



Application

10352 - 2018 Safe Routes to School Infrastructure

10921 - Near North - Safe Routes to School

Regional Solicitation - Bicycle and Pedestrian Facilities

Status: Submitted

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Primary Contact

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

Organization Information

Name: MINNEAPOLIS,CITY OF

Jurisdictional Agency (if different):

Organization Type: City
Organization Website: <http://www.ci.minneapolis.mn.us/>
Address: DEPT OF PUBLIC WORKS
309 2ND AVE S #300

* MINNEAPOLIS Minnesota 55401
City State/Province Postal Code/Zip
County: Hennepin
Phone:* 612-673-3884
Ext.
Fax:
PeopleSoft Vendor Number 0000020971A2

Project Information

Project Name Near North SRTS Improvements
Primary County where the Project is Located Hennepin
Cities or Townships where the Project is Located: City of Minneapolis
Jurisdictional Agency (If Different than the Applicant):

The primary objective of the City of Minneapolis's Safe Routes to School program is to improve the multimodal safety and access for K-12 students and encourage active transportation. 16th Avenue North is a designated Walking Route for Youth and was selected as a Safe Routes to School focus area by the City through a data-driven process that focused on school demographics, potential users, and known pedestrian safety issues. This portion of 16th Avenue North is also identified in the Minneapolis Bicycle Master Plan as a future bicycle boulevard and has also been identified as a Pedestrian Crash Concentration Corridor in the Minneapolis Pedestrian Crash Study (2017). Overall, the Near North Safe Routes to School project supports the City's equitable prioritization of multimodal improvements (see the 20 Year Streets Funding Plan) and its commitment to Vision Zero to eliminate serious and fatal crashes within 10 years.

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

Upon completion, the proposed project will improve bicycle and pedestrian safety along 16th Avenue North for all users and abilities. The proposed Near North Safe Routes to School bicycle boulevard project will implement pedestrian and bicycle-related improvements along 16th Avenue North between Queen Avenue North and Aldrich Avenue North to establish a safe and comfortable connection to Franklin Middle School, North High School, other bikeway facilities, parks, and key destinations in the project area.

The project will improve the pedestrian and bicycle environment through a variety of traffic calming treatments such as curb extensions, medians, traffic circles, traffic diverters, ADA ramp upgrades, speed humps, bicycle boulevard signs or pavement markings. Intersection improvements will include ADA ramp upgrades and crossing treatments such

as curb extensions, medians, diverters, or traffic circles will be considered to improve multimodal safety and comfort.

Traffic calming measures in the form of curb extensions and speed bumps on 16th Avenue North will reinforce the bike boulevard by reducing vehicle speeds. Bicycle boulevard markings will provide drivers guidance to reduce their speeds and be attentive to bicycle and pedestrian traffic. Curb extensions and ADA ramp upgrades will be constructed at most intersections to reduce crossing distances, improve pedestrian and bicycle safety, and increase visibility of all users. By improving crossings, increasing the visibility of all users, and reducing vehicular travel speeds, the proposed bicycle boulevard will improve safety, comfort, and access to key destinations for all users.

(Limit 2,800 characters; approximately 400 words)

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

Near North Safe Routes to School improvements along 16th Avenue North

Project Length (Miles)

1.0

to the nearest one-tenth of a mile

Project Funding

Are you applying for competitive funds from another source(s) to implement this project?

No

If yes, please identify the source(s)

C

Federal Amount

\$1,000,000.00

Match Amount

\$250,000.00

Minimum of 20% of project total

Project Total

\$1,250,000.00

Match Percentage

20.0%

Minimum of 20%

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

Source of Match Funds

City of Minneapolis

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

Preferred Program Year

Select one: 2022

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

Additional Program Years:

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

Project Information

County, City, or Lead Agency City of Minneapolis

Zip Code where Majority of Work is Being Performed 55411

(Approximate) Begin Construction Date 04/01/2022

(Approximate) End Construction Date 11/30/2022

Name of Trail/Ped Facility: 16th Avenue North

(i.e., CEDAR LAKE TRAIL)

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

From: Queen Avenue North
(Intersection or Address)

To: Aldrich Avenue North
(Intersection or Address)

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

Or At:

Primary Types of Work Bicycle Boulevard, Traffic Calming Measures and Intersection Improvements

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.

Goal B: Safety and Security

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

Strategy B6: Regional transportation partners will use best practice to provide and improve facilities for safe walking and bicycling, since pedestrians and bicyclists are the most vulnerable users of the transportation system (page 2.7)

Goal C: Access to Destinations

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

o Objective: Improve multimodal travel options for people of all ages and abilities to connect to jobs and other opportunities, particularly for historically under-represented populations.

Strategy C1: Regional transportation partners will continue to work together to plan and implement transportation system that are multimodal and provide connections between modes. The Council will prioritize regional projects that are multimodal and cost-effective and encourage investments to include appropriate provisions for bicycle and pedestrian travel (page 2.8).

Strategy C2: Local units of government should provide a system of interconnected arterial roads, streets, bicycle facilities, and pedestrian facilities to meet local travel needs using Complete Street principles (page 2.8).

Goal E: Healthy Environment

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

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

Strategy E3: Regional transportation partners will plan and implement a transportation system that considers the needs of all potential users, including children, senior citizens, and persons with disabilities, and that promotes active lifestyles and cohesive communities. A special emphasis should be place on promoting the environment and health benefits of alternative to single-occupancy vehicle travel (page 2.12).

Goal F: Leveraging Transportation Investment to Guide Land Use ? The region leverages transportation investments to guide land use and development patterns that advance the regional vision of stewardship, prosperity, livability, equity, and sustainability.

o Objective: Encourage local land use design that integrates highways, streets, transit, walking, and bicycling.

Strategy F7: Local Governments should include bicycle and pedestrian elements in local comprehensive plans (page 2.16)

(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.

- Minneapolis Bicycle Master Plan 2011, pages 116, 160, 162 and 167

- Minneapolis Public Schools Safe Routes to School Strategic Action Plan 2017 (full document)

- Access Minneapolis Citywide Action Plan 2009, page 4

List the applicable documents and pages:

(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

11/01/2017

12/31/2018

Date process started

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.

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. Yes

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 Yes 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)	\$45,000.00
Removals (approx. 5% of total cost)	\$66,000.00
Roadway (grading, borrow, etc.)	\$0.00
Roadway (aggregates and paving)	\$30,000.00
Subgrade Correction (muck)	\$0.00
Storm Sewer	\$524,000.00
Ponds	\$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	\$77,000.00
Traffic Control	\$46,000.00
Striping	\$26,000.00
Signing	\$5,000.00
Lighting	\$8,000.00
Turf - Erosion & Landscaping	\$6,000.00
Bridge	\$0.00
Retaining Walls	\$0.00
Noise Wall (not calculated in cost effectiveness measure)	\$0.00
Traffic Signals	\$0.00
Wetland Mitigation	\$0.00
Other Natural and Cultural Resource Protection	\$0.00
RR Crossing	\$0.00
Roadway Contingencies	\$268,000.00
Other Roadway Elements	\$5,000.00
Totals	\$1,106,000.00

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	\$0.00
Sidewalk Construction	\$0.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$0.00
Pedestrian Curb Ramps (ADA)	\$144,000.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	\$0.00
Pedestrian-scale Lighting	\$0.00
Streetscaping	\$0.00
Wayfinding	\$0.00
Bicycle and Pedestrian Contingencies	\$0.00
Other Bicycle and Pedestrian Elements	\$0.00
Totals	\$144,000.00

Specific Transit and TDM Elements

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

Transit Operating Costs

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

Totals

Total Cost	\$0.00
Construction Cost Total	\$0.00
Transit Operating Cost Total	\$0.00

Measure A: Relationship Between Safe Routes to School Program Elements

Minneapolis Public Works, Health Department, and Minneapolis Public Schools (MPS) collaborated to develop the MPS SRTS Strategic Action Plan (June 2017) to establish a clearly identified work plan. The plan focuses on the five Es of SRTS, while Equity is woven in to ensure the plan is inclusive, celebrates diversity and allocates resources to overcome inequities.

Engineering: The Near North SRTS project supports the City's equitable prioritization of multimodal improvements and commitment to Vision Zero to eliminate serious and fatal crashes within 10 years. Minneapolis Public Works selected 16th Avenue North as a priority focus area through a data-driven process that focused on equity, school demographics, potential users, and safety. 16th Avenue North is identified in the Minneapolis Bicycle Master Plan as a future bicycle boulevard and has also been identified as a Pedestrian Crash Concentration Corridor in the Minneapolis Pedestrian Crash Study (2017).

Response:

Education: 16th Avenue North is identified in the City of Minneapolis Walking Routes for Youth Map. The Walking Routes for Youth Map was developed by the City and MPS to help students and families navigate their neighborhoods. Additionally, seeking funding volunteer and/or school staff stipends to manage SRTS initiatives at underserved schools is a key next step for MPS in the SRTS Strategic Action Plan.

Enforcement: The SRTS Strategic Action Plan identifies key next steps for MPS related to SRTS enforcement. These include for MPS to expand the school crossing guard program with paid adult crossing guards/traffic safety officers. Currently, Minneapolis police officers continue to enforce crosswalk laws and speeding around all schools.

Encouragement: As part of the SRTS Strategic Action Plan process, engagement results identified key opportunities to encourage students to bike and walk to school. Key next steps related to encouragement for MPS include developing a how-to guide for teachers to walk/bike to field trips. Currently, MPS staff work towards implementing encouragement activities such as bike clubs at school; hosting walking and biking field trips and helping students access well-maintained and appropriately sized bikes.

Evaluation: Minneapolis Public Works will collect user perceptions, speed, crash, bicycle/pedestrian counts data along 16th Avenue North before and after the project is installed to see how the project is meeting goals of improving safety and encouraging multimodal users. Additionally, the SRTS Strategic Action Plan identifies that MPS should develop an evaluation process to better understand the number of students biking and walking to school.

(Limit 2,800 characters; approximately 400 words)

Measure A: Student Population Biking or Taking Transit to School

Average Percent of Student Population	65.0%
Documentation Attachment	1531234534342_NorthHSTally.pdf

Please upload attachment in PDF form.

Measure B: Student Population Near the School

Student population within one mile of the school	188.0
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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): Yes

(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:

(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.

The City of Minneapolis actively engaged a full cross-section of the community during the development of the Minneapolis Bicycle Master Plan (2011). 16th Avenue North is identified in the plan as a future bicycle boulevard. The City's process included a public meeting and survey (2008); five additional public meetings (2010); Minneapolis Bicycle Advisory Committee review.

Response:

Minneapolis Public Works engaged with the community in spring 2018 to introduce the project concept and regional solicitation application to local Council Office and the both of the school's administration and staff. City of Minneapolis will continue to engage a full cross-section of the community and both schools throughout the design process. Project managers will strategically choose engagement methods that target local residents, families and youth, students, and school staff that use the corridor. Project managers will focus on strategies that meet these populations where they are instead of asking them to attend events at times and locations where they may not be comfortable or able to attend. Furthermore, the cities will seek input through established committees such as the Minneapolis Public Schools Safe Routes to School Work Group, Minneapolis Bicycle Advisory Committee, and Minneapolis Pedestrian Advisory Committee.

(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 proposed bike boulevard and SRTS improvements will provide safety, access and public health benefits to the City's low-income populations, people of color, children, people with disabilities, and the elderly. It also leverages the planned Queen Avenue North bicycle boulevard and City's SRTS funding that will be used as the local match.

Safety: The proposed bike boulevard provides a safer corridor for low-income populations, people of color and children by installing traffic calming measures to give preference to bicycles. This portion of 16th Avenue North is identified in the Minneapolis Bicycle Master Plan as a future bicycle boulevard and as a Pedestrian Crash Concentration Corridor in the Minneapolis Pedestrian Crash Study (2017). North High and Franklin Middle School have a majority non-white student population, with 98 percent of both North High and Franklin Middle School's student populations identifying as nonwhite . Both schools have most students who qualify as eligible for free or reduced lunch, with 81 percent of North High and 88 percent of Franklin Middle School students qualifying as eligible for free or reduced lunch. Additionally, both schools are located in areas of concentrated poverty. The Near North Safe Routes to School project supports the City's equitable prioritization of multimodal improvements (20 Year Streets Funding Plan) and its commitment to Vision Zero to eliminate serious and fatal crashes by 2027.

Access and Public Health: The Near North SRTS improvements are in an area of concentrated poverty with more than 50 percent or more of residents are people of color. In the 2010, Census block groups east of Penn Avenue, bordered by

Response:

Knox Avenue to the east show that 42 percent of households are zero car households. The three block groups east of Knox Avenue are between 19 percent - 28 percent zero car households. Access to a vehicle is limited, placing pressure on public transit and alternative modes of transportation. The implementation of a one-mile bicycle boulevard through North Minneapolis will help facilitate a regional connection for these alternative transportation modes, including public transit, walking, and biking. The bicycle boulevard will increase livability around the project area and improve access, pedestrian and bicycle safety, local and regional connectivity, transportation choices, and recreational opportunities for all populations living in proximity to the project. In addition, these SRTS enhancements will improve the health of the school-aged children by providing a more comfortable and safe route to and from school.

(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 proposed project will not create any permanent negative impacts. During construction, access to housing and community destinations will be maintained and construction activities will properly mitigate any associated noise, dust and traffic. In addition, sidewalk users will be directed towards alternate routes with easy to follow detour signing.

(Limit 2,800 characters; approximately 400 words)

Upload Map

1531234692920_Socio_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	1.0	1.0	100.0	100.0

Total Project Length

Total Project Length (as entered in the "Project Information" form) 0

Affordable Housing Scoring

Total Project Length (Miles) or Population 0

Total Housing Score 0

Affordable Housing Scoring

Measure A: Gaps, Barriers, and Continuity/Connections

The proposed Near North SRTS bicycle boulevard on 16th Avenue North will play a key role in North Minneapolis's low-stress bikeway network by providing a safe and comfortable connection to North High School and Franklin Middle School, key destinations, and other bikeway facilities in the area. The proposed project will connect to existing protected bikeways on two RBTN Tier 1 Alignments (Emerson and Fremont Avenues), two RBTN Tier 2 Alignments (Penn and Irving Avenues), a future bicycle boulevard on Queen Avenue, several nearby parks, and Metro Transit's C rapid bus transit line and planned D rapid bus transit line.

Response:

Currently, 16th Avenue North is characterized by wide roadway widths and long blocks with few crossings, which encourages motor vehicle speeding. A lack of multimodal enhancements at major and minor intersections create challenging pedestrian and bicycle crossings along the route. The project will improve the pedestrian and bicycle environment through a variety of traffic calming treatments such as curb extensions, medians, traffic circles, traffic diverters, ADA ramp upgrades, speed humps, bicycle boulevard signs and pavement markings.

Intersection improvements will include ADA ramp upgrades and crossing treatments such as curb extensions, medians, diverters, or traffic circles will be considered to improve multimodal safety and comfort. By shortening pedestrian and bicycle crossings distances at crossings, improving the visibility of all users, and reducing vehicle travel speeds, the proposed bicycle boulevard will improve and prioritize multimodal safety, comfort, and access to key destinations.

Upload Map

1531234923342_Project to RBTN Orientation.pdf

Please upload attachment in PDF form.

Measure B: Project and/or School Site Improvements

Response:

While 16th Avenue North is a relatively quiet residential street with less than 1,300 vehicles per day, existing speeds and reported crashes illustrate that the corridor is not accommodating to bicyclists and pedestrians. 16th Avenue North is identified as a Pedestrian Crash Concentration Corridor; in the 10 percent of Minneapolis streets accounting for 80 percent of reported pedestrian crashes. The City's Police Department crash data indicates 57 reported crashes along the project corridor from 2011-2015, including four pedestrian crashes and one bicycle crash. While only 30 percent of reported crashes (2011-2015) along the corridor resulted in an injury and four percent in a serious injury, 100 percent of pedestrian crashes resulted in an injury and 25 percent in a serious injury. Additionally, the one reported bicycle crash resulted in a serious injury. Moreover, the existing design of 16th Avenue North encourages vehicular speeding. A speed study (spring 2018) found that 85th percentile operating speeds along the corridor was 44 mph and 33 percent of observed vehicles traveled over the posted speed limit.

Given the recorded motor vehicular speeds, the likelihood of a pedestrian crash resulting in severe injury or fatality along 16th Avenue North is very high. Research shows that the average risk of severe injury for a pedestrian struck by a vehicle is 75 percent at 39 mph and 90 percent at 46 mph. The average risk of death for a pedestrian reaches 25 percent at 32 mph, 50 percent at 42 mph, and 75 percent at 50 mph ("Impact Speed and a Pedestrians Risk of Severe Injury or Death" AAA Foundation for Traffic Safety).

According to FHWA's CMF Clearinghouse, the installation of a bicycle boulevard has resulted in 63 percent reduction in all vehicle/bicycle crashes. In addition, a study conducted to determine the quantifiable collision reduction benefits of traffic

calming found that when several traffic calming treatments were employed as part of a single plan, an average 65 percent reduction in collisions ("Safety Benefits of Traffic Calming" Transportation Research Record).

This proposed project aligns with the City's commitment to eliminate fatalities and serious injuries (Vision Zero) and its Complete Streets Policy by creating a safe and comfortable environment that prioritizes pedestrians and bicyclists. Installation of a bicycle boulevard and traffic calming improvements will reduce the crash potential and provide a safer corridor environment.

(Limit 2,800 characters; approximately 400 words)

Measure A: Public Engagement Process

Minneapolis Public Works engaged with the community in spring 2018 to introduce the project concept and regional solicitation application to local Council Office and the both school's administration and staff. City staff will continue to engage a full cross-section of the community and both schools throughout the design process. Project managers will strategically choose engagement methods that target residents, families, students, and school staff that use the corridor. Project managers will focus on strategies that meet these populations where they are instead of asking them to attend events at times and locations where they may not be comfortable or able to attend. The City will seek additional input through established work groups and committees such as the Minneapolis Public Schools Safe Routes to School Work Group, Minneapolis Bicycle Advisory Committee, and Minneapolis Pedestrian Advisory Committee.

Response

Public Works staff collaborated with Minneapolis Public Schools leadership and the principals at both schools to introduce the project concept and the Regional Solicitation application requirements, including the travel tallies and parent surveys. Both school principals were not confident that parent surveys would be returned among middle school and high school aged students. It was also decided that the questions on the parent surveys were more geared towards elementary aged students and parents of young children, rather than middle or high school aged students.

Additionally, both schools made attempts with school staff to complete the SRTS travel tallies in the spring of 2018. Public Works staff made several attempts to encourage school staff to complete the travel tallies. However, due to the unique demands experienced by teachers at both schools and the other school priorities, the number of travel tallies

returned was low. It is important to note that although the completed travel tallies indicate that 65 percent of the student population currently bikes, walks, or takes public transit to school, this percentage is higher when considering school data. 88 percent of Franklin Middle School students and 90 percent of North High School students take the City bus to school. As the nearest City bus stop is a few blocks away from each of the schools, these students must walk part for part of their trips to/from school.

(Limit 2,800 characters; approximately 400 words)

Survey Attachment

1531505110578_MPS_Letter of Support.pdf

Please upload attachment in PDF form.

Transit Projects Not Requiring Construction

If the applicant is completing a transit application that is operations only, check the box and do not complete the remainder of the form. These projects will receive full points for the Risk Assessment.

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

Check Here if Your Transit Project Does Not Require Construction

Measure A: Risk Assessment - Construction Projects

1)Layout (30 Percent of Points)

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

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

100%

Attach Layout

1531504600109_Near North SRTS_Concept_v2.pdf

Please upload attachment in PDF form.

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

50%

Attach Layout

Please upload attachment in PDF form.

Layout has not been started

0%

Anticipated date or date of completion

2)Review of Section 106 Historic Resources (20 Percent of Points)

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

100%

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

100%

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

80%

Historic/archeological property impacted; determination of adverse effect anticipated

40%

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

0%

Project is located on an identified historic bridge

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

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

100%

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

50%

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

25%

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

0%

Anticipated date or date of acquisition

4)Railroad Involvement (20 Percent of Points)

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

100%

Signature Page

Please upload attachment in PDF form.

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

50%

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

0%

Anticipated date or date of executed Agreement

Measure A: Cost Effectiveness

Total Project Cost (entered in Project Cost Form):	\$1,250,000.00
Enter Amount of the Noise Walls:	\$0.00
Total Project Cost subtract the amount of the noise walls:	\$1,250,000.00
Points Awarded in Previous Criteria	
Cost Effectiveness	\$0.00

Other Attachments

File Name	Description	File Size
16th Ave N SRTS Regional Solicitation Photos.pdf	Before Photos	1.7 MB
MPLS_LetterSupport_Formatted.pdf	City of Minneapolis Letter of Support	547 KB
MPS_Letter of Support.pdf	Letter of Support from Minneapolis Public Schools	481 KB
Near North SRTS_Concept_v2.pdf	Concept Map	1.8 MB
Project_OnePager.pdf	Project One Page Summary	395 KB

Safe Routes to School Students Arrival and Departure Tally Sheet

+ CAPITAL LETTERS ONLY – BLUE OR BLACK INK ONLY +

School Name: **NORTH HIGH SCHOOL** Teacher's First Name: **JENNIFER** Teacher's Last Name: **MIDTLING**

Grade: (PK,K,1,2,3...) **09** Monday's Date (Week count was conducted) **05 21 2018** Number of Students Enrolled in Class: **12**

0 2 M M D D Y Y Y Y 1 5

- Please conduct these counts on two of the following three days Tuesday, Wednesday, or Thursday. (Three days would provide better data if counted)
- Please do not conduct these counts on Mondays or Fridays.
- Before asking your students to raise their hands, please read through all possible answer choices so they will know their choices. Each student may only answer once.
- Ask your students as a group the question "How did you arrive at school today?"
- Then, reread each answer choice and record the number of students that raised their hands for each. Place just one character or number in each box.
- Follow the same procedure for the question "How do you plan to leave for home after school?"
- You can conduct the counts once per day but during the count please ask students both the school arrival and departure questions.
- Please conduct this count regardless of weather conditions (i.e., ask these questions on rainy days, too).

Step 1. Fill in the weather conditions and number of students in each class

Step 2. AM – "How did you arrive at school today?" Record the number of hands for each answer. PM – "How do you plan to leave for home after school?" Record the number of hands for each answer.

Key	Weather	Student Tally	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
	S= sunny R= rainy O=overcast SN=snow	Number in class when count made	-	-	-	Only with Children from your family	Riding with children from other families	City bus, subway, etc.	Skate-board, scooter, etc.
Sample AM	S N	2 0	2	3	8	3		3	1
Sample PM	R	1 9	3	3	8	1	2	2	
Tues. AM	S	0 5	4			1			
Tues. PM	S	0 5	4					1	
Wed. AM	S	0 8	6			1		1	
Wed. PM	O	0 8	6			1		1	
Thurs. AM									
Thurs. PM									

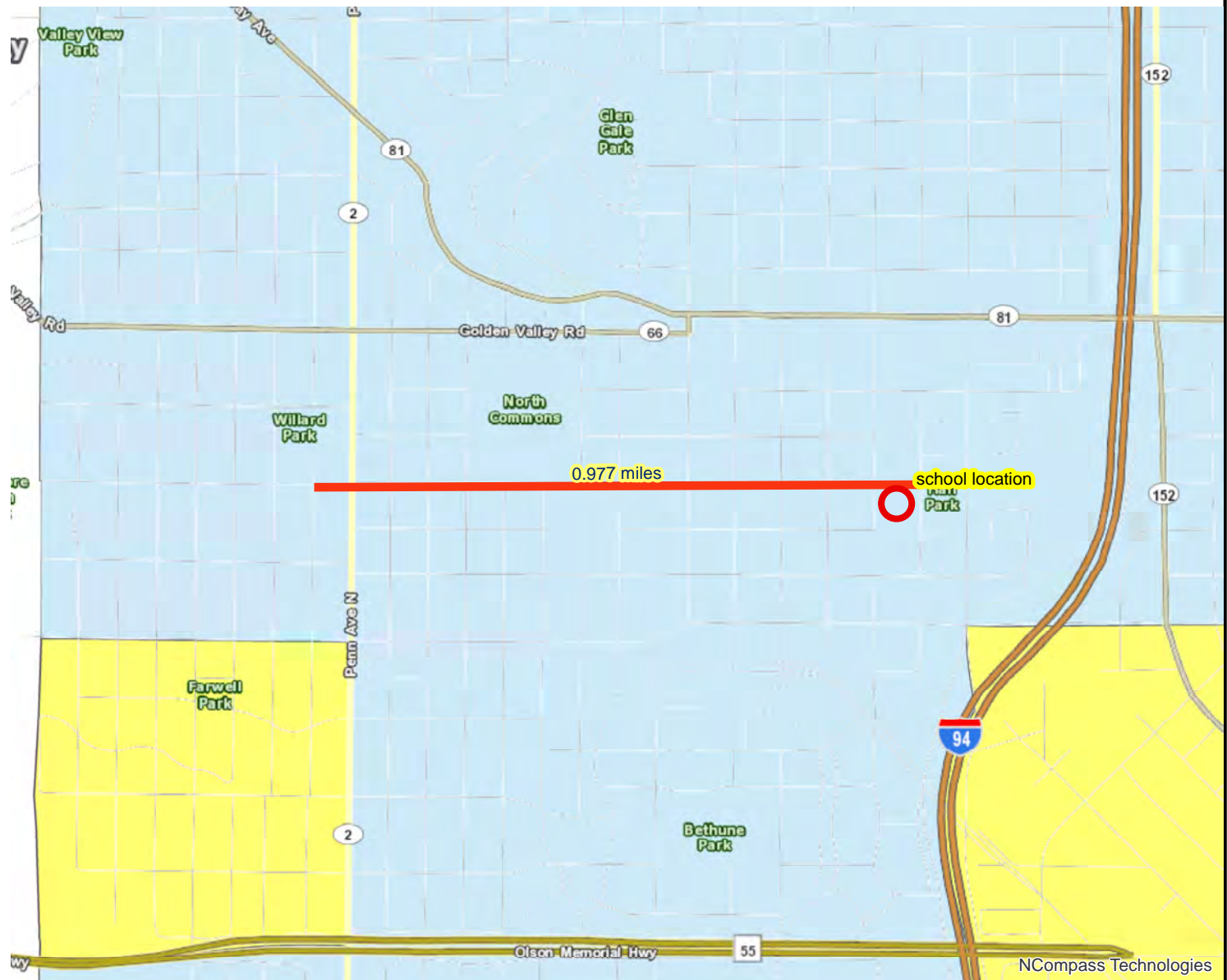
Please list any disruptions to these counts or any unusual travel conditions to/from the school on the days of the tally.

+ +

Socio-Economic Conditions

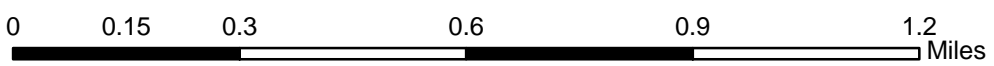
Results

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



- Project Points
- Project
- Area of Concentrated Poverty > 50% residents of color

- Area of Concentrated Poverty
- Above reg'l avg conc of race/poverty



Created: 7/4/2018
LandscapeRSA2

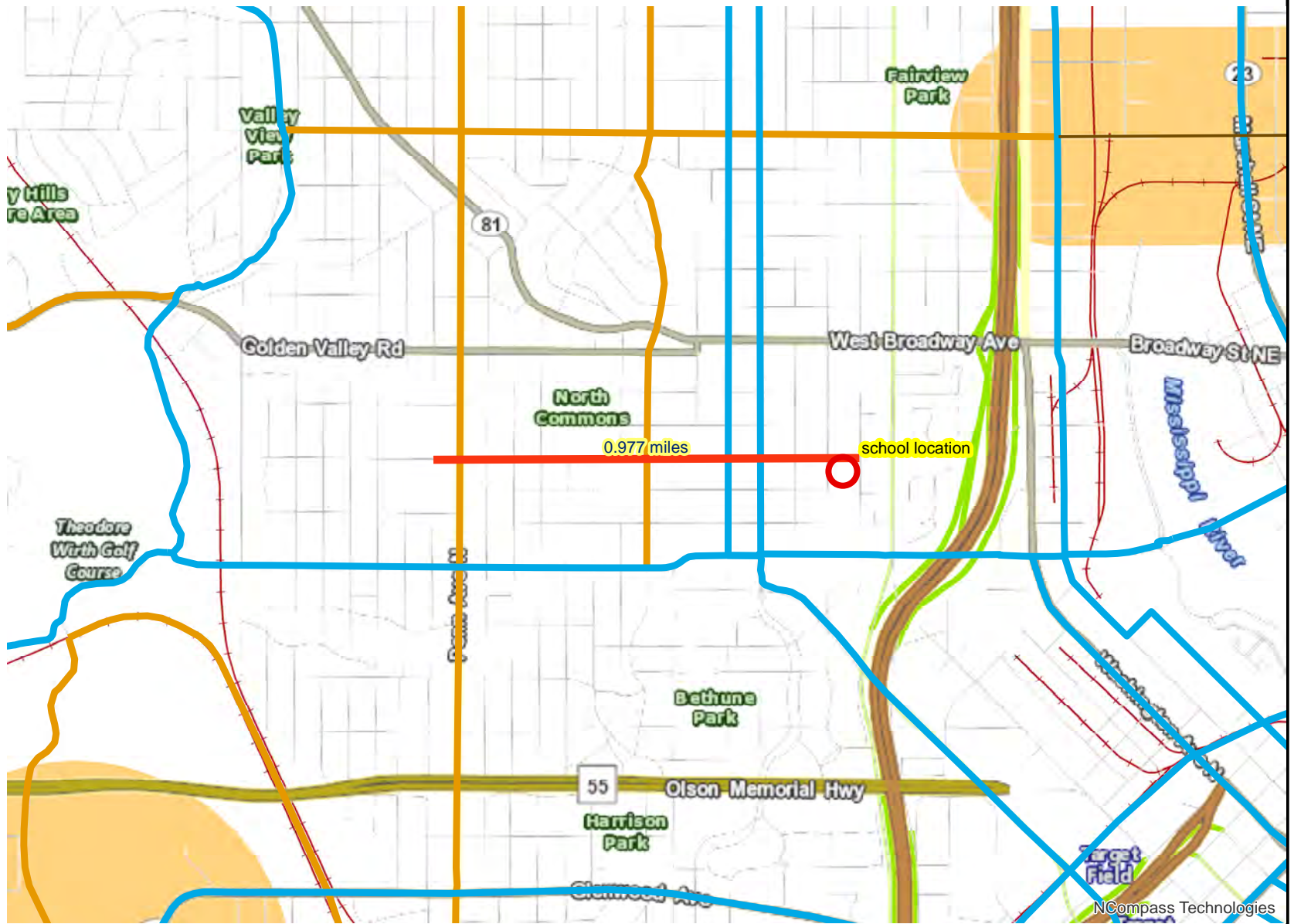


For complete disclaimer of accuracy, please visit
<http://giswebsite.metc.state.mn.us/gissitenew/notice.aspx>

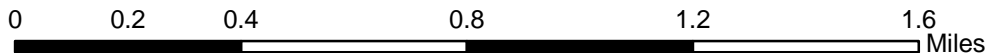


Project to RBTN Orientation

Safe Routes to Schools Project: Near North SRTS Improvements | Map ID: 1530746765262



- Project Points
- Project
- RBTN Tier 1 Alignment
- RBTN Tier 2 Alignment
- RBTN Corridor Centerlines
- RBTN Tier 1
- RBTN Tier 2
- Principal Arterials
- Minor Arterials
- +— Railroads



Created: 7/4/2018
LandscapeRSA6



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



NCompass Technologies



MINNEAPOLIS
PUBLIC SCHOOLS

Urban Education. Global Citizens.

1250 West Broadway Avenue
Minneapolis, Minnesota 55411-2533
Phone: 612.668.0314

Karen DeVet
Chief Operations Officer

July 12, 2018

Elaine Koutsoukos, TAB Coordinator
Metropolitan Council
390 North Robert Street
St. Paul, MN 55101

Dear Ms. Koutsoukos:

Please accept this letter as an indication of support from Minneapolis Public Schools for the City of Minneapolis Department of Public Works application for the 2019 Regional Solicitation for Transportation Funding in the Safe Routes to School category. Pedestrian and bicycle enhancements along 16th Avenue North will make it more safe, fun and convenient for our students to walk and bike to school. This would result in more walkers and bikers on the streets and will help create a safer, more vibrant, and connected community.

Minneapolis Public Works and Minneapolis Public Schools are uniquely poised to address the barriers to safe walking and biking in the community. The proposed Near North SRTS bicycle boulevard aligns with the actions and priorities set in the Minneapolis Public Schools Safe Routes to School Strategic Action Plan, which Minneapolis Public Schools developed in collaboration with the City in 2017. In 2017, Minneapolis Public Works worked with Minneapolis Public Schools to establish a Safe Routes to School project selection process that prioritizes racial/economic equity and pedestrian crashes to identify priority schools for infrastructure projects. Due to known pedestrian safety issues along 16th Avenue North and school demographics, North High School and Franklin Middle School ranked very highly as a Safe Routes to School focus area. The proposed bicycle boulevard on 16th Avenue North will enhance multimodal safety, comfort, and improve access to key destinations for North High School and Franklin Middle Schools students, as well as Northside residents.

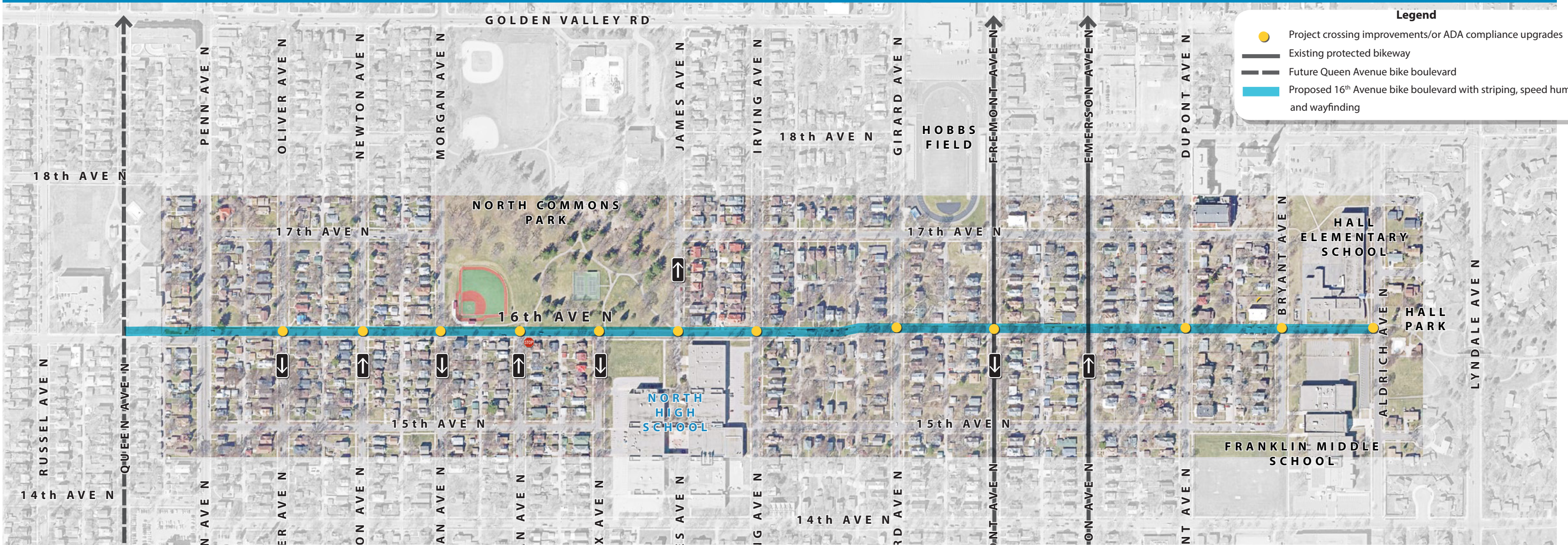
For these reasons, we fully support the City's Near North SRTS Regional Solicitation application. We look forward to continuing to collaborate with the City in implementing the Near North SRTS project.

Sincerely,

Chief Karen DeVet
COO

Near North Safe Routes to School

16th Avenue North Bicycle Boulevard



Tool Box of Potential Treatments

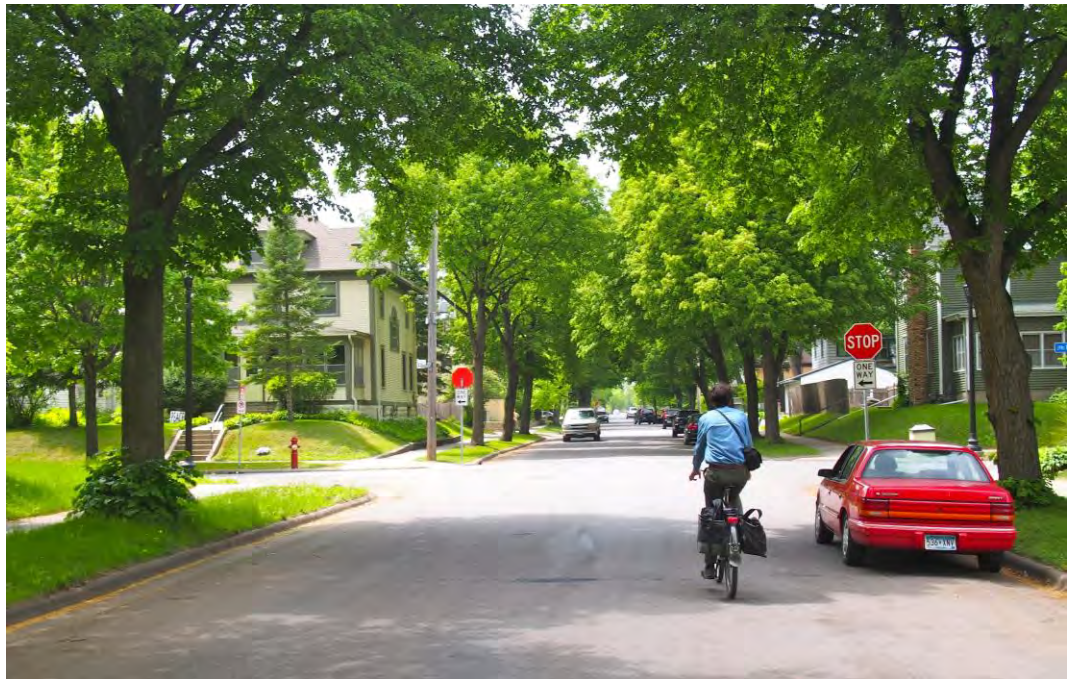
					
Bike boulevard striping	Bike boulevard signage	ADA upgrades	Traffic circles	Curb extensions	Pedestrian median islands

Near North SRTS Project

Eye level photos of the area











North Commons Park











Public Works
350 S. Fifth St. - Room 203
Minneapolis, MN 55415
TEL 612.673.2352
www.minneapolismn.gov

July 5, 2018

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

RE: 2018 Regional Solicitation Applications

Dear Ms. Koutsoukos,

The City of Minneapolis Department of Public Works is submitting a series of applications for the 2018 Regional Solicitation for Federal Transportation Funds. The applications and the required matching funds have been authorized by the Minneapolis City Council as described in the Official Proceedings of the Council meeting on June 15, 2018.

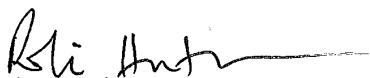
The City is submitting applications for seven projects, as listed in the table below, and commits to operate and maintain these facilities through their design life.

Project Name	Regional Solicitation Category
Hennepin Avenue S - Douglas Avenue to Lake Street	Roadway Reconstruction/ Modernization
37th Avenue NE - Central Avenue to Stinson Boulevard	Roadway Reconstruction/ Modernization
Nicollet Avenue Bridge over Minnehaha Creek	Bridge Rehabilitation/ Replacement
Intelligent Transportation System Upgrades and Enhancements	Traffic Management Technologies
36th Street West Bicycle and Pedestrian Enhancements	Bicycle and Pedestrian Facilities
Lyndale Avenue N Pedestrian Safety Improvements	Pedestrian Facilities
Near North - Safe Routes to School	Safe Routes to School

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

Thank you for the opportunity to submit these applications.

Sincerely,


Robin Hutcheson
Director of Public Works



Council Action No. 2018A-0448

City of Minneapolis

File No. 2018-00649

Committee: TPW, WM

Public Hearing: None

Passage: Jun 15, 2018

Publication: JUN 23 2018

RECORD OF COUNCIL VOTE				
COUNCIL MEMBER	AYE	NAY	ABSTAIN	ABSENT
Bender	✖			
Jenkins	✖			
Johnson	✖			
Gordon	✖			
Reich	✖			
Fletcher	✖			
Cunningham	✖			
Ellison	✖			
Warsame				✖
Goodman	✖			
Cano	✖			
Schroeder	✖			
Palmisano	✖			

MAYOR ACTION

APPROVED

VETOED

MAYOR

JUN 19 2018

DATE

Certified an official action of the City Council

ATTEST:

CITY CLERK

Presented to Mayor: JUN 15 2018

Received from Mayor: JUN 20 2018

The Minneapolis City Council hereby:

1. Authorizes the submittal of a series of applications for federal transportation funds through the 2018 Metropolitan Council's Regional Solicitation Program, as further set forth in Legislative File No. 2018-00649.
2. Authorizes the commitment of local funds to provide the required local match for the federal funding.

Grant applications through the 2018 Metropolitan Council Regional Solicitation Program for federal transportation funds (RCA-2018-00568)

ORIGINATING DEPARTMENT

Public Works Department

To Committee(s)

#	Committee Name	Meeting Date
1	Transportation & Public Works Committee	Jun 5, 2018
2	Ways & Means Committee	Jun 12, 2018

LEAD STAFF: Liz Heyman, Transportation Planner,
Transportation Planning and Programming
Division

PRESENTED BY: Liz Heyman, Transportation Planner,
Transportation Planning and Programming
Division

Action Item(s)

#	File Type	Subcategory	Item Description
1	Action	Grant	Authorizing the submittal of a series of applications for federal transportation funds through the 2018 Metropolitan Council's Regional Solicitation Program.
2	Action	Grant	Authorizing the commitment of local funds to provide the required local match for the federal funding.

Previous Actions

None

Ward / Neighborhood / Address

#	Ward	Neighborhood	Address
1.	All Wards		

Background Analysis

The City will prepare a series of applications for the 2018 Regional Solicitation for Federal Transportation Funds in response to the current Metropolitan Council solicitation. This request includes a summary of the eligible project areas, a brief description of city projects, estimated costs, and the requested amounts. Each project requires a minimum local match for construction in addition to the costs for design, engineering, administration and any additional construction costs to fully fund the project. These applications will maximize the use of federal funding. The funding to be awarded is for projects to be constructed in 2022 and 2023.

Over the course of several months, Public Works identifies projects that meet the eligibility requirements for federal funding and closely evaluates which applications are submitted in a manner that is consistent with the equity-based approach used to select and prioritize as a part of the Capital Improvement Program (CIP). Additional consideration is given to identify which projects align with the criteria upon which the applications are scored, such as: role in the regional transportation system and economy, equity, affordable housing, asset condition, safety, connectivity, cost-benefit, operational benefits, number of users, multimodal elements, etc. Public Works also takes into account project readiness, cost, deliverability, and alignment with adopted plans, policies and initiatives (e.g., *Access Minneapolis, 20 Year Street Funding Plan*, Complete Streets Policy, Vision Zero, etc.).

The 2018 Regional Solicitation for federal transportation funding is part of Metropolitan Council's federally-required continuing, comprehensive, and cooperative transportation planning process for the Twin Cities Metropolitan Area. The funding program and related rules and requirements are established by the U.S. Department of Transportation (USDOT) and administered locally through collaboration with the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), and the Minnesota Department of Transportation (MnDOT).

Applications are grouped into three primary modal evaluation categories; each category includes several sub-categories as detailed below.

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

The City is recommending the submittal of up to seven applications, which are summarized below:

Project Name	Category	Requested Federal Amount	Minimum Local Match Required
Hennepin Avenue S - Douglas Avenue to Lake Street	Roadway Reconstruction/Modernization	\$7,000,000	\$1,750,000
37th Avenue NE - Central Avenue to Stinson Boulevard	Roadway Reconstruction/Modernization	\$7,000,000	\$1,750,000*
Nicollet Avenue Bridge over Minnehaha Creek	Bridge Rehabilitation/ Replacement	\$7,000,000	\$1,750,000
Intelligent Transportation System Upgrades and Enhancements	Traffic Management Technologies	\$3,000,000	\$750,000
36th Street West Bicycle and Pedestrian Enhancements	Bicycle and Pedestrian Facilities	\$2,000,000	\$500,000
Lyndale Avenue N Pedestrian Safety Improvements	Pedestrian Facilities	\$1,000,000	\$250,000
Near North - Safe Routes to School	Safe Routes to School	\$1,000,000	\$250,000
Totals		\$27,000,000	\$6,750,000

* Local expenditures on this project will be shared between Minneapolis and Columbia Heights, as the two cities share the right-of-way along this section of 37th Avenue NE.

Details of the proposed applications are described below.

Hennepin Avenue S – Douglas Avenue to W Lake Street

The proposed project is a complete reconstruction of Hennepin Avenue South from Douglas Avenue to West Lake Street, a distance of approximately 1.3 miles. Hennepin Avenue has been identified as a future reconstruction candidate, driven primarily by pavement condition, multimodal connections, number of daily users, as well as an opportunity to better plan for Metro Transit's future E-Line Rapid Bus service. Hennepin Avenue serves an estimated 3,400 people walking, 280 people biking, 6,600 transit users, 400 buses, and 31,500 people driving per day. This segment is programmed in the City's Capital Improvement Program (CIP) for reconstruction in 2023. Hennepin Avenue South is identified as a Pedestrian Crash Concentration Corridor and High Injury Network in the *Minneapolis Pedestrian Crash Study* (2017). The prioritization of this project supports the City's commitment to Vision Zero to eliminate serious and fatal crashes within 10 years. The proposed project will reconstruct the pavement surface, curb and gutter, signage, storm drains,

driveway approaches, traffic signals, striping, lighting, street trees, sidewalks, ADA ramps, and implement shelters/platforms for the future Metro Transit E-Line. This is the last remaining segment of Hennepin Avenue under the City's jurisdiction to be reconstructed between 36th Street West and Washington Avenue South.

Program Category: Roadway Reconstruction/Modernization

37th Avenue NE – Central Avenue to Stinson Boulevard

The proposed project is a complete reconstruction of 37th Avenue NE from Central Avenue to Stinson Avenue, a distance of approximately 1 mile. This section of 37th Avenue NE is along the border between Minneapolis and Columbia Heights and is programmed in the City's Capital Improvement Program (CIP) for reconstruction in 2023. The application and proposed project will be done in collaboration with the City of Columbia Heights. The proposed project will reconstruct the pavement surface, curb and gutter, traffic signals, lighting, ADA ramps, some sidewalks, as well as construction of a bicycle facility.

Program Category: Roadway Reconstruction/Modernization

Nicollet Avenue Bridge over Minnehaha Creek

This project proposes the major repair and renovation of the Nicollet Avenue Bridge over Minnehaha Parkway and Minnehaha Creek and is programmed in the City's Capital Improvement Program (CIP) for reconstruction in 2022. The existing bridge is a 16-span open-spandrel concrete arch bridge, 818 feet long and 63 feet wide. The original bridge was built in 1923 and renovated in 1974. Numerous bridge components are significantly deteriorated, in poor condition and should be repaired or replaced in order to extend the useful life of the structure.

Program Category: Bridge Rehabilitation/Replacement

Intelligent Transportation System Upgrades & Enhancements

The purpose of the project is to upgrade the City's traffic management systems. Key features of the project include installing fiber optic cable to create a higher bandwidth and more reliable traffic communication network, deploying additional CCTV cameras, upgrading detection systems, and installing infrastructure for advancements in connected vehicle V2I technology in locations throughout the City. The City is collaborating with Hennepin County on the project.

Program Category: Traffic Management Technologies

36th Street W Bicycle and Pedestrian Enhancements

The proposed project involves ADA upgrades, sidewalk gap infill, transit accommodations, and construction of a protected bikeway to replace the interim bollard protected pedestrian and bicycle path between Richfield Road and Dupont Avenue S.

Program Category: Bicycle and Pedestrian Facilities

Lyndale Ave N Pedestrian Safety Improvements

The proposed project would include the implementation of pedestrian-related safety improvements at select intersection along Lyndale Avenue North between 18th Avenue North and 40th Avenue North. Lyndale Avenue North has been identified as part of the Pedestrian Crash Concentration Corridor and High Injury Network in the *Minneapolis Pedestrian Crash Study* (2017). The prioritization of this project supports the City's commitment to Vision Zero to eliminate serious and fatal crashes within 10 years. Intersection improvements may include signal upgrades, ADA-compliant curb ramps, bump outs, medians, signage, traffic control devices, and pavement markings at select locations.

Program Category: Pedestrian Facilities

Near North - Safe Routes to School

The proposed project would include pedestrian and bicycle-related improvements along 16th Avenue North between Penn Avenue North and Aldrich Avenue North, which connects North High School and Franklin Middle School. This portion of 16th Avenue North is identified in the Minneapolis Bicycle Master Plan as a future bicycle boulevard and has also been identified as a Pedestrian Crash Concentration Corridor in the *Minneapolis Pedestrian Crash Study* (2017). The prioritization of this project supports the City's commitment to Vision Zero to eliminate serious and fatal crashes within 10 years. Bicycle and pedestrian improvements may include ADA-compliant curb ramps, traffic circles, speed bumps, speed tables, bump outs, medians, signage, traffic control devices, and pavement markings at select locations.

Program Category: Safe Routes to School

The proposed projects were presented to the Pedestrian Advisory Committee on May 2nd, 2018, and to the Bicycle Advisory Committee on May 23rd, 2018.

FISCAL IMPACT STATEMENT

- No fiscal impact anticipated

Attachments

Regional Solicitation Map



MINNEAPOLIS
PUBLIC SCHOOLS

Urban Education. Global Citizens.

1250 West Broadway Avenue
Minneapolis, Minnesota 55411-2533
Phone: 612.668.0314

Karen DeVet
Chief Operations Officer

July 12, 2018

Elaine Koutsoukos, TAB Coordinator
Metropolitan Council
390 North Robert Street
St. Paul, MN 55101

Dear Ms. Koutsoukos:

Please accept this letter as an indication of support from Minneapolis Public Schools for the City of Minneapolis Department of Public Works application for the 2019 Regional Solicitation for Transportation Funding in the Safe Routes to School category. Pedestrian and bicycle enhancements along 16th Avenue North will make it more safe, fun and convenient for our students to walk and bike to school. This would result in more walkers and bikers on the streets and will help create a safer, more vibrant, and connected community.

Minneapolis Public Works and Minneapolis Public Schools are uniquely poised to address the barriers to safe walking and biking in the community. The proposed Near North SRTS bicycle boulevard aligns with the actions and priorities set in the Minneapolis Public Schools Safe Routes to School Strategic Action Plan, which Minneapolis Public Schools developed in collaboration with the City in 2017. In 2017, Minneapolis Public Works worked with Minneapolis Public Schools to establish a Safe Routes to School project selection process that prioritizes racial/economic equity and pedestrian crashes to identify priority schools for infrastructure projects. Due to known pedestrian safety issues along 16th Avenue North and school demographics, North High School and Franklin Middle School ranked very highly as a Safe Routes to School focus area. The proposed bicycle boulevard on 16th Avenue North will enhance multimodal safety, comfort, and improve access to key destinations for North High School and Franklin Middle Schools students, as well as Northside residents.

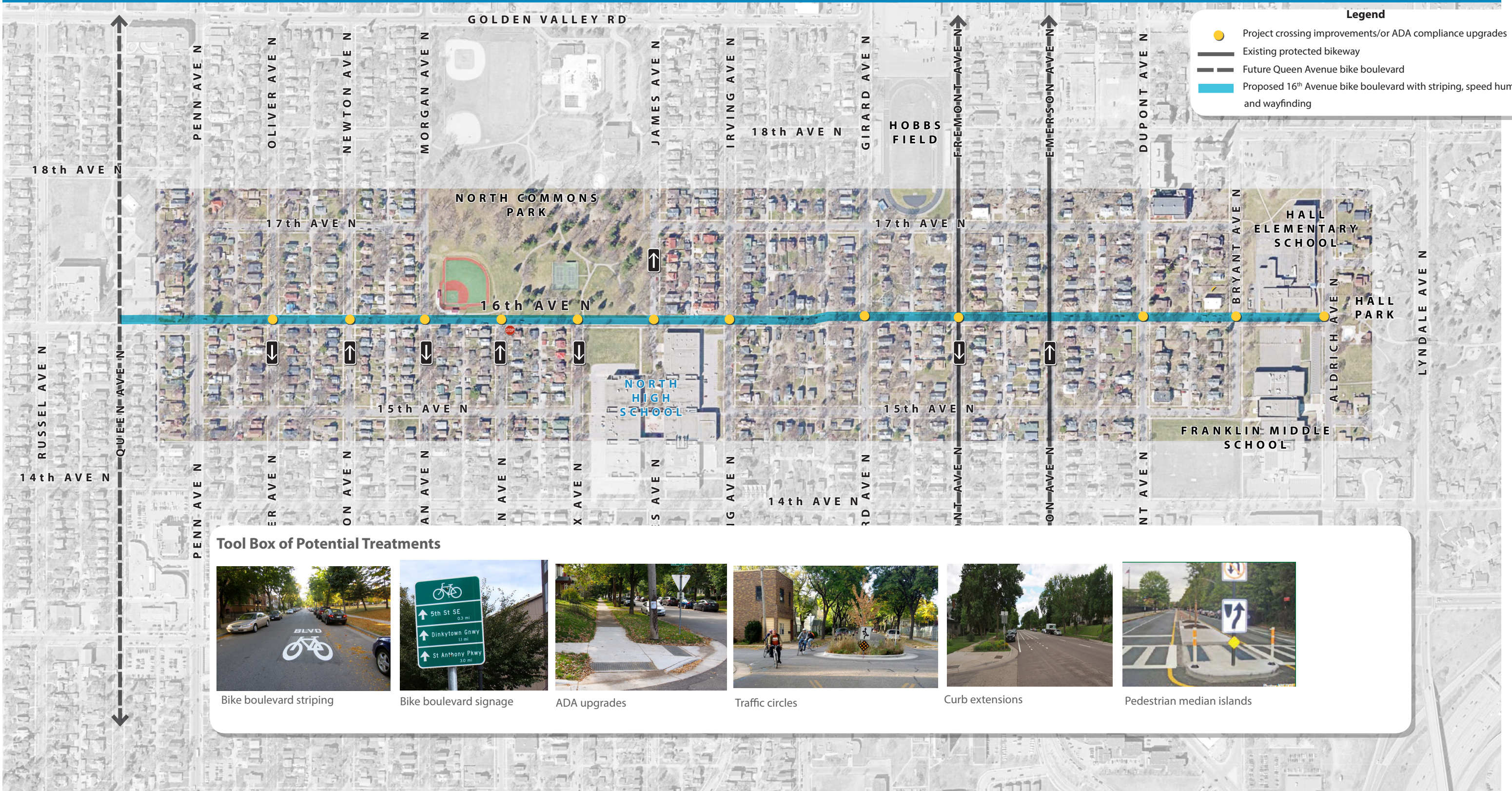
For these reasons, we fully support the City's Near North SRTS Regional Solicitation application. We look forward to continuing to collaborate with the City in implementing the Near North SRTS project.

Sincerely,

Chief Karen DeVet
COO

Near North Safe Routes to School

16th Avenue North Bicycle Boulevard



Legend

- Project crossing improvements/or ADA compliance upgrades
- ▬ Existing protected bikeway
- ▬ Future Queen Avenue bike boulevard
- ▬ Proposed 16th Avenue bike boulevard with striping, speed humps, and wayfinding

Tool Box of Potential Treatments



Bike boulevard striping



Bike boulevard signage



ADA upgrades



Traffic circles



Curb extensions



Pedestrian median islands

Near North SRTS Improvements

16th Avenue North Bicycle Boulevard

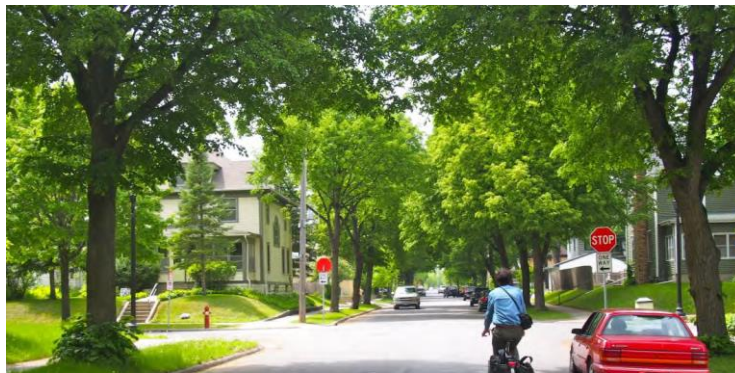
Project Name – Near North Safe Routes to School (SRTS) Improvements

Applicant – City of Minneapolis

Project Location – 16th Avenue North between Queen Avenue North and Aldrich Avenue North in the City of Minneapolis, Hennepin County

Requested Federal Dollars - \$1,000,000

Total Project Cost – \$1,250,000



Project Description – The proposed project will improve bicycle and pedestrian safety along 16th Avenue North for all user and abilities and encourage students to use active forms of transportation. The proposed Near North Safe Routes to School bicycle boulevard project will implement pedestrian and bicycle-related improvements along 16th Avenue North between Queen Avenue North and Aldrich Avenue North to establish a safe and comfortable connection to Franklin Middle School, North High School, other bikeway facilities, parks, and other key destinations in the project area.

Project Benefits – The project will improve access to key destinations for North High School and Franklin Middle School students, as well as Northside residents. The project will improve the pedestrian and bicycle environment through traffic calming treatments such as curb extensions, ADA ramp upgrades, speed humps, bicycle boulevard signs and pavement markings, speed tables, traffic diverters, or upgrades to traffic signals. At major and minor crossings, the proposed project will include treatments to improve pedestrian and bicycle crossing visibility, safety, and comfort. By improving multimodal crossings, increasing the visibility of all users, and reducing vehicle travel speeds, the proposed bicycle boulevard will improve multimodal safety, comfort, and access to key destinations for all users.

Traffic calming measures in the form of curb extensions and speed bumps will reinforce the bike boulevard by reducing vehicle speeds. Bicycle boulevard markings will provide driver guidance to reduce their speeds and be attentive to bicycle and pedestrian traffic. Intersection treatments will include ADA ramp upgrades and crossing treatments such as curb extensions, medians, diverters, or traffic circles will be considered to improve multimodal safety and comfort.

