Application

10350 - 2018 Multiuse Trails and Bicycle Facilities

10791 - University Ave and 4th St SE Protected Bikeways

Regional Solicitation - Bicycle and Pedestrian Facilities

Status:	Submitted
Submitted Date:	07/13/2018 3:42 PM

Primary Contact

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What Grant Programs are you most interested in?	Regional Solicitation - Roadways Including Multimodal Elements			

Organization Information

Name:	HENNEPIN COUNTY

Jurisdictional Agency (if different):

Organization Type: County Government

Organization Website:

Address: DPT OF PUBLIC WORKS

1600 PRAIRIE DR

*	MEDINA	Minnesota	55340
	City	State/Province	Postal Code/Zip

County: Hennepin

Phone:* 763-745-7600 Ext.

Fax:

PeopleSoft Vendor Number 0000028004A9

Project Information

Project Name University Ave and 4th St SE Enhanced Bikeway

Primary County where the Project is Located Hennepin

Cities or Townships where the Project is Located: Minneapolis

Jurisdictional Agency (If Different than the Applicant):

Brief Project Description (Include location, road name/functional class, type of improvement, etc.)

The project includes CSAH 36 (University Ave SE) and CSAH 37 (4th St SE) in SE Minneapolis bordering the University of Minnesota Campus. CSAH 36 is an A-minor arterial that functions as a reliever and CSAH 37 is also an A-minor arterial that functions as a reliever. Project termini on University Ave SE are from I-35W to Oak St and on 4th St SE from Oak St to I-35W.

University Ave and 4th St SE travel through the northern border of the University of Minnesota's Minneapolis Campus and through the Dinkytown business district. There is a mix of residential, institutional and retail uses throughout the project area generating high levels of people walking, biking, taking transit and driving. Additionally, the U of M hosts many events throughout the year and University Ave and 4th St provide direct access to most of the U of M's stadiums and venues. Both roadways currently have existing bike lanes that provide a dedicated space for people biking but are not perceived as safe or comfortable by many people due to high volumes of motor vehicles and limited separation from vehicles. A higher level of separation from motor vehicles through an enhanced bikeway has the potential to make riding a bike for transportation a more appealing and safer option.

In 2018 Hennepin County and the City of Minneapolis completed the University Ave SE and 4th St SE Protected Bikeway Study. The results of this study informed project elements to enhance the existing bikeways, making them safer by separating them from motor vehicle traffic. The study recommended the following three major bikeway improvements to enhance safety and comfort for people biking.

1) Bus stop enhancements such as floating bus

stops, bus bumpouts or geometric improvements that make access to the bus safer and easier. County staff will coordinate with the Metro Transit's Route 6 Corridor Bus and Bus Stop Modernization Project to ensure that the bus stops addressed are not included in the Metro Transit project scope and that design and implementation of improvements is consistent and coordinated between agencies

2) Enhanced bikeway improvements. These improvements may consist of high visibility intersection crossings, striping and signing improvements, and a permanent, raised protected bikeway barrier along the corridor wherever feasible and appropriate

3) Safety improvements at various intersections. Safety improvements may consist of high visibility striping, geometric modifications, and protected intersections. Protected intersections may include concrete medians, separating pedestrian and bicycle space from motor vehicles. This reduces crashes, creates more predictable movements for all modes, and provides a higher level of visibility.

(Limit 2,800 characters; approximately 400 words)

TIP Description Guidance (will be used in TIP if the project is selected for funding)	Bikeway Enhancements, ADA, Signal Modifications, Intersection Crossing Improvements, Transit Stop Revisions, Pavement Markings
Project Length (Miles) *to the nearest one-tenth of a mile*	1.9

Project Funding

Are you applying for competitive funds from another source(s) to implement this project?	No
If yes, please identify the source(s)	
Federal Amount	$5,500,000.00
Match Amount	$4,075,146.00

Minimum of 20% of project total

Project Total $9,575,146.00

Match Percentage 42.56%

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

Source of Match Funds Hennepin County

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: 2022

Select 2020 or 2021 for TDM projects only. For all other applications, select 2022 or 2023.

Additional Program Years:

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

Project Information

County, City, or Lead Agency Hennepin County

Zip Code where Majority of Work is Being Performed 55414

(Approximate) Begin Construction Date 04/01/2022

(Approximate) End Construction Date 11/30/2022

Name of Trail/Ped Facility: University Ave SE and 4th St SE bikeway

(i.e., CEDAR LAKE TRAIL)

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

From:
(Intersection or Address) I-35W Bridge

To:
(Intersection or Address) Oak Street

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 Bikeway Enhancements, Pavement Markings, Transit Stop Revisions, Intersection Crossing Improvements, ADA, Signal Modifications

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):

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 (2015), 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 goals, objectives, and strategies that relate to the project.

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

Goal B. Safety and Security - Page 2.7

Objective - Reduce crashes and improve safety and security for all modes of passenger travel and freight transport.

Strategies - B1, B4, B6

Goal C. Access to Destinations - Page 2.8

Objective -
-Increase the availability of multimodal travel options, especially in congested highway corridors.

-Increase transit ridership and the share of trips taken using transit, bicycling and walking.

-Improve multimodal travel options for people of all ages and abilities to connect to jobs and other opportunities, particularly for historically underrepresented populations.

Strategies - C1, C2, C4, C15, C16, C17

Goal D. Competitive Economy - Page 2.11

Objective -
-Improve multimodal access to regional job concentrations identified in Thrive MSP 2040.

-Invest in a multimodal transportation system to attract and retain businesses and residents.

Strategies - D1, D3, D4

Goal E. Healthy Environment - Page 2.12

Objective -

-Reduce transportation related air emissions.

-Increase the availability and attractiveness of transit, bicycling, and walking to encourage healthy communities and active car-free lifestyles.

-Provide a transportation system that promotes community cohesion and connectivity for people of all ages and abilities, particularly for historically underrepresented populations.

Strategies - E1, E2, E3, E6, E7

Goal F. Leveraging Transportation Investments to Guide Land Use - Page 2.14

Objective -
-Focus regional growth in areas that support the full range of multimodal travel.

-Encourage local land use design that integrates highways, streets, transit, walking, and bicycling.
Strategies - F1, F2, F6, F7

(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.

List the applicable documents and pages:

The University Ave and 4th St SE Enhanced Bikeways project relates to several planning documents, these include:
-The Metropolitan Council Regional Bicycle Transportation Network - https://giswebsite.metc.state.mn.us/mcviewer/?cfg=rbtn
-Hennepin County 2040 Bicycle Transportation Plan - Page xvi, 36, Appendix K

-The City of Minneapolis Protected Bikeway Update to the Bicycle Master Plan - Page 4, 9, 10, 13

-Planning Study completed in 2018 - University Ave SE and 4th St SE Protected Bikeway Study

(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 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 (ADA).

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

9.In order for a selected project to be included in the Transportation Improvement Program (TIP) and approved by USDOT, the public agency sponsor must either have, or be substantially working towards, completing a current Americans with Disabilities Act (ADA) self-evaluation or transition plan that covers the public right of way/transportation, as required under Title II of the ADA.

The applicant is a public agency that employs 50 or more people and has an adopted ADA transition plan that covers the public right of way/transportation.

Date plan adopted by governing body

The applicant is a public agency that employs 50 or more people and is currently working towards completing an ADA transition plan that covers the public rights of way/transportation. Yes

05/02/2011 Date process started

04/06/2020 Date of anticipated plan completion/adoption

The applicant is a public agency that employs fewer than 50 people and has a completed ADA self-evaluation that covers the public rights of way/transportation.

Date self-evaluation completed

The applicant is a public agency that employs fewer than 50 people and is working towards completing an ADA self-evaluation that covers the public rights of way/transportation.

Date process started

Date of anticipated plan completion/adoption

(TDM Applicants Only) The applicant is not a public agency subject to the self-evaluation requirements in Title II of the ADA.

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

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

11.The owner/operator of the facility must operate and maintain the project year-round for the useful life of the improvement, per FHWA direction established 8/27/2008 and updated 6/27/2017.

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

12.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

13.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

14.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.

Upload Agreement PDF

Check the box to indicate that the project is not in active railroad right-of-way. Yes

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

Specific Roadway Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Mobilization (approx. 5% of total cost)	$342,600.00
Removals (approx. 5% of total cost)	$171,300.00
Roadway (grading, borrow, etc.)	$489,129.00
Roadway (aggregates and paving)	$443,146.00
Subgrade Correction (muck)	$0.00
Storm Sewer	$275,000.00
Ponds	$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	$758,623.00
Traffic Control	$225,000.00
Striping	$425,791.00
Signing	$8,720.00
Lighting	$0.00
Turf - Erosion & Landscaping	$0.00
Bridge	$0.00
Retaining Walls	$0.00
Noise Wall (not calculated in cost effectiveness measure)	$0.00
Traffic Signals	$3,725,837.00
Wetland Mitigation	$0.00
Other Natural and Cultural Resource Protection	$0.00
RR Crossing	$0.00
Roadway Contingencies	$2,060,000.00
Other Roadway Elements	$0.00

Totals	**$8,925,146.00**

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	$0.00
Right-of-Way	$0.00
Pedestrian Curb Ramps (ADA)	$500,000.00
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	$150,000.00
Other Bicycle and Pedestrian Elements	$0.00
Totals	**$650,000.00**

Specific Transit and TDM Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Fixed Guideway Elements	$0.00
Stations, Stops, and Terminals	$0.00
Support Facilities	$0.00
Transit Systems (e.g. communications, signals, controls, fare collection, etc.)	$0.00
Vehicles	$0.00
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	$9,575,146.00
Construction Cost Total	$9,575,146.00
Transit Operating Cost Total	$0.00

Measure A: Project Location Relative to the RBTN

Select one:

Tier 1, Priority RBTN Corridor	Yes
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	

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	1529951767655_Project to RBTN Orientation - University Ave and 4th St SE Enhanced Bikeways.pdf

Please upload attachment in PDF form.

Measure A: Population Summary

Existing Population Within One Mile (Integer Only)	55797
Existing Employment Within One Mile (Integer Only)	61274
Upload the "Population Summary" map	1529951813858_Population Employment Summary - University Ave and 4th St SE Enhanced Bikeways.pdf

Please upload attachment in PDF form.

Measure 2B: Snow and ice control

Maintenance plan or policy for snow-removal for year-round use:	Yes

(50 Points)

Response: If yes, please include a link to and/or description of maintenance plan.

https://www.hennepin.us/-/media/hennepinus/business/work-with-hennepin-county/docs-m-z/cost-part-policy-feb-2012-final.pdf?la=en

Upload Maintenance Plan (if no link is available)

Please upload attachment in PDF form.

Measure A: Connection to disadvantaged populations and projects benefits, impacts, and mitigation

Select one:

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

(up to 100% of maximum score)

Project located in Area of Concentrated Poverty:

(up to 80% of maximum score)

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

Yes

(up to 60% of maximum score)

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:

(up to 40% of maximum score)

1.(0 to 3 points) A successful project is one that has actively engaged low-income populations, people of color, children, persons with disabilities, and the elderly during the project's development with the intent to limit negative impacts on them and, at the same time, provide the most benefits.
Describe how the project has encouraged or will engage the full cross-section of community in decision-making. Identify the communities to be engaged and where in the project development process engagement has occurred or will occur. Elements of quality engagement include: outreach to specific communities and populations that are likely to be directly impacted by the project; techniques to reach out to populations traditionally not involved in the community engagement related to transportation projects; residents or users identifying potential positive and negative elements of the project; and surveys, study recommendations, or plans that provide feedback from populations that may be impacted by the proposed project. If relevant, describe how NEPA or Title VI regulations will guide engagement activities.

Response:

The 2040 Hennepin County Bicycle Transportation Plan included an extensive community outreach process, engaging low-income populations, people of color, children, and persons with disabilities. This outreach led to CSAH 36 and CSAH 37 being identified as important bike network connections.

Engagement was essential to the success of the University Ave SE and 4th St SE Protected Bikeway Study. A study group of corridor stakeholders was convened including representatives from public agencies, the University of Minnesota, the Dinkytown business community, faith leaders, university students, bicycle and pedestrian advocates and neighborhood leaders. In total, 10 formal meetings were held as part of the study process.

Should the project receive funding, a second round of public engagement would be an integral part of the project design process. The corridor is unique in that it runs through a university area where a high proportion of residents are students who are young adults. Engaging this population will be a critical to project success. The larger Marcy Holmes Neighborhood has people of all ages and life stages. Understanding how older adults and those with mobility issues travel along and cross University Ave and 4th St will guide design decisions and ensure that people walking and biking are provided with a high level of access and mobility that is safe and functional.

(Limit 1,400 characters; approximately 200 words)

2.(0 to 7 points) Describe the projects benefits to low-income populations, people of color, children, people with disabilities, and the elderly. Benefits could relate to safety; public health; access to destinations; travel time; gap closure; leveraging of other beneficial projects and investments; and/or community cohesion. Note that this is not an exhaustive list.

The University Ave and 4th St SE Enhanced Bikeways project will provide health, safety, mobility and access benefits to vulnerable populations as well as the broader community. Through its bike plan, Hennepin County is committed to providing bicycle facilities for people biking who are interested but concerned. These are people who would bike more often if they had facility options that made biking feel safer and more comfortable. Children, people with disabilities and seniors would benefit from a higher degree of separation from motor vehicles as the proposed treatments will add more physical safety and a higher level of bike rider comfort.

Response:

As a Job Concentration Area, the U of M campus attracts many workers, from low to high skilled, as well as students. An enhanced bicycle facility separating people biking from motor vehicles and from conflicts with buses would make biking to work or class a more appealing option to a wider group of people. Encouraging more people to bike to access the U of M campus would reduce reliance on single occupancy vehicles, provide active transportation as a viable means to access work or school and provide cost savings to low-income populations and students as owning and operating a bicycle is much cheaper than owning a car. Safer and more comfortable bicycle facilities allow for more transportation choices for more people, including low-income populations and people of color, increasing mobility and access to this job center.

University Ave and 4th St are also consistently two of the highest volume roads for bicycle travel on the Hennepin County roadway network with average daily bicycle volumes above 500 people per day. Despite the high number of users, the existing

bicycle facilities are inadequate. Current facilities consist of a 6-foot standard bike lane; however, given motor vehicle travel speeds and volumes, both roadways are still stressful for bicyclists and a higher level of separation is desired. The high bicycle volume along the corridor indicates that there are both limited alternative access points to the U of M and that there is latent demand for even more people bicycling should safety and comfort of the roadway improve.

(Limit 2,800 characters; approximately 400 words)

3.(-3 to 0 points) Describe any negative externalities created by the project along with measures that will be taken to mitigate them. Negative externalities can result in a reduction in points, but mitigation of externalities can offset reductions.
Below is a list of negative impacts. Note that this is not an exhaustive list.
Increased difficulty in street crossing caused by increased roadway width, increased traffic speed, wider turning radii, or other elements that negatively impact pedestrian access.
Increased noise.
Decreased pedestrian access through sidewalk removal / narrowing, placement of barriers along the walking path, increase in auto-oriented curb cuts, etc.
Project elements that are detrimental to location-based air quality by increasing stop/start activity at intersections, creating vehicle idling areas, directing an increased number of vehicles to a particular point, etc.
Increased speed and/or cut-through traffic.
Removed or diminished safe bicycle access.
Inclusion of some other barrier to access to jobs and other destinations.
Displacement of residents and businesses.
Construction/implementation impacts such as dust; noise; reduced access for travelers and to businesses; disruption of utilities; and eliminated street crossings. These tend to be temporary.
Other

Response:

The University Ave and 4th St SE Enhanced Bikeways project does not have any expected negative externalities. Overall the project is expected to improve mobility, access and safety for people walking, biking and taking transit. Intersection crossings will be improved. Travel along the roadway will be enhanced. Access to employment and destinations will be maintained. The project is not expected to have negative impacts on motor vehicle travel as the number of existing travel lanes will remain, resulting in no reduction in throughput and no increased congestion or idling of vehicles. Right of way beyond what is existing is not expected to be impacted. Should private landscaping or other elements be disturbed during construction, Hennepin County would work with property owners to obtain all necessary easements and to compensate all property owners fairly for any construction disturbance.

(Limit 2,800 characters; approximately 400 words)

Upload Map

1529951923530_Socio-Economic Conditions - University Ave and 4th St SE Enhanced Bikeways.pdf

Measure B: Affordable Housing

City	Segment Length (For stand-alone projects, enter population from Regional Economy map) within each City/Township	Segment Length/Total Project Length	Score	Housing Score Multiplied by Segment percent
Minneapolis	1.9	1.0	100.0	100.0

Total Project Length

Total Project Length (as entered in the "Project Information" form) 1.9

Affordable Housing Scoring

Total Project Length (Miles) or Population	1.9
Total Housing Score	100.0

Affordable Housing Scoring

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

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

The University Ave SE and 4th St SE Protected Bikeway Study was done in partnership with the City of Minneapolis and MnDOT. The study limits extend from Central Ave in the West to Oak St in the east. The corridor jurisdiction is divided, at the I-35W bridge, with a Hennepin County road to the east and a MnDOT road to the west. Cross jurisdictional collaboration and coordination is needed with both MnDOT and the City of Minneapolis for the Hennepin County University Ave and 4th St SE Enhanced Bikeways project to make a strong connection to these other jurisdictions and match with improvements being done on the western portion of the corridor. This will ensure that the user experience is consistent between jurisdictions for the entire length of the study corridor.

Response:

The City of Minneapolis plans to construct protected bikeways on 10th Ave SE and 15th Ave SE in 2019. Both of these bikeways will connected directly into the University Ave and 4th St SE Enhanced Bikeways project. The county has worked closely with the City of Minneapolis on their U of M Protected Bikeways Project to ensure that the two projects are compatible.

Metro Transit also has a planned project within the corridor, the Route 6 Corridor Bus and Bus Stop Modernization project. The county is working in collaboration with Metro Transit to ensure that the county's bikeway project and Metro Transit's bus stop improvements are coordinated throughout design and construction and are well integrated. Each of these projects has independent utility but the projects are also well suited to be implemented in coordination with one another.

(Limit 2,800 characters; approximately 400 words)

Measure B: Project Improvements

The roadway configuration of University Ave and 4th St SE are generally similar throughout the project limits, each one-way roads that include three travel lanes. At specific locations, during Sundays and/or off peak hours, one travel lane on each road is used as a parking lane. The roads are designed as a one-way pair and carry high volumes of vehicles, up to 25,000 vehicles per day near I-35W and a low of 12,000 vehicles per day near the intersection of 4th St SE and Oak St.

From 2013-2015, there were a total of 137 crashes that were reported along University Ave SE between 10th Ave SE and Oak St NE; with 17 of these involving people walking or biking. Additionally, there were a total of 182 crashes that were reported along 4th St SE between 10th St SE and Oak St NE with 17 crashes involving people walking or biking.

Response:

-Fatal/ Serious Injury - 2 serious injured

-Pedestrian/ Bicycle - 34

By applying a crash modification factor of 0.26 from the study, "Cycle-tracks, bicycle lanes & on-street cycling in Montreal: a preliminary comparison of the cyclist injury risk" by Nosal and Miranda-Moreno, 2012, Hennepin County estimates a 74% decrease in bike and pedestrian related crashes with the addition of the enhanced bike lanes. The study evaluated bike lanes that were separated from vehicles lanes by a variety of barriers and/or parking.

As described in Hennepin County's 2040 Bicycle Transportation Plan, the County is dedicated to providing infrastructure for individuals who are "interested but concerned". This describes a group that makes up more than half of the population and

would be more likely to bike if facilities were safe, comfortable and separated from moving vehicles. The proposed project would provide separation from the roadway for bicyclists. Further, pedestrians and transit users would benefit from bus stop and intersection crossing improvements such as floating bus stops, protected intersections and high visibility striping; infrastructure improvements that better separate people walking from cars and bikes and provide more visibility at intersections and transit stops. All crossings will be ADA compliant and accessible to people of all ages and abilities.

(Limit 2,800 characters; approximately 400 words)

Measure A: Multimodal Elements

Response:

Enhanced bikeways - The proposed project will enhance the existing on-road bikeways along University Ave NE and 4th St NE. Potential enhancements may include (but is not limited to): improved bicycle pavement messages, protected barriers, bikeway wayfinding, and striping revisions. Separation from motor vehicles is a key element in creating a safer and more comfortable bicycle facility.

Transit improvements - County staff will coordinate with the Metro Transit 'Route 6 Corridor Bus and Bus Stop Modernization' project to enhance bus stops along the corridor. The proposed project will evaluate bus stop locations that are not part of the Metro Transit project and consider improvements such as floating bus stops or other geometric modifications. Specific locations will be identified during the design process based on their connection to the Uni/4th corridor study and in coordination with the Metro Transit 'Route 6 Corridor Bus and Bus Stop Modernization' project.

Improved intersection crossings - The proposed project will revise various intersections along the corridors to provide traffic calming elements. Specific locations will be identified during the design process based on their connection to the Uni/4th corridor study, existing level of traffic stress, and feasibility of incorporating desired improvements. Staff anticipates that the specific intersections of Uni/15th/ 10th and 4th/15th/ 10th will be of interest to consider for further intersection enhancements based on results of the Uni/4th Study and known intersecting projects. Intersection improvements may include high visibility striping, signal operation modifications, geometric changes and protected intersections.

ADA Improvements - The proposed project will

include ADA improvements (such as upgraded pedestrian ramps and installation of APS) at various intersections along the corridors. Hennepin County upgraded many of the pedestrian ramps within this area in 2013 in an effort to provide accessible sidewalk connections within the Central Corridor LRT walking routes.

Signal Modifications - The proposed project will include signal modifications at various locations along the corridors. Modifications include (but are not limited to): signal system replacement, vehicle/bicycle signal head installation, countdown timers, and various ITS components.

(Limit 2,800 characters; approximately 400 words)

Transit Projects Not Requiring Construction

If the applicant is completing a transit 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 - Construction Projects

1)Layout (30 Percent of Points)

Layout should include proposed geometrics and existing and proposed right-of-way boundaries.

Layout approved by the applicant and all impacted jurisdictions (i.e., cities/counties that the project goes through or agencies that maintain the roadway(s)). A PDF of the layout must be attached along with letters from each jurisdiction to receive points.

Yes

100%

Attach Layout

1531258252795_Attachment 03 - Proposed Project Planview Layout - University Ave 4th St.pdf

Please upload attachment in PDF form.

Layout completed but not approved by all jurisdictions. A PDF of the layout must be attached to receive points.

50%

Attach Layout

Please upload attachment in PDF form.

Layout has not been started

0%

Anticipated date or date of completion

2)Review of Section 106 Historic Resources (20 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 — Yes

100%

There are historical/archeological properties present but determination of no historic properties affected is anticipated.

100%

Historic/archeological property impacted; determination of no adverse effect anticipated

80%

Historic/archeological property impacted; determination of adverse effect anticipated

40%

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

0%

Project is located on an identified historic bridge

3)Right-of-Way (30 Percent of Points)

Right-of-way, permanent or temporary easements either not required or all have been acquired — Yes

100%

Right-of-way, permanent or temporary easements required, plat, legal descriptions, or official map complete

50%

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

25%

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

0%

Anticipated date or date of acquisition

4)Railroad Involvement (20 Percent of Points)

No railroad involvement on project or railroad Right-of-Way agreement is executed (include signature page, if applicable) — Yes

100%

Signature Page

Please upload attachment in PDF form.

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

50%

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

0%

Anticipated date or date of executed Agreement

Measure A: Cost Effectiveness

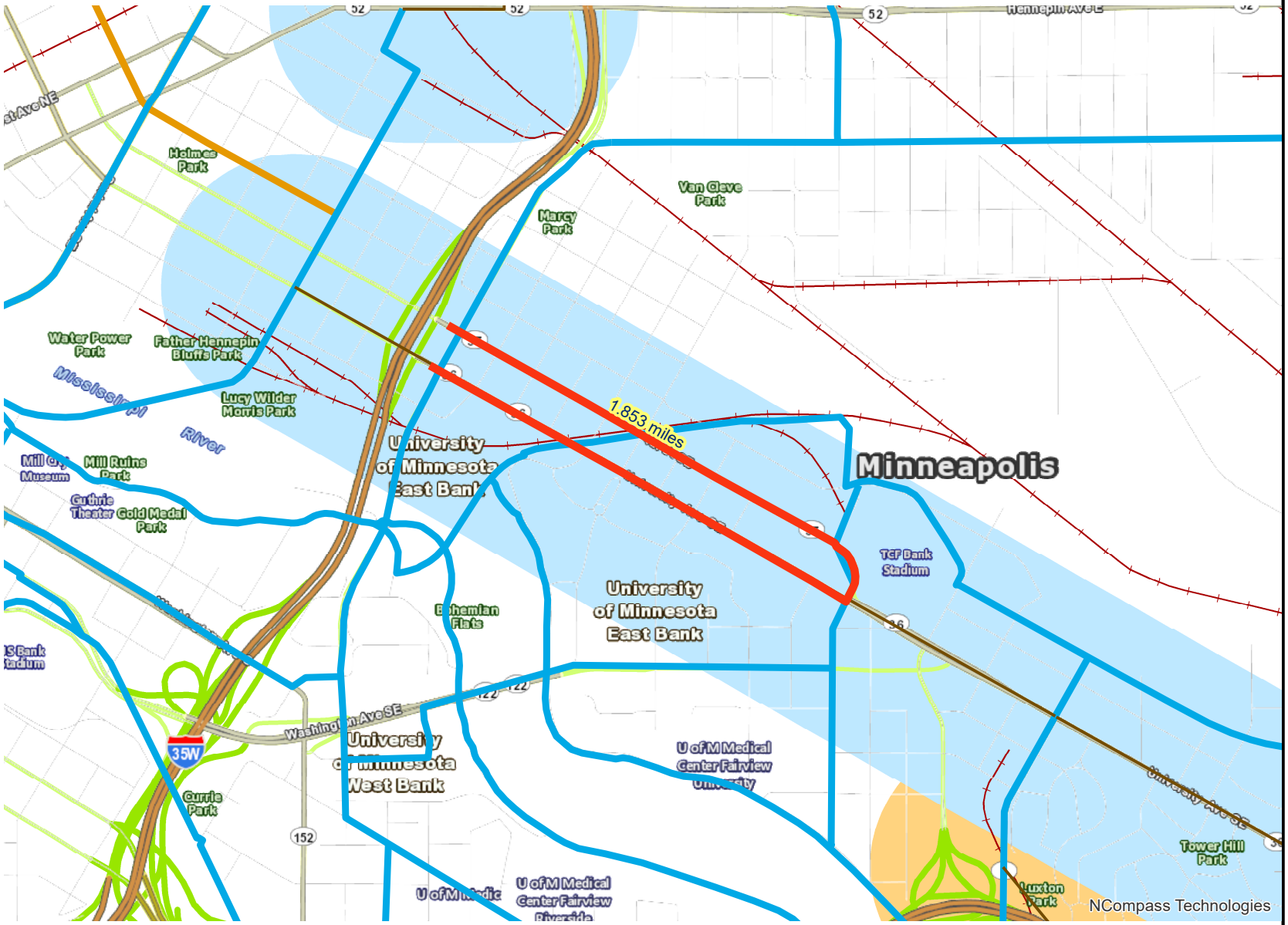
Total Project Cost (entered in Project Cost Form):	$9,575,146.00
Enter Amount of the Noise Walls:	$0.00
Total Project Cost subtract the amount of the noise walls:	$9,575,146.00
Points Awarded in Previous Criteria	
Cost Effectiveness	$0.00

Other Attachments

File Name	Description	File Size
Attachment 00 - List of Attachments.pdf	List of Attachments	45 KB
Attachment 01 - One-pager University Avenue & 4th Street.pdf	project one-pager	344 KB
Attachment 02 - Project Location Map CSAH 036 CSAH 037.pdf	project location map	443 KB
Attachment 03 - Proposed Project Planview Layout - University Ave 4th St.pdf	proposed plan view layout	6.9 MB
Attachment 04 - University Ave Proposed Typical Section.pdf	University Ave proposed typical section	1.6 MB
Attachment 05 - 4th St Proposed Typical Section.pdf	4th St proposed typical section	1.6 MB
Attachment 06 - Hennepin County 2040 Bicycle Transportation Plan1.pdf	Hennepin County 2040 Bicycle Transportation Plan, page 36 planned bikeway system	735 KB
Attachment 07 - Protected Bikeway Update to the Minneapolis Bicycle Master Plan1.pdf	Protected bikeway updated to the Minneapolis Bike Plan	5.0 MB
Attachment 08 - Project to RBTN Orientation - University Ave and 4th St SE Enhanced Bikeways.pdf	Project to RBTN orientation	4.9 MB
Attachment 09 - Population Employment Summary - University Ave and 4th St SE Enhanced Bikeways.pdf	Population employment summary	1.7 MB
Attachment 10 - Socio-Economic Conditions - University Ave and 4th St SE Enhanced Bikeways.pdf	Socio-economic conditions	6.4 MB
Attachment 11 - MnDOt Support ltr Hennepin - CSAH 36 and CSAH 37 Bikeway Project.pdf	MnDOT letter of support	477 KB
Attachment 12 - 2018 07 12 4th-Univ Metro Transit Support Letter to HC.pdf	Metro Transit Letter of Support	118 KB
Attachment 13 - RegionalSolicitation_MinneapolisSupport_signed.pdf	Minneapolis letter of support	376 KB
Attachment 14 - Hennepin County Board Resolution - 2018 Regional Solicitation.pdf	Hennepin County Board Resolution	666 KB

Project to RBTN Orientation

Multiuse Trails and Bicycle Facilities Project: University Ave and 4th St SE Enhanced Bikeways | Map ID: 1528907161988



Project
RBTN Corridor Centerlines
RBTN Tier 1 Alignment
RBTN Tier 2 Alignment
RBTN Tier 1
RBTN Tier 2
Principal Arterials
Minor Arterials
Railroads

0 0.175 0.35 0.7 1.05 1.4 Miles

Created: 6/13/2018
LandscapeRSA6

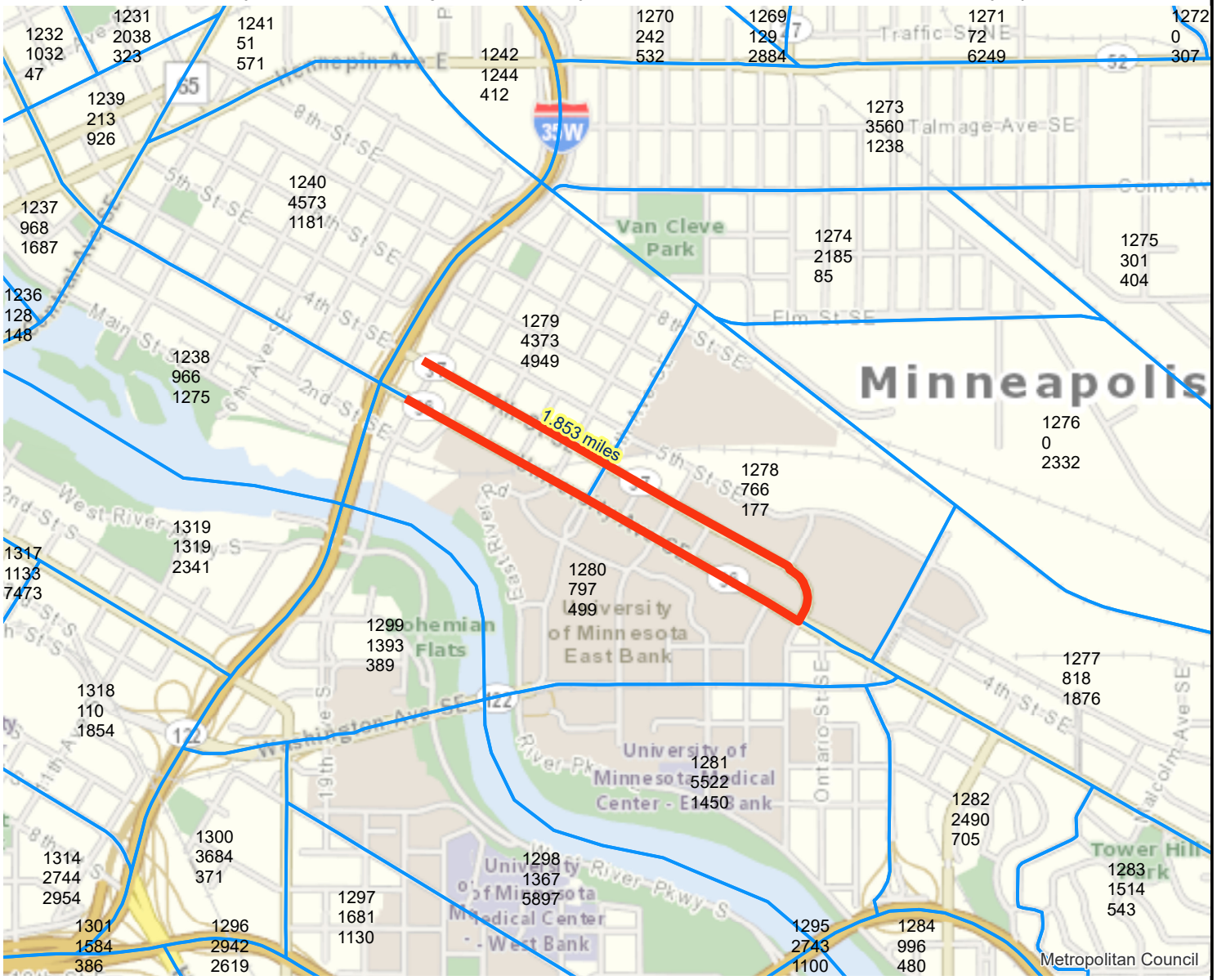
METROPOLITAN COUNCIL

Population/Employment Summary

Multiuse Trails and Bicycle Facilities Project: University Ave and 4th St SE Enhanced Bikeways | Map ID: 1528907161

Results

Within ONE Mile of project:
Total Population: 55797
Total Employment: 61274



Project

2010 TAZ

0 0.175 0.35 0.7 1.05 1.4 Miles

Created: 6/13/2018
LandscapeRSA4

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

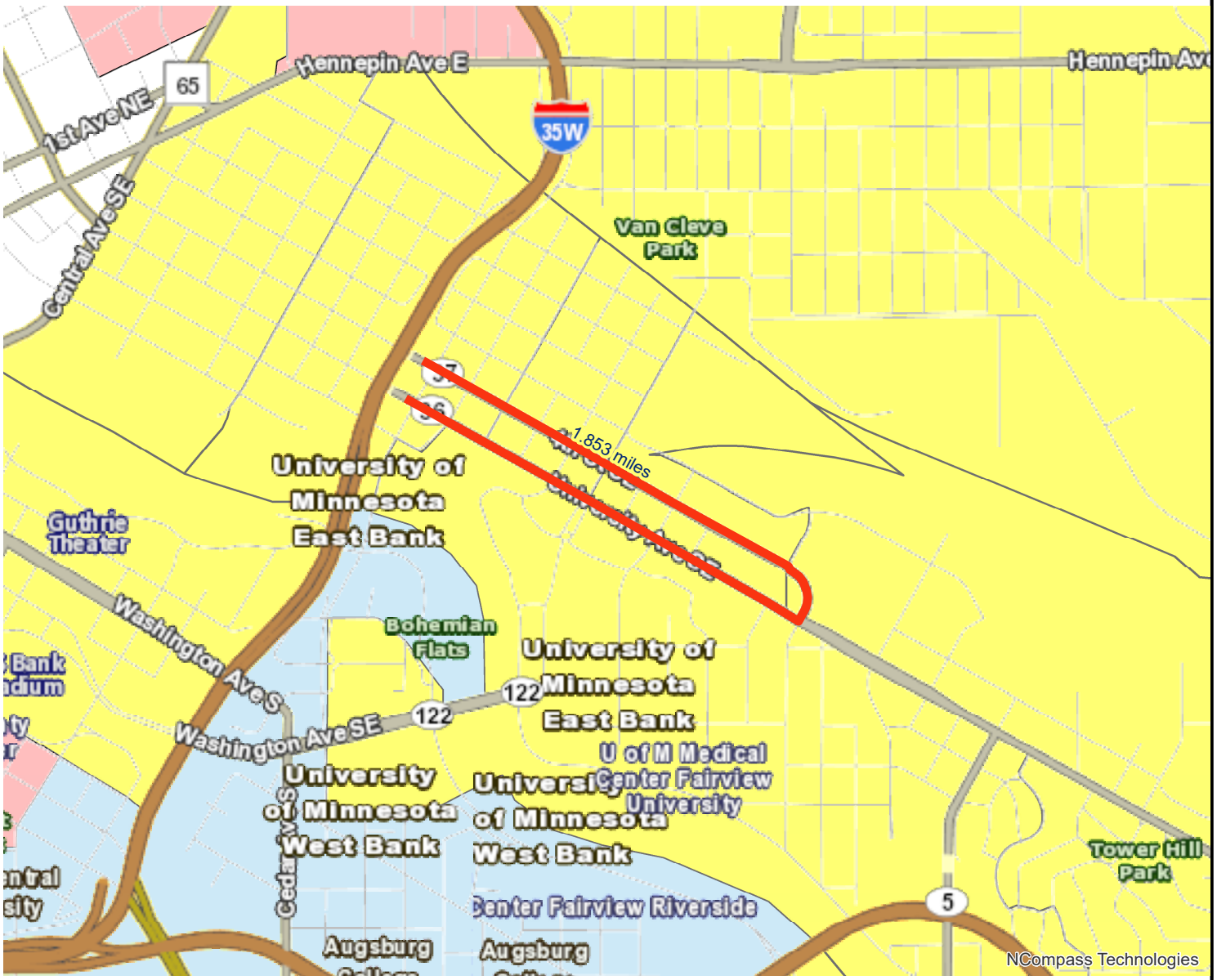
METROPOLITAN COUNCIL

Socio-Economic Conditions

Multiuse Trails and Bicycle Facilities Project: University Ave and 4th St SE Enhanced Bikeways | Map ID: 1528907161988

Results

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



Project

Area of Concentrated Poverty

Area of Concentrated Povertry > 50% residents of color

Above reg'l avg conc of race/poverty

0 0.175 0.35 0.7 1.05 1.4 Miles

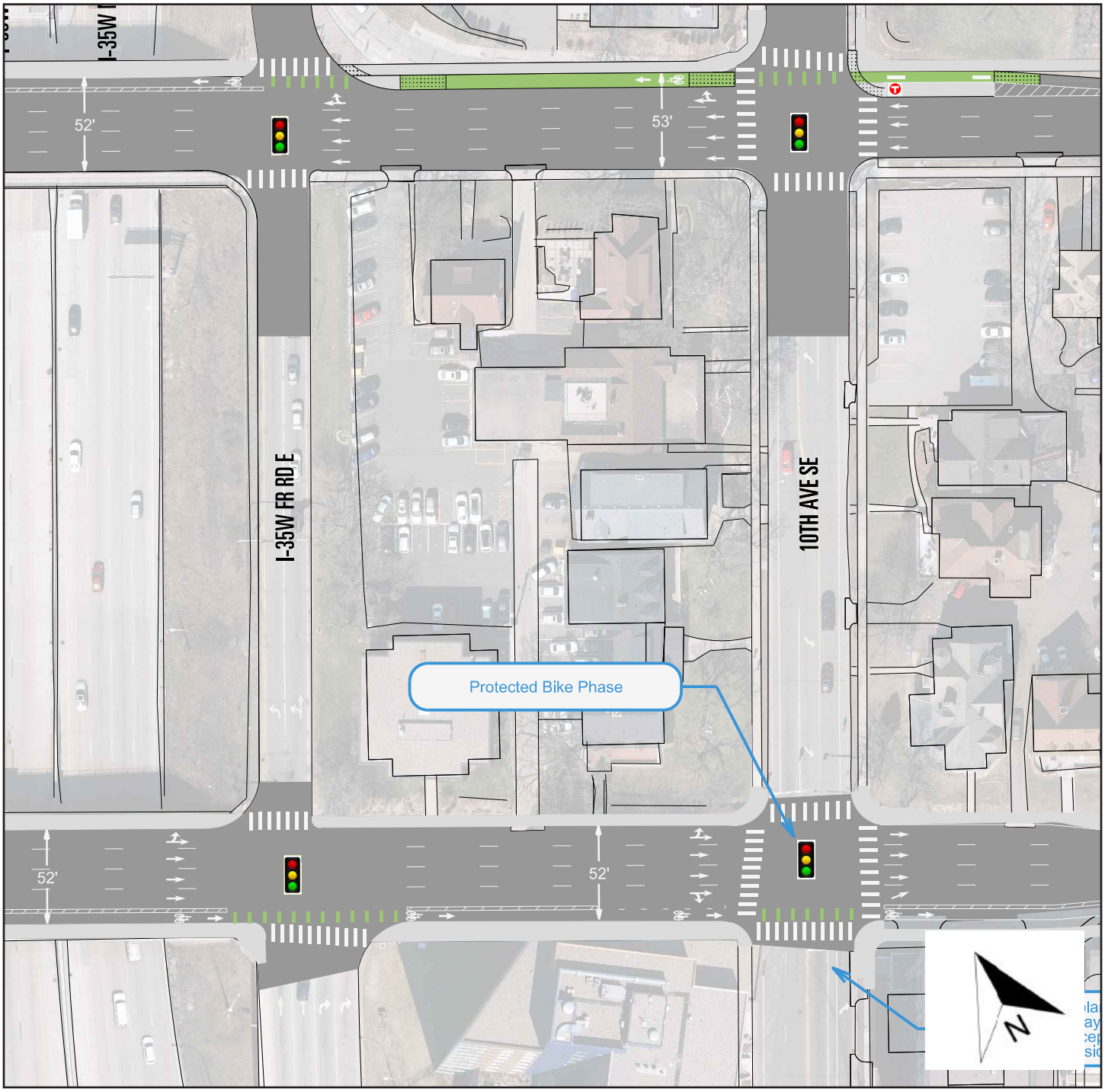
Created: 6/13/2018
LandscapeRSA2

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

METROPOLITAN COUNCIL

University Avenue and 4th Street Protected Bikeway Concept Layout

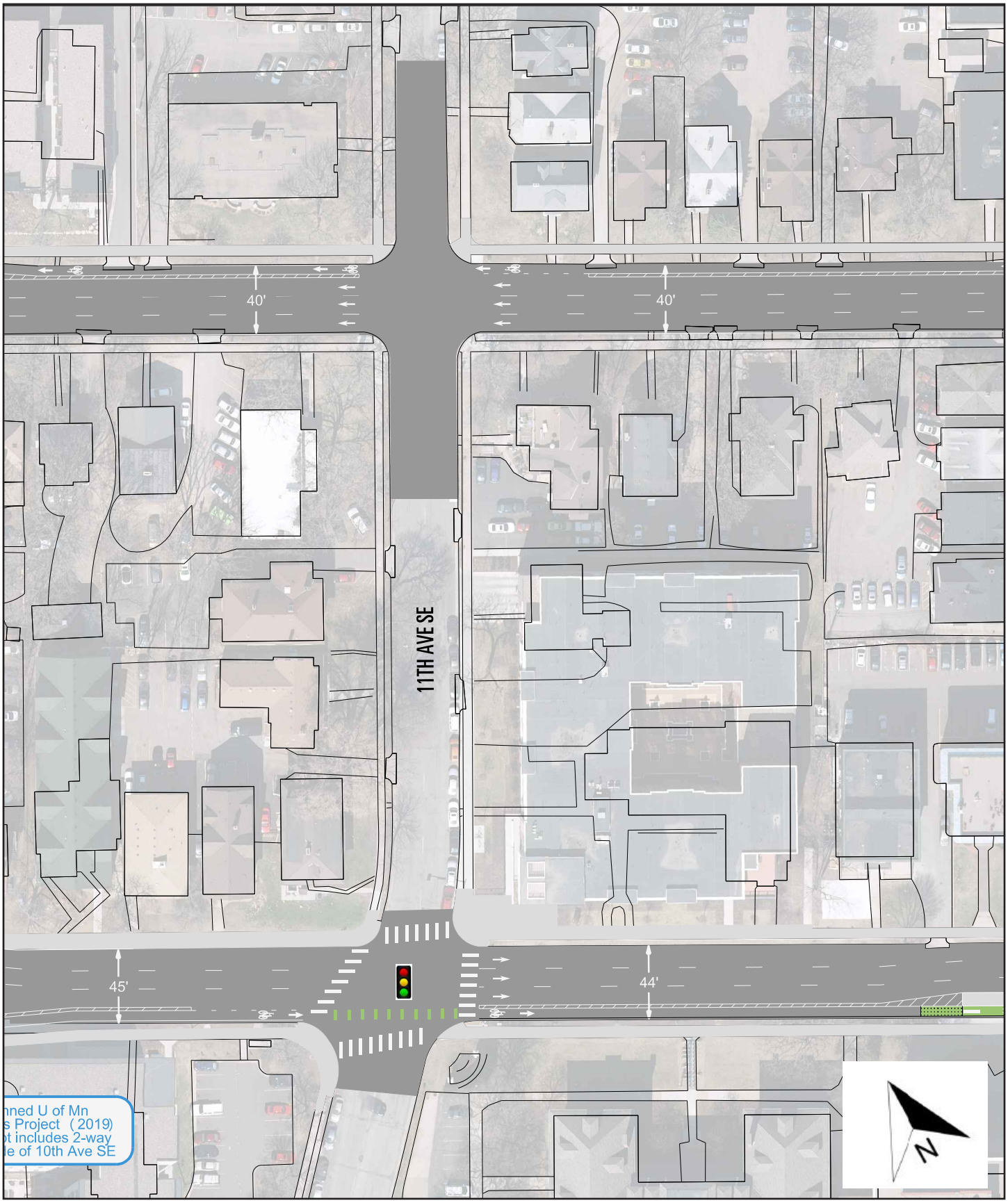
One-way Bikeways on CSAH 36 (University Ave SE) & CSAH 37 (4th Street SE)



Hennepin County Improvements

Protected Bikeways on CSAH 36 (University Ave SE) & CSAH 37 (4th Street SE)

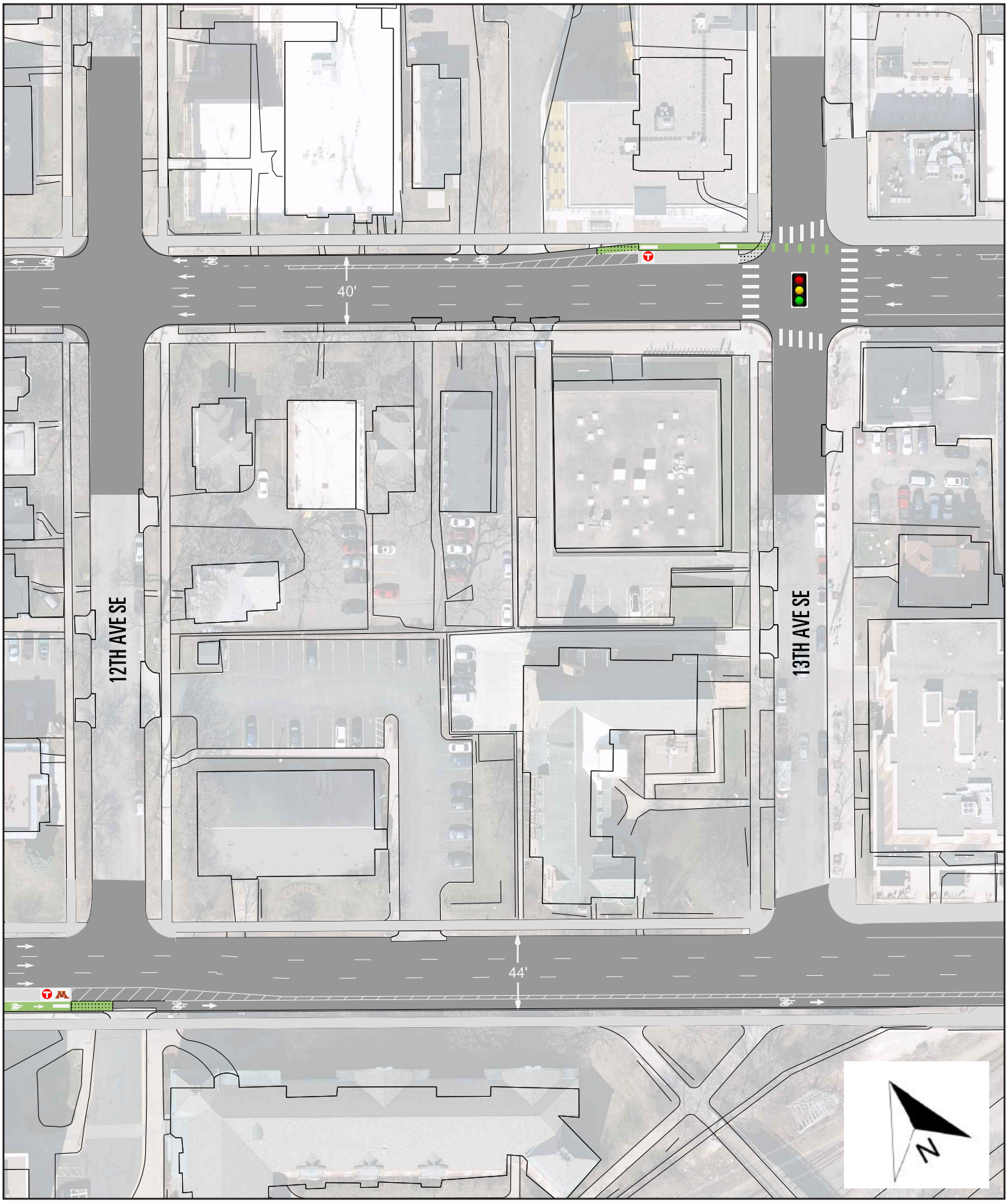
Figure-1



Hennepin County Improvements

Protected Bikeways on CSAH 36 (University Ave SE) & CSAH 37 (4th Street SE)

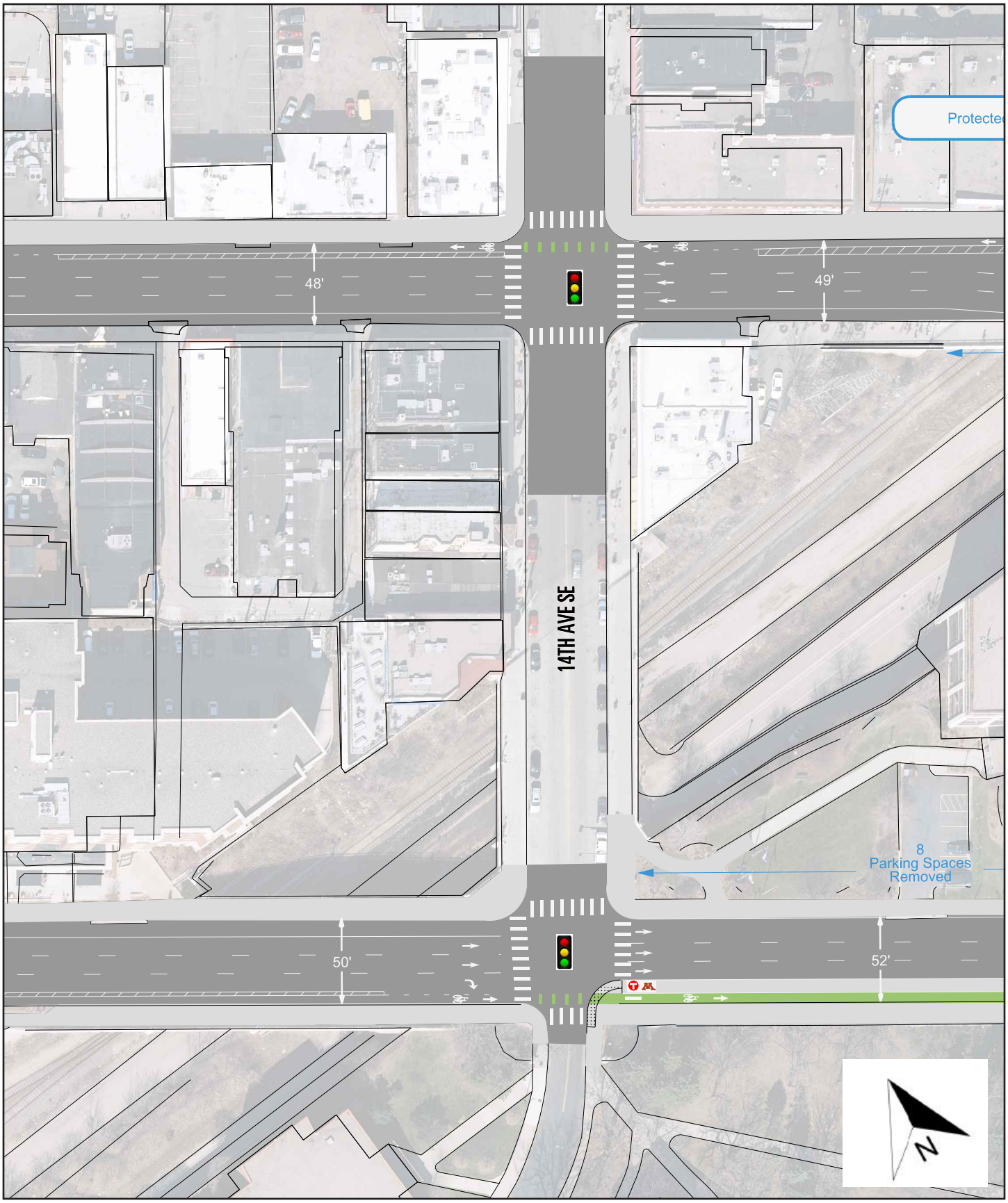
Figure-2



Hennepin County Improvements

Protected Bikeways on CSAH 36 (University Ave SE) & CSAH 37 (4th Street SE)

Figure-3



Hennepin County Improvements

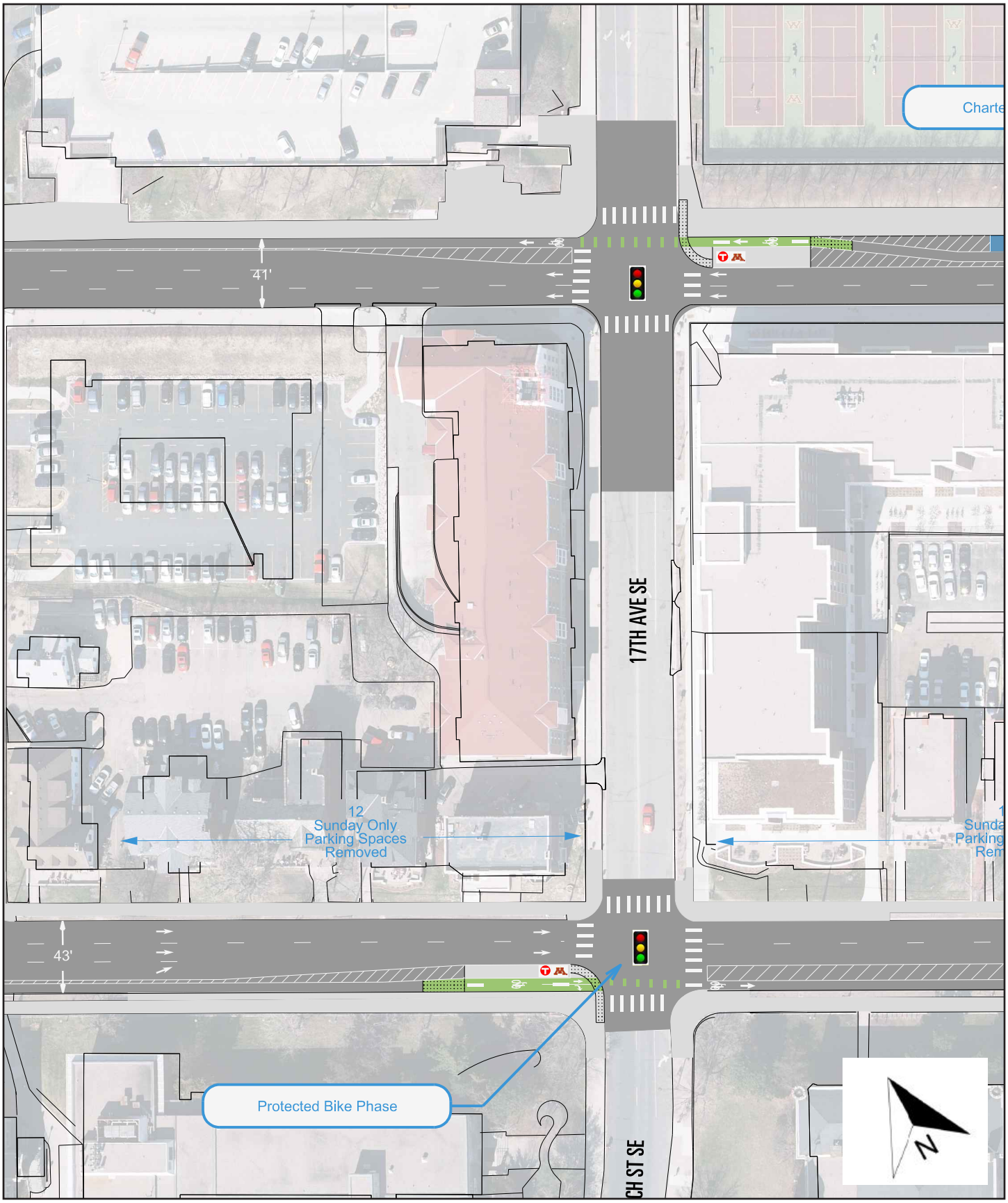
Protected Bikeways on CSAH 36 (University Ave SE) & CSAH 37 (4th Street SE)

Figure-4

Hennepin County Improvements

Protected Bikeways on CSAH 36 (University Ave SE) & CSAH 37 (4th Street SE)

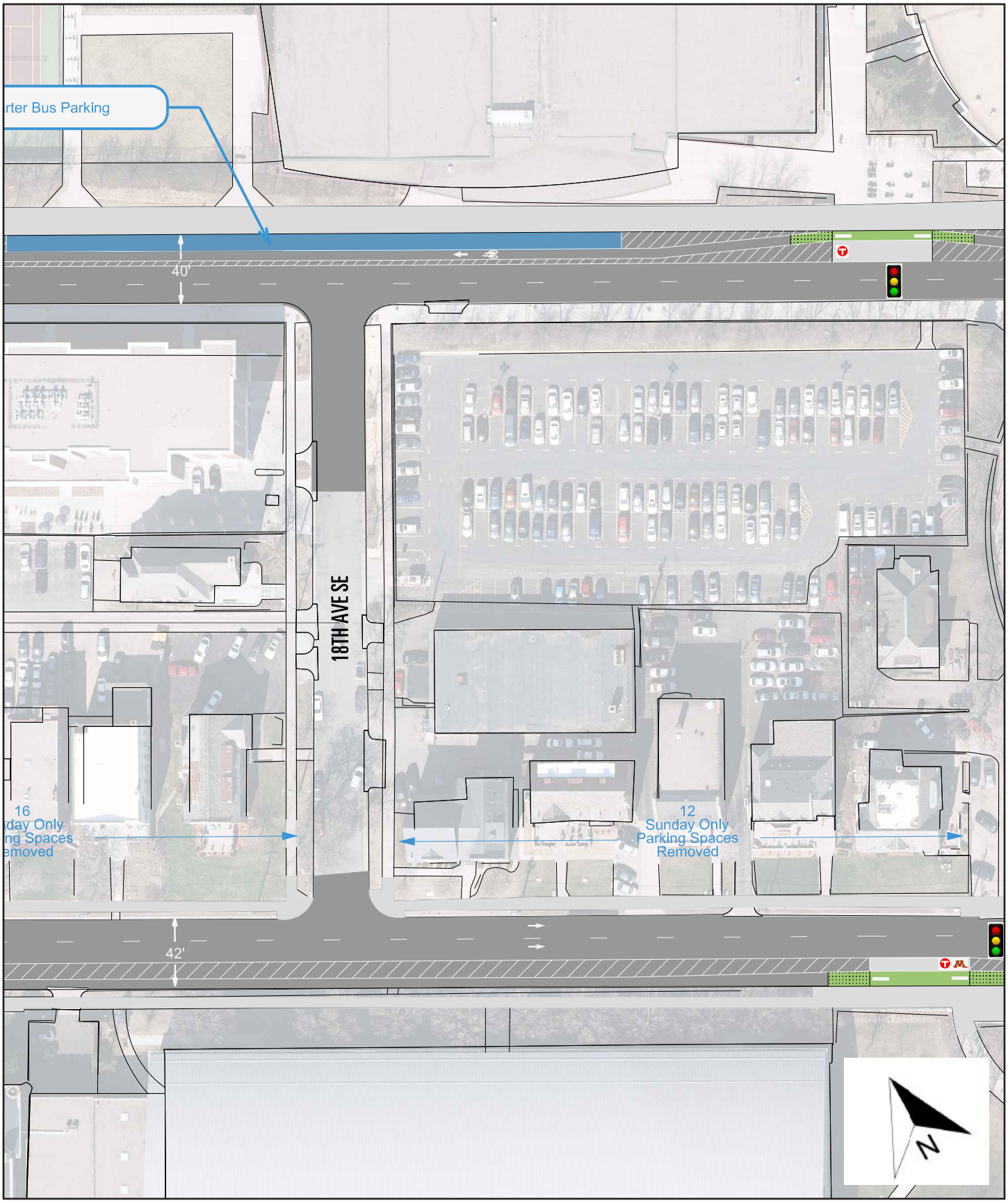
Figure-5



Hennepin County Improvements

Protected Bikeways on CSAH 36 (University Ave SE) & CSAH 37 (4th Street SE)

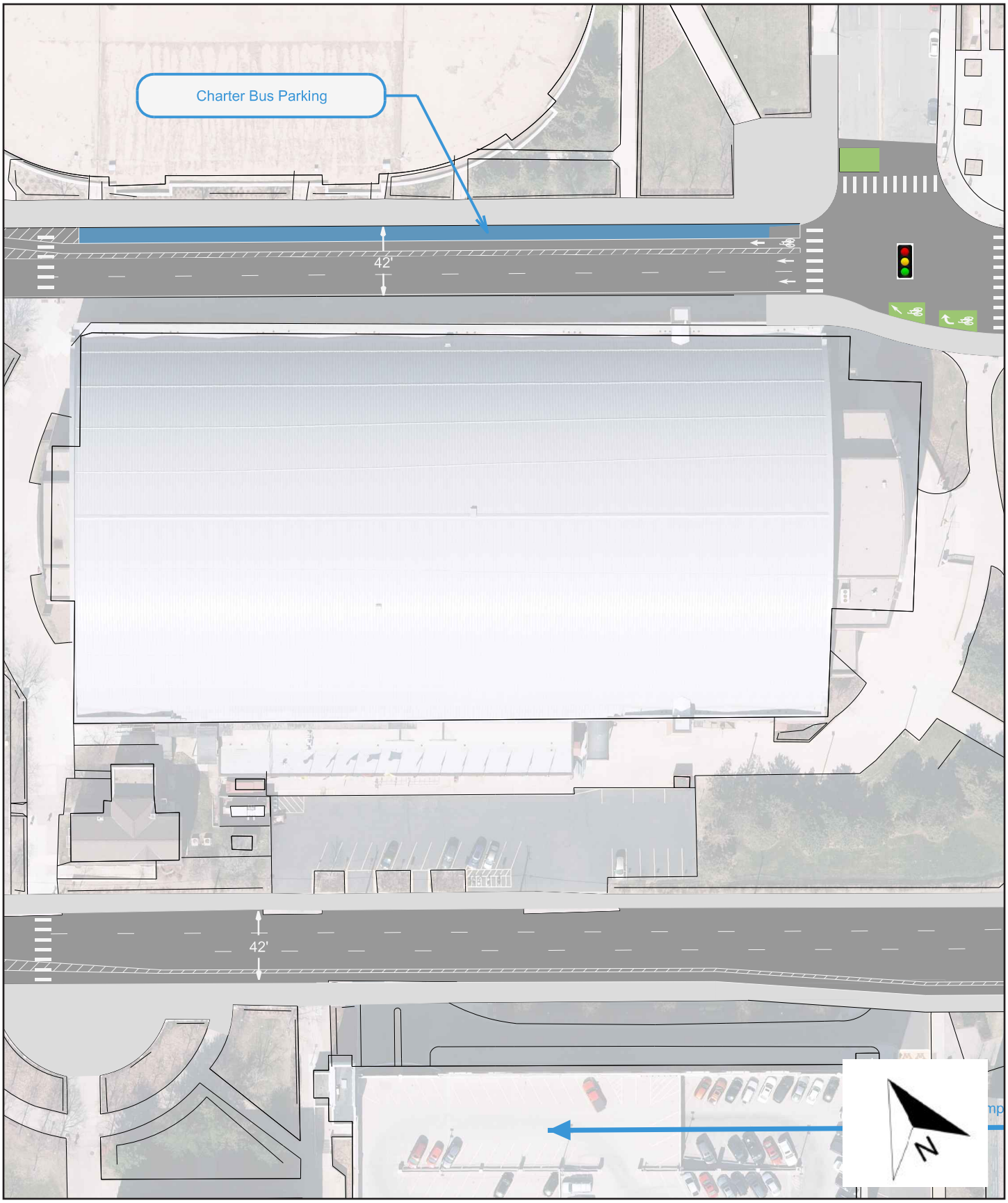
Figure-6



Hennepin County Improvements

Protected Bikeways on CSAH 36 (University Ave SE) & CSAH 37 (4th Street SE)

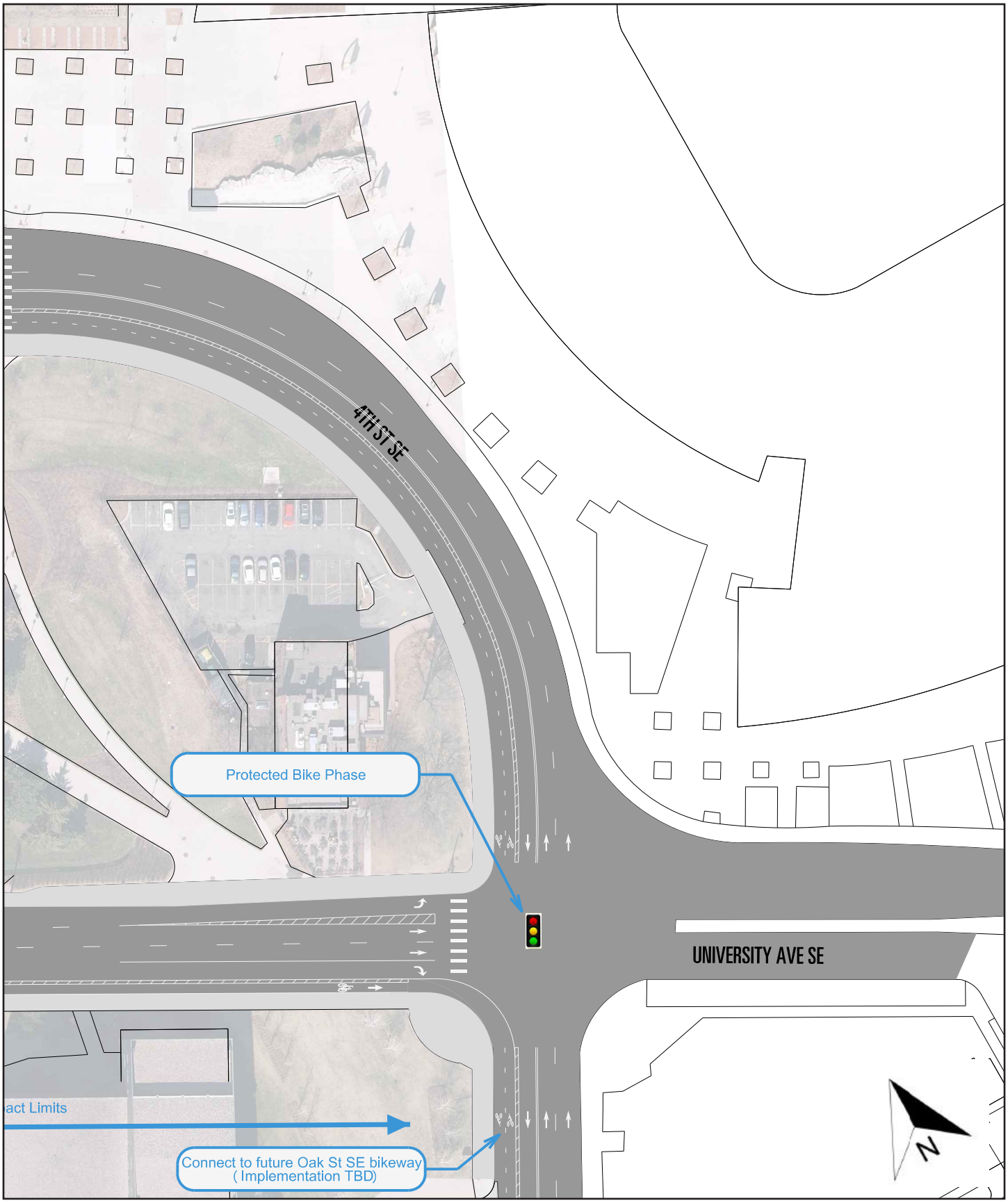
Figure-7



Hennepin County Improvements

Protected Bikeways on CSAH 36 (University Ave SE) & CSAH 37 (4th Street SE)

Figure-8



Hennepin County Improvements

Protected Bikeways on CSAH 36 (University Ave SE) & CSAH 37 (4th Street SE)

Figure-9

CSAH 36 and 37 (University Ave and 4th St SE) Enhanced Bikeway Project

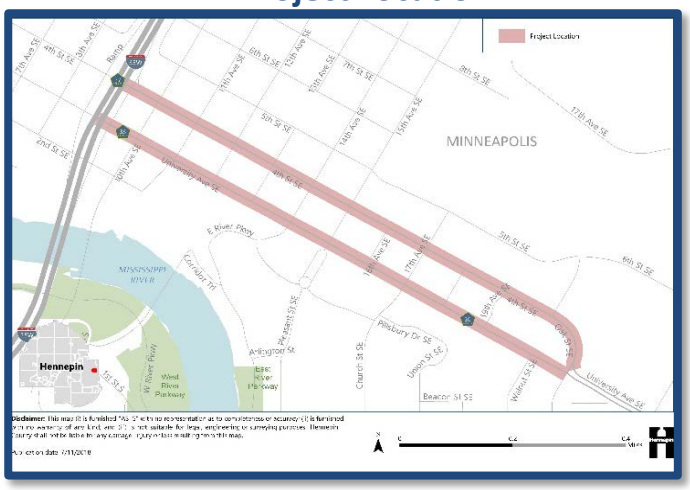
List of Attachments

1. Project one-pager
2. Project Location Map
3. Proposed Project Planview Layout
4. University Ave Proposed Typical Section
5. 4th St Proposed Typical Section
6. Hennepin County 2040 Bicycle Transportation Plan
7. Protected Bikeway Update to the Minneapolis Bicycle Master Plan
8. Project to RBTN Orientation - University Ave and 4th St SE Enhanced Bikeways
9. Population Employment Summary - University Ave and 4th St SE Enhanced Bikeways
10. Socio-Economic Conditions - University Ave and 4th St SE Enhanced Bikeway
11. MnDOT Letter of Support
12. Metro Transit Letter of Support
13. Minneapolis Letter of Support
14. Hennepin County Board Resolution

HENNEPIN COUNTY
MINNESOTA

2018 REGIONAL SOLICITATION

Project Location



Existing Conditions

Project Overview

Project Name:	CSAH 36 (University Avenue SE) and CSAH 37 (SE 4th Street) Enhanced Bikeway
Roadway:	CSAH 36 (University Avenue SE) and CSAH 37 (SE 4th Street)
Project Termini:	I-35W to SE Oak Street
Project Location:	City of Minneapolis

Solicitation Information

Applicant:	Hennepin County
Funding Requested:	$5,500,000
Total Project Cost:	$9,575,000

Project Information

The proposed project will construct a permanent, raised protected bikeway barrier along CSAH 36 (University Avenue SE) and CSAH 37 (SE 4th Street) wherever feasible, and appropriate to provide a permanent and durable vertical barrier between bicycle and automobile travel lanes. In coordination with Metro Transits Route 6 Corridor Bus and Bus Stop Modernization' project the project will enhance bus stops, constructing floating bus stops where feasible. The project will construct protected intersections at appropriate locations where two protected bikeways intersect.

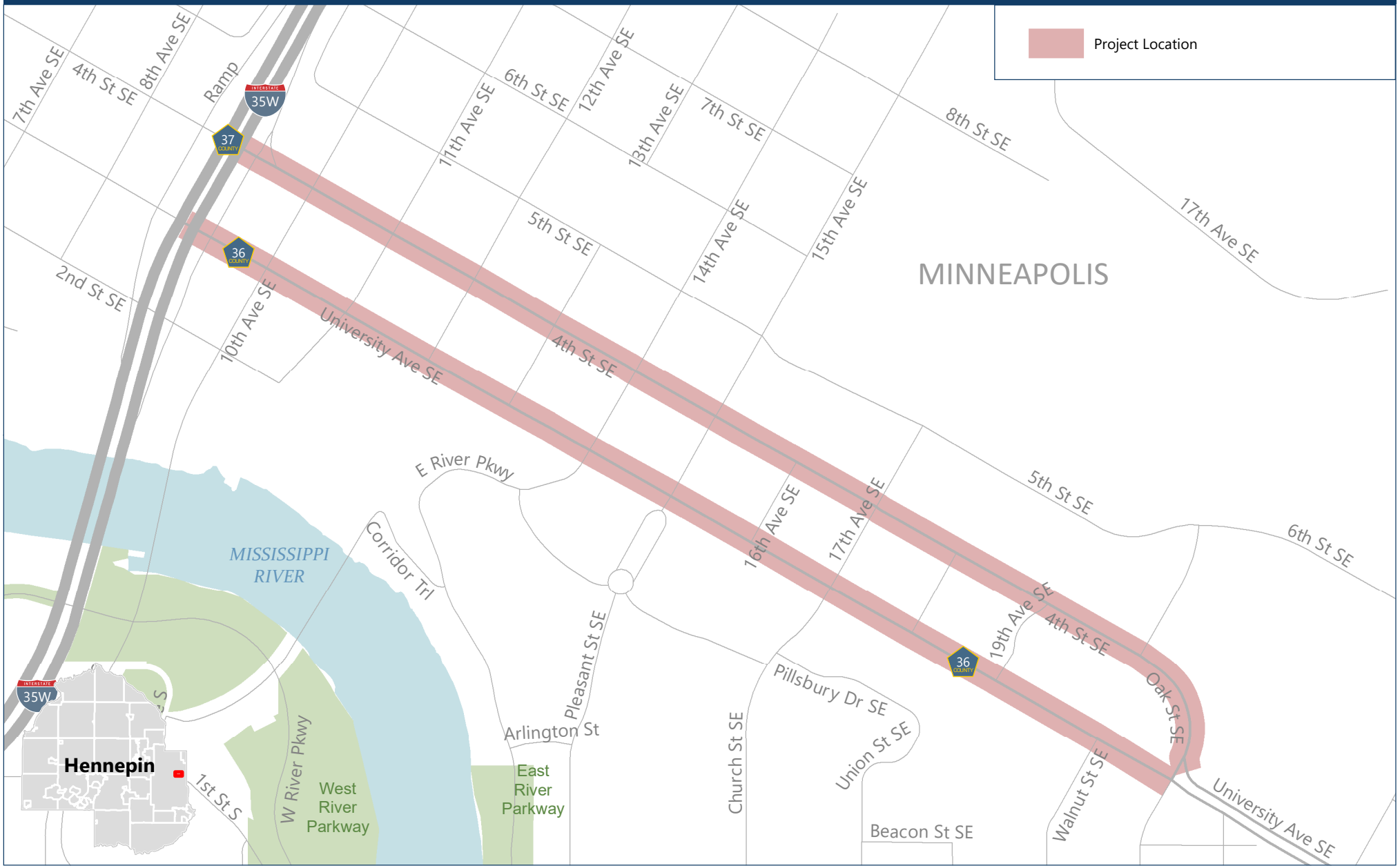
Project Benefits

The proposed project will provide a safe, comfortable and separated space along these corridors that is dedicated for bicyclists. It will also greatly reduce crash rates at intersections by enhancing visibility therein and creating more predictable movements for all modes of travel. Additionally, it eliminates conflict between bicyclists and buses, as it reconfigures the roadway so that buses do not stop to load and unload in designated bike lanes. The project will also upgrade curb ramps and signals to be ADA compliant, providing a benefit to people walking and transit users.

2018 Regional Solicitation | Project Location Map

CSAH 036 (University Ave) and CSAH 037 (4th St SE) Bicycle Project

HENNEPIN COUNTY
MINNESOTA



Disclaimer: This map (i) is furnished "AS IS" with no representation as to completeness or accuracy; (ii) is furnished with no warranty of any kind; and (iii) is not suitable for legal, engineering or surveying purposes. Hennepin County shall not be liable for any damage, injury or loss resulting from this map.

Publication date: 7/11/2018

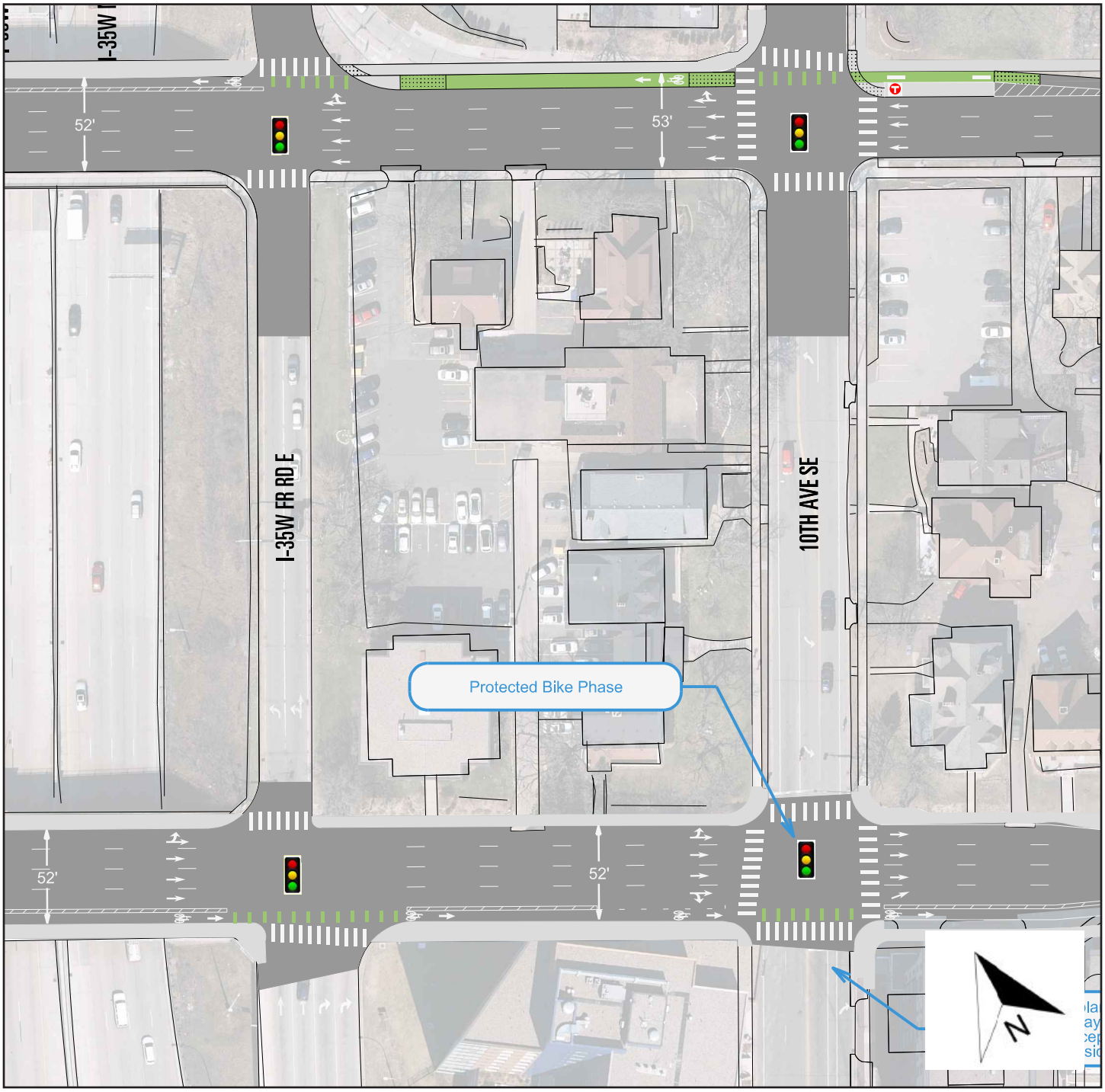
N

0 0.2 0.4 Miles

Hennepin

University Avenue and 4th Street Protected Bikeway Concept Layout

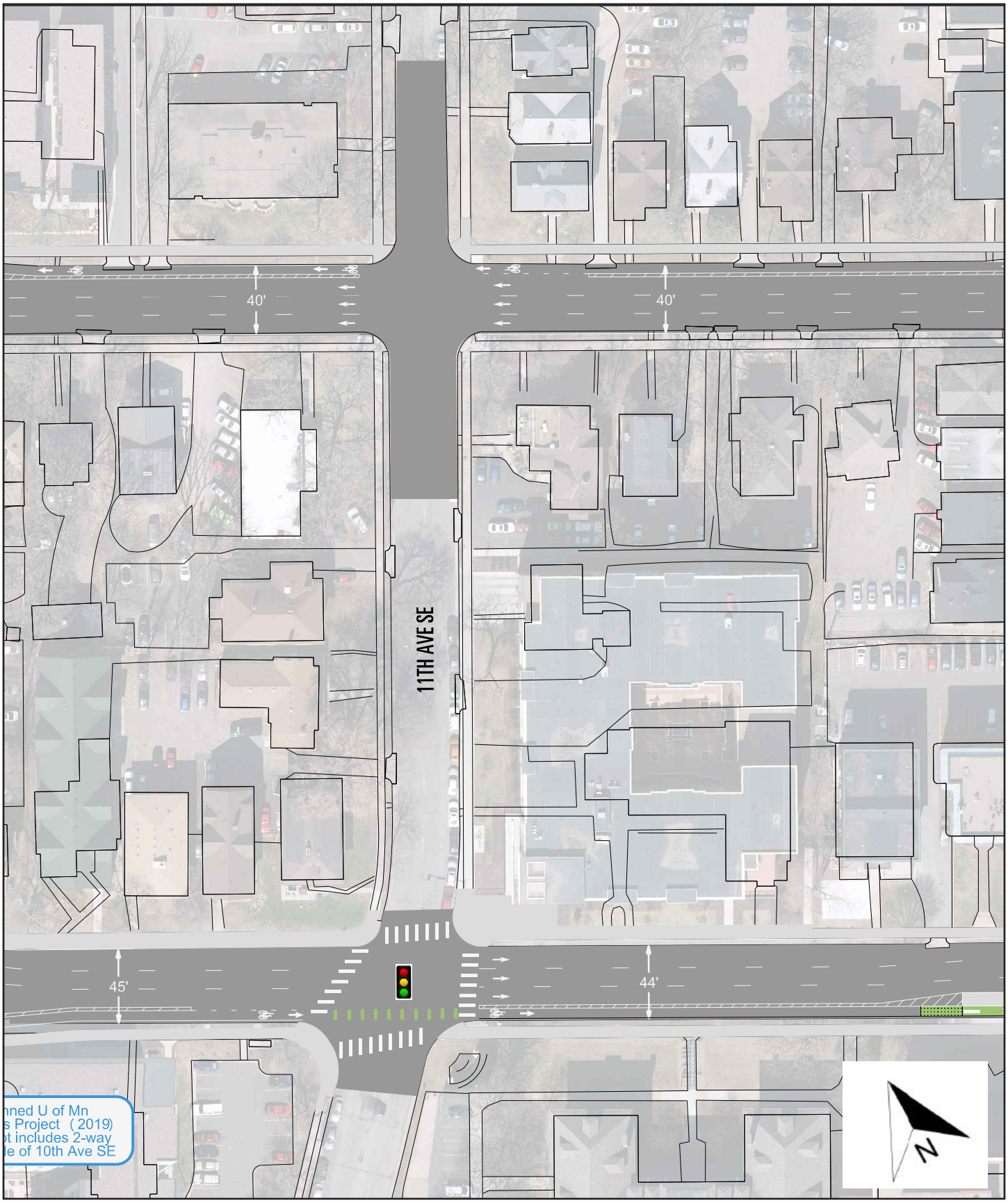
One-way Bikeways on CSAH 36 (University Ave SE) & CSAH 37 (4th Street SE)



Hennepin County Improvements

Protected Bikeways on CSAH 36 (University Ave SE) & CSAH 37 (4th Street SE)

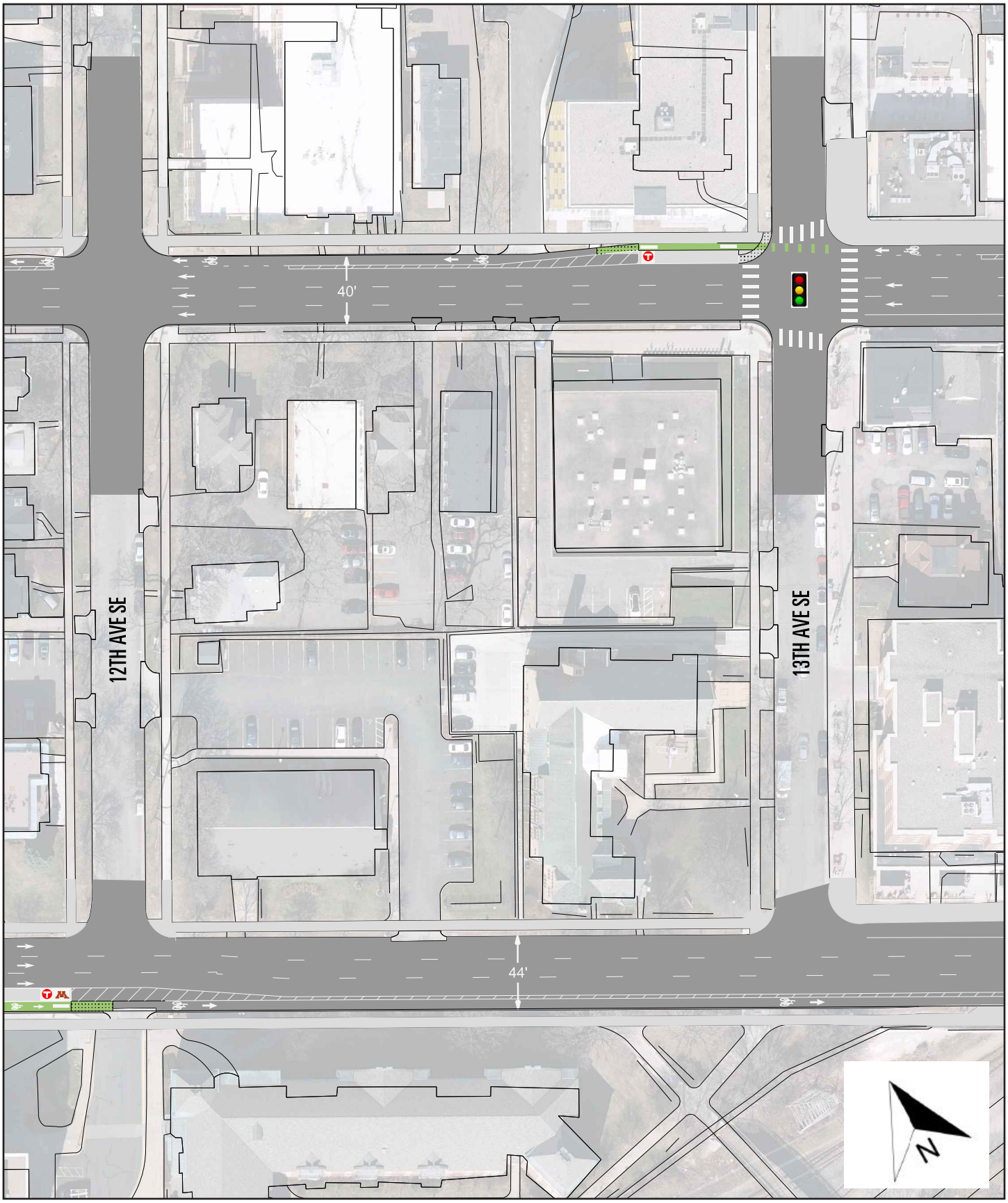
Figure-1



Hennepin County Improvements

Protected Bikeways on CSAH 36 (University Ave SE) & CSAH 37 (4th Street SE)

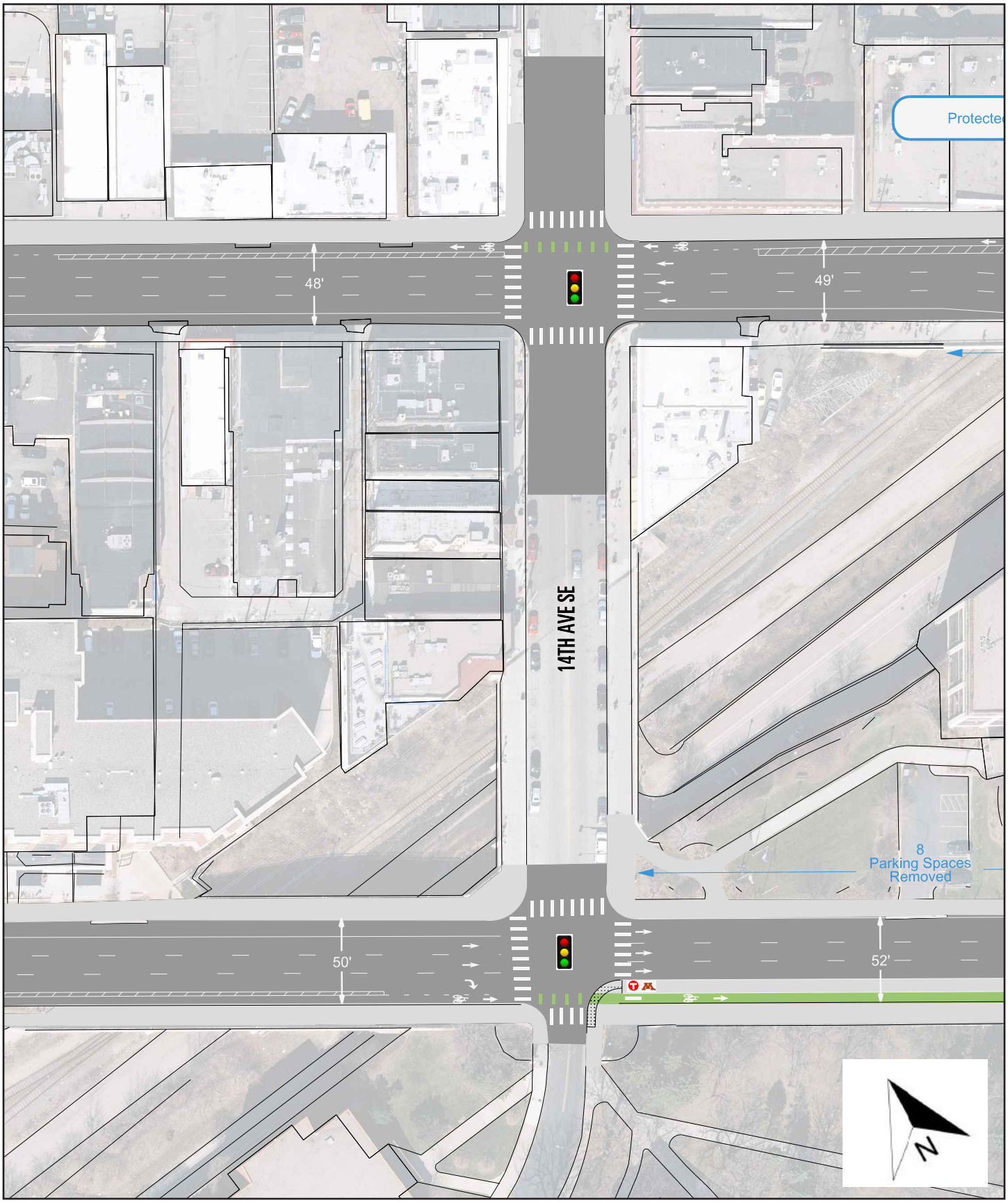
Figure-2



Hennepin County Improvements

Protected Bikeways on CSAH 36 (University Ave SE) & CSAH 37 (4th Street SE)

Figure-3



Hennepin County Improvements

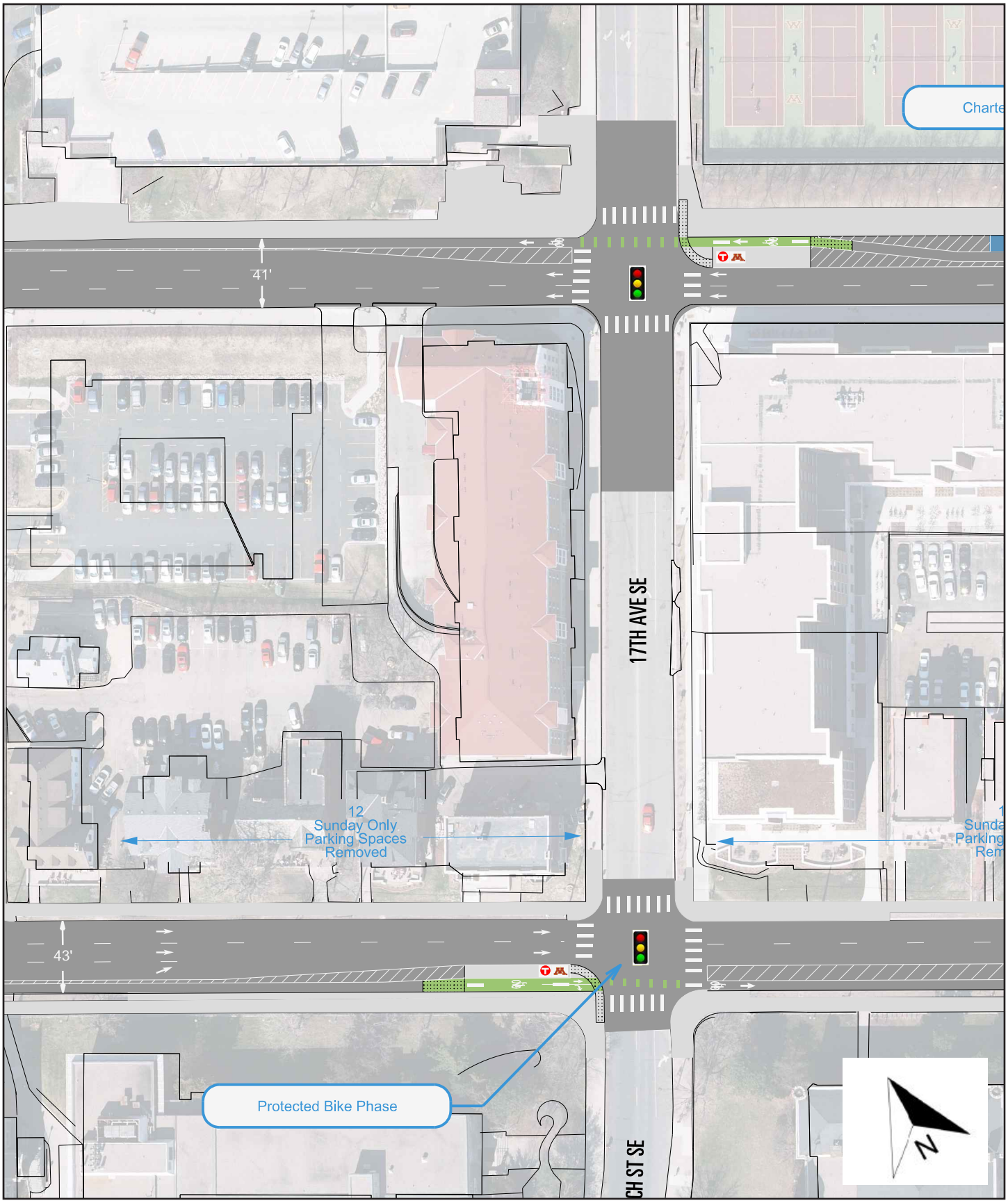
Protected Bikeways on CSAH 36 (University Ave SE) & CSAH 37 (4th Street SE)

Figure-4

Hennepin County Improvements

Protected Bikeways on CSAH 36 (University Ave SE) & CSAH 37 (4th Street SE)

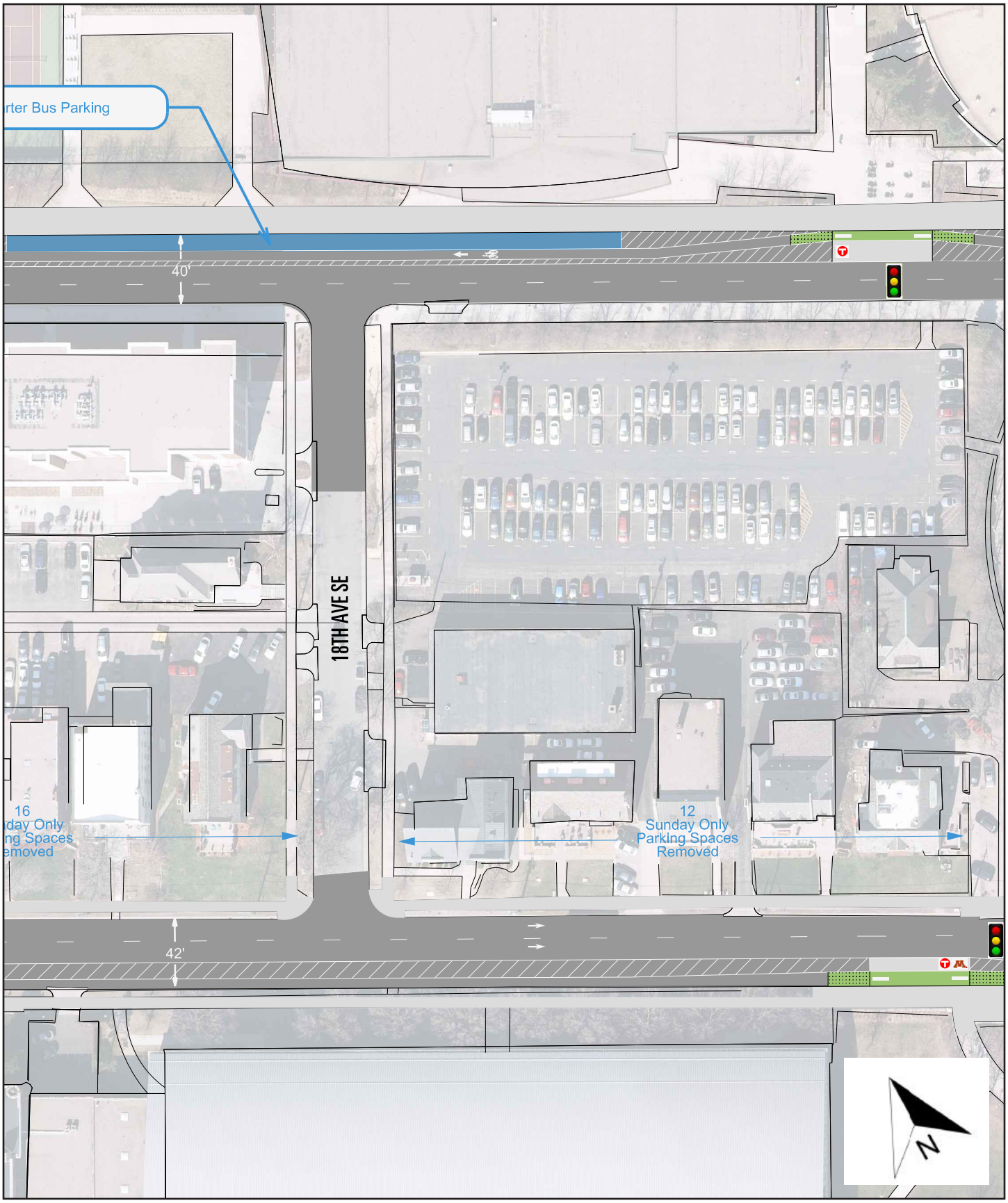
Figure-5



Hennepin County Improvements

Protected Bikeways on CSAH 36 (University Ave SE) & CSAH 37 (4th Street SE)

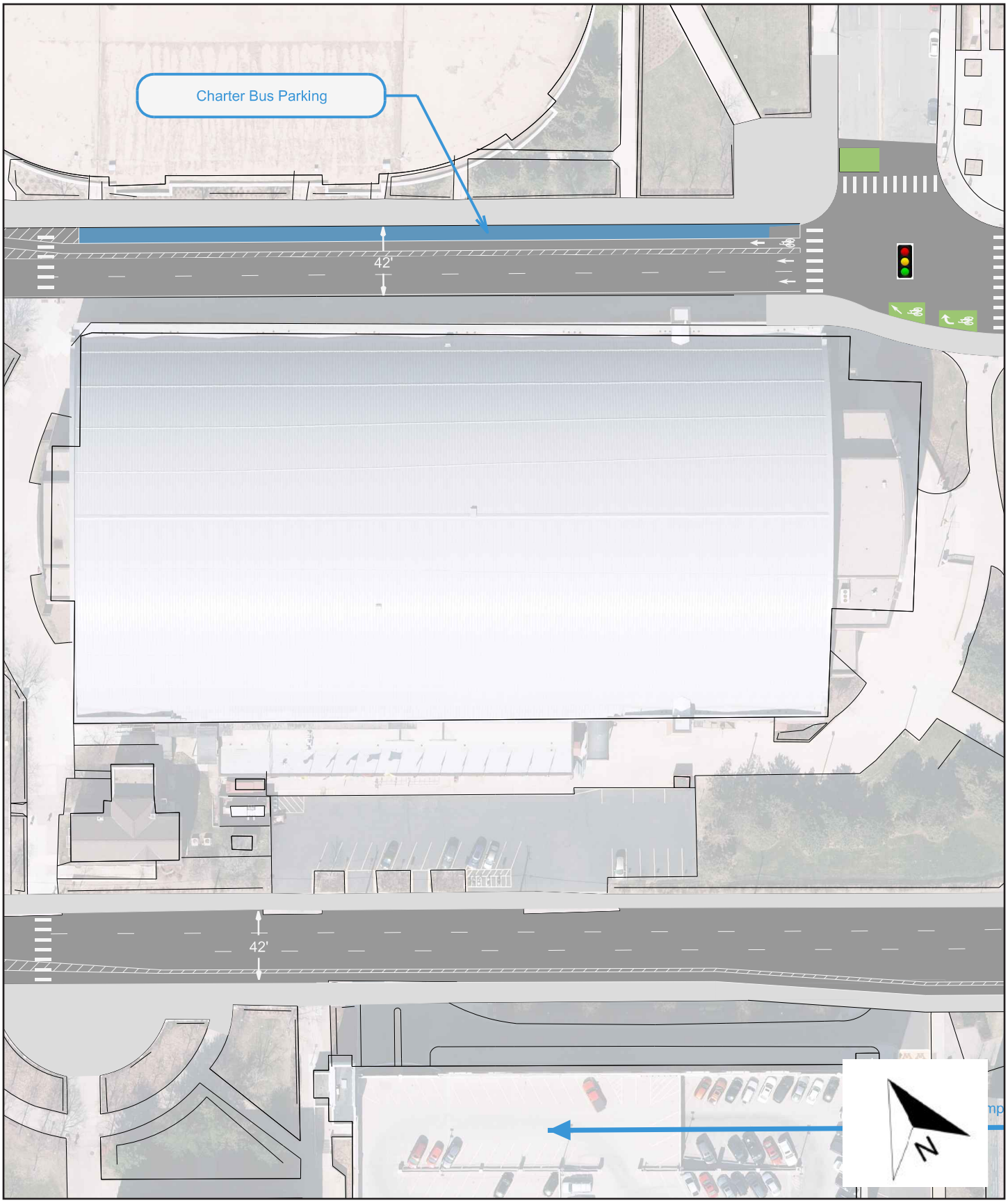
Figure-6



Hennepin County Improvements

Protected Bikeways on CSAH 36 (University Ave SE) & CSAH 37 (4th Street SE)

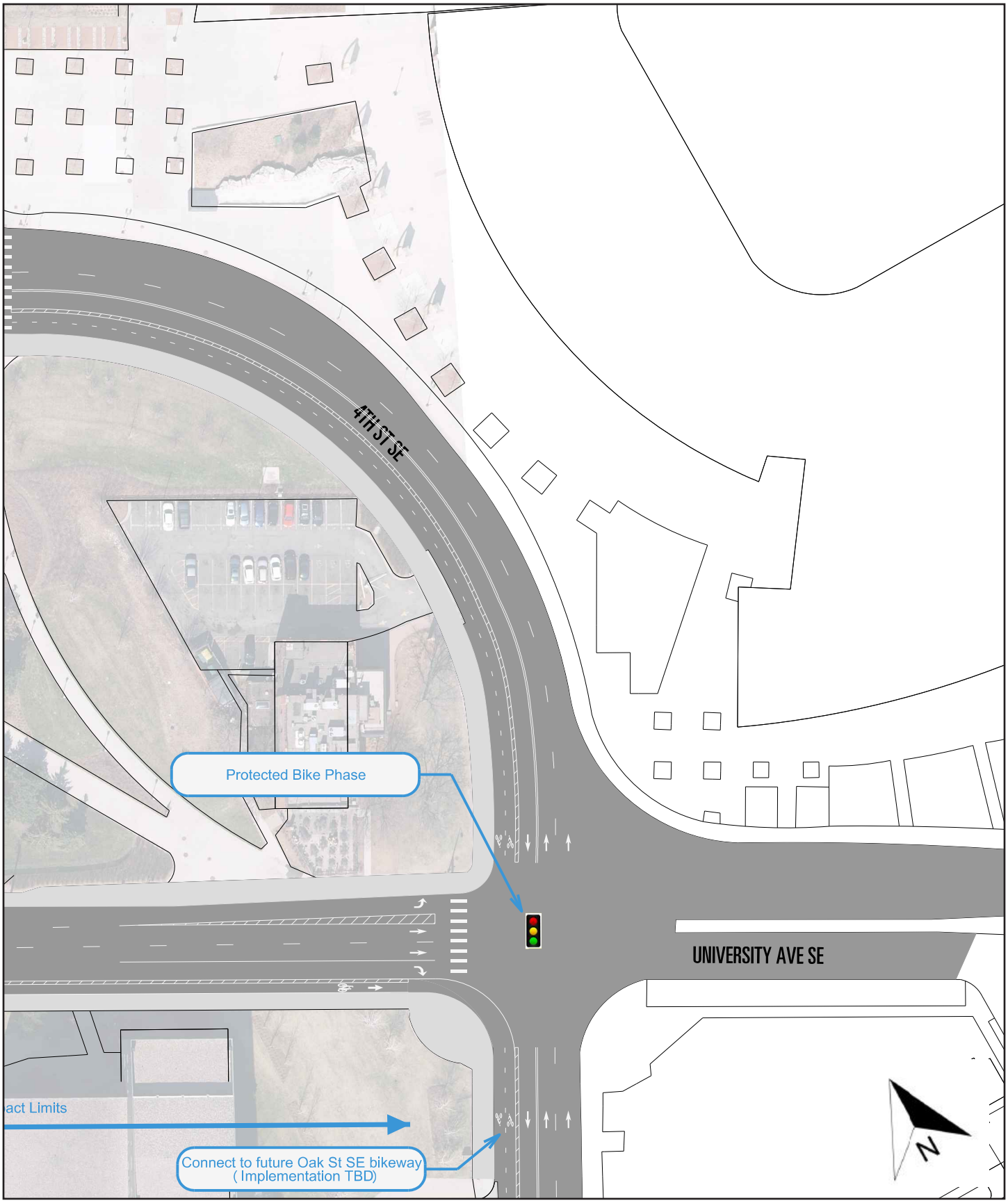
Figure-7



Hennepin County Improvements

Protected Bikeways on CSAH 36 (University Ave SE) & CSAH 37 (4th Street SE)

Figure-8

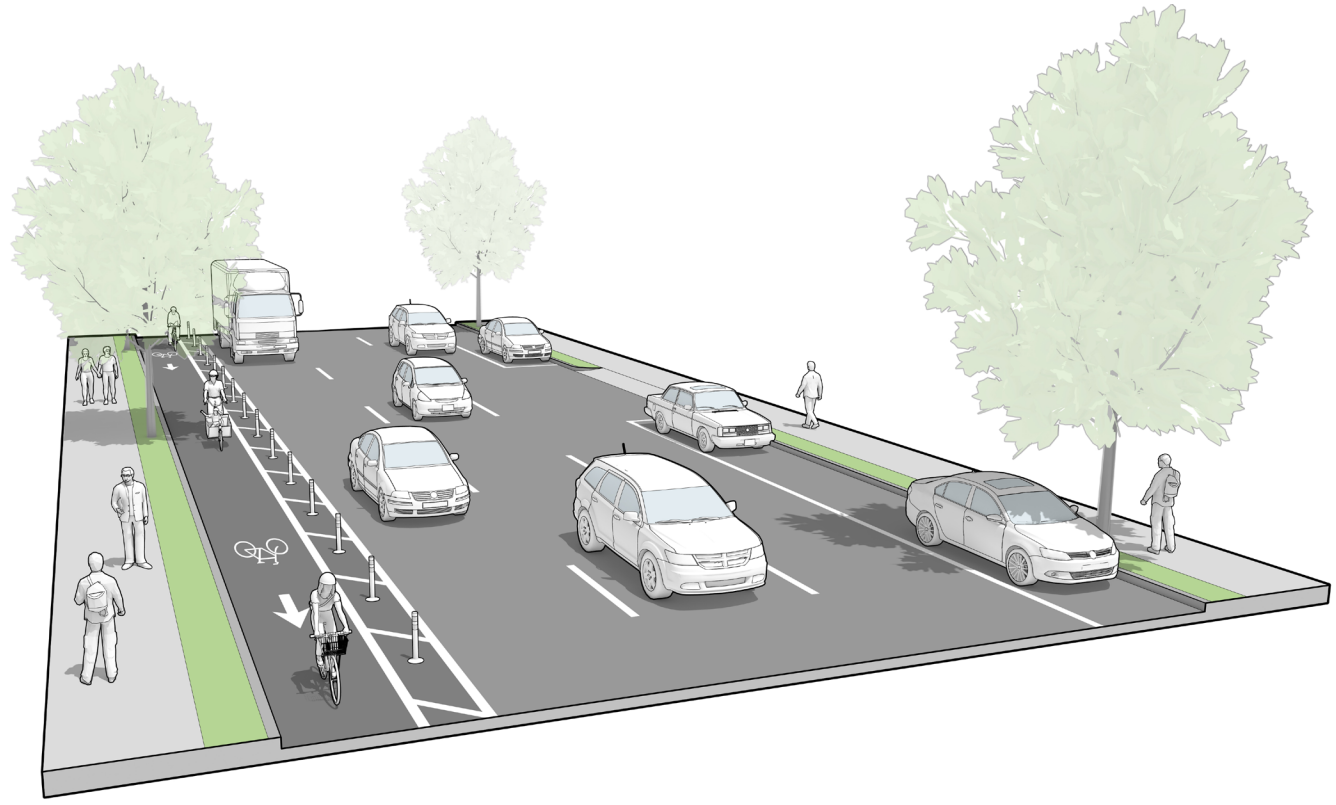


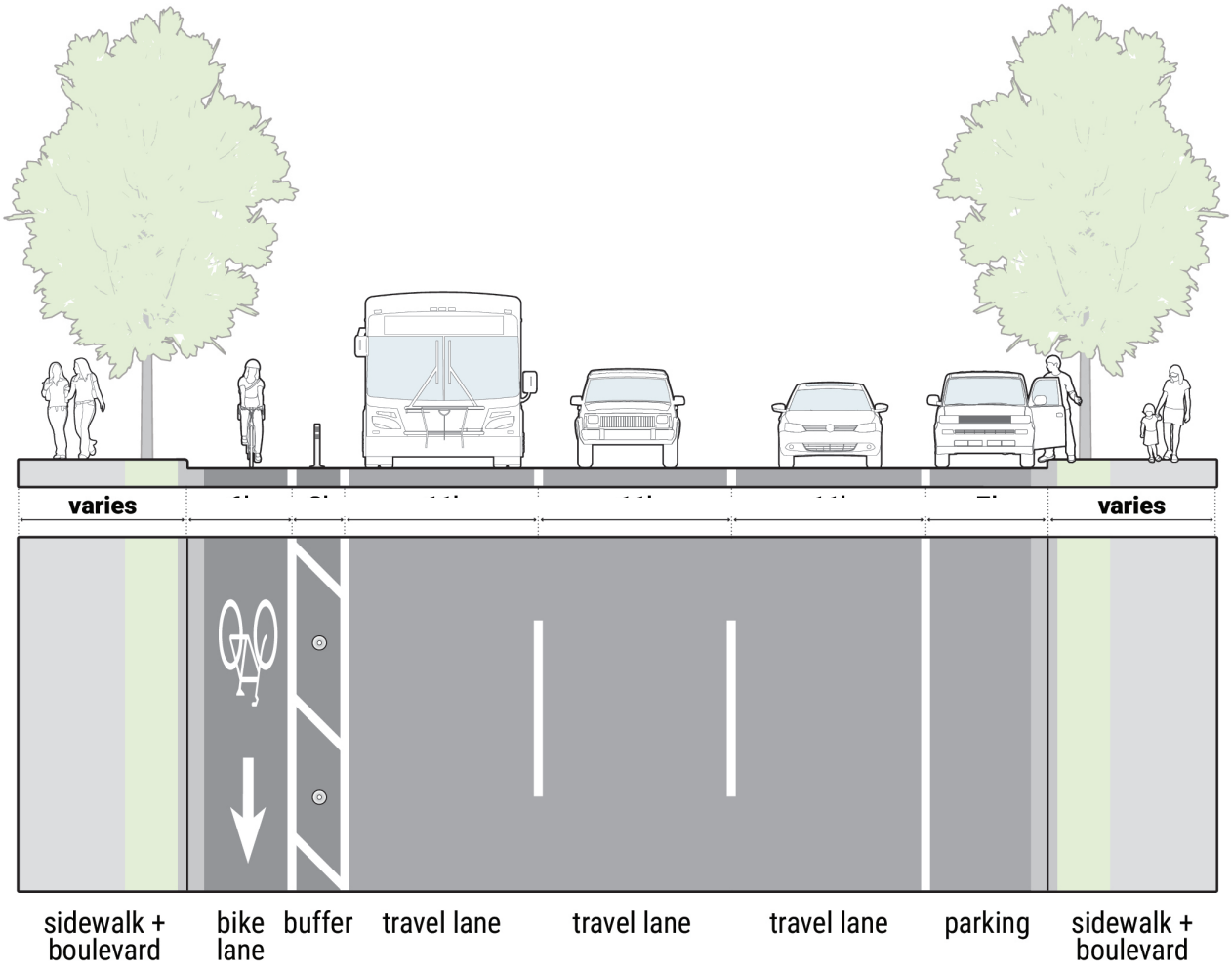
Hennepin County Improvements

Protected Bikeways on CSAH 36 (University Ave SE) & CSAH 37 (4th Street SE)

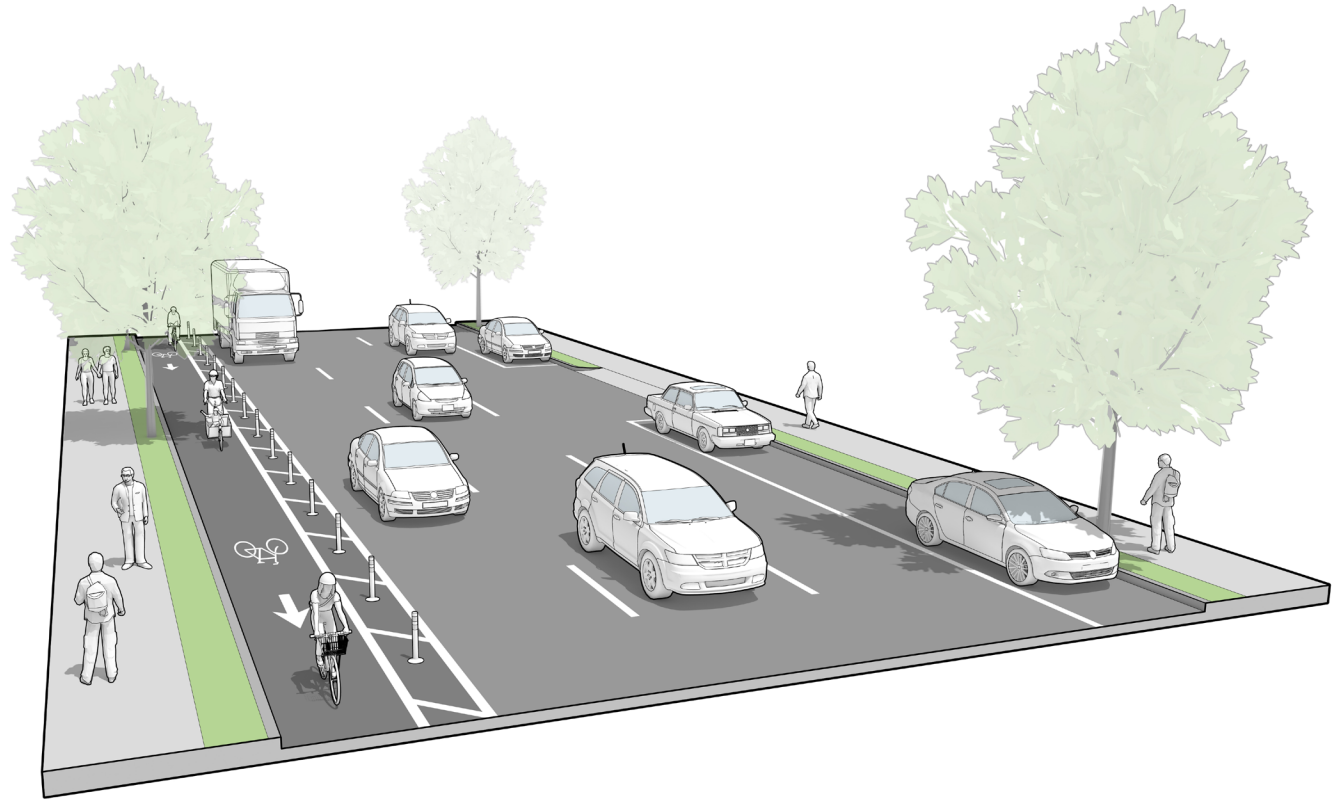
Figure-9

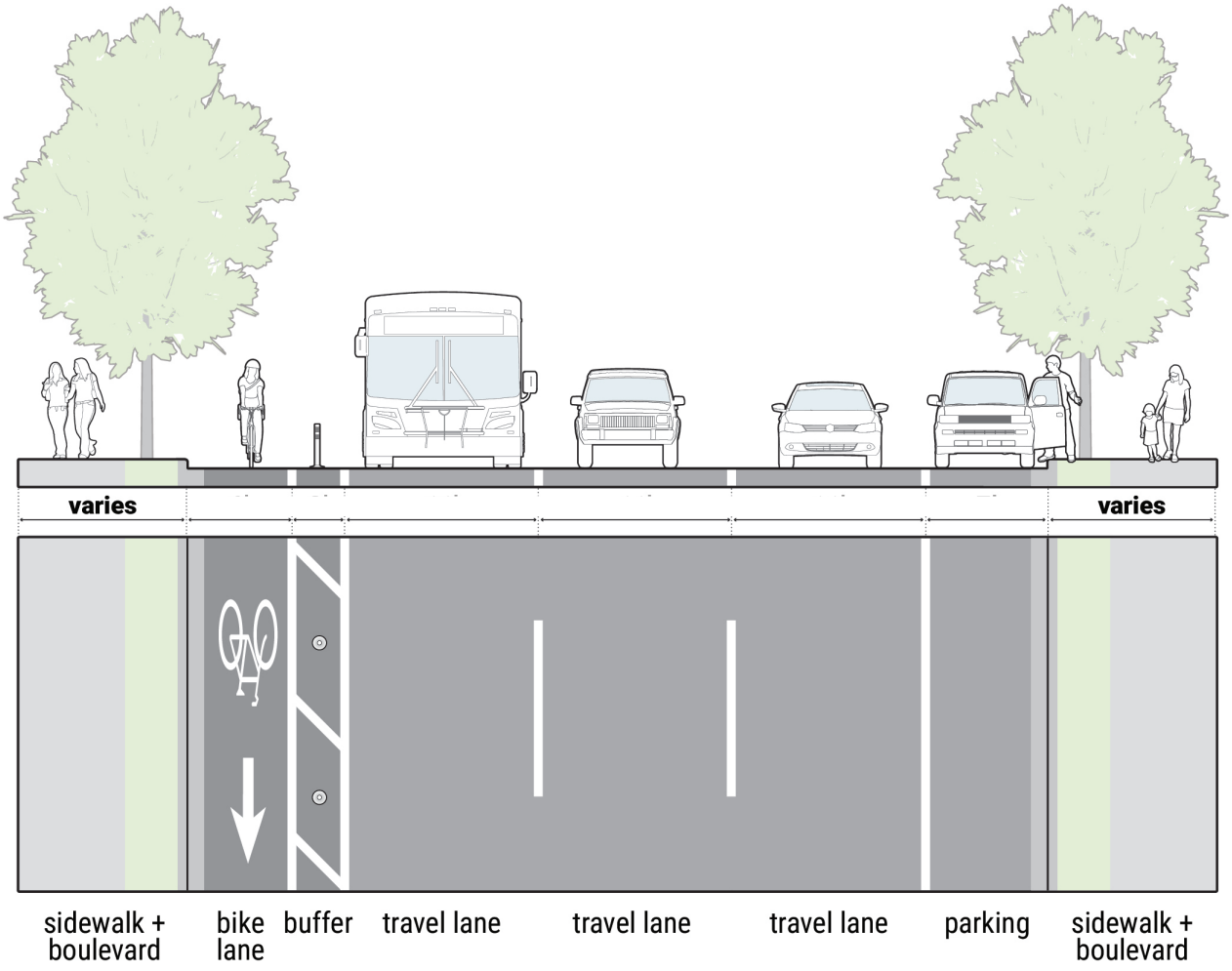
University Avenue Alt 4 // Between 13th and 14th, looking west





4th Street Alt 4 // Between 13th and 14th, looking east





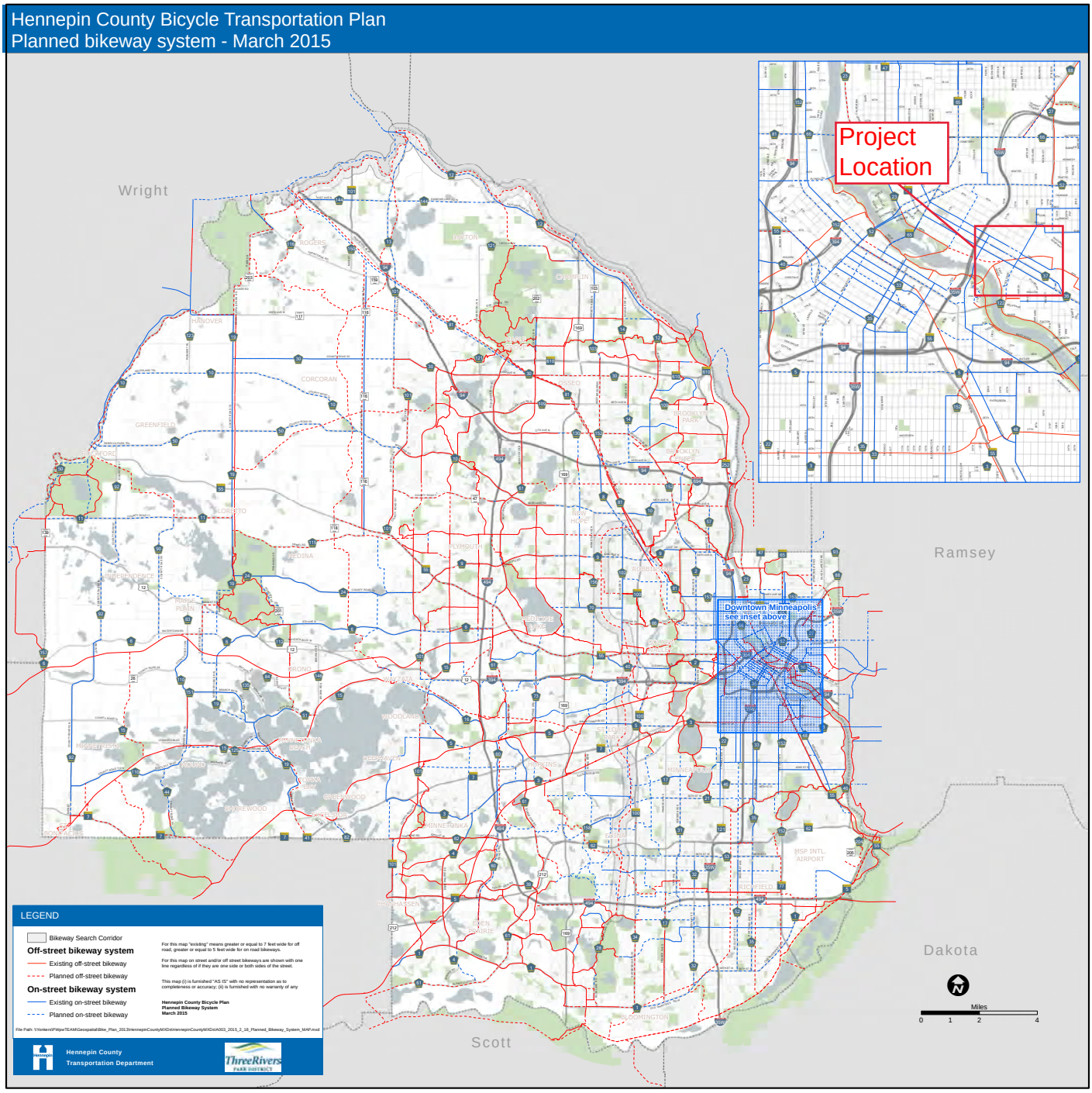


Figure 10: 2040 bikeway system

Table 4: Hennepin County bikeway system mileage

	Existing System	Planned System
Off-street planned bikeway	425	238
On-street planned bikeway	226	302
Total 2040 planned system	**651**	**540**

Protected Bikeway Update to the Minneapolis Bicycle Master Plan

July 10, 2015

Minneapolis
City of Lakes

What is a protected bikeway?

A protected bikeway is a bicycle facility that is physically separated from motor vehicle traffic. Off-street trails are the most common type of protected bikeway; however, protected bikeways may also be located within street corridors and separated from traffic lanes through parked cars, curbs, medians, bollards/flexible traffic posts, planters or other vertical feature. Protected bikeways are not the only tool in Minneapolis' bikeway toolbox. Other bikeway facility types include bike lanes, shared lanes and bike boulevards.

Why do we need protected bikeways?

Minneapolis is a great city for bicycling. The bicycle network has been expanded significantly in recent years, and a lot of people are biking. However, not everyone feels comfortable and safe riding on a busy street, even with a bike lane. There are some parts of the city where potential bicycling demand is high, but where low-stress bikeway facilities such as trails, bike boulevards, and lower-traffic streets are not an option. To continue to grow bicycling in Minneapolis, we need to make more of the city easier to bike for more people.

Why do we need to update the plan?

The current Minneapolis Bicycle Master Plan, adopted in 2011, addresses a broad range of bikeway facility types, including off-street trails, bike boulevards, bike lanes, and shared lanes, but it does not specifically address on-street protected bikeways. The City of Minneapolis also approved a Climate Action Plan in 2013 recommending implementation of 30 miles of on-street protected bike facilities by 2020.

What is the scope of the plan update?

This plan update identifies priority locations for near-term implementation of protected bikeways in Minneapolis. The plan update focuses on near-term priorities, not a long-term vision, for protected bikeways. The majority of recommended protected bikeways are located in downtown or connecting to downtown where bicycle demand is high and there are few low-stress bikeway options, such as trails, bike boulevards, or quiet residential streets. This plan update does not address non-protected bikeways in the existing 2011 Bicycle Master Plan.

Credit: People for Bikes

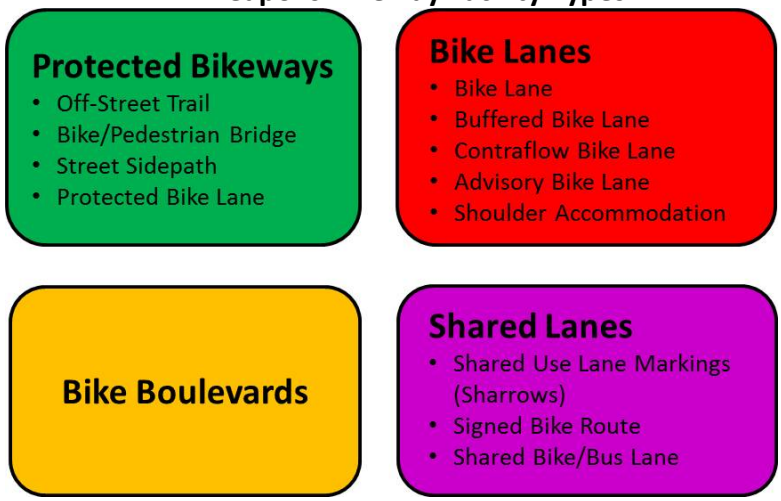
Protected bikeways can extend the experience of biking on a trail to busy city destinations where low-stress bikeway options like trails, bike boulevards, or low-traffic streets aren't an option.

Minneapolis Bikeway Network Development

Bikeway Type	Centerline Miles by Year				
	1997	2010	2014	This Plan	Long-Term*
Protected Bikeways	62	89	96	144	174
Bike Lanes	19	44	82	50	104
Shared Lanes	1	5	15	11	74
Bike Boulevards			20	20	44
To Be Determined				6	6
Total	**82**	**138**	**213**	**232**	**403**

** Based on existing network, this plan, 2011 Bicycle Master Plan, and other recent planning activities.*

Minneapolis Bikeway Facility Types



Protected bikeways are one of four categories of bikeways used in Minneapolis.

Examples of Protected Bikeways

Protected bikeways may be one-way or two-way facilities. In street corridors, they may be at street-level (inside the curb) or at sidewalk level (behind the curb). Here are a few examples of protected bikeways in Minneapolis and other cities.

Midtown Greenway, Minneapolis

Loring Bikeway, Minneapolis

Plymouth Avenue Bridge over the Mississippi River, Minneapolis

Credit: The Green Lane Project

New York City

Vancouver

Credit: Chicago Tribune

Chicago

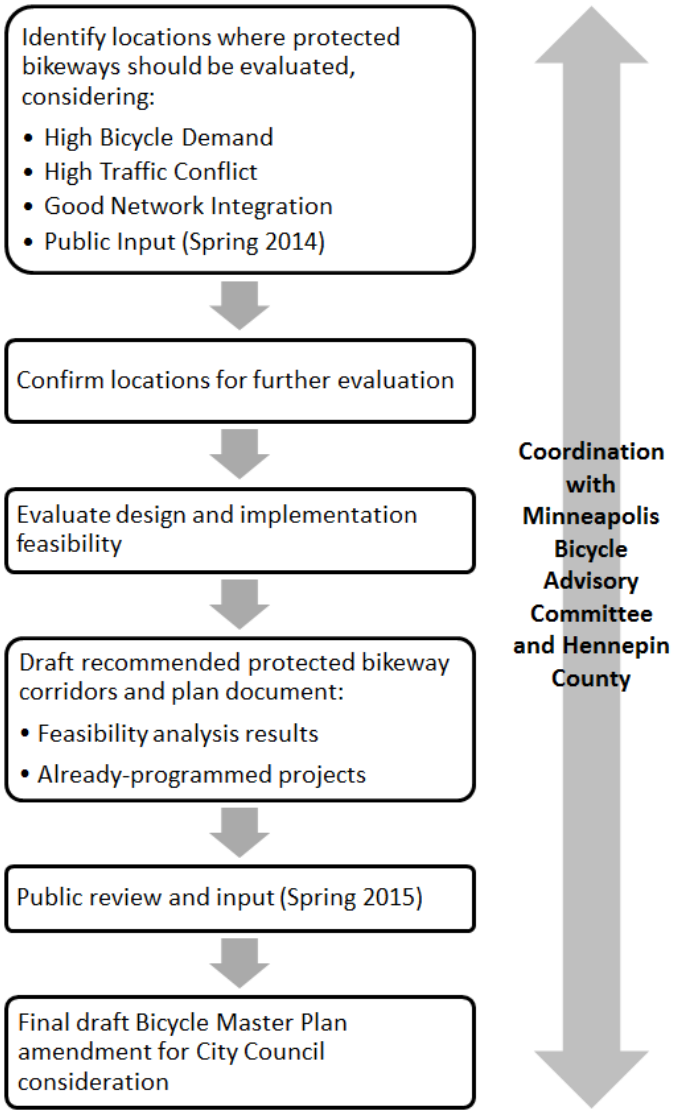
Evaluation and Engagement Process

The draft plan update is the result of a year-long planning process, beginning with a public open house and online survey in spring 2014 that sought input on locations where protected bikeways are most needed.

City staff used the public input to identify locations where protected bikeways should be evaluated, while also considering areas with high bicycle demand, high traffic conflict and good network integration. Staff worked with the Bicycle Advisory Committee to identify 19 corridors for further evaluation.

17 of the identified 19 corridors were further evaluated by a team of Minneapolis Public Works and Hennepin County staff. The feasibility of implementing protected bikeways was difficult to determine in some segments due to challenging tradeoffs with existing curb-side uses. This includes significant portions of two downtown corridors (Hennepin Ave S/1st Ave N and 5th/6th Streets S); these segments are identified as bikeway facility type "to be determined." The appendix contains the results of this feasibility analysis, including a preliminary design concept for each corridor. The appendix also includes cost estimates based on a protected bikeway design with flexible delineator posts. Costs could be higher based on different design scenarios.

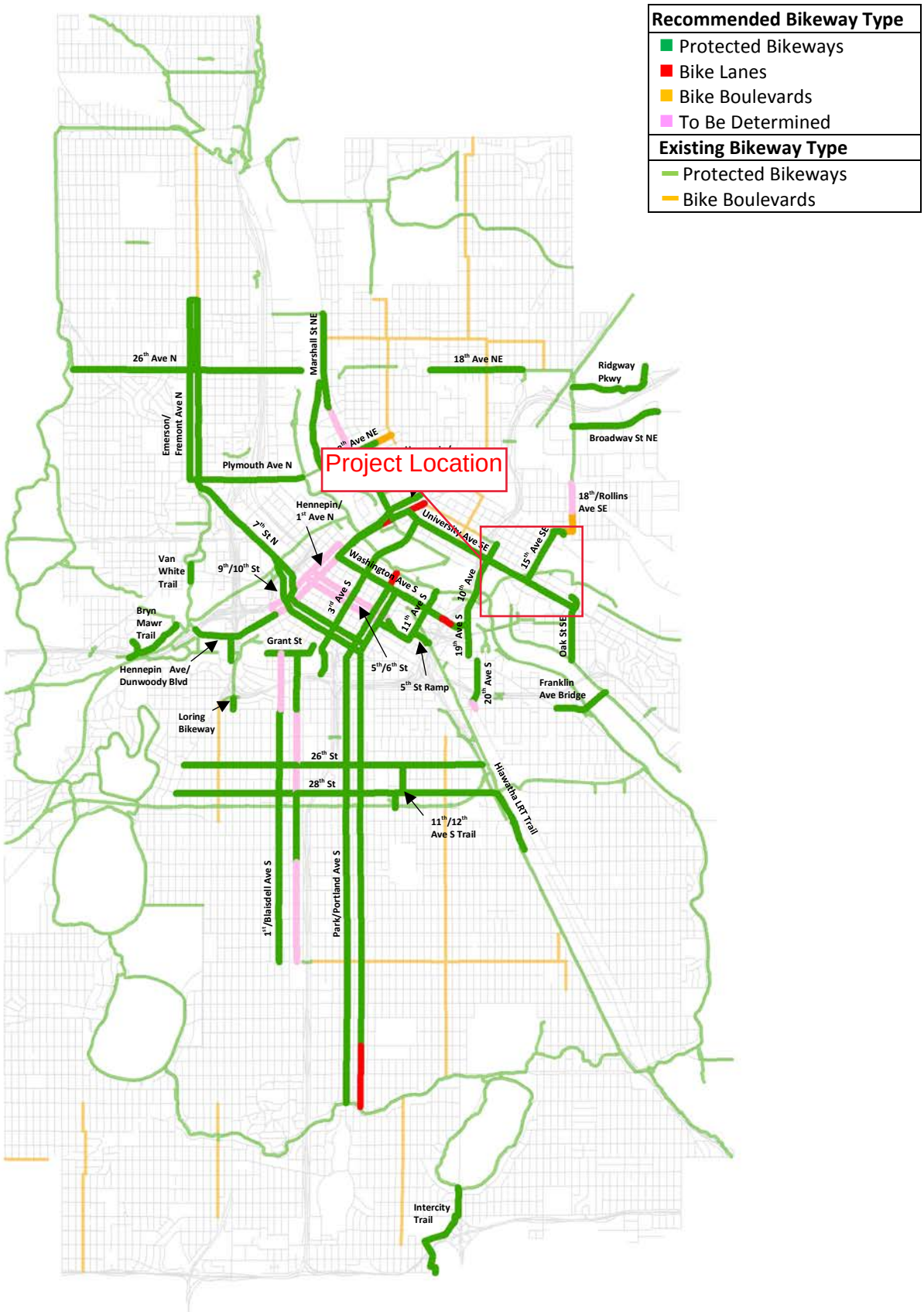
The recommended near-term protected bikeway projects in this plan update include the results of this planning process as well as protected bikeways that were already programmed for implementation in 2015 or later.



Similar to the current Minneapolis Bicycle Master Plan, it is important to note that this plan update is guidance for the design process. Community input and technical factors may result in a different design. As opportunities to implement protected bikeways arise, engagement plans will be developed for each project based on the context of the corridor, including type of opportunity (e.g. street resurfacing, street reconstruction), level of technical challenges and the range of stakeholders.

The draft plan was reviewed by the Bicycle Advisory Committee, as well as staff from Hennepin County, MnDOT, MPRB, and Metro Transit prior to being released for public review and comment in spring 2015.

Figure 2: Priority Protected Bikeways with Existing Protected Bikeways and Bike Boulevards



Priority Near-Term Protected Bikeway Projects

Tables 1-3 and Figures 2-5 show the corridors recommended for near-term protected bikeway implementation with the intent of meeting or exceeding the Climate Action Plan's goal of 30 miles of on-street protected bicycle facilities by 2020. These corridors total more than 50 miles, including over 30 miles on corridors where there is an existing bicycle facility. A significant focus of this plan update is to upgrade the quality of existing bicycle facilities in busy traffic corridors where there alternative low-stress routes are limited.

The costs shown are high-level estimates and will require further refinement. The low end of the cost range represents the estimated cost of removal and installation of all pavement markings, signs, delineators, traffic control, mobilization and construction elements, while the high end of the cost range represents estimated additional costs of traffic signals and pavement seal coating, which may not be necessary for all projects; both figures include a 25% contingency. Cost estimates for projects that are already funded are not included.

An approximate phasing is shown in three tiers relative to the complexity of project delivery, funding opportunities, and coordination with other infrastructure projects. This phasing is intended to be flexible and used as an implementation guide, not a strict program of projects.

- Tier 1 includes 15 miles of corridors, including 7 miles with no existing bicycle facility. These projects are the nearest-term opportunities for implementation of protected bikeways, and many are already funded. Between $2.7 million and $3.5 million in additional funds will be needed to implement these projects, excluding projects that are already funded. See Table 1 and Figure 2.

- Tier 2 includes 29 miles of corridors, including 9 miles with no existing bicycle facility. These projects are either more complex to implement or have funding identified in later years than the Tier 1 projects. Between $4.2 million and $7.8 million in additional funds will be needed to implement these projects, excluding projects that are already funded. See Table 2 and Figure 3.

- Tier 3 includes 11 miles of corridors, primarily with existing bicycle facilities. These projects are either lower priority or require further evaluation to determine feasibility. See Table 3 and Figure 4.

In addition to these corridors, several corridors were evaluated for protected bikeway feasibility and are recommended for shared lanes, standard bike lanes or buffered bike lanes, instead of protected bike lanes. See Table 4 and Figure 6.The existing network, recommended protected bikeway projects, existing with recommended protected bikeway projects, and long-term network maps are shown in Figures 6-8.

Minneapolis Bikeway Network Development – Centerline Miles

Bikeway Type	Network Development to Date			Existing Network with Protected Bikeways in this Plan (Tables 1-3)			Long-Term Network*
	1997	2010	2014	Tier 1	Tier 2	Tier 3	
Protected Bikeways	62	89	96	111	136	144	174
Bike Lanes	19	44	82	76	59	50	104
Shared Lanes	1	5	15	13	13	13	74
Bike Boulevards			20	20	20	20	44
To Be Determined					2	6	6
Total	**82**	**138**	**213**	**220**	**230**	**232**	**403**

** Based on the existing network, Tables 1-4 in this plan update, the 2011 Bicycle Master Plan, and other recent planning activities.*

Protected Bikeways Not Identified In Plan

The Protected Bikeway Plan sets priorities for where the City will spend time and resources for at least the next 5-10 years. Narrative was added to clarify that this plan does not preclude protected bikeways on streets not specifically identified in the plan update. Other corridors will be considered and re-examined when other major implementation changes to the infrastructure would result or are pending (e.g. street reconstruction, etc.). Transportation projects will be evaluated based on a variety of perspectives and will include protected bikeways if it determined to be the best treatment based on community engagement, context of the roadway, and surrounding land uses.

Project Selection/Criteria

The City will consider a variety of criteria when implementing protected bikeways, including the following:

Transportation Criteria

- High bicycle demand
- High traffic conflict
- Good network integration

Equity Criteria

- Racial/ethnic populations (census data)
- Economic (Areas of Concentrated Poverty and Racially Concentrated Areas of Poverty)

Other Considerations

- Routes identified in the overall Bicycle Master Plan
- Street reconstruction projects already programmed
- Linkages to other projects (e.g. Hennepin County and Mn/DOT)
- Projects must be definable – termini make sense, project can't be too small or inefficient
- Other unique circumstances

Routes That Are "To Be Determined"

There are several projects that are labeled "to be determined" because more evaluation is required before a positive recommendation for a protected bikeway can be made. The Appendix: Protected Bikeways Feasibility Analysis provides conceptual designs for the corridors, including reasons why some segments of protected bikeways are not likely feasible. These projects will be further evaluated by City staff as projects are incorporated into the capital budget process.

Table 1: Tier 1 Protected Bikeway Implementation Opportunities

ID	Location	Mileage & Directions	Estimated Unfunded Cost in $1000s*	Implementation Considerations
2B	Franklin (29th Ave S to Seabury Ave S)	0.3 (2-way)	$110-185	Resurfaced in 2011; coordinate with #23 river bridge and future 29th Ave bike boulevard
12B	Oak St SE (E River Pkwy to Washington Ave SE)	0.3 (2-way)	$45-110	Seal coated in 2014
16A	Plymouth Ave N / 8th St NE (Fremont to 5th St NE)	1.9 (2-way)	$320-570	5-block segment west of Lyndale Ave to be resurfaced in 2018; small segment of bike blvd on eastern end
18A	3rd Ave S (Washington Ave to University Ave SE)	0.7 (2-way)	$200-375	Coordinate with #18B 3rd Ave S and MnDOT bridge rehabilitation (2020-2021)
18B	3rd Ave S (16th St E to Washington Ave S)	1.0 (2-way)	$1,580	Requires removal of center medians and left turn lanes; 2016 seal coating candidate
19A	Washington Ave (5th Ave S to 19th Ave S)	0.9 (2-way)	$245-525	Coordinate with #22 Washington reconstruction/cycletrack; a bike lane is currently proposed for 2015 installation; protected bikeway not feasible on I-35W bridge without widening
20A	26th & 28th St (Portland to Hiawatha)	2.5 (1-way)	partially funded ($160 needed)	2015 resurfacing project (City)
21	26th Ave N (Wirth Pkwy to River)	2.0 (2-way)	funded	2015-16 project (City)
22	Washington Ave S (Hennepin to 5th Av S)	0.4 (2-way)	funded	2015 project (County)
23	Franklin Ave (river crossing)	0.2 (2-way)	funded	2015 project (County)
24	Intercity Trail	1.0 (2-way)	funded	2015 project (Three Rivers/City/MPRB)
25	Broadway St NE (Stinson Blvd NE to Industrial Blvd NE)	0.8 (2-way)	funded	2015 project; potential 2018-19 reconstruction (federal application submitted)
31	Mississippi River East Bank Trail	0.9 (2-way)	funded	2015 project (Park Board)
32	5th/6th Street Trails (Vikings Stadium)	0.4 (1 & 2-way)	funded	Vikings Stadium project
33	Ridgway Parkway Trail	0.8 (2-way)	funded	2015 project (Park Board)
34	Bryn Mawr Trail	0.7 (2-way)	funded	2015 project (Park Board)
	Total Tier 1	**15 miles**	**$2.7-3.5 million**	

Low end of cost range excludes the cost of seal coating and signal improvements, which may not be necessary for all projects.

Figure 2: Tier 1 Protected Bikeway Implementation Opportunities

Bikeway Type	Existing Mileage	Recommended Mileage
Protected Bikeways	<1	15
Bike Lanes	6	
Shared Lanes	2	
Bike Boulevards		<1
To Be Determined		
Total	**8**	**15**

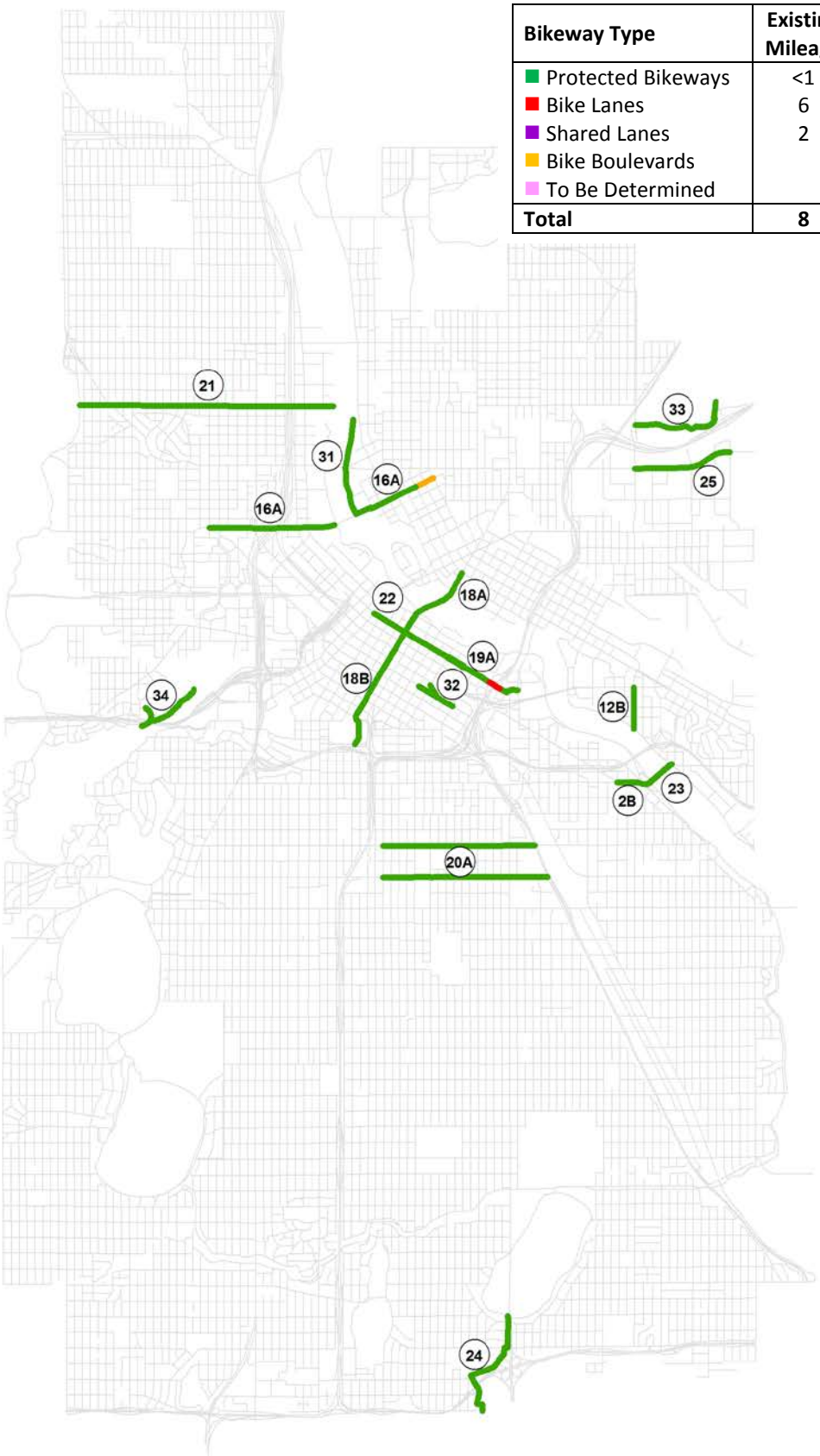


Table 2: Tier 2 Protected Bikeway Implementation Opportunities

ID	Location	Mileage & Directions	Estimated Unfunded Cost in $1000s*	Implementation Considerations
6A/ 5D	Hennepin/1st Ave NE (Washington Ave to 5th St NE)	1.7 (1 and 2-way)	$550-740	Coordinate with NE Traffic Study and Nicollet-Central Modern Streetcar
5A	Dunwoody Blvd Trail (Van White Blvd to Hennepin Ave)	0.4 (2-way)	$310-315	Coordinate with SWLRT sidewalk improvements (2018-2019)
5B	Hennepin Ave (Maple St to 12th St)	0.3 (2-way)	$20	Coordinate with #5A Dunwoody Blvd Trail
7A	Grant St (Willow St to 2nd Ave S)	0.5 (2-way)	$90-140	Coordinate with #7B Marquette/2nd & #9A 1st/Blaisdell
8B	Park/Portland (West River Pkwy to Franklin)	2.5 (1-way)	$365-910	Standard bike lanes north of Washington Ave S
9A	1st/Blaisdell Ave S (Grant St to 40th St)	5.4 (1-way)	$550-1,400	Several segments need further evaluation to determine whether a protected bikeway is feasible. 1st Ave S (Lake to 12th) is a 2017 resurfacing project; coordinate with Nicollet-Central Modern Streetcar
10B	11th Ave S (6th St S to West River Pkwy)	0.5 (2-way)	$95-165	Implement after 5th St I-94 is relocated to 7th St in 2016
11A	7th St N (Plymouth Ave to 1st Ave N)	1.7 (2-way)	funded	SWLRT project (2018-2019)
11B	10th St S (1st Ave N to Park Ave S)	0.8 (1-way)	$195-420	Coordinate with #11C; seal coated in 2012/13
11C	9th St S (1st Av N to Park Ave S)	0.9 (1-way)	$145-350	2015 resurfacing project (City)
12A	University Ave SE (1st Ave NE to Oak St SE)	1.8 (2-way)	$585-920	MnDOT street resurfacing (Central Ave to I-35W) 2018-19
12C	Oak St SE (Washington Ave to Walnut St)	0.3 (2-way)	$300-375	Complex multimodal intersection
13A-C	15th Ave SE to NE Diagonal (University Ave SE to Hennepin Ave E)	1.1 (2-way)	$475-665	Potential 2018-19 implementation (federal application submitted "U of M Protected Bikeways"); northern two blocks require further evaluation for a protected bikeway
14 A-B	10th Ave SE/19th Ave SE/20th Ave S (5th St SE to Riverside Ave)	1.5 (2-way)	$275-490	Potential 2018-19 implementation (federal application submitted "U of M Protected Bikeways"); coordinate with 10th Ave Bridge rehabilitation
15	Emerson/Fremont Ave N (Plymouth to 33rd Ave N) – 1-way on Emerson and Fremont or 2-way on Emerson	3.2 (1-way) or 1.6 (2-way)	$270-685 (1-way) or $175-395 (2-way)	Potential 2018-19 implementation (federal application submitted); coordinate with arterial BRT (2018-19) and Emerson Ave resurfacing (Plymouth to West Broadway - 2017)
17B	Marshall St NE (14th to Lowry)	0.8 (2-way)	$90-215	Coordinate with East Bank Trail projects; cost estimate assumes protected bikeway within existing curb lines; off-street trail would cost more. Evaluate potential extension to 27th Ave NE or St Anthony Pkwy
20B	26th & 28th St (Hennepin to Portland)	2.9 (1-way)	TBD	Coordinate with reconstruction of I-35W bridges (2017-2019)
27	Van White Blvd Trail Gap	0.2 (2-way)	funded	SWLRT project (2018-2019)
28	18th Ave NE (Monroe St NE to Ulysses St NE)	0.8 (2-way)	funded	2018 project (City)
29	Hiawatha Trail Gap	0.6 (2-way)	funded	2018 project (City)
30	5th St S/I-94 Ramp (Hiawatha Trail to 11th Ave S)	0.4 (2-way)	funded	2017-2018 project (City)
35	11th Ave S/12th Ave S (Midtown Greenway to 28th St E)	0.3 (2-way)	funded	2017-2018 Safe Routes to School Project at Andersen School (City)
	Total Tier 2	**29 miles**	**$4.2-7.8 million**	

Low end of cost range excludes the cost of seal coating and signal improvements, which may not be necessary for all projects.

Figure 3: Tier 2 Protected Bikeway Implementation Opportunities

Bikeway Type	Existing Mileage	Recommended Mileage
Protected Bikeways		25
Bike Lanes	18	<1
Shared Lanes	1	
Bike Boulevards		<1
To Be Determined		2
Total	**19**	**29**

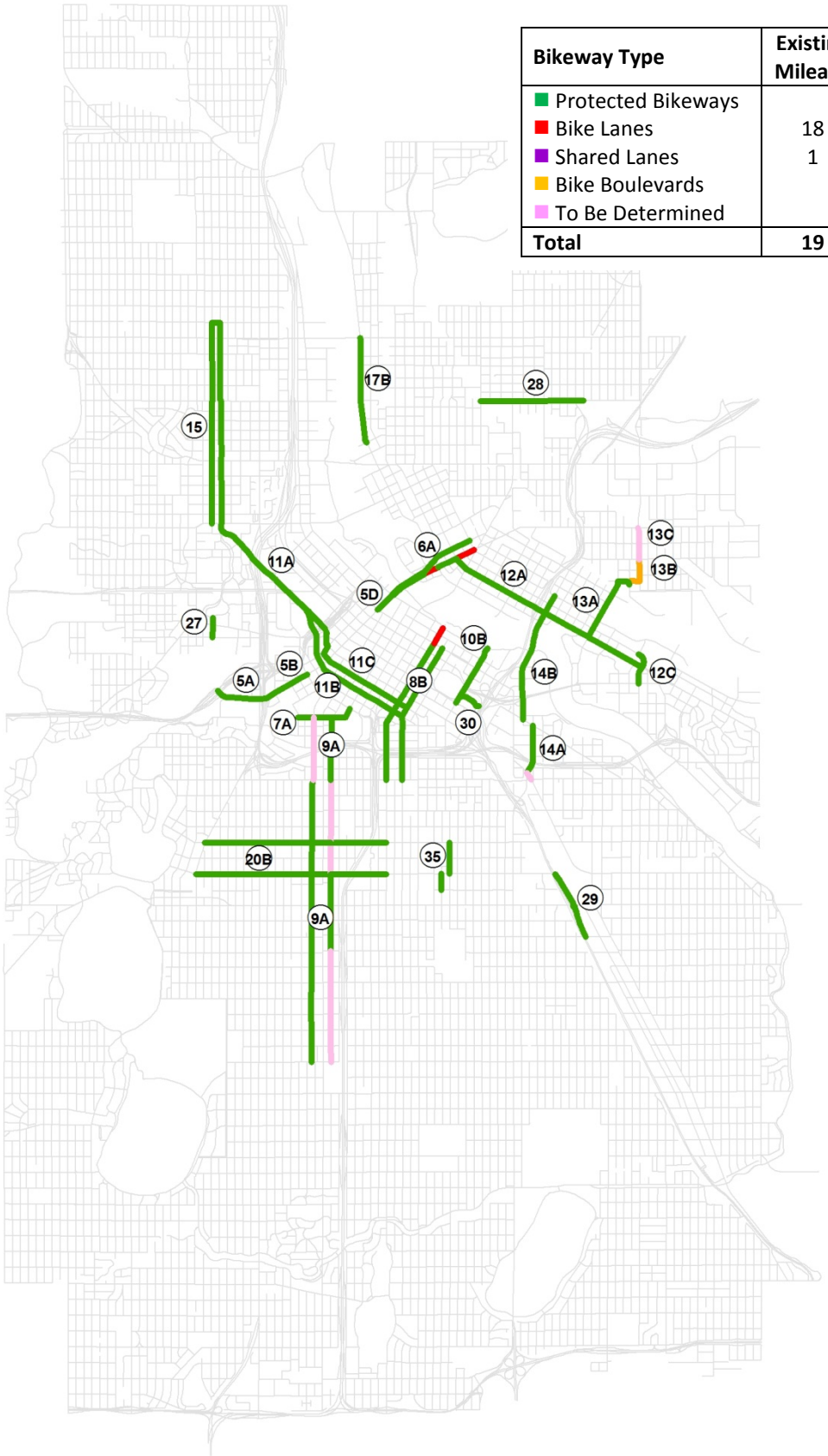


Table 3: Tier 3 Protected Bikeway Implementation Opportunities

ID	Location	Mileage & Directions	Estimated Unfunded Cost in $1000s*	Implementation Considerations
4A	Lyndale Ave S (Franklin Ave to Loring Greenway Bridge)	0.1 (2-way)	$935-1,060	Need to determine logical connection at southern end.
4B	Sculpture Garden Sidepath (Dunwoody to Vineland)	0.2 (2-way)	$60	Scope of Hennepin/Lyndale project and Sculpture Garden projects (2015-16) do not include installation of a new trail; pinch point at footings of pedestrian bridge.
8A/8C	Park and Portland (Minnehaha Parkway to Franklin)	7.0 (1-way)	$725-1,845	Buffered bike lanes recently installed. Lower priority than #8B.
17A	Main/Marshall (Hennepin to 14th Ave NE)	1.2 (2-way)	$165-385	Existing bike lanes; parallel river trail. Lower priority than #17B.
5C or 5E	1st Ave N or Hennepin Ave S (12th to Washington)	0.9 (2-way)	TBD	Existing protected bike lanes on 1st Ave N have lower use than shared bike/traffic lanes on Hennepin Ave S. Further feasibility evaluation needed. Protected bike lanes on Hennepin Ave S would require extensive street reconstruction. Removal of protected bike lanes on 1st Ave N could support future street narrowing and sidewalk widening.
10A & 10C	5th and/or 6th St S (Hennepin to Chicago)	1.6 (1-way)	TBD	Important east-west connection through downtown; further feasibility evaluation needed
	Total Tier 3	**11 miles**	**TBD**	

Low end of cost range excludes the cost of seal coating and signal improvements, which may not be necessary for all projects.

Table 4: Corridors Evaluated and Recommended for Non-Protected Bikeways

ID	Location	Evaluation Conclusions
1A	24th St (Hennepin Ave to Hiawatha Ave)	Standard bike lanes are feasible and appropriate for the lower-volume traffic conditions on 24th St. Maintain existing bike lanes east of I-35W and add bike lanes west of I-35W (may require parking removal or some shared lane segments).
1B	Franklin Ave (Hennepin Ave to Bloomington Ave)	Protected bike lanes are not feasible. Standard bike lanes are recommended, consistent with the 2011 Bicycle Master Plan. Further evaluation will be needed.
2A	Franklin Ave E (Bloomington to 20th)	A buffered bike lane is recommended. Protected bike lanes are feasible in the existing condition; however, additional parking is planned along the median in conjunction with a pedestrian plaza recently constructed.
2C	Franklin Ave (20th Ave S to 29th Ave S)	Maintain existing bike lanes and on-street parking.
3A	Franklin Ave SE (East River Pkwy to Emerald St SE)	Standard bike lanes are recommended. Street is too narrow for a protected bikeway, even with parking removal.
4C	Hennepin Ave S (Oak Grove to Maple St)	Northbound buffered bike lane will be added in conjunction with 2015-16 Hennepin/Lyndale project. Parallel trail through Loring Park.
6B	5th St NE (Hennepin Ave to 3rd Ave NE)	Maintain/improve existing bike lanes.
7B	Marquette/2nd Ave S (1st Ave S to Washington)	Protected bike lanes are not feasible. Protected bikeway planned for #18B 3rd Ave S, where there is higher bicycle demand and greater network connectivity.
12D	4th St SE (1st Ave NE to Walnut St SE)	Maintain and fill gaps in existing bike lane. Two-way protected bikeway planned for #12A University Ave SE.
13D	15th Ave SE/Como Ave SE (Rollins Ave SE to 18th Ave SE)	Maintain existing bike lanes. Alternative route to #13B.

Figure 4: Tier 3 Protected Bikeway Implementation Opportunities

Bikeway Type	Existing Mileage	Recommended Mileage
Protected Bikeways	<1	7
Bike Lanes	9	<1
Shared Lanes	<1	
Bike Boulevards		
To Be Determined		4
Total	**10**	**11**

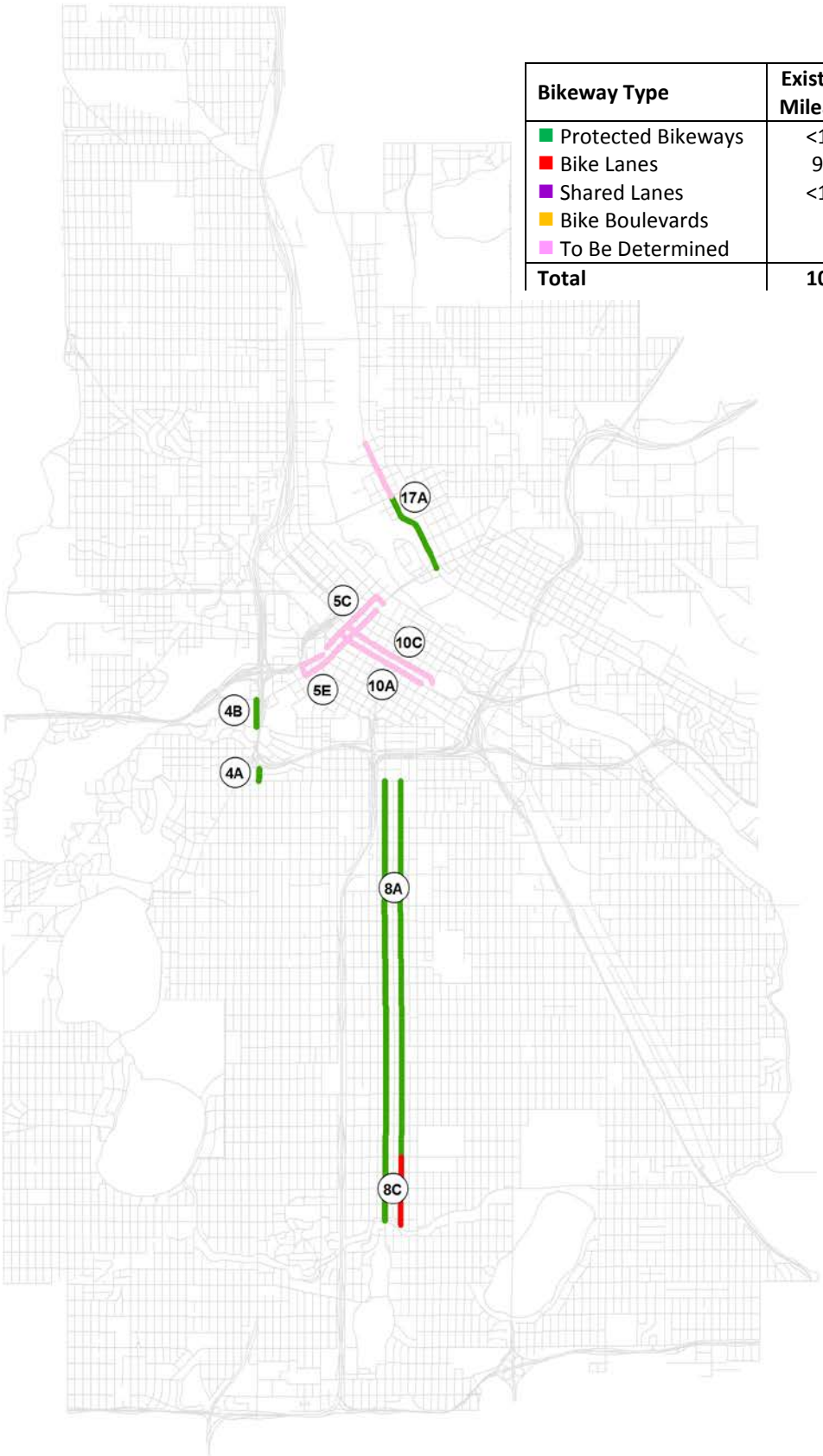


Figure 5: Recommended Near-Term Protected Bikeway Projects (Tiers 1-3)

Bikeway Type	Existing Mileage	Recommended Mileage
Protected Bikeways	1	48
Bike Lanes	33	1
Shared Lanes	3	
Bike Boulevards		
To Be Determined		6
Total	**37**	**55**

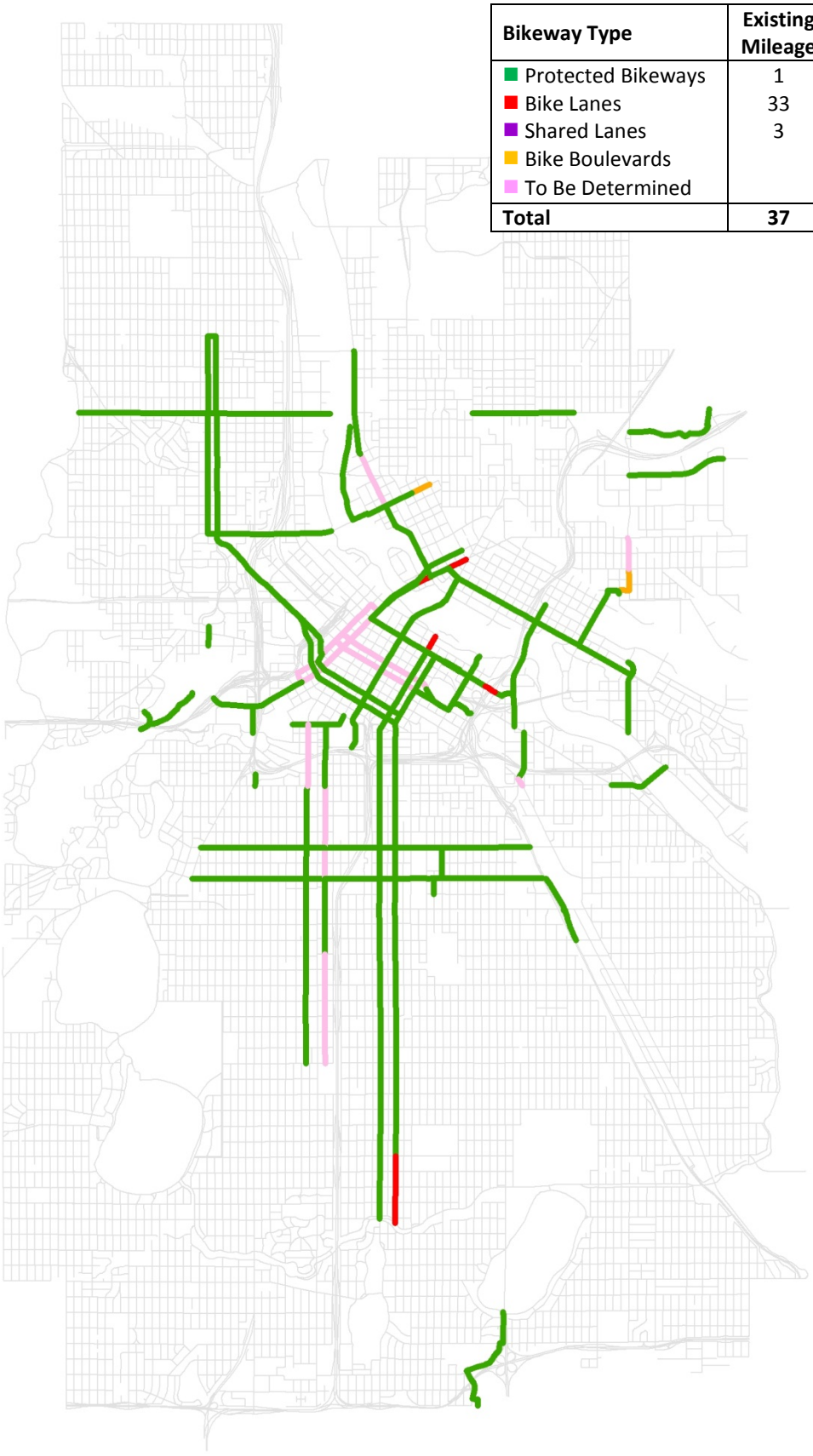
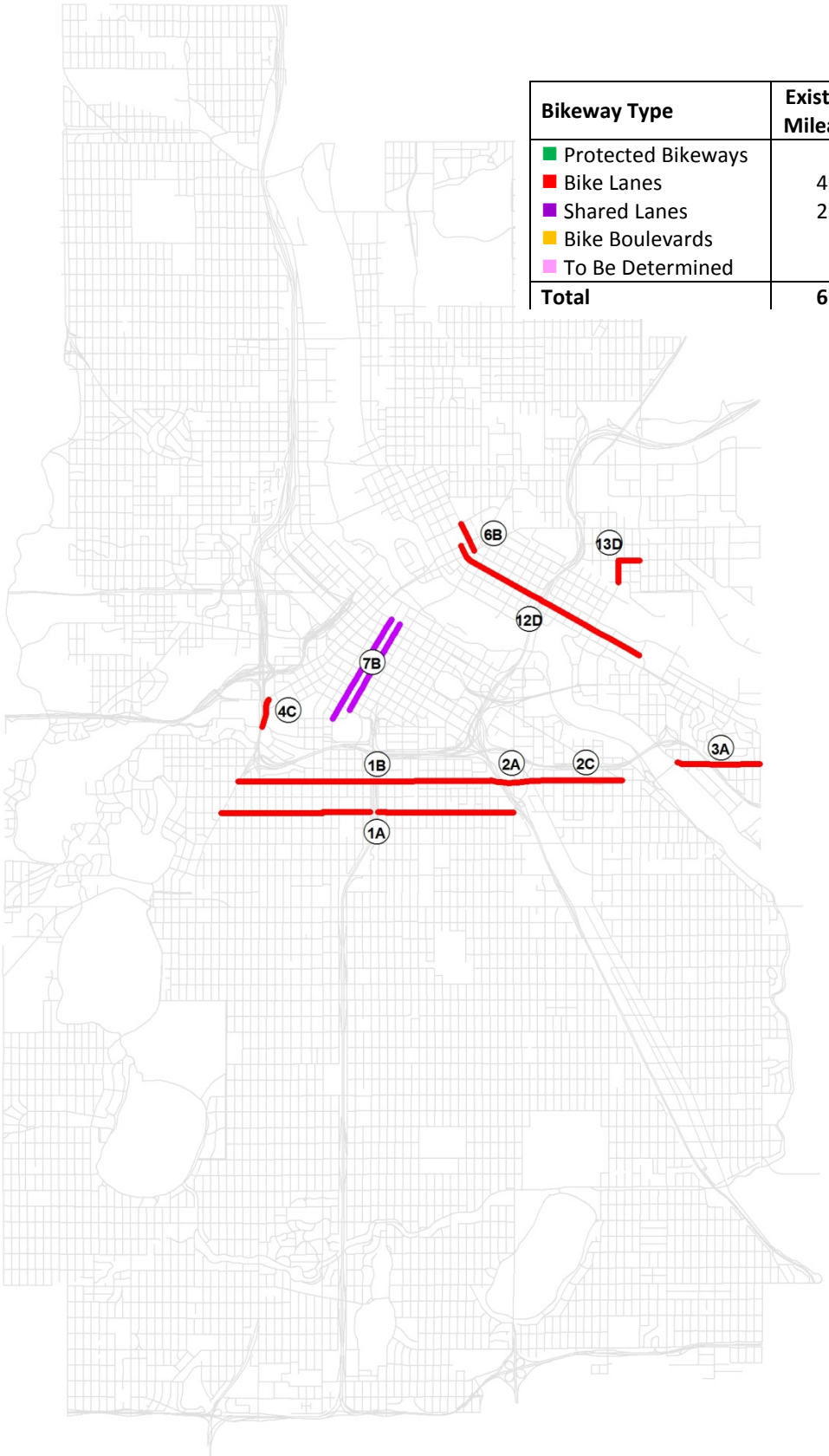


Figure 6: Corridors Evaluated and Recommended for Non-Protected Bikeways

Bikeway Type	Existing Mileage	Recommended Mileage
Protected Bikeways		
Bike Lanes	4	8
Shared Lanes	2	2
Bike Boulevards		
To Be Determined		
Total	**6**	**10**



Maintenance Considerations

Maintenance of the entire transportation system in Minneapolis is important so that people can safely and comfortably move around the City regardless of how they choose to do so, including people that walk, bicycle, take transit, and drive an automobile. Maintenance considerations are very important as protected bikeway projects become more prevalent in Minneapolis. Ensuring year round use of these facilities is dependent upon adequate funding.

In recent years, the bikeway network has been expanded significantly from 82 miles in 1997 to 213 miles in 2014 with virtually no increase in annual maintenance budgets. In order to successfully implement protected bikeways in Minneapolis, additional maintenance resources will be needed. Not only is the bikeway network mileage recommended for expansion, but protected bikeways cost more to maintain than existing maintenance practices for bike lanes.

Based on the experience of the City of Minneapolis' Transportation Maintenance and Repair Division in maintaining the existing bikeway network, the average costs to maintain different types of bikeways are shown in Table 5, and the estimated maintenance costs of the protected bikeways recommended in this plan are shown in Table 6.

Public Works staff will continue to research, monitor, and evaluate best practices in maintaining infrastructure year-round. Maintaining protected bikeways, particularly protected bike lanes, is a relatively new responsibility in Minneapolis. The sample size is fairly small based on limited experience with 1st Avenue N protected bike lanes. The unit costs for protected bikeways are based on this limited experience. It is anticipated that as the protected bikeway network grows, there will be economies of scale to be gained; however, these are difficult to forecast with limited experience and are not assumed in these estimates. These estimates do not account for the costs of maintaining the existing system, nor do they account for the incremental change in costs between the existing system, enhanced maintenance of the existing system, and the recommended protected bikeway projects. These are conservative estimates based upon the best information available today and will need to be refined as the City of Minneapolis gains more experience with maintaining protected bikeways.

Table 5: Average Bikeway Maintenance Unit Costs

Bikeway Facility Type	Maintenance Practice	Annual Cost per Linear Foot
Trail	Clear Snow & Sweep Weekly	$2.00/LF
Bike lane with enhanced sweeping (per direction)	Clear Snow & Sweep Weekly	$1.00/LF
Bike lane with enhanced year-round maintenance (per direction)	Remove Snow & Sweep Weekly	$3.75/LF
One-way protected bike lane (per direction)	Remove Snow & Sweep Weekly	$6.50/LF
Two-way protected bike lane on one side	Remove Snow & Sweep Weekly	$10.00/LF

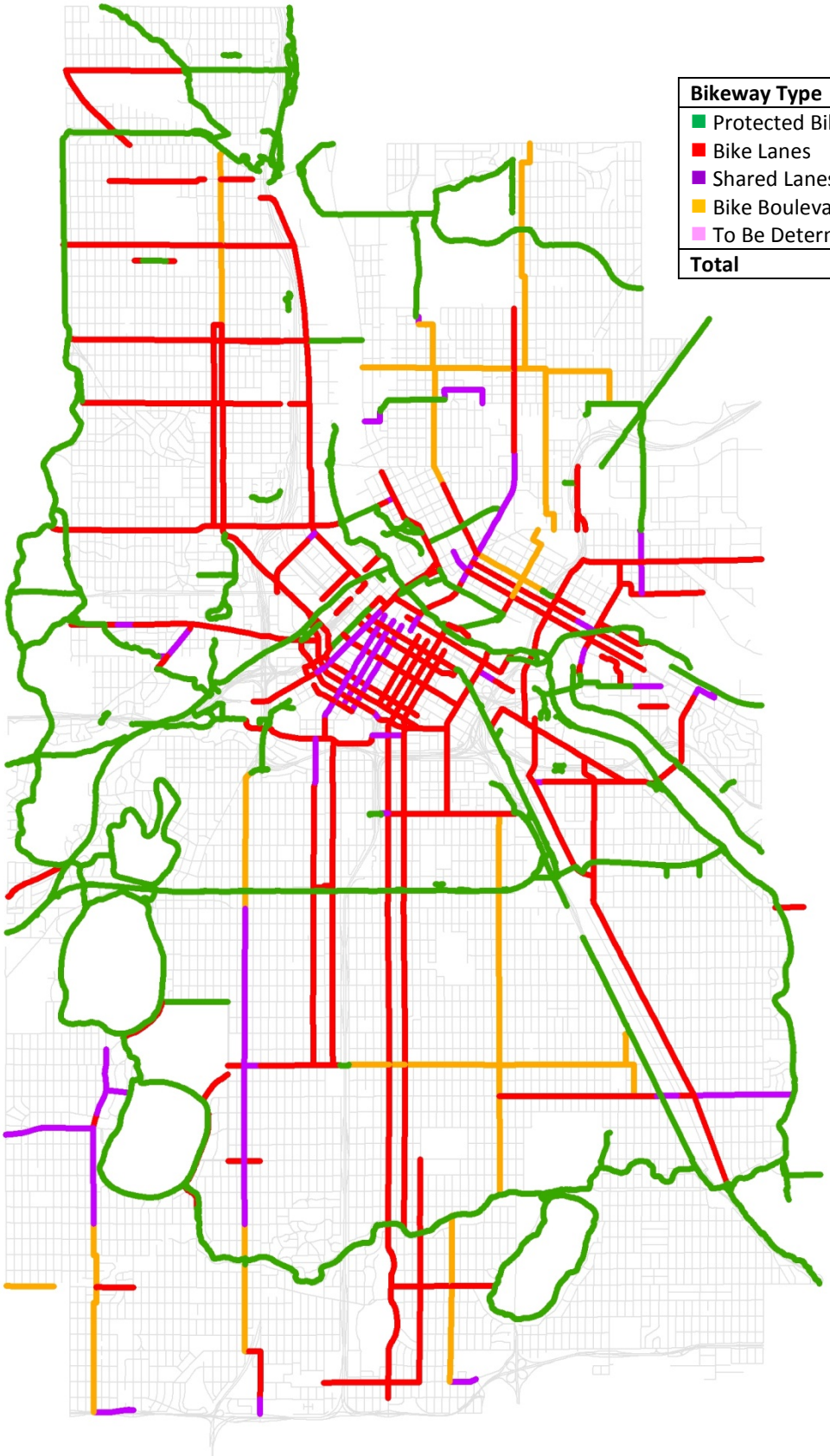
Source: Minneapolis Public Works Transportation Maintenance and Repair Division

Table 6: Estimated Annual Maintenance Costs of Plan Recommendations

Bikeway Facility Type	Cost per Foot	Cost per Mile	Tier 1		Tier 2		Tier 3		Total
			Miles	Cost	Miles	Cost	Miles	Cost	
Trail	$2.00	$10,560	6.0	$64,000	2.7	$29,000	0.2	$2,000	$95,000
One-way protected bike lane (single direction)	$6.50	$34,320	2.5	$86,000	13.7	$471,000	6.5	$222,000	$779,000
One-way protected bike lane (two directions)	$13.00	$68,640	4.9	$336,000	6.7	$457,000	1.7	$117,000	$911,000
Two-way protected bike lane on one side	$10.00	$52,800	1.1	$59,000	4.7	$247,000	2.8	$149,000	$455,000
Total			**13.6**	**$545,000**	**28**	**$1,204,000**	**12.1**	**$490,000**	**$2,240,000**

This includes all recommended protected bikeways in this plan regardless of ownership (City, County, MnDOT, MPRB) and regardless of existing capital funding status (includes both new and already-funded projects). MPRB trail projects are in Tier 1 and total 3.4 miles and an estimated $34,000 in annual maintenance costs. For cost estimating purposes, two-way protected bikeways on one side of the street are assumed for Loring Bikeway Southern Extension (4A), Grant St (7A), 5th or 6th St S (10A & 10C), Oak St SE (12A & 12 B), University Ave SE (12C), 18th Ave SE (13C), 10th/19th Ave SE (14B), Marshall/Main St NE (17A & 17B), and Broadway St NE (25).

Figure 7: Existing Bicycle Network



Bikeway Type	Mileage
Protected Bikeways	96
Bike Lanes	82
Shared Lanes	15
Bike Boulevards	20
To Be Determined	
Total	**213**

Figure 8: Existing Bicycle Network with Priority Protected Bikeways

Bikeway Type	Mileage
Protected Bikeways	142
Bike Lanes	50
Shared Lanes	13
Bike Boulevards	20
To Be Determined	6
Total	**232**

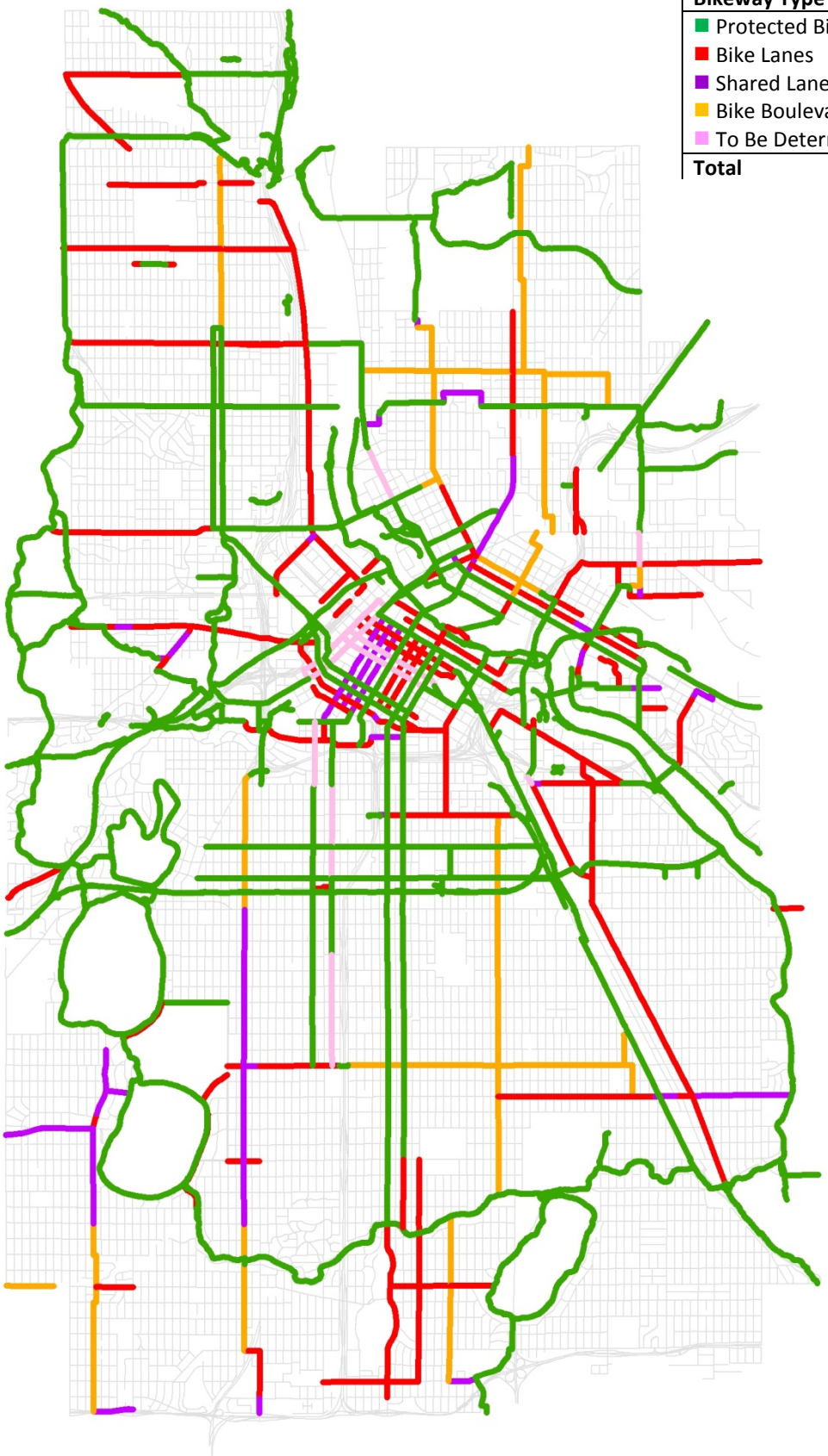
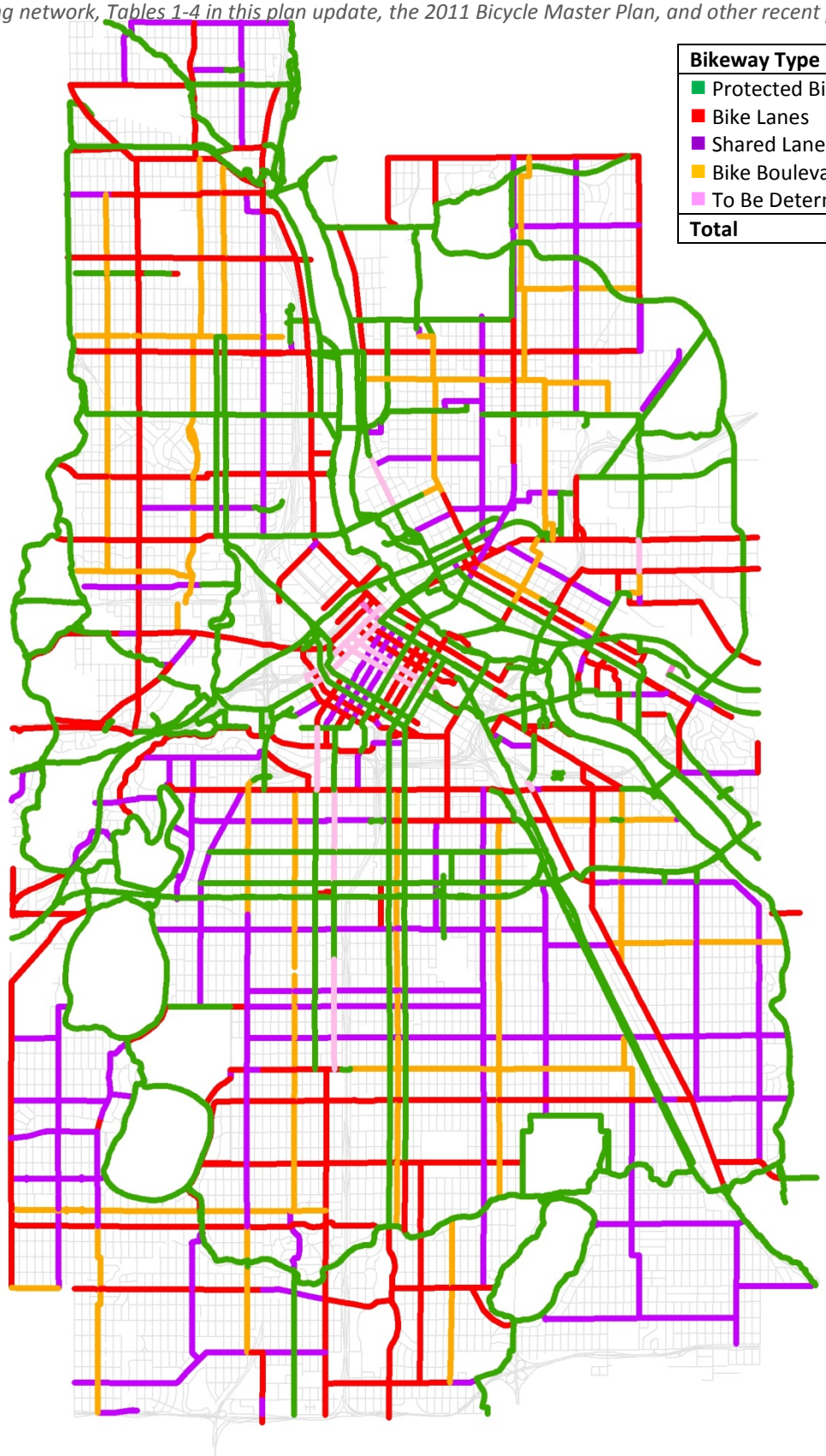


Figure 9: Planned Long-Term Bicycle Network

Based on the existing network, Tables 1-4 in this plan update, the 2011 Bicycle Master Plan, and other recent planning activities.

Bikeway Type	Mileage
Protected Bikeways	172
Bike Lanes	104
Shared Lanes	76
Bike Boulevards	44
To Be Determined	6
Total	**403**



Public Engagement Phase 1: May 2014

The first of two planned phases of public engagement for the Protected Bikeways Update to the Minneapolis Bicycle Master Plan was held in May 2014. A public open house was held at the Minneapolis Central Library on May 8; this was a joint open house with Hennepin County for the update to their Bike Plan. An online survey was also available from May 1 to May 15 for people who could not attend the open house.

Participation
70 people signed in at the open house, and 35 people completed comment forms at the open house. 135 people completed the online survey. 4 additional emails with comments from the public were received.

Community Notification
The open house and online survey were advertised via press release to many media outlets on April 25. An email advertising the public open house was sent to the City's bicycle e-gov delivery list on April 25. A second email to the City's bicycle e-gov delivery list regarding the online survey was sent on May 9. A printable flyer advertising the open house was distributed to the Bicycle Advisory Committee on April 25. A presentation introducing the project and advertising the public open house and online survey was received and filed by the City Council's Transportation and Public Works Committee on April 29.

Open House Format
The open house was held from 4:30 to 7:30 p.m. Information on the Protected Bikeways Update was shared via a project summary hand out and information boards around the room. Attendees were invited to complete a comment form on the top 5 locations where participants think protected bikeways are needed in Minneapolis and to explain why protected bikeways are needed. Attendees were also invited to mark 2-3 locations on an aerial photograph of Minneapolis showing their top priority locations for protected bikeways and top bicycling destinations. Hennepin County shared information via boards around the room, which included some interactive activities.

Online Survey
An online survey identical to the comment form at the open house was available on www.minneapolismn.gov/bicycles from May 1 to May 15.

Feedback Received
By far the most frequently identified corridor for protected bikeways was Franklin Avenue. Many other corridors were also identified, typically streets with high traffic volumes that connect high-density neighborhoods or that cross major barriers such as the freeway, river, or other physical barrier. Respondents also commented generally on the need to address intersection safety, not just the linear corridor facility, and specifically the difficulty for bicyclists to make left turns at busy intersections.

The locations where participants identified that protected bikeways are needed are summarized in Tables 6 and 7. With the 35 open house comment forms and 135 online surveys completed, participants identified their top 5 priority locations in a total of 371 survey responses.

For more details on the first phase of public engagement and the feedback received, view the complete report at: http://www.ci.minneapolis.mn.us/www/groups/public/@publicworks/documents/webcontent/wcms1p-126253.pdf

Table 7: TOP MENTIONED LOCATIONS IN ONLINE SURVEY AND OPEN HOUSE COMMENT FORMS

SUMMARIZED LOCATION	1ST PRIORITY	2ND PRIORITY	3RD PRIORITY	4TH PRIORITY	5TH PRIORITY	TOTAL
FRANKLIN AVE/24TH ST						

ions.

Table 8: LOCATIONS IDENTIFIED IN OPEN HOUSE INTERACTIVE MAPPING EXERCISE

LOCATION	NUMBER OF TIMES IDENTIFIED BY ADDITIONAL PARTICIPANTS
Franklin Avenue (Hennepin Av to 280)	+10
18th Avenue NE	+4
3rd Avenue S (downtown)	+4
4th/University Ave SE	+4
36th St W (Lake Calhoun to Bryant)	+4
5th Street S (downtown)	+3
Lake Street	+3
11th Ave S (downtown to 44th St)	+3
Dunwoody	+2
Northside Greenway	+2
32nd Street crossing Hiawatha (Minnehaha Av to 21st Av S)	+2
15th Ave SE	+2
Marshall St NE	+1
Oak St SE	+1
27th Ave NE	
Lowry Av NE (also comment not to use Lowry - use 18th and 27th)	
Upper River Trails	
Lyndale Ave S (22nd St to Hennepin Av downtown)	
Pleasant Av S	
24th St pedestrian bridge over I-35W	
26th & 28th Street	
All river crossings between Lowry Ave and Franklin Avenue	
5th Street from Hiawatha Trail to downtown (S side of Metrodome)	
25th/26th Ave S “S” curve between Franklin and Riverside Avenues	
20th Ave S / 10th Ave S bridge / 19th Ave SE	
E Hennepin Av	
Midtown Greenway extended over the River to St Paul	
Cedar Avenue S (Franklin Avenue to Minnehaha Parkway)	
Johnson Av N (18th Av NE to 19th Ave SE)	
Plymouth Ave N/8th Ave NE (2nd St N to 5th St NE)	
Nicollet Mall	
50th St W (city limits to Pleasant Av)	
46th St (Nicollet Avenue to Longfellow Ave)	
2nd St N (Lowry Av to North Loop)	
“Greenway” from Richfield to Brooklyn Park	
29th Avenue S (Franklin Av to Minnehaha Av)	

Public Engagement Phase 2: April and May 2015

The Draft Protected Bikeway Update to the Bicycle Master Plan (pages 1–16 of this document) was made public in April 2015. During the following public comment period of April 17–May 17, the City received 126 official public comments on the draft. In addition, outside groups collected 1590 postcards from the public supporting the draft and delivered them to City staff. Together, official City comments and postcards totaled 1716 comments, 98 percent of which were supportive of the overall plan (Table 9). Of all 1716 comments, the primary reason provided for supporting the plan was safety while the most common concern was connectivity and access (Table 10).

Table 9: All Comments on Overall Draft

	Number	Percentage
Supportive of Overall Draft	1683	98.1
Negative Feedback	2	0.1
Neutral/mixed Feedback	3	0.2
No Comment on Overall Draft	28	1.6
Total	1716	100

Table 10: All Provided Reasons for Support or Concern

Supportive of Draft Because		Concerned About Draft Because	
Safety	358	Connectivity/Access	11
Health	67	Maintenance	9
Environment	43	Parking Removal	4
Bike Prioritization	26	Equity	3
Connectivity/Access	25	Travel Lane Removal	2
Equity	18	Safety	1
Maintenance	6	Funding/Cost	1
Design	3	Business	1
Traffic Calming	2	Signals/Signage	1
Funding/Cost	2		
Business	2		
Parking Removal	1		
Travel Lane Removal	1		
Signals/Signage	1		

Methodology

The complete draft was available to the public online with instructions for providing email comments. The public comment period was promoted through e-gov delivery emails, a press release, and an open house. City staff also attended various public events to promote the comment period and collect comment forms in person.

The City collected four types of comments:

2. **Hardcopy questionnaire forms** were collected at public events, including the open house. It consisted of three questions/prompts:
    - Please provide comments about the overall network of proposed Protected Bikeways.
    - Please provide comments on specific proposed corridors.
    - Are there any other considerations the City of Minneapolis should take into account?
3. **Hardcopy open-ended comment** forms were also provided at public events. This form provided a blank space for comments without prompting questions.
4. **Map annotations** on sticky notes were collected during the open house. These comments were written on sticky notes and placed on large maps of the proposed plan to provide feedback on specific locations or corridors.
5. **Email comments** were received by City staff.

In addition to official City comment efforts, member groups of Bikeways for Everyone—a collaborative campaign advocating for protected bikeways in Minneapolis—collected postcards of support for the draft plan. Postcards were signed by members of the public and often included additional comments on the draft. Both official City comments and, when provided, postcard comments were transcribed and reviewed by City staff. Comments were then evaluated based on three common types of comments:

1. Comments on the overall draft
2. Specific reasons for support or concern regarding the draft
3. Comments on specific corridors or locations identified in the draft

City Comment Results

126 official City comments were collected: 53 hardcopy questionnaire forms, 12 hardcopy open-ended comment forms, 17 sticky note map annotations, and 44 emails.

City Comments on Overall Draft

A majority of commenters were supportive of the overall draft with 93 of the total 126 (73.8%) expressing support (Table 11). Three commenters (2.4%) were neutral or expressed a mixed opinion, two (1.6%) expressed a negative opinion, and 28 (22.2%) did not comment on the overall plan.

Examples of typical comments on the overall draft:

The new overall plan looks great.
Comment 107

I am excited about the plan as proposed.
Comment 2

I support the implementation of protected bikeways.
Comment 29

Table 11: City Comments on Overall Draft

	Number	Percentage
Supportive of Overall Draft	93	73.8
Negative Feedback	2	1.6
Neutral/mixed Feedback	3	2.4
No Comment on Overall Draft	28	22.2
Total	126	100

City Comment Reasons for Support or Concern

Specific reasons for support or concern regarding either the overall draft or elements of the draft were tallied (Table 12). The five most commonly referenced reasons for support for the plan were safety (18 comments), connectivity/access (9), health (4), bike prioritization (4), and maintenance (4). The five most commonly referenced reasons for concern regarding the draft were connectivity/access (11), maintenance (6), parking removal (4), equity (3), and travel lane removal (2).

Examples of typical comments citing specific reasons for support or concern:

It is a strong and ambitious plan that will improve the accessibility and safety of biking for all Minneapolis community members.
Comment 112

[The City should] promote more bike traffic, less car traffic [resulting in] less pollution, a cleaner/safer Minneapolis.
Comment 34

Blaisdell and 1st Ave S are perfect streets for [protected bikeways], but if they don't connect to anything on their north ends, then what's the point?

Table 12: City Comments Reasons for Support or Concern

Supportive of Draft Because		Concerned About Draft Because	
Safety	18	Connectivity/Access	11
Connectivity/Access	9	Maintenance	6
Health	4	Parking Removal	4
Bike Prioritization	4	Equity	3
Maintenance	3	Travel Lane Removal	2
Design	3	Safety	1
Traffic Calming	2	Funding/Cost	1
Equity	1	Business	1
Funding/Cost	1	Signals/Signage	1
Business	1		
Parking Removal	1		
Travel Lane Removal	1		

Comment 115

City Comments on Specific Corridors

Forty-five (36%) commenters provided comments on one or more specific proposed corridors (Table 13). Of comments in reference to specific corridors, Blaisdell/1st Ave S had the most comments with ten supporters and two concerned respondents. Hennepin Ave had the second most comments with nine supporters. Park/Portland Ave S had five supporters. 3rd Ave S had the most concerned responses with eight, half of which specifically stated preference for protected bikeways on Marquette/2nd Ave S. Only two corridors—26th/28th St E and Washington Ave—received explicit votes against the implementation of a protected bikeway.

Table 13: City Comments on Specific Corridors

Corridor	Supportive	Concerned	Against
Blaisdell/1st Ave S	10	3	
Hennepin Ave	10		
Downtown	6		
Park/Portland Ave S	5		
Washington Ave	4	1	1
26th/28th St E	4	1	1
10th/19th/20th Ave	4	1	
3rd Ave S	1	8	

Of corridors requested that were not listed on the proposal, Lyndale Ave S (primarily between Downtown and the Uptown area) and Franklin Ave (especially the Franklin/Minnehaha/Cedar intersection) were the most requested with four requests each.

Postcard Comment Results

Volunteers and staff of the Minneapolis Bicycle Coalition and the Sierra Club North Star Chapter collected 1590 postcards in support of the draft as part of the Bikeways for Everyone campaign. 830 postcards included specific comments in addition to expressing their support for the overall draft.

Examples of typical postcard comments:

I get very nervous riding on the street and would ride more if there were more protected bikeways.

Comment 425

Protected bikeways encourage more people to bicycle that would not otherwise!

Comment 803

I believe that increasing access to safe and comfortable bike lanes is key to our communities' health and longevity.

Comment 338

Biking is the most equitable way for all citizens to get to their work + home.

Comment 149

Postcard Comment Reasons for Support or Concern

Of the postcards that provided comments, the five most commonly referenced reasons for supporting the overall draft or elements of the draft were safety (341), health (63), environment (42), bike prioritization (22), and equity (17) (Table 14). The only referenced reason for concern regarding

Table 14: Postcard Provided Reasons for Support or Concern

Supportive of Draft Because		Concerned About Draft Because	
Safety	340	Maintenance	3
Health	63		
Environment	43		
Bike Prioritization	22		
Equity	17		
Connectivity/Access	16		
Maintenance	3		
Funding/Cost	1		
Business	1		
Signals/Signage	1		

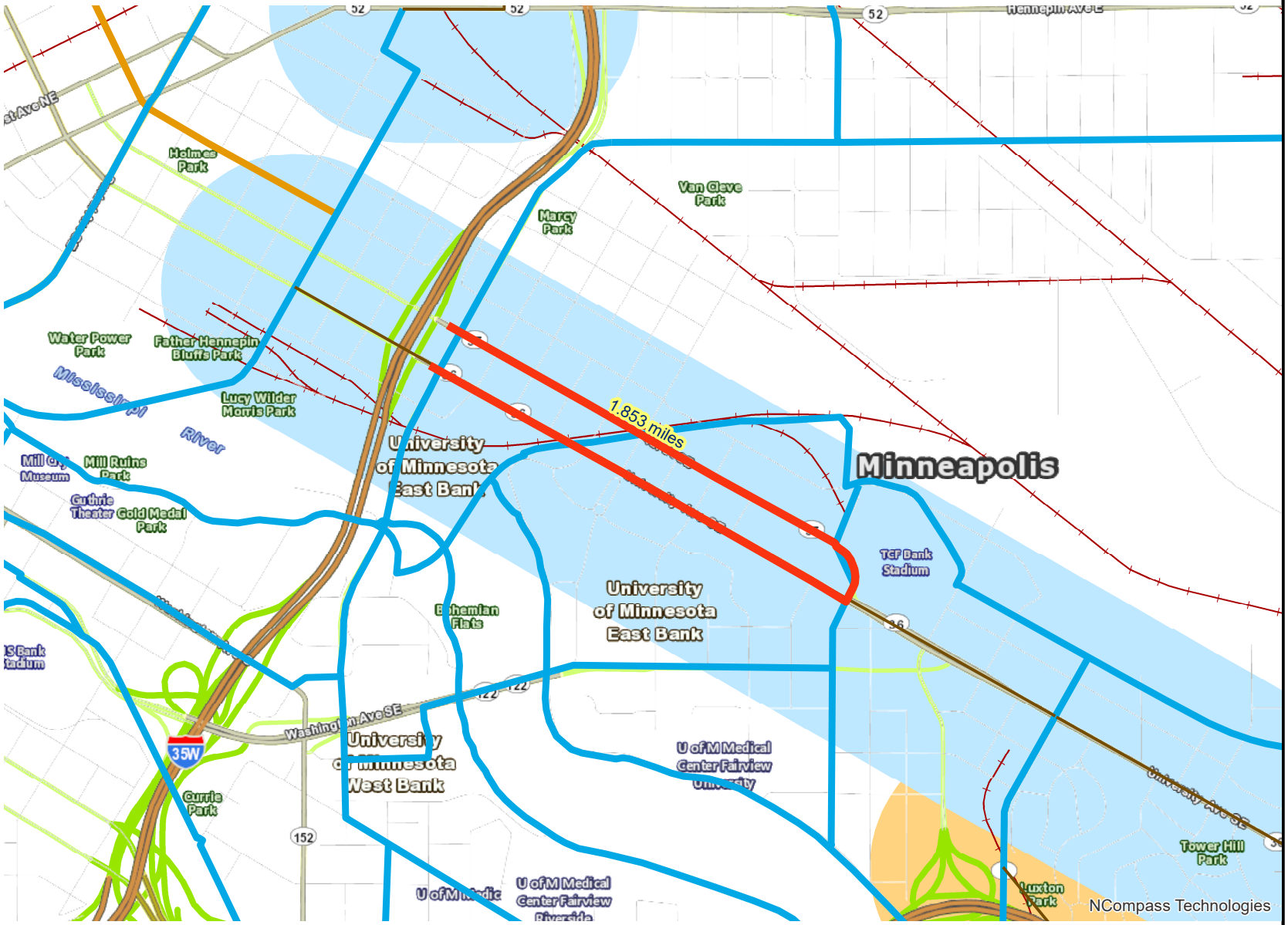
the draft was maintenance (3).

Postcard Comments on Specific Corridors

All comments in reference to specific corridors were supportive. Five people showed support for protected bikeways in downtown, two on 15th St SE, and one each for Broadway Ave NE, Washington Ave, and 26th/28th St E.

Project to RBTN Orientation

Multiuse Trails and Bicycle Facilities Project: University Ave and 4th St SE Enhanced Bikeways | Map ID: 1528907161988



Project
RBTN Corridor Centerlines
RBTN Tier 1 Alignment
RBTN Tier 2 Alignment
RBTN Tier 1
RBTN Tier 2
Principal Arterials
Minor Arterials
Railroads

0 0.175 0.35 0.7 1.05 1.4 Miles

Created: 6/13/2018
LandscapeRSA6

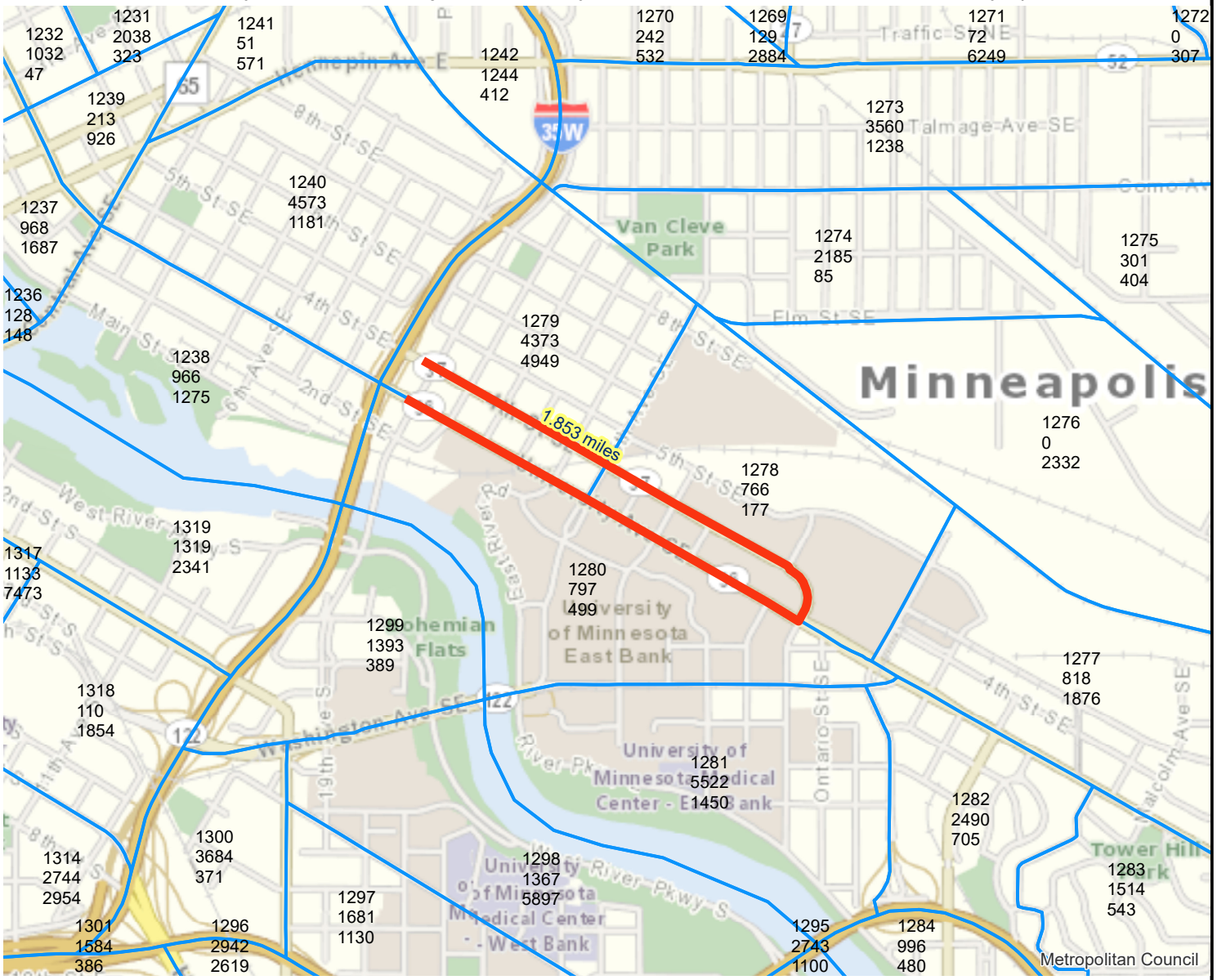
METROPOLITAN COUNCIL

Population/Employment Summary

Multiuse Trails and Bicycle Facilities Project: University Ave and 4th St SE Enhanced Bikeways | Map ID: 1528907161

Results

Within ONE Mile of project:
Total Population: 55797
Total Employment: 61274



Project

2010 TAZ

0 0.175 0.35 0.7 1.05 1.4 Miles

Created: 6/13/2018
LandscapeRSA4

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

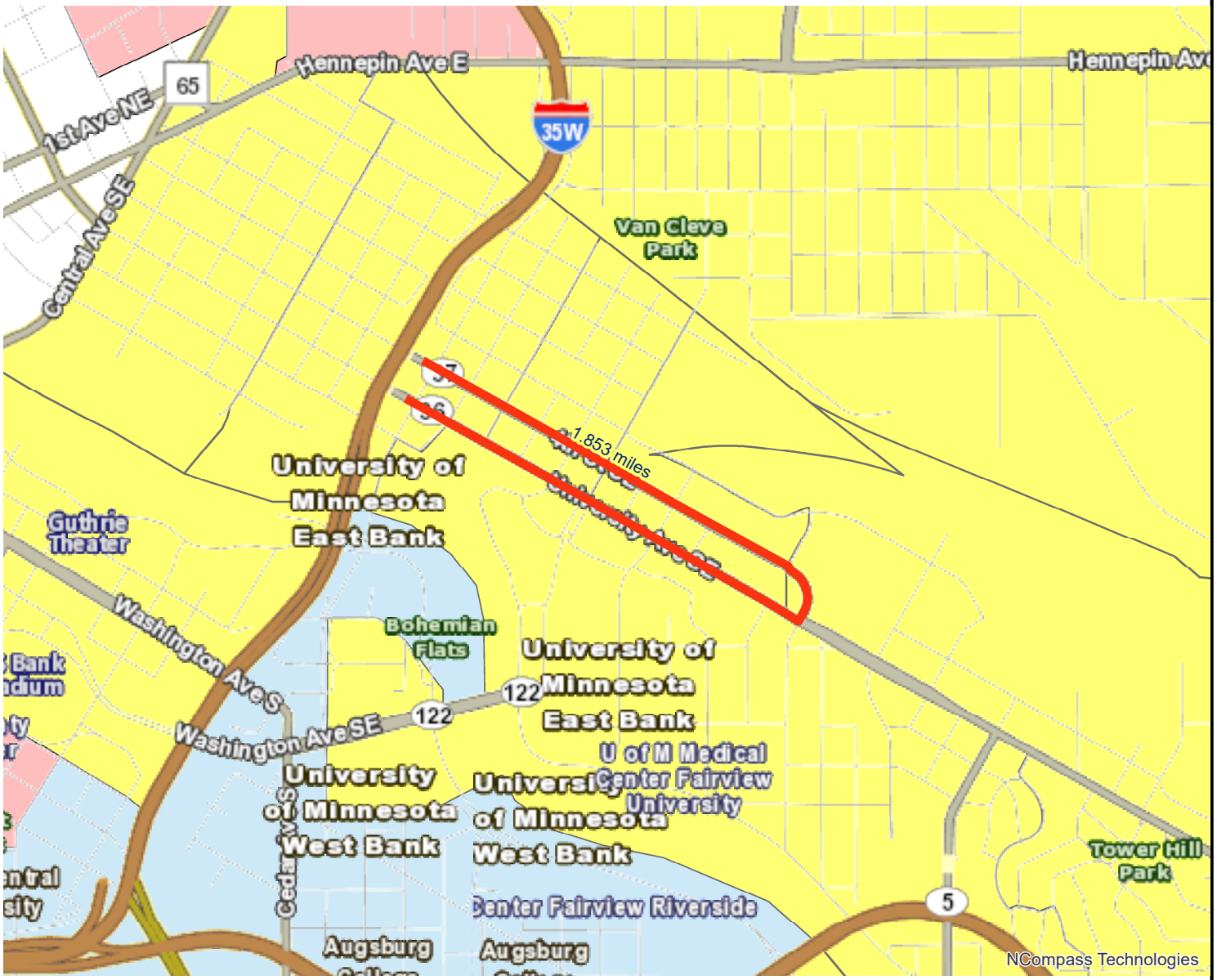
METROPOLITAN COUNCIL

Socio-Economic Conditions

Multiuse Trails and Bicycle Facilities Project: University Ave and 4th St SE Enhanced Bikeways | Map ID: 1528907161988

Results

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



Project

Area of Concentrated Poverty

Area of Concentrated Povertry > 50% residents of color

Above reg'l avg conc of race/poverty

0 0.175 0.35 0.7 1.05 1.4 Miles

Created: 6/13/2018
LandscapeRSA2

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METROPOLITAN COUNCIL

MnDOT Metro District
1500 West County Road B-2
Roseville, MN 55113

June 15, 2018

Carla Stueve, P.E., P.T.O.E
Hennepin County Engineer
Transportation Project Delivery
1600 Prairie Drive
Medina, MN 55340

Re: Letter of Support for Hennepin County
Metro Council/Transportation Advisory Board 2018 Regional Solicitation Funding Request for CSAH 36 and CSAH 37 (SE University Av. and SE 4th St) Bikeway Project – Interstate 35W to SE Oak St.

Dear Ms. Stueve,

This letter documents MnDOT Metro District's support for Hennepin County funding request to the Metro Council for the 2018 regional solicitation for 2022-23 funding for its CSAH 36 and CSAH 37 (SE University Av. and SE 4th St) Bikeway Project – Interstate 35W to SE Oak St.

As proposed, this project would impact MnDOT right-of-way on both I-35W and TH 65/Central Av. As the agency with jurisdiction over I-35W and TH 65, MnDOT will support Hennepin County and will allow the improvements proposed in the application for the CSAH 36 and CSAH 37 (SE University Av. and SE 4th St) Bikeway Project – Interstate 35W to SE Oak St. Details of a future maintenance agreement with Hennepin County will need to be determined during project development to define how the improvements will be maintained for the project's useful life.

No funding from MnDOT is currently programmed for this project, and no discretionary funding in years 2022-23 is currently anticipated. However Metro District does have other roadway investments planned to occur nearby. I would request that you coordinate project development with MnDOT Area staff so that our agencies can work together to best leverage our respective efforts.

MnDOT Metro District looks forward to continued cooperation with Hennepin County as this project moves forward and as we work together to improve safety and travel options within the Metro Area.

If you have questions or require additional information at this time, please reach out to your Area Manager at April Crockett@state.mn.us or 651-234-7728.
Sincerely,

Scott McBride
Metro District Engineer
CC: April Crockett, Metro District West Area Manager
Lynne Bly, Metro Program Director
Dan Erickson, Metro State Aid Engineer

Metro Transit

July 13, 2018

RE: Independent Utility of Regional Solicitation Applications

Dear Application Scorers:

Metro Transit and Hennepin County are working collaboratively to develop a vision on University Avenue SE, 4th Street SE, Hennepin Avenue, and 1st Avenue that includes enhanced transit stops, bikeway facilities, and pedestrian accommodations. Both entities are separately seeking funds through the 2022-2023 Regional Solicitation to deliver the transit and bicycle/pedestrian aspects of this vision, respectively.

The bicycle/pedestrian improvements in county-led projects will complement a separate effort led by Metro Transit to improve bus stops along the Route 6 corridor, which includes portions of University Avenue SE, 4th Street SE, Hennepin Avenue, and 1st Avenue. Both the bus stop modernization project and the bicycle/pedestrian projects have independent utility and individually accruable benefits, and each could be implemented without the other. However, both agencies are committed to coordinating project efforts to ensure the best possible multimodal solution in the corridor.

Past project collaborations of this nature between Metro Transit and roadway jurisdictions have led to better outcomes for each agency and the communities they serve, including lower cost, better-coordinated designs for each project, and coordinated construction timelines resulting in less disruption to businesses and residents. A key example of this collaboration is under construction this year, as Metro Transit, Hennepin County, and the City are partners in delivering Penn Avenue bus stop modernizations through joint C Line and Penn Avenue street construction in Minneapolis.

Metro Transit strongly supports the County's efforts to improve non-motorized travel in this important transit corridor, and looks forward to continued collaboration along various corridors served by Route 6.

Sincerely,

Charles Carlson
Director, BRT Projects
Metro Transit

Minneapolis
City of Lakes

Public Works
350 S. Fifth St. - Room 239
Minneapolis, MN 55415
TEL 612.673.3000
www.minneapolismn.gov

Support for Hennepin County
Regional Solicitation Applications

Dear Mrs. Stueve:

Hennepin County has requested letters of support for a series of grant applications across three funding categories as part of the Regional Solicitation process, by which the Metropolitan Council competitively allocates federal transportation funds. Due to the number of application submittals by Hennepin County in the Roadway Reconstruction and Modernization category, Minneapolis Public Works has submitted a prioritized list of support.

Minneapolis Public Works evaluated Hennepin County's requested letters of support for Roadway Reconstruction and Modernization projects to develop a priority list for which the City wishes to express its support. This evaluation included a review of completed plans, studies, and community engagement, as well as documented City priorities and funding capacity. Minneapolis Public Works supports the following list of projects, in priority order based on this evaluation and overall anticipated benefit for Minneapolis and Hennepin County residents, workers, businesses, freight operators, and visitors:

1. Lowry Avenue NE (CSAH 153) Reconstruction: Washington Street NE to Johnson Street NE
2. Marshall Street NE (CSAH 23) Reconstruction: 16th Avenue NE and 27th Avenue NE
3. Osseo Road (CSAH 152) Reconstruction: Penn Avenue N (CSAH 2) to 49th Avenue N

In addition to the letters of support requested for Roadway Reconstruction and Modernization projects, Hennepin County requested letters of support for three projects in the Multiuse Trail and Bicycle Facilities category and one project in the Bridge Rehabilitation/ Replacement category. The City of Minneapolis hereby expresses its support, in no particular order, for the following two federal funding applications:

- University Avenue (CSAH 36) / 4th Avenue (CSAH 37) Protected Bikeway
- Basset Creek (Washington Avenue – CSAH 152) Bridge Replacement

Thank you for making us aware of this application effort and the opportunity to provide support. Minneapolis Public Works looks forward to working with you on these projects.

Sincerely,

Robin Hutcheson
Director of Public Works
City of Minneapolis

HENNEPIN COUNTY
MINNESOTA

Hennepin County, Board of Commissioners

RESOLUTION 18-0258

2018

The following resolution was moved by Commissioner Mike Opat and seconded by Commissioner Debbie Goettel:

WHEREAS, the Metropolitan Council has given notice that funding through the Regional Solicitation is available; and

WHEREAS, a board resolution must be submitted with the application for Regional Solicitation funding;

BE IT RESOLVED, that Hennepin County be authorized to apply for funding grants through the Regional Solicitation and recognize its role as the public agency sponsor for the following projects (separated by category), if funding is awarded:

Roadway reconstruction/modernization

- Programmed in 2018-2022 CIP

1. County State Aid Highway 5 (CSAH 5) (Minnetonka Boulevard) from Trunk Highway 100 to France Avenue in Saint Louis Park - CP 2168100

2. CSAH 152 (Osseo Rd) from CSAH 2 (Penn Avenue) to 49th Avenue in Minneapolis - CP 2174100

3. CSAH 153 (Lowry Avenue) from Washington Street NE to Johnson Street NE in Minneapolis - CP 1001648 & 2140900

- Project Not Programmed in 2018-2022 CIP

4. CSAH 23 (Marshall St NE) from 16th Avenue NE to 27th Avenue NE in Minneapolis - CP 2984500

Roadway expansion

- Programmed in 2018-2022 CIP

5. CSAH 109 (85th Avenue) at TH 252 in Brooklyn Park - CP 2167700

Bridges

- Programmed in 2018-2022 CIP

6. CSAH 15 (Shoreline Drive) Bridge #27592 over Tanager Channel in Orono - CP 2163400

- Projects Not Programmed in 2018-2022 CIP

7. CSAH 152 (Washington Avenue) Bridge #91333 at Bassett Creek in Minneapolis - CP 2176400
8. CSAH 158 (Vernon Avenue) Bridge #4510 over CP Rail in Edina - CP 2176600

Multi-use trails and bicycle facilities

- Programmed in 2018-2022 CIP

9. Midtown Greenway ramp access between Garfield Avenue and Harriet Avenue in Minneapolis - CP 0031547
10. CSAH 10 (Bass Lake Road) from CSAH 8 (West Broadway Avenue) to Xenia Avenue in Crystal - CP 2172800
11. CSAH 52 (Hennepin Avenue/First Avenue) from CSAH 23 (Main Street NE) to Eighth Street SE in Minneapolis - CP 2182100
12. CSAH 36 (University Avenue)/CSAH 37 (Fourth Street) from I-35W to Oak Street SE in Minneapolis - CP 2167301
13. CSAH 81 (Bottineau Boulevard) from CSAH 109 (85th Avenue) to First Avenue NW in Brooklyn Park and Osseo - CP 2182200

Pedestrian facilities

- Programmed in 2018-2022 CIP

14. Americans with Disabilities Act retrofits at various locations to complement bus rapid transit and light rail transit services - CP 2999965

The question was on the adoption of the resolution and there were 7 YEAS and 0 NAYS, as follows:

County of Hennepin
Board of County Commissioners

YEAS	NAYS	ABSTAIN	ABSENT
Mike Opat			
Linda Higgins			
Marion Greene			
Peter McLaughlin			
Debbie Goettel			
Jan Callison			
Jeff Johnson			

RESOLUTION ADOPTED ON **6/26/2018**

ATTEST: M. Rose

Deputy/Clerk to the County Board