



Application

01972 - 2014 Pedestrian Facilities (Sidewalks, Streetscaping, and ADA)

02210 - Emerson & Fremont Avenues North Pedestrian Enhancements

Regional Solicitation - Bicycle and Pedestrian Facilities

Status: Submitted
Submitted Date: 12/01/2014 4:18 PM

Primary Contact

| | | | | |
|--|---|-------------------------------|--------------------------------|--------------------------|
| Name:* | Steven | Hay | | |
| | <small>Salutation</small> | <small>First Name</small> | <small>Middle Name</small> | <small>Last Name</small> |
| Title: | Transportation Planner | | | |
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| * | Minneapolis | Minnesota | 55401 | |
| | <small>City</small> | <small>State/Province</small> | <small>Postal Code/Zip</small> | |
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| What Grant Programs are you most interested in? | Regional Solicitation - Bicycle and Pedestrian Facilities | | | |

Organization Information

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

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

* 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 Emerson & Fremont Avenues North Pedestrian Enhancements
Primary County where the Project is Located Hennepin
Jurisdictional Agency (If Different than the Applicant):

This project will implement a variety of pedestrian improvements on Emerson and Fremont Avenues North between Plymouth and 44th Avenue in Minneapolis. In anticipation of the planned Chicago-Fremont BRT line, the project will switch current striped bike lanes to the opposite side of the street to offer safe pedestrian access to bus stops and preserve bike lane function during BRT construction.

Specific improvements include:

Curb extensions at 16 intersections on right side of road, except for four intersections indicated below, where curb extensions would be constructed on both sides of road. Streets were selected to avoid future BRT stops, which will require different design considerations.

Emerson and Fremont at 17th Avenue North

Emerson and Fremont at 18th Avenue North

Emerson and Fremont at 24th Avenue North

Emerson and Fremont at 25th Avenue North

Emerson and Fremont at 29th Avenue North

Emerson and Fremont at 30th Avenue North

Fremont at 36th Avenue North (both sides)

Fremont at 37th Avenue North (both sides)

Fremont at 40th Avenue North (both sides)

Fremont at 41st Avenue North (both sides)

ADA-compliant pedestrian ramps at all corners of

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

the above intersections

New crosswalk striping at ramp locations.

Audible pedestrian crossing timers at three signalized intersections:

Emerson at 24th Avenue North

Fremont at 17th Avenue North

Fremont at 24th Avenue North

Pedestrian refuges at four locations (16th & Fremont, 17th and Emerson, 29th at both Fremont and Emerson), three of which are identified as a neighborhood Walking Routes for Youth.

Bike lane delineators on Emerson and Fremont between Plymouth and 33rd Avenue.

Bike lane striping.

Both Emerson and Fremont are functionally classified as B Minor Arterial, with cross streets including four Major Collectors, two A Minor Augmentors and two B Minor Arterial roadways.

The project will implement improvements being developed as part of the City's Protected Bikeways Feasibility Study, which will set forth concept designs and site considerations for this corridor, among others. See Attachment 1 for the draft page of the Emerson/Fremont portion of this study.

To further enhance the corridor, approximately 20 trees will be planted where gaps in the network occur.

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

Project Length (Miles) 4.5

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.

Hennepin County 2040 Bicycle Transportation Plan: p. xii, 46

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

Minneapolis Climate Action Plan (2013): pp. 26, 27

Minneapolis Pedestrian Master Plan (2009): pp. 3-4, 9, 72, 80

Minneapolis Plan for Sustainable Growth (2009): p. i-13, 2-4 through 5, 2-6, 6-7, 10-20

Connection to Local Planning

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

2040 Transportation Policy Plan (draft, Metropolitan Council): pp. 261-62, 264, 266, 272, 273-74

2040 Regional Parks Policy Plan (Metropolitan Council): p. 8, 62

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 \$1,000,000.00

Match Amount \$781,647.00

Minimum of 20% of project total

Project Total \$1,781,647.00

Match Percentage 43.87%

Minimum of 20%
Compute the match percentage by dividing the match amount by the project total

Source of Match Funds city funds

Preferred Program Year

Select one: 2018

Project Information

County, City, or Lead Agency City of Minneapolis

Zip Code where Majority of Work is Being Performed 55411

(Approximate) Begin Construction Date 05/16/2018

(Approximate) End Construction Date 12/01/2018

LOCATION

From: Emerson Ave. N. & Plymouth Ave. N.; Fremont Ave. N & Plymouth Ave. N.
(Intersection or Address)

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

To: Emerson Ave. N. & 33rd Ave. N.; Fremont Ave. N. & 44th Ave. N.
(Intersection or Address)

Type of Work

Construction of ped ramps, pedestrian refuges; striping crosswalks and bike lanes; installation of audible pedestrian signals and bikeway delineators.

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) | \$0.00 |
| Removals (approx. 5% of total cost) | \$0.00 |
| Roadway (grading, borrow, etc.) | \$0.00 |
| Roadway (aggregates and paving) | \$0.00 |
| Subgrade Correction (muck) | \$0.00 |
| Storm Sewer | \$0.00 |
| 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 | \$0.00 |
| Bridge | \$0.00 |
| Retaining Walls | \$0.00 |
| 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 | \$0.00 |

Specific Bicycle and Pedestrian Elements

| CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES | Cost |
|---|--------------|
| Path/Trail Construction | \$0.00 |
| Sidewalk Construction | \$405,500.00 |
| On-Street Bicycle Facility Construction | \$190,079.00 |
| Right-of-Way | \$0.00 |
| Pedestrian Curb Ramps (ADA) | \$448,000.00 |

| | |
|--|-----------------------|
| Crossing Aids (e.g., Audible Pedestrian Signals, HAWK) | \$425,000.00 |
| Pedestrian-scale Lighting | \$0.00 |
| Streetscaping | \$8,500.00 |
| Wayfinding | \$0.00 |
| Bicycle and Pedestrian Contingencies | \$161,968.00 |
| Other Bicycle and Pedestrian Elements | \$142,600.00 |
| Totals | \$1,781,647.00 |

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 | \$1,781,647.00 |
| Construction Cost Total | \$1,781,647.00 |
| 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 |
|---|--|-----------|
| Bike-Ped-Map_Mpls-ped.pdf | The RBTN Evaluation map, showing location of project within a Tier 1 corridor. | 188 KB |
| Ped-Improvements-Minneapolis.pdf | Map showing project features and locations, with key civic buildings (including schools) labeled. | 2.5 MB |
| ProtectedBikeway_FeasibilityStudy_DRAFT.pdf | Protected Bikeways Feasibility Study DRAFT, from earlier 2014. This page shows conceptual design for new protected bikeway on Emerson and Fremont Avenues North. See A2, Long-Term Consideration with BRT. | 980 KB |
| Regional Solicitation Application Letter 2014.pdf | Letter of commitment of local match funds. | 404 KB |

Measure A: Project Location Relative to Jobs, Manufacturing and Education

Select all that apply:

Direct connection into, on an adjacent street, or within a Job Concentration

Direct connection into, on an adjacent street, or within a Manufacturing/Distribution Location

Direct connection into, on an adjacent street, or within an Educational Institution

Project provides a direct connection into, on an adjacent street, or within an existing local activity center identified in an adopted county or city plan Yes

City or County Plan Reference

The project intersects West Broadway and Lowry Avenues, commercial hubs that have been identified as focal points for development efforts and other improvements in West Broadway Alive (2008) and Lowry Avenue Strategic Plan (2010), appended to Minneapolis Plan for Sustainable Growth (2011). The latter identifies Emerson/Fremont at Lowry as a Neighborhood Commercial Node.

Response (Limit 700 characters; approximately 100 words)

A number of civic and nonprofit institutions are in or adjacent to the project, including Hennepin County Human Services Hub, North Regional Library and Minnesota Workforce Center.

Existing sidewalks and bus routes provide direct connections to downtown and Manufacturing/Distribution and Job Concentration Centers.

Upload Map

Regional-Economy-Map_Mpls-ped.pdf

Measure A: Cost Effectiveness

Existing Population Within One-Half Mile (Integer Only) 37406

Existing Employment Within One-Half Mile (Integer Only) 13683

Completed by Metropolitan Council Staff

Total Project Cost \$1,781,647.00

Cost Effectiveness for Population \$47.63

Cost Effectiveness for Employment

\$130.21

Upload Map

Population-Map_Mpls-ped.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.

The project improves walkability and pedestrian safety, goals referenced in the Minneapolis Plan for Sustainable Growth, Pedestrian Master Plan and Climate Action Plan, among other documents.

Proposed pedestrian improvements, including ADA ramps and curb extensions, will especially benefit elderly and disabled individuals, plus children and parents with strollers.

The protected bike lane will enhance equitable access to bicycling and provide associated economic and health benefits, a goal of the 2040 Transportation Policy Plan draft. When bicycle trips replace car trips in a neighborhood, all residents realize benefits in improved air quality and reduced noise. Delineators separating bicyclists from cars will encourage cyclists of all abilities, including children and elderly individuals.

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

Creating a safe bike connection to North Mississippi Regional Park (accessible by trail from the northern terminus of project), contributes to the 2040 Regional Parks Policy Plan goal of strengthen[ing] equitable usage of the Regional Parks system.

Minimal negative impacts are foreseen. Construction would be limited to part of one season. The decrease in non-motorized traffic would mitigate any impacts due to increased bicycle traffic. Further, an increased presence of pedestrians and cyclists would serve to put more eyes on the street, a crime-reduction factor.

Upload Map

Socioeconomic-Map_Mpls-ped.pdf

Measure B: Affordable Housing

| City/Township | Segment Length (Miles) |
|---------------|------------------------|
| Minneapolis | 4.5 |
| | 5 |

Total Project Length

| | |
|----------------------|-----|
| Total Project Length | 4.5 |
|----------------------|-----|

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 | 4.5 | 4.5 | 97.0 | 1.0 | 97.0 |
| | | 5 | 97 | 1 | 97 |

Affordable Housing Scoring - To Be Completed By Metropolitan Council Staff

| | |
|------------------------------|------|
| Total Project Length (Miles) | 4.5 |
| Total Housing Score | 97.0 |

Measure A: Gaps, Barriers and Continuity/Connections

The quality and accessibility of facilities for pedestrians/cyclists are lacking in the project area, with only a handful of ADA-compliant ramps. Many ramps are located at the curb corners, directing pedestrians, including wheelchair users, diagonally into the intersections, rather than directly across the street.

AADTs for Emerson Avenue range from 2,686 (Lowry/33rd) to 4,336 (18th/Broadway). Fremont AADTs range from 3,484 (29th/30th) and 5,604 (33rd/34th).

Major crossing street AADTs:

Dowling: 8,056 (at Humboldt)

Lowry: 14,769: (at Fremont)

Broadway: 20,280 (at Lyndale)

Plymouth: 14,710 (between Emerson and Fremont)

The intersections for improvement have been selected so, when bus stops associated with the BRT are built, the Emerson-Fremont corridor will boast eight 3- and 4-block stretches of ADA-compliant crossings:

Emerson and Fremont from 16th to Broadway, 24th to 26th, and 29th to Lowry

Fremont between 35th and Dowling, and 40th and 42nd.

On roads with most stretches exceeding 3,000 AADT, unsignalized intersections also constitute system gaps. On Emerson, only 6 of 18

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

intersections are signalized; on Fremont, just 9 of 29.

Pedestrian refuges will be added to three non-signalized Walking Routes for Youth intersections and also a block away from a signalized WRY. These four refuges will help mitigate multi-block gaps between signals.

Measure B: Project Improvements

Twenty-five crashes involving pedestrians occurred in the project area between 2010 and 2013.

Emerson and Fremont are busier streets, according to City Walking Routes for Youth, lacking pedestrian crossing signals. The majority of pedestrian ramps are dated and unsafe, directing wheelchair-users and others diagonally into intersections rather than directly across the street.

For the 12 blocks between Plymouth and 26th Ave. N, bike lanes are adjacent high-frequency bus lines; for the entire corridor, cyclists ride without barriers next to motorized vehicles. Under the current configuration, buses pull into bike lanes when picking up or dropping off passengers. Without improvements, the coming BRT line will increase potential for bus-bike conflicts.

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

Safety improvements for the project:

ADA-compliant ramps at 64 corners.

Curb extensions at 16 crossings, including four where crashes involving pedestrians occurred in 2010-13. Curb extensions reduce crossing time, increase pedestrian visibility, and calm traffic.

Four pedestrian refuges will be constructed, allowing children and disabled and elderly individuals a safe place to pause.

Audible pedestrian countdown timers will be installed at three intersections, two that are

designated as neighborhood Walking Routes for Youth (WRY) and one a block east of another WRY.

Bike delineators from Plymouth to 33rd Ave.

Measure A: Transit Connections

| | |
|---|---|
| Existing Routes Directly Connected to the Project | 5, 7, 14, 22, 30, 32, 721, 724 |
| Planned Transitways Directly Connected to the Project (alignment and mode determined and identified in the 2030 TPP) | West Broadway Avenue BRT, Emerson/Fremont Aves BRT |
| Existing Routes Indirectly Connected Within One-Half Mile of the Project | 5, 7, 14, 19, 22, 30, 32, 721, 724, 760, 761, 762, 763, 765, 766, 767, 768, 780, 781, 782, 783, 785, 789, 850, 852, 854, 865, 887 |
| Planned Transitways Indirectly Connected Within One-Half Mile of the Project (alignment and mode determined and identified in the 2030 TPP) | West Broadway Avenue BRT, Emerson/Fremont Aves BRT |
| Upload Map | Transit-Map_Mpls-ped.pdf |

Response

Met Council Staff Data Entry Only

| | |
|---|------------|
| Route Ridership Directly Connected | 1.198711E7 |
| Transitway Ridership Directly Connected | 8598400.0 |
| Route Ridership Indirectly Connected | 5576630.0 |
| Transitway Ridership Indirectly Connected | 0 |

Measure: Bicycle Connections

Unprotected bikeways now run between Plymouth and 33rd Avenue on Emerson (one-way north) and Fremont (one-way south), and both directions on Emerson between 33rd Avenue and 44th Avenue at Weber Park.

Bikeways that intersect the project, from the Minneapolis Bicycle Map:

Five on-street bikeways: 26th and 42nd Avenues North (both designated low-stress) and on Dowling, Lowry and Plymouth Avenues.

One off-street bike route: Victory Memorial Drive (part of the Grand Rounds Scenic Byway), which offers connection to North Mississippi Regional Park.

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

Three unmarked low-stress bike routes: on 16th, 21st, 33rd, 37th, and 42nd Avenues (42nd for the two blocks west of Emerson)

Located in a Tier 1 Bicycle Transport Corridor, the project will intersect the following planned bikeways, identified in the Minneapolis Bike Master Plan:

33rd Avenue Bike Boulevard

West Broadway Bikeway

Off-street trail on 26th Avenue North

Bikeways on 16th and 37th Avenue North

Measure: Multimodal Facilities

Reconfiguration of bike lanes on Emerson and Fremont between Plymouth and 33rd Avenue North will be a significant safety improvement for cyclists. These bikeways now run on the right side of one-way streets, in direct conflict with buses, which pull into bike lanes to pick up and drop off passengers. Delineators will be installed to physically shield cyclists from motorized traffic and impart more confidence in lesser-abled riders.

Improving the pedestrian network supports transit by allowing easier, safer access to the many bus routes in the neighborhood and the upcoming BRT. The specific pedestrian improvements noted below strengthen the corridor for all modes:

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

New ADA-compliant ramps will help reduce conflicts in intersections between pedestrians and bikes/motorized vehicles.

Curb extensions and pedestrian refuges, which allow pedestrians to occupy safe location close to traffic lanes, increase visibility to the benefit of all modes.

Since some cyclists also use transit, the bikeway improvements also provide cross-mode benefits.

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

100%

Layout or Preliminary Plan started Yes

50%

Layout or Preliminary Plan has not been started

0%

Anticipated date or date of completion 11/03/2017

3) Environmental Documentation (10 Percent of Points)

EIS

EA

PM Yes

Document Status:

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

Document submitted to State Aid for review 75%

Document in progress; environmental impacts identified 50%

Document not started Yes 0%

Anticipated date or date of completion/approval 04/15/2016

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: 02/15/2016

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

100%

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

100%

Right-of-way or easements required, offers made

75%

Right-of-way or easements required, appraisals made

50%

Right-of-way or easements required, parcels identified

25%

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

0%

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

0%

Anticipated date or date of acquisition

7)Railroad Involvement (25 Percent of Points)

No railroad involvement on project

Yes

100%

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

100%

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

60%

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

40%

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

0%

Anticipated date or date of executed Agreement

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

Construction plans completed/approved (include signed title sheet)

100%

Construction plans submitted to State Aid for review

75%

Construction plans in progress; at least 30% completion

50%

Construction plans have not been started

Yes

0%

Anticipated date or date of completion

12/01/2017

9)Letting

Anticipated Letting Date

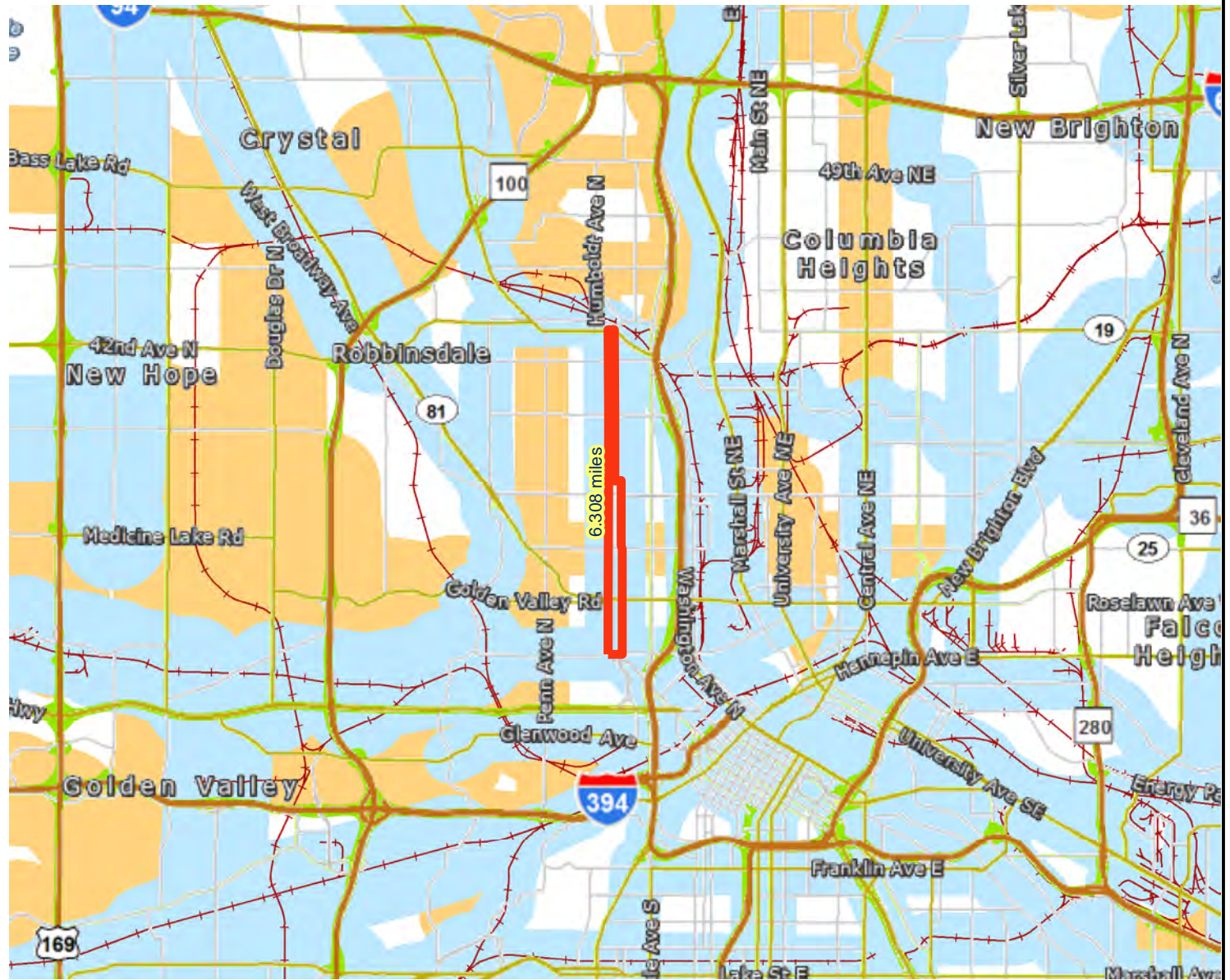
04/02/2018

RBTN Evaluation and Major Barriers

Pedestrian Facilities Project: Emerson and Fremont Avenues North | Map ID: 1415995948935

Results

Project IN TIER 1 Bicycle Transport Corridor.



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



Created: 11/14/2014
LandscapeRSA1

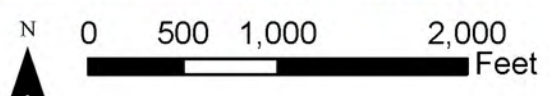


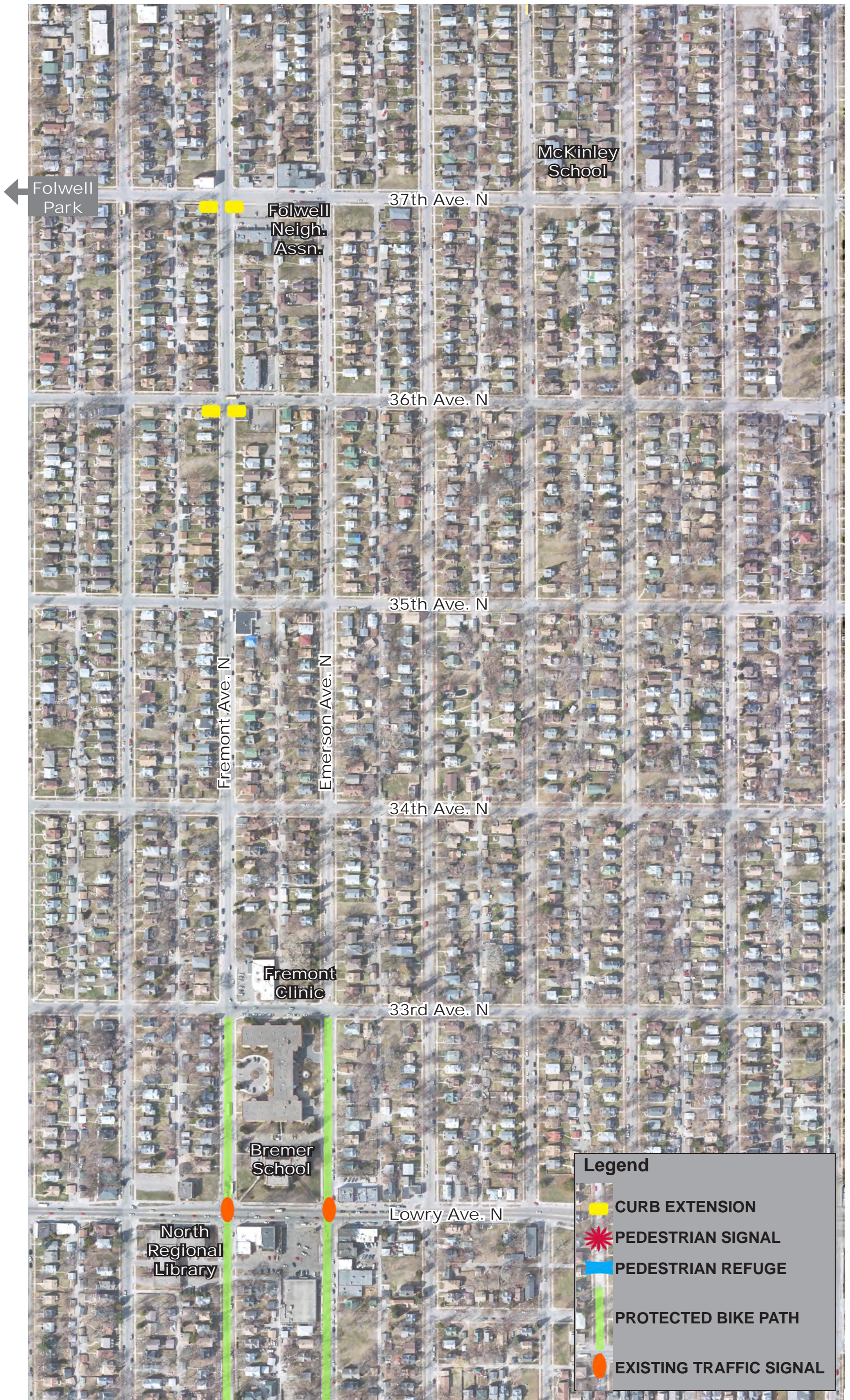
For complete disclaimer of accuracy, please visit
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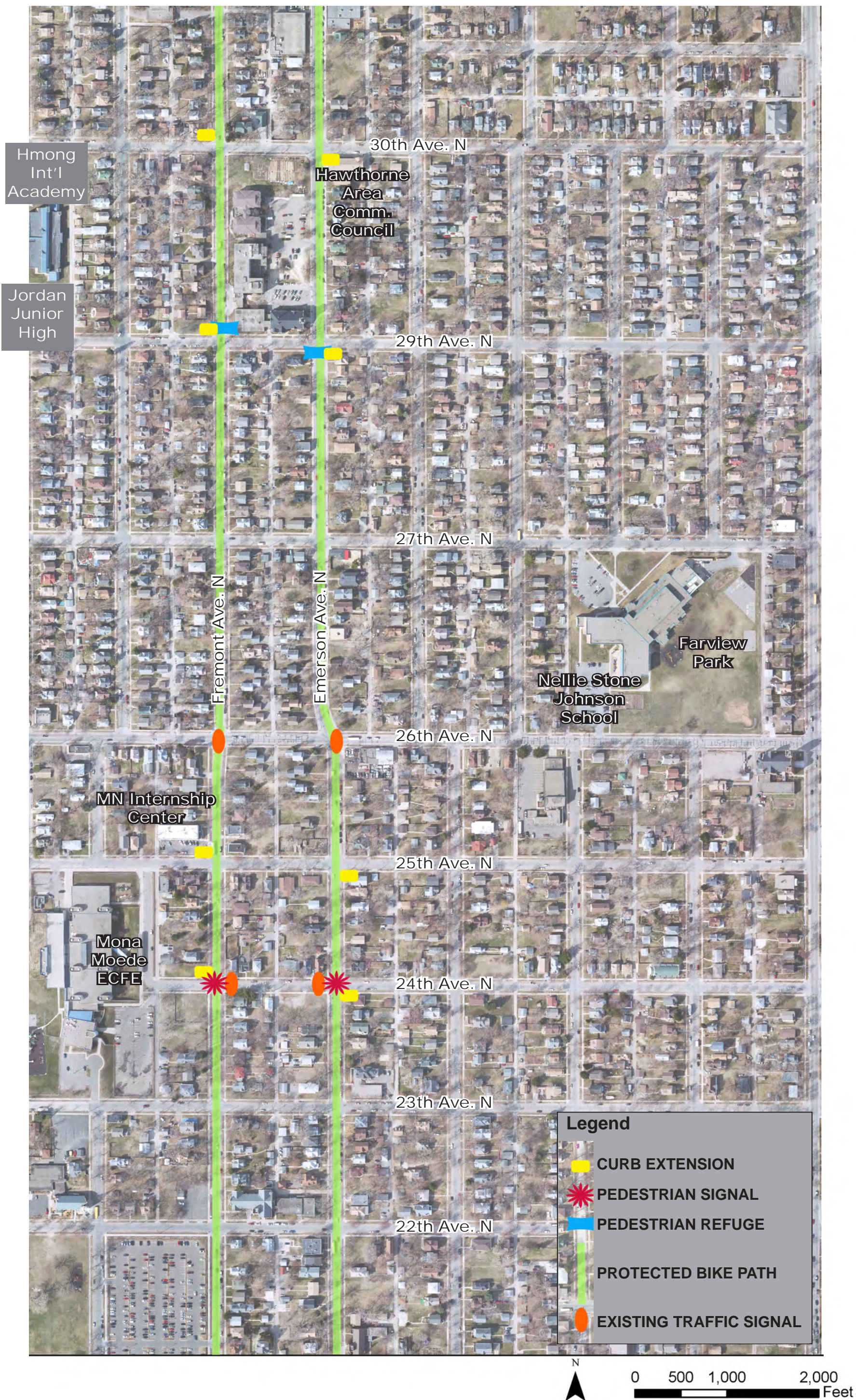




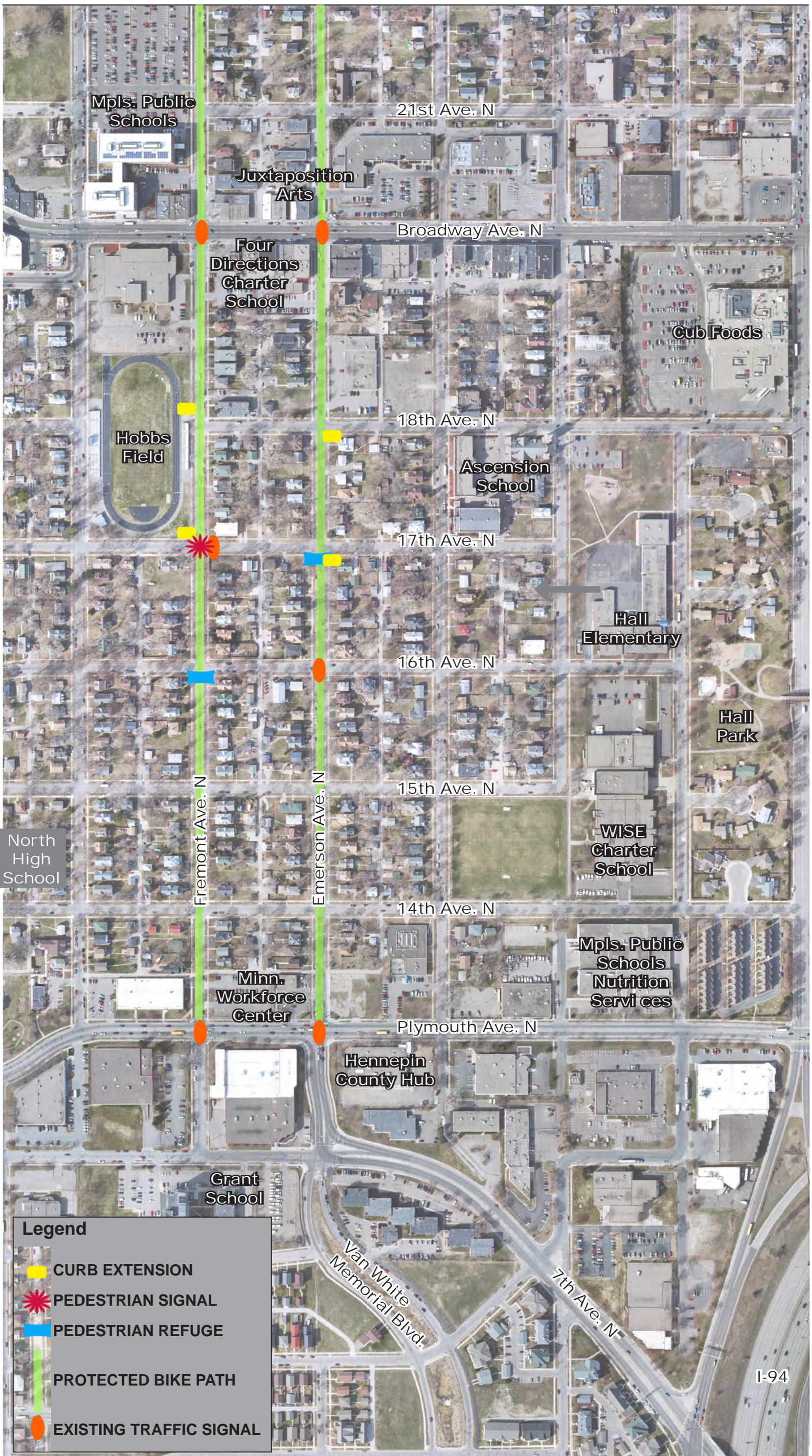
City of Minneapolis
 Pedestrian Facilities Improvements (map 1 of 4)



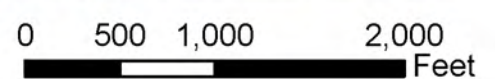




City of Minneapolis
 Pedestrian Facilities Improvements (map 3 of 4)



City of Minneapolis
 Pedestrian Facilities Improvements (map 4 of 4)



EMERSON/FREMONT AVE N - CONCEPT DESIGN 15

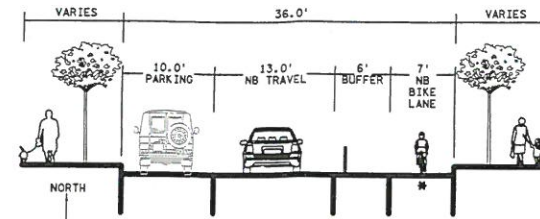
PROTECTED BIKE LANE CONNECTIONS REQUIRE FURTHER EVALUATION DURING PRELIMINARY ENGINEERING.

FREMONT AVE - EXISTING BUFFERED BIKE LANES
 1. ADD DELINEATORS TO THE EXISTING BUFFER.
 2. PROVIDING A PROTECTED BIKE LANE ON THE LEFT SIDE MAY PROVIDE BETTER COMPATIBILITY WITH FUTURE BRT BUS OPERATIONS.
 (CONCEPT B2)

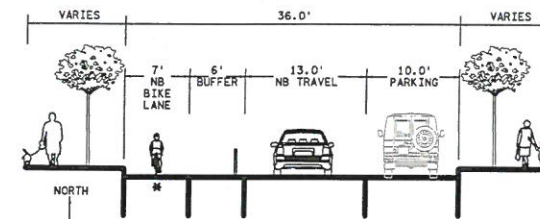
FUTURE ARTERIAL BUS RAPID TRANSIT CORRIDORS BUS STOP DESIGN AND SPACE REQUIREMENTS NEED TO BE CONSIDERED.

DEDICATED LEFT TURNS ARE NEEDED AT THE SIGNALS A SHORT DISTANCE OF PARKING CAN BE REMOVED TO CREATE A DE FACTO TURN LANE.

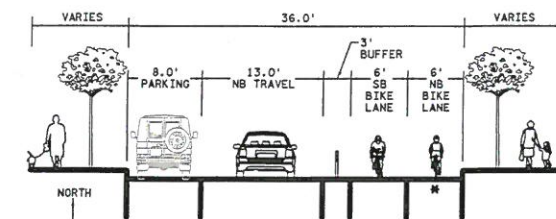
EMERSON AVE - A ONE-WAY PROTECTED BIKE FACILITY IS FEASIBLE. ONE-WAY PROTECTED FACILITY CREATED BY REMOVING TRAVEL LANE. (CONCEPT A1)
 CONSIDERATIONS:
 1. A DESIGN EXCEPTION IS REQUIRED FOR 1-TRAVEL LANE ON A ONE-WAY STREET.
 2. LONG TERM CONSIDERATION MAY INCLUDE PROVIDING A TWO-WAY BIKE FACILITY WITH BRT CORRIDOR. (CONCEPT A3)
 3. PROVIDING A PROTECTED BIKE LANE ON THE LEFT SIDE MAY PROVIDE BETTER COMPATIBILITY WITH FUTURE BRT BUS OPERATION. (CONCEPT A2)
 4. PROVIDE A SHORT DISTANCE OF PARKING REMOVAL IN APPROACH TO SIGNALIZED INTERSECTIONS TO ALL A DE FACTO TURN LANE OPERATION.



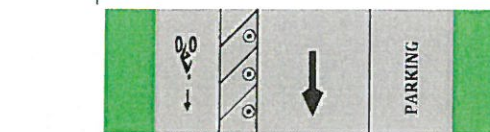
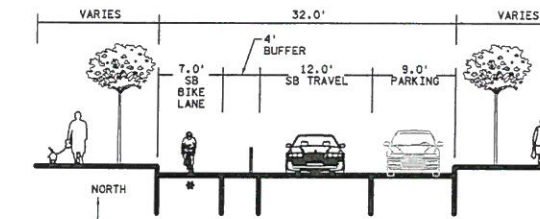
*2' GUTTER PAN / BITUMINOUS SEAMS
(A1) EMERSON AVE N - PLYMOUTH AVE N TO 33RD AVE N (NEAR TERM BIKE LANE)
 -DESIGN EXCEPTION REQUIRED



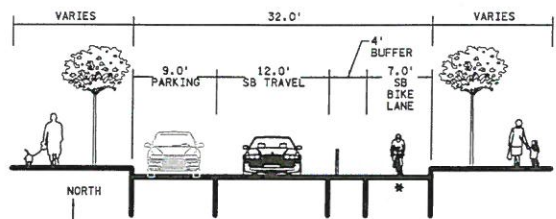
*2' GUTTER PAN / BITUMINOUS SEAMS
(A2) EMERSON AVE N - PLYMOUTH AVE N TO 33RD AVE N (LONG TERM CONSIDERATION WITH BRT)
 -DESIGN EXCEPTION REQUIRED



*2' GUTTER PAN / BITUMINOUS SEAMS
(A3) EMERSON AVE N - PLYMOUTH AVE N TO 33RD AVE N (LONG TERM CONSIDERATION WITH BRT)
 -DESIGN EXCEPTION REQUIRED



*2' GUTTER PAN / BITUMINOUS SEAMS
(B1) FREMONT AVE N - PLYMOUTH AVE N TO 33RD AVE N
 -PREEXISTING APPROVED DESIGN EXCEPTION REQUIRED



*2' GUTTER PAN / BITUMINOUS SEAMS
(B2) FREMONT AVE N - PLYMOUTH AVE N TO 33RD AVE N
 -PREEXISTING APPROVED DESIGN EXCEPTION REQUIRED

CONNECTION TO EMERSON AVE BIKE BLVD AT 33RD AVE REQUIRES BICYCLIST TO BE ON THE RIGHT SIDE OF STREET TO ACCESS THE HALF CLOSER TO THE NORTH SIDE OF INTERSECTION.

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

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 Minneapolis, MN 55415
 612.758.3080 MAIN
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PROTECTED BIKEWAYS FEASIBILITY ANALYSIS
 EMERSON/FREMONT AVE N
 PREFERRED ALTERNATIVE
 CORRIDOR 15



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.

Regional Economy

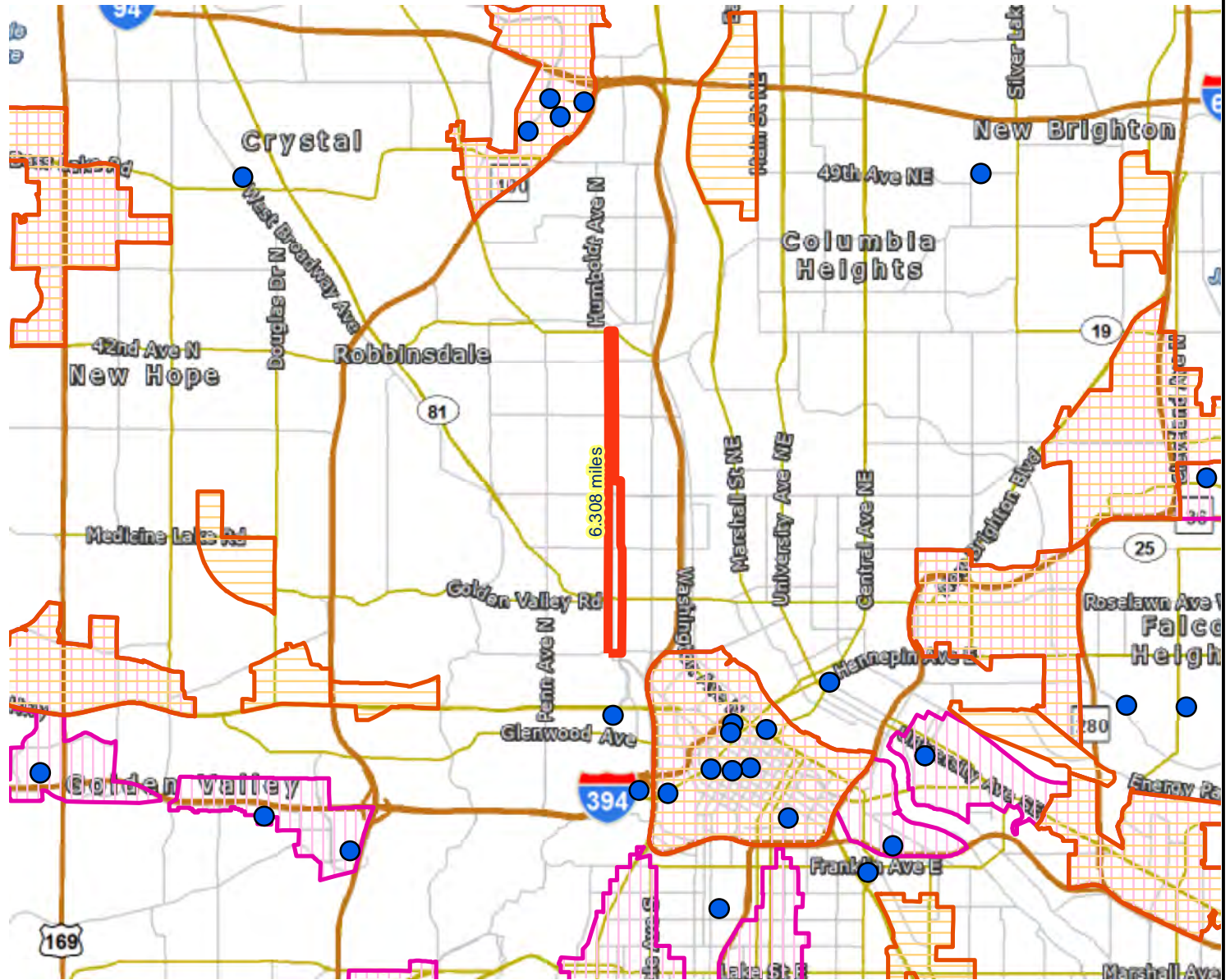
Pedestrian Facilities Project: Emerson and Fremont Avenues North | Map ID: 1415995948935

Results

Project **NOT IN** area of Job Concentration.

Project **NOT IN** to area of Manufacturing and Distribution.

Project **NOT CONNECTED** to area of Education Institutions.



- Project
- PostSecondary Education Centers
- Manufacturing/Distribution Centers
- Job Concentration Centers



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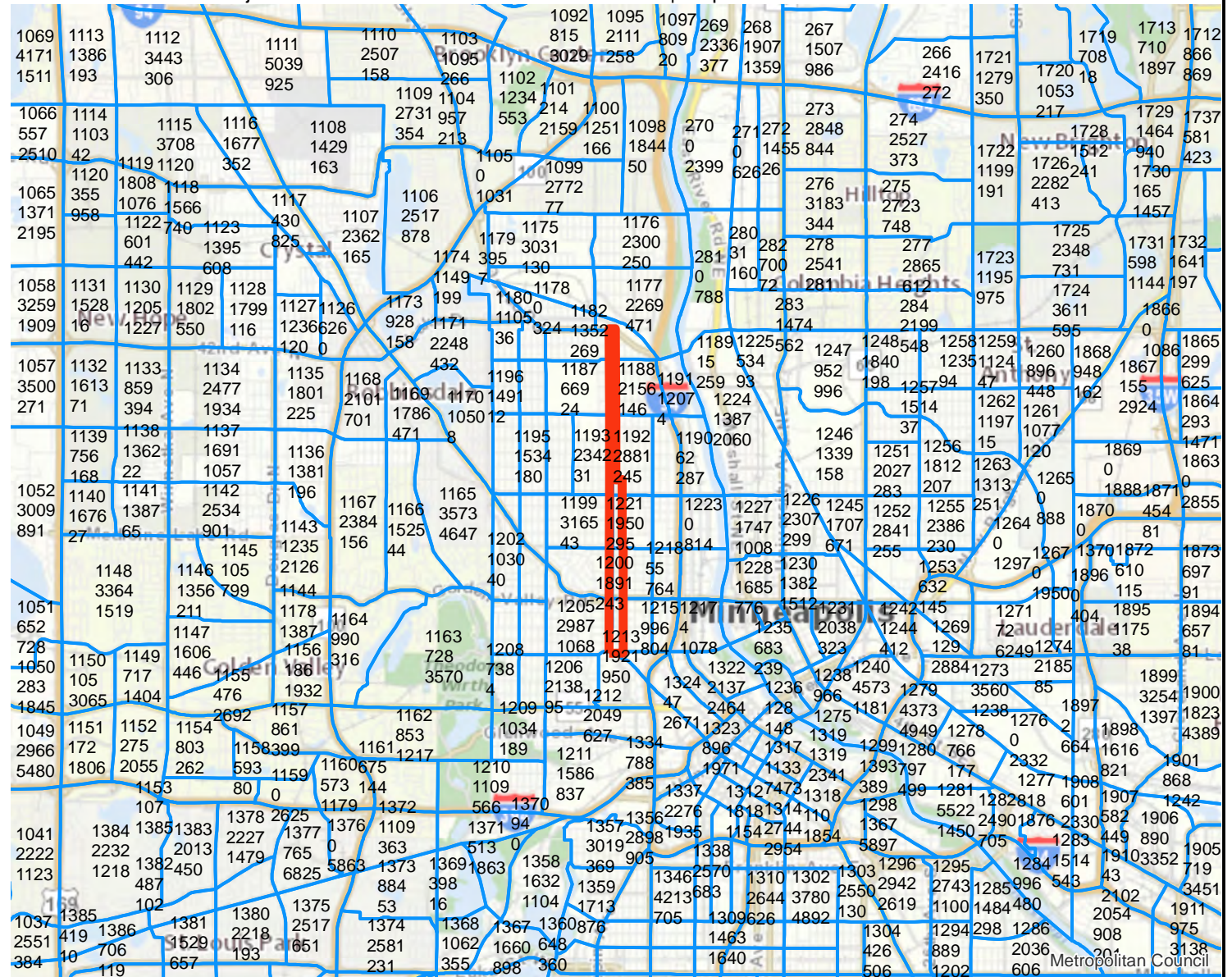


Population Summary

Pedestrian Facilities Project: Emerson and Fremont Avenues North | Map ID: 1415995948935

Results

Within HALF Mile of project:
 Total Population: 37406
 Total Employment: 13683



 Project
 2010 TAZ



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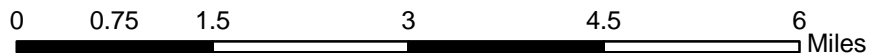
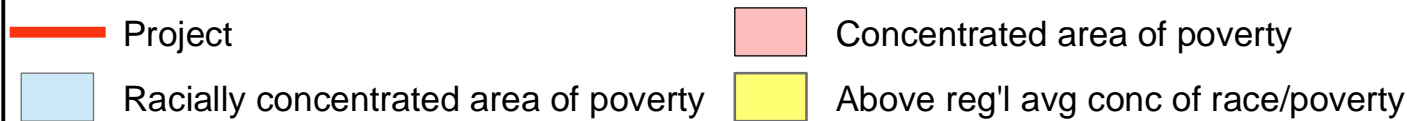
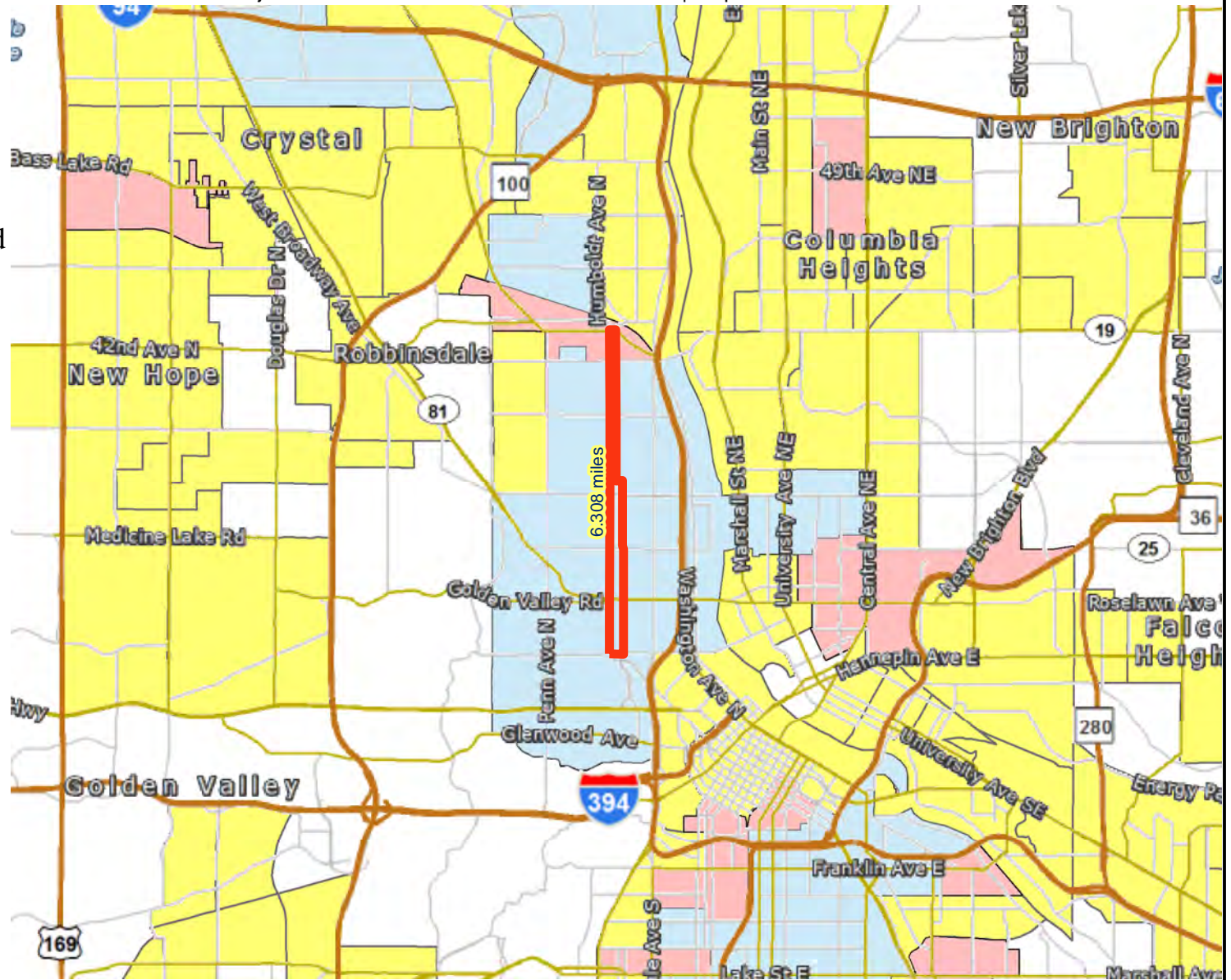


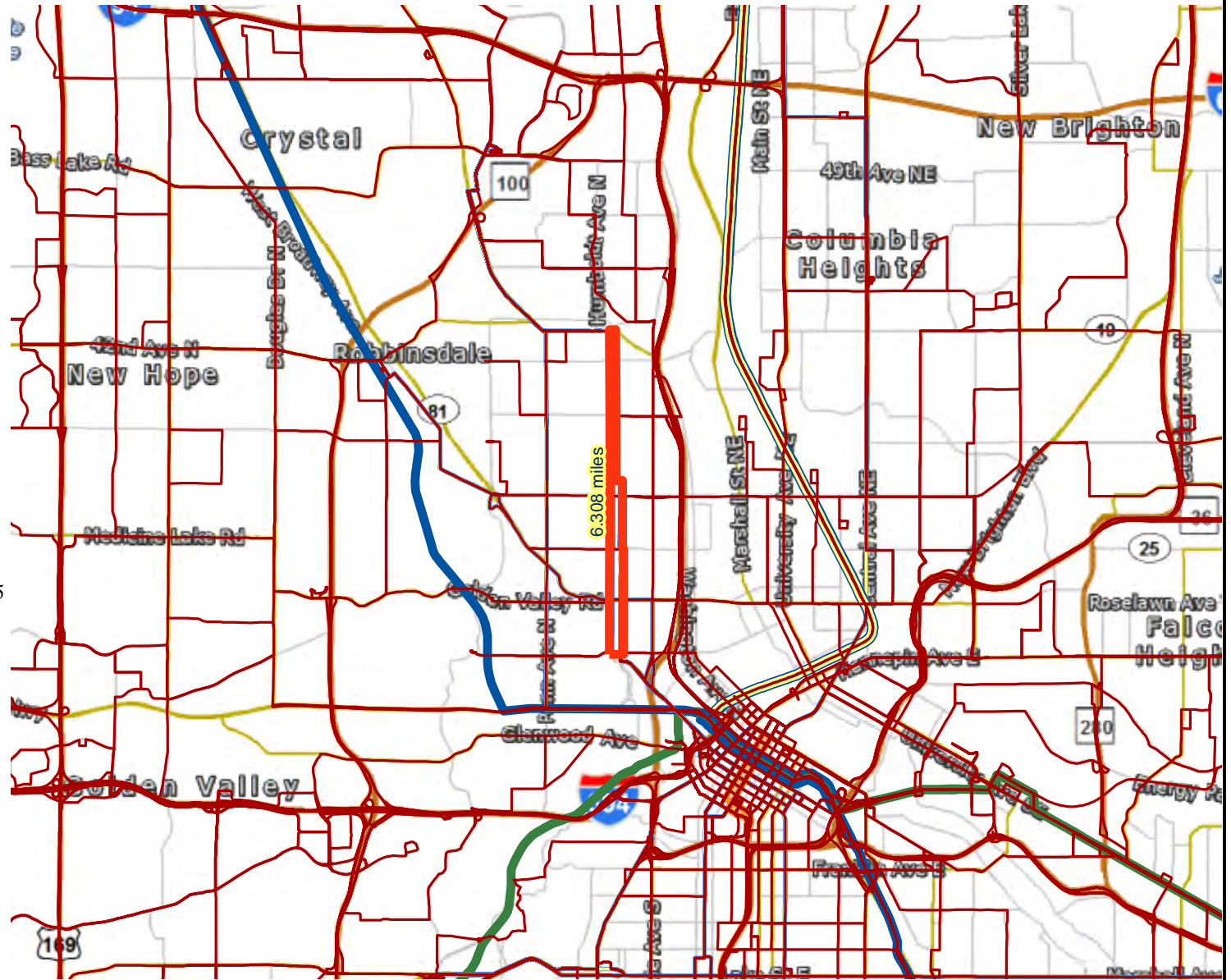
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Results

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





Results

Transit with a Direct Connection to project:

5 7 14 22 30 32 721 724

- *West Broadway
- *Chicago-Fremont

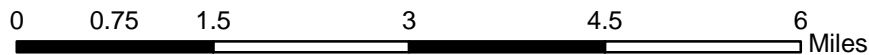
Transit within HALF mile of project:

5 7 14 19 22 30 32 721 724 760 761
762 763 765 766 767 768 780 781 782 783 785
789 850 852 854 865 887

- *West Broadway
- *Chicago-Fremont

*indicates Planned Alignments

| | | | | |
|----------------|-------------------|----------------|---------------------------|----------------------------------|
| Project | Transitway | Green Line | Planned Alignments | Light Rail, Blue Line Extension |
| Transit Routes | Blue / Green Line | Northstar Line | Arterial BRT | Light Rail, Green Line Extension |
| | Blue Line | | BRT, Orange Line | |



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LandscapeRSA3



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