



Application

10357 - 2018 Travel Demand Management (TDM)

11048 - Commuter & community bicycle access

Regional Solicitation - Transit and TDM Projects

Status: Submitted
Submitted Date: 07/13/2018 2:45 PM

Primary Contact

Name:* Mr. Ethan Solomon Fawley
Salutation First Name Middle Name Last Name

Title: Executive Director

Department:

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Address: 1428 Washington Avenue S #204

***** Minneapolis Minnesota 55454
City State/Province Postal Code/Zip

Phone:* 612-964-8902
Phone Ext.

Fax:

What Grant Programs are you most interested in? Regional Solicitation - Transit and TDM Projects

Organization Information

Name: Minneapolis Bicycle Coalition

Jurisdictional Agency (if different):

Organization Type: In-State not for profit

Organization Website:

Address: 1428 Washington Avenue South
Suite 204

***** **City:** Minneapolis **State/Province:** Minnesota **Postal Code/Zip:** 55454

County: Hennepin

Phone:* 612-568-6227 **Ext.**

Fax:

PeopleSoft Vendor Number

Project Information

Project Name Commuter & community bicycle access

Primary County where the Project is Located Hennepin

Cities or Townships where the Project is Located: Minneapolis

Jurisdictional Agency (If Different than the Applicant):

The commuter & community bicycle access project will reduce driving and grow biking and walking in Minneapolis through three connected components.

1) We will work with employers to encourage workplace incentives and other policies to encourage biking and walking to work, such as providing a daily cash incentive to walk or bike to work, discounts on health insurance premiums, or free Nice Ride memberships. For companies that adjust policies, we will offer commuter bicycle commuting support such as trainings and targeted promotions. We will work with Move Minneapolis to maximize the impact of this work.

2) We will coordinate an access program connected with Nice Ride Minnesota to promote usage in traditionally underserved communities. This is especially important opportunity with the expansion to dockless bike share and we would focus extra attention on serving people in areas where bike share access is increasing. This work includes managing discounted Nice Ride access programs with partner organizations and event outreach and other promotion to inspire and support more people to use bike share. Nice Ride is supportive of us doing this work and would partner with us.

3) We would create a community bicycle ambassador program to support and develop new community bicycle champions in communities that have typically been underinvested in for biking. This work would connect strongly with the Nice Ride access work. We would contract with individual community leaders or connected organizations to champion biking through rides and promotions.

This work is particularly timely as downtown Minneapolis and nearby neighborhoods have a lot of large road construction projects contributing to congestion, including the 35W Access Project, and

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

commuters are looking for good alternatives. At the same time, biking is becoming an easier option with expanded dockless Nice Ride bike share and new bikeways.

(Limit 2,800 characters; approximately 400 words)

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

Minneapolis bicycle TDM project

Project Length (Miles)

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)

Federal Amount

\$230,000.00

Match Amount

\$57,500.00

Minimum of 20% of project total

Project Total

\$287,500.00

Match Percentage

20.0%

Minimum of 20%

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

Source of Match Funds

Individual donations and contracts

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

Preferred Program Year

Select one:

2020

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

Additional Program Years:

2021

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

Project Information-Transit and TDM

County, City, or Lead Agency

Minneapolis Bicycle Coalition

Zip Code where Majority of Work is Being Performed

55401

Total Transit Stops

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

From:

(Intersection or Address)

To:

(Intersection or Address)

DO NOT INCLUDE LEGAL DESCRIPTION

Or At:

(Intersection or Address)

Name of Park and Ride or Transit Station:

e.g., MAPLE GROVE TRANSIT STATION

(Approximate) Begin Construction Date

(Approximate) End Construction Date

Primary Types of Work

Examples: GRADE, AGG BASE, BIT BASE, BIT SURF, SIDEWALK, CURB AND GUTTER, STORM SEWER, SIGNALS, LIGHTING, GUARDRAIL, BIKE PATH, PED RAMPS, PARK AND RIDE, ETC.

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:

Strategy C4 on page 28 of the Transportation Policy Plan covers Travel Demand Management work with a recognition of importance and value in congested areas, like downtown Minneapolis, which is a focus for this proposal.

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

City of Minneapolis Bicycle Master Plan identifies growing bicycle mode share as its number one goal and lists strategies (pages 123-125) around encouragement programming, education, and equity--all aligned with this proposal.

List the applicable documents and pages:

Hennepin County's 2040 Bicycle Transportation Plan has a goal to quadruple the number of bicycle commuters and has a section of the plan devoted to programs to support more biking, including programs working with employers (page 64) and working to serve traditionally underserved communities (page 61).

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 elements in more than one funding application 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.

Transit Expansion: \$500,000 to \$7,000,000

Transit Modernization: \$100,000 to \$7,000,000

Travel Demand Management (TDM): \$75,000 to \$500,000

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.

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. Yes

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 - Transit and TDM Projects

For Transit Expansion Projects Only

1. The project must provide a new or expanded transit facility or service (includes peak, off-peak, express, limited stop service on an existing route, or dial-a-ride).

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

2. The applicant must have the capital and operating funds necessary to implement the entire project and commit to continuing the service or facility project beyond the initial three-year funding period for transit operating funds.

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

Transit Expansion and Transit Modernization projects only:

3. The project is not eligible for either capital or operating funds if the corresponding capital or operating costs have been funded in a previous solicitation. However, Transit Modernization projects are eligible to apply in multiple solicitations if new project elements are being added with each application. Each transit application must show independent utility and the points awarded in the application should only account for the improvements listed in the application.

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

4. The applicant must affirm that they are able to implement a Federal Transit Administration (FTA) funded project in accordance with the grant application, Master Agreement, and all applicable laws and regulations, using sound management practices. Furthermore, the applicant must certify that they have the technical capacity to carry out the proposed project and manage FTA grants in accordance with the grant agreement, sub recipient grant agreement (if applicable), and with all applicable laws. The applicant must certify that they have adequate staffing levels, staff training and experience, documented procedures, ability to submit required reports correctly and on time, ability to maintain project equipment, and ability to comply with FTA and grantee requirements.

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

Travel Demand Management projects only:

The applicant must be properly categorized as a subrecipient in accordance with 2CFR200.330.

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

The applicant must adhere to Subpart E Cost Principles of 2CFR200 under the proposed subaward.

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

Specific Roadway Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Mobilization (approx. 5% of total cost)	\$0.00
Removals (approx. 5% of total cost)	\$0.00
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)	\$0.00
Traffic Control	\$0.00
Striping	\$0.00
Signing	\$0.00
Lighting	\$0.00
Turf - Erosion & Landscaping	\$0.00
Bridge	\$0.00
Retaining Walls	\$0.00
Noise Wall (not calculated in cost effectiveness measure)	\$0.00
Traffic Signals	\$0.00
Wetland Mitigation	\$0.00
Other Natural and Cultural Resource Protection	\$0.00
RR Crossing	\$0.00
Roadway Contingencies	\$0.00

Other Roadway Elements	\$0.00
Totals	\$0.00

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)	\$0.00
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	\$0.00

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	\$287,500.00
Totals	\$287,500.00

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	\$287,500.00
Construction Cost Total	\$287,500.00
Transit Operating Cost Total	\$0.00

Measure A: Project's Use of Existing Infrastructure

Response:

This project focuses on promoting biking in the most congested and most bicycle-accessible part of the region--in and around downtown Minneapolis. This project will build off of the growing Minneapolis bikeway network, which is a significant asset, and has been improving most in and to downtown Minneapolis. The City has added dozens of miles of new bikeways in the last 5 years and plans to continue building out its protected bikeway network, making biking an easier option.

We are also building off the asset of Nice Ride Minnesota's bike share bike and their expansion to dockless bike share with 1,500 new bicycles planned in Minneapolis for each year of this project. Nice Ride access and usability will be greatly enhanced making this a perfect time to focus on strategically promoting its expanded use.

We will be partnering with Move Minneapolis for engagement with downtown employers on workplace policies to promote walking and biking. We will utilize their connections to make this work as impactful as possible.

Finally, we will connect the work with Twin Cities Bike to Work Day, which we coordinate, and utilize the TwinCitiesBiking.org resource website we manage to utilize these resources to support people biking more.

(Limit 2,800 characters; approximately 400 words)

Measure A: Average Weekday Users

Average Weekday Users

354

The previous version of the Nice Ride access program had 587 participants with an average of 43 users riding each day. Given the expansion of Nice Ride with 3 to 4 times as many bikes in more areas, we expect to be able to triple the number of daily users with the expanded program we would coordinate with this grant to 130.

For the downtown workplace policy work, we hope to change policies at at least 50 companies. The number of users impacted will depend on the size of the company. Very conservatively, we feel new incentives will help inspire an average of 20 new people to bike or walk to work per workplace. And we assume that the average new biker/walker would do it once a week throughout the year. That means an average of 200 daily users. We do think that the potential impact is much greater than that given the size of many downtown companies.

Based on experience in Philadelphia where a similar program has been in place for the last five years, we estimate that each of our planned 8 community bicycle ambassador will directly support 15 new bicycle riders riding an average of once a week--in addition to supporting stronger participation in the Nice Ride access program. That will mean 24 average daily users. Given results elsewhere, we think that this work will reach more people indirectly as we expand the bicycle culture.

Response:

(Limit 2,800 characters; approximately 400 words)

Measure A: Project Location and Impact to Disadvantaged Populations

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

The connected Nice Ride access program and community bicycle ambassadors portions of this proposal are focused on benefiting traditionally underserved communities, including people with low income and communities of color in neighborhoods in and near downtown Minneapolis. We will be focusing heavily on serving North Minneapolis, near Northeast Minneapolis, and the Midtown/Seward areas of South Minneapolis where Nice Ride access will be growing the most. The community bicycle ambassadors will be hired intentionally from these communities to maximize the impact of this program.

The workplace policy work will also benefit lower-income workers who are less likely to drive to work and in many cases currently do not receive benefits on par with higher earners who drive to work. Our hope is to even that out, so that people walking and biking to work can benefit as much as people who drive.

Measure B: Affordable Housing

City/Township	Population in each city/township	Score	City Population/Total Population	Housing Score Multiplied by Population percent
Minneapolis	246945.0	100.0	0.97	96.965
Golden Valley	3106.0	90.0	0.01	1.098
Robbinsdale	4623.0	90.0	0.02	1.634
				100

Affordable Housing Scoring

Total Population	254674.0
Total Housing Score	99.7
Upload "Regional Economy" map	1531502800140_TDM Commuter & community bicycle access Regional Economy map.pdf

Click on 'Edit' button on top right of page

Measure A: Areas of Traffic Congestion and Reduction in SOV Trips

This project is focused in downtown Minneapolis and nearby neighborhoods of Minneapolis, which are among the most congested areas of the region. This area also has many large construction projects happening in the timeline of this project, including the 35W Access project, 8th Street, 4th Street, and Hennepin Avenue reconstructions.

The goal is to shift commute trips to and from these areas to biking from driving and alleviate congestion on roads like Hiawatha Avenue, Portland and Park Avenue, University Avenue, Central Avenue, and streets directly in downtown such as Hennepin Avenue and Washington Avenue.

Bicycle commuting in Minneapolis has been the fastest growing way to get around in recent decades. Commuting by bicycle in the city nearly tripled from 2000 to reach 5% of commute trips by Minneapolis residents in 2015. There is much opportunity to grow that further as about 25 percent of people who work downtown live within 5 miles of work, but most drive to work. This project will focus on reaching people within that comfortable biking distance to downtown, which also are very congested areas.

Response:

(Limit 2,800 characters; approximately 400 words)

Measure B: Emissions Reduction

Number of Daily One-Way Commute Trips Reduced:	316
Average Commute Trip Length (Default 12.1):	4.0
VMT Reduction	1264.0
CO Reduced	3020.96
NOx Reduced	202.24

CO2e Reduced	463382.4
PM2.5 Reduced	6.32
VOCs Reduced	37.92

Response:

To calculate the daily one-way commute trips reduced by the project, we started with the average daily user number we had. We estimate that only 75% of the trips reduced through the Nice Ride access and community ambassador program will be commute trips, reducing the daily total some. We also recognize that the average bicycle commute trip is far lower than the average commute trip, so we've adjusted that accordingly.

(Limit 2,800 characters; approximately 400 words)

Measure A: Project Innovation

We are not aware of any project that has focused on changing workplace policies to better encourage biking and walking to work. We feel that this is a significant opportunity to build a local and national model for how to do this to maximize the positive impact. And we feel this can lead to sustainable TDM impact because once changed, the new workplace policies will support more walking and biking far beyond any focused project.

The community ambassador program as part of this proposal has been successfully implemented for the last five years in Philadelphia in connection with their bike share. So, we are excited about the prospect of bringing that successful model here.

Response:

While Nice Ride has previously had a successful access program, this proposal would expand its scope to reach areas that have not previously been well served by Nice Ride.

Finally, we will be working to connect these programs to maximize their collective impact, which has not been done. The Nice Ride access program and community ambassadors programs will be thoroughly connected while we will look to promote bike share through workplace policies and connect employees taking advantage of new policies through the access and ambassadors programs.

(Limit 2,800 characters; approximately 400 words)

Measure A: Organization's Experience and Resources

We have been working in bicycle encouragement work for the last five years. We host Twin Cities Bike to Work Day, built and manage the TwinCitiesBiking.org resource website for people interested in biking more and looking for information on how to make that transition, have done dozens of bicycle commuter trainings, and manage a bicycle encouragement community partners program working with six organizations this year.

Response:

Bicycle encouragement is one of three work areas for our organization. We have dedicated staff for bicycle encouragement, including our Bicycle Encouragement Coordinator. We have strong relationships with many partners, including Nice Ride Minnesota and Move Minneapolis, who would be partners with us on this proposal. Our Board approved us committing to provide the required 20% match for this grant if awarded; we would do that with a combination of individual donations and contract income. If selected, we would hire one additional staff person focused on this work who would join a team with the skills and capacity to make this a successful priority.

(Limit 1,400 characters; approximately 200 words)

Measure B: Project Financial Plan

Project funding sources are identified and secured to continue the project past the initial funding period, and/or carry on the project to a future phase:

25 Points

Applicant has identified potential funding sources that could support the project beyond the initial funding period:

15 Points

Applicant has not identified funding sources to carry the project beyond the initial funding period:

Yes

0 Points

Response:

We have not yet identified funding to continue this work beyond the initial two years of funding. We do think this work is timely (with Nice Ride's expansion to dockless bike share, new bikeways opening, and lots of construction in and near downtown Minneapolis) and will leave a lasting, sustainable impact. But, we will explore options to find funding to extend the aspects of this work that prove to be the most successful.

(Limit 2,800 characters; approximately 400 words)

Measure A: Cost Effectiveness

Total Project Cost (entered in Project Cost Form):	\$287,500.00
Enter Amount of the Noise Walls:	\$0.00
Total Project Cost subtract the amount of the noise walls:	\$287,500.00
Points Awarded in Previous Criteria	
Cost Effectiveness	\$0.00

Other Attachments

File Name	Description	File Size
Budget Mpls Bicycle Coalition 2018 TDM Application - Sheet1.pdf	Project Budget	55 KB
Mpls Bicycle Coalition 2018 TDM Application Summary.pdf	Project Summary	60 KB
Our Streets Mpls 2018 TDM LOS from Hennepin County.PDF	Letter of support from Hennepin Cty	233 KB
Our Streets Mpls 2018 TDM LOS from Move Mpls.pdf	Letter of support from Move Minneapolis	449 KB
Our Streets Mpls 2018 TDM LOS from Nice Ride MN.pdf	Letter of support from Nice Ride Minnesota	163 KB
TDM Commuter & community bicycle access Regional Economy map.pdf	Regional Economy Map	4.0 MB
TDM Commuter & community bicycle access Socio-Economic map.pdf	Socio-Economic Map	4.2 MB

Regional Economy

Travel Demand Management Project: Commuter & community bicycle access | Map ID: 1531500854856

Results

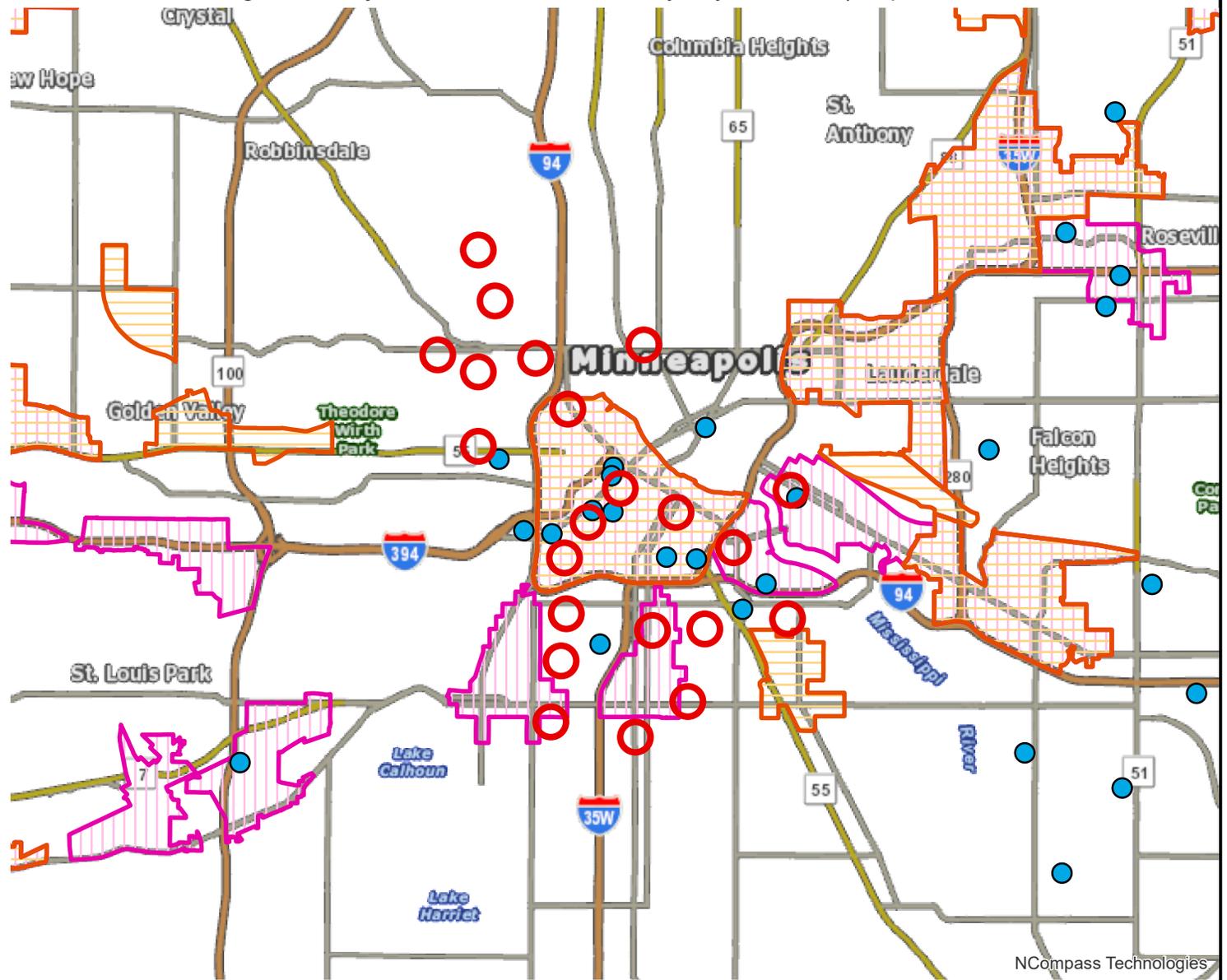
WITHIN ONE MI of project:
Postsecondary Students: 68012

Totals by City:

Golden Valley
Population: 3106
Employment: 6166
Mfg and Dist Employment: 763

Minneapolis
Population: 246945
Employment: 296994
Mfg and Dist Employment: 22902

Robbinsdale
Population: 4623
Employment: 4614
Mfg and Dist Employment: 5



NCompass Technologies

- Project Points
- Postsecondary Education Centers
- Manufacturing/Distribution Centers
- Job Concentration Centers



Created: 7/13/2018
LandscapeRSA5



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



**Minneapolis Bicycle Coalition (Our Streets Minneapolis)
2018 TDM Application Budget**

Expenses	2019-2021	2019	2020	2021	Notes
Staff salaries, benefits, payroll taxes, and workers comp insurance	\$206,650	\$22,400	\$102,700	\$81,550	Covers one full-time person dedicated to managing the Nice Ride access program and community ambassadors program, one 1/2-time person focused on workplace policies work, 2 part-time summer outreach staff, and management, communications, and administrative staff support.
Move Minneapolis contract	\$10,000	\$1,000	\$7,000	\$2,000	Contract with Move Minneapolis to support development of workplace incentive best practices and support outreach to employers.
Community ambassadors contracts	\$40,000		\$20,000	\$20,000	Contracts with 6-9 ambassadors each year to host bicycle rides and promote biking in their community.
Printing & supplies	\$4,000		\$2,000	\$2,000	For project promotional materials and event-related expenses.
Adminstration	\$26,850	\$2,900	\$13,350	\$10,600	Covers overhead expenses and some small project expenses, including office space, equipment, and supplies, insurance, office printing, travel, telecommunications, software, meetings, and staff professional development.
Total Expenses	\$287,500	\$26,300	\$145,050	\$116,150	
Federal Request	\$230,000				
Local Match	\$57,500				

2018 TDM Application Summary--Commuter & community bicycle access

Applicant: Minneapolis Bicycle Coalition, doing business as Our Streets Minneapolis

Funding request: \$230,000

Total project cost: \$287,500 (20% local match of \$57,500)

Project location: Minneapolis, especially downtown and nearby neighborhoods

Project description

The commuter & community bicycle access project will reduce driving and grow biking and walking in Minneapolis through three connected components.

1) We will work with employers to encourage workplace incentives and other policies to encourage biking and walking to work, such as providing a daily cash incentive to walk or bike to work, discounts on health insurance premiums, or free Nice Ride memberships. For companies that adjust policies, we will offer commuter bicycle commuting support such as trainings and targeted promotions. We will work with Move Minneapolis to maximize the impact of this work.

2) We will coordinate an access program connected with Nice Ride Minnesota to promote usage in traditionally underserved communities. This is especially important opportunity with the expansion to dockless bike share and we would focus extra attention on serving people in areas where bike share access is increasing. This work includes managing discounted Nice Ride access programs with partner organizations and event outreach and other promotion to inspire and support more people to use bike share. Nice Ride is supportive of us doing this work and would partner with us.

3) We would create a community bicycle ambassador program to support and develop new community bicycle champions in communities that have typically been underinvested in for biking. This work would connect strongly with the Nice Ride access work. We would contract with individual community leaders or connected organizations to champion biking through rides and promotions.

Benefits

This work is particularly timely as downtown Minneapolis and nearby neighborhoods have a lot of large road construction projects contributing to congestion, including the 35W Access Project, and commuters are looking for good alternatives. At the same time, biking is becoming an easier option with expanded dockless Nice Ride bike share and new bikeways.

We estimate that this work will reduce 316 average daily drive commute trips and directly serve about 2,000 people (an average of 354 users per day). The innovative work to promote workplace policies that better incentivize biking and walking to work can hopefully become a local and national model that can leave impact far beyond this. And the access and ambassador work with Nice Ride is critical as Nice Ride expands to dockless to ensure that the service is seen as serving everyone. This work can support building a culture of biking in new communities and impact far beyond the direct reach of the program as well.

HENNEPIN COUNTY
MINNESOTA

July 11, 2018

Elaine Koutsoukos
TAB Coordinator, Metropolitan Council
RE: Our Streets Minneapolis application for TDM solicitation

Dear Ms. Koutsoukos,

I am writing to offer my support for the Our Streets Minneapolis application for the Travel Demand Management solicitation. Their proposal is in line with Hennepin County goals to encourage more bicycling and support equity with bicycling. We have worked with Our Streets Minneapolis on Twin Cities Bike to Work Day, and are confident that they will deliver a valuable and innovative program that will help promote bicycling while reducing driving trips and congestion and air pollution.

Please let me know if you have any questions, I am available at Jordan.kocak@hennepin.us or 612-543-3377.

Sincerely,



Jordan Kocak
Pedestrian and Bicycle Coordinator
Hennepin County





July 12, 2018

Elaine Koutsoukos
TAB Coordinator, Metropolitan Council

RE: Our Streets Minneapolis application for TDM solicitation

Dear Ms. Koutsoukos,

I am writing on behalf of the Downtown Minneapolis Transportation Management Organization, d/b/a Move Minneapolis in support of the Our Streets Minneapolis application for the Travel Demand Management solicitation.

Move Minneapolis would be excited to partner with Our Streets Minneapolis to support workplace policies that better incentivize people to bicycle and walk to work. This work would have direct and measurable impact in downtown Minneapolis by promoting bicycling and walking while reducing driving trips and their related congestion and air pollution.

The proposed activities would build upon our current efforts to inform and support downtown employers in developing sustainable commuting programs for their workforces.

Please let me know if you have any questions.

Sincerely,

A handwritten signature in black ink that reads "Mary Morse Marti".

Mary Morse Marti
Executive Director
612.466.7324
mary@moveminneapolis.org



Elaine Koutsoukos
TAB Coordinator, Metropolitan Council

RE: Our Streets Minneapolis application for TDM solicitation

Dear Ms. Koutsoukos,

I am writing to offer my support for the Our Streets Minneapolis application for the Travel Demand Management solicitation. We fully support Our Streets Minneapolis coordinating a program to expand access to Nice Ride Minnesota bicycles in communities with more barriers of access. We would be very excited to partner with them to make this program successful, including supporting access to Nice Ride bicycles. This program will be especially impactful as we expand the Nice Ride system over the coming years and move to dockless bike share and would support our equity goals. We have worked with Our Streets Minneapolis on several programs and are confident that they will deliver a valuable and innovative program that will help promote bicycling while reducing driving trips and congestion and air pollution.

Please let me know if you have any questions.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Bill Dossett'.

Bill Dossett
Executive Director
Nice Ride Minnesota, a nonprofit mobility manager
612-747-4659

cc: Melissa Summers, Motivate Minnesota LLC



Regional Economy

Travel Demand Management Project: Commuter & community bicycle access | Map ID: 1531500854856

Results

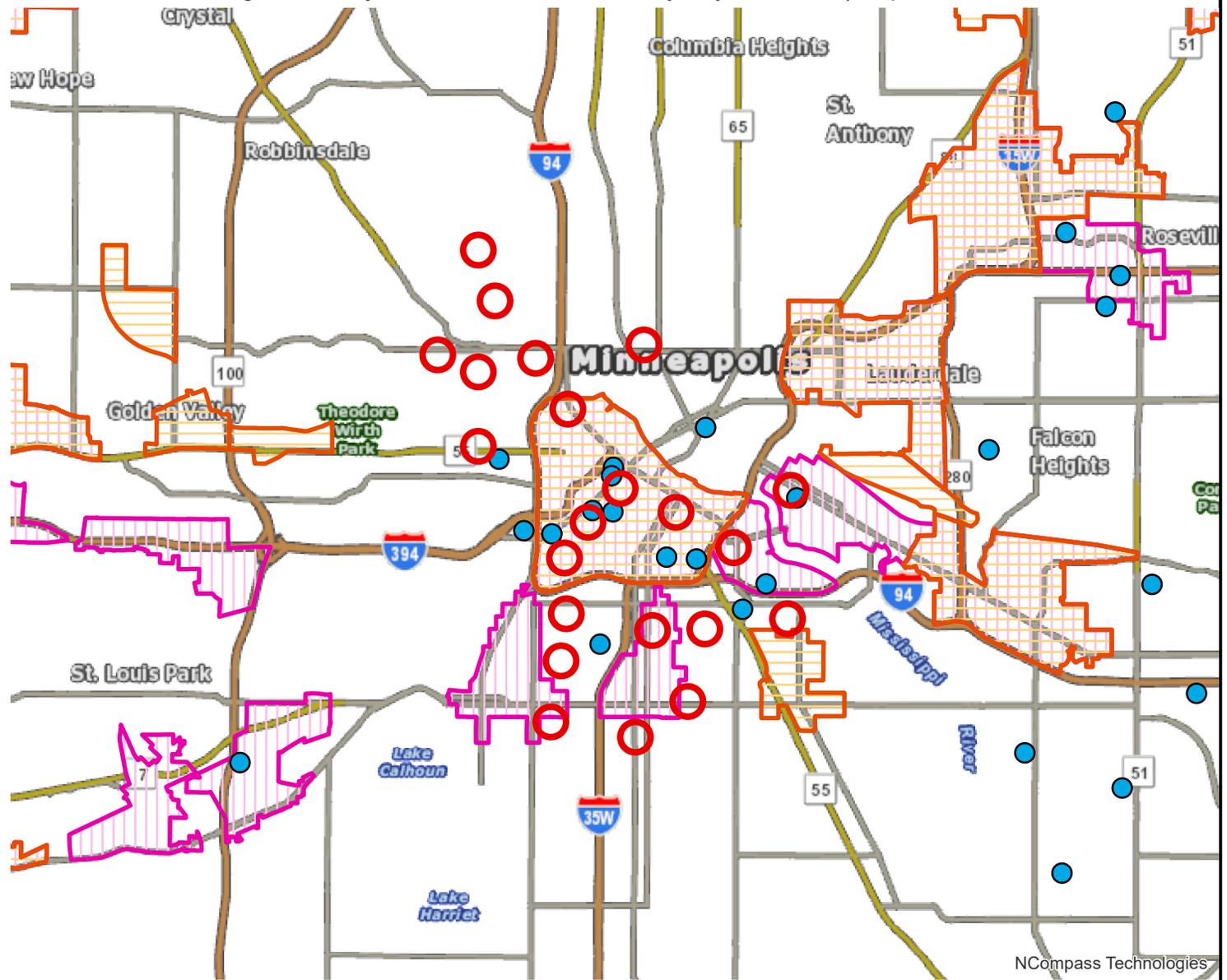
WITHIN ONE MI of project:
Postsecondary Students: 68012

Totals by City:

Golden Valley
Population: 3106
Employment: 6166
Mfg and Dist Employment: 763

Minneapolis
Population: 246945
Employment: 296994
Mfg and Dist Employment: 22902

Robbinsdale
Population: 4623
Employment: 4614
Mfg and Dist Employment: 5



NCompass Technologies

-  Project Points
-  Postsecondary Education Centers
-  Manufacturing/Distribution Centers
-  Job Concentration Centers



Created: 7/13/2018
LandscapeRSA5



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

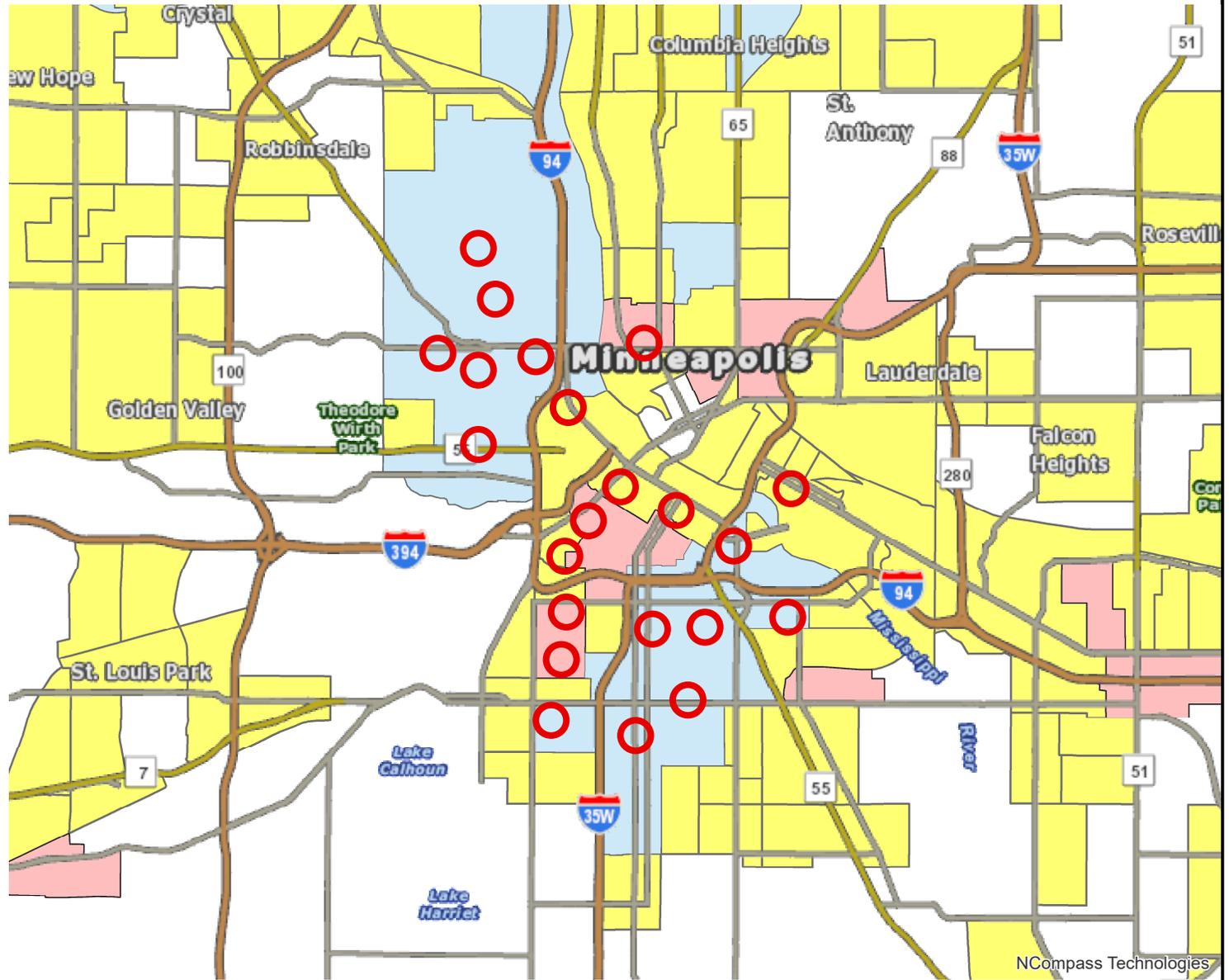


Socio-Economic Conditions

Travel Demand Management Project: Commuter & community bicycle access | Map ID: 1531500854856

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



Created: 7/13/2018
LandscapeRSA2



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7/16/2018

Elaine Koutsoukos
Transportation Advisory Board Coordinator
Metropolitan Council
390 North Robert Street
St. Paul, MN 55101

RE: Our Streets Minneapolis application for TDM solicitation

Dear Ms. Koutsoukos:

I am writing to offer our support for the Our Streets Minneapolis application for the Travel Demand Management solicitation. Their proposal is in line with City of Minneapolis goals to encourage more bicycling and support equity with bicycling.

The City of Minneapolis has a bicycle mode share goal of 15% by 2025. A big part of working towards that goal includes building low stress bikeways that make people feel comfortable bicycling. Encouraging people to bicycle, particularly communities that have currently been less represented in bicycling, is equally important. We have worked with Our Streets Minneapolis on several large programs, including Minneapolis Bike Month and Twin Cities Bike to Work Day and Open Streets, and are confident that they will deliver a valuable and innovative program that will help promote bicycling while reducing driving trips and congestion and air pollution.

Sincerely,



Robin Hutcheson
Director of Public Works
City of Minneapolis