 156 460 464
 465 467 470 472 475 476 477 478 479 491 492
 535 552 553 554 558 568 578 579 597 684 695

- *Orange Line
- *Lake
- *Nicollet

Transit within QTR mile of project:
 11 18 21 27 53 133 135 146 156 460 464
 465 467 470 472 475 476 477 478 479 491 492
 535 552 553 554 558 568 578 579 597 684 695

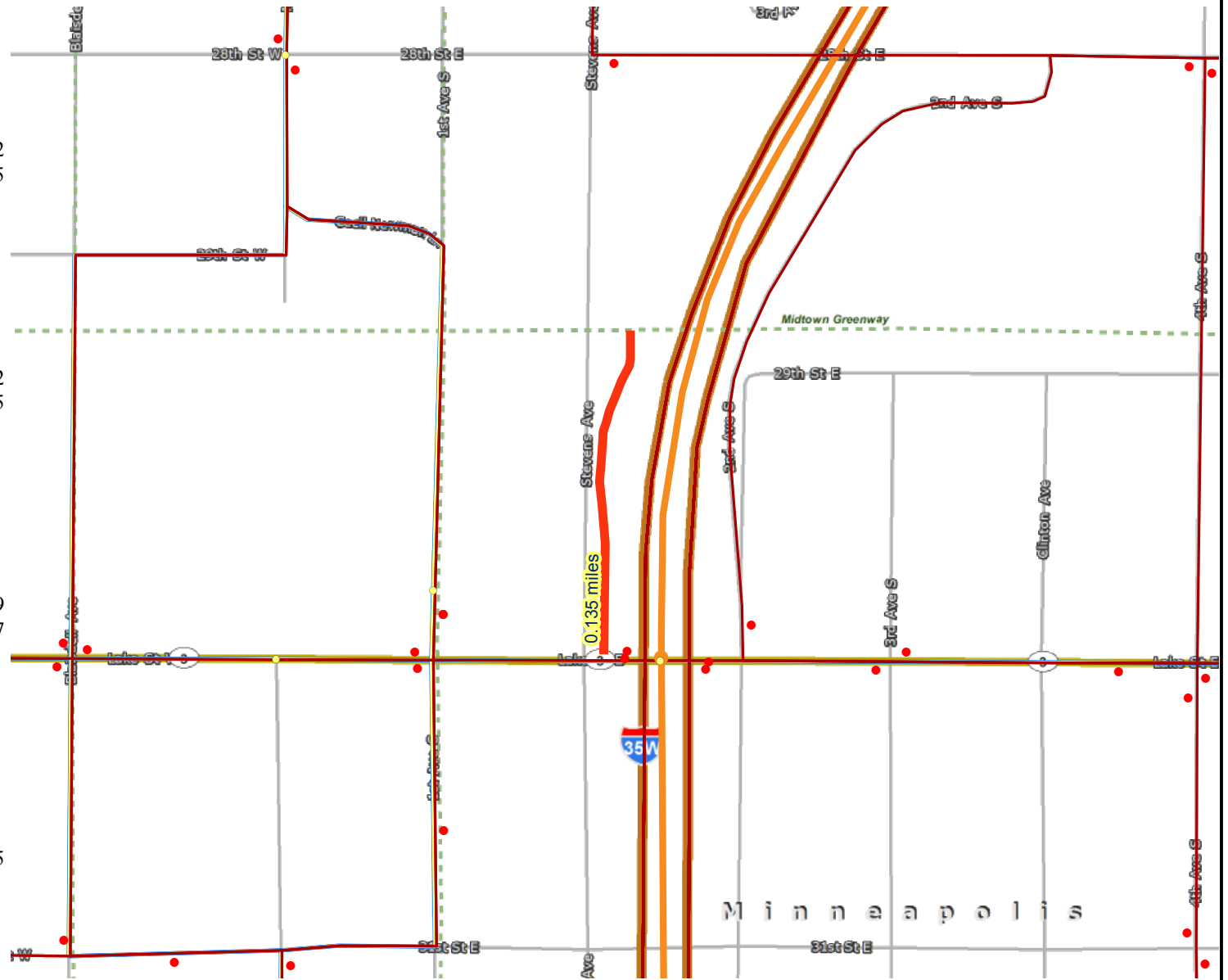
- *Orange Line
- *Lake
- *Nicollet

Transit within HALF mile of project:
 11 18 21 27 39 53 113 133 135 146 156
 460 464 465 467 470 472 475 476 477 478 479
 491 492 535 552 553 554 558 568 578 579 597
 684 695

- *Orange Line
- *Lake
- *Nicollet

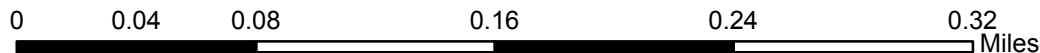
Transit within ONE mile of project:
 2 4 5 9 11 12 17 18 21 23 27
 39 53 113 115 133 135 146 156 460 464 465
 467 470 472 475 476 477 478 479 491 492 535
 552 553 554 558 568 578 579 597 684 695

- *Orange Line
- *Chicago-Fremont
- *Lake
- *Nicollet



*indicates Planned Alignments

█ Project
 ● Arterial BRT
 — Transit Routes
 Planned Alignments
 — BRT, Orange Line
● Active Stop
● BRT, Orange Line
— Arterial BRT



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 LandscapeRSA3



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