Application

10350 - 2018 Multiuse Trails and Bicycle Facilities

11050 - Midtown Greenway Accessible Connections

Regional Solicitation - Bicycle and Pedestrian Facilities

Status:	Submitted
Submitted Date:	07/13/2018 1:51 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 Midtown Greenway accessible connections

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 Midtown Greenway accessible connections will construct new ADA-accessible multipurpose trail connections from Garfield and/or Harriet avenues to the Midtown Greenway (Regional Bicycle Transportation Network Tier 1) in Minneapolis northeast of the Lyndale Avenue and Lake Street intersection. The 0.2-mile connection includes multipurpose trail, retaining walls, ADA ramps, biking connections to the streets, curb ramps, wayfinding, landscaping and lighting.

The project will fill a 1.5-mile gap in ADA-compliant access to the Midtown Greenway -- one of Minnesota's busiest bikeways with 4,200 users per day -- in a vibrant urban environment. The project will link residents to jobs, recreation, housing and transit while improving safety and mobility. The Midtown Greenway accessible connections is expected to have high usage from opening day, with demand coming from 67,045 people living within one mile, 23,663 jobs within one mile and 266 new mixed-income multifamily housing units planned within two blocks of the site.

The project will leverage existing public investments in the Midtown Greenway, including 24 bridges within 1 mile to separate bicycle and pedestrian traffic from motor vehicle traffic.

The area around the project includes regional destinations including the commercial districts of Uptown, Lyn-Lake and Karmel Mall, a cultural and commercial hub for Somali residents. The accessible connections will link residents, including many people of color and people with lower income, with Chain of Lakes Regional Park, the Grand Rounds National Scenic Byway and Three Rivers Park District's regional trail system to the

west. Other destinations include an elementary school within 1/4 mile and an alternative high school within 1/2 mile.

The Midtown Greenway accessible connections will increase transportation options, reducing demand for motor vehicle traffic in an often-congested area immediately surrounding the site and further enhance the transportation system by removing a physical barrier to nonmotorized transportation. The project will connect residents to transit, with six transit stops within 1.5 blocks and connections to the planned METRO Green Line extension (Southwest light rail).

The project will improve safety by reducing exposure to motor vehicle traffic on nearby surface streets by getting people biking, walking and using wheelchairs to the grade-separated Midtown Greenway. The 2017 Minneapolis Pedestrian Crash study identified the intersection of Lyndale Avenue and Lake Street -- one block from the project site and on the shortest existing route to the Greenway -- as having the most reported pedestrian crashes (24) in the city over 10 years.

(Limit 2,800 characters; approximately 400 words)

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

In Minneapolis, between Garfield and Harriet avenues and to the Midtown Greenway, construction of new multipurpose bituminous trail and retaining walls

Project Length (Miles)

to the nearest one-tenth of a mile

0.2

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 $1,120,000.00

Match Amount $280,000.00

Minimum of 20% of project total

Project Total $1,400,000.00

Match Percentage 20.0%

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: 2023

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 55408

(Approximate) Begin Construction Date 04/01/2023

(Approximate) End Construction Date 11/30/2023

Name of Trail/Ped Facility: Midtown Greenway

(i.e., CEDAR LAKE TRAIL)

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

From:
(Intersection or Address) Garfield Avenue

To:
(Intersection or Address) Harriet Avenue

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

Or At: Midtown Greenway

Primary Types of Work Grading, retaining walls, multiuse trail, ped ramps, lighting

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: Safety and Security, Objective A. Page 60

Goal: Access to Destinations, Objectives A and D. Page 62

Goal: Competitive Economy, Objectives A and B. Page 64

Goal: Healthy Environment, Objectives A, C and D Page 66

(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:

Hennepin County 2040 Bicycle Transportation Plan, page 36

City of Minneapolis Midtown Greenway Land Use and Development Plan, pages 50 and 74

(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)	$64,000.00
Removals (approx. 5% of total cost)	$64,000.00
Roadway (grading, borrow, etc.)	$0.00
Roadway (aggregates and paving)	$0.00
Subgrade Correction (muck)	$0.00
Storm Sewer	$0.00
Ponds	$0.00

Concrete Items (curb & gutter, sidewalks, median barriers)	$30,000.00
Traffic Control	$0.00
Striping	$5,000.00
Signing	$12,000.00
Lighting	$0.00
Turf - Erosion & Landscaping	$12,500.00
Bridge	$0.00
Retaining Walls	$750,000.00
Noise Wall (not calculated in cost effectiveness measure)	$0.00
Traffic Signals	$0.00
Wetland Mitigation	$0.00
Other Natural and Cultural Resource Protection	$20,000.00
RR Crossing	$0.00
Roadway Contingencies	$0.00
Other Roadway Elements	$0.00
Totals	**$957,500.00**

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	**Cost**
Path/Trail Construction	$7,500.00
Sidewalk Construction	$5,000.00
On-Street Bicycle Facility Construction	$0.00
Right-of-Way	$0.00
Pedestrian Curb Ramps (ADA)	$10,000.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	$0.00
Pedestrian-scale Lighting	$15,000.00
Streetscaping	$0.00
Wayfinding	$15,000.00
Bicycle and Pedestrian Contingencies	$100,000.00
Other Bicycle and Pedestrian Elements	$290,000.00
Totals	**$442,500.00**

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	$1,400,000.00
Construction Cost Total	$1,400,000.00
Transit Operating Cost Total	$0.00

Measure A: Project Location Relative to the RBTN

Select one:

Tier 1, Priority RBTN Corridor

Tier 1, RBTN Alignment

Tier 2, RBTN Corridor

Tier 2, RBTN Alignment

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

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 1528921651828_BikeCorridorsMap.pdf

Please upload attachment in PDF form.

Measure A: Population Summary

Existing Population Within One Mile (Integer Only) 67045

Existing Employment Within One Mile (Integer Only) 23663

Upload the "Population Summary" map 1530549403639_PopEmploymentMap.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.

Minneapolis maintains the trail year-round by maintenance agreement with the county. The city's winter maintenance plan applies.

The plan is at https://bit.ly/2NP1uLG and excerpts are attached.

Upload Maintenance Plan (if no link is available) 1531495763125_MPLSWinterMaintenancePlan.pdf

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 Midtown Greenway accessible connections project is a result of a 20-year-old commitment by Hennepin County to facilitate growth and development of the Greenway corridor. This project was identified by the community as a high-need project to fill a 1.5-mile long gap in ADA access in a dense neighborhood that is home to many seniors, children, recent immigrants and people of color.

The county led a study in 2015 to improve connections with the Greenway. The effort reached more than 1,200 people through focus groups, interviews, meetings and a survey.

The county maintains an ongoing relationship with the community in part through its Midtown Community Works Partnership, which includes the county, Minneapolis, the Midtown Greenway Coalition, the Lake Street Council and the Minneapolis Park and Recreation Board (MPRB).

If funded, the county will work with existing cultural liaisons at the Whittier Alliance (neighborhood association) to consult East African and Latino immigrants. Engagement will adhere to the values and best practices of the International Association for Public Participation.
Primary impacts will be to the Soo Line Gardens community garden on MPRB land adjacent the Greenway. The county will minimize and mitigate impacts to the garden. The project will benefit gardeners by reducing cut-through traffic on an existing garden path.

(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 Midtown Greenway accessible connections will connect people of all physical abilities to the Greenway where today a steep non-ADA-compliant soft-surface (mulch) and eroding garden path exists. The trail will connect residents and visitors to the Midtown Greenway, the commercial district centered at Lyndale Avenue and Lake Street, six transit routes within 1.5 block on either side, Soo Line Gardens (community garden), affordable housing, jobs and recreation. Today, people have little choice but to risk using the mulch path or use Lake Street (CSAH 3), an A-minor augmentor with no bicycling facilities, to overcome a 1.5-mile gap in ADA-compliant access to the grade-separated Greenway and a 1-mile gap in any access.

Response:

The Midtown Greenway, a Regional Bicycle Transportation Network Tier 1 route, functions as a trenched principal arterial for bicycling in south Minneapolis, including neighborhoods with racially concentrated areas of poverty. To the west, the Greenway connects to Eden Prairie and Carver County via the regional trail network; to the east the Greenway connects to the Grand Rounds National Scenic Byway and U.S. Bicycle Route 45 at the Mississippi River. Connecting residents to this network at the Greenway will increase transportation options and connections to destinations with an affordable transportation mode that also improves health through physical activity.

This project will provide safe and efficient access for all people to this outstanding regional facility where today there is a 1.5-mile gap in ADA-compliant access and a 1-mile gap in bikeable access. The connection will improve safety for residents by creating an accessible paved trail connection that enters the Greenway at Garfield and/or Harriet avenues with engineered connections.

The immediate area has many destinations important to people with low income, people of color, children, people with disabilities and older people, including: within 500 feet Community Connections Partnership, a nonprofit that provides support to people with disabilities and/or mental illness; within 0.25 mile Whittier International Elementary, where 74 percent of students are people of color and 69 percent are eligible for free or reduced-price lunch; within 0.5 mile Minneapolis Employment Readiness Curriculum Alternative High School, where 87 percent of students are people of color and 66 percent are eligible for free or reduced-price lunch; and within 0.35 mile Karmel Mall, a cultural and commercial hub for Somali residents that boasts one of the largest concentrations of Somali-owned businesses in the United States.

(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 Midtown Greenway accessible connections project will be designed and installed to minimize any negative externalities. The primary impacts will be to people using the community garden at Soo Line Gardens on tax-forfeited land conveyed to Minneapolis Park and Recreation Board with a conditional use deed. The connections will be designed to avoid disturbing existing garden plots as much as practicable. The land that would be needed for the connections currently is planted as a pollinator garden on the steep slope. The project would, to the extent practicable, include plantings to replace the pollinator garden.

The trench through which the Greenway runs is an important cultural and historic resource; this project will minimize any potential negative impacts on the character of the corridor and will seek to enhance its character through design elements and interpretation.

(Limit 2,800 characters; approximately 400 words)

Upload Map

1530282767671_SocioEconomic Map.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	0.2	1.0	100.0	100.0

Total Project Length

Total Project Length (as entered in the "Project Information" form)	0.2

Affordable Housing Scoring

Total Project Length (Miles) or Population	0.2
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	Yes

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

Improves Continuity and/or Connections Between Jurisdictions	Yes

Response:

The Midtown Greenway is a limited-access route heavily used by people biking between Minneapolis, St. Louis Park and cities to the west via the regional trail system. As a limited-access facility, it has few places to enter or exit the regional system and is a popular choice for longer-distance trips (an average of 4,200 people per day use the Greenway at the nearest count location, west of Hennepin Avenue, according to Minneapolis nonmotorized transportation counts 2013-2017).

Connecting this heavily used Regional Bicycle Transportation Network Tier 1 multiuse trail with the planned Green Line METRO extension (Southwest light rail) and popular destinations at Lyndale Avenue and Lake Street, Uptown, downtown Hopkins and elsewhere will improve continuity between jurisdictions. The project itself does not cross a jurisdictional boundary, but it does improve connectivity between jurisdictions and regional destinations by adding ADA-compliant access to a limited-access route on the regional trail system that spans multiple jurisdictions.

The Midtown Greenway accessible connections eliminate an access barrier created by a grade differential of 18 feet between the Greenway surface and the sidewalk surface above at Garfield and Harriet avenues. A ramp and retaining walls are necessary to access the Midtown Greenway at the bottom of a trench. For most of its length, the Greenway is hemmed in by this trench and private ownership of property on either side. This location provides an opportunity to connect to the Greenway on property currently in public ownership.

The other nearest bikeable accesses to the Midtown Greenway are more than half a mile away,

and neither is ADA accessible. The nearest ADA-compliant accesses are 0.7 mile west and 3/4 mile east, leaving a roughly 1.5-mile gap in ADA access between one of the region's busiest regional trails and one of its most vibrant areas in Uptown.

The Midtown Greenway accessible connections will overcome additional barriers by creating access to existing grade separations of 24 public roadways within one mile of the project and one waterway at the Chain of Lakes. Grade separations of arterial roadways include Hennepin Avenue (16,500 ADT), Lyndale Avenue (CSAH 22, 17,200 ADT), Interstate 35W (187,000 ADT), Portland Avenue (CSAH 35, 9,600 ADT) and Park Avenue (CSAH 33, 9,200 ADT). Without this project, people would have to cross several of these barriers and likely Lake Street (CSAH 3, 17,600 ADT).

(Limit 2,800 characters; approximately 400 words)

Measure B: Project Improvements

Response:

The Midtown Greenway accessible connections will create new safe and ADA accessible paved connections from a bustling urban environment to the highly used and grade-separated, limited-access, motor vehicle-free Midtown Greenway. Currently a mulch-covered soft-surface trail with steep grades makes its way down 18 feet of elevation to the trail.

The project will improve safety by eliminating exposure to 22 intersections to get to ADA-compliant access to the Midtown Greenway (10 eastbound and 12 westbound). Most of these intersections lack bicycling facilities of any kind. The nearest access at non-ADA sites would still require travel through 12 intersections, including that of Lake Street (CSAH 3, 17,600 ADT) and Lyndale Avenue (CSAH 22, 17,200 ADT). The direct route to westbound ADA-compliant access takes Lake Street to Lagoon Avenue, a route that had 16 bicycle-involved crashes and 19 pedestrian-involved crashes reported from 2011 to 2015, including two resulting in incapacitating injuries. This information is included as a sample of the risk environment the project will address by reducing exposure to conflict points.

Crash data for the Midtown Greenway is not available due to its status as a trail and absence of an intersection with a roadway near this location. Garfield and Harriet avenues had no reported bicycle- or pedestrian-related crashes. Gardeners at the Soo Line community garden have reported close calls with people cutting through the garden to access the Greenway. The project will be designed to minimize conflict points at Garfield and Harriet avenues.

This project is unusual in that the primary crash reduction will occur elsewhere on the network by getting people to the existing grade-separated trail where they can travel without exposure to motor vehicles and intersections. Assuming everyone would choose this more direct, safe and pleasant route over the street network, it is reasonable to estimate this improvement would eliminate more than 95 percent of crashes (CRF 1805, installing overpass/underpass).

The project will further improve safety by providing adequate width, pavement, grade, sightlines and turning radius for bicycling and pedestrian activities from Garfield and Harriet avenues to the Midtown Greenway. Currently, people bike down the steep garden access trail to the Greenway without adequate stopping distance, exacerbated by the garden trail's mulched surface. The project will provide more gradual slopes and appropriate sight distance.

This project will reduce fall hazards with a predictable and detectable surface. Pedestrian-scale lighting will improve safety and security of the ramp and the Midtown Greenway. The project will increase visibility of the Greenway and adjacent Soo Line Gardens, improving security.

(Limit 2,800 characters; approximately 400 words)

Measure A: Multimodal Elements

Response:

The Midtown Greenway accessible connections will serve people biking, walking, using wheelchairs and other pedestrian modes with ADA compliant ramps to the Midtown Greenway. The ramps will connect the trail to sidewalks and travel lanes of Garfield and Harriet avenues by accessible ramps.

This project will connect the Midtown Greenway, estimated to carry 3,500 people biking per day and 700 pedestrians per day with six transit stops within 1.5 blocks (2013-2017 average daily traffic for Greenway west of Hennepin Avenue from Minneapolis bicycle and pedestrian count program).

The project will enable people to ride transit to the Greenway, where they can ride or walk on a grade-separated system away from automobiles, allowing them to avoid the perceived danger and unpleasantness of biking on city streets. (Metro Transit provides bike racks on every bus and train.) The project will also feed these transit lines by bringing people from across south Minneapolis on the Midtown Greenway's 5.5-mile route and direct regional trail connections to the west.

The project will benefit motor vehicle traffic by enabling travelers to replace some motor vehicle trips with nonomotorized trips in the busy Lyn-Lake area of Minneapolis, just east of Uptown. The project also will reduce the need for people currently making nonmotorized trips to travel on surface streets to more distant Midtown Greenway access points at Bryant and Nicollet avenues, benefiting people driving on those streets.

The Midtown Greenway connections also have the potential to ease motor vehicle congestion in

Uptown 0.4 mile west, around the Grand Rounds National Scenic Byway 0.9 mile west and downtown Minneapolis 1.25 mile northeast by creating safe, comfortable and efficient connections to the nonmotorized network in a dense neighborhood.

The Midtown Greenway accessible connections will be fully ADA compliant, replacing a steep soft-surface trail covered in mulch that winds through a community garden and thick vegetation. The project will create a route that feels more official, safe and with better visibility. The project will also include pedestrian scale lighting to improve the safety and security of users.

The project will include wayfinding that orients people to the area and the Midtown Greenway and will include transit lines and information.

(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.

100%

Attach Layout

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 Yes

0%

Anticipated date or date of completion 12/31/2020

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

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 Yes

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

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 Yes

25%

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

0%

Anticipated date or date of acquisition 12/31/2022

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):	$1,400,000.00
Enter Amount of the Noise Walls:	$0.00
Total Project Cost subtract the amount of the noise walls:	$1,400,000.00
Points Awarded in Previous Criteria	
Cost Effectiveness	$0.00

Other Attachments

File Name	Description	File Size
CrashData.pdf	Crash data for route currently used to get to the Midtown Greenway. This project will remove people from this route.	141 KB
CrashReductionFactorGradeSeparation.pdf	Crash reduction factor for grade separation	123 KB
Excerpt from Minneapolis Greenway plan.pdf	Excerpt from Minneapolis's Midtown Greenway Land Use Development Plan, approved by the City Council in 2017, identifying access at project location	264 KB
ExistingConditionsPhoto.pdf	Existing conditions of project area, looking west from Harriet Avenue bridge over the Midtown Greenway	3.3 MB
GreenwayMap.pdf	Map of project area	305 KB
HC Bike Plan Map.pdf	Hennepin County 2040 Bicycle Transportation Plan map with project location	747 KB
HCRRA Letter of Support.Greenway Ramp.pdf	Letter of support from Hennepin County Regional Railroad Authority	284 KB
HennepinCountyBoardResolution-2018RegionalSolicitation.pdf	Henn Co Board Resolution	665 KB
Midtown Connections Study.pdf	2016 study by Hennepin County to increase connections to the Midtown Greenway	3.5 MB
MidtownGreenwayLetter.pdf	Letter of support from Midtown Greenway Coalition	773 KB
Minneapolis Pedestrian Crash Study excerpt.pdf	Page from 2017 Minneapolis Pedestrian Crash Study identifying the Lyndale Ave and Lake Street intersection (one block from project) as having the most reported pedestrian crashes in the city over 10 years.	48 KB
MPRBLetter.pdf	Letter of support from Minneapolis Park and Recreation Board	74 KB
ProjectSummaryGreenwayConnections.pdf	Project summary in one page	1.3 MB
SooLineConnection85.pdf	Concept drawing	238 KB

Project to RBTN Orientation

Multiuse Trails and Bicycle Facilities Project: Midtown Greenway accessible connections to Lyndale/Lake | Map ID: 1528382243

NCompass Technologies

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

0 0.0125 0.025 0.05 0.075 0.1 Miles

Created: 6/7/2018
LandscapeRSA6

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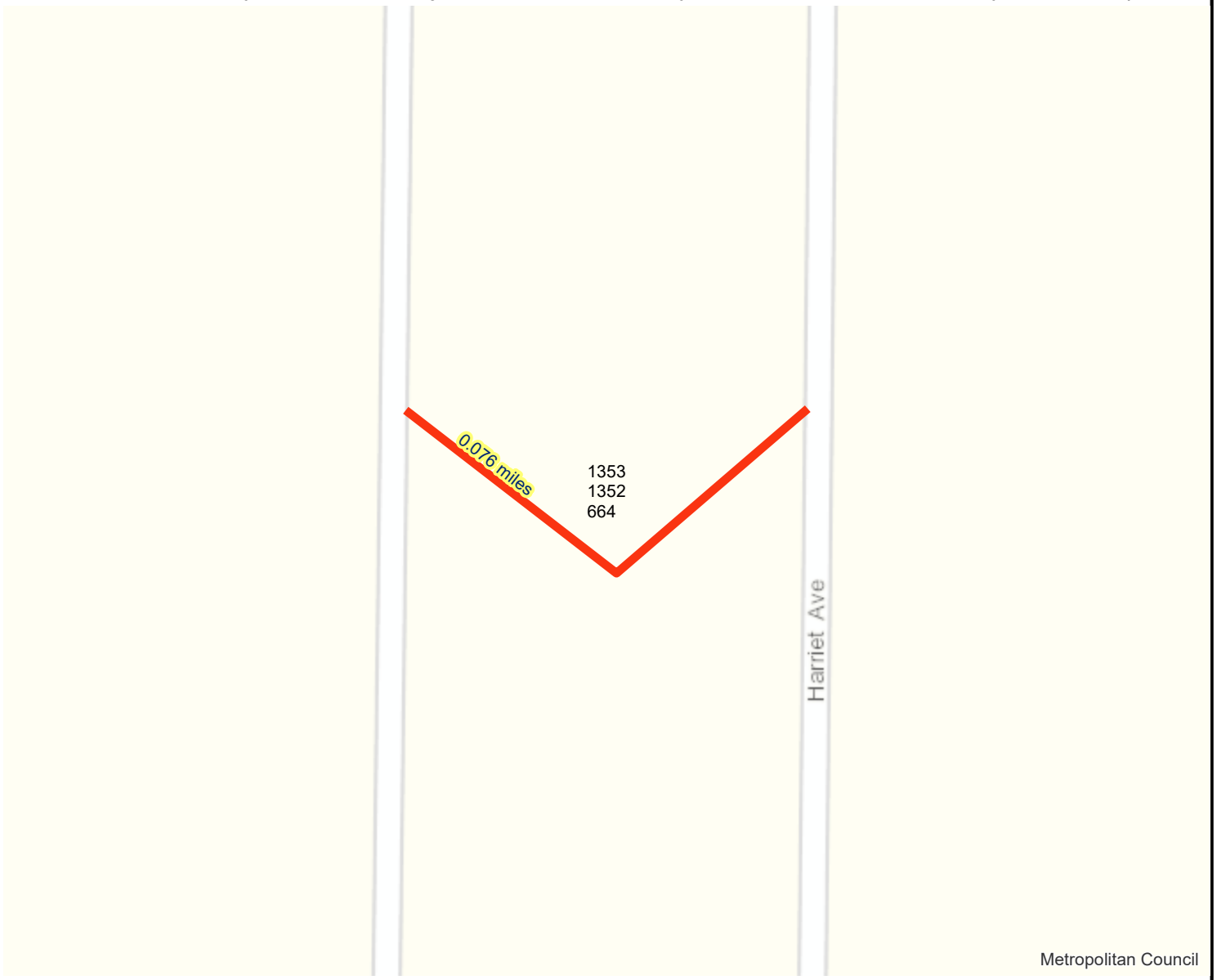
Population/Employment Summary

Multiuse Trails and Bicycle Facilities Project: Midtown Greenway accessible connections to Lyndale/Lake | Map ID: 15

Results

Within ONE Mile of project:
Total Population: 67045
Total Employment: 23663



Project

2010 TAZ

0 0.0125 0.025 0.05 0.075 0.1 Miles

Created: 6/7/2018
LandscapeRSA4

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METROPOLITAN COUNCIL

Minneapolis
City of Lakes

PEDESTRIAN AND BICYCLE WINTER MAINTENANCE STUDY

Final Report | April 2018

SECTION 1: EXISTING POLICIES, PRACTICES AND GUIDANCE

This section of the study describes what the City of Minneapolis, as a northern climate city, currently does in order to maintain pedestrian and bicycle facilities during the winter. Property owners are responsible for clearing snow and ice from sidewalks adjacent to their properties. Bikeway winter maintenance responsibilities are less obvious as they are the responsibilities of the respective jurisdictional owners such as the City, the MPRB, the Minnesota Department of Transportation (MnDOT), Hennepin County, Three Rivers Park District, and the University of Minnesota (U of M).

The data collected and reviewed for this study does have limitations. Minneapolis sidewalk winter maintenance data includes sidewalk snow and ice complaints received, managed, and processed through the City's 311 system. This data only represents complaints and violations, which may not accurately portray the state of winter sidewalk conditions citywide as it is unlikely all violations are reported through the system

City of Minneapolis: By the Numbers	
Miles of sidewalks	1,910
Miles of bikeways	220+
Individual land parcels	129,370
Average annual snowfall	52 inches

The City has processes in place for Public Works maintenance staff to coordinate and collaborate with project planners and design engineers on winter and other maintenance needs as capital projects are planned and designed. Access Minneapolis, the City's Transportation Action Plan, also provides detailed guidance about designing for snow and ice clearance in the winter. Specifically, Chapter 10 of the Street and Sidewalk Design Guidelines describes desired sidewalk widths to accommodate maintenance vehicles, curb ramp design, and other pedestrian facility design recommendations for adequate winter maintenance.

The City's draft ADA Transition Plans for Public Works Programs details enhanced snow enforcement guidelines. Many of the proposed elements have been implemented, including shortening the length of time for the enforcement process, issuing sidewalk snow removal work orders to private contractors, increasing sidewalk snow inspection activities with additional existing City staff, and coordinating with other City Departments to accomplish increased sidewalk snow inspections.

Figure 1: A man walks along the sidewalk on 6th St SE.

Winter Maintenance of Pedestrian Facilities

- **Minneapolis Planning Guidance**

  The *Minneapolis Pedestrian Master Plan* establishes a goal of a well-maintained pedestrian system, including Objective 5.1 on page 62: "Ensure effective snow and ice clearing for pedestrians". The plan describes several implementation options to achieve that objective including establishing priorities for sidewalk snow clearing, improving enforcement and monitoring of private property owner responsibilities for snow clearing, and supporting property owners with snow and ice clearing assistance options. Since the Minneapolis Pedestrian Master Plan was completed in 2009, the City has implemented measures to resolve 311 sidewalk shoveling complaints, refine the corner clearing program, address transit stops along with corner clearing, and increase communication around the importance of sidewalk snow clearing.

- **Clearing Snow and Ice from Sidewalks**

  Throughout the city, property owners are responsible for clearing snow and ice from sidewalks that are adjacent to the properties they own. Single family homes and duplexes are given 24 hours after a snowfall has ended to clear snow and ice, while all other properties have four hours after a snowfall has ended to clear snow and ice. City ordinance 445 establishes this time frame.

- **Agency Agreements**

  There are many MnDOT or Hennepin County roads that are maintained by the City of Minneapolis through respective interagency agreements. Agreements are the tool for assigning responsibility for work completion from one agency to another, which often includes some amount of compensation. In cases where sidewalks along these roads are adjacent to private properties, City ordinance 445 still pertains and the private property owners are responsible for clearing the sidewalk. The City clears all sidewalks on bridges and overpasses as part of these agreements.

- **Corner Clearing Program**

  The City started a deliberate sidewalk corner clearing program in 1995. The budget at the time provided for some funding to cover the expenses. Over the years, the program was operationally refined by reprioritizing resources, without any additional funding to address the growing desire for more aggressive corner clearing. In 2015, Public Works proposed and was granted funding to enhance the corner clearing program, focusing on a network of pre-defined, high priority pedestrian corners. Corner clearing is prioritized based on the Pedestrian Street Lighting Corridor (PLSC), formerly known as Pedestrian Priority Corridors (PPC). There are two circumstances that will trigger the initiation of corner clearing activities: an accumulation of 4" or more of snow or a declared Snow Emergency. Corner clearing commences at the completion of the Snow Emergency; this allows the City to remove the windrows left in place after street plowing is completed. If another Snow Emergency is declared before all the corners are cleared, the City resumes corner clearing at the end of the new Snow Emergency, starting with the pre-defined high pedestrian corridors, as defined by the PLSC. Once the priority corners are cleared, crews continue operations until another snow event or until all corners are cleared.

- **Freeze-Thaw Cycles**

  When temperatures rise above freezing, snow and ice on or adjacent to sidewalks will melt and often flows onto or across the sidewalk. When temperatures drop back below freezing, the remaining water on the sidewalk refreezes and results in icy sidewalk conditions. Similar conditions will result after a freezing rain event. It is estimated that during the winter of 2016-2017, approximately 60-70% of the contractor work orders were due to ice, not snow. Therefore, even without a precipitation event, property owners need to address their sidewalks.

Winter Maintenance of Bicycle Facilities

- **Minneapolis Planning Guidance**

  The City's *Bicycle Master Plan* and subsequent *Protected Bikeway Update* describe the importance of winter maintenance for year-round facility use and guide future planning, design, and implementation of the bikeway network. However, these documents provide little guidance or policy recommendations for maintaining bicycle facilities in the winter.

- **Agency Agreements**

  Bikeway winter maintenance responsibilities are the responsibilities of the respective jurisdictional owners such as the City, the MPRB, MnDOT, Hennepin County, Three Rivers Park District, and the U of M. There are many roads and/or bikeways that are maintained by the City of Minneapolis through respective interagency agreements. Agreements are the tool for assigning responsibility for work completion from one agency to another, which often includes some amount of compensation. Because protected bike lanes are a relatively new initiative, there is not yet a complete understanding or agreement of mutual responsibilities or the added costs of maintaining these facilities. The County has completed a Bikeway Maintenance Study to aid in their internal discussions regarding cost participation, but has yet to state any conclusions as a result of the study. At the time that this report was finalized, the City is not being reimbursed for services provided on protected bike lanes along County roads.

- **Shared Use Paths and Off-Street Trails**

  Maintenance of paths and trails throughout the city is the shared responsibility of the jurisdictional owners such as the City, the MPRB, MnDOT, Hennepin County, Three Rivers Park District, and the U of M. Each maintain their facilities within their respective jurisdictions, but agencies provide the same level of service goal of having plowed and treated off-street paths and trails within 24 hours after a snowfall has ended. Off-street trails typically have plenty of buffer space for snow storage and snow removal is rarely necessary.

- **Protected bike lanes**

  Protected bike lanes are bicycle facilities that are physically separated from vehicular traffic. Public Works provides the same winter maintenance level of service goals for protected bike lanes as the off-street path and trail system, or plowed and treated within 24 hours after a snowfall has ended. In the event that snow removal is required, where snow windrows encroach on protected bike lanes, removal operations will extend beyond the 24-hour snow clearing standard. Because of the design of protected bike lanes, City crews often use special equipment, have dedicated crews, and often make several return trips for snow clearing and/or removal.

- **Standard On-street Bike Lanes**

  One of the most challenging bicycle facilities to maintain in the winter is on-street bike lanes where they are adjacent to parked motor vehicles. Bike lanes are generally plowed at the same time as the parking and travel lanes. However, if vehicles are not moved during plowing operations then snow windrows will accumulate adjacent to the parked vehicles and encroach into the bike lanes. Additionally, snow and slush is often splashed into the bike lanes from moving motor vehicle traffic resulting in slushy and slippery conditions. If vehicles are moved during plowing operations, then snow windrows are created along the curbs throughout the season and motorists are forced to park farther and farther away from the curbs which results in the parked vehicles encroaching into the bike lane.

- **Bicycle Boulevards**

  Bicycle boulevards in the city are plowed at the same time, and to the same level of service, as the streets on which they are located. By definition and design, bicycle boulevards are typically located on residential, non-Snow Emergency route, streets. If a bicycle boulevard is on a Snow Emergency route, it will be cleared as the Snow Emergency route is cleared; if it is not a Snow Emergency route, it will be cleared with the Non-Snow Emergency plowing routine. Consequently, if part of a bicycle boulevard is located on a Snow Emergency route and part of it is not, it is possible that different segments of that bicycle boulevard will receive different levels of service.

Short-term Pedestrian Winter Maintenance Options

P1: Designate a Winter Pedestrian Priority Network

Possible Benefits:

- Prioritize and target investments for enhanced winter maintenance options such as proactive compliance inspections and City-led sidewalk snow and ice clearing

Possible Challenges:

- Identifying a winter pedestrian priority network that differs from the pedestrian street light corridors network, the snow emergency routes, or other existing networks, could prove challenging to communicate and understand

Implementation Cost Estimate: Low

Cost Assumptions: City staff lead a prioritization study

Summary

The City of Minneapolis currently uses the Pedestrian Street Lighting Corridor (PSLC), formerly known as Pedestrian Priority Corridors (PPC), to establish priorities for its winter corner clearing program. The pedestrian street lighting corridors map was developed as part of the Minneapolis Street Lighting Policy and was most recently updated in 2015. The City could evaluate the PSLC map to determine if it adequately establishes priorities related to pedestrian winter maintenance. After evaluating the PSLC, the City may choose to continue the designation of those routes as a pedestrian winter maintenance priority network, or recommend a distinct winter pedestrian priority network based on specific pedestrian winter maintenance needs. Once established, the winter pedestrian priority network could be used in conjunction with other winter maintenance options described in this study. The total mileage of a winter pedestrian priority network directly informs the estimated costs of other winter maintenance options that are used in conjunction with the winter pedestrian priority network.

Input and feedback from the PAC identified the following potential criteria for designating a winter pedestrian priority network:

- High usage bus corridors
- Senior housing properties
- Low car ownership areas/neighborhoods
- Areas around schools (coordinated with the Minneapolis Walking Routes for Youth map)
- Major commercial destinations and corridors
- Estimated pedestrian volumes
- Areas or neighborhoods of low income
- Streets without boulevards/buffer space
- Major barrier crossings (i.e. highways, rivers, railways)
- Areas around hospitals

P5: Update and Improve the City's Winter Maintenance Webpage

City staff to pursue immediately

Possible Benefits:

- Increase awareness of City policies and practices
- Opportunity to further promote use of 311 for reporting complaints and/or non-compliance
- Increase knowledge of winter maintenance responsibilities including sidewalks, corners, and bus stops
- Opportunity to report progress toward improved winter maintenance performance
- Higher rate of sidewalk clearing compliance

Possible Challenges:

- Will be difficult to measure effectiveness
- High reliance on digital media will miss certain populations entirely

Implementation Cost Estimate: Low

Cost Assumptions: City staff perform work

Summary

The City of Minneapolis' existing 'Snow Shoveling' webpage includes information on:

- The City's sidewalk snow and ice ordinance
- When, what and how to shovel
- The free sand program
- Tips for snow and ice clearing
- How to report a complaint and/or non-compliance

Currently, the webpage does a poor job of describing **why** snow and ice clearing is so important. The webpage should provide this information, and should use the perspective of those most negatively impacted when sidewalks are not accessible and also encourage all residents to help be part of the solution.

Additionally, the current webpage asks visitors if they "want to go the extra mile" with a link and information to report complaints and/or non-compliance provided. However, given the City's current system generally relies on voluntary reporting, this could be a much more direct request of visitors of the webpage rather than a suggestion that implies doing so is beyond what is expected. As previously indicated, the ability to report anonymously should also be investigated.

The City could also expand the content and include additional key resources and information specific to pedestrian and bicycle winter maintenance, such as:

- A sidewalk snow removal FAQs
- Winter walking and bicycling tips and resources
- Information regarding the environmental dangers of high salt usage on sidewalks including tips on how to reduce the application of salt on sidewalks

Long-term Pedestrian Winter Maintenance Options

P7a/P7b: Implement a Partial City-led Sidewalk Clearing Program

Possible Benefits:

- Improve consistency of sidewalk clearing along winter pedestrian priority network
- Predictable level of service along winter pedestrian priority network

Possible Challenges:

- City-led clearing may not happen as quickly as would be possible if property owners were clearing
- May be confusion regarding when City-led services would be initiated versus when property owner-led efforts would be required
- Snowfall amounts less than the threshold for City-led services may be ignored, resulting in compacted snow and icy conditions
- Relief for some property owners may raise questions regarding equity

Implementation Cost Estimate:	High
Cost Assumptions:	Uses winter pedestrian priority network to define where City-led services would be provided Winter pedestrian priority network is assumed to be 20% of the city's total sidewalk mileage TBD whether staff capacity exists or would require additional staff resources TBD whether equipment capacity exists or would require additional equipment resources

Summary

The City could take on responsibility for clearing snow and ice from sidewalks on a winter pedestrian priority network. There are two options to implement this, P7a and P7b, which differ in the snow thresholds that trigger City-led snow clearing services.

In option P7a, City-led services would be deployed to clear winter pedestrian priority network sidewalks anytime a snowfall has reached a defined minimum depth. It is assumed that any snowfall less than a certain depth would remain the responsibility of the adjacent property owner, including treating or clearing ice on sidewalks. The depth threshold may be adjusted based on public expectations and available resources. Based on snowfall data collected since the winter of 2009-2010, Minneapolis annually receives snowfalls with:

- 0.1" or greater 21 times on average
- 1" or greater 10 times on average
- 2" or greater 8 times on average, and
- 4" or greater 3 times on average

In option P7b, the City would clear sidewalks along a winter pedestrian priority network after every snowfall, regardless of snowfall depth.

P8a/P8b: Implement a Citywide City-led Sidewalk Clearing Program

Possible Benefits:

- Improve consistency of sidewalk clearing citywide
- Predictable level of service citywide
- Relieve property owners of the physical responsibility of snow clearing for some or all snow events

Possible Challenges:

- City-led clearing may not happen as quickly as would be possible if property owners were clearing
- Unknown whether the region has contractor capacity to meet expectations, which may impact feasibility and/or drive up costs
- May be confusion regarding when City-led services would be initiated versus when property owner-led efforts would be required
- Snowfall amounts less than the threshold for City-led services may be ignored, resulting in compacted snow and icy conditions

Implementation Cost Estimate:	High
Cost Assumptions:	Clearing performed by contractor(s)
	Total citywide sidewalk mileage approximately 1,910 miles
	City staff oversight of contractor(s)

Summary

This option would develop a citywide sidewalk snow clearing program performed by private contractor(s). There are two options, P8a and P8b, which differ in the snow thresholds needed to trigger snow clearing services.

In option P8a, contractors would be deployed to clear snow after a snowfall reaches a certain threshold. In this scenario, snowfall amounts less than the threshold would remain the responsibility of the adjacent property owner, including treating or clearing ice on sidewalks. The depth threshold may be adjusted based on public expectations and available resources. Based on snowfall data collected since the winter of 2009-2010, Minneapolis annually receives snowfalls with:

- 0.1” or greater 21 times on average
- 1” or greater 10 times on average
- 2” or greater 8 times on average, and
- 4” or greater 3 times on average

In option P8b, contractors would be responsible for clearing snow from sidewalks regardless of snowfall depth. Since contractor crews would be deployed far more times in option P8b, this option would cost significantly more than P8a.

Short-term Bicycle Winter Maintenance Options

B1: Designate a Winter Bicycle Priority Network

Possible Benefits:

- Prioritize and target investments for bicycle winter maintenance
- An understanding of what can be reasonably expected in terms of snow and ice clearing along the priority network

Possible Challenges:

- Identifying a winter bicycle priority network that differs from the snow emergency routes, or other existing networks, could prove challenging to communicate and understand

Implementation Cost Estimate: Low

Cost Assumptions: City staff lead a prioritization study

Summary

The City currently has crews dedicated to clearing protected bike lanes, shared use paths and off-street trails with a stated goal of clearing snow within 24 hours after a snowfall has ended. Snow clearing of standard, on-street bicycle facilities follows the timeline for the street on which the facility is located.

Designating a winter bicycle priority network would allow bicyclists to have reasonable expectations of the bicycle routes that will be cleared of snow and ice after a snow storm and how quickly the work would be completed. The bicycle network in Minneapolis is dense and connections between on-street and off-street facilities are common. Combining both types of facilities in a bicycle priority network is expected to be complex given the different approaches to snow and ice clearing between these different types of facilities and in particular the ongoing interaction between cleared bicycle lanes on-street and the plowing of adjacent travel and/or parking lanes.

The BAC identified the following potential criteria for developing a winter bicycle priority network:

- Connectivity with other priority routes
- Spacing between priority routes
- Estimated existing bicycle volumes
- Facility type (e.g., buffered bicycle lane, bicycle boulevard, standards bike lanes)
- Connectivity to destinations and commercial corridors

B2: Develop a Bikeway Winter Maintenance Awareness Campaign

City staff to pursue immediately

Possible Benefits:

- Reduce snow clearing into bikeways
- Increase knowledge of recommended winter maintenance practices near bikeways

Possible Challenges:

- Will be difficult to measure effectiveness
- High reliance on digital and social media will miss certain populations entirely
- Hard copy materials are high cost

Implementation Cost Estimate: Low

Cost Assumptions: May require assistance from specialized consultant

The City has made an effort in recent years to increase communication when it comes to snow events. However, there is an opportunity to create greater awareness especially as it relates to both pedestrian and bicycle winter maintenance. These efforts can work together.

The awareness campaign could focus on:

- Educational messaging regarding property owner responsibilities for snow and ice clearing, including;
  - Ensuring that snow is not cleared into on-street bike lanes
  - Use the perspective of Safe Routes to School and possibly partner with the Minneapolis Public Schools
  - Encouraging all residents to help be part of the solution
- Engage with the community to ensure that the best communication tools to reach community members are identified and implemented
  - Neighborhood organizations know their communities best and often have great suggestions for ways to get the word out

Long-term Bicycle Winter Maintenance Options

B3: Define Standard Level of Service for Clearing Winter Bicycle Priority Network

Possible Benefits:

- Improve reliability of having cleared and/or treated bicycling routes
- Improve on-street bike lane conditions on the winter bicycle priority network
- Remove gaps in the bikeway system caused by encroached upon on-street bike lanes
- An understanding of what can be reasonably expected in terms of snow and ice clearing along the priority network

Possible Challenges:

- Increased need for parking enforcement, signage, and towing
- Possibility for competing information and confusion if different than standard timeframes for snow emergencies

Implementation Cost Estimate:	Medium to High
Cost Assumptions:	Uses winter bicycle priority network TBD whether staff capacity exists or would require additional staff resources TBD whether equipment capacity exists or would require additional equipment resources

Summary

If a winter bicycle priority network is established, the City could define a standard level of service related to these routes. The standard level of service could include:

- Timeframes for clearing and/or treating snow and ice
  - As previously stated, a 24 hour goal already exists for protected bike lanes and off-street paths and trails, all other routes follow the timeline associated with the street they are located on
- Frequency of snow and ice clearing and/or treatment
  - This could help combat the ongoing challenge of snow and ice clearing between different types of facilities and in particular the ongoing interaction between cleared bicycle lanes on-street and the adjacent travel and/or parking lanes
- Quality of clearing
  - Is the goal bare pavement or not, what is reasonable and feasible
  - What types of treatments are used

Standard bike lanes are typically cleared of snow at the same time as the streets they are located on. However, the challenge with many on-street bike lanes is that they are adjacent to parked cars, which can create on-going issues in the winter time with snow, ice, and slush that is splashed into the bike lane, which often freezes and can become dangerous for bicyclists. To help mitigate this issue, the City could temporarily restrict parking on portions of the

B4: Develop a Regional Winter Bicycle Priority Network

Possible Benefits:

- Prioritize and target investments for bicycle winter maintenance
- An understanding of what can be reasonably expected in terms of snow and ice clearing along the priority network

Possible Challenges:

- Identifying a winter bicycle priority network that differs from the snow emergency routes, or other existing networks, could prove challenging to communicate and understand

Implementation Cost Estimate: Low

Cost Assumptions: City staff lead a prioritization study, in partnership with other agencies

Summary

Building off a Minneapolis winter bikeway priority network, the City could coordinate with the Metropolitan Council and surrounding counties, municipalities, and agencies to develop a regional winter bikeway priority network. A prioritized network conveys to bicyclists the routes they can expect to be cleared and the time to expect routes to be cleared after a snowfall.

STUDY SUMMARY

The alternatives described in this report are the result of research, interviews with staff from Minneapolis and other cities, guidance from the project's Technical Advisory Committee (TAC), and feedback from several Minneapolis advisory committees. The project team would like to thank the TAC, Minneapolis Pedestrian Advisory Committee (PAC), Minneapolis Bicycle Advisory Committee (BAC), Minneapolis Advisory Committee on Aging (MACA), and Minneapolis Advisory Committee on People with Disabilities (MACOPD) for their support and feedback during the study. The project team would also like to thank the volunteers who took part in the Winter Facilities Trial Evaluation during the winter of 2015-2016. The results of that effort were evaluated as part of this study.

NEXT STEPS

Following the completion of the study, the City will continue to engage with the PAC, BAC, and other groups to present and discuss the alternatives from this report. The City also plans to host a public open house to present the study, gather community feedback, and generally discuss how winter maintenance of pedestrian and bicycle facilities can continue to be improved. The final report will be made available to the public and posted on the City's website.

Beginning in 2018, the City plans to update Access Minneapolis, the transportation action plan that addresses a full range of transportation options and issues, including pedestrians, bicycles, transit, automobiles, and freight. The City recently assessed several components of the plan and identified areas of focus for the transportation action plan update. Assessments were completed for the Pedestrian Master Plan, Bicycle Master Plan, Citywide Action Plan, and Design Guidelines for Streets and Sidewalks. When these components of *Access Minneapolis* are updated, there may be opportunities for the City to provide further direction and guidance on winter maintenance of pedestrian and bicycle facilities.

Socio-Economic Conditions

Multiuse Trails and Bicycle Facilities Project: Midtown Greenway accessible connections to Lyndale/Lake | Map ID: 152838224

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 Poverty > 50% residents of color

Above reg'l avg conc of race/poverty

0 0.0125 0.025 0.05 0.075 0.1 Miles

Created: 6/7/2018
LandscapeRSA2

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

METROPOLITAN COUNCIL

Hennepin County Public Works

CSAH 43 (Lagoon Ave) - CSAH 3 (W Lake St) - Humboldt Ave

2011 - 2015

RD NO	MILE PT	LEFT DIST	RIGHT DIST	ROAD TYPE	INTER TYPE	CRSH YR	CRSH MONTH	CRSH DAY	CRSH HOUR	CRSH DO WK	CRSH NO	MUN	CITY CODE	MAX SEV	CRSH DIAG	CRSH TYPE	NO VEH	CRSH LIGHING	CRSH PRI WEATHER	RD SUR	CRSH WKZO TYPE
43	0.29	0	0	0	18	2011	5	12	0	5	111320011	27	2585	A	90	6	1	4	2	1	1
43	0.00	0	0	0	24	2012	4	15	2	1	121060118	27	2585	B	90	6	1	4	3	2	98
43	0.00	0	0	0	24	2013	4	3	18	4	130930128	27	2585	B	90	6	1	1	1	1	98
43	0.11	0	0	0	20	2013	4	9	13	3	130990142	27	2585	C	90	6	1	1	2	2	98
43	0.29	0	0	0	18	2013	7	13	3	7	131940018	27	2585	B	90	6	1	4	3	2	98
43	0.00	0	0.02	0	24	2014	5	4	15	1	141240076	27	2585	B	90	6	1	1	1	1	98
43	0.23	0	0	0	18	2014	8	16	19	7	142280087	27	2585	C	90	6	1	3	2	1	98
43	0.30	0	0	0	18	2014	9	26	19	6	142700079	27	2585	C	90	6	1	3	1	1	99
43	0.29	0	0	0	18	2011	1	16	22	1	110160181	27	2585	C	90	7	1	4	1	1	98
43	0.29	0	0	0	18	2011	2	18	16	6	110490184	27	2585	C	90	7	1	1	1	1	98
43	0.29	0	0	0	18	2011	9	7	5	4	112500081	27	2585	C	90	7	1	2	1	1	98
43	0.11	0	0	0	20	2011	10	22	19	7	112960002	27	2585	C	90	7	1	7	1	1	98
43	0.29	0	0	0	18	2012	1	19	14	5	120190121	27	2585	C	90	7	1	1	1	1	98
43	0.44	0	0	0	18	2012	9	14	18	6	122580187	27	2585	B	90	7	1	3	1	1	98
43	0.29	0	0	0	18	2012	10	27	2	7	123010027	27	2585	C	90	7	1	4	1	1	98
43	0.29	0	0	0	18	2013	3	25	18	2	130840133	27	2585	N	90	7	1	1	1	1	98
43	0.29	0	0	0	18	2013	11	19	18	3	133230181	27	2585	C	90	7	1	4	2	1	98
43	0.17	0	0	71	0	2015	1	22	7	5	150220028	27	2585	C	90	7	1	4	2	2	98
43	0.11	0	0	0	20	2015	7	18	2	7	151990029	27	2585	A	90	7	1	5	3	2	98
43	0.11	0	0	0	20	2015	7	18	2	7	152420019	27	2585	C	90	7	1	4	3	2	98
43	0.29	0	0	0	18	2015	11	13	9	6	153170094	27	2585	N	90	7	1	1	1	1	98
Total						21															

Hennepin County Public Works

CSAH 3 (W Lake St) - W of Dupont Ave - Garfield Ave

2011 - 2015

RD NO	MILE PT	LEFT DIST	RIGHT DIST	ROAD TYPE	INTER TYPE	CRSH YR	CRSH MONTH	CRSH DAY	CRSH HOUR	CRSH D O WK	CRSH NO	MUN	CITY CODE	MAX SEV	CRSH DIAG	CRSH TYPE	NO VEH	CRSH LIGHING	CRSH PRI WEATHER	RD SUR	CRSH WKZO TYPE
3	11.81	0	0	53	0	2011	4	5	22	3	110960007	27	2585	C	90	6	1	3	1	1	98
3	11.81	0	0	53	0	2011	4	11	0	2	111010005	27	2585	C	90	6	1	4	2	1	98
3	11.75	0	0	0	12	2011	12	16	17	6	113500194	27	2585	C	90	6	1	4	1	1	98
3	11.75	0	0	0	12	2012	6	1	19	6	121530188	27	2585	C	90	6	2	1	1	1	90
3	11.72	0	0	0	12	2012	8	24	20	6	122370186	27	2585	C	90	6	1	4	1	1	98
3	11.69	0	0	53	0	2012	9	6	21	5	122590007	27	2585	C	90	6	1	4	1	1	98
3	11.75	0	0	0	12	2013	1	11	17	6	130440052	27	2585	C	90	6	1	3	3	2	98
3	11.75	0	0	0	12	2013	5	10	21	6	131320009	27	2585	N	90	6	1	4	2	1	98
3	11.75	0	0	0	12	2013	9	11	14	4	132540138	27	2585	B	90	6	1	1	1	1	98
3	11.75	0	0	0	12	2015	8	21	22	6	152330246	27	2585	C	90	6	1	4	1	1	98
3	11.75	0	0	0	12	2015	9	19	1	7	152620014	27	2585	C	90	6	1	4	1	1	98
3	11.75	0	0	0	12	2011	12	2	11	6	113360097	27	2585	B	90	7	1	1	1	1	98
3	11.75	0	0	0	12	2012	7	18	9	4	122000064	27	2585	N	90	7	1	1	1	1	98
3	11.94	0	0	53	0	2012	8	20	19	2	122330141	27	2585	B	90	7	1	1	1	1	90
3	11.70	0	0	53	0	2013	6	28	22	6	131790349	27	2585	N	90	7	1	4	3	2	98
3	11.75	0	0	0	12	2013	11	23	14	7	133270112	27	2585	C	90	7	1	1	1	1	98
3	11.75	0	0	0	12	2015	12	1	18	3	153350284	27	2585	B	90	7	1	4	2	1	98
Total						17															

Hennepin County
Detail Report Codes
DPS Revision 2008 - 2 - 26

DIA#	Diagram
01	Rear end
02	Sideswipe - same direction
03	Left turn
04	Ran off road - left side
05	Right Angle
06	Right turn
07	Ran off road - right side
08	Head on
09	Sideswipe - opposing
90	Other
98	Not applicable
99	Unknown

Acc Type	Accident Type
01	Motor vehicle in transport
02	Parked motor vehicle
03	Roadway equipment - snowplow
04	Roadway equipment - other
05	Train
06	Bicyclist
07	Pedestrian
08	Deer
09	Other animal
10	Underride - rear
11	Underride - side
12	Collision with other type of nonfixed object
13	Other collision type
14	Unknown collision type
RUN AWAY VEHCILE	
16	Run away vehicle
COLLISION WITH FIXED OBJECT	
21	Construction equipment
22	Traffic signal
23	RR crossing device
24	Light pole
25	Utility pole
26	Sign structure
27	Mailboxes
28	Other poles
29	Hydrant
30	Tree/ shrubbery
31	Bridge piers
32	Median safety barrier
33	Crash cushion
34	Guardrail
35	Fence (Non-median barrier)
36	Culvert/ headwall
37	Embankment/ ditch/ curb
38	Building/ Wall
39	Rock outcrops
40	Parking meter
41	Other fixed object
42	Unknown fixed object
NON-COLLISION	
51	Overturn/ rollover
52	Submersion
53	Fire/ explosion
54	Jackknife
55	Loss/ spillage non-haz mat
56	Loss/ spillage haz mat
64	Non-collision of other type
65	Non-collision of unknown type
90	Other accident type
99	Unknown accident type

CMF / CRF Details

CMF ID: 1805

Install pedestrian overpass/underpass

Description:

Prior Condition: ***No Prior Condition(s)***

Category: Pedestrians

Study: ***Update of Florida Crash Reduction Factors and Countermeasures to Improve the Development of District Safety Improvement Projects*****, Gan et al., 2005**

Star Quality Rating:	Cannot Be Rated

Crash Modification Factor (CMF)	
Value:	0
Adjusted Standard Error:	
Unadjusted Standard Error:	

Crash Reduction Factor (CRF)	
Value:	100 *(This value indicates a **decrease** in crashes)*
Adjusted Standard Error:	

Unadjusted Standard Error:	

Applicability

Crash Type:	Vehicle/pedestrian
Crash Severity:	All
Roadway Types:	Not specified
Number of Lanes:	
Road Division Type:	
Speed Limit:	
Area Type:	
Traffic Volume:	
Time of Day:	

If countermeasure is intersection-based

Intersection Type:	
Intersection Geometry:	
Traffic Control:	
Major Road Traffic Volume:	
Minor Road Traffic Volume:	

Development Details

Date Range of Data Used:	
Municipality:	
State:	

Country:	
Type of Methodology Used:	
Sample Size Used:	

Other Details

Included in Highway Safety Manual?	No
Date Added to Clearinghouse:	Dec-01-2009
Comments:	

This site is funded by the U.S. Department of Transportation Federal Highway Administration and maintained by the University of North Carolina Highway Safety Research Center

Report

Midtown Greenway
Land Use Development Plan

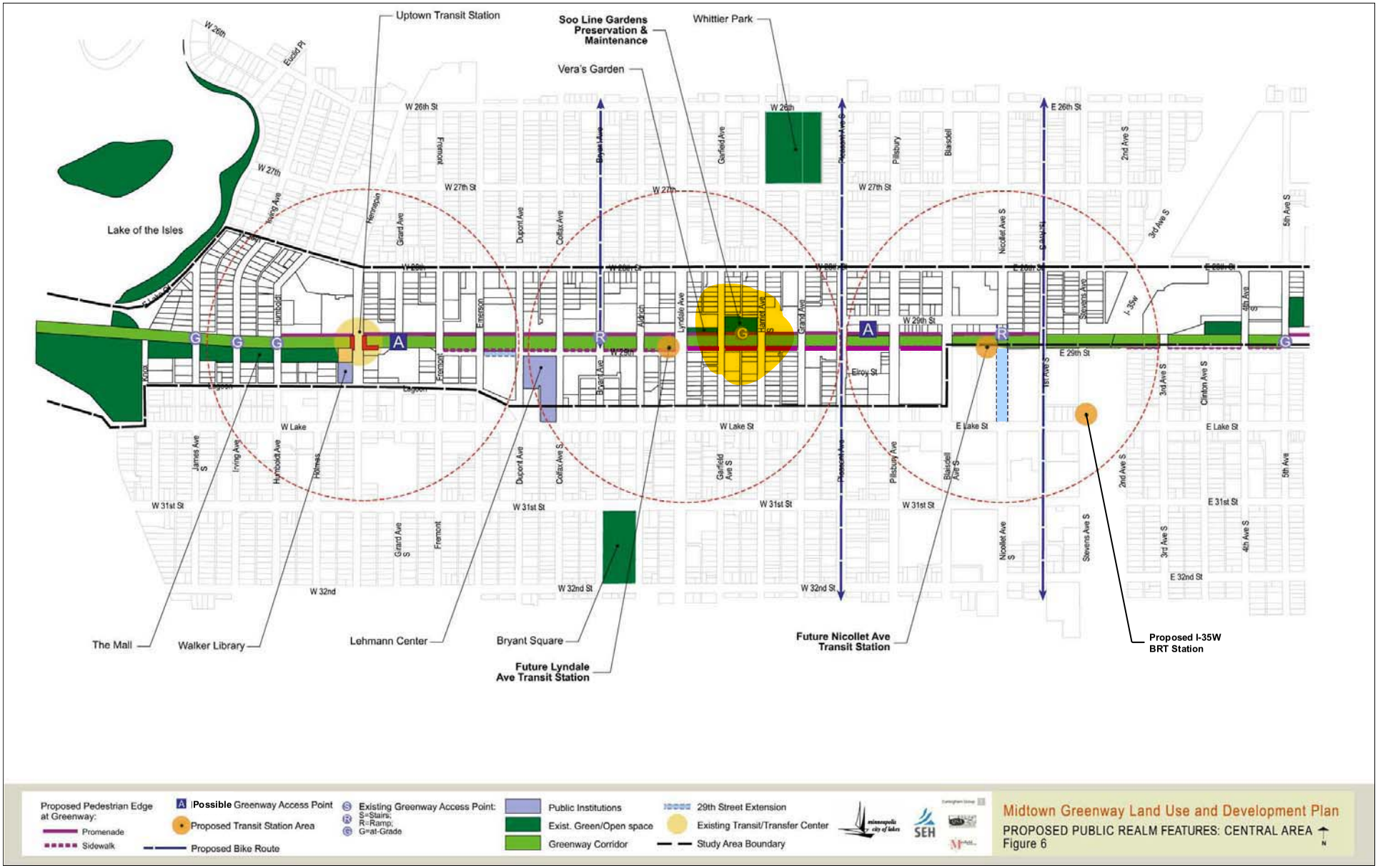
The City of Minneapolis
Community Planning and Economic Development Department

Approved by the Minneapolis City Council

February 23, 2007

Prepared by:

Short Elliott Hendrickson Inc.
Cuningham Group
Quam Sumnicht & Associates
Maxfield Research



Midtown Greenway Land Use and Development Plan

PROPOSED PUBLIC REALM FEATURES: CENTRAL AREA

Figure 6

VII. Transportation

The historical function of the Midtown Greenway as a freight rail corridor is physically evident in its linear orientation and its grade separation from the City's street grid above. Today, the Greenway still serves as a transportation corridor by providing a paved trail for bicyclists and pedestrians who use the Greenway as a commuting route and place of recreation. This function makes the Greenway a unique transportation amenity that highlights the City's commitment to the provision of multi-modal transportation opportunities for its residents.

Hennepin County purchased the Greenway corridor because of its value for accommodating transit that links commuters from the southwest metro with employment centers downtown, and provides an east-west link between the Chain of Lakes and the Hiawatha Light Rail line. While the future mode has yet to be determined (light rail, bus rapid transit or streetcar), the County remains committed to the provision of increased transportation choices to the neighborhoods in South Minneapolis, the City and the region.

The likely locations of future transit stations in the Midtown Greenway are well understood from the various studies that have been done. They will link with strong local bus service at each of the north-south commercial corridors that cross the greenway, and link as well with anticipated future bus rapid transit on I-35W.

The following recommendations were drafted within this evolving transportation context and its relationship to the neighborhoods and development surrounding the Midtown Greenway. They include recommendations for reconnecting and enhancing 29th Street on the south side of the Greenway, a public pedestrian circulation route of promenades and sidewalks above the Greenway, enhanced transit station areas at each future station location in the Greenway and provisions for public access to the Greenway.

29th Street Recommendations

29th Street is a local street parallel with the Midtown Greenway. It exists in some parts of the study area, and in some parts of the study area it is absent. Where it exists, it serves to provide internal circulation for automobile traffic that takes pressure off Lake Street and nearby residential neighborhoods. It also provides on-street parking for area businesses, and can potentially offer pedestrian sidewalks along the Midtown Greenway edge. Public sidewalks adjacent to the Greenway are recommended in the Lake Street/ Midtown Greenway Corridor Framework Plan. They are important for offering a continuous and robust street-level pedestrian network and for providing visual connections between the greenway and adjacent spaces. This enhances the place-making value of the Midtown Greenway and improves public safety.

29th Street exists in the following locations:

- On the south side of, and immediately adjacent to, the Midtown Greenway between Lyndale and Fremont Avenues, except for the block between Dupont and Emerson, which was vacated to support development of a grocery store. The width of the ROW is 40 feet in these blocks.
- On the south side of, and immediately adjacent to, the Midtown Greenway between 2nd and Portland Avenues south. The ROW width is 40 feet in these blocks.
- On the south side of, and immediately adjacent to, the Midtown Greenway between 10th and 18th Avenues south. The ROW width is generally 40 feet in these blocks.
- On the north side of, and separated by development from, the Midtown Greenway between Pleasant and 1st Avenues South. The ROW width is about 74 feet in these blocks.

In support of the objectives outlined above, 29th Street should be reestablished at two key locations along the south side of the Greenway—in the block between Emerson and Dupont Avenues and, as proposed in the Midtown Minneapolis Land Use and Development Plan, between Portland and Chicago Avenues west of the Midtown Exchange development project (see Figure 6). More specific recommendations are as follows.

Key Recommendation:
Acquire 29th Street right-of-way between Dupont and Emerson Avenues.

- Lyndale to Fremont Avenues – Maintain all segments of existing 29th Street. Acquire and re-construct 29th Street between Emerson and Dupont avenues. The right of way should be widened to accommodate pedestrian sidewalks along the Midtown Greenway. Street design recommendations can be found in Chapter VIII.
- 2nd to Chicago Avenues – Maintain all segments of existing 29th Street. Acquire 29th Street ROW between Portland and Chicago avenues as recommended in the Midtown Minneapolis Land Use and Development Plan.
- 10th to 18th Avenues. Maintain all segments of existing 29th Street. The right of way should be widened to accommodate pedestrian sidewalks along the Midtown Greenway. Street design recommendations can be found in Chapter VIII.

Key Recommendation:
Allow the vacation of 29th Street between Pleasant and Blaisdell in support of high-qualty development fronting the Greenway.

- Pleasant to 1st Avenue. The 29th Street segments connecting Nicollet Avenue to Blaisdell Avenue on the west and 1st Avenue on the east provide essential connections to Lake Street, and even after the anticipated re-opening of Nicollet Avenue will provide important internal circulation for Nicollet/Lake businesses. The street segments between Blaisdell and Pleasant, however, have limited value because 29th Street ends at Pleasant Avenue—just three blocks from Nicollet Avenue. These segments of 29th Street are not adjacent to the Greenway, and limit the redevelopment potential of the property between 29th Street and the Midtown Greenway by constraining the depth of that property to around 85 feet. The vacation of 29th street for these two blocks could be considered to support redevelopment of property along the Midtown Greenway. Redevelopment and street vacation would have the ancillary benefit of allowing a pedestrian promenade to be constructed along the

Midtown Greenway in these two blocks. There has also been interest on the part of the Midtown Greenway Coalition in the creation of an enhanced greenway access point at this location.

Key Recommendation:
Support the provision of public promenades in association with new development that fronts the Greenway as indicated on the Proposed Public Realm Map.

Public Promenades and Sidewalks

A primary recommendation of the Midtown Greenway Land Use and Development Plan is providing a linear public "promenade" or walkway wherever possible between private development and the Midtown Greenway. Promenades have similar value to sidewalks in that they create a street-level pedestrian network, mobility along the Greenway's edge for better access to trail entrance ramps, and visual connections between the Midtown Greenway and adjacent spaces. Promenades are most easily provided in association with new development along the Greenway; however, it may also be possible in some instances to arrange for a new promenade where existing development abuts the Greenway. From the standpoint of creating a public edge to the Greenway and providing mobility along its edge, the segments of the Greenway in the greatest need of promenades are those segments where 29th Street does not exist and it is not currently possible to go block to block at street level along the Greenway without diverting a block north or south to a parallel street.

Figures 5, 6 and 7 show the locations where promenades should be developed as events allow. They encompass most parts of the Midtown Greenway where it is bordered by private development rather than street. Where promenades cannot be located directly along the Greenway, such as where existing or new buildings directly address the Greenway acting as the Greenway wall, a mid-block pedestrian promenade is recommended. Despite not being located directly alongside the Greenway, a mid-block promenade still has value in that it supports the larger pedestrian network.

Promenades should be carefully designed so as to provide a high-value pedestrian environment while clearly distinguishing between public and private areas. Design guidelines for promenades can be found in Chapter VIII.

Transit Station Areas

Future transit stations are proposed for the Midtown Greenway corridor at several locations. The stations would be located at the Greenway level and, where grade separated from the street level, would provide vertical access between Greenway-level transit and the street-level bus system and pedestrian environment. Potential transit station locations include:

- West Lake Street and the Greenway
- Hennepin Avenue (currently the Uptown Transit Station)
- Lyndale Avenue South
- Nicollet Avenue South
- I-35W or 4th Avenue South
- Chicago Avenue South
- Bloomington Avenue South

Transit station areas provide important opportunities for place-making. Aesthetic enhancements can be provided. Commercial goods and services can be integrated. These possibilities are constrained, however, by challenges related to funding, physical space, and the difficulty of synchronizing private development with transit development. Development guidelines and challenges related to transit station areas are further explored in Chapter VIII.

While the primary function of transit station areas is to provide universal access to and from the transit stop in the Greenway (whether light-rail transit, bus rapid transit or streetcar), they can also serve as expanded and enhanced public spaces associated with adjacent development (as illustrated in Case Study #2 in Chapter V. Case Study Sites). Transit plazas in the Greenway can play host to neighborhood activities and gathering spaces by providing amenities that include landscaping, seating, lighting, public art, rest room and event facilities, bike racks/lockers and limited service-oriented retail that can be used by nearby residents, employees and users of the Greenway path. Where located in the grade-separated part of the Midtown Greenway, an expanded physical space allows for an easing of the Midtown Greenway walls, making it possible to provide more comfortable pedestrian access to the transit stations, and increasing the perceived proximity of Greenway-level transit.

Key Recommendation:
Acquire and preserve property adjacent to future transit station locations

The first requirement for transit stations is physical space. Although it may be possible in most future station locations to develop a transit platform and elevators to street level within the existing Midtown Greenway property lines, additional property will be required if ridership is to be optimized or additional objectives are to be achieved. Existing development at Lyndale and Chicago Avenues makes the property to the west of these streets most conducive to the development of an expanded transit station, although a desire for a rail station to be on the same side of Chicago Avenue as Midtown Exchange (the east side) may impact station siting discussions. At other station locations the most opportune future station location will be on the south side of the greenway, but its exact location is less clear. In each of these locations, serious consideration should be given to buying or otherwise controlling land contiguous to the greenway as opportunity arises. This requires vigilance as property is developed privately so that new buildings are not located where they would significantly diminish the opportunity to provide appropriately scaled public spaces.

Future Greenway Access Points

Midtown Greenway access points (ramps, stairs and at-grade) are currently provided at 18 locations (see Chapter III for a list of existing access points). Additionally, at least five additional access points have been proposed by private parties and citizen-based organizations (see Figures 5, 6 and 7 for locations). These include access points proposed by a developer at Girard Avenue at the future Mozaic redevelopment project and by the Midtown Greenway Coalition near Pleasant/Pillsbury Avenues. Three additional access points are proposed in the eastern subarea of the project area east of

Chicago Avenue near the Midtown Exchange development, at the CEPRO site at 11th Avenue and near Bloomington Avenue.

The CEPRO site, formerly grain elevators located between 10th and 11th Avenues on the north side of the Greenway, provides an illustration of the potential for enhanced open space in association with a Midtown Greenway access point. Hennepin County has been working with the neighborhood and the Midtown Greenway Coalition to design a space that provides access to the Midtown Greenway via ramps and stairs, but that offers landscaping, public art and open space enhancements. It also offers a window on the challenges that are involved in pursuing these types of enhancements. While Hennepin County has made a commitment to the incorporation of open space here, issues of ownership, management and funding of enhancements have not been resolved, resulting in an uncertain timeline for enhancements.

Criteria for Future Greenway Access Points

There does not seem to be a tipping point where the provision of additional public access to the Midtown Greenway has negative value. For this reason, where the challenges of cost, ownership and management of Greenway access points is resolved, as where an additional public connection to the Greenway is being proposed in association with private development, such new access should be encouraged and supported.

Future access points to the Midtown Greenway should, however, benefit the general public to the extent possible, and not just one property owner or a group of owners. One exception is a Greenway building type that opens up down in the trench, where access from retail or residential suites to the trails should be allowed and encouraged if certain conditions are met such as attempts to also provide public access using stairways from adjacent avenues. Thus, the following criteria should be considered when additional Greenway access points are proposed (including those listed above and included on the Public Realm Features Diagram):

Future Midtown Greenway access points shall fit at least one of the following criteria:

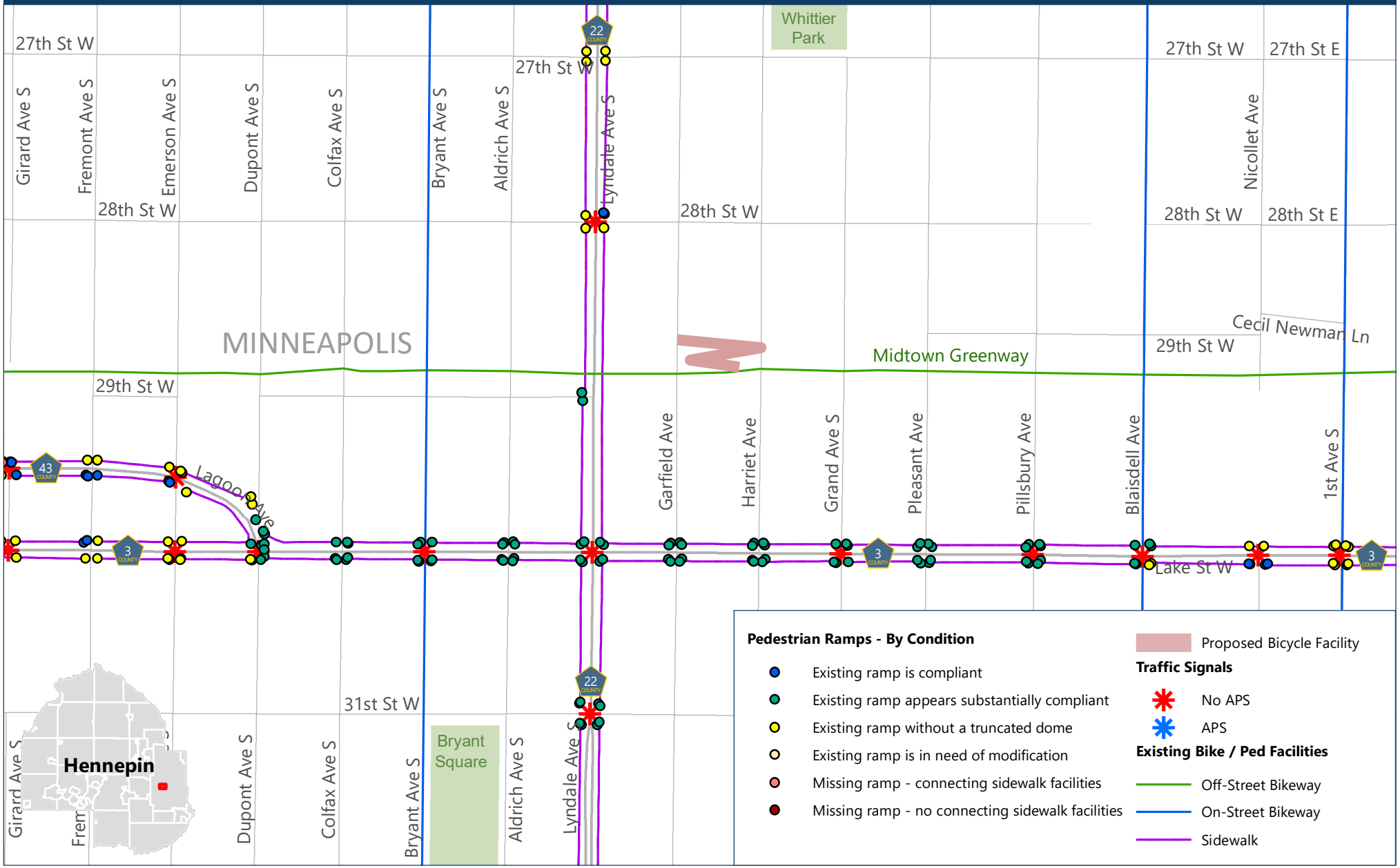
- Originate from the public right-of-way;
- Originate from a publicly-used promenade;
- Be part of a publicly-used green space; or
- Be part of a transit station area

Recommended implementation strategies related to providing additional and enhanced Midtown Greenway access points are located in Chapter IX.

2018 Regional Solicitation | Project Location Map

Midtown Greenway 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: 6/28/2018

N

0 800 1,600 Feet

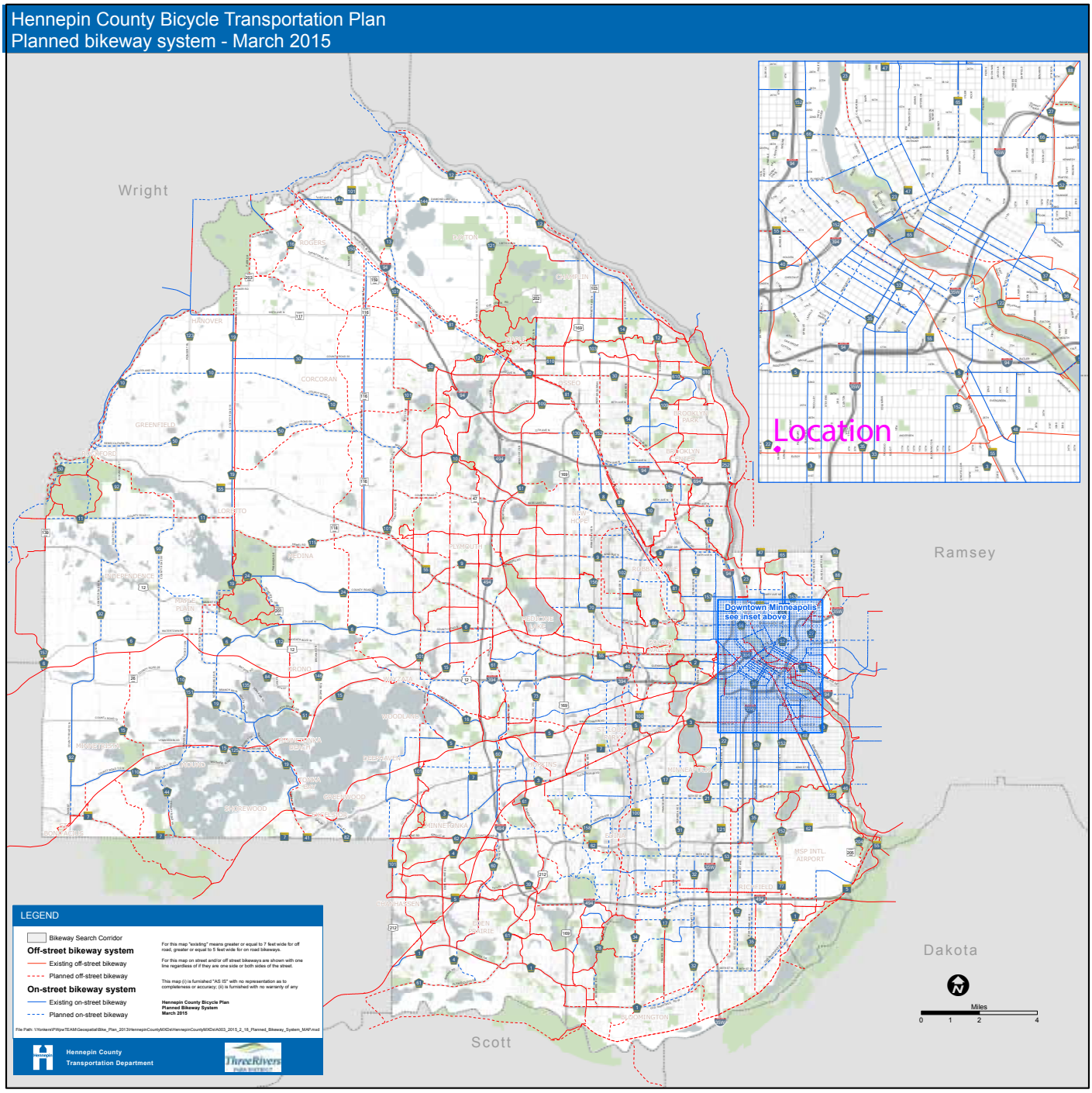


Figure 10: 2040 bikeway system

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**

HENNEPIN COUNTY
REGIONAL RAILROAD AUTHORITY

June 1, 2018

Ms. Carla Stueve, P.E.
Director of Transportation Project Delivery and County Engineer
Hennepin County
1600 Prairie Drive
Medina, Minnesota 55340

Re: Letter of Support for Hennepin County's regional solicitation application and project connecting the Midtown Greenway with Garfield and Harriet Avenues

Dear Ms. Stueve:

The Hennepin County Regional Railroad Authority supports Hennepin County's 2018 federal funding application through the regional solicitation for the proposed accessible connection from the Midtown Greenway to Garfield and Harriet Avenues in Minneapolis.

HCRRA, as owner of the Midtown Greenway right of way, supports this county project to improve access to the greenway. Proposed improvements include approximately 500 feet of ADA accessible trail from both streets to the existing greenway. These proposed improvements will replace an existing informal soft-surface trail to improve safety, access and reduce erosion.

We wish you success with this application and look forward to working with you on the implementation of the project.

Sincerely,

Kevin Dockry
Director, Community Works

Hennepin County Regional Railroad Authority
701 Fourth Avenue South, Suite 400, Minneapolis, MN 55415
hennepin.us/hcrra

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

MAKING THE CONNECTION: MIDTOWN GREENWAY TO LAKE STREET

MAY 2016

DESIGN EXPERIMENT: SITE AMENITIES, WAYFINDING, AND ACTIVITIES AT CEPRO, NEAR THE MIDTOWN GLOBAL MARKET

RECENT GREENWAY DEVELOPMENT HIGHLIGHTS THE OPPORTUNITY

MURALS CONNECT TO LOCAL CULTURES AND ATTRACT CUSTOMERS MURAL BY GRETA MCLAIN

THE MIDTOWN EXCHANGE IS A RECOGNIZABLE LANDMARK

OUTREACH AT COMMUNITY

HOW TO ENSURE SUCCESS ALONG THE GREENWAY/LAKE STREET CORRIDOR

Two decades ago, the Midtown Greenway was a derelict railroad trench. Now, each year people take more than a million trips on this unique, almost car-free trail connecting the Mississippi River and the Chain of Lakes. The success of this "green infrastructure" has encouraged commercial development and thousands of new housing units to sprout along the Greenway — and in the process, helped to enhance the tax base, one of the key goals of Hennepin County's Community Works initiative. This newer development adds to the host of other destinations near the Greenway's 5.5-mile route, including Lake Street's thriving commercial districts. Nevertheless, significant physical and cultural barriers stand in the way of many people who might want to exit the Greenway, or gain access to it.

These missed connections present challenges to the Greenway's effectiveness as a transportation route and neighborhood asset. Recently they were the focus of extensive research and community outreach by the Midtown Community Works partners: Hennepin County, the City of Minneapolis, the Midtown Greenway Coalition and the Lake Street Council.

This plan is informed by an in-depth understanding of these challenges and grounded in feedback from Greenway commuters, recreational users, underserved populations in the Midtown corridor, local business owners and a variety of other stakeholders consulted during the summer and fall of 2015. It outlines an array of recommendations and emphasizes new approaches to partnerships, diverse funding sources, and "lighter, quicker, cheaper" design solutions.

The engagement process revealed tremendous opportunities to forge new connections to and from the Midtown Greenway, and strengthen existing ones. If we tap that potential, the success of this premier urban amenity can grow to better serve nearby residents and businesses. Equally important — as the county looks to wrap up the Midtown Community Works program — its success over the next 20 years can be ensured as well.

CONNECTING TO THE TRANSPORTATION NETWORK

Greenway entrances are hard to find and gaps in bike- and pedestrian-friendly routes to and from the Greenway make navigation challenging. Additional bike lanes and visual cues will improve connections making the Greenway easier to access. Bike-friendly business initiatives, such as bike parking and discounts, will reinforce that welcome.

PART OF THE NEIGHBORHOOD

Residents of adjacent neighborhoods, particularly people of color, are underrepresented in today's mix of Greenway users. Quality public spaces with attractive amenities at key locations will draw new users, while arts and cultural activities hosted by community partners will contribute to neighborhood identity and make everyone feel welcome.

GETTING TO KEY DESTINATIONS

Greenway users often report being disoriented to their surroundings, especially in the areas below street level. A wayfinding system throughout the Greenway will help people know where they are going, and orient visitors to destinations, bikeways, and community spaces. This system will include signage, map kiosks, and highly visible markers in a consistent color.

BICYCLIST AND PEDESTRIAN SAFETY

Survey respondents felt that many connections between Lake Street and the Greenway seem unsafe. This creates barriers for those who wish to access nearby destinations. Solutions proposed include upgraded crosswalks (painting and/or flashing lights), traffic calming and signal adjustments, vegetation management to increase visibility and safety, and new streetscaping with improved lighting.

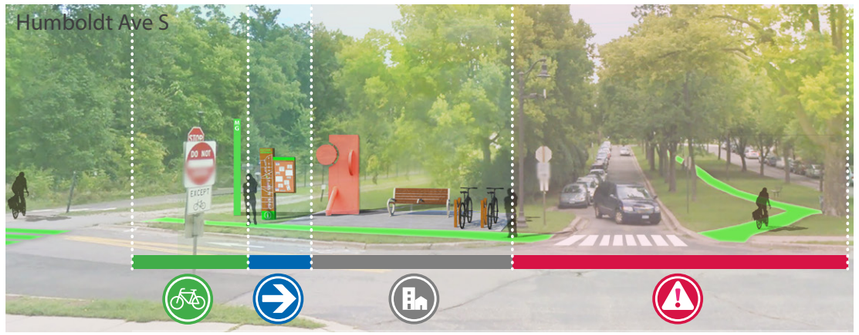
EXAMPLE DESIGN TREATMENTS

Connecting to the Transportation Network

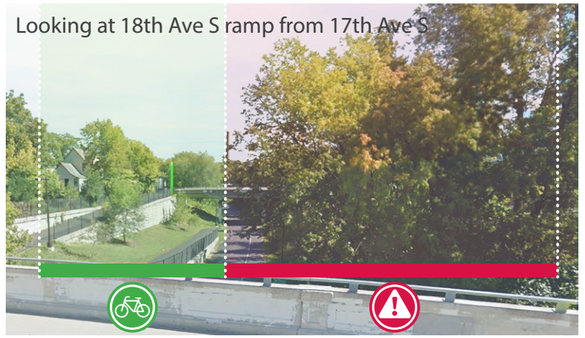
Getting to Key Destinations

Part of the Neighborhood

Bicyclist and Pedestrian Safety

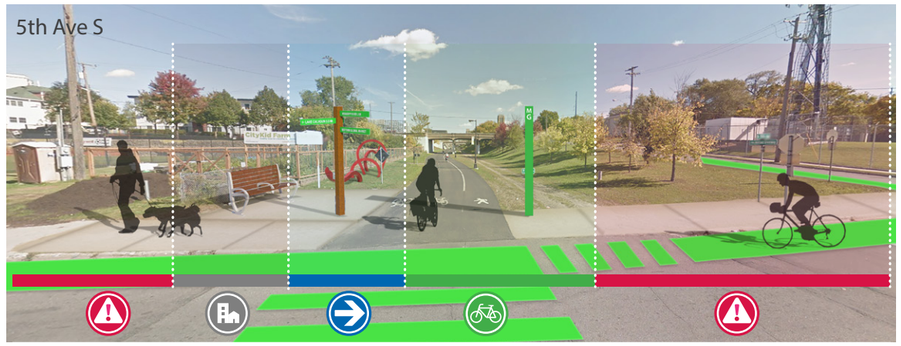


VERTICAL CUE | MAP KIOSK | PUBLIC SPACE AMENITIES | CROSSWALK & DESIGNATED BIKE PATH

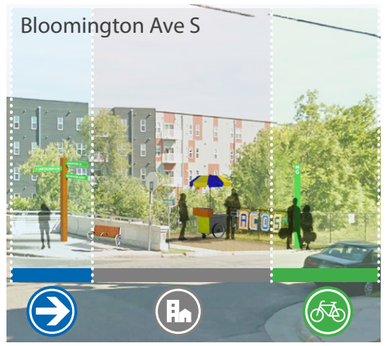


VERTICAL CUE | MANAGE VEGETATION TO OPEN VIEWS

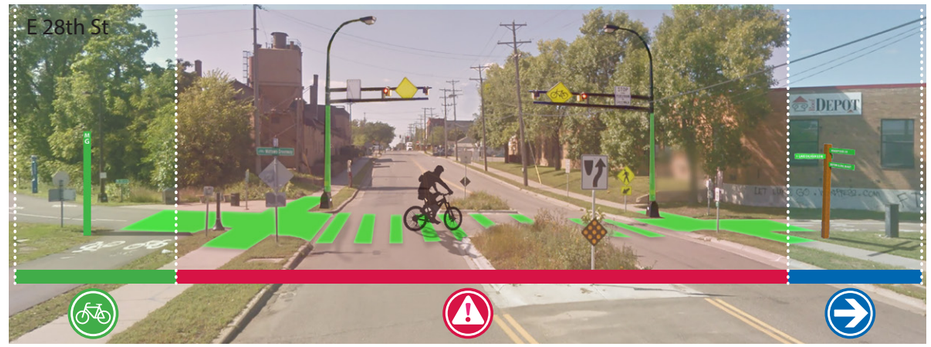
BRIDGE & FENCE PROVIDE AN OPPORTUNITY FOR PLACEMAKING | DIRECTIONAL SIGNAGE | VERTICAL CUE, IMPROVED STREET-SCAPE & VEGETATION MANAGEMENT | CROSSWALK & BIKE PATH



EXTEND SIDEWALK & BIKE LANE | PUBLIC SPACE AMENITIES | DIRECTIONAL SIGNAGE | VERTICAL CUE | CROSSWALK & DESIGNATED BIKE PATH



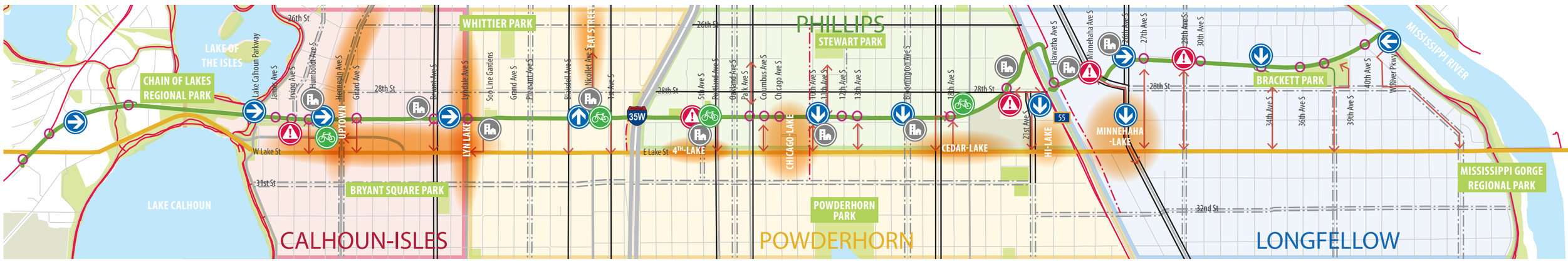
DIRECTIONAL SIGNAGE | PUBLIC SPACE AMENITIES | VERTICAL CUE



VERTICAL CUE | CROSSWALK & DESIGNATED BIKE PATH | DIRECTIONAL SIGNAGE

RECOMMENDATION HIGHLIGHTS

For more detail, visit www.hennepin.us/midtown.



Connection to key commercial / cultural destination

Business district

Access point

Midtown Greenway

Lake Street

Existing on-street bikeway

Existing off-street bikeway

Planned on-street bikeway

Planned off-street bikeway

LISTENING TO THE COMMUNITY

2015 OUTREACH EFFORTS

21 interviews with local businesses

4 focus groups with underrepresented communities, total of 44 people attending

6 small groups/workshops with 119 people

6 community meetings with 154 people attending

5 community events with 282 people

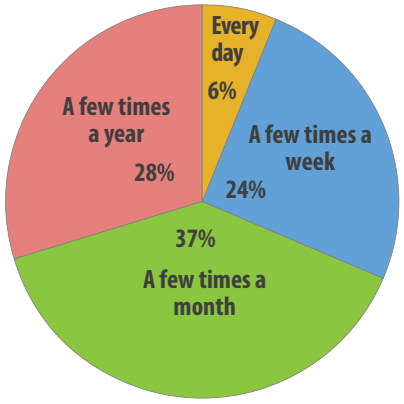
610 people surveyed online and at 5 public opportunities along the Greenway

CHALLENGES AND OPPORTUNITIES

WHICH IMPROVEMENTS WOULD BETTER CONNECT YOU TO DESTINATIONS FROM THE GREENWAY?

	Very Helpful	Somewhat Helpful	Not Helpful
Map kiosks at entrances/exits	62%	34%	4%
Graphics along pathway to/from destinations	54%	39%	6%
Tall visible elements at exit/entrance points and near destinations	50%	45%	5%
Gateways that make entrances more visible	43%	48%	9%

HOW OFTEN DO PEOPLE USE THE GREENWAY TO GO TO LAKE STREET?



WHAT WE HEARD FROM PEOPLE OF COLOR

- The Greenway doesn't seem like it's for me and my family
- Images and art from my cultural community would make me feel more comfortable
- The Greenway doesn't feel like a safe place for me to go, I don't feel welcome or protected there
- Programs/activities to connect diverse communities to the Greenway would encourage more use

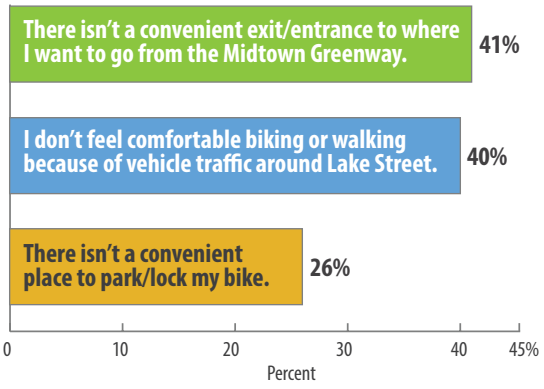
WHAT BUSINESS OWNERS SAID

- Nearly all businesses thought it would help to be better connected to the Greenway.
- 3 out of 4 want to attract more bicyclists to their business and were interested in promotions for those customers
- 73% were willing to participate in the city's cost-share bike parking program

INFLUENCE OF DESIGN EXPERIMENTS

- 77% of people surveyed felt the design experiments had a positive impact on their Greenway experience
- Encouraged 1 in 4 people surveyed to change their route or destination

WHAT PREVENTS YOU FROM GOING TO A LAKE STREET BUSINESS OR NEARBY CULTURAL DESTINATION?



DEMOGRAPHICS OF SURVEY RESPONDENTS

Answer Choices	Response Percent
American Indian/Native American	3.8%
Asian/Pacific Islander	3.3%
Black/African American	8.2%
East/West African	1.6%
Hispanic/Latino	2.7%
Multiracial	4.1%
White/Caucasian	82.2%
Other	3.2%

NEXT STEPS

IMPLEMENTING THE PLAN

Continued participation from all of the Community Works partners—including neighborhood and community organizations along the Greenway—is essential as we seek to implement the improvements outlined in this plan. Together we will follow up on existing opportunities and identify new ones, build new partnerships, and seek funding from organizations that may support many solutions in the plan. Examples of potential funding sources appear in the chart at right.

Visit www.hennepin.us/midtown to sign up for project updates, view supporting documents, and learn more about the "Making the Connections" plan.

WHAT'S IN IT FOR THE COMMUNITY?

HOW MUCH IS NEEDED AND WHO COULD HELP SUPPORT LOCAL GOVERNMENT IN FUNDING THESE PROJECTS?

$225,000

CONNECTING TO THE TRANSPORTATION NETWORK

- State and Federal transportation grants
- Minnesota Department of Natural Resources (DNR)
- Local and national bike advocacy groups

$700,000

PART OF THE NEIGHBORHOOD

- National and local arts grants
- Neighborhood enhancement grants
- Public and private placemaking grants

$350,000

GETTING TO KEY DESTINATIONS

- State of Minnesota legacy grants
- Federal and regional trail grants
- Minnesota DNR Grants

$495,000

BICYCLIST AND PEDESTRIAN SAFETY

- Federal Highway Safety Grants
- Safe Routes to School
- State Transportation Safety Grants

MIDTOWN COMMUNITY WORKS PARTNERS

COMMENTS AND QUESTIONS
E: midtowncw@hennepin.us
T: 612.348.0134

This plan was supported in part by a grant from the City of Minneapolis through the Great Streets Neighborhood Business District Support program.

Researched and prepared by Damon Farber Landscape Architects

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Greenway Level, Suite 2
Minneapolis, MN 55407
Phone: 612-879-0106
www.midtowngreenway.org

July 12, 2018

Metropolitan Council
390 North Robert Street
St. Paul, MN 55101

Re: Letter of Support for Hennepin County's regional solicitation application and project connecting the Midtown Greenway with Garfield and Harriet avenues

Dear Transportation Advisory Board,

The Midtown Greenway Coalition supports Hennepin County's 2018 federal funding application through the regional solicitation for the proposed accessible connection from the Midtown Greenway to Garfield and Harriet avenues in Minneapolis.

We have reviewed a very early draft of the proposed connection, and we understand the final design is yet to be approved and will involve community outreach/feedback. Our support therefor is conditioned on our approval of the final design concept for the trail.

The Midtown Greenway Coalition is a coalition of neighborhoods, organizations and individuals who love the Midtown Greenway and want to protect and enhance it. Our mission is to empower communities to develop, improve, protect and enjoy the Midtown Greenway as a green urban corridor to improve people's lives.

Accessible connections will make biking and walking to the Greenway safer, more efficient and more enjoyable. The project will advance equity by providing people with limited mobility access to a segment of the Greenway that today lacks ADA access. It will connect more people with businesses, social services, schools and parks. In short, it will improve people's lives.

We strongly support the accessible connection application, and look forward to working with Hennepin County on its implementation.

Sincerely,

Soren R. Jensen
Executive Director

Crashes at County Road Intersections

Hennepin County owns and maintains a number of arterials through the City of Minneapolis, such as Lake Street (County Road 3) and Penn Avenue (County Road 2). These streets connect destinations within and outside the City of Minneapolis, and as such are some of the highest volume arterial streets in the City of Minneapolis for both pedestrians and other modes. The intersections on county roads with the most pedestrian crashes are shown in **Table C-5** and intersections with the highest crash rates are shown in **Table C-6**.

Table C-5. County Intersections with Highest Pedestrian Crash Totals

Rank	Street On	Cross Street	Total Pedestrian Crashes	Crash Rate Crashes per Million Entering Vehicles per Year	Entering Vehicle Volume (Vehicles/Day)
1	Lake St W	Lyndale Ave S	24	0.17	37,950
2	West Broadway Ave N	Lyndale Ave N	23	0.23	28,000
3	Franklin Ave W	Nicollet Ave S	21	0.18	31,600
4	Lake St W	Hennepin Ave S	20	0.21	26,300
5	Lake St W	Pillsbury Ave S	17	0.18	25,400
6	Lake St W	Blaisdell Ave S	17	0.18	26,500
7	4th St S	Cedar Ave S	16	0.22	19,650
8	Franklin Ave E	Chicago Ave S	16	0.17	25,150
9	Franklin Ave E	Portland Ave S	16	0.14	30,350
10	26th St W	Lyndale Ave S	15	0.14	29,700
11	Lake St E	Bloomington Ave S	13	0.12	30,500
12	Lake St E	1st Ave S	11	0.12	24,900
13	Franklin Ave E	3rd Ave S	11	0.12	25,675
14	Lowry Ave NE	Central Ave NE	11	0.11	26,500
15	Lagoon Ave W	Hennepin Ave S	11	0.11	27,600
16	Franklin Ave W	Lyndale Ave S	11	0.08	37,100
17	Lake St E	Chicago Ave S	10	0.09	32,200
18	Lowry Ave N	Penn Ave N	9	0.11	21,750
19	4th St SE	15th Ave SE	9	0.10	24,800
20	24th St W	Lyndale Ave S	9	0.09	27,825
21	Franklin Ave E	Park Ave S	9	0.09	29,000
22	Lake St E	Cedar Ave S	9	0.07	37,000
23	Lake St E	28th Ave S	8	0.15	15,150
24	Lake St W	Bryant Ave S	8	0.09	25,200
25	38th St E	Minnehaha Ave S	8	0.14	15,825

Source for Pedestrian Crash Data: 10-Year Database
Source for Vehicle Volume Data: City of Minneapolis

Minneapolis
Park & Recreation Board

Administrative Offices
2117 West River Road North
Minneapolis, MN 55411-2227

Operations Center
3800 Bryant Avenue South
Minneapolis, MN 55409-1000

Phone
612-230-6400

Fax
612-230-6500

www.minneapolisparks.org

July 9, 2018

Metropolitan Council
390 North Robert Street
St. Paul, MN 55101

Re: Regional Solicitation Submission by Hennepin County

Dear Transportation Advisory Board,

The Minneapolis Park and Recreation Board is pleased to offer this letter of support for Hennepin County's request for Regional Solicitation funding to create a trail connection between the Midtown Greenway and the local neighborhood streets adjacent to the Soo Line Garden between Garfield and Harriet Avenues in Minneapolis. The Midtown Greenway is an important trail that connects the MPRB regional park system--including the Mississippi River and the Chain of Lakes--to local communities along the greenway. The Soo Line Garden is a community garden owned by the Minneapolis Park and Recreation Board that would be impacted by the trail connection. MPRB is committed to the community garden, but supports exploration of additional benefits on the site.

The Soo Line garden is a significant community asset, and the gardeners, as well as MPRB, must be consulted at all stages of the design process. Should a project be funded, MPRB and the County will collaborate on community engagement efforts during the design, in line with MRPB standards for community engagement processes, which include collaborative engagement with the surrounding neighborhood, the community gardeners, and MPRB staff as technical advisors. Building a federally funded trail on parkland will require a 4(f) process and concurrence by the Board of Commissioners. This process will include an assessment of park impacts and strategies for any necessary mitigation.

MPRB has been working with the County and other key partners as part of the Midtown Community Works Connections Workgroup. This workgroup's focus is to connect the Midtown Greenway with surrounding neighborhood and community amenities through wayfinding, safety enhancements, trail amenities, and improved bike and pedestrian facilities. The bikeway ramp proposed in the County's application will allow safe and accessible travel for bike, pedestrian and other users accessing neighborhood streets, the Midtown Greenway, the Soo Line Garden, and nearby destinations, furthering the vision for a more connected Greenway and park system. MPRB looks forward to improved connections and an enhanced park system through this collaborative trail project.

Sincerely,

Carrie Christensen
Senior Planner
Minneapolis Park & Recreation Board

Accessible connections to the Midtown Greenway

Summary of 2018 regional solicitation application for federal funding

Description

This project will create ADA-compliant access to the Midtown Greenway in Minneapolis just east of Uptown, filling a 1.5-mile gap in ADA access.

It will connect one of the nation's best urban trails with a dense and vibrant area of Minneapolis that continues to add jobs and housing.

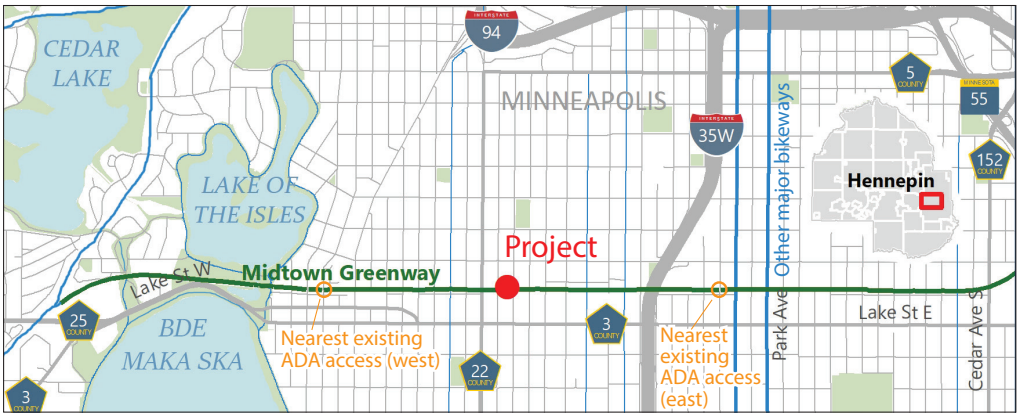
The connection will improve safety with a paved trail, reducing pedestrian and bicyclist exposure to motor vehicles on nearby urban streets with high crash risk and reducing falls.

Residents who need accessible and affordable transportation will be connected to transit, jobs and recreation along the 5.5-mile Midtown Greenway and regional bikeways.

Existing conditions with concept illustration overlay

Proposed concept

Location



Context

- Central and high-activity district of Minneapolis near Uptown
- Destinations within 1/2 mile include schools, Somali mall and services for adults and children with disabilities
- Connects to highly used Midtown Greenway and regional trail system
- Surrounding residents need accessibility and affordable transportation

Regional benefits

- Closes access gap to RBTN Tier 1 Midtown Greenway
- Links Lyndale Ave. / Lake St. with Grand Rounds via Midtown Greenway
- Connects the region with 23,663 jobs within one mile
- Reduces need to travel through intersections with high pedestrian crash rates

Project:

Install paved access ramps from Harriet and/or Garfield avenues to the Midtown Greenway (grade-separated biking and walking "expressway")

Location:

Minneapolis, east of Lyndale Avenue and north of Lake Street

Connectivity:

- Midtown Greenway (RBTN Tier 1)
- Uptown Minneapolis
- Lake Street
- Lyndale Avenue
- Six transit routes with in 1/4 mile
- Fills 1.5-mile gap in Greenway ADA access

Total cost:

$1,400,000

Amount requested:

$1,120,000

Applicant:

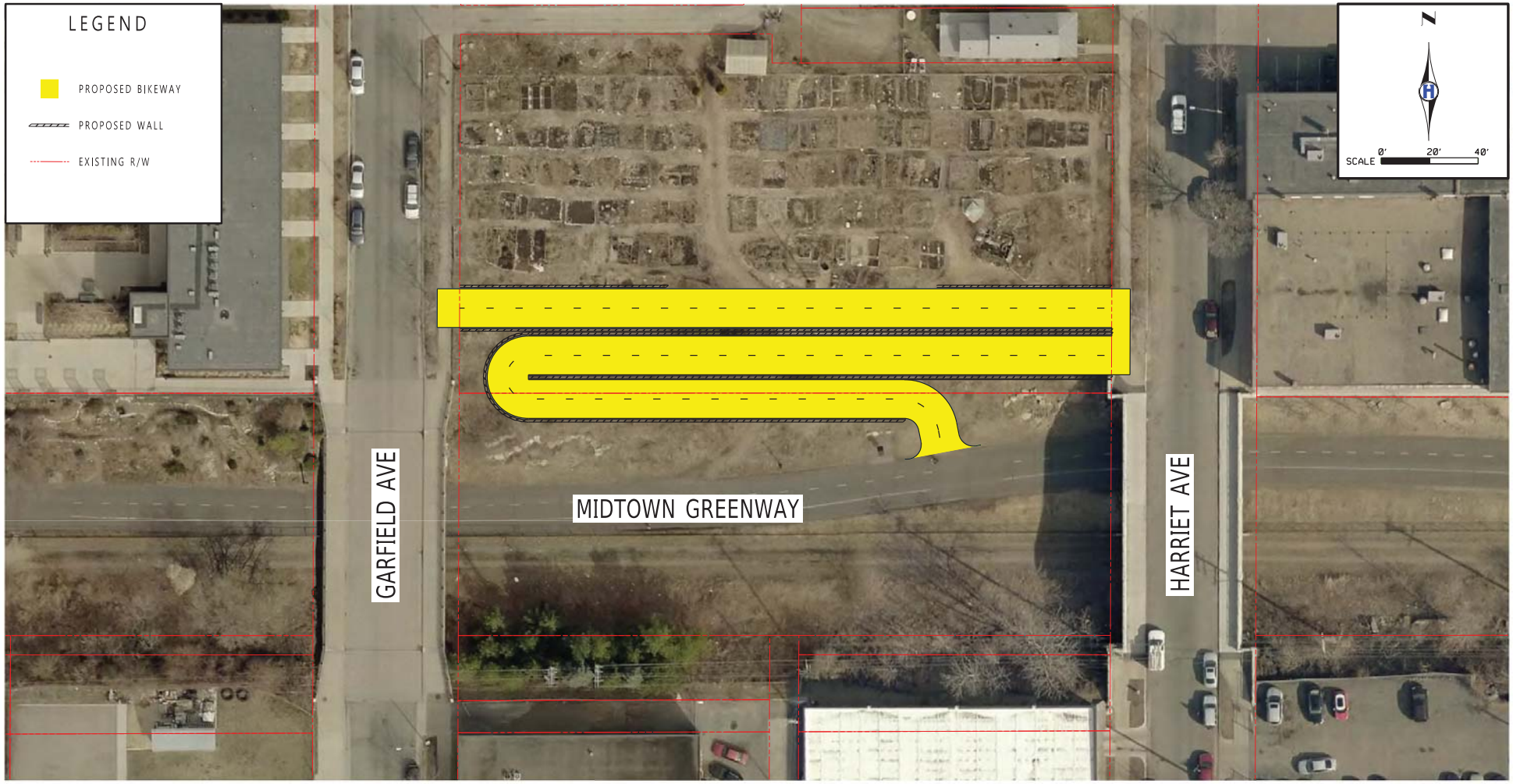
Hennepin County

Hennepin

Midtown Greenway Connection

Garfield Ave to Harriet Ave | Hennepin County Public Works

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: 6/28/2018 pw0220 \\tempo\proj\Planning\Design\Plan\Mid-plan.dgn