



Application

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

02219 - North Loop Pedestrian Improvements

Regional Solicitation - Bicycle and Pedestrian Facilities

Status: Submitted  
Submitted Date: 12/01/2014 3:35 PM

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## Primary Contact

**Name:\*** Steven Hay  
Salutation First Name Middle Name Last Name

**Title:** Transportation Planner

**Department:** Public Works

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309 2nd Avenue South  
Room 300

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

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

**Fax:** 612-673-2048

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

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## Organization Information

**Name:** MINNEAPOLIS,CITY OF

**Jurisdictional Agency (if different):**

**Organization Type:** City  
**Organization Website:** <http://www.ci.minneapolis.mn.us/>  
**Address:** DEPT OF PUBLIC WORKS  
309 2ND AVE S #300  
  
\* MINNEAPOLIS Minnesota 55401  
City State/Province Postal Code/Zip  
**County:** Hennepin  
**Phone:\*** 612-673-3884  
Ext.  
**Fax:**  
**PeopleSoft Vendor Number** 0000020971A2

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## Project Information

**Project Name** North Loop Pedestrian Facilities  
**Primary County where the Project is Located** Hennepin  
**Jurisdictional Agency (If Different than the Applicant):**

The North Loop Pedestrian Facilities project will improve intersections with a combination of curb extensions, pedestrian crossing medians, pedestrian signalization, ADA compliant curb ramps, durable crosswalk markings, street lighting, street furnishings (e.g., greening, benches, trash receptacles, and bicycle racks) and upgrades to existing signals to add leading pedestrian intervals (see Figure 1). These improvements will be added to the intersections along 1st Street North, 2nd Street North, 3rd Street North, and 4th Street North, which are classified as collectors or local roadways.

The North Loop neighborhood is characterized by historic warehouse buildings, loading docks, and streets with brick pavers. In the late 1990s residential development experienced a rebound, with hundreds of converted lofts and new high density apartments and condos. Today the North Loop is a trendy downtown neighborhood for young professionals and empty nesters. The emergence of the North Loop neighborhood as a complete community where people can live, work, shop, go to school, and recreate has increased the pedestrian and bicycle traffic and need for improvements. For example, the North Loop has a walkscore of 95 out of 100 indicating a high density of destinations. Thus, the project will improve connectivity and safety to establish the North Loop as a primary living destination where automobiles are not needed.

The project will improve safety for pedestrians and bicyclists by improving pedestrian/bicyclists crossings at 23 intersections. These improvements are needed as a result of pedestrian/bike crashes in the project area (three crashes between 2009-2013). More importantly, this project will improve access to the Cedar Lake and Grand Rounds

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

Regional Trails. Furthermore, the project improves access for the riders of the many transit routes providing service to the project area, because transit users typically walk to connect between the bus stop and their destinations. Additionally, the project improves access to Target Field Station (connects to Green Line, Blue Line, Northstar Commuter Rail, and the future Green Line Extension) three blocks away.

Finally, the project will improve pedestrian and bicycle access within an identified Job Concentration, Manufacturing/Distribution Center, and Educational Institutions. The project areas population is above the regional average for people of color, and the project will improve access for populations living in an RCAP one block north of the project.

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

**Project Length (Miles)** 2.4

**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.*

North Loop Small Area Plan, 2010 (pages 1, 14, 15, 58-65, 88)

**Connection to Local Planning**

Access Minneapolis: The Ten-Year Transportation Action Plan, Minneapolis Pedestrian Master Plan, 2009 (pages 4, 46-49, B-5, B-8, C-15)

**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** \$868,000.00

Minimum of 20% of project total

**Project Total** \$1,868,000.00

**Match Percentage** 46.47%

Minimum of 20%

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

**Source of Match Funds** City of Minneapolis

**Preferred Program Year**

**Select one:** 2018

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## Project Information

**County, City, or Lead Agency** City of Minneapolis

**Zip Code where Majority of Work is Being Performed** 55401

**(Approximate) Begin Construction Date** 03/31/2018

**(Approximate) End Construction Date** 11/01/2018

### LOCATION

**From:**  
**(Intersection or Address)** 1st Avenue (1st, 2nd, 3rd, and 4th Streets)

*Do not include legal description;*

*Include name of roadway if majority of facility runs adjacent to a single corridor.*

**To:**  
**(Intersection or Address)** 10th Avenue (1st, 2nd, 3rd, and 4th Streets)

**Type of Work** Ped ramps, striping, medians, lighting, signals

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

### BRIDGE/CULVERT PROJECTS

**(If Applicable)**

**Old Bridge/Culvert?** No

**New Bridge/Culvert?** No

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

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## Specific Roadway Elements

### CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES

	<b>Cost</b>
Mobilization (approx. 5% of total cost)	\$95,000.00
Removals (approx. 5% of total cost)	\$102,000.00
Roadway (grading, borrow, etc.)	\$0.00

Roadway (aggregates and paving)	\$95,000.00
Subgrade Correction (muck)	\$0.00
Storm Sewer	\$75,000.00
Ponds	\$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	\$345,000.00
Traffic Control	\$50,000.00
Striping	\$0.00
Signing	\$0.00
Lighting	\$0.00
Turf - Erosion & Landscaping	\$75,000.00
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	\$320,000.00
<b>Totals</b>	<b>\$1,157,000.00</b>

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## Specific Bicycle and Pedestrian Elements

<b>CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES</b>	<b>Cost</b>
Path/Trail Construction	\$0.00
Sidewalk Construction	\$270,000.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$0.00
Pedestrian Curb Ramps (ADA)	\$161,000.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	\$185,000.00
Pedestrian-scale Lighting	\$0.00
Streetscaping	\$35,000.00
Wayfinding	\$0.00
Bicycle and Pedestrian Contingencies	\$0.00
Other Bicycle and Pedestrian Elements	\$60,000.00

Totals

\$711,000.00

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## 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
<b>Totals</b>	<b>\$0.00</b>

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## Transit Operating Costs

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

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## Totals

Total Cost	\$1,868,000.00
Construction Cost Total	\$1,868,000.00
Transit Operating Cost Total	\$0.00

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## Requirements - All Projects

### All Projects

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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## **Requirements - Bicycle and Pedestrian Facilities Projects**

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

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

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

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

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

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

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

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

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

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



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

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

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

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

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

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## Other Attachments

File Name	Description	File Size
Figure1_NorthLoop_PedImprovements.pdf	Pedestrian Improvements Map (Figure 1)	486 KB
RBTN Map.pdf	RBTN Map	1.5 MB
Regional Solicitation Application Letter 2014.pdf	Letter of commitment of local match funds.	404 KB

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## 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 Yes

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

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

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

Response (Limit 700 characters; approximately 100 words) The Warehouse District, located along Hennepin and 1st Avenues, is a designated Activity Center in the Minneapolis Plan for Sustainable Growth (2009).

Upload Map Regional Economy Map.pdf

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## Measure A: Cost Effectiveness

Existing Population Within One-Half Mile (Integer Only)	19403
Existing Employment Within One-Half Mile (Integer Only)	115558
<b>Completed by Metropolitan Council Staff</b>	
Total Project Cost	\$1,868,000.00
Cost Effectiveness for Population	\$96.27
Cost Effectiveness for Employment	\$16.17
Upload Map	Population Map.pdf

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

Select one:

Project located in Racially Concentrated Area of Poverty

Project located in Concentrated Area of Poverty

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

Yes

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 is located within census tracts above the regional average for people of color. A Racially Concentrated Area of Poverty (RCAP) is located one block north of the project area. Residents of the RCAP can reach the Job Concentration in which the project is located on foot or travel through the North Loop to reach downtown Minneapolis and Target Field Station, a major transit hub. People of color, as well as people with low incomes and disabilities, would benefit from the project which will provide safe access to jobs for those reliant on walking, biking or transit for transportation. Additionally, the project will enhance the pedestrian network, which would benefit people of color by improving access to regional trails.

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

The Minneapolis Public Housing Authority is located at 1001 Washington Avenue and provides a public housing resource center and Section 8 vouchers. The project will improve access for low-income people to safely reach the service center on foot, bike or by transit.

Furthermore, the project will benefit people with disabilities and the elderly by providing improved safe crossings and ADA-compliant curb ramps.

Upload Map

SocioEconomic Map.pdf

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## Measure B: Affordable Housing

City/Township	Segment Length (Miles)
Minneapolis	2.0
Minneapolis	0.4
	<b>2</b>

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## Total Project Length

Total Project Length

2.4

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

City/Township	Segment Length (Miles)	Total Length (Miles)	Score	Segment Length/Total Length	Housing Score Multiplied by Segment percent
Minneapolis	2.4	2.4	97.0	1.0	97.0
		<b>2</b>	<b>97</b>	<b>1</b>	<b>97</b>

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

Total Project Length (Miles)	2.4
Total Housing Score	97.0

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

The project is located within a Tier 1 Bicycle Transport Corridor and within a designated Activity Center. The presence of the Mississippi River and I-94 constrain the geography, such that pedestrians and bicyclists are funneled through the North Loop. Currently there are few enhanced crossings which provide signalized crossings for pedestrians within this high-density area of mixed uses. The project will address these gaps in the pedestrian network by improving crossings with a combination of curb extensions, pedestrian signals, crosswalk markings, and upgrades to existing signals to include leading pedestrian indicators.

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

The long blocks of the North Loop provide limited opportunities to cross at an intersection, which is particularly problematic along 4th Street since 8th Avenue does not cross under the ramps to I-94. This configuration makes the pedestrian connections at 10th Avenue and 7th Avenue especially critical.

A railroad trench below street level (see Figure 1) creates a barrier in the network. First Street North, 2nd Street North, and Washington Avenue provide the only crossings between the I-94 ramps and the Mississippi River. Therefore, the pedestrian crossings at 1st and 2nd Street North provide essential links in the network.

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## Measure B: Project Improvements

According to MnCMAT, there were two vehicle/bike crashes and one vehicle/pedestrian crash between 2009-2013 in the project area. The existing intersections are unsafe for pedestrians and bicyclists, because many intersections are unsignalized. Improvements are needed to enhance pedestrian and bicyclist safety (vehicles must also yield to bikes in crosswalks).

The project improvements include a combination of the following, with pedestrian/vehicle crash reduction factors as reported in Minnesotas Best Practices for Pedestrian/Bicycle Safety:

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

- Curb extensions (reduces crossing distance and improves visibility (39 to 46 percent crash reduction
- Pedestrian signals (rectangular rapid flashing beacons, 78 percent yield rate)
- Crosswalk markings (improve visibility)
- Pedestrian medians (refuge islands for mid-block crossings recommended for multi-lane roads more than 10,000 vehicles per day; results in a 39 to 46 percent crash reduction)
- Upgrades to existing signals to include leading pedestrian intervals (allow pedestrians to start crossing before turning vehicles and results in up to 60 percent crash reduction)

These improvements will help improve year-round pedestrian safety and improve yielding compliance.

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## Measure A: Transit Connections

Existing Routes Directly Connected to the Project

3, 4, 6, 7, 11, 12, 14, 18, 25, 61, 141, 552, 553, 578, 664, 667, 668, 671, 672, 673, 674, 677, 679, 690, 691, 692, 697, 698, 699, 721, 724, 742, 747, 760, 761, 762, 763, 765, 766, 767, 768, 772, 774, 776, 777, 780, 781, 782, 783, 785, 789, 790, 793, 795, 824, 850, 852, 854, 865, 887, 888-Northstar Commuter Rail, METRO Blue Line, METRO Green Line

<b>Planned Transitways Directly Connected to the Project (alignment and mode determined and identified in the 2030 TPP)</b>	Southwest LRT (METRO Green Line Extension), Bottineau LRT (METRO Blue Line Extension), Nicollet Avenue Arterial BRT
<b>Existing Routes Indirectly Connected Within One-Half Mile of the Project</b>	3, 4, 5, 6, 7, 9, 10, 11, 12, 14, 17, 18, 19, 20, 22, 25, 39, 59, 61, 94, 133, 134, 135, 141, 146, 156, 250, 261, 263, 264, 270, 288, 353, 355, 365, 375, 452, 460, 464, 465, 467, 470, 472, 475, 476, 477, 478, 479, 490, 491, 492, 535, 552, 553, 554, 558, 568, 578, 587, 588, 589, 597, 643, 649, 663, 664, 667, 668, 670, 671, 672, 673, 674, 675, 677, 679, 684, 690, 691, 692, 697, 698, 699, 721, 724, 742, 747, 755, 758, 760, 761, 762, 763, 764, 756, 765, 766, 767, 768, 772, 774, 776, 777, 780, 781, 782, 783, 785, 789, 790, 793, 795, 824, 825, 850, 852, 854, 865, 887, 888-Northstar Commuter Rail, METRO Blue Line, METRO Green Line
<b>Planned Transitways Indirectly Connected Within One-Half Mile of the Project (alignment and mode determined and identified in the 2030 TPP)</b>	I-35W BRT (METRO Orange Line Extension), Southwest LRT (METRO Green Line Extension), Bottineau LRT (METRO Blue Line Extension), Central Avenue Arterial BRT, Nicollet Avenue Arterial BRT, West Broadway Avenue BRT, Chicago Ave BRT, Emerson/Fremont Aves BRT
<b>Upload Map</b>	Transit Map.pdf

## Response

*Met Council Staff Data Entry Only*

<b>Route Ridership Directly Connected</b>	4.7577414E7
<b>Transitway Ridership Directly Connected</b>	2.64E7
<b>Route Ridership Indirectly Connected</b>	2.439753E7
<b>Transitway Ridership Indirectly Connected</b>	1.83744E7

## Measure: Bicycle Connections

The City of Minneapolis Bicycle Master Plan identifies the Cedar Lake Regional Trail, which runs through the North Loop in a trench below street grade (see Figure 1) as a Principal Arterial Bikeway. The estimated daily traffic for this trail in 2013 was 2,900 users per day near Target Field. This trail provides a connection from West River Parkway to the extensive regional trail network and Grand Rounds National Scenic Byway trails. The plan identifies a future planned Cedar Lake Trail connection across the Mississippi River.

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

The James I. Rice Parkway/West River Parkway trails are also identified in the Master Plan. This trail system also connects to the Grand Rounds trail system and has an estimated daily traffic of 1,410 users per day near Hennepin Avenue.

The Plan also identifies 2nd Street, 4th Avenue, and segments of 10th Avenue, 5th Avenue, and 3rd Avenue as existing on-street bicycle facilities. On-street bicycle facilities are planned but not programmed for 1st Avenue, 2nd Avenue, and remaining segments of the streets mentioned above. When complete, these streets will provide a network of Collector and Arterial bikeways.

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## Measure: Multimodal Facilities



The project will safely integrate all modes by improving pedestrian and bicyclist facilities, reducing crashes with motorists, and improving streetscaping to benefit livability. The project improvements will benefit bicyclists, since state law requires motorists to yield to bicyclists crossing at crosswalks. Additionally, the improvements will benefit cyclists destined for the Cedar Lake Trail which runs in a trench below street level. The only access points to the trail are just north of 1st Street or at James I. Rice Parkway.

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

The North Loop provides connections to many transit routes and hubs, current transitways accessible at Target Field Station, and future planned transitways. Pedestrian improvements will improve the travel experience, safety, and security of transit riders who walk to get to and from bus stops, their final destinations, or to reach connecting routes. Improved pedestrian connectivity provides the last mile connection for transit users, including employees traveling to work or residents of the high density housing within the North Loop. The North Loop Small Area Plan identifies a vision for the North Loop as a complete community where people can live, work, and shop, and live car-free by choice. An enhanced pedestrian network will help fulfill this vision by providing links between modes.

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## Transit Projects Not Requiring Construction

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

[Check Here if Your Transit Project Does Not Require Construction](#)

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## Measure A: Risk Assessment

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

Meetings or contacts with stakeholders have occurred

100%

Stakeholders have been identified

Yes

40%

Stakeholders have not been identified or contacted

0%

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

Layout or Preliminary Plan completed

100%

Layout or Preliminary Plan started

50%

Layout or Preliminary Plan has not been started

Yes

0%

Anticipated date or date of completion

06/01/2016

**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

02/01/2016

**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

80%

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

40%

**Unknown impacts to historic/archaeological resources** Yes

0%

**Anticipated date or date of completion of historic/archeological review:** 12/01/2015

**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%

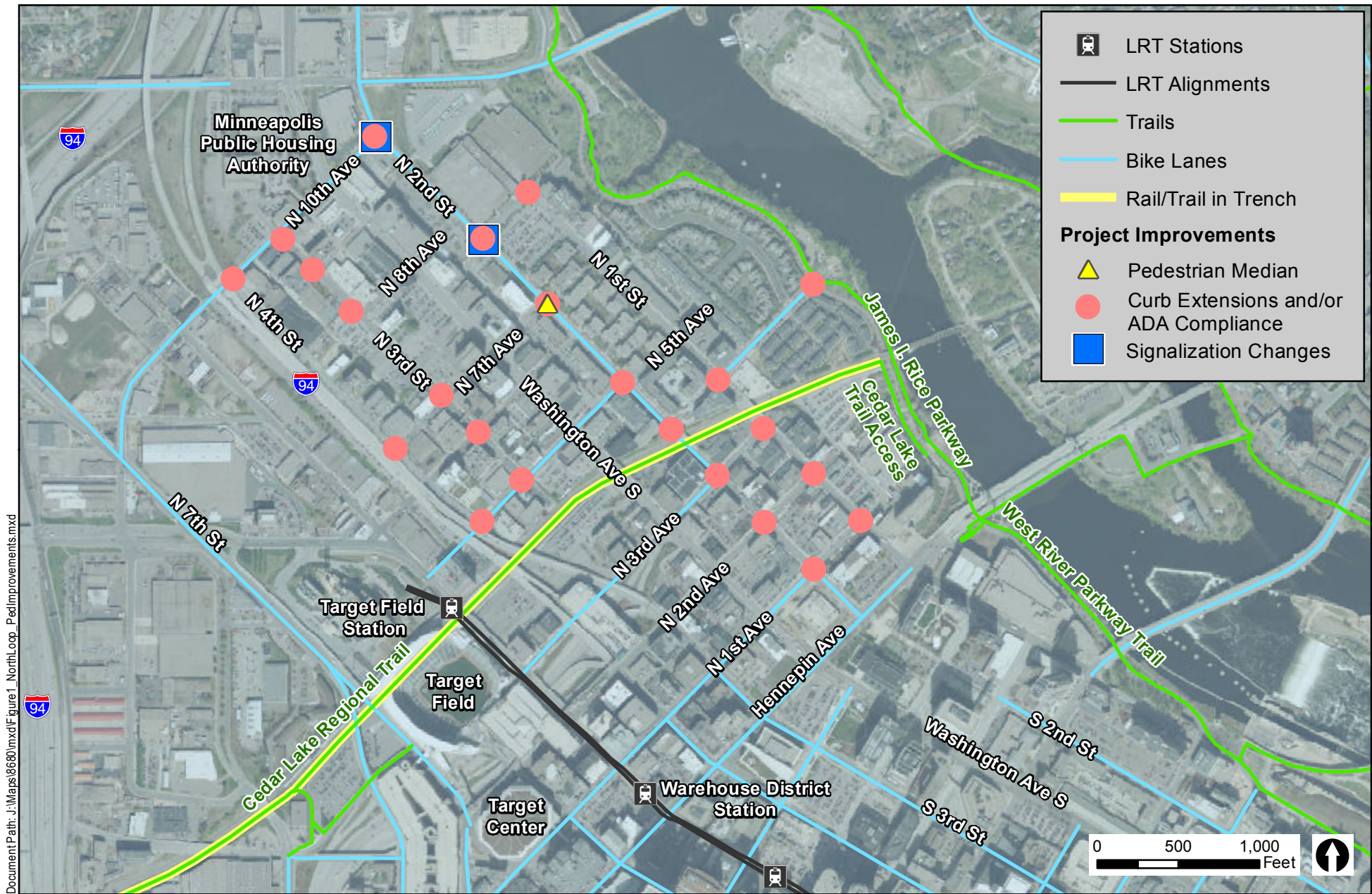
Construction plans have not been started Yes

0%

Anticipated date or date of completion 06/01/2017

**9)Letting**

Anticipated Letting Date 02/01/2018



Document Path: J:\Maps\8680\mxd\Figure 1\_NorthLoop\_PedImprovements.mxd

## Proposed Improvements

North Loop Pedestrian Facilities  
 City of Minneapolis, MN

Figure 1

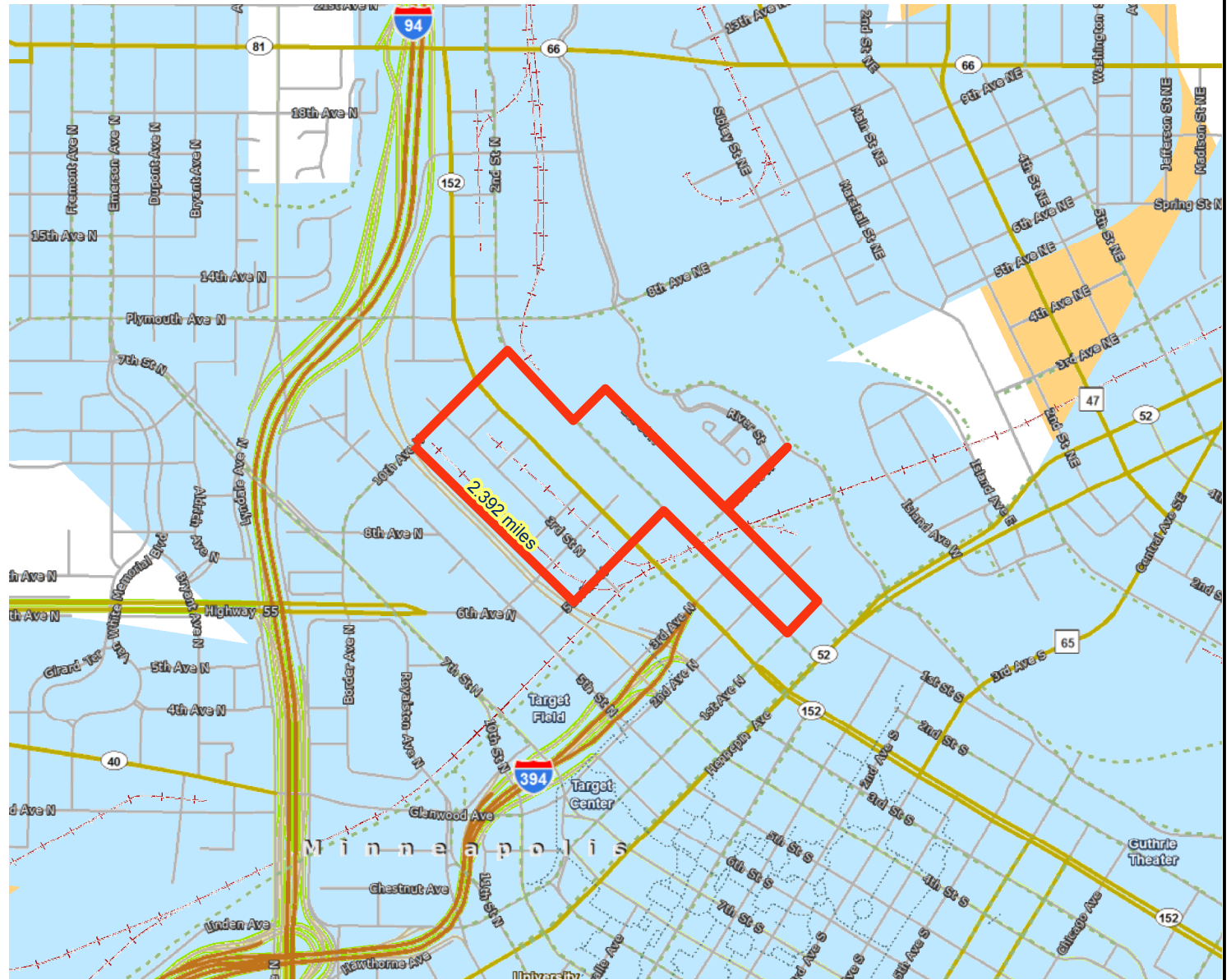


# RBTN Evaluation and Major Barriers

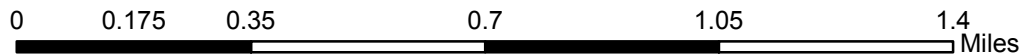
Pedestrian Facilities Project: North Loop Ped Facilities | Map ID: 1417032202729

## Results

Project IN TIER 1 Bicycle Transport Corridor.



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



Created: 11/26/2014  
LandscapeRSA1



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**Minneapolis**  
City of Lakes

**Department of  
Public Works**

Steven A Kotke, P.E.  
City Engineer  
Director

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Minneapolis MN 55415

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December 1, 2014

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

**RE: 2014 Regional Solicitation Applications**

Dear Ms. Koutsoukos,

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

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

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

*On roll call, the result was:*

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

*Noes: (0)*

*Absent: Glidden (1)*

*The report was adopted.*

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

Thank you for the opportunity to submit these applications.

Sincerely,

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





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

**Date:** November 10, 2014

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

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

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

### Recommendation:

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

### Previous Directives:

- None

### Department Information:

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

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

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

### Reviews

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



## Financial Impact

Action is within the Business Plan

## Community Impact

Living Well: Minneapolis is safe and livable and has an active and connected way of life.

Great Places: Natural and built spaces work together and our environment is protected.

A City that Works: City government runs well and connects to the community it serves.

## Supporting Information

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

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

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

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

## Regional Solicitation Programs

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

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

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

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

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

Details of the 9 proposed projects are described below.

### **Roadways including Multimodal Elements**

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

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

#### **Broadway Street NE**

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

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

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

### **Bicycle and Pedestrian Facilities**

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

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

#### U of M Protected Bikeways

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

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

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

#### North Loop Pedestrian Improvements

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

#### Emerson and Freemont Avenues North

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

#### High School Transit Connections

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

# Regional Economy

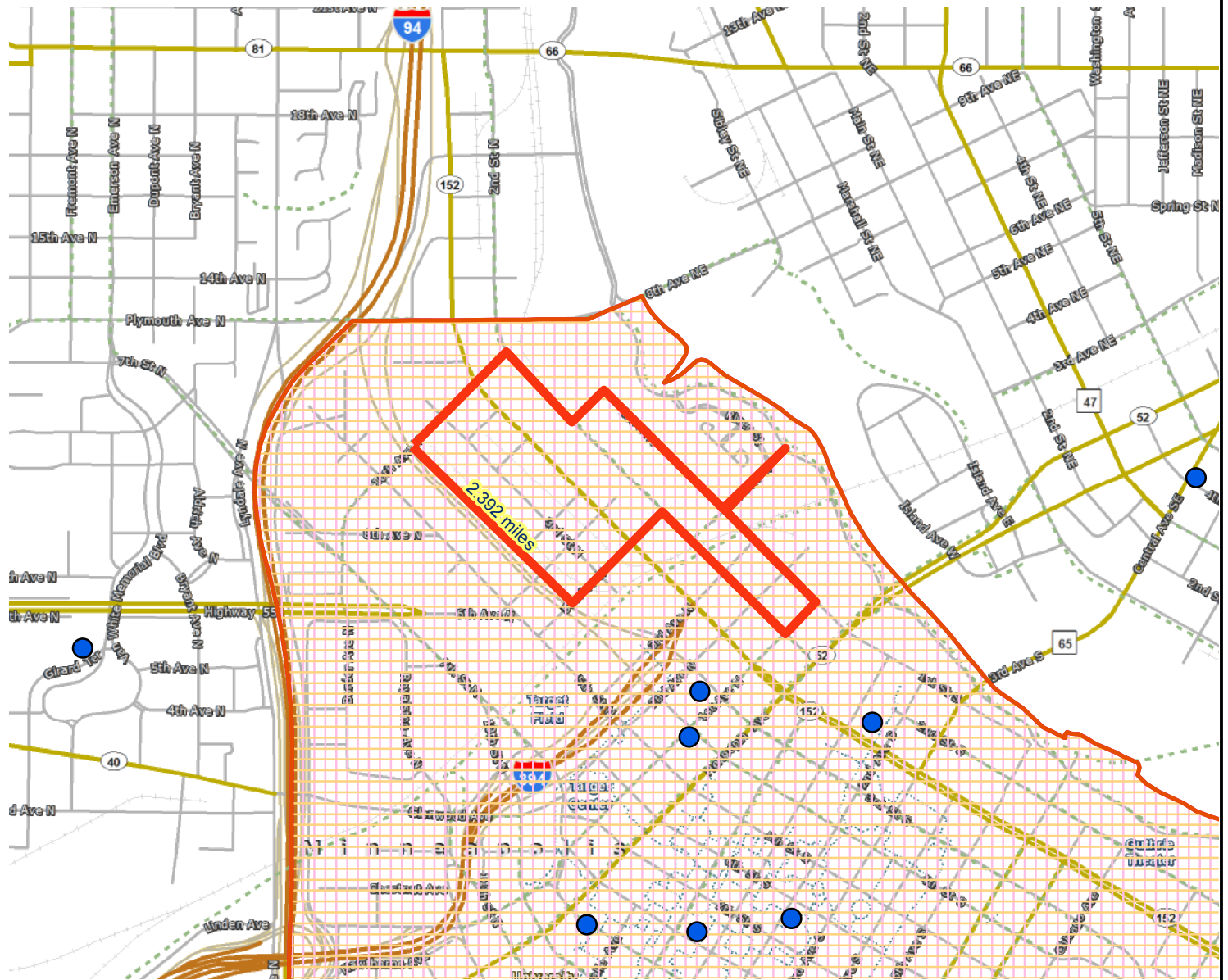
Pedestrian Facilities Project: North Loop Ped Facilities | Map ID: 1417032202729

## Results

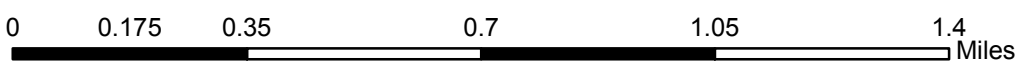
Project **IN** area of Job Concentration.

Project **IN** area of Manufacturing and Distribution.

Project **CONNECTED** to area of Education Institutions.



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



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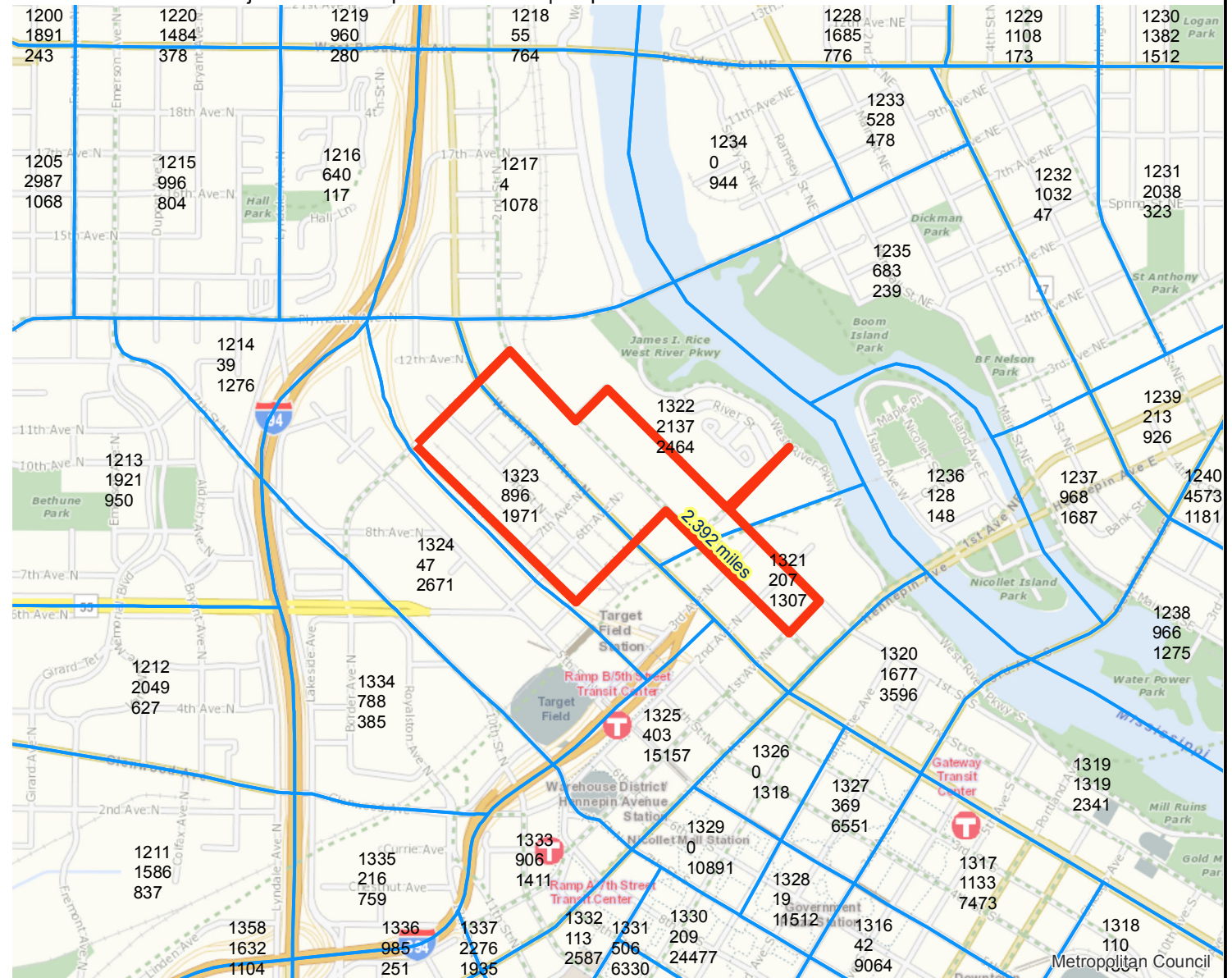


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# Population Summary

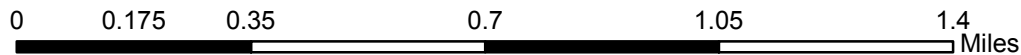
Pedestrian Facilities Project: North Loop Ped Facilities | Map ID: 1417032202729



## Results

Within HALF Mile of project:  
 Total Population: 19403  
 Total Employment: 115558

- Project
- 2010 TAZ



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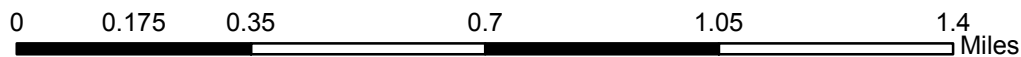
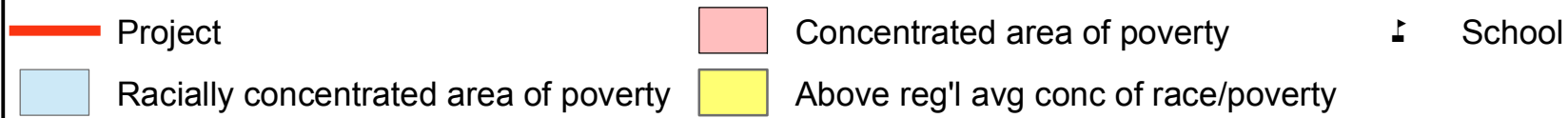
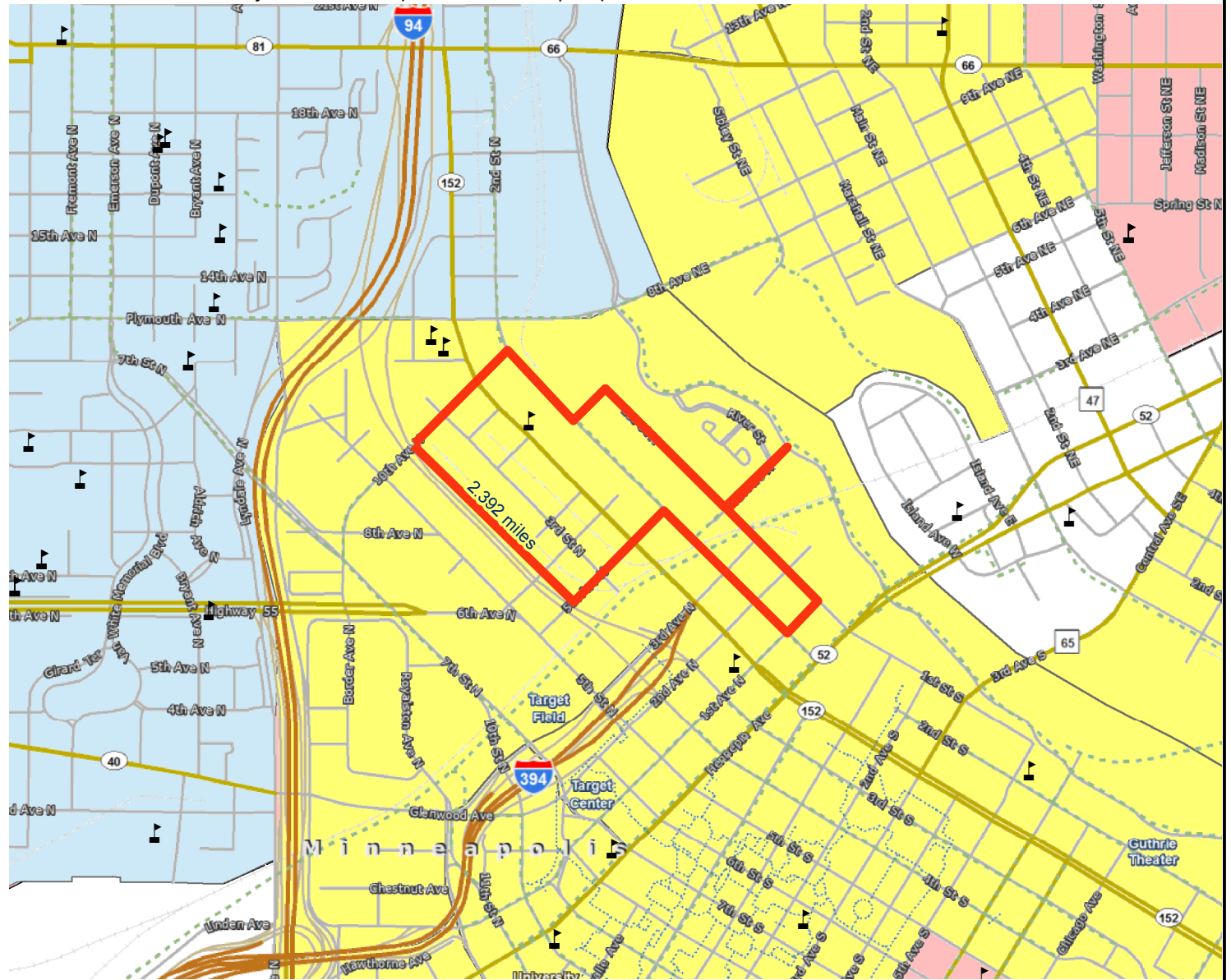
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Results

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



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Results

Transit with a Direct Connection to project:

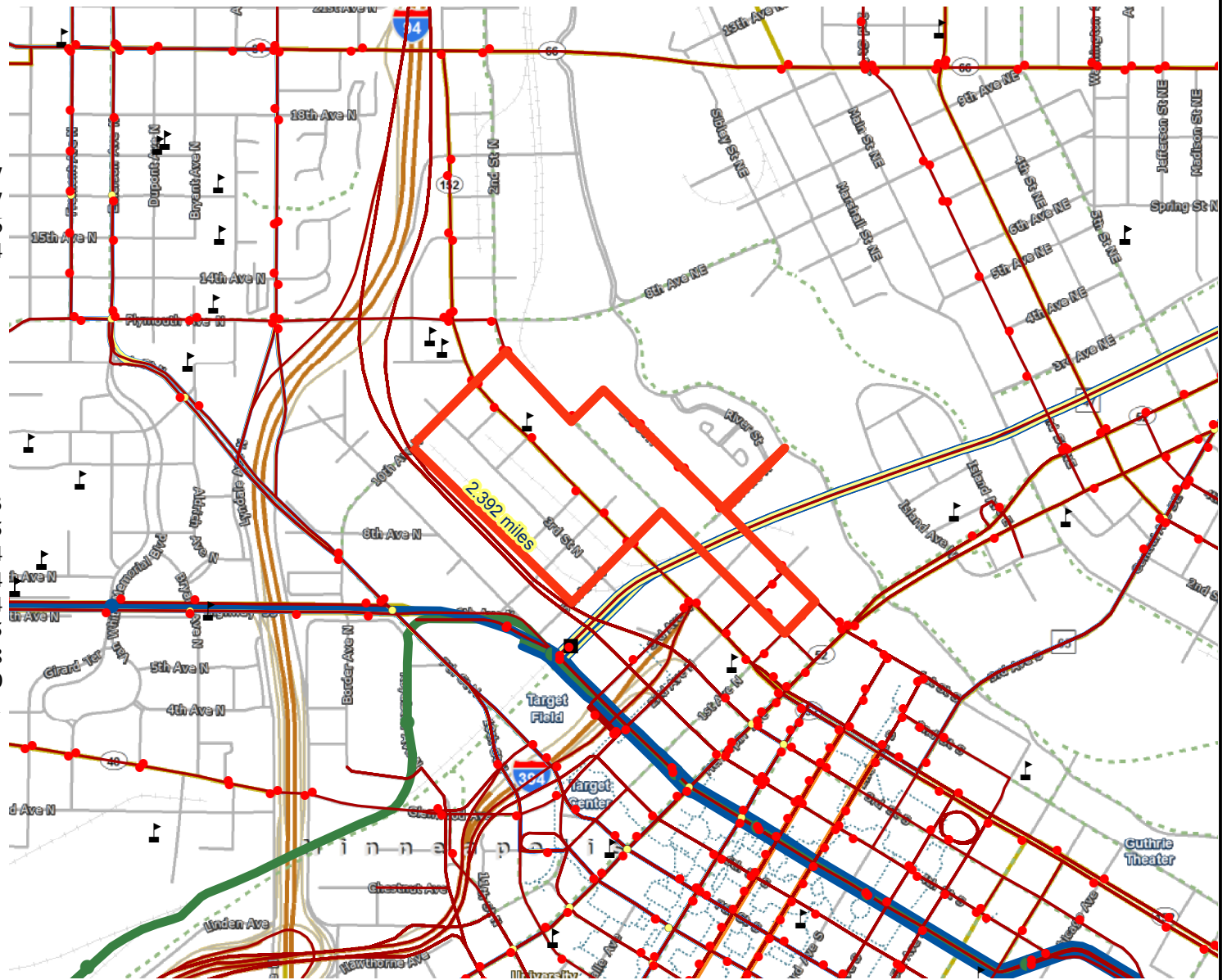
3 4 6 7 11 12 14 18 25 61 141  
 552 553 578 664 667 668 671 672 673 674 677  
 679 690 691 692 697 698 699 721 724 742 747  
 760 761 762 763 765 766 767 768 772 774 776  
 777 780 781 782 783 785 789 790 793 795 824  
 850 852 854 865 887 888 901 902

- \*Hennepin
- \*Nicollet
- \*Green Line Extension
- \*Blue Line Extension

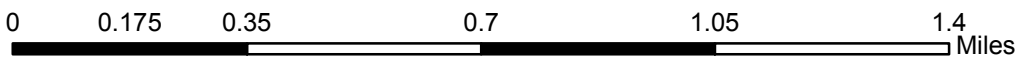
Transit within HALF mile of project:

3 4 5 6 7 9 10 11 12 14 17  
 18 19 20 22 25 39 59 61 94 133 134  
 135 141 146 156 250 261 263 264 270 288 353  
 355 365 375 452 460 464 465 467 470 472 475  
 476 477 478 479 490 491 492 535 552 553 554  
 558 568 578 587 588 589 597 643 649 663 664  
 667 668 670 671 672 673 674 675 677 679 684  
 690 691 692 697 698 699 721 724 742 747 755  
 756 758 760 761 762 763 764 765 766 767 768  
 772 774 776 777 780 781 782 783 785 789 790  
 793 795 824 825 850 852 854 865 887 888 901  
 902

- \*Orange Line
- \*West Broadway
- \*Central
- \*Chicago-Fremont
- \*Hennepin
- \*Nicollet
- \*C Line
- \*Green Line Extension
- \*Blue Line Extension



<b>Indicated Planned Alignments</b>	Light Rail, Blue / Green Line	Transit Routes	<b>Planned Alignments</b>	Light Rail, Green Line Extension
Active Stop	Arterial BRT	<b>Transitway</b>	Arterial BRT	
School	Light Rail, Blue Line Extension	Blue / Green Line	BRT, Orange Line	
Commuter Rail, Northstar Line	Light Rail, Green Line Extension	Northstar Line	Light Rail, Blue Line Extension	



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