



Application

04786 - 2016 Multiuse Trails and Bicycle Facilities

05394 - Queen Avenue Bicycle Boulevard

Regional Solicitation - Bicycle and Pedestrian Facilities

Status: Submitted

Submitted Date: 07/15/2016 1:45 PM

---

## Primary Contact

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

---

## Organization Information

**Name:** MINNEAPOLIS,CITY OF

**Jurisdictional Agency (if different):**

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

---

## Project Information

**Project Name** Queen Avenue Bicycle Boulevard  
**Primary County where the Project is Located** Hennepin  
**Jurisdictional Agency (If Different than the Applicant):**

The proposed project will create a bicycle boulevard along Queen Avenue, for approximately 5.0 miles in North Minneapolis extending from 44th Avenue N to Glenwood Avenue. Please see Figure 1 for a map of the project area. This segment is currently a low volume local street serving as a parallel route to Penn Avenue (Arterial). The corridor will receive bicycle boulevard treatments, intersection improvements, and traffic calming measures. The project will also include Americans with Disabilities Act (ADA) improvements to any intersection receiving upgrades. These treatments and improvements include, but are not limited to:

- Signing and Striping
- Speed Humps and Traffic Circles
- ADA Compliant Pedestrian Ramps
- Any additional amenities to provide safe crossings at major streets and encourage motorists to travel at slow speeds

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

The project is located adjacent the Penn Avenue corridor, a high volume (9,200 ADT) Arterial. Queen Avenue serves as a strong connection point to the residential neighborhood of North Minneapolis west of Penn Avenue, connecting to Lucy Laney K-5 School, Cleveland and Willard Parks, and key arterials/collectors of Olson Memorial Highway (TH 55), Plymouth Avenue, Golden Valley Road, West Broadway Avenue, Lowry Avenue, Dowling Avenue, 42nd Avenue N, and 44th Avenue N. Both the Penn Avenue and TH 55 corridors are anticipated to see significant growth over the next few years through the implementation of planned transitway routes. Penn Avenue is programmed to include a \$35 million C-Line Bus Rapid Transit

(BRT) route connecting downtown Minneapolis to Brooklyn Park via Penn Avenue. TH 55 is programmed to include an approximate \$1.5 billion METRO Blue Line Extension Light Rail Transit (LRT) route connecting downtown Minneapolis to Brooklyn Park via TH 55 and BNSF rail corridor. Implementation of a bicycle boulevard at Queen Avenue, adjacent these major transit routes, will help to facilitate proper connection points creating a successful multimodal network throughout North Minneapolis.

Construction of the Queen Avenue Bicycle Boulevard will make a crucial stride in meeting an identified need for commuter bicycle linkages between northern Minneapolis and TH 55 at the southern end of the corridor. A future phase of the Queen Avenue Bicycle Boulevard is planned to extend another 0.2 miles south to the Basset Creek Regional Trail, connecting directly to a robust network of trails throughout the Twin Cities Metropolitan Region. In addition to connecting to existing and planned bicycle facilities along the corridor (see Figure 1), the project will immensely improve regional travel opportunities for North Minneapolis bicyclists by making a connection to a vast system of regional trails and increasing access to planned transitways.

*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)**

QUEEN AVENUE, FROM 44TH AVENUE N TO GLENWOOD AVENUE, BICYCLE BOULEVARD

**Project Length (Miles)**

5.0

## 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

|   |   |
|---|---|
| <b>Match Amount</b>   | \$250,000.00  |
| <i>Minimum of 20% of project total</i>  |   |
| <b>Project Total</b>  | \$1,250,000.00  |
| <b>Match Percentage</b>   | 20.0%   |
| <i>Minimum of 20%</i>   |   |
| <i>Compute the match percentage by dividing the match amount by the project total</i>   |   |
| <b>Source of Match Funds</b>  | Hennepin County (agrees to financially participate \$200,000.00), City of Minneapolis |
| <i>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</i> |   |
| <b>Preferred Program Year</b>   |   |
| <b>Select one:</b>  | 2021  |
| <i>For TDM projects, select 2018 or 2019. For Roadway, Transit, or Trail/Pedestrian projects, select 2020 or 2021.</i>  |   |
| <b>Additional Program Years:</b>  |   |
| <i>Select all years that are feasible if funding in an earlier year becomes available.</i>  |   |

## Project Information

|   |  |
|---|--|
| <b>County, City, or Lead Agency</b>   | City of Minneapolis  |
| <b>Zip Code where Majority of Work is Being Performed</b>   | 55411  |
| <b>(Approximate) Begin Construction Date</b>  | 04/01/2021   |
| <b>(Approximate) End Construction Date</b>  | 10/31/2021   |
| <b>Name of Trail/Ped Facility:</b>  | Queen Avenue Bicycle Boulevard   |
| <i>(i.e., CEDAR LAKE TRAIL)</i>   |  |
| <b>TERMINI:(Termini listed must be within 0.3 miles of any work)</b>  |  |
| <b>From:</b><br><b>(Intersection or Address)</b>  | Intersection of Queen Avenue and 44th Avenue N                             |
| <b>To:</b><br><b>(Intersection or Address)</b>  | Intersection of Queen Avenue and Glenwood Avenue                           |
| <i>DO NOT INCLUDE LEGAL DESCRIPTION; INCLUDE NAME OF ROADWAY IF MAJORITY OF FACILITY RUNS ADJACENT TO A SINGLE CORRIDOR</i>                     |  |
| <b>Or At:</b>   |  |
| <b>Primary Types of Work</b>  | Bicycle Boulevard, Traffic Calming Measures, and Intersection Improvements |
| <i>Examples: GRADE, AGG BASE, BIT BASE, BIT SURF, SIDEWALK, SIGNALS, LIGHTING, GUARDRAIL, BIKE PATH, PED RAMPS, BRIDGE, PARK AND RIDE, ETC.</i> |  |
| <b>BRIDGE/CULVERT PROJECTS (IF APPLICABLE)</b>  |  |
| <b>Old Bridge/Culvert No.:</b>  |  |
| <b>New Bridge/Culvert No.:</b>  |  |

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

---

## Specific Roadway Elements

| CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES               | Cost                |
|--|---------------------|
| Mobilization (approx. 5% of total cost)                    | \$47,000.00         |
| Removals (approx. 5% of total cost)                        | \$47,000.00         |
| Roadway (grading, borrow, etc.)                            | \$0.00              |
| Roadway (aggregates and paving)                            | \$0.00              |
| Subgrade Correction (muck)                                 | \$0.00              |
| Storm Sewer  | \$0.00              |
| Ponds  | \$0.00              |
| Concrete Items (curb & gutter, sidewalks, median barriers) | \$23,000.00         |
| Traffic Control  | \$19,000.00         |
| Striping   | \$52,800.00         |
| Signing  | \$39,800.00         |
| Lighting   | \$0.00              |
| Turf - Erosion & Landscaping                               | \$6,000.00          |
| Bridge   | \$0.00              |
| Retaining Walls  | \$0.00              |
| Noise Wall (do not include in cost effectiveness measure)  | \$0.00              |
| Traffic Signals  | \$0.00              |
| Wetland Mitigation   | \$0.00              |
| Other Natural and Cultural Resource Protection             | \$0.00              |
| RR Crossing  | \$0.00              |
| Roadway Contingencies                                      | \$25,000.00         |
| Other Roadway Elements                                     | \$10,200.00         |
| <b>Totals</b>  | <b>\$269,800.00</b> |

---

## Specific Bicycle and Pedestrian Elements

| CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES | Cost   |
|--|--------|
| Path/Trail Construction                      | \$0.00 |
| Sidewalk Construction                        | \$0.00 |

|  |                     |
|--|---------------------|
| On-Street Bicycle Facility Construction                | \$64,400.00         |
| Right-of-Way   | \$0.00              |
| Pedestrian Curb Ramps (ADA)                            | \$752,800.00        |
| Crossing Aids (e.g., Audible Pedestrian Signals, HAWK) | \$0.00              |
| Pedestrian-scale Lighting                              | \$0.00              |
| Streetscaping  | \$0.00              |
| Wayfinding   | \$0.00              |
| Bicycle and Pedestrian Contingencies                   | \$0.00              |
| Other Bicycle and Pedestrian Elements                  | \$163,000.00        |
| <b>Totals</b>  | <b>\$980,200.00</b> |

## Specific Transit and TDM Elements

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

## Transit Operating Costs

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

## Totals

|                         |                |
|-------------------------|----------------|
| Total Cost              | \$1,250,000.00 |
| Construction Cost Total | \$1,250,000.00 |

Transit Operating Cost Total

\$0.00

---

## Requirements - All Projects

### All Projects

*1. The project must be consistent with the goals and policies in these adopted regional plans: Thrive MSP 2040 (2014), the 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.*



Goal B: Safety and Security - The regional transportation system is safe and secure for all users. Objectives: Reduce crashes and improve safety and security for all modes of passenger travel and freight travel. Strategy B6: Regional transportation partners will use best practice to provide and improve facilities for safe walking and bicycling, since pedestrians and bicyclists are the most vulnerable users of the transportation system (page 2.7).

Goal C: Access to Destinations - People and businesses prosper by using a reliable, affordable, and efficient multimodal transportation system that connects them to destinations throughout the region and beyond. Objectives: Increase the availability of multimodal travel options, especially in congested highway corridors. Strategy C1: Regional transportation partners should focus investments on completing Priority Regional Bicycle Transportation Corridors and on improving the larger Regional Bicycle Transportation Network (page 2.10).

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

Goal D: Competitive Economy - The regional transportation system supports the economic competitiveness, vitality, and prosperity of the region and state. Objectives: Improve multimodal access to regional job connections identified in Thrive MSP 2040. Strategy D3: The Council and its partners will invest in regional transit and bicycle systems that improve connections to jobs and opportunity, promote economic development, and attract and retain businesses and workers in the region on the established transit corridors (page 2.11).

Goal F: Leveraging Transportation Investment to

Guide Land Use. Objectives: Encourage local land use design that integrates highways, streets, transit, walking, and bicycling. Strategy F7: Local Governments should include bicycle and pedestrian elements in local comprehensive plans (page 2.15).

*(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.*

City of Minneapolis Bicycle Master Plan, 2011  
(page 168).

**List the applicable documents and pages:**

Hennepin County 2040 Bicycle Transportation  
Plan: Making bicycling safe and comfortable, 2015  
(page 86).

*(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.*

**Multiuse 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

Yes

Direct connection to an RBTN Tier 1 corridor or alignment

Direct connection to an RBTN Tier 2 corridor or alignment

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

1468260310365\_Queen Ave\_Project to RBTN Orientation Map.pdf

---

## Measure A: Population Summary

Existing Population Within One Mile (Integer Only)

81447

Existing Employment Within One Mile (Integer Only)

28207

Upload the "Population Summary" map

1468260381900\_Queen Ave\_Population Summary Map.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): Yes

Project located in Area of Concentrated Poverty:

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

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

According to the Hennepin County 2040 Bicycle Transportation Plan (2015) bicycling accounts for 2.5 percent of all trips in Hennepin County, more than double the national average. The Queen Avenue Bicycle Boulevard will improve bicycle connections and efficiencies for commuter and leisure cyclists along the corridor. These improved connections will serve all populations, including the corridor's low income (56%) and residents of color (75%) populations.

This bicycle boulevard is located in an Area of Concentrated Poverty where 50 percent or more of residents are people of color (ACP50). Access to a vehicle is often times limited (21% zero vehicle households), placing an enormous pressure on public transit and alternative modes of transportation. Because of this, the implementation of a 5.0 mile long bicycle boulevard through North Minneapolis will help to facilitate a regional connection for these alternative transportation modes (Figure 1). Approximately eight percent of the population living near the corridor use alternative modes of transportation for their daily work commute. These alternative modes include public transit, walking, and biking, all of which are programmed to receive improvements in the near future as part of the growing transit network.

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

The Queen Avenue Bicycle Boulevard will be located in a region which suffers from racial and economic disparity. By investing these dollars into the Queen Avenue Bicycle Boulevard, this will add modal choices to those who may not be able to afford a car. The bicycle boulevard will increase livability around the project area and improve access, local and regional connectivity, transportation choice, and recreational opportunities for all populations living in proximity to the project, including both the elderly (7%) and

children (34%) populations. In addition to these opportunities, the project will connect to Lucy Laney K-5 School, providing a safe route to school for the above average children population. The Queen Avenue Bicycle Boulevard will also integrate ADA intersection improvements, which will enable safe travel for these population groups, as well as individuals with disabilities.

Project construction will incorporate proper noise, traffic, and environmental mitigation and will not negatively impact the aforementioned disadvantaged populations present in the project area.

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

**Upload Map**

1468260417676\_Queen Ave\_Socio-Economic Conditions Map.pdf

### Measure B: Affordable Housing

| City/Township | Segment Length in Miles (Population) |
|---------------|--------------------------------------|
| Minneapolis   | 5.0                                  |
|               | 5                                    |

### Total Project Length

|   |     |
|---|-----|
| Total Project Length (Total Population) | 5.0 |
|---|-----|

### 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) | 5.0 |
| 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

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

The Queen Avenue Bicycle Boulevard will help to fulfill a vital north-south link through North Minneapolis, connecting to various other on-road bicycle facilities (Figure 6). This bicycle boulevard establishes the foundation on which future short bicycle connections can be made to other RBTN designated facilities. The project will improve connections that would have to travel along the high volume Penn Avenue corridor. The bicycle ridership will instead migrate one block west to Queen Avenue to have a more pleasant riding experience with additional traffic calming features. These features may include speed humps, traffic circles, additional bicycle signage and striping, and intersection improvements at major crossings. By providing traffic calming elements, the City of Minneapolis will help guide users of all ages and abilities to utilize the proposed bicycle boulevard. The City of Minneapolis defines a bicycle boulevard as a lower-volume, lower-speed street that has been optimized for bicycle traffic. The purpose of a bicycle boulevard is to provide bicyclists, especially those who are not comfortable riding on busy streets, a safer and more relaxing place to ride. While many residential streets are already favorable to most bicyclists, a bicycle boulevard goes the extra step to provide safe crossings at major streets and encourage motorists to travel at slower speeds, while reducing the frequency of stop signs. Figure 5 provides a toolkit of potential traffic calming measures that can be used.

This regional connection will help facilitate a strong on-road bicycle commuter network extending from 44th Avenue N through North Minneapolis to Glenwood Avenue. This project will serve as a feeder to intersecting arterial bikeways, many of which are located with the RBTN. The Queen Avenue project will provide a missing link between existing RBTN facilities at 26th Avenue N (Tier 2),



Plymouth Avenue (Tier 1), and Glenwood Avenue (Tier 1). Future connections include the potential to connect the southern termini to the existing Basset Creek Regional Trail and the potential to extend north along Osseo Road to 65th Avenue in Brooklyn Center (see Figure 2). This project plans to address the barriers along the corridor, incorporating intersection improvements at major crossings along the corridor. These barriers include:

- TH 55 (7-lane divided, 23,400 ADT)
  
- West Broadway (5-lane undivided, 11,200 ADT)
  
- Lowry Avenue (4-lane undivided, 7,400 ADT)

This bicycle boulevard will not only serve those experienced commuter cyclists but also those of all experience levels. This corridor has a strong population to support cycling with 34 percent of the population being children. There are a number of parks and schools along this route that the project will serve.

---

## **Measure B: Project Improvements**

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

Queen Avenue is a relatively quiet residential street. This is the appropriate street type for bicycle boulevard treatments to assist with wayfinding. The existing conditions at Queen Avenue (Figure 3) demonstrate how this street is currently not accommodating to on-road bicyclists. According to the National Association of City Transportation Officials (NACTO), bicycle boulevards have the potential to play a key role in a low-stress bikeway network, as they can complement, and provide strategic connections between off-street, cycle tracks, and bike lanes. The project will reduce the crash potential, provide existing bicyclists with a much safer environment, and attract new users by adding additional amenities to serve all users. A review of the crash data reported in the Minnesota Crash Mapping Analysis Tool (MnCMAT) for the years 2011 through 2015 shows a total of 44 crashes involving either a bicycle or pedestrian within the project area, 32 percent of them were injury type crashes including five incapacitating injury type crashes (Figure 4). The majority of these crashes occurred at intersections along Penn Avenue. The proposed project will provide much needed safety improvements at intersections, as well as promoting bicycle travel on Queen Avenue.

The City of Minneapolis has also made a commitment to increase public awareness of bicycles and pedestrians and will encourage drivers to become more aware of their presence at intersection crossings. The City of Minneapolis adopted a Complete Streets Policy (2016) and is committed to building a complete and integrated public right-of-way, ensuring that everyone can travel safely and comfortably along and across a street regardless of whether they are walking, biking, taking transit, or driving. The Queen Avenue project will align with the Complete Streets Policy creating a safe environment for bicyclists.

Connections to employment, bus routes, educational centers and retail areas will be made safer with the Queen Avenue Bicycle Boulevard project. Studies and accepted practice state that dedicated bicycle facilities reduce crashes and injuries among cyclists. The Minneapolis Bicycle Master Plan (2011) recognizes the Penn Avenue Bikeway as an opportunity for infrastructure improvement. The Queen Avenue Bicycle Boulevard is a component of the Hennepin County adopted Penn Avenue Community Works project, which is dedicated to stimulating economic development, beautification, livability and job creation along the Penn Avenue corridor in North Minneapolis.

---

## **Measure A: Multimodal Elements**

The Queen Avenue Bicycle Boulevard will improve safety not only for bicyclists, but also for pedestrians, vehicles, and transit. The project area connects to a variety of existing and planned transit routes. The existing transit routes include local bus routes 7, 9, and 19 traveling via Penn, West Broadway, and Glenwood Avenues. Planned transit routes include the C-Line Bus Rapid Transit (BRT) route along Penn Avenue and the METRO Blue Line Extension Light Rail Transit (LRT) route along TH 55.

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

Queen Avenue, dedicated as a bicycle boulevard, will discourage through trips, creating a more pedestrian friendly environment while still incorporating vehicles that need to travel down Queen Avenue. Vehicles and pedestrians traveling along the corridor will receive benefits from the enhanced intersection improvements, as well as ADA compliant pedestrian facilities at all effected intersections. These enhancements will create safer crossings at all major intersections as well as provide traffic calming measures, creating a safer environment for pedestrians and vehicles alike.

---

## 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 Yes

100%

Layout or Preliminary Plan started

50%

Layout or Preliminary Plan has not been started

0%

Anticipated date or date of completion 06/01/2016

## 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 12/31/2019

## 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

80%

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

40%

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

0%

Anticipated date or date of completion of historic/archeological review: 12/31/2019

**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**

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** Yes

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 12/31/2019

### 10) Letting

Anticipated Letting Date 01/31/2020

---

## Measure A: Cost Effectiveness

Total Project Cost (entered in Project Cost Form): \$1,250,000.00

Enter Amount of the Noise Walls: \$0.00

Total Project Cost subtract the amount of the noise walls: \$1,250,000.00

### Points Awarded in Previous Criteria

Cost Effectiveness \$0.00

---

## Other Attachments

| File Name  | Description                          | File Size |
|--|--------------------------------------|-----------|
| Figure1_ProjectMap.pdf                           | Figure 1 - Project Map               | 1.1 MB    |
| Figure2_BrooklynCenterExtension.pdf              | Figure 2 - Brooklyn Center Extension | 1.1 MB    |
| Figure3_ExistingCondition.pdf                    | Figure 3 - Existing Conditions       | 694 KB    |
| Figure4_CrashData.pdf                            | Figure 4 - Crash Data                | 425 KB    |
| Figure5_TrafficCalmingToolkit.pdf                | Figure 5 - Traffic Calming Toolkit   | 1.8 MB    |
| Figure6_Bicycle Network.pdf                      | Figure 6 - Bicycle Network           | 1.6 MB    |
| Queen Bike Blvd_HennepinCO letter of support.pdf | Hennepin County Letter of Support    | 36 KB     |
| Queen Bike Blvd_MnDOT letter of support.pdf      | MnDOT Letter of Support              | 107 KB    |



# Project to RBTN Orientation

Multituse Trails and Bicycle Facilities Project: Queen Avenue Bicycle Boulevard | Map ID: 1466099821689



- Project
- RBTN Corridor Centerlines
- RBTN Tier 1
- RBTN Tier 2
- RBTN Tier 1 Alignment
- RBTN Tier 2 Alignment



Created: 6/16/2016  
LandscapeRSA1



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



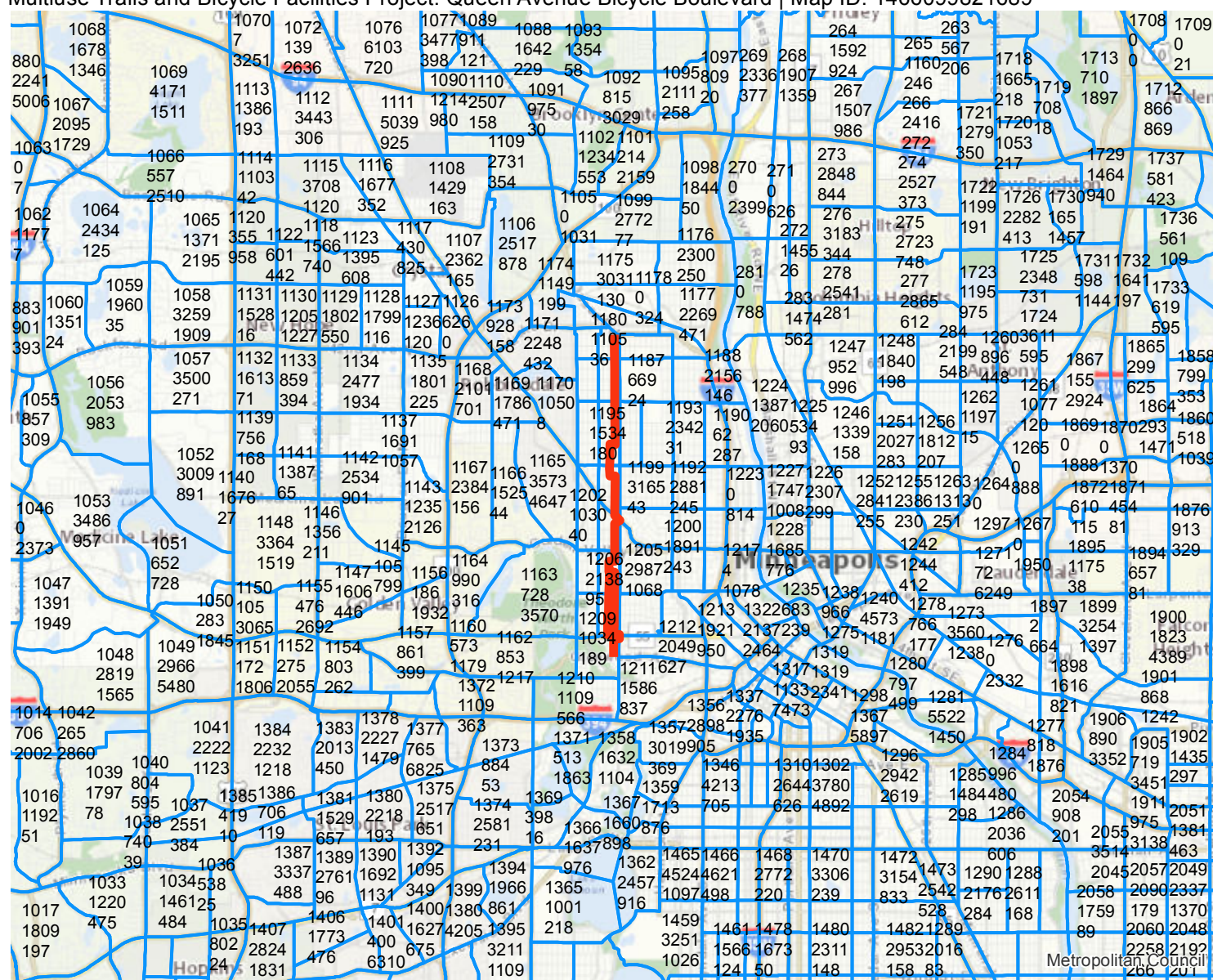
NCompass Technologies

# Population Summary

Multiuse Trails and Bicycle Facilities Project: Queen Avenue Bicycle Boulevard | Map ID: 1466099821689

## Results

Within ONE Mile of project:  
Total Population: 81447  
Total Employment: 28207



 Project  
 2010 TAZ



Created: 6/16/2016  
LandscapeRSA4



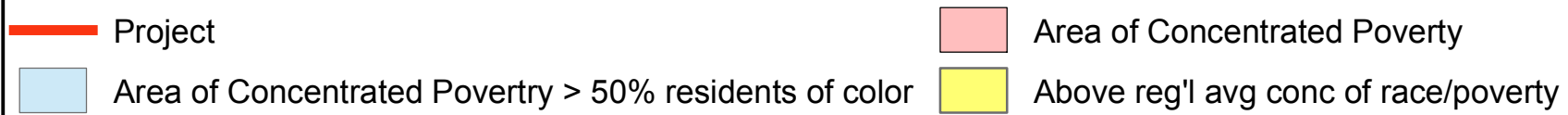
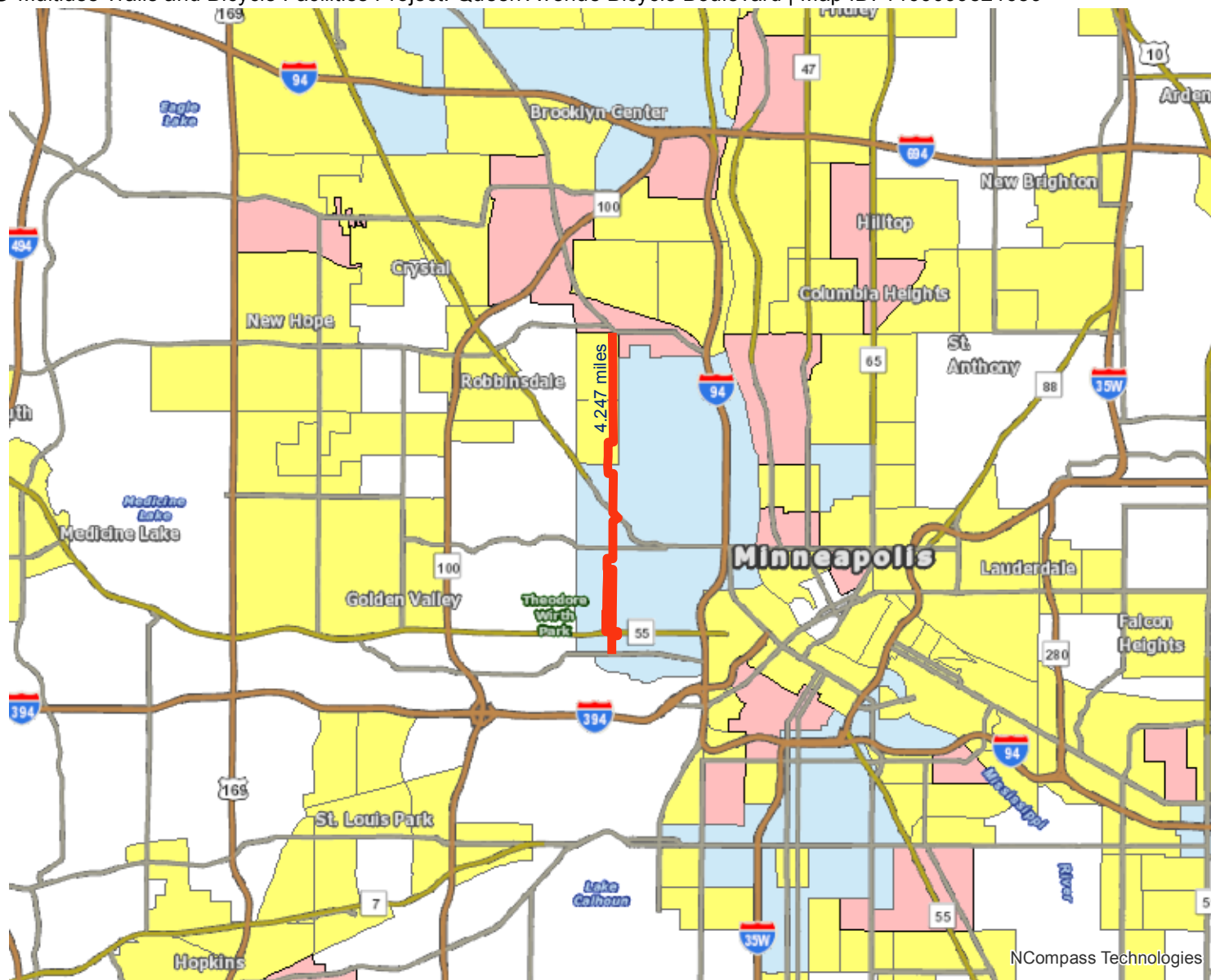
For complete disclaimer of accuracy, please visit  
<http://giswebsite.metc.state.mn.us/gissitenew/notice.aspx>



# Socio-Economic Conditions Multiuse Trails and Bicycle Facilities Project: Queen Avenue Bicycle Boulevard | Map ID: 1466099821689

## Results

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



Created: 6/16/2016  
 LandscapeRSA2

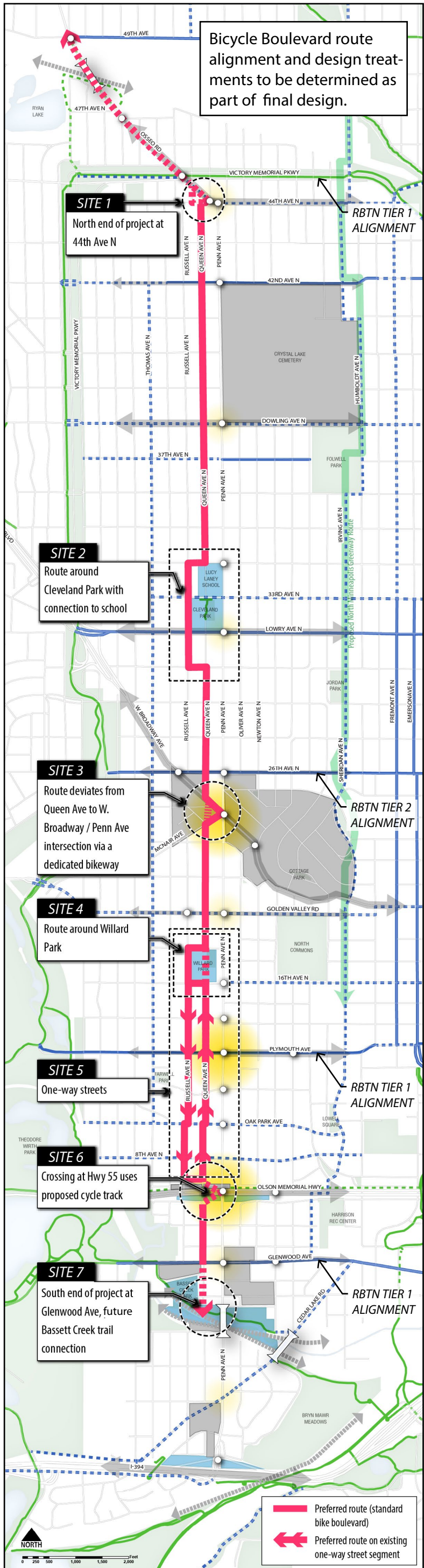


For complete disclaimer of accuracy, please visit  
<http://giswebsite.metc.state.mn.us/gissitenew/notice.aspx>

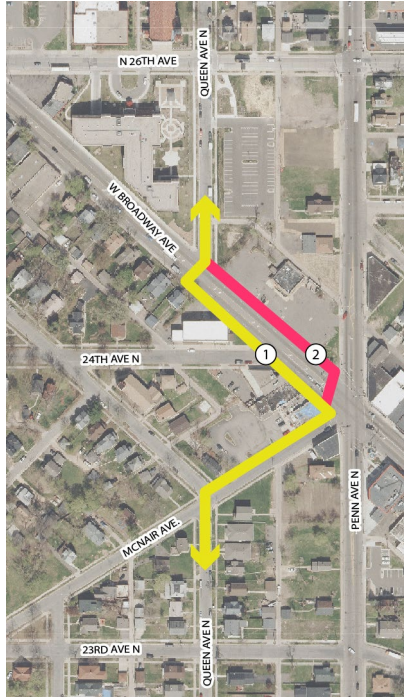


NCompass Technologies

# QUEEN AVENUE BICYCLE BOULEVARD



Site 3: Break in the street grid at West Broadway Ave.



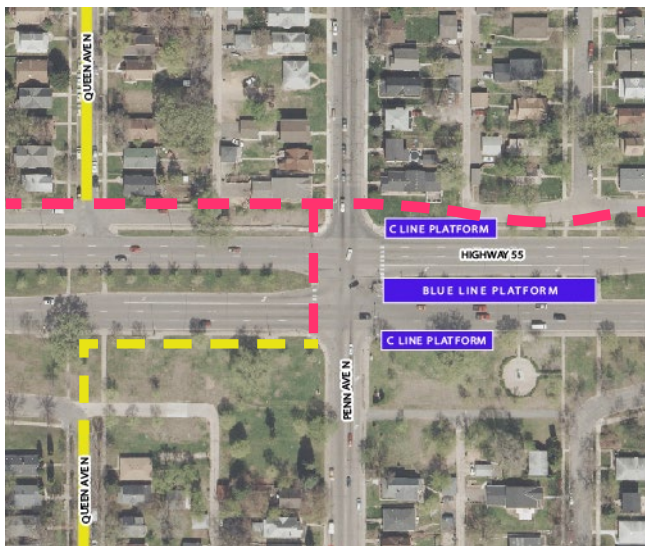
ROUTING AT WEST BROADWAY AVE

| ALTERNATIVE | PROS   | CONS   |
|-------------|--|--|
| 1           | Reallocate street space for bikeway  | Broadway crossing at non-signalized intersection                             |
| 2           | Reallocate street space for bikeway<br>Roadway crossing at signalized intersection | Two stage crossing of Broadway Ave<br>Conflicts with bus stop on W. Broadway |



Representative Bikeway Approach for W. Broadway

Site 6: Highway 55 Crossing



Route connection (via the Penn Avenue intersection) to be determined as part of METRO Blue Line Extension preliminary engineering. Route connection will also be coordinated with future development plans for the southwest and northwest corners of the Penn Avenue and Olson Highway intersection, as determined by Blue Line Station Area Planning.

- Queen Ave Bicycle Boulevard
- - - Off-Street Trail (Queen Ave Bicycle Boulevard project)
- - - Proposed Cycle Track (BLRT project) Intersection to receive upgrades as part of BLRT project.

\*Bicyclists will use existing signalized intersection.

# BROOKLYN BOULEVARD STREETScape CONCEPT \*



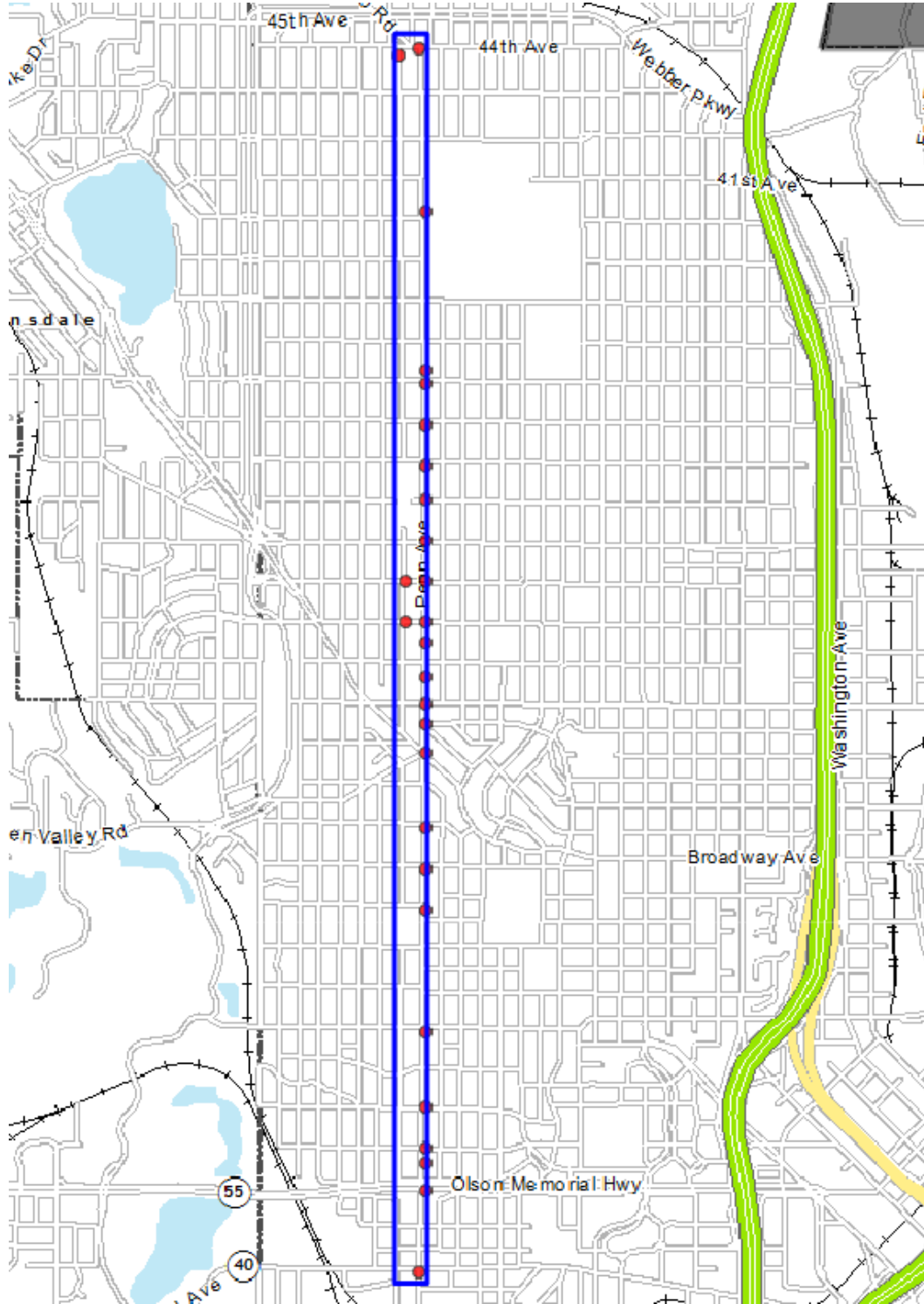
\*THIS PROJECT IS NOT INCLUDED IN THE SCOPE OF THE QUEEN AVENUE BICYCLE BOULEVARD



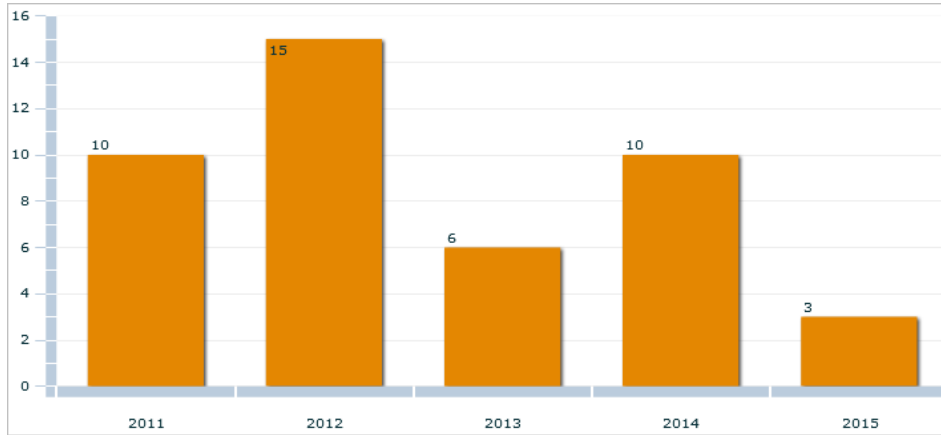
Queen Avenue north of 30th Avenue  
June, 2011

Figure 3: Existing Conditions  
Queen Avenue Bicycle Boulevard Regional Solicitation Grant Application 2016

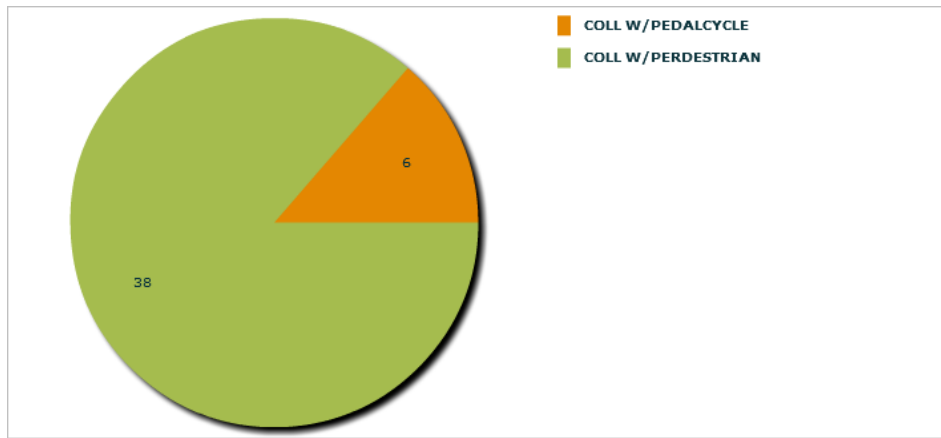
### Crash Locations



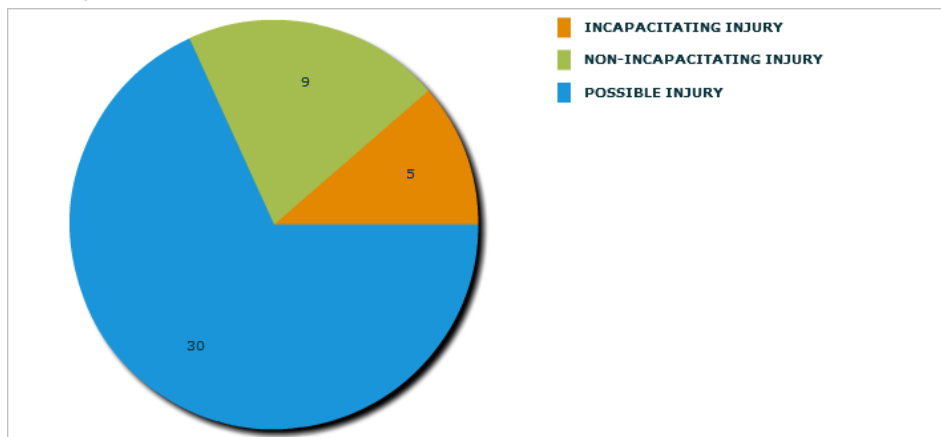
### Year of Crashes



### Type of Crash



### Crash Severity





# QUEEN AVENUE BICYCLE BOULEVARD

FIGURE 5  
JULY 15, 2016 - DRAFT

## Traffic Calming Toolkit



Representative ADA Accessible Pedestrian Ramp



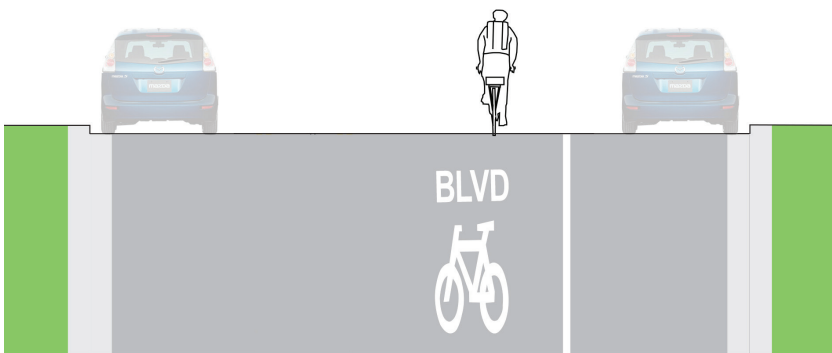
Representative Bike Boulevard on a Two-Way Street



Representative Traffic Circle



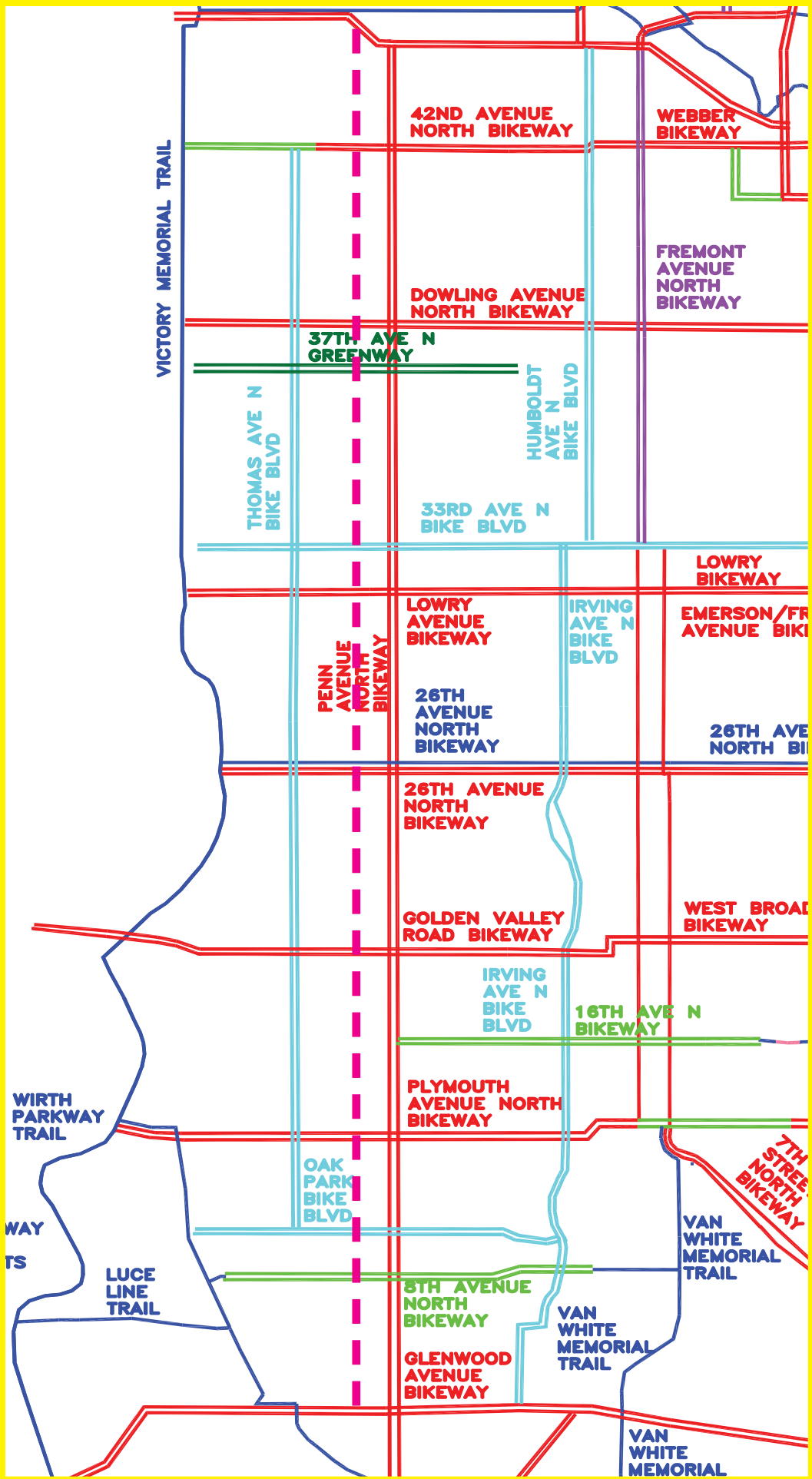
Representative Speed Hump



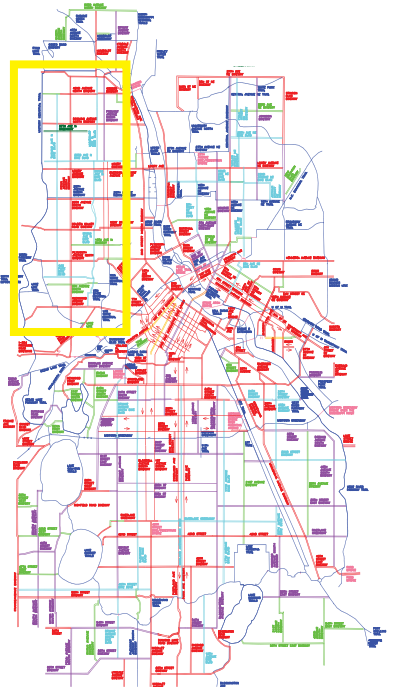
### Bike Boulevard on One-way Street

- Bike boulevard and motor vehicle traffic travel in same direction
- Bike boulevard markings in direction of travel
- Parking on both sides

# 2011 Minneapolis Bicycle Master Plan Figure 6



- TRAIL
- BIKE LANES  
SHARED USE PAVEMENT MARKINGS MAY BE USED TO BRIDGE SHORT GAPS (EXCEPT ON TH & CSA ROUTES)
- SIGNED BIKE ROUTES
- BICYCLE/PEDESTRIAN BRIDGE
- SHARED USE PAVEMENT MARKINGS/SHARROWS (CONSIDER BIKE LANES WHEN STREET RECONSTRUCTED)
- SHOULDER ACCOMMODATIONS
- BICYCLE BOULEVARD (LONG TERM GREENWAYS)
- SHARED BUS/BIKE LANES
- GREENWAY
- PROPOSED QUEEN AVENUE BICYCLE BOULEVARD





## Hennepin County

Public Works

### Community Works

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

612-348-9260, Phone

612-348-9710, Fax

[www.hennepin.us](http://www.hennepin.us)

June 24, 2016

Elaine Koutsoukos, TAB Coordinator  
Metropolitan Council  
390 Robert Street  
Saint Paul, MN 55101

Re: Letter of Support for Regional Solicitation Application for Queen Avenue North Bike Boulevard

Hennepin County supports the City of Minneapolis's federal funding application through the Regional Solicitation for the proposed bike boulevard on Queen Avenue North.

The City of Minneapolis, Hennepin County, and Metro Transit recently completed an extensive planning process for the Penn Avenue corridor (Penn Avenue from the 394 exit to the city limits at 49<sup>th</sup> Avenue North, including parallel streets Queen and Oliver Avenues), under the Penn Avenue Community Work program. This program, a partnership between Hennepin County, the City of Minneapolis, and Metro Transit, seeks to leverage the planned investment in the C Line (bus rapid transit) in order to increase connectivity and mobility, spur economic development, and support placemaking and livability in the 10 neighborhoods that encompass the project area.

A significant part of this planning work was spent on the roadway layout, attempting to balance the need for pedestrian improvements, bump-outs for BRT station amenities, parking, and bike infrastructure. A roadway layout that includes a bike boulevard on Queen Avenue was endorsed by the project Steering Committee as well as approved by the Hennepin County Board and the Minneapolis City Council. This process included extensive community engagement and public input.

We support this county bikeway and sidewalk project. The project will close a gap in the bikeway and sidewalk networks and improve the safety for all transportation modes. Improvements along this corridor will enhance the livability and quality of life for Minneapolis and Hennepin County residents, and improved connectivity and mobility options for users of the bikeway system.

Sincerely,

A handwritten signature in black ink, appearing to read 'Kevin Dockry', written over a horizontal line.

Kevin Dockry  
Director, Hennepin Community Works



## Minnesota Department of Transportation

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

July 8, 2016

Don Pflaum  
Transportation Engineer, Public Works  
City of Minneapolis  
Minneapolis, MN 55114

RE: Regional Solicitation Application for the Queen Bike Blvd project

Dear Mr. Pflaum:

Thank you for requesting a letter of support from MnDOT for the Metropolitan Council/Transportation Advisory Board (TAB) 2016 Regional Solicitation. Your application for the Queen Bike Blvd project impacts MnDOT right of way on trunk highway (TH) 55.

MnDOT, as the agency with jurisdiction over TH 55, would allow the improvements included in the application for Queen Bike Blvd project. Details of any future maintenance agreement with the City would be determined during project development to define how the improvements will be maintained; however, ped/bike amenities that impact MnDOT right of way are normally owned and maintained by the local agency.

This project has no funding from MnDOT. In addition, the Metro District currently has no discretionary funding in year 2020 of the State Transportation Improvement Program (STIP) or year 2021 of the Capital Highway Investment Plan (CHIP) to assist with construction or assist with MnDOT services such as final design or construction engineering of the project. Please continue to work with MnDOT Area staff to assist in identifying additional project funding if needed.

Sincerely,

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

Scott McBride, P.E.  
Metro District Engineer

Cc: Elaine Koustoukos, Metropolitan Council  
John Griffith, MnDOT Metro District – West Area Manager

An Equal Opportunity Employer

