



Application

04786 - 2016 Multiuse Trails and Bicycle Facilities

05294 - W 36th St Pedestrian and Bicycle Connection

Regional Solicitation - Bicycle and Pedestrian Facilities

Status:

Submitted

Submitted Date:

07/14/2016 3:07 PM

Primary Contact

| | | | |
|--|--|-------------------------------|---|
| Name:* | Simon | F | Blenski |
| | <small>Salutation</small> | <small>First Name</small> | <small>Middle Name</small> <small>Last Name</small> |
| Title: | Transportation Planner | | |
| Department: | Public Works | | |
| Email: | simon.blenski@minneapolismn.gov | | |
| Address: | 309 2nd Ave S #301 | | |
| * | Minneapolis | Minnesota | 55401 |
| | <small>City</small> | <small>State/Province</small> | <small>Postal Code/Zip</small> |
| Phone:* | 612-673-5012 | | |
| | <small>Phone</small> | <small>Ext.</small> | |
| Fax: | | | |
| What Grant Programs are you most interested in? | Regional Solicitation - Roadways Including Multimodal Elements | | |

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

36th Street Bicycle and Pedestrian Connection

Primary County where the Project is Located

Hennepin

Jurisdictional Agency (If Different than the Applicant):

The proposed W 36th St project will construct a new sidewalk and bicycle path on the south side of W 36th St between Lake Calhoun Pkwy and Dupont Ave. W 36th St is identified in the Minneapolis Pedestrian Master Plan as a critical sidewalk gap. W 36th St is also a gap in the bicycle network. The project corridor will connect directly to a Tier 2 bikeway at Lake Calhoun. The east end of the project will connect to existing bike lanes and sidewalk at Dupont Ave, which provides a 2-block connection to a Tier 1 Bikeway at Bryant Ave. The project provides the opportunity to fill a short, but significant gap in the pedestrian and bicycle networks.

Due to its location, the W 36th St project has the potential to have a significant impact on users and serve a high demand facility. The project is located in the Uptown neighborhood, which is one of the densest areas of Minneapolis. To the west, the project will connect directly to Lake Calhoun. The lake is a regional destination with existing walking and bicycle trails. To the east, the project will serve a connection to the Bryant Ave S bikeway and business node at Bryant Ave/36th St. Both of these areas see thousands of pedestrians and bicycles each day and are some of the busiest non-motorized traffic locations in the city. W 36th St also services a high frequency transit route, with 3 stops located on the south side of street. Due to the lack of sidewalk, transit users currently wait within the street. The project will address this issue with the street narrowing, bicycle path and sidewalk construction and opportunity to construct transit stop waiting area behind the curb.

The existing right-of-way and street width do not permit a sidewalk on the south side. In 2014, an on-street pedestrian and bicycle facility (bollard delineated) were provided to temporarily address

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

the need. The proposed project will replace the current on-street facility by narrowing the street width and constructing a new sidewalk and bicycle path behind the street curb, separated by a boulevard.

Key advantages of the project, include: the opportunity to greatly reduce the impervious area by adding a green boulevard (all pavement existing), pedestrian level street lighting (no lighting existing), and the addition of boulevard trees (no trees existing). The proposed typical sections are illustrated in Figure 1. The project will also upgrade the E Lake Calhoun Pkwy, Hennepin Ave S, and Dupont Ave S intersections with compliant ADA pedestrian ramps, countdown timers, APS push buttons, and high visibility durable pavement markings.

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

TIP Description Guidance (will be used in TIP if the project is selected for funding)

W 36th Street from Lake Calhoun Pkwy to Dupont Avenue S, Construction of Sidewalk and Bicycle Path

Project Length (Miles)

0.53

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

\$3,195,926.40

Match Amount

\$798,981.60

Minimum of 20% of project total

Project Total

\$3,994,908.10

Match Percentage

20.0%

Minimum of 20%

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

Source of Match Funds

City of Minneapolis

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

Preferred Program Year

Select one:

2020

For TDM projects, select 2018 or 2019. For Roadway, Transit, or Trail/Pedestrian projects, select 2020 or 2021.

Additional Program Years:

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

Project Information

County, City, or Lead Agency City of Minneapolis
Zip Code where Majority of Work is Being Performed 55405
(Approximate) Begin Construction Date 06/01/2020
(Approximate) End Construction Date 10/30/2020
Name of Trail/Ped Facility: W 36th St Sidewalk and Bicycle Path
(i.e., CEDAR LAKE TRAIL)

TERMINI:(Termini listed must be within 0.3 miles of any work)

From: E Lake Calhoun Pkwy
(Intersection or Address)
To: Dupont Ave S
(Intersection or Address)

*DO NOT INCLUDE LEGAL DESCRIPTION; INCLUDE NAME OF ROADWAY
IF MAJORITY OF FACILITY RUNS ADJACENT TO A SINGLE CORRIDOR*

Or At:

Primary Types of Work Grade, Stormsewer, Sidewalk, Signals, ADA Ped Ramps,
APS, Lighting, Bike Path

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

BRIDGE/CULVERT PROJECTS (IF APPLICABLE)

Old Bridge/Culvert No.:

New Bridge/Culvert No.:

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

Specific Roadway Elements

| CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES | Cost |
|---|--------------|
| Mobilization (approx. 5% of total cost) | \$170,000.00 |
| Removals (approx. 5% of total cost) | \$149,818.00 |
| Roadway (grading, borrow, etc.) | \$8,798.00 |
| Roadway (aggregates and paving) | \$354,364.00 |
| Subgrade Correction (muck) | \$0.00 |
| Storm Sewer | \$77,647.00 |

| | |
|--|-----------------------|
| Ponds | \$0.00 |
| Concrete Items (curb & gutter, sidewalks, median barriers) | \$56,760.00 |
| Traffic Control | \$150,000.00 |
| Striping | \$15,860.00 |
| Signing | \$26,500.00 |
| Lighting | \$183,000.00 |
| Turf - Erosion & Landscaping | \$40,000.00 |
| Bridge | \$0.00 |
| Retaining Walls | \$0.00 |
| Noise Wall (do not include in cost effectiveness measure) | \$0.00 |
| Traffic Signals | \$288,500.00 |
| Wetland Mitigation | \$0.00 |
| Other Natural and Cultural Resource Protection | \$0.00 |
| RR Crossing | \$0.00 |
| Roadway Contingencies | \$231,187.00 |
| Other Roadway Elements | \$20,000.00 |
| Totals | \$1,772,434.00 |

Specific Bicycle and Pedestrian Elements

| CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES | Cost |
|--|-----------------------|
| Path/Trail Construction | \$608,421.00 |
| Sidewalk Construction | \$0.00 |
| On-Street Bicycle Facility Construction | \$0.00 |
| Right-of-Way | \$0.00 |
| Pedestrian Curb Ramps (ADA) | \$362,000.00 |
| Crossing Aids (e.g., Audible Pedestrian Signals, HAWK) | \$265,540.00 |
| Pedestrian-scale Lighting | \$183,000.00 |
| Streetscaping | \$73,125.00 |
| Wayfinding | \$0.00 |
| Bicycle and Pedestrian Contingencies | \$289,888.00 |
| Other Bicycle and Pedestrian Elements | \$440,500.00 |
| Totals | \$2,222,474.00 |

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 |
| Contingencies | \$0.00 |
| Right-of-Way | \$0.00 |
| Other Transit and TDM Elements | \$0.00 |
| Totals | \$0.00 |

Transit Operating Costs

| | |
|---|--------|
| Number of Platform hours | 0 |
| Cost Per Platform hour (full loaded Cost) | \$0.00 |
| Subtotal | \$0.00 |
| Other Costs - Administration, Overhead,etc. | \$0.00 |

Totals

| | |
|------------------------------|----------------|
| Total Cost | \$3,994,908.00 |
| Construction Cost Total | \$3,994,908.00 |
| 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 2040 Transportation Policy Plan, the 2040 Regional Parks Policy Plan (2015), and the 2040 Water Resources Policy Plan (2015).

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

2. The project must be consistent with the 2040 Transportation Policy Plan. Reference the 2040 Transportation Plan objectives and strategies that relate to the project.

The primary goals of this project are to:

Overcome physical barriers and eliminate system gaps (2040 TPP Page 7.6 and 7.15-7.16, 7.20)

Accommodate a broad range of cyclists and attract a wider range of users (2040 TPP Page 7.6 and 7.17, 7.23)

Connect to the regional bicycle network at Lake Calhoun and Bryant Ave S (2040 TPP Page 7.6)

Provide improved pedestrian facilities along a high frequency bus route, provide a facility that is compliant with ADA to accommodate all corridor users and provide infrastructure that will significantly improve the safety for pedestrian and bicycle users while maintaining and enhancing the pedestrian/bicycle environment. (2040 TPP 7.23)

The project will replace the existing on-street facility to provide a pedestrian and bicycle facility that substantially improves the quality. (2040 TPP 7.23)

To the best of the City of Minneapolis' knowledge, the proposed project is consistent with Thrive MSP 2040, the 2040 Transportation Policy Plan, the 2040 Regional Parks Policy Plan, and the 2040 Water Resources Policy Plan

List the goals, objectives, strategies, and associated pages:

(Limit 2500 characters; approximately 750 words)

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

The project is identified in both the Minneapolis Pedestrian Master Plan and Minneapolis Bicycle Master Plan. These plans are two of six components of Access Minneapolis, the city's plan to implement the transportation policies articulated in The Minneapolis Plan for Sustainable Growth. The Minneapolis Plan for Sustainable Growth is the City's long-range comprehensive plan and was approved by the Metropolitan Council on July 22, 2009.

In the Minneapolis Pedestrian Master Plan, the south side of W 36th St between E Calhoun Pkwy and Dupont Ave S is identified as a sidewalk gap in the pedestrian network. The plan specifically directs the City to investigate and prioritize options to fill sidewalk gaps at parks, schools, cemeteries and railroad crossings. The proposed project would succeed in filling the sidewalk gap along Lakewood Cemetery. Reference to the project can be found on page 27 of the plan and on page A-13 in the plan's appendix. The full plan can be found here: www.minneapolismn.gov/pedestrian/projects/pedestrian_pedestrian-masterplan

List the applicable documents and pages:

In the Minneapolis Bicycle Master Plan, W 36th St is identified as a gap in the bikeway network. The plan identifies a new bikeway between E Calhoun Pkwy and Bryant Ave S. Reference to that project can be found on pages 153, 160, and 171 of the plan. The full plan can be found here: www.minneapolismn.gov/bicycles/projects/plan

Lastly, the Minneapolis Climate Action Plan establishes several related goals including increasing the number of walking and bicycle trips, the number of pedestrian and bicycle commuters, and constructing 30 miles of protected bikeways in Minneapolis by the year 2020. The W 36th St project, which meets the criteria for a protected

bikeway, has the potential to attract a wider demographic of bicyclists than a traditional on-street bike lane because it is physically separated from motor vehicle traffic. Attracting a wider demographic of bicyclists can increase the number of bicycle trips and bicycle commuters in Minneapolis. The Minneapolis Climate Action Plan was adopted by the Minneapolis City Council on June 28, 2013 and provides a roadmap to guide Minneapolis towards our greenhouse gas emissions reduction targets. References to the bikeway, commuting, and trip goals and can be found on pages 26 and 27 of the plan. The full plan can be found here:

<http://www.minneapolismn.gov/sustainability/climate/>

(Limit 2500 characters; approximately 750 words)

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

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

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

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

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

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

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

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

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

Safe Routes to School: \$150,000 to \$1,000,000

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

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

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

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

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

10. 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

11. 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

12. 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

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

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

Requirements - Bicycle and Pedestrian Facilities Projects

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

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

Multiuse Trails on Active Railroad Right-of-Way:

2. All multiuse trail projects that are located within right-of-way occupied by an active railroad must attach an agreement with the railroad that this right-of-way will be used for trail purposes.

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

Safe Routes to School projects only:

3. 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.

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

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

Requirements - Bicycle and Pedestrian Facilities Projects

Measure A: Project Location Relative to the RBTN

Select one:

Tier 1, Priority RBTN Corridor

Tier 1, RBTN Alignment

Tier 2, RBTN Corridor

Tier 2, RBTN Alignment

Direct connection to an RBTN Tier 1 corridor or alignment Yes
Direct connection to an RBTN Tier 2 corridor or alignment Yes

OR

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

Upload Map 1468407830015_36th_Bike Corridors.pdf

Measure A: Population Summary

Existing Population Within One Mile (Integer Only) 49052
Existing Employment Within One Mile (Integer Only) 13244
Upload the "Population Summary" map 1467028769872_36th_Population.pdf

Measure A: Project Location and Impact to Disadvantaged Populations

Select one:

Project located in Area of Concentrated Poverty with 50% or more of residents are people of color (ACP50):

Project located in Area of Concentrated 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 W 36th St W project facilitates a high-demand connection between a direct connection to a Tier 2 bike corridor at Lake Calhoun on the western terminus and a Tier 1 bike corridor at Bryant Ave S on the east (via an existing 2-block on-street bike lane and existing sidewalk connection between Dupont Ave and Bryant Ave). Fostering safe, convenient and efficient multi-modal solutions is a significant benefit to any community; and especially so, in the lakes and Uptown area of Minneapolis where the population is highly dependent upon bicycle and foot traffic.

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

A key objective of the bicycle path and sidewalk design is to provide a facility that is comfortable to users with a wide range of physical abilities including children and elderly. This cannot always be achieved with on-street bike and pedestrian facilities and is especially the case for high traffic volume corridors. The current on-street bicycle and pedestrian accommodations provide a temporary measure to address this need, however is not sufficient to meet the goal of accommodating all potential user demographics. The proposed project improves upon the success of the interim on-street facility, and is a valuable transportation connection alternative to an area that relies on this mode.

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. The proposed pedestrian and bicycle improvements, including ADA ramps, APS push buttons, low level pedestrian lighting, high visibility durable pavement markings and boulevard separation from auto traffic will especially benefit elderly individuals, people with disabilities, children, and parents with strollers. The sidewalk and bicycle path will enhance

equitable access to bicycling and provide associated economic and health benefits, which is a goal of the 2040 Transportation Policy Plan. When pedestrian and bicycle trips replace car trips in a neighborhood, all residents realize benefits in improved air quality and reduced noise.

Creating a safe connection to Lake Calhoun and the Grand Rounds Regional Trail system (direct connection from the western terminus of the project), contributes to the 2040 Regional Parks Policy Plan goal of strengthening equitable usage of the Regional Parks system. Minimal negative impacts are foreseen.

The response should address the benefits, impacts, and mitigation for the populations affected by the project.

Upload Map

1467887557824_36th_Socio Economic.pdf

Measure B: Affordable Housing

| City/Township | Segment Length in Miles (Population) |
|---------------------|--------------------------------------|
| City of Minneapolis | 0.53 |
| | 1 |

Total Project Length

| | |
|---|------|
| Total Project Length (Total Population) | 0.53 |
|---|------|

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 |
|---------------|------------------------|----------------------|-------|-----------------------------|---|
| | | 0 | 0 | 0 | 0 |

Affordable Housing Scoring - To Be Completed By Metropolitan Council Staff

| | |
|------------------------------|------|
| Total Project Length (Miles) | 0.53 |
| Total Housing Score | 0 |

Measure A: Gaps, Barriers and Continuity/Connections

Check all that apply:

Gap improvements can be on or off the RBTN and may include the following:

- *Providing a missing link between existing or improved segments of a regional (i.e., RBTN) or local transportation network;*

- *Improving bikeability to better serve all ability and experience levels by:*

- *Providing a safer, more protected on-street facility;*

- *Improving crossings at busy intersections (signals, signage, pavement markings); OR*

- *Improving a bike route or providing a trail parallel to a highway or arterial roadway along a lower-volume neighborhood collector or local street.*

Barrier crossing improvements (on or off the RBTN) can include crossings (over or under) of rivers or streams, railroad corridors, freeways, or multi-lane highways, or enhanced routes to circumvent the barrier by channeling bicyclists to existing safe crossings or grade separations. (For new barrier crossing projects, data about the nearest parallel crossing (as described above) must be included in the application to be considered for the full allotment of points under this criterion).

Closes a transportation network gap and/or provides a facility that crosses or circumvents a physical barrier Yes

Improves continuity and/or connections between jurisdictions (on or off the RBTN) (e.g., extending a specific bikeway facility treatment across jurisdictions to improve consistency and inherent bikeability)

Improves Continuity and/or Connections Between Jurisdictions Yes

W 36th St is identified in the Minneapolis Pedestrian Master Plan and Minneapolis Bicycle Master Plan as a gap in the non-motorized networks. This gap is a significant problem because there is a high demand for walking and bicycling on either end of the corridor. Recent bicycle and pedestrian counts show that on average, 460 pedestrians and 210 bicyclists travel along W 36th St daily. These recent numbers show an increase since implementation of the interim on-street bicycle and pedestrian facility. On the west end of the project, the Lake Calhoun Pkwy trail carries 1,700 pedestrians and 1,660 bicyclists daily. On the eastern most connection, Bryant Ave S carries 500 pedestrians and 760 bicyclists daily. The project will provide a permanent off-street bicycle and pedestrian connection between Dupont Ave S and the Minneapolis Park Board trail system at Lake Calhoun. Existing on-street bike lane and off street sidewalks are provided between Dupont Ave and Bryant Ave.

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

These corridors are some of the busiest non-motorized locations in all of Minneapolis. The proposed project also has the ability to mitigate major barriers for pedestrians and bicycles. For pedestrians the project reduces the crossing distance of a minor arterial that has an AADT of 12,100. To access bus stops on the south side of W 36th St, pedestrians must cross 51-foot wide roadway. The proposed project would narrow the roadway and reduce the crossing distance to approximately 32 feet. This walking environment will be safer for all pedestrians and transit users of W 36th St. In addition, the sidewalk will provide a continuous connection between Lake Calhoun and Dupont Ave S that does not have any access or driveway crossings (borders Lakewood Cemetery), has pedestrian lighting, and is separated from bicycle and auto traffic.

For bicycles, the project also overcomes the barrier of a high volume roadway. Riding on a street with an ADT of 12,100 can be an uncomfortable experience for many bicyclists. The temporary delineated on-street bike lane has helped increased ridership and the comfort of the cyclists. However, the provision of a off-street protected bicycle facility that is separated by a physical barrier, a green boulevard, lighting and trees will be attractive to all potential bicyclists including children, elderly and recreational bicyclists that otherwise do not feel comfortable riding on the street. The W 36th St path and sidewalk will establish the needed connection to Lake Calhoun with a bikeway design that is consistent with the Minneapolis Park Board Regional Trail system.

Measure B: Project Improvements

The lack of a sidewalk on the south side of W 36th St and the need to accommodate all bicycle rider types on a high-volume roadway creates a clear safety problem for pedestrians, transit users, and bicyclists. Safety for each of these modes can be greatly improved by this project. A temporary on-street bollard delineated pedestrian and bicycle space was implemented in 2014 to address this need. However, this design is not an adequate long-term solution. The proposed project will permanently replace the on-street facility with a separate sidewalk and two-way bicycle path, which will address the pedestrian and bicycle system gap, and improve the multi-modal safety of 36th St.

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

The current configuration of W 36th St does not allow for pedestrians to easily or safely travel along the north side of the W 36th St. To access bus stops on the south side of the street, pedestrians must walk across a street with an ADT of 12,100 and if able, walk along a two-foot wide ledge and wait for their bus to arrive. This ledge is not ADA compliant and poses difficulties for many able-bodied persons. Constructing an ADA compliant sidewalk will allow improved access and safer bus stop waiting areas. In addition, the location of the sidewalk and bicycle facility on the south side of the street (adjacent to Lakewood Cemetery) is advantageous to bicyclists and pedestrians since there are no driveways, unsignalized intersections, or accesses to cross streets, thereby greatly reducing conflicts with motor vehicles.

Adding a permanent bicycle path to W 36th St can also improve the safety of bicyclists. Currently, bicyclists operate on a two-way on-street facility separated only by bollards. This situation can be intimidating for many bicyclists. Bicyclist-motorist crash data from Minneapolis shows that streets

with an off-street designated bicycle facility have lower crash rates than streets without these facilities. The W 36th St project also has the capability to attract more users because it is a more comfortable facility and will have a consistent trail design with the trail system at Lake Calhoun. The protected bikeway design will provide the safest accommodation for recreation bicyclists, children, families, and elderly users. Building an off-street bikeway will attract new users, and will improve the safety of the W 36th St corridor.

The project will also implement pedestrian level and street lighting. Street lighting currently does not exist along W 36th St. This improvement will greatly increase the visibility for night time users, improving the safety for bicyclists and pedestrians crossing W 36th St. In addition, street lighting will deter crime, making it much more comfortable and safe facility to use.

Measure A: Multimodal Elements

The project will greatly benefit the experience of all users on W 36th St. The narrowing of W 36th St will right size the street space for auto traffic while maximizing the benefit to pedestrian, bicyclists and transit users. The new bicycle path and sidewalk will allow pedestrians and bicyclists to comfortably and safely travel along the south side of W 36th St and the narrower roadway will allow safer north-south crossings. 36th Street serves Metro Transit Route 6, 23 and 114, which provide high frequency service along the corridor. The sidewalk will greatly improve the experience of transit users, as the existing two-foot ledge will be expanded to provide a sidewalk, which will include adequate space for ADA boardings of transit buses.

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

The project will also improve the E Lake Calhoun Pkwy, Hennepin Ave, and Dupont Ave S traffic signals by providing ADA compliant pedestrian ramps, APS push buttons, countdown timers, and high visible crosswalk markings. Street and pedestrian level lighting will be provided along the length of W 36th St. The signal and lighting elements will greatly improve the safety for bicyclists and pedestrians using the trail and crossing W 36th St, and motorists traveling along W 36th St.

Transit Projects Not Requiring Construction

If the applicant is completing a transit or TDM application that is operations only, check the box and do not complete the remainder of the form.

These projects will receive full points for the Risk Assessment.

Park-and-Ride and other transit construction projects require completion of the Risk Assessment below.

Check Here if Your Transit Project Does Not Require Construction

Measure A: Risk Assessment

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 12/31/2018

3)Environmental Documentation (5 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% date submitted

Document in progress; environmental impacts identified; review request letters sent
50%

Document not started Yes
0%

Anticipated date or date of completion/approval

4)Review of Section 106 Historic Resources (10 Percent of Points)

No known historic properties eligible for or listed in the National Register of Historic Places are located in the project area, and project is not located on an identified historic bridge
100%

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

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

40%

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

0%

Anticipated date or date of completion of historic/archeological review:

Project is located on an identified historic bridge

5)Review of Section 4f/6f Resources (10 Percent of Points)

4(f) Does the project impacts any public parks, public wildlife refuges, public golf courses, wild & scenic rivers or public private historic properties?

6(f) Does the project impact any public parks, public wildlife refuges, public golf courses, wild & scenic rivers or historic property that was purchased or improved with federal funds?

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

100%

No impact to 4f property. The project is an independent bikeway/walkway project covered by the bikeway/walkway Negative Declaration statement; letter of support received

100%

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

80%

Project impacts to Section 4f/6f resources likely coordination/documentation has begun

50%

Project impacts to Section 4f/6f resources likely coordination/documentation has not begun

30%

Unsure if there are any impacts to Section 4f/6f resources in the project area

0%

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

Right-of-way, permanent or temporary easements not required Yes

100%

Right-of-way, permanent or temporary easements has/have been acquired

100%

Right-of-way, permanent or temporary easements required, offers made

75%

Right-of-way, permanent or temporary easements required, appraisals made

50%

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

25%

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

0%

Right-of-way, permanent or temporary 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)Interchange Approval (15 Percent of Points)*

**Please contact Karen Scheffing at MnDOT (Karen.Scheffing@state.mn.us or 651-234-7784) to determine if your project needs to go through the Metropolitan Council/MnDOT Highway Interchange Request Committee.*

Project does not involve construction of a new/expanded interchange or new interchange ramps Yes

100%

Interchange project has been approved by the Metropolitan Council/MnDOT Highway Interchange Request Committee

100%

Interchange project has not been approved by the Metropolitan Council/MnDOT Highway Interchange Request Committee

0%

9)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

01/31/2020

10) Letting

Anticipated Letting Date

06/01/2020

Measure A: Cost Effectiveness

Total Project Cost (entered in Project Cost Form): \$3,994,908.00

Enter Amount of the Noise Walls: \$0.00

Total Project Cost subtract the amount of the noise walls: \$3,994,908.00

Points Awarded in Previous Criteria

Cost Effectiveness \$0.00

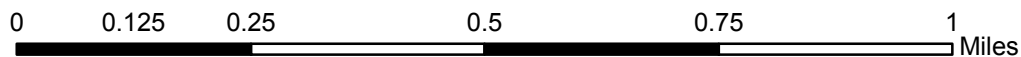
Other Attachments

| File Name | Description | File Size |
|--|---|-----------|
| 2016 Regional Solicitation Application Letter Signed.pdf | Minneapolis City Council Project Support and Local Match Commitment | 347 KB |
| Figure 1_36th St Proposed Typical Sections.pdf | W 36th St Proposed Concept Layout | 5.6 MB |

Project to RBTN Orientation



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



Created: 6/27/2016
LandscapeRSA1



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



NCompass Technologies

Population Summary

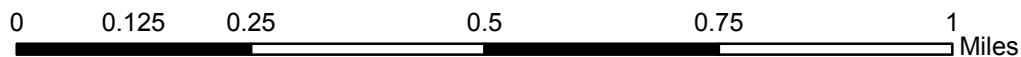
Multiuse Trails and Bicycle Facilities Project: W 36th St Bicycle and Pedestrian Connection | Map ID: 1467027936389

Results

Within ONE Mile of project:
 Total Population: 49052
 Total Employment: 13244



 Project
 2010 TAZ



Created: 6/27/2016
 LandscapeRSA4



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

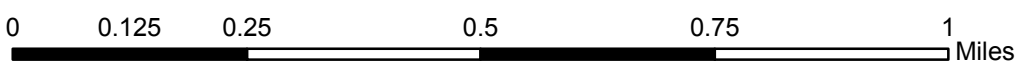


Results

Project census tracts are above the regional average for population in poverty or population of color: (0 to 18 Points)



- Project
- Above reg'l avg conc of race/poverty
- Area of Concentrated Poverty > 50% residents of color
- Area of Concentrated Poverty
- School



Created: 6/27/2016
LandscapeRSA2



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



NCompass Technologies

July 5, 2016

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

RE: 2016 Regional Solicitation Applications

Dear Ms. Koutsoukos,

The City of Minneapolis Department of Public Works is submitting a series of applications for the 2016 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 on June 17, 2016. The relevant action is excerpted below:

The TRANSPORTATION & PUBLIC WORKS and WAYS & MEANS Committees submitted the following reports:

The Minneapolis City Council hereby authorizes the submission of a series of applications for federal transportation funds through Metropolitan Council's 2016 Regional Solicitation Program and further authorizes the commitment of local funds to provide the required match for federal funding, as set forth in File No. 16-00737 on file in the Office of the City Clerk.

On roll call, the result was:

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

Noes: (0)

Absent: A. Johnson (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,



Lisa Cerney, P.E.
Deputy Director of Public Works

City of Minneapolis Request for Committee Action

To: Transportation & Public Works
Date: 6/7/2016
Referral: Ways & Means
From: Public Works Department
Lead Staff: Steven Hay, Transportation Planner, Transportation Planning and Programming
Presented by: Steven Hay, Transportation Planner, Transportation Planning and Programming
File Type: Action
Subcategory: Grant

Subject:

Application for 2016 Met Council Regional Solicitation for Federal Transportation Funds

Description:

Authorizing the submission of a series of applications for federal transportation funds through Metropolitan Council's Regional Solicitation Program and the commitment of local funds to provide the required match for federal funding.

Previous Actions:

None.

Background/Analysis:

The City will prepare a series of applications for the 2016 Regional Solicitation for Federal Transportation Funds in response to the current Metropolitan Council solicitation. This request includes a summary of the eligible project areas, a brief description of city projects, estimated costs, and the requested amounts. Each project requires 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. These applications will maximize the use of federal funding. The funding to be awarded is for projects to be constructed in 2020 and 2021.

The 2016 Regional Solicitation for federal transportation funding is part of Metropolitan Council's federally-required continuing, comprehensive, and cooperative transportation planning process for the Twin Cities Metropolitan Area. The funding program and related rules and requirements are established by the U.S. Department of Transportation (USDOT) and administered locally through collaboration with the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), and the Minnesota Department of Transportation (MnDOT).

Applications are 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 is recommending the submission of up to six applications, which are summarized below:

| Project Name | Category | Requested Federal Amount | Minimum Local Match Required |
|--|---------------------------------|--------------------------|------------------------------|
| Hennepin Avenue (Washington Avenue to 12 th St S) | Roadways | \$7,000,000 | \$1,750,000 |
| 37 th Avenue NE (Central Avenue to Stinson Boulevard) | Roadways | \$7,000,000 | \$1,750,000 |
| Nicollet Avenue Bridge over Minnehaha Creek | Roadways | \$7,000,000 | \$1,750,000 |
| Prospect Park Trail | Bicycle & Pedestrian Facilities | \$535,000 | \$855,000 |
| Queen Avenue N Bike Boulevard | Bicycle & Pedestrian Facilities | \$1,000,000 | \$250,000 |
| 36 th Street West Pedestrian Enhancements | Bicycle & Pedestrian Facilities | \$1,000,000 | \$565,000 |
| Totals | | \$23,535,000 | \$6,920,000 |

Details of the proposed applications are described below:

Hennepin Avenue – Washington Avenue to 12th Street South

The proposed project is a complete reconstruction of Hennepin Avenue from Washington Avenue to 12th St S, a distance of approximately 0.75 miles. The proposed reconstruction project proposes to remove and replace the pavement surface, curb and gutter, signage, storm drains, driveway approaches, traffic signals, striping, sidewalks, and street trees.

Program Category: Roadways including Multimodal Elements

37th Avenue NE – Central Avenue to Stinson Boulevard

The proposed project is a complete reconstruction of 37th Avenue NE from Central Avenue to Stinson Avenue, a distance of approximately 1.0 mile. This section of 37th Avenue NE is along the border between Minneapolis and Columbia Heights. The application and proposed project will be done in collaboration with the City of Columbia Heights. The proposed project will reconstruct the pavement surface, curb and gutter, traffic signals, lighting, some sidewalks, as well as construction of a bicycle facility.

Program Category: Roadways including Multimodal Elements

Nicollet Avenue Bridge over Minnehaha Creek

This project proposes the major repair and renovation of the Nicollet Avenue Bridge over Minnehaha Parkway and Minnehaha Creek. The existing bridge is a 16-span open-spandrel concrete arch bridge, 818 feet long and 63 feet wide. The original bridge was built in 1923 and renovated in 1974. Although the bridge does not need to be replaced, numerous bridge components are significantly deteriorated, in poor condition and should be repaired or replaced in order to extend the useful life of the structure.

Program Category: Roadways including Multimodal Elements

Prospect Park Trail – Franklin Avenue SE to 27th Avenue SE

The proposed project involves the construction of a multi-use trail between Franklin Avenue SE and 27th Avenue SE. The project involves grading, subgrade work, paving, lighting, signage, and striping.

Program Category: Bicycle and Pedestrian Facilities

Queen Avenue Bike Boulevard

The proposed project will construct bicycle boulevards on Queen Ave N (or parallel routes) from 44th Ave N to the Harrison neighborhood. The City will continue to coordinate with Hennepin County as a partner agency to evaluate the project and determine if the proposed project is suitable for submission.

Program Category: Bicycle and Pedestrian Facilities

36th Street W Pedestrian Enhancements

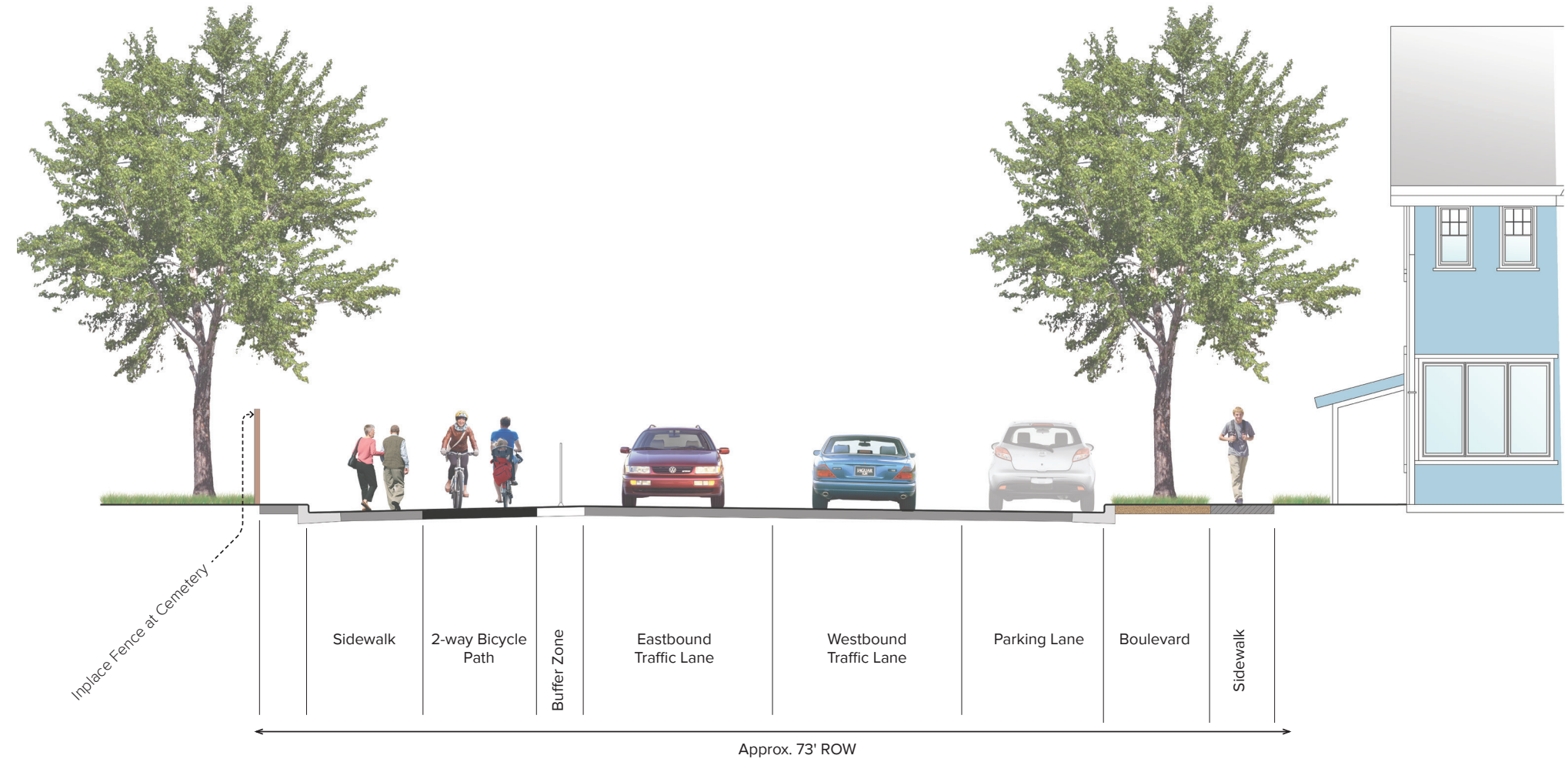
The proposed project involves sidewalk gap infill and construction of an off-street protected bikeway to replace the temporary bollard protected bikeway and pedestrian path between Richfield Rd and Dupont Ave S.

Program Category: Bicycle and Pedestrian Facilities

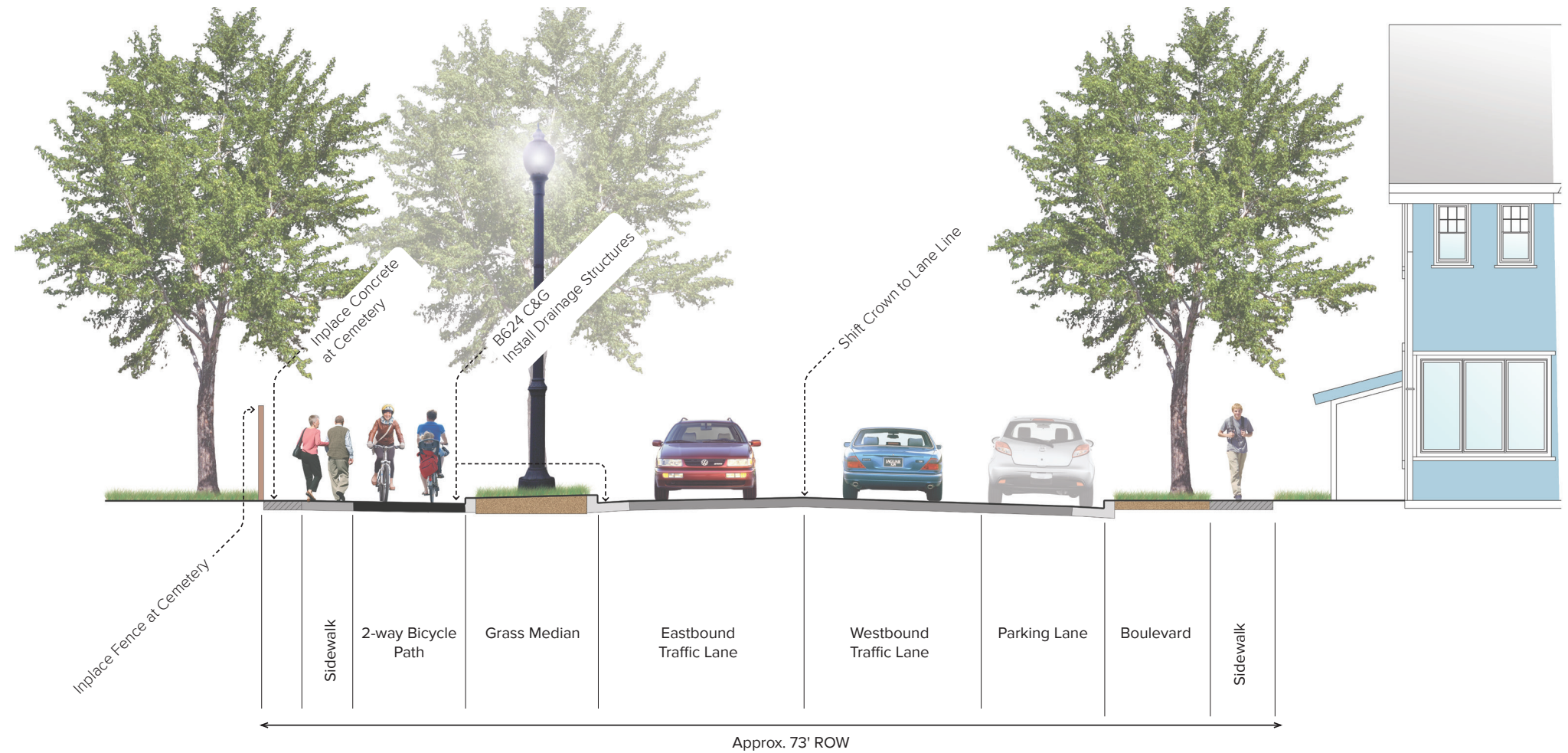
Financial Review:

No additional appropriation required, amount included in current budget.

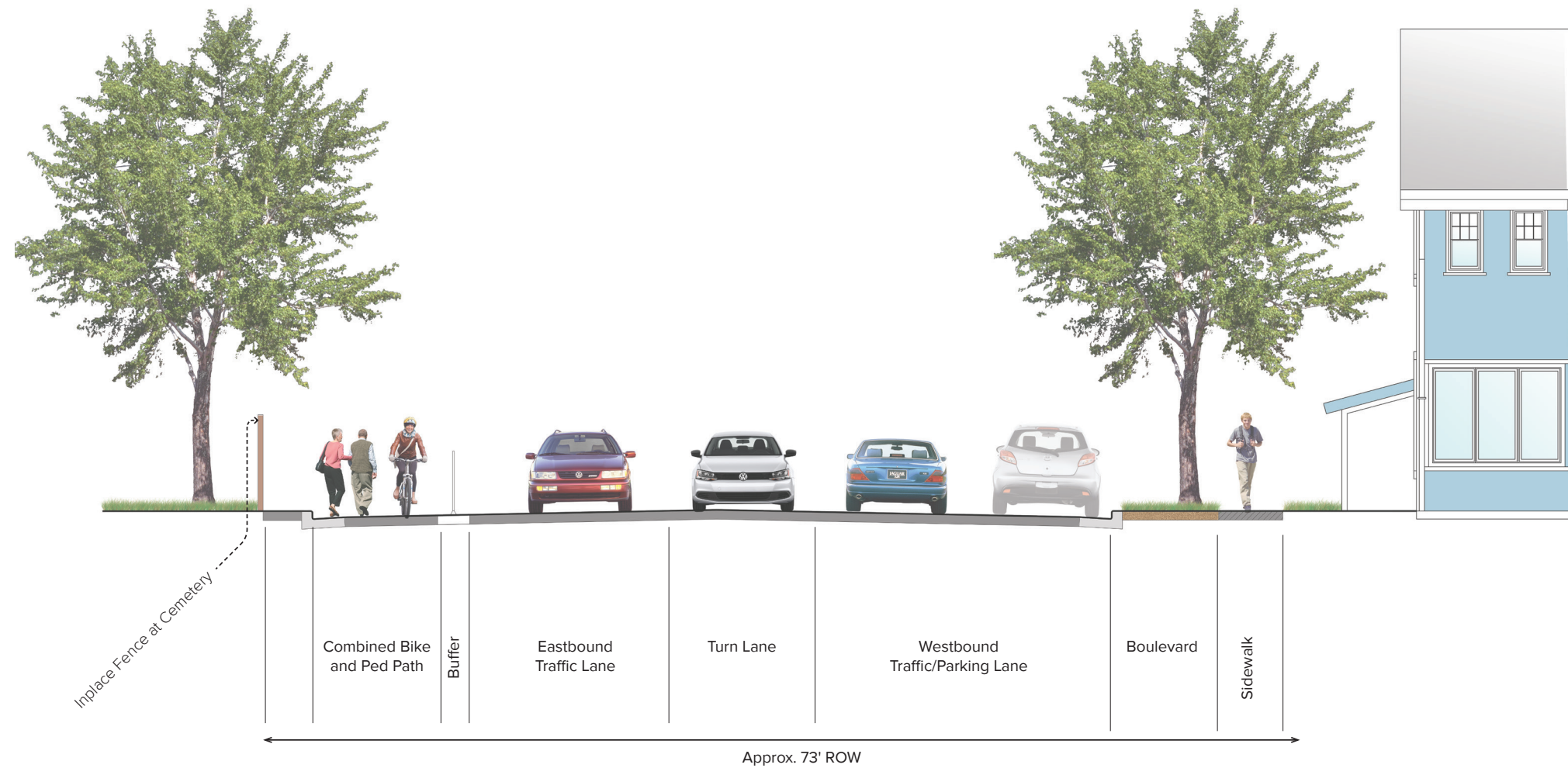
EXISTING TYPICAL SECTION



PROPOSED TYPICAL SECTION



EXISTING TURN LANE (DUPONT & HENNEPIN AVE.)



PROPOSED TURN LANE (DUPONT & HENNEPIN AVE.)

