Application

13861 - 2020 Roadway Modernization

14031 - Nicollet Avenue Reconstruction

Regional Solicitation - Roadways Including Multimodal Elements

Status:	Submitted
Submitted Date:	05/15/2020 3:03 PM

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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	Nicollet Avenue Reconstruction
Primary County where the Project is Located	Hennepin
Cities or Townships where the Project is Located:	Minneapolis
Jurisdictional Agency (If Different than the Applicant):	

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

The proposed project includes the reconstruction of Nicollet Avenue from Minnehaha Parkway to 61st Street to improve the overall operations, safety and travel experience for all transportation modes. The Nicollet Avenue corridor is identified as a key component in the City's pedestrian, bicycle, transit, and freight networks and is a A-Minor Reliever that serves its regional role as a reliever to I-35W as well as a local corridor with a mix of residential, industrial and commercial uses. The proposed project will improve safety, access and mobility through:

- Enhanced street lighting, pedestrian crossing improvements and ADA upgrades

- An opportunity to upgrade the existing on-street bicycle lanes to a protected bikeway

- Traffic signal, sight line and visibility improvements at intersections and along the corridor

Nicollet Avenue is a 66-year old roadway with aging and deficient infrastructure, including deteriorating pavement and curbs, non-compliant ADA pedestrian curb ramps, and narrow sidewalks with frequent obstructions and little or no boulevard. The two-lane roadway currently has on-street bike lanes that position bicyclists in the door zone of parked vehicles and adjacent to high volumes of moving vehicles and trucks. There are many commercial and industrial driveways along the corridor, introducing additional conflict points between pedestrians and vehicles. The majority of traffic signals lack APS and overhead mast arms.

The corridor serves an important regional role and local role with connections to I-35W near the

northern and southern termini, and a connection to Hwy 62 near the southern terminus. It is served by three transit routes including one high-frequency transit route and provides bikeway connections to the Minnehaha Parkway Regional Trail, part of the Regional Bicycle Transportation Network. The corridor also provides access to a variety of destinations such as a post office, grocery stores, restaurants, multiple churches, convenience stores, a fire station, auto repair, industrial businesses and other employment areas. The commercial and industrial uses in the southern end of the corridor generate a substantial amount of freight traffic.

The corridor has had five crashes involving a pedestrian or a bicyclist between 2016-2018 and is identified as a crash concentration corridor for pedestrians and vehicles. Within a 0.25-mile area of the corridor there are census blocks with a high percentage of minority populations, elderly populations, and low-income populations including a census block that is comprised of 78 percent minority populations.

(Limit 2,800 characters; approximately 400 words)

TRANSPORTATION IMPROVEMENT PROGRAM (TIP) DESCRIPTION - will be used in TIP if the project is selected for funding. See MnDOT's TIP description guidance.

Nicollet Avenue from Minnehaha Parkway to 61st Street, reconstruct roadway, curb and gutter, sewer, sidewalk, ADA improvements, bikeway, traffic signals, striping, signage

Project Length (Miles)

to the nearest one-tenth of a mile

1.0

Project Funding

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

Yes

If yes, please identify the source(s)

This corridor received HSIP funds which will be returned if Regional Solicitation funds are awarded.

Federal Amount

$5,040,800.00

Match Amount $1,260,200.00

Minimum of 20% of project total

Project Total $6,301,000.00

For transit projects, the total cost for the application is total cost minus fare revenues.

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 (Municipal State Aid, Net Debt Bonds, Special Assessment Bonds, Stormwater Revenue, General Funds, and Stormwater Funds)

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: 2024

Select 2022 or 2023 for TDM projects only. For all other applications, select 2024 or 2025.

Additional Program Years:

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

Project Information-Roadways

County, City, or Lead Agency City of Minneapolis

Functional Class of Road A-Minor Arterial

Road System MSAS

TH, CSAH, MSAS, CO. RD., TWP. RD., CITY STREET

Road/Route No. 430

i.e., 53 for CSAH 53

Name of Road Nicollet Avenue

Example; 1st ST., MAIN AVE

Zip Code where Majority of Work is Being Performed 55419

(Approximate) Begin Construction Date 04/01/2024

(Approximate) End Construction Date 11/30/2024

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

From:
(Intersection or Address) 61st Street

To:
(Intersection or Address) Minnehaha Parkway

DO NOT INCLUDE LEGAL DESCRIPTION

Or At

Miles of Sidewalk (nearest 0.1 miles) 1.9

Miles of Trail (nearest 0.1 miles)	0
Miles of Trail on the Regional Bicycle Transportation Network (nearest 0.1 miles)	0
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, BRIDGE, PARK AND RIDE, ETC.*	AGG BASE, PAVEMENT, CURB AND GUTTER, SIGNALS, SIGNS, STORM SEWER, DRIVEWAY APRON, SIDEWALKS, PED RAMPS, BIKEWAY, LIGHTING, LANDSCAPING

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 (2018), the 2040 Regional Parks Policy Plan (2018), 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.

Briefly list the goals, objectives, strategies, and associated pages:

Goal B: Safety and Security - The regional transportation system is safe and secure for all users.

-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 - People and businesses prosper by using a reliable, affordable, and efficient multimodal transportation system that connects them to destinations throughout the region and beyond.

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

-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).

Goal E: Healthy Environment - The regional transportation system advances equity and

contributes to communities' livability and sustainability while protecting the natural, cultural, and developed environments.

-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.

-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 2,800 characters, approximately 400 words

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

City of Minneapolis Pedestrian Master Plan (2009), pages 2-7, A-5, A-9, A-13, 31-34, 43, 45-46

List the applicable documents and pages:

City of Minneapolis Master Bicycle Plan, pages 121-122, 148, 171, 174, 198, 201

Transportation Action Plan, pages 12, 14, 15, 18-19

Limit 2,800 characters, approximately 400 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 State Aid 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.
Strategic Capacity (Roadway Expansion): *$1,000,000 to $10,000,000*
Roadway Reconstruction/Modernization: *$1,000,000 to $7,000,000*
Traffic Management Technologies (Roadway System Management): *$250,000 to $3,500,000*
Spot Mobility and Safety: *$1,000,000 to $3,500,000*
Bridges Rehabilitation/Replacement: *$1,000,000 to $7,000,000*

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 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 plan must be completed by the local agency before the Regional Solicitation application deadline. For the 2022 Regional Solicitation funding cycle, this requirement may include that the plan is updated within the past five years.

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

Date plan completed: 03/02/2020

Link to plan: http://www.minneapolismn.gov/www/groups/public/@publicworks/documents/webcontent/wcmsp-207494.pdf

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

Date self-evaluation completed:

Link to plan:

Upload plan or self-evaluation if there is no link

Upload as PDF

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

Roadways Including Multimodal Elements

1.All roadway and bridge projects must be identified as a principal arterial (non-freeway facilities only) or A-minor arterial as shown on the latest TAB approved roadway functional classification map.

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

Roadway Expansion and Reconstruction/Modernization and Spot Mobility projects only:

2.The project must be designed to meet 10-ton load limit standards.

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

Bridge Rehabilitation/Replacement and Strategic Capacity projects only:

3.Projects requiring a grade-separated crossing of a principal arterial freeway must be limited to the federal share of those project costs identified as local (non-MnDOT) cost responsibility using MnDOTs Cost Participation for Cooperative Construction Projects and Maintenance Responsibilities manual. In the case of a federally funded trunk highway project, the policy guidelines should be read as if the funded trunk highway route is under local jurisdiction.

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

4.The bridge must carry vehicular traffic. Bridges can carry traffic from multiple modes. However, bridges that are exclusively for bicycle or pedestrian traffic must apply under one of the Bicycle and Pedestrian Facilities application categories. Rail-only bridges are ineligible for funding.

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

Bridge Rehabilitation/Replacement projects only:

5.The length of the bridge must equal or exceed 20 feet.

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

6. The bridge must have a National Bridge Inventory Rating of 6 or less for rehabilitation projects and 4 or less for replacement projects.

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

Roadway Expansion, Reconstruction/Modernization, and Bridge Rehabilitation/Replacement projects only:

7. All roadway projects that involve the construction of a new/expanded interchange or new interchange ramps must have approval by the Metropolitan Council/MnDOT Interchange Planning Review Committee prior to application submittal. Please contact Michael Corbett at MnDOT (Michael.J.Corbett@state.mn.us or 651-234-7793) to determine whether your project needs to go through this process as described in Appendix F of the 2040 Transportation Policy Plan.

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

Requirements - Roadways Including Multimodal Elements

Specific Roadway Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Mobilization (approx. 5% of total cost)	$210,000.00
Removals (approx. 5% of total cost)	$210,000.00
Roadway (grading, borrow, etc.)	$294,400.00
Roadway (aggregates and paving)	$561,600.00
Subgrade Correction (muck)	$0.00
Storm Sewer	$661,000.00
Ponds	$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	$267,000.00
Traffic Control	$131,000.00
Striping	$50,000.00
Signing	$35,000.00
Lighting	$250,000.00
Turf - Erosion & Landscaping	$171,000.00
Bridge	$0.00
Retaining Walls	$0.00
Noise Wall (not calculated in cost effectiveness measure)	$0.00
Traffic Signals	$1,450,000.00
Wetland Mitigation	$0.00
Other Natural and Cultural Resource Protection	$0.00
RR Crossing	$0.00

Roadway Contingencies	$1,045,000.00
Other Roadway Elements	$0.00
Totals	**$5,336,000.00**

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	$241,500.00
Sidewalk Construction	$290,000.00
On-Street Bicycle Facility Construction	$0.00
Right-of-Way	$0.00
Pedestrian Curb Ramps (ADA)	$73,500.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	$50,000.00
Pedestrian-scale Lighting	$150,000.00
Streetscaping	$0.00
Wayfinding	$0.00
Bicycle and Pedestrian Contingencies	$160,000.00
Other Bicycle and Pedestrian Elements	$0.00
Totals	**$965,000.00**

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	$6,301,000.00
Construction Cost Total	$6,301,000.00
Transit Operating Cost Total	$0.00

Measure B: Project Location Relative to Jobs, Manufacturing, and Education

Existing Employment within 1 Mile:	8621
Existing Manufacturing/Distribution-Related Employment within 1 Mile:	521
Existing Post-Secondary Students within 1 Mile:	0
Upload Map	1589400828789_RegionalEconomy.pdf

Please upload attachment in PDF form.

Measure C: Current Heavy Commercial Traffic

RESPONSE: Select one for your project, based on the Regional Truck Corridor Study:

Along Tier 1:

Miles: 0

(to the nearest 0.1 miles)

Along Tier 2:

Miles: 0

(to the nearest 0.1 miles)

Along Tier 3:

Miles: 0

(to the nearest 0.1 miles)

The project provides a direct and immediate connection (i.e., intersects) with either a Tier 1, Tier 2, or Tier 3 corridor:

None of the tiers: Yes

Measure A: Current Daily Person Throughput

Location	North of 58th Street
Current AADT Volume	11800
Existing Transit Routes on the Project	18, 554

For New Roadways only, list transit routes that will likely be diverted to the new proposed roadway (if applicable).

Upload Transit Connections Map	1589400949439_Transit.pdf

Please upload attachment in PDF form.

Response: Current Daily Person Throughput

Average Annual Daily Transit Ridership	0
Current Daily Person Throughput	15340.0

Measure B: 2040 Forecast ADT

Use Metropolitan Council model to determine forecast (2040) ADT volume	Yes
If checked, METC Staff will provide Forecast (2040) ADT volume	
OR	
Identify the approved county or city travel demand model to determine forecast (2040) ADT volume	
Forecast (2040) ADT volume	

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

*1.**Sub-measure**: Equity Population Engagement: A successful project is one that is the result of active engagement of low-income populations, people of color, persons with disabilities, youth and the elderly. Engagement should occur prior to and during a projects development, with the intent to provide direct benefits to, or solve, an expressed transportation issue, while also limiting and mitigating any negative impacts. Describe and map the location of any low-income populations, people of color, disabled populations, youth or the elderly within a ½ mile of the proposed project. Describe how these specific populations were engaged and provided outreach to, whether through community planning efforts, project needs identification, or during the project development process. Describe what engagement methods and tools were used and how the input is reflected in the projects purpose and need and design. Elements of quality engagement include: outreach and engagement 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 community engagement related to transportation projects; feedback from these populations identifying potential positive and negative elements of the proposed project through engagement, study recommendations, or plans that provide feedback from populations that may be impacted by the proposed project. If relevant, describe how NEPA or Title VI regulations will guide engagement activities.*

Response:

Broad public engagement activities began in 2018 with the kick-off of the Transportation Action Plan and continued into 2020. Events included an open house on the corridor in addition to 4 open houses in other areas of Minneapolis and 10 targeted dialogues with community organizations and underrepresented groups.

Minneapolis Public Works introduced this regional solicitation application to City Council and received support in spring 2020 (see attachments).

The project area has high populations of low-income, elderly, and persons with limited English proficiency. Future engagement with these populations will occur during project development. Project managers will strategically choose engagement methods that target populations traditionally not involved in community engagement who use the corridor such as communities of color, low-income populations, transit riders, renters, and persons with disabilities as well as identified focus groups and neighborhood organizations. Significant effort will be made to engage the identified populations at pop-up events, bringing public engagement to the people at a time that is convenient to them and in an environment that they are comfortable with instead of seeking input primarily through public meetings. Furthermore, the City will seek input through the Minneapolis advisory committees and neighborhood groups along the corridor.

(Limit 2,800 characters; approximately 400 words)

*2.**Sub-measure**: Equity Population Benefits and Impacts: A successful project is one that has been designed to provide direct benefits to low-income populations, people of color, persons with disabilities, youth and the elderly. All projects must mitigate potential negative benefits as required under federal law. Projects that are designed to provide benefits go beyond the mitigation requirement to proactively provide transportation benefits and solve transportation issues experienced by Equity populations.*
a.Describe the projects benefits to low-income populations, people of color, children, people with disabilities, and the elderly. Benefits could relate to pedestrian and bicycle safety improvements; public health benefits; direct access improvements for residents or improved access to destinations such as jobs, school, health care or other; travel time improvements; gap closures; new transportation services or modal options, leveraging of other beneficial projects and investments; and/or community connection and cohesion improvements. Note that this is not an exhaustive list.

Response:

The Nicollet Avenue reconstruction project provides safety, access and public health benefits to the City's low-income populations, people of color, children, the elderly, and people with disabilities.

Safety

The proposed project provides a safer corridor through pedestrian crossing improvements, enhanced lighting, and upgrading existing bike lanes to a protected bikeway. Separated bicycle facilities eliminate the need for bicyclists and families to share the roadway with vehicular traffic. The project area is identified as a Pedestrian Crash Concentration Corridor and Vehicle Crash Concentration Corridor (Minneapolis Pedestrian Crash Study, Vision Zero Crash Study). As noted in the Socio-Economic Conditions map, this area is identified as having above the regional average concentration of race and poverty. In some areas, over 66 percent of the households live below the poverty line with 83 percent minority population. The proposed project will provide safe, healthy and economical transportation options for these populations who are more likely to rely on transit, walking or biking to get around.

Access

Many low-income, minority and elderly residents may not have access to a personal vehicle or may not have a driver's license, placing enormous importance on ensuring that transit, walking and bicycling infrastructure is safe, connected and comfortable to use to fulfill transportation and access needs. The proposed improvements will benefit the equity populations by improving connections throughout the area. For example, the proposed project improves access to educational destinations such as Windom Spanish Immersion School, Mayflower Early Childhood Development

Center, Justice Page Middle School, and Washburn High School. In addition, improved access to recreational opportunities include Diamond Lake Park and popular regional trails along Minnehaha Parkway.

Public Health

The proposed project will improve local and regional connectivity, enhance livability and access, and provide transportation modal choices and recreational opportunities for all populations living in proximity to the project. Multimodal corridors provide important transportation options that encourage exercise and family activities and increase access to destinations such as grocery stores, health clinics and other public health essentials.

Overall, the project will benefit underrepresented populations by improving connections throughout the Nicollet Avenue corridor for walkers, bikers, transit-users and motorists. Furthermore, the proposed project will also provide greater opportunities to link these populations to job concentration centers and residential, educational, and industrial uses on the corridor.

(Limit 2,800 characters; approximately 400 words)

b. Describe any negative impacts to low-income populations, people of color, children, people with disabilities, and the elderly created by the project, along with measures that will be taken to mitigate them. Negative impacts that are not adequately mitigated can result in a reduction in points.
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.
Mitigation of temporary construction/implementation impacts such as dust; noise; reduced access for travelers and to businesses; disruption of utilities; and eliminated street crossings.
Other

Response:

The Nicollet Avenue reconstruction project will not generate any negative impacts to low-income populations, people of color, children, people with disabilities and the elderly. Access to businesses and residential neighborhoods will be maintained, and construction nuisances will be minimized through the proper mitigation of noise, dust and traffic. During construction, alternate routes will be provided for safe bicycle and pedestrian travel with appropriate detour signage as needed.

(Limit 2,800 characters; approximately 400 words)

Select one:

*3.**Sub-measure: Bonus Points** Those projects that score at least 80% of the maximum total points available through sub-measures 1 and 2 will be awarded bonus points based on the geographic location of the project. These points will be assigned as follows, based on the highest-scoring geography the project contacts:*
a.25 points to projects within an Area of Concentrated Poverty with 50% or more people of color
b.20 points to projects within an Area of Concentrated Poverty
c.15 points to projects within census tracts with the percent of population in poverty or population of color above the regional average percent
d.10 points for all other areas

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

Project located in Area of Concentrated Poverty:

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

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)

Upload the "Socio-Economic Conditions" map used for this measure. The second map created for sub measure A1 can be uploaded on the Other Attachments Form, or can be combined with the "Socio-Economic Conditions" map into a single PDF and uploaded here.

Upload Map 1589401168008_SocioEconNicollet_combined.pdf

Measure B: Part 1: Housing Performance Score

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 1.0

Project length entered on the Project Information - General form.

Housing Performance Score

Total Project Length (Miles) or Population 1.0

Total Housing Score 100.0

Affordable Housing Scoring

Part 2: Affordable Housing Access

Reference Access to Affordable Housing Guidance located under Regional Solicitation Resources for information on how to respond to this measure and create the map.
If text box is not showing, click Edit or "Add" in top right of page.

The proposed project will improve access for the following affordable housing locations within ½ mile of the project as shown on the attached map:

-City Limits (127 59th Street): Existing site with 198 affordable units (38 1BR, 158 2BR), rent based on 60 percent income. The site has a 4 percent Housing Tax Credit (LIHTC).

-Creekside Commons (103 and 115 54th Street): Existing site with 30 affordable units (4 BR, 14 2BR, 9 3BR, 3 4BR), rent based on 30 percent income. This site several tax credits and is subsidized. Funding includes FHF, MHFA (Section 42), MHFA (TCAP), AHTF, City Housing Authority, EDHA, and Housing Tax Credits at 9 percent.

Response:

As shown on the attached map, there are several other affordable housing developments that are within one mile of the project corridor. The Mayflower Early Childhood Center near the corridor also provides education and childcare for low-income families in the area.

The project improves access for affordable housing residents by widening sidewalks, narrowing pedestrian crossings, upgrading bicycle facilities, and improving ADA infrastructure. Wider sidewalks, narrower pedestrian crossings and separated bikeways will reduce potential for conflicts with vehicular traffic and enhance access to transit. This will improve opportunities to access employment, healthcare and education. Improving active transportation networks and pedestrian and bicyclist connections to transit will provide a safer and less congested corridor with improved travel time reliability. Residents can expect cost and travel time savings from higher travel time reliability

and fewer crashes.

(Limit 2,100 characters; approximately 300 words)

Upload map: 1589553983459_SocioEconNicollet.pdf

Measure A: Year of Roadway Construction

Year of Original Roadway Construction or Most Recent Reconstruction	Segment Length	Calculation	Calculation 2
1954	1.0	1954.0	1954.0
	1	**1954**	**1954**

Total Project Length

Total Project Length (as entered in "Project Information" form) 1.0

Average Construction Year

Weighted Year 1954

Total Segment Length (Miles)

Total Segment Length 1.0

Measure B: Geometric, Structural, or Infrastructure Improvements

Improved roadway to better accommodate freight movements: Yes

Response: Freight movements along and through the corridor will be benefited by a new street surface.

(Limit 700 characters; approximately 100 words)

Improved clear zones or sight lines: Yes

Response: Adding curb extensions to the intersections and replacing pedestal traffic signals with overhead mast arms will improve sight lines for pedestrians, bicyclists and drivers crossing Nicollet or cross streets.

(Limit 700 characters; approximately 100 words)

Improved roadway geometrics: Yes

Response: Existing bicycle lanes on Nicollet Avenue will be upgraded to a protected bikeway creating a safer roadway design by providing a separated space for bicyclists. The roadway will be narrowed and curb extensions added to intersections to encourage slower vehicular speeds, reduce pedestrian crossing distances and create a safer space for all users.

(Limit 700 characters; approximately 100 words)

Access management enhancements: Yes

Response: The project will explore options to tighten, consolidate or remove commercial driveways in the corridor to reduce conflicts with pedestrians and bicyclists.

(Limit 700 characters; approximately 100 words)

Vertical/horizontal alignment improvements: Yes

Response: Reconfiguring the roadway to accommodate a protected bikeway and extended space for pedestrians and transit users will provide opportunities to straighten the existing horizontal alignment of the roadway.

(Limit 700 characters; approximately 100 words)

Improved stormwater mitigation: Yes

Response: The project will explore adding planted boulevards, native plantings, street trees or other stormwater treatments during project design to improve the pedestrian environment and mitigate stormwater.

(Limit 700 characters; approximately 100 words)

Signals/lighting upgrades: Yes

Response: The project will upgrade existing signals to overhead mast arms, install APS, and improve lighting along the corridor to improve safety and access for all users.

(Limit 700 characters; approximately 100 words)

Other Improvements Yes

Response:

The project will implement ADA curb ramp, APS, and sidewalk improvements including additional space for transit stops and amenities to ensure that all corridor users who live, work, or play in Minneapolis will be able to safely and comfortably use the transportation network.

(Limit 700 characters; approximately 100 words)

Measure A: Congestion Reduction/Air Quality

Total Peak Hour Delay Per Vehicle Without The Project (Seconds/ Vehicle)	Total Peak Hour Delay Per Vehicle With The Project (Seconds/ Vehicle)	Total Peak Hour Delay Per Vehicle Reduced by Project (Seconds/ Vehicle)	Volume without the Project (Vehicles per hour)	Volume with the Project (Vehicles Per Hour):	Total Peak Hour Delay Reduced by the Project:	Total Peak Hour Delay Reduced by the Project:	EXPLANATION of methodology used to calculate railroad crossing delay, if applicable.	Synchro or HCM Reports
2.0	1.0	1.0	1294	1295	1294.0	1295.0	N/A	1589401555999_Synchro Nicollet Ave.pdf
						1295		

Vehicle Delay Reduced

Total Peak Hour Delay Reduced	1294.0
Total Peak Hour Delay Reduced	1295.0

Measure B:Roadway projects that do not include new roadway segments or railroad grade-separation elements

Total (CO, NOX, and VOC) Peak Hour Emissions without the Project (Kilograms):	Total (CO, NOX, and VOC) Peak Hour Emissions with the Project (Kilograms):	Total (CO, NOX, and VOC) Peak Hour Emissions Reduced by the Project (Kilograms):
0.5	0.44	0.06
1	**0**	**0**

Total

Total Emissions Reduced:	0.06
Upload Synchro Report	

Please upload attachment in PDF form. (Save Form, then click 'Edit' in top right to upload file.)

Measure B: Roadway projects that are constructing new roadway segments, but do not include railroad grade-separation elements (for Roadway Expansion applications only):

Total (CO, NOX, and VOC) Peak Hour Emissions without the Project (Kilograms):	Total (CO, NOX, and VOC) Peak Hour Emissions with the Project (Kilograms):	Total (CO, NOX, and VOC) Peak Hour Emissions Reduced by the Project (Kilograms):
0	0	0

Total Parallel Roadway

Emissions Reduced on Parallel Roadways	0
Upload Synchro Report	1589401652295_Synchro Nicollet Ave.pdf

Please upload attachment in PDF form. (Save Form, then click 'Edit' in top right to upload file.)

New Roadway Portion:

Cruise speed in miles per hour with the project:	0
Vehicle miles traveled with the project:	0
Total delay in hours with the project:	0
Total stops in vehicles per hour with the project:	0
Fuel consumption in gallons:	0
Total (CO, NOX, and VOC) Peak Hour Emissions Reduced or Produced on New Roadway (Kilograms):	0
EXPLANATION of methodology and assumptions used:(Limit 1,400 characters; approximately 200 words)	
Total (CO, NOX, and VOC) Peak Hour Emissions Reduced by the Project (Kilograms):	0.0

Measure B:Roadway projects that include railroad grade-separation elements

Cruise speed in miles per hour without the project:	0
Vehicle miles traveled without the project:	0
Total delay in hours without the project:	0

Total stops in vehicles per hour without the project:	0
Cruise speed in miles per hour with the project:	0
Vehicle miles traveled with the project:	0
Total delay in hours with the project:	0
Total stops in vehicles per hour with the project:	0
Fuel consumption in gallons (F1)	0
Fuel consumption in gallons (F2)	0
Fuel consumption in gallons (F3)	0
Total (CO, NOX, and VOC) Peak Hour Emissions Reduced by the Project (Kilograms):	0
EXPLANATION of methodology and assumptions used:(Limit 1,400 characters; approximately 200 words)	

Measure A: Roadway Projects that do not Include Railroad Grade-Separation Elements

Crash Modification Factor Used:	Several different CMFs were used for the project. At the Diamond Lake Road intersection, a dual CMF of changing left-turn phasing from permissive to protected/permissive and changing the signals from pedestals to mast arms was used. For the intersections with Minnehaha Pkwy, 56th St, and 57th St, a dual CMF of illumination and curb extensions was used, for the intersections with 54thSt, 58th St, and 59th St, a CMF was used for changing the signals from pedestals to mast arms was used. For the intersections at 60th St and 61st St, a CMF was used for Curb Extensions. Note, the curb extensions CMF was obtained from MnDOT, not the CMF Clearinghouse website.
(Limit 700 Characters; approximately 100 words)	
Rationale for Crash Modification Selected:	These were used as they fit the most accurate descriptions of the proposed work to be performed at the locations. Crashes included one serious injury bicycle crash.
(Limit 1400 Characters; approximately 200 words)	
Project Benefit ($) from B/C Ratio	$10,926,565.00
Total Fatal (K) Crashes:	0
Total Serious Injury (A) Crashes:	1

Total Non-Motorized Fatal and Serious Injury Crashes:	1
Total Crashes:	84
Total Fatal (K) Crashes Reduced by Project:	0
Total Serious Injury (A) Crashes Reduced by Project:	1
Total Non-Motorized Fatal and Serious Injury Crashes Reduced by Project:	1
Total Crashes Reduced by Project:	29
Worksheet Attachment	1589401719255_NicolletSafety.pdf

Please upload attachment in PDF form.

Roadway projects that include railroad grade-separation elements:

Current AADT volume:	0
Average daily trains:	0
Crash Risk Exposure eliminated:	0

Measure A: Multimodal Elements and Existing Connections

The Nicollet Avenue reconstruction project will improve pedestrian safety along the corridor for all ages and abilities by providing a wider sidewalk and/or pedestrian realm, curb extensions or other pedestrian crossing improvements, better lighting, and a narrower roadway to encourage slower speeds and reduce the likeliness and severity of pedestrian crashes. As noted in MnDOT's Best Practices for Pedestrian/Bicycle Safety these features can minimize crashes up to 90 percent.

Response:

Existing sidewalks have little or no boulevard and have multiple deficiencies including narrow or heaved sections, non-compliant pedestrian curb ramps, and many potential conflict points at wide commercial and industrial driveways. The corridor has been identified as a Pedestrian Crash Concentration Corridor, a network that includes 10% of streets in Minneapolis where 80% of all pedestrian crashes occurred (2017 Minneapolis Pedestrian Crash Study). Nicollet Avenue is currently on the draft Pedestrian Priority Network, a network of streets that have important destinations for pedestrians, high crash rates, and provide crucial connections to transit. Nicollet Avenue provides access to a high-frequency transit route and an express commuter route with direct service to downtown Minneapolis, Richfield and the South Bloomington Transit Center and connects to several transit routes with service to the Mall of America, the Minneapolis International Airport (MSP), St. Paul, and many other commercial areas, universities, and employment centers.

(Limit 2,800 characters; approximately 400 words)

Measure A: Multimodal Elements and Existing Connections

Response:

The project will improve the travel experience, safety, and security of all transportation modes and address the safe integration of these modes:

Pedestrians: The project will provide an improved pedestrian experience by providing boulevards where feasible, enhance safety and security through pedestrian crossing treatments and better lighting, and create a more appealing and accessible corridor for accessing destinations along Nicollet and elsewhere. The existing sidewalk has little or no boulevard and has multiple deficiencies including narrow or heaved sections, non-compliant pedestrian curb ramps, and many potential conflict points at wide commercial and industrial driveways.

According to Minneapolis' ADA Transition Plan, pedestrian curb ramps for three intersections in the corridor are in "Very Poor" condition, one intersection is in "Poor" condition and the remaining are in "Fair" condition but are in need of replacement to provide greater access for users. Nicollet Avenue is currently on the draft Pedestrian Priority Network as identified through the Transportation Action Plan and is identified as a Pedestrian Crash Concentration Corridor in the Minneapolis Pedestrian Crash Study. Land uses within the project area include residential, industrial, and several commercial nodes which provide important destinations for residents separated from destinations to the east by I-35W.

Bicyclists: As a part of this project, a protected bikeway would be provided to create a safer environment for those commuting to work, school or running errands, connecting to nearby transit routes, or using the route for recreation or exercise. The corridor provides important bicycle connections to Minnehaha Parkway, a Tier 1 corridor in the Regional Bicycle Transportation Network (RBTN)

and part of the Regional Trail network.

Existing on-street bike lanes on Nicollet Avenue position bicyclists in the door zone of parked vehicles and adjacent to heavy truck and vehicle traffic on an arterial roadway. The Nicollet Avenue route is in the Minneapolis Bicycle Master Plan as an important north-south route and is part of the draft All Ages and Abilities Network (Minneapolis Transportation Action Plan).

Transit: Two transit routes provide service on Nicollet Avenue, including a high-frequency route and an express commuter route with direct service to downtown Minneapolis and the South Bloomington Transit Center. The design of the project would improve ADA access to transit through sidewalk and curb ramp improvements and allow more space for people to wait at transit stops. Several additional transit routes make stops near Nicollet Ave, including an Orange Line station at 46th Street with enhanced service to downtown Minneapolis, Richfield, Bloomington and Burnsville.

(Limit 2,800 characters; approximately 400 words)

Transit Projects Not Requiring Construction

If the applicant is completing a transit application that is operations only, check the box and do not complete the remainder of the form. These projects will receive full points for the Risk Assessment.
Park-and-Ride and other transit construction projects require completion of the Risk Assessment below.

Check Here if Your Transit Project Does Not Require Construction

Measure A: Risk Assessment - Construction Projects

1)Layout (25 Percent of Points)

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

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

100%

Attach Layout

Please upload attachment in PDF form.

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

50%

Attach Layout

Please upload attachment in PDF form.

Layout has not been started Yes

0%

Anticipated date or date of completion 10/01/2022

2)Review of Section 106 Historic Resources (15 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 (25 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 (15 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

5) Public Involvement (20 percent of points)

Projects that have been through a public process with residents and other interested public entities are more likely than others to be successful. The project applicant must indicate that events and/or targeted outreach (e.g., surveys and other web-based input) were held to help identify the transportation problem, how the potential solution was selected instead of other options, and the public involvement completed to date on the project. List Dates of most recent meetings and outreach specific to this project:

Meeting with general public: 04/09/2019

Meeting with partner agencies:

Targeted online/mail outreach:

Number of respondents: 73

Meetings specific to this project with the general public and partner agencies have been used to help identify the project need. Yes

100%

Targeted outreach to this project with the general public and partner agencies have been used to help identify the project need.

75%

At least one meeting specific to this project with the general public has been used to help identify the project need.

50%

At least one meeting specific to this project with key partner agencies has been used to help identify the project need.

50%

No meeting or outreach specific to this project was conducted, but the project was identified through meetings and/or outreach related to a larger planning effort.

25%

No outreach has led to the selection of this project.

0%

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

The Minneapolis Transportation Action Plan update has involved three years of public engagement and built upon relationships and engagement conducted as part of Minneapolis 2040, the City's comprehensive plan. Minneapolis staff conducted outreach throughout the City including in Ward 11 where this project takes place. Key goals of public engagement for the Minneapolis Transportation Plan included engaging a broad spectrum of people and stakeholders, prioritizing engagement with traditionally underrepresented groups, and providing many ways for people to provide input. A variety of types of engagement were utilized as part of this project including online materials (websites, surveys, and social media), in-person events (community dialogues, street festivals, and neighborhood meetings), large events (open houses and conferences), and Creative Tools (infographics and digital media communications). Project materials were translated into many languages and translators were made available at large events and by demand at smaller gatherings. With portions of this project within areas with significant low-income and minority populations, access to translated materials was at the forefront of engagement efforts.

Measure A: Cost Effectiveness

Total Project Cost (entered in Project Cost Form):	$6,301,000.00
Enter Amount of the Noise Walls:	$0.00
Total Project Cost subtract the amount of the noise walls:	$6,301,000.00
Enter amount of any outside, competitive funding:	$0.00
Attach documentation of award:	
Points Awarded in Previous Criteria	
Cost Effectiveness	$0.00

Other Attachments

File Name	Description	File Size
ExistingConditions_Photo.pdf	Existing Conditions Photo	321 KB
Minneapolis Support Letter.pdf	Minneapolis Support Letter	5.6 MB
Nicollet_OnePageSummary.pdf	Project Summary	1.2 MB
Nicollet_ProjectMap.pdf	Project Map	1.4 MB
Pedestrian Crash Concentration Corridor.pdf	Pedestrian Crash Corridors	516 KB
Vehicle Crash Concentration Corridors.pdf	Vehicle Crash Corridors	896 KB

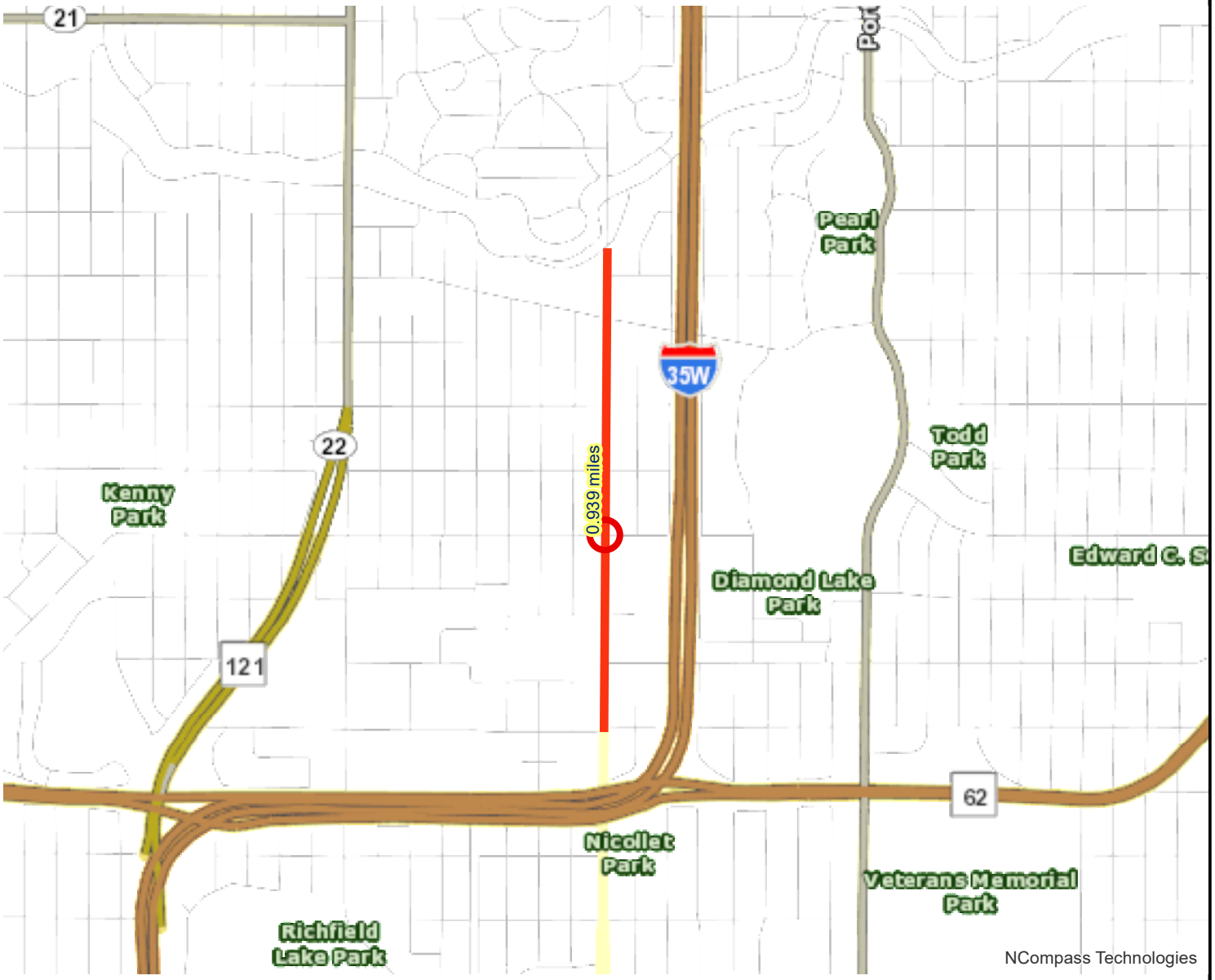
Regional Economy

Roadway Reconstruction/Modernization Project: Nicollet Avenue Roadway Modernization | Map ID: 1583945364919

Results

WITHIN ONE MI of project:
Postsecondary Students: 0

Totals by City:
Minneapolis
Population: 26606
Employment: 4836
Mfg and Dist Employment: 428
Richfield
Population: 8573
Employment: 3785
Mfg and Dist Employment: 93



Project Points
Project
Manfacturing/Distribution Centers
Job Concentration Centers

0 0.175 0.35 0.7 1.05 1.4 Miles

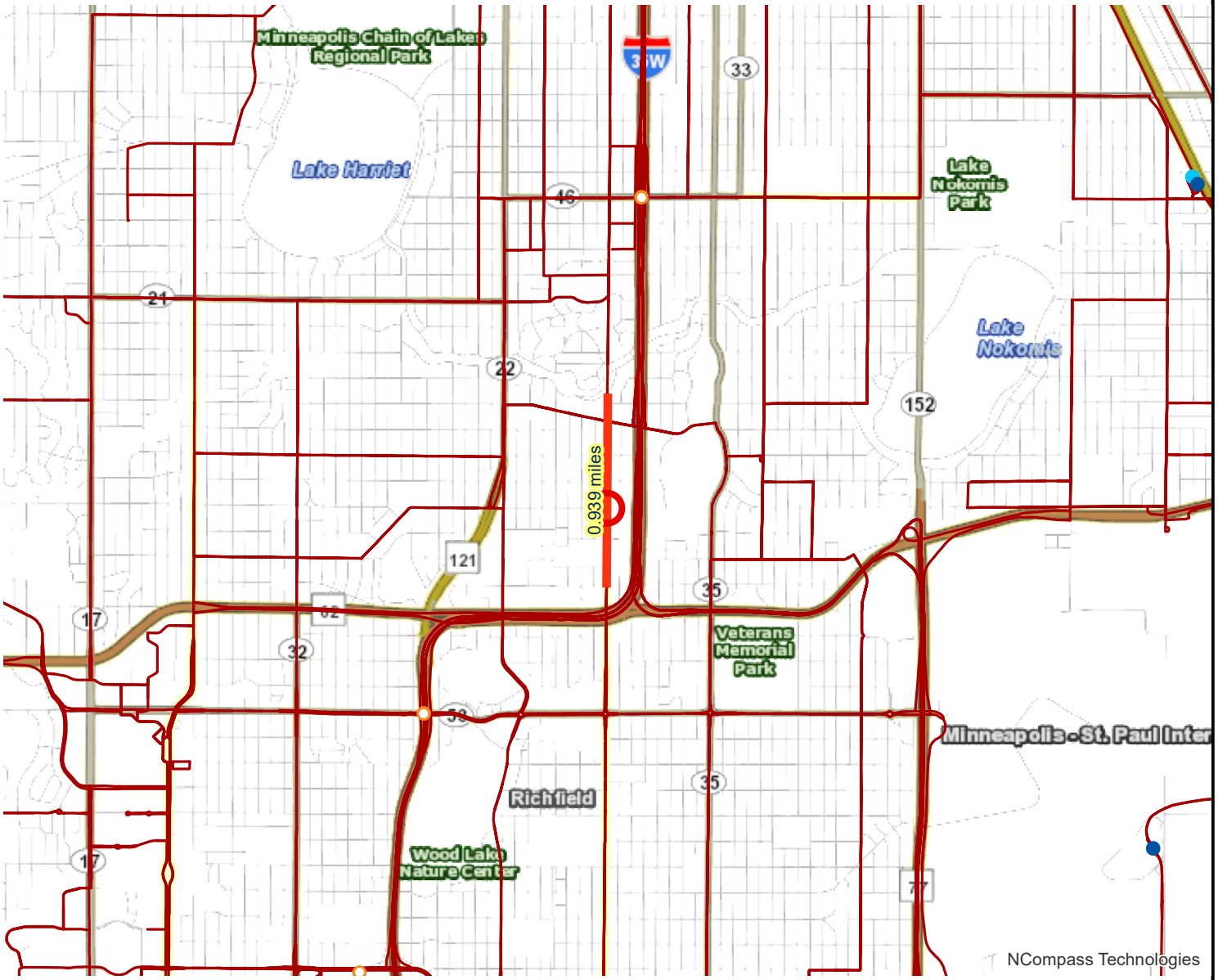
Created: 3/11/2020
LandscapeRSA5

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

METROPOLITAN COUNCIL

Transit Connections

Roadway Reconstruction/Modernization Project: Nicollet Avenue Roadway Modernization | Map ID: 1583945364919



Results

Transit with a Direct Connection to project:
156 18 460 464 465 467 491 535 552 553 554 558 578 579 597
*Nicollet Ave

**indicates Planned Alignments*

Transit Market areas: 2

Project Points
Project
Project Area

Transitway Stations
A Line
Blue Line

Planned Transitway Stations
Orange Line
Transit Routes

0 0.475 0.95 1.9 2.85 3.8 Miles

Created: 3/11/2020
LandscapeRSA3

METROPOLITAN COUNCIL

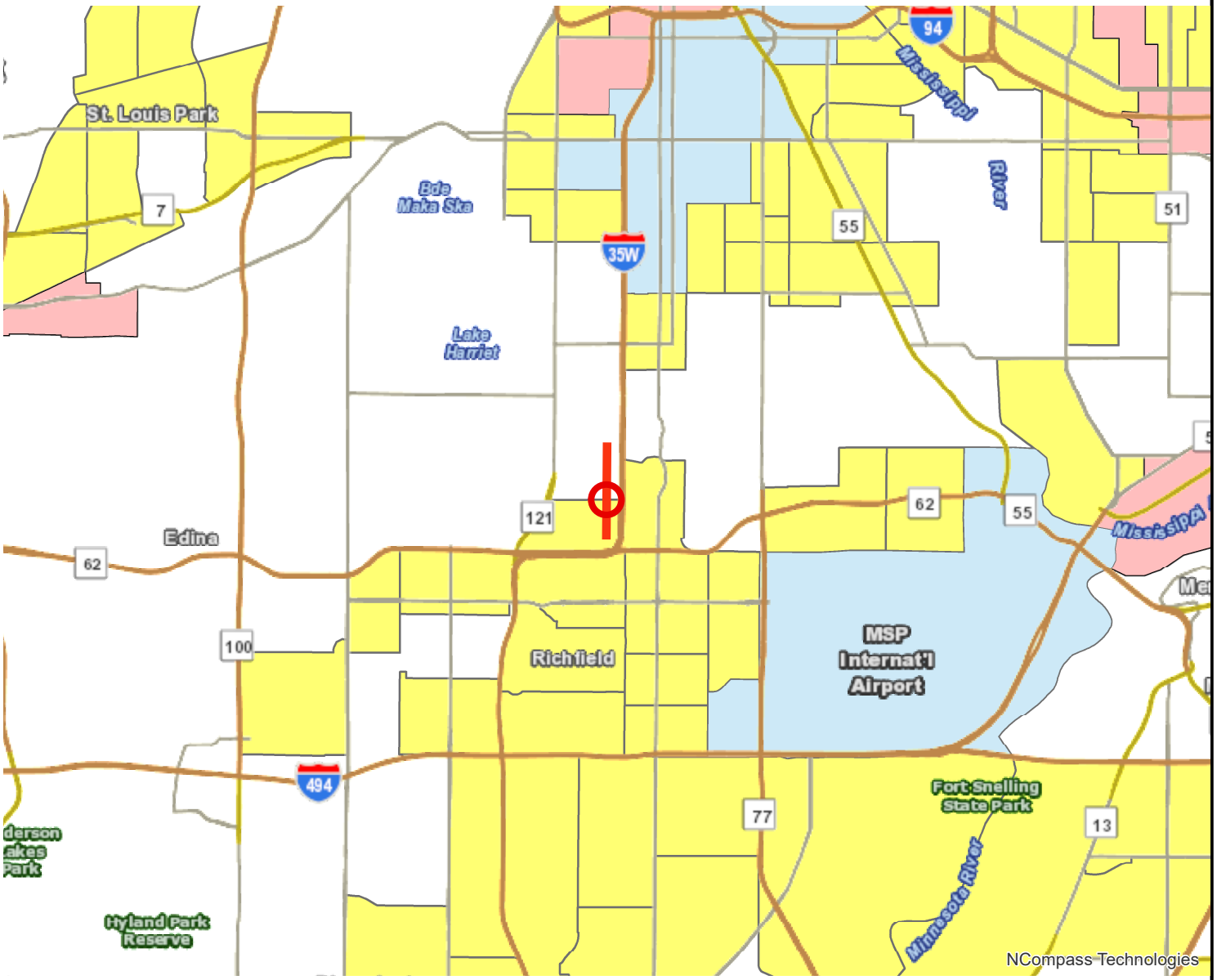
Socio-Economic Conditions

Roadway Reconstruction/Modernization Project: Nicollet Avenue Roadway Modernization | Map ID: 1583945364919

Results

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

Tracts within half-mile:
12003 24400 24700
111500 111600



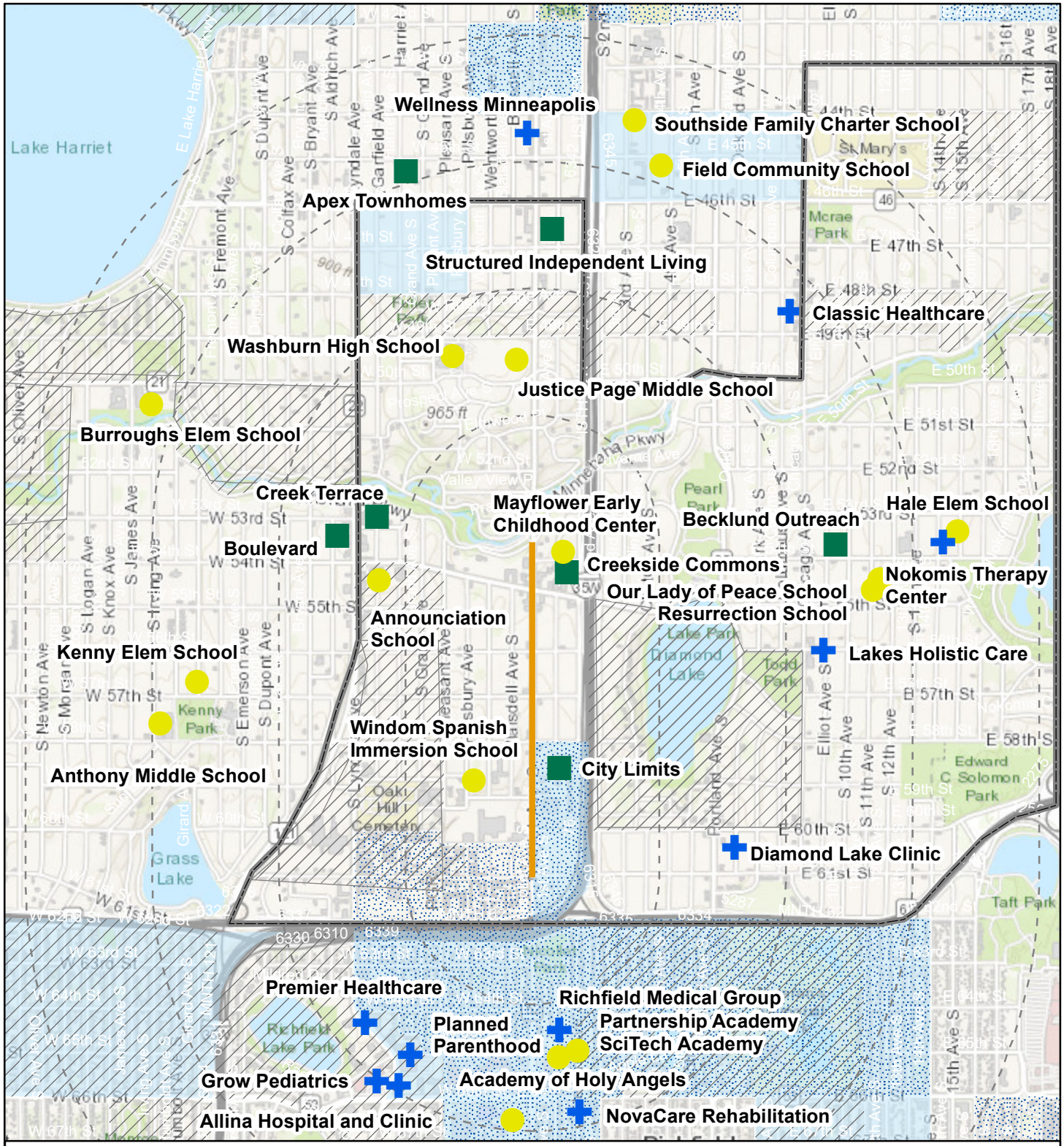
Points
Lines
Area of Concentrated Povertry > 50% residents of color
Area of Concentrated Poverty
Above reg'l avg conc of race/poverty

0 0.75 1.5 3 4.5 6 Miles

Created: 3/11/2020
LandscapeRSA2

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

METROPOLITAN COUNCIL



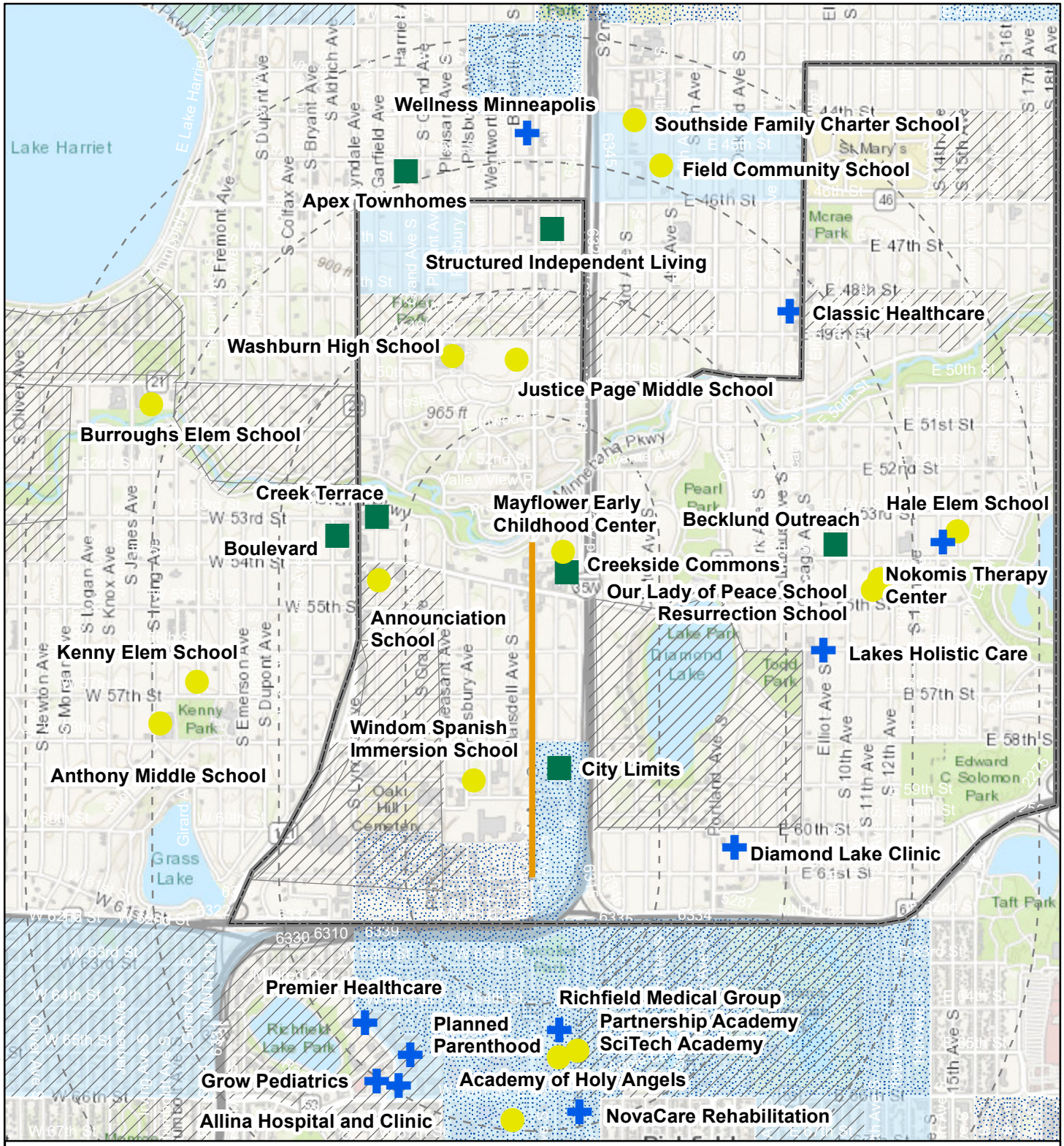
Minneapolis Nicollet Ave Roadway Reconstruction

Socio-Economic Map (Supplemental)

N

0 0.25 0.5 1 Miles

- Lingustically Isolated (Above 60th Percentile)
- Less than HS Education (Above 65th Percentile)
- Over Age 64 (Above 55th Percentile)
- Ward 11
- Project Area
- Buffer (0.5 Mile Increments)
- Affordable Housing
- Healthcare
- Schools



Minneapolis Nicollet Ave Roadway Reconstruction

Socio-Economic Map (Supplemental)

N

0 0.25 0.5 1 Miles

- Lingustically Isolated (Above 60th Percentile)
- Less than HS Education (Above 65th Percentile)
- Over Age 64 (Above 55th Percentile)
- Ward 11
- Project Area
- Buffer (0.5 Mile Increments)
- Affordable Housing
- Healthcare
- Schools

1: Nicollet Av S & Goodwill

Direction	All
Future Volume (vph)	1295
Total Delay / Veh (s/v)	1
CO Emissions (kg)	0.31
NOx Emissions (kg)	0.06
VOC Emissions (kg)	0.07

1: Nicollet Av S & Goodwill

Direction	All
Future Volume (vph)	1294
Total Delay / Veh (s/v)	2
CO Emissions (kg)	0.35
NOx Emissions (kg)	0.07
VOC Emissions (kg)	0.08

1: Nicollet Av S & Goodwill

Direction	All
Future Volume (vph)	1295
Total Delay / Veh (s/v)	1
CO Emissions (kg)	0.31
NOx Emissions (kg)	0.06
VOC Emissions (kg)	0.07

1: Nicollet Av S & Goodwill

Direction	All
Future Volume (vph)	1294
Total Delay / Veh (s/v)	2
CO Emissions (kg)	0.35
NOx Emissions (kg)	0.07
VOC Emissions (kg)	0.08

Traffic Safety Benefit-Cost Calculation

Highway Safety Improvement Program (HSIP) Reactive Project

DEPARTMENT OF TRANSPORTATION

A. Roadway Description

Route	Nicollet Ave	**District**		**County**	Hennepin
Begin RP		**End RP**		**Miles**	
Location	Intersection with Diamond Lake Rd				

B. Project Description

Proposed Work	Change LTPhasing from Perm to Prot/Perm and signals from pedestal to mast arms		
Project Cost*	$6,301,500	**Installation Year**	2024
Project Service Life	20 years	**Traffic Growth Factor**	0.5%

** exclude Right of Way from Project Cost*

C. Crash Modification Factor

0.62	**Fatal (K) Crashes**	**Reference**	CMF Clearinghouse
0.62	**Serious Injury (A) Crashes**		
0.62	**Moderate Injury (B) Crashes**	**Crash Type**	Rear Ends
0.62	**Possible Injury (C) Crashes**		
0.62	**Property Damage Only Crashes**		www.CMFclearinghouse.org

D. Crash Modification Factor (optional second CMF)

0.23	**Fatal (K) Crashes**	**Reference**	CMF Clearinghouse
0.23	**Serious Injury (A) Crashes**		
0.23	**Moderate Injury (B) Crashes**	**Crash Type**	Left Turn and Angles
0.23	**Possible Injury (C) Crashes**		
0.23	**Property Damage Only Crashes**		www.CMFclearinghouse.org

E. Crash Data

Begin Date	1/1/2016	**End Date**	12/31/2018	3 years
Data Source	MnDOT			

Crash Severity	Rear Ends	Left Turn and Angles
K crashes		
A crashes		
B crashes		
C crashes		2
PDO crashes	1	4

F. Benefit-Cost Calculation

$1,317,459	**Benefit (present value)**	**B/C Ratio = 0.21**
$6,301,500	**Cost**	

Proposed project expected to reduce 2 crashes annually, 0 of which involving fatality or serious injury.

F. Analysis Assumptions

Crash Severity	Crash Cost
K crashes	$1,360,000
A crashes	$680,000
B crashes	$210,000
C crashes	$110,000
PDO crashes	$12,000

Link: mndot.gov/planning/program/appendix_a.html

Real Discount Rate 1.2%

Traffic Growth Rate 0.5%

Project Service Life 20 years

G. Annual Benefit

Crash Severity	Crash Reduction	Annual Reduction	Annual Benefit
K crashes	0.00	0.00	$0
A crashes	0.00	0.00	$0
B crashes	0.00	0.00	$0
C crashes	1.54	0.51	$56,467
PDO crashes	3.46	1.15	$13,840
			$70,307

H. Amortized Benefit

Year	Crash Benefits	Present Value
2024	$70,307	$70,307
2025	$70,658	$69,820
2026	$71,011	$69,337
2027	$71,367	$68,858
2028	$71,723	$68,382
2029	$72,082	$67,909
2030	$72,442	$67,439
2031	$72,805	$66,972
2032	$73,169	$66,509
2033	$73,534	$66,049
2034	$73,902	$65,592
2035	$74,272	$65,138
2036	$74,643	$64,688
2037	$75,016	$64,240
2038	$75,391	$63,796
2039	$75,768	$63,355
2040	$76,147	$62,917
2041	$76,528	$62,481
2042	$76,910	$62,049
2043	$77,295	$61,620
0	$0	$0
0	$0	$0
0	$0	$0
0	$0	$0
0	$0	$0
0	$0	$0
0	$0	$0
0	$0	$0
0	$0	$0
0	$0	$0
0	$0	$0

Total = $1,317,459

Traffic Safety Benefit-Cost Calculation

Highway Safety Improvement Program (HSIP) Reactive Project

DEPARTMENT OF TRANSPORTATION

A. Roadway Description

Route	Nicollet Ave	**District**		**County**	Hennepin
Begin RP		**End RP**		**Miles**	
Location	Intersection with Diamond Lake Rd				

B. Project Description

Proposed Work	Change LTPhasing from Perm to Prot/Perm and signals from pedestal to mast arms		
Project Cost*	$6,301,500	**Installation Year**	2024
Project Service Life	20 years	**Traffic Growth Factor**	0.5%

** exclude Right of Way from Project Cost*

C. Crash Modification Factor

0.51	**Fatal (K) Crashes**	**Reference**	CMF Clearinghouse
0.51	**Serious Injury (A) Crashes**		
0.51	**Moderate Injury (B) Crashes**	**Crash Type**	All
0.51	**Possible Injury (C) Crashes**		
0.47	**Property Damage Only Crashes**		www.CMFclearinghouse.org

D. Crash Modification Factor (optional second CMF)

	Fatal (K) Crashes	**Reference**	
	Serious Injury (A) Crashes		
	Moderate Injury (B) Crashes	**Crash Type**	
	Possible Injury (C) Crashes		
	Property Damage Only Crashes		www.CMFclearinghouse.org

E. Crash Data

Begin Date	1/1/2016	**End Date**	12/31/2018	3 years
Data Source	MnDOT			

Crash Severity	**All**	**< optional 2nd CMF >**
K crashes		
A crashes	1	
B crashes	1	
C crashes	0	
PDO crashes	6	

F. Benefit-Cost Calculation

$2,962,346	**Benefit (present value)**	**B/C Ratio = 0.48**
$6,301,500	**Cost**	

Proposed project expected to reduce 2 crashes annually, 1 of which involving fatality or serious injury.

F. Analysis Assumptions

Crash Severity	Crash Cost
K crashes	$1,360,000
A crashes	$680,000
B crashes	$210,000
C crashes	$110,000
PDO crashes	$12,000

Link: mndot.gov/planning/program/appendix_a.html

Real Discount Rate 1.2%

Traffic Growth Rate 0.5%

Project Service Life 20 years

G. Annual Benefit

Crash Severity	Crash Reduction	Annual Reduction	Annual Benefit
K crashes	0.00	0.00	$0
A crashes	0.49	0.16	$111,067
B crashes	0.49	0.16	$34,300
C crashes	0.00	0.00	$0
PDO crashes	3.18	1.06	$12,720
			$158,087

H. Amortized Benefit

Year	Crash Benefits	Present Value
2024	$158,087	$158,087
2025	$158,877	$156,993
2026	$159,671	$155,907
2027	$160,470	$154,829
2028	$161,272	$153,758
2029	$162,079	$152,694
2030	$162,889	$151,638
2031	$163,703	$150,589
2032	$164,522	$149,548
2033	$165,345	$148,513
2034	$166,171	$147,486
2035	$167,002	$146,466
2036	$167,837	$145,453
2037	$168,676	$144,447
2038	$169,520	$143,447
2039	$170,367	$142,455
2040	$171,219	$141,470
2041	$172,075	$140,491
2042	$172,936	$139,520
2043	$173,800	$138,555
0	$0	$0
0	$0	$0
0	$0	$0
0	$0	$0
0	$0	$0
0	$0	$0
0	$0	$0
0	$0	$0
0	$0	$0
0	$0	$0
0	$0	$0

Total = $2,962,346

Dual CRF for Nicollet Ave and Diamond Lake Rd

Improvements include changing signal phasing to protected/permissive from permissive and adding overhead mast arms.

CR1=Change from permissive to permissive/protective left-turn phasing
CR2=Change signals from pedestal to overhead mast arms

CMF=CMF1xCMF2

All (Injury): 0.91*0.56=0.51
All (PDO): 0.96*0.49=0.47
Angle/Left Turn: 0.79*0.26=0.23
Rear End: 1.05*0.59=0.62

Traffic Safety Benefit-Cost Calculation

Highway Safety Improvement Program (HSIP) Reactive Project

DEPARTMENT OF TRANSPORTATION

A. Roadway Description

Route	Nicollet Ave	**District**		**County**	Hennepin
Begin RP		**End RP**		**Miles**	
Location	Intersections with Minnehaha Pkwy, 56th St, and 57th St				

B. Project Description

Proposed Work	Illumination and Curb Extensions		
Project Cost*	$6,301,500	**Installation Year**	2024
Project Service Life	20 years	**Traffic Growth Factor**	0.5%

** exclude Right of Way from Project Cost*

C. Crash Modification Factor

0.31	**Fatal (K) Crashes**	**Reference**	CMF Clearinghouse
0.69	**Serious Injury (A) Crashes**		
0.69	**Moderate Injury (B) Crashes**	**Crash Type**	All
0.69	**Possible Injury (C) Crashes**		
0.68	**Property Damage Only Crashes**		www.CMFclearinghouse.org

D. Crash Modification Factor (optional second CMF)

0.37	**Fatal (K) Crashes**	**Reference**	CMF Clearinghouse and MnDOT
0.37	**Serious Injury (A) Crashes**		
0.37	**Moderate Injury (B) Crashes**	**Crash Type**	Pedestrian
0.37	**Possible Injury (C) Crashes**		
0.37	**Property Damage Only Crashes**		www.CMFclearinghouse.org

E. Crash Data

Begin Date	1/1/2016	**End Date**	12/31/2018	3 years
Data Source	MnDOT			

Crash Severity	**All**	**Pedestrian**
K crashes		
A crashes		
B crashes		2
C crashes		
PDO crashes	6	

F. Benefit-Cost Calculation

$1,796,671	**Benefit (present value)**
$6,301,500	**Cost**

B/C Ratio = 0.29

Proposed project expected to reduce 2 crashes annually, 0 of which involving fatality or serious injury.

F. Analysis Assumptions

Crash Severity	Crash Cost
K crashes	$1,360,000
A crashes	$680,000
B crashes	$210,000
C crashes	$110,000
PDO crashes	$12,000

Link: mndot.gov/planning/program/appendix_a.html

Real Discount Rate 1.2%

Traffic Growth Rate 0.5%

Project Service Life 20 years

G. Annual Benefit

Crash Severity	Crash Reduction	Annual Reduction	Annual Benefit
K crashes	0.00	0.00	$0
A crashes	0.00	0.00	$0
B crashes	1.26	0.42	$88,200
C crashes	0.00	0.00	$0
PDO crashes	1.92	0.64	$7,680
			$95,880

H. Amortized Benefit

Year	Crash Benefits	Present Value
2024	$95,880	$95,880
2025	$96,359	$95,217
2026	$96,841	$94,558
2027	$97,325	$93,904
2028	$97,812	$93,255
2029	$98,301	$92,610
2030	$98,793	$91,969
2031	$99,287	$91,333
2032	$99,783	$90,701
2033	$100,282	$90,074
2034	$100,783	$89,451
2035	$101,287	$88,832
2036	$101,794	$88,217
2037	$102,303	$87,607
2038	$102,814	$87,001
2039	$103,328	$86,400
2040	$103,845	$85,802
2041	$104,364	$85,208
2042	$104,886	$84,619
2043	$105,410	$84,034
0	$0	$0
0	$0	$0
0	$0	$0
0	$0	$0
0	$0	$0
0	$0	$0
0	$0	$0
0	$0	$0
0	$0	$0
0	$0	$0
0	$0	$0

Total = $1,796,671

Dual CRF for Nicollet Ave and 56th St and 57th St

Improvements include adding illumination and curb extensions

CR1=Illumination
CR2=Curb Extensions

CMF=CMF1xCMF2

Pedestrian Crashes (Injury): 0.69*0.54= 0.37
Pedestrian Crashes: (PDO): 0.68*0.54=0.37

Traffic Safety Benefit-Cost Calculation

Highway Safety Improvement Program (HSIP) Reactive Project

DEPARTMENT OF TRANSPORTATION

A. Roadway Description

Route	Nicollet Ave	**District**		**County**	Hennepin
Begin RP		**End RP**		**Miles**	
Location	Intersections with 54th St, 58th St, and 59th St				

B. Project Description

Proposed Work	Upgrade pedestal signals to mast arms		
Project Cost*	$6,301,500	**Installation Year**	2024
Project Service Life	20 years	**Traffic Growth Factor**	0.5%

** exclude Right of Way from Project Cost*

C. Crash Modification Factor

0.26	**Fatal (K) Crashes**	**Reference**	CMF Clearinghouse
0.26	**Serious Injury (A) Crashes**		
0.26	**Moderate Injury (B) Crashes**	**Crash Type**	Angle
0.26	**Possible Injury (C) Crashes**		
0.26	**Property Damage Only Crashes**		www.CMFclearinghouse.org

D. Crash Modification Factor (optional second CMF)

0.59	**Fatal (K) Crashes**	**Reference**	CMF Clearinghouse
0.59	**Serious Injury (A) Crashes**		
0.59	**Moderate Injury (B) Crashes**	**Crash Type**	Rear Ends
0.59	**Possible Injury (C) Crashes**		
0.59	**Property Damage Only Crashes**		www.CMFclearinghouse.org

E. Crash Data

Begin Date	1/1/2016	**End Date**	12/31/2018	3 years
Data Source	MnDOT			

Crash Severity	Angle	Rear Ends
K crashes		
A crashes		
B crashes		1
C crashes		
PDO crashes	1	4

F. Benefit-Cost Calculation

$716,195	**Benefit (present value)**	**B/C Ratio = 0.12**
$6,301,500	**Cost**	

Proposed project expected to reduce 1 crashes annually, 0 of which involving fatality or serious injury.

F. Analysis Assumptions

Crash Severity	Crash Cost
K crashes	$1,360,000
A crashes	$680,000
B crashes	$210,000
C crashes	$110,000
PDO crashes	$12,000

Link: mndot.gov/planning/program/appendix_a.html

Real Discount Rate 1.2%

Traffic Growth Rate 0.5%

Project Service Life 20 years

G. Annual Benefit

Crash Severity	Crash Reduction	Annual Reduction	Annual Benefit
K crashes	0.00	0.00	$0
A crashes	0.00	0.00	$0
B crashes	0.41	0.14	$28,700
C crashes	0.00	0.00	$0
PDO crashes	2.38	0.79	$9,520
			$38,220

H. Amortized Benefit

Year	Crash Benefits	Present Value
2024	$38,220	$38,220
2025	$38,411	$37,956
2026	$38,603	$37,693
2027	$38,796	$37,432
2028	$38,990	$37,173
2029	$39,185	$36,916
2030	$39,381	$36,661
2031	$39,578	$36,407
2032	$39,776	$36,156
2033	$39,975	$35,905
2034	$40,175	$35,657
2035	$40,375	$35,410
2036	$40,577	$35,166
2037	$40,780	$34,922
2038	$40,984	$34,681
2039	$41,189	$34,441
2040	$41,395	$34,203
2041	$41,602	$33,966
2042	$41,810	$33,731
2043	$42,019	$33,498
0	$0	$0
0	$0	$0
0	$0	$0
0	$0	$0
0	$0	$0
0	$0	$0
0	$0	$0
0	$0	$0
0	$0	$0
0	$0	$0
0	$0	$0

Total = $716,195

Traffic Safety Benefit-Cost Calculation

Highway Safety Improvement Program (HSIP) Reactive Project

DEPARTMENT OF TRANSPORTATION

A. Roadway Description

Route	Nicollet Ave	**District**		**County**	Hennepin
Begin RP		**End RP**		**Miles**	
Location	Intersections with 54th St, 58th St, and 59th St				

B. Project Description

Proposed Work	Upgrade pedestal signals to mast arms		
Project Cost*	$6,301,500	**Installation Year**	2024
Project Service Life	20 years	**Traffic Growth Factor**	0.5%

** exclude Right of Way from Project Cost*

C. Crash Modification Factor

0.56	**Fatal (K) Crashes**	**Reference**	CMF Clearinghouse
0.56	**Serious Injury (A) Crashes**		
0.56	**Moderate Injury (B) Crashes**	**Crash Type**	All
0.56	**Possible Injury (C) Crashes**		
0.49	**Property Damage Only Crashes**		www.CMFclearinghouse.org

D. Crash Modification Factor (optional second CMF)

	Fatal (K) Crashes	**Reference**	
	Serious Injury (A) Crashes		
	Moderate Injury (B) Crashes	**Crash Type**	
	Possible Injury (C) Crashes		
	Property Damage Only Crashes		www.CMFclearinghouse.org

E. Crash Data

Begin Date	1/1/2016	**End Date**	12/31/2018	3 years
Data Source	MnDOT			

Crash Severity	**All**	**< optional 2nd CMF >**
K crashes		
A crashes		
B crashes		
C crashes		
PDO crashes	5	

F. Benefit-Cost Calculation

$191,136	**Benefit (present value)**
$6,301,500	**Cost**

B/C Ratio = 0.04

Proposed project expected to reduce 1 crashes annually, 0 of which involving fatality or serious injury.

F. Analysis Assumptions

Crash Severity	Crash Cost
K crashes	$1,360,000
A crashes	$680,000
B crashes	$210,000
C crashes	$110,000
PDO crashes	$12,000

Link: mndot.gov/planning/program/appendix_a.html

Real Discount Rate 1.2%

Traffic Growth Rate 0.5%

Project Service Life 20 years

G. Annual Benefit

Crash Severity	Crash Reduction	Annual Reduction	Annual Benefit
K crashes	0.00	0.00	$0
A crashes	0.00	0.00	$0
B crashes	0.00	0.00	$0
C crashes	0.00	0.00	$0
PDO crashes	2.55	0.85	$10,200
			$10,200

H. Amortized Benefit

Year	Crash Benefits	Present Value
2024	$10,200	$10,200
2025	$10,251	$10,129
2026	$10,302	$10,059
2027	$10,354	$9,990
2028	$10,406	$9,921
2029	$10,458	$9,852
2030	$10,510	$9,784
2031	$10,562	$9,716
2032	$10,615	$9,649
2033	$10,668	$9,582
2034	$10,722	$9,516
2035	$10,775	$9,450
2036	$10,829	$9,385
2037	$10,883	$9,320
2038	$10,938	$9,255
2039	$10,992	$9,191
2040	$11,047	$9,128
2041	$11,103	$9,065
2042	$11,158	$9,002
2043	$11,214	$8,940
0	$0	$0
0	$0	$0
0	$0	$0
0	$0	$0
0	$0	$0
0	$0	$0
0	$0	$0
0	$0	$0
0	$0	$0
0	$0	$0
0	$0	$0

Total = $191,136

Dual CRF for Nicollet Ave and 54th St, 58th St, and 59th St

Improvements include adding illumination and curb extensions

CR1=Convert pedestals to mast arm signals
CR2=Curb Extensions

CMF=CMF1xCMF2

Pedestrian Crashes (Injury): 0.56*0.54= 0.30
Pedestrian Crashes: (PDO): 0.49*0.54=0.26

Traffic Safety Benefit-Cost Calculation

Highway Safety Improvement Program (HSIP) Reactive Project

DEPARTMENT OF TRANSPORTATION

A. Roadway Description

Route	Nicollet Ave	**District**		**County**	Hennepin
Begin RP		**End RP**		**Miles**	
Location	Intersections with 60th and 61st St				

B. Project Description

Proposed Work	Curb Extensions		
Project Cost*	$6,301,500	**Installation Year**	2024
Project Service Life	20 years	**Traffic Growth Factor**	0.5%

** exclude Right of Way from Project Cost*

C. Crash Modification Factor

0.54	**Fatal (K) Crashes**	**Reference**	MnDOT
0.54	**Serious Injury (A) Crashes**		
0.54	**Moderate Injury (B) Crashes**	**Crash Type**	Pedestrian
0.54	**Possible Injury (C) Crashes**		
0.54	**Property Damage Only Crashes**		www.CMFclearinghouse.org

D. Crash Modification Factor (optional second CMF)

	Fatal (K) Crashes	**Reference**	
	Serious Injury (A) Crashes		
	Moderate Injury (B) Crashes	**Crash Type**	
	Possible Injury (C) Crashes		
	Property Damage Only Crashes		www.CMFclearinghouse.org

E. Crash Data

Begin Date	1/1/2016	**End Date**	12/31/2018	3 years
Data Source	MnDOT			

Crash Severity	**Pedestrian**	**< optional 2nd CMF >**
K crashes		
A crashes		
B crashes	1	
C crashes	3	
PDO crashes		

F. Benefit-Cost Calculation

$1,551,569	**Benefit (present value)**	**B/C Ratio = 0.25**
$6,301,500	**Cost**	

Proposed project expected to reduce 1 crashes annually, 0 of which involving fatality or serious injury.

F. Analysis Assumptions

Crash Severity	Crash Cost
K crashes	$1,360,000
A crashes	$680,000
B crashes	$210,000
C crashes	$110,000
PDO crashes	$12,000

Link: mndot.gov/planning/program/appendix_a.html

Real Discount Rate 1.2%

Traffic Growth Rate 0.5%

Project Service Life 20 years

G. Annual Benefit

Crash Severity	Crash Reduction	Annual Reduction	Annual Benefit
K crashes	0.00	0.00	$0
A crashes	0.00	0.00	$0
B crashes	0.46	0.15	$32,200
C crashes	1.38	0.46	$50,600
PDO crashes	0.00	0.00	$0
			$82,800

H. Amortized Benefit

Year	Crash Benefits	Present Value
2024	$82,800	$82,800
2025	$83,214	$82,227
2026	$83,630	$81,659
2027	$84,048	$81,094
2028	$84,468	$80,533
2029	$84,891	$79,976
2030	$85,315	$79,423
2031	$85,742	$78,873
2032	$86,171	$78,328
2033	$86,601	$77,786
2034	$87,034	$77,248
2035	$87,470	$76,713
2036	$87,907	$76,183
2037	$88,346	$75,656
2038	$88,788	$75,133
2039	$89,232	$74,613
2040	$89,678	$74,097
2041	$90,127	$73,584
2042	$90,577	$73,075
2043	$91,030	$72,570
0	$0	$0
0	$0	$0
0	$0	$0
0	$0	$0
0	$0	$0
0	$0	$0
0	$0	$0
0	$0	$0
0	$0	$0
0	$0	$0
0	$0	$0

Total = $1,551,569

Traffic Safety Benefit-Cost Calculation

Highway Safety Improvement Program (HSIP) Reactive Project

DEPARTMENT OF TRANSPORTATION

A. Roadway Description

Route	Nicollet Ave	**District**		**County**	Hennepin
Begin RP		**End RP**		**Miles**	
Location	Non intersection related crashes from Minnehaha Pkwy to 61st St				

B. Project Description

Proposed Work	Illumination		
Project Cost*	$6,301,500	**Installation Year**	2024
Project Service Life	20 years	**Traffic Growth Factor**	0.5%

** exclude Right of Way from Project Cost*

C. Crash Modification Factor

0.31	**Fatal (K) Crashes**	**Reference**	CMF Clearinghouse
0.69	**Serious Injury (A) Crashes**		
0.69	**Moderate Injury (B) Crashes**	**Crash Type**	All
0.69	**Possible Injury (C) Crashes**		
0.68	**Property Damage Only Crashes**		www.CMFclearinghouse.org

D. Crash Modification Factor (optional second CMF)

	Fatal (K) Crashes	**Reference**	
	Serious Injury (A) Crashes		
	Moderate Injury (B) Crashes	**Crash Type**	
	Possible Injury (C) Crashes		
	Property Damage Only Crashes		www.CMFclearinghouse.org

E. Crash Data

Begin Date 1/1/2016 **End Date** 12/31/2018 3 years

Data Source MnDOT

Crash Severity	**All**	**< optional 2nd CMF >**
K crashes		
A crashes		
B crashes	4	
C crashes	1	
PDO crashes	23	

F. Benefit-Cost Calculation

$2,391,189	**Benefit (present value)**	**B/C Ratio = 0.38**
$6,301,500	**Cost**	

Proposed project expected to reduce 3 crashes annually, 0 of which involving fatality or serious injury.

F. Analysis Assumptions

Crash Severity	Crash Cost
K crashes	$1,360,000
A crashes	$680,000
B crashes	$210,000
C crashes	$110,000
PDO crashes	$12,000

Link: mndot.gov/planning/program/appendix_a.html

Real Discount Rate 1.2%

Traffic Growth Rate 0.5%

Project Service Life 20 years

G. Annual Benefit

Crash Severity	Crash Reduction	Annual Reduction	Annual Benefit
K crashes	0.00	0.00	$0
A crashes	0.00	0.00	$0
B crashes	1.24	0.41	$86,800
C crashes	0.31	0.10	$11,367
PDO crashes	7.36	2.45	$29,440
			$127,607

H. Amortized Benefit

Year	Crash Benefits	Present Value
2024	$127,607	$127,607
2025	$128,245	$126,724
2026	$128,886	$125,847
2027	$129,530	$124,977
2028	$130,178	$124,113
2029	$130,829	$123,254
2030	$131,483	$122,401
2031	$132,140	$121,555
2032	$132,801	$120,714
2033	$133,465	$119,879
2034	$134,132	$119,050
2035	$134,803	$118,226
2036	$135,477	$117,409
2037	$136,155	$116,596
2038	$136,835	$115,790
2039	$137,520	$114,989
2040	$138,207	$114,194
2041	$138,898	$113,404
2042	$139,593	$112,619
2043	$140,291	$111,840
0	$0	$0
0	$0	$0
0	$0	$0
0	$0	$0
0	$0	$0
0	$0	$0
0	$0	$0
0	$0	$0
0	$0	$0
0	$0	$0
0	$0	$0

Total = $2,391,189

▼ Countermeasure: Changing left turn phasing on more than one approach from permissive to protected-permissive

Compare	CMF	CRF(%)	Quality	Crash Type	Crash Severity	Area Type	Reference	Comments
☐	0.958	4.2	★★★★☆	All	All	Urban	SRINIVASAN, ET AL., 2011	
☐	0.914	8.6	★★★★☆	All	Fatal,Serious injury,Minor injury	Urban	SRINIVASAN, ET AL., 2011	
☐	0.787	21.3	★★★★☆	Left turn	All	Urban	SRINIVASAN, ET AL., 2011	
☐	1.05	-5	★★★★☆	Rear end	All	Urban	SRINIVASAN, ET AL., 2011	

Compare Reset Compare

*NOTE: You can compare CMFs across countermeasures, subcategories, and categories.

▼ Countermeasure: Convert signal from pedestal-mounted to mast arm

Compare	CMF	CRF(%)	Quality	Crash Type	Crash Severity	Area Type	Reference	Comments
☐	0.51	49	★★★☆☆	All	All		RODEGERDTS ET AL., 2004	
☐	0.71	29	★★★☆☆	All	All		MCGEE ET AL., 2002	
☐	0.56	44	★★★☆☆	All	Fatal,Serious injury,Minor injury	All	RODEGERDTS ET AL., 2004	
☐	0.49	51	★★★☆☆	All	Property damage only (PDO)	All	RODEGERDTS ET AL., 2004	
☐	0.59	41	★★★☆☆	Rear end	All	All	RODEGERDTS ET AL., 2004	
☐	0.26	74	★★★☆☆	Angle	All	All	RODEGERDTS ET AL., 2004	
☐	0.75	25	★★☆☆☆	All	All		MCGEE ET AL., 2002	
☐	0.88	12	★★☆☆☆	Angle	All	All	RODEGERDTS ET AL., 2004	
☐	0.37	63	★★☆☆☆	Angle	All		MCGEE ET AL., 2002	

Compare Reset Compare

*NOTE: You can compare CMFs across countermeasures, subcategories, and categories.

▼ Countermeasure: Illumination

Compare	CMF	CRF(%)	Quality	Crash Type	Crash Severity	Area Type	Reference	Comments
☐	0.69	32	★★★★☆	All	Serious injury,Minor injury	Urban	ELVIK, R. AND VAA, T., 2004	
☐	0.84	16	★★★★☆	All	Property damage only (PDO)	Urban	ELVIK, R. AND VAA, T., 2004	
☐	0.73	27	★★★★☆	All	Serious injury,Minor injury	All	ELVIK, R. AND VAA, T., 2004	
☐	0.69	31	★★★☆☆	All	Property damage only (PDO)	Not specified	ELVIK, R. AND VAA, T., 2004	
☐	0.31	69	★★★☆☆	All	Fatal	All	ELVIK, R. AND VAA, T., 2004	
☐	0.8	20	★★★☆☆	All	Serious injury,Minor injury	Rural	ELVIK, R. AND VAA, T., 2004	
☐	0.68	32	★★★☆☆	All	Property damage only (PDO)	All	ELVIK, R. AND VAA, T., 2004	

Document Information and Disclaimer (2 of 4)

  - ***Tried Strategies*** have been implemented in a number of locations where the results of the evaluations have not been fully evaluated or are inconsistent.
  - ***Experimental Strategies*** are ideas that have been suggested and at least one agency has considered sufficiently promising to try on a small scale in at least one location.
- Typical Characteristics of Candidate Locations—The appropriate use of the strategy based on roadway characteristics
- Typical Costs—A summary of the typical costs for installation of the safety strategies and any applicable maintenance costs based on available past projects
- Design Features—Information on the latest design of the safety strategy and the appropriate design criteria to be used during implementation
- Best Practice—A short summary of the current best practice relating to the safety strategy
- Sources—Related resources and cited materials

	Strategies	Pages	Crash Reduction/ Crash Features	Proven/Tried/ Experimental	Operational Effects (Mobility)	Candidate Locations	Design Features	Construction Costs
Pedestrian Safety Strategies	Sidewalks	1-2	50 to 90% reduction in "walking in roadway" pedestrian crashes	Proven	N/A	Urban arterials & collectors	Curb ramps, cross slope, buffer zones	$4 to $5 per square foot
	Crosswalks and Crosswalk Enhancements	3-8	Varies	Proven/Tried	N/A	Intersections	Should be part of package including crosswalk enhancements	$200 per crosswalk
	Medians and Crossing Islands	9-10	39 to 46%	Proven	May provide operational benefits	Wide 2-lane roads and multi-lane roadways	4 to 8 feet wide	$15,000 to $30,000 per 100 feet
	Curb Extensions	11-12	39 to 46%	Proven	Potential reduction in speeds	Urban arterials and collectors with curb parking	Roadway with parking or shoulder	$5,000-$10,000 per extension
	Pedestrian Hybrid Beacon System	13-15	60%	Tried	Additional delay for vehicles stopping for pedestrians	Mid-Block Crosswalk locations — Not at intersections	Pedestrian activated	$80,000
	Rectangular Rapid Flashing Beacon	16-17	78 to 100% yield to pedestrian rate	Tried	Additional delay for vehicles stopping for pedestrians	Mid-Block Crosswalk	Passive or active pedestrian activation	$10K to $15K
	Crosswalk Lighting	18-19	33 to 44%	Proven	N/A	Isolated crosswalks not along a continuously lit roadway	Require a power source	$10k to $25K per intersection
	Traffic Signals	20-22	Leading Pedestrian Interval — 60%	Tried	Increases delay and reduces mobility of major roadway	Intersections that meet signal warrants	Short cycle lengths, countdown timers, easy accessibility	New Signal - $175,000 to more than $300,000 per intersection

Nicollet Segment Crashes

objectid	Incident ID	Date and T	Year	Hour	Crash Seve	Number Kil	Number of	Officer Nar	Constructic	County	City	Township	Route Type	Route ID	Route Mea	Roadway N	Divided Ro	Intersectio	Manner of	First Harmf	Relative Tr	Lighting Co	Road Circu	road_circu	Road Circu	road_circu	Relative Int	Traffic Con	Weather P	Weather Se	Surface Co	Work Zone	Work Zone	Work Zone	Workers Pr	Unit1 Type	Unit1 Vehi	Unit1 Direc	Unit1 Facto	Unit1 Facto	Unit1 Most	Unit1 Vehi
2429922	666844	12/9/2018,	2018	11	Minor Injur	0	2	VEHICLE 1	M	HENNEPIN	Minneapolis		Municipal	050002395	0.903929	NICOLLET A	Not Applicable		Angle	Motor Veh	On Roadwa	Daylight	None				Not at Inte	Not Applica	Clear		Wet	2		NOT APPLICABLE		Motor Veh	Passenger	Southboun	No Clear Contributing		Motor Veh	Moving For
2213502	510502	10/21/201	2017	18	Unknown S	0	0	Unit #2	M	HENNEPIN	Minneapolis		Municipal	050002395	0.071584	430				Parked Mo	On Roadwa	Dark (Stree	Road Surface Condition (wet, icy, snow, slush,				Not at Inte	No Control	Rain		Wet	2		NOT APPLICABLE		Hit-And-Ru	Sport Utilit	Southbound			Parked Mo	Moving For
2478087	521028	12/1/2017,	2017	15	Minor Injur	0	3	All three	M	HENNEPIN	Minneapolis		Municipal	050002395	0.117334	NICOLLET A	South		Front to Re	Motor Veh	On Roadwa	Daylight	None				Not at Inte	No Control	Cloudy		Dry	2		NOT APPLICABLE		Motor Veh	Sport Utilit	Southboun	Unknown		Motor Veh	Moving For
1784292	452686	5/16/2017,	2017	20	Unknown S	0	0	Vehicle 1	M	HENNEPIN	Minneapolis		Non-Trafficway			-- NOT ON ROADWAY --				Parked Mo	Parking Lot	Dark (Stree	None				Not at Intersection, Int		Cloudy		Dry	2		NOT APPLICABLE		Hit-And-Run Vehicle or Unknown Driver					Parked Mo	Unknown
2051739	631986	9/2/2018,	2018	12	Property D	0	1	Veh #2	M	HENNEPIN	Minneapolis		Municipal	050002395	0.169949	NICOLLET AVE S				Parked Mo	Parking Lot	Daylight	None				Other	Not Applica	Clear		Dry	2		NOT APPLICABLE		Motor Veh	Sport Utilit	Southboun	Unknown		Parked Mo	Turning Lef
1785136	633811	9/10/2018,	2018	16	Property D	0	1	Driver of U	M	HENNEPIN	Minneapolis		Municipal	050002395	0.360809	NICOLLET A	Not Applicable			Other - Fixe	In Parking l	Daylight	None				Not at Inte	Not Applica	Clear		Dry	2		NOT APPLICABLE		Motor Veh	Passenger	Not on Roa	Other Contributing Act		Other - Fixe	Moving For
1901549	505676	10/2/2017,	2017	14	Unknown S	0	0	Unit 2 was	M	HENNEPIN	Minneapolis		Municipal	050002395	0.359374	NICOLLET A	Not Applicable		Sideswipe -	Motor Veh	Parking Lot	Daylight	None				Not at Inte	No Control	Cloudy		Dry	2		NOT APPLICABLE		Hit-And-Ru	Pickup	Westbound			Motor Veh	Backing
2050121	380165	9/18/2016,	2016	19	Minor Injur	0	1	Unit 1 was	M	HENNEPIN	Minneapolis		Municipal	050002395	0.249263	NICOLLET A	Not Applicable		Other	Motor Veh	Parking Lot	Daylight	None				Not at Inte	No Control	Cloudy		Dry	2		NOT APPLICABLE		Motor Veh	Sport Utilit	Westbound	No Clear Contributing		Motor Veh	Moving For
2216380	602089	4/20/2018,	2018	10	Property D	0	2	BOBBY	M	Hennepin	Minneapolis		Municipal	050002395	0.337443	NICOLLET AVE S			Sideswipe -	Motor Veh	Parking Lot	Daylight	None				Not at Inte	No Control	Clear		Dry	2		NOT APPLICABLE		Motor Veh	Other Bus	Not on Roa	No Clear Contributing		Motor Veh	Vehicle Sto
2267098	600279	5/28/2018,	2018	13	Property D	0	2	Vehicle one	M	Hennepin	Minneapolis		Municipal	050002395	0.371697	NICOLLET A	Not Applicable		Sideswipe -	Motor Veh	On Roadwa	Daylight	None				Not at Inte	No Control	Clear		Dry	2		NOT APPLICABLE		Motor Veh	Passenger	Southboun	Other Contributing Act		Motor Veh	Moving For
2368859	657790	11/7/2018,	2018	18	Property D	0	3	Vehicle 3	M	HENNEPIN	Minneapolis		Municipal	050002395	0.238405	NICOLLET AVE S			Front to Re	Motor Veh	On Roadwa	Dark (Stree	None				T Intersecti	Traffic Con	Cloudy		Dry	2		NOT APPLICABLE		Motor Veh	Passenger	Southboun	No Clear Contributing		Motor Veh	Moving For
2413336	564295	2/8/2018,	2018	7	Unknown S	0	0	Sometime	M	HENNEPIN	Minneapolis		Municipal	050002395	0.307465	NICOLLET A	Not Applicable			Parked Mo	Parking Lot	Unknown	Unknown				Unknown	Not Applica	Unknown		Unknown	2		NOT APPLICABLE		Hit-And-Run Vehicle o		Unknown			Parked Mo	Unknown
2287586	432141	3/29/2017,	2017	13	Unknown S	0	0	Vehicle #1	M	HENNEPIN	Minneapolis		Municipal	050002395	0.425543	NICOLLET AVE S				Parked Mo	On Roadwa	Daylight	None				Four-Way I	Not Applica	Cloudy		Dry	2		NOT APPLICABLE		Hit-And-Run Vehicle o		Unknown			Parked Mo	Unknown
2391803	383229	10/1/2016,	2016	10	Property D	0	1	Driver 2	M	HENNEPIN	Minneapolis		Municipal	050002395	0.39999	NICOLLET AVE S			Front to Re	Motor Veh	On Roadwa	Daylight	None				Not at Inte	Traffic Con	Clear		Dry	2		NOT APPLICABLE		Hit-And-Ru	Passenger	Southbound			Motor Veh	Moving For
1888650	507188	10/8/2017,	2017	16	Property D	0	3	UNIT1, UNI	M	HENNEPIN	Minneapolis		Municipal	050002395	0.613177	NICOLLET AVE S			Rear to Rea	Motor Veh	On Roadwa	Daylight	Unknown				Four-Way I	No Control	Clear		Dry	2		NOT APPLICABLE		Motor Veh	Passenger	Northboun	Unknown		Motor Veh	Moving For
1941155	632082	9/2/2018,	2018	21	Unknown S	0	0	Victim left	M	HENNEPIN	Minneapolis		Municipal	050002395	0.591169	NICOLLET A	Not Applicable			Parked Mo	On Roadwa	Unknown	None				Not at Inte	No Control	Clear		Dry	2		NOT APPLICABLE		Hit-And-Run Vehicle o		Unknown			Parked Mo	Unknown
2098806	471268	6/20/2017,	2017	22	Minor Injur	0	2	V1 was	M	HENNEPIN	Minneapolis		Municipal	050002395	0.603855	NICOLLET AVE S			Sideswipe -	Motor Veh	On Roadwa	Dark (Stree	None				Not at Inte	No Control	Clear		Dry	2		NOT APPLICABLE		Motor Veh	Moped or I	Northboun	No Clear Contributing		Motor Veh	Moving For
2165485	662238	11/22/201	2018	13	Property D	0	0	UNIT 1 WA	M	HENNEPIN	Minneapolis		Municipal	050002395	0.60541	NICOLLET A	Not Applicable			Parked Mo	On Roadwa	Daylight	None				Not at Inte	No Control	Cloudy		Dry	2		NOT APPLICABLE		Hit-And-Ru	Sport Utilit	Southboun	Unknown		Parked Mo	Moving For
2266556	362587	7/9/2016,	2016	10	Unknown S	0	0	On	M	HENNEPIN	Minneapolis		Municipal	050002395	0.538512	NICOLLET AVE S				Parked Mo	On Roadsic	Daylight	None				Not at Inte	No Control	Clear		Dry	2		NOT APPLICABLE		Parked/Sta	Passenger	Not on Roadway			Motor Veh	Parked or E
1856107	474209	7/2/2017,	2017	15	Unknown S	0	0	Unit 2 was	M	HENNEPIN	Minneapolis		Municipal	050002395	0.749703	NICOLLET A	Not Applicable		Unknown	Motor Veh	Parking Lot	Unknown	Unknown				Other	Not Applica	Unknown		Dry	2		NOT APPLICABLE		Hit-And-Run Vehicle o		Unknown			Parked Mo	Unknown
1895988	660586	11/16/201	2018	11	Possible Inj	0	2	Unit 2 was	M	HENNEPIN	Minneapolis		Municipal	050002395	0.787318	NICOLLET A	Not Applicable		Front to Re	Motor Veh	On Roadwa	Daylight	None				Intersectio	No Control	Cloudy		Dry	2		NOT APPLICABLE		Motor Veh	Sport Utilit	Southboun	Other Contributing Act		Motor Veh	Moving For
2394539	630937	8/28/2018,	2018	14	Unknown S	0	0	The	M	HENNEPIN	Minneapolis		Municipal	050002395	0.720683	NICOLLET AVE S			Unknown	Motor Veh	On Roadwa	Unknown	Unknown				Not at Inte	No Control	Unknown		Unknown	2		NOT APPLICABLE		Hit-And-Run Vehicle o		Unknown			Parked Mo	Unknown
2474492	426252	3/1/2017,	2017	12	Property D	0	2	Veh 1	M	HENNEPIN	Minneapolis		Municipal	050002395	0.78369	NICOLLET A	Not Applicable		Front to Re	Motor Veh	On Roadwa	Daylight	Road Surface Condition (wet, icy, snow, slush,				Four-Way I	Traffic Con	Clear		Wet	2		NOT APPLICABLE		Motor Veh	Passenger	Northboun	Other Contributing Act		Motor Veh	Slowing
2474721	419304	1/30/2017,	2017	7	Property D	0	1	Snow had	M	HENNEPIN	Minneapolis		Municipal	050002395	0.669659	NICOLLET AVE S				Other - Fixe	Outside of	Sunrise	Road Surface Condition (wet, icy, snow, slush,				Not at Inte	No Control	Cloudy	Snow	Snow	2		NOT APPLICABLE		Motor Veh	Pickup	Southboun	Ran Off Ro	Other Cont	Other - Fixe	Moving For
2528216	353275	6/1/2016,	2016	16	Property D	0	4	When	M	HENNEPIN	Minneapolis		Municipal	050002395	0.667867	NICOLLET AVE S			Front to Re	Motor Veh	On Roadwa	Daylight	None				Not at Inte	Not Applica	Cloudy		Dry	2		NOT APPLICABLE		Motor Veh	Passenger	Northboun	Driver Distracted		Motor Veh	Moving For
2551263	432178	3/29/2017,	2017	19	Property D	0	2	Vehicle	M	HENNEPIN	Minneapolis		Municipal	050002395	0.68628	NICOLLET A	South		Sideswipe -	Motor Veh	On Roadwa	Dark (Stree	None				Not at Inte	No Control	Rain		Wet	2		NOT APPLICABLE		Motor Veh	Passenger	Southboun	Unknown		Motor Veh	Other
1817927	653917	10/23/201	2018	11	Property D	0	1	VEHICLE 1	M	HENNEPIN	Minneapolis		Municipal	050002395	0.859852	NICOLLET A	Not Applicable		Rear to Sid	Motor Veh	Parking Lot	Daylight	None				Other	Not Applica	Clear		Dry	2		NOT APPLICABLE		Motor Veh	Sport Utilit	Not on Roa	No Clear Contributing		Parked Mo	Backing
2026388	601573	6/2/2018,	2018	19	Property D	0	2	Vehicle 2 w	M	HENNEPIN	Minneapolis		Municipal	050002395	0.836916	NICOLLET A	South		Sideswipe -	Motor Veh	On Roadwa	Daylight	Congestion Backup Other				Not at Inte	No Control	Cloudy		Unknown	2		NOT APPLICABLE		Motor Veh	Passenger	Southboun	Unknown		Motor Veh	Turning Lef

Minnehaha Pkwy

objectid	Incident ID	Date and T	Year	Hour	Crash Seve	Number Kil	Number of	Officer Nar	Constructic	County	City	Township	Route Type	Route ID	Route Mea	Roadway N	Divided Ro	Intersectio	Manner of	First Harmf	Relative Tr	Lighting Co	Road Circu	road_circu	Road Circu	road_circu	Relative Int	Traffic Con	Weather P	Weather Se	Surface Co	Work Zone	Work Zone	Work Zone	Workers Pr	Unit1 Type	Unit1 Vehi	Unit1 Direc	Unit1 Facto	Unit1 Facto	Unit1 Most	Unit1 Vehi
2551063	409380	12/28/201	2016	22	Property D	0	1	U1 was bac	M	HENNEPIN	Minneapolis		Local (or Ci	100002395	1.29354	E MINNEH/	Not Applicable			Roadway S	On Roadwa	Dark (Stree	Unknown				Not at Inte	No Control	Clear		Ice/Frost	2		NOT APPLICABLE		Motor Veh	Sport Utilit	Southboun	No Clear Contributing		Roadway S	Backing
2603761	502845	9/21/2017,	2017	11	Property D	0	2	Approxim	M	HENNEPIN	Minneapolis		Municipal	050002395	0.942708	NICOLLET A	Not Applicable		Front to Fr	Motor Veh	On Roadwa	Daylight	None				Four-Way I	No Control	Clear		Dry	2		NOT APPLICABLE		Motor Veh	Passenger	Northboun	No Clear Contributing		Motor Veh	Moving For

Diamond Lake Rd

objectid	Incident ID	Date and T	Year	Hour	Crash Seve	Number Kil	Number of	Officer Nar	Constructic	County	City	Township	Route Type	Route ID	Route Mea	Roadway N	Divided Ro	Intersectio	Manner of	First Harmf	Relative Tr	Lighting Co	Road Circu	road_circu	Road Circu	road_circu	Relative Int	Traffic Con	Weather P	Weather Se	Surface Co	Work Zone	Work Zone	Work Zone	Workers Pr	Unit1 Type	Unit1 Vehi	Unit1 Direc	Unit1 Facto	Unit1 Facto	Unit1 Most	Unit1 Vehi
1791687	583805	3/16/2018,	2018	9	Possible Inj	0	3	UNIT 1	M	HENNEPIN	Minneapolis		Municipal	050002395	0.807804	NICOLLET A	Not Applica	E DIAMONI	Angle	Motor Veh	On Roadwa	Daylight	None				Four-Way I	Traffic Con	Clear		Dry	2		NOT APPLICABLE		Motor Veh	Pickup	Westbound	Ran Red Light		Motor Veh	Moving For
1818006	663234	11/27/201	2018	17	Property D	0	1	Unit 1 was	M	HENNEPIN	Minneapolis		Municipal	050002395	0.800961	NICOLLET A	North	E DIAMONI	Sideswipe -	Motor Veh	On Roadwa	Dark (Stree	None				Four-Way I	Traffic Con	Clear		Dry	2		NOT APPLICABLE		Motor Veh	Passenger	Northboun	No Clear Contributing		Motor Veh	Turning Lef
1829568	361750	7/5/2016,	2016	16	Possible Inj	0	2	Unit 2 was	M	HENNEPIN	Minneapolis		Municipal	050002395	0.814919	NICOLLET A	North		Angle	Motor Veh	On Roadwa	Daylight	None				Intersectio	Traffic Con	Cloudy		Dry	2		NOT APPLICABLE		Motor Veh	Pickup	Northboun	Ran Red Light		Motor Veh	Moving For
1901091	411034	1/2/2017,	2017	0	Unknown S	0	0	Vehicle 2	M	HENNEPIN	Minneapolis		Municipal	050002395	1.799969	E DIAMONI	Not Applicable			Parked Mo	On Roadwa	Unknown	Road Surface Condition (wet, icy, snow, slush,				Not at Inte	Unknown	Sleet, Hail (Freezing Ra		Ice/Frost	2		NOT APPLICABLE		Hit-And-Run Vehicle o		Unknown			Parked Mo	Unknown
1915132	601838	6/4/2018,	2018	7	Property D	0	2	Unit 1	M	HENNEPIN	Minneapolis		Municipal	050002395	0.799137	NICOLLET A	North		Sideswipe -	Motor Veh	On Roadwa	Daylight	Unknown				Four-Way I	Traffic Con	Cloudy		Dry	2		NOT APPLICABLE		Motor Veh	School Bus	Northboun	Unknown		Motor Veh	Turning Rig
2077145	509003	10/15/201	2017	14	Unknown S	0	0	Westboun	M	Hennepin	Minneapolis		Municipal	050002395	0.803139	DLR/ NICOI	West			Parked Mo	Parking Lot	Daylight	None				Not at Inte	No Control	Clear		Dry	2		NOT APPLICABLE		Hit-And-Ru	Passenger	Northbound			Parked Mo	Turning Rig
2108215	316151	1/1/2016,	2016	11	Property D	0	2	UNIT 1 WA	M	HENNEPIN	Minneapolis		Municipal	050002395	0.80551	NICOLLET AVE S		W DIAMON	Angle	Motor Veh	On Roadwa	Daylight	None				Four-Way I	Traffic Con	Clear		Snow	2		NOT APPLICABLE		Motor Veh	Passenger	Eastbound	Ran Red Light		Motor Veh	Slowing
2140031	670274	12/22/201	2018	8	Property D	0	2	Veh1 was	M	HENNEPIN	Minneapolis		Municipal	050002395	2.005761	W DIAMON	Not Applicable		Angle	Motor Veh	On Roadwa	Daylight	None				Four-Way I	Traffic Con	Cloudy		Dry	2		NOT APPLICABLE		Motor Veh	Passenger	Southboun	Unknown		Motor Veh	Moving For
2160938	356716	6/14/2016,	2016	15	Minor Injur	0	2	Unit 1 was	M	HENNEPIN	Minneapolis		Municipal	050002395	0.803303	NICOLLET AVE S			Front to Fr	Motor Veh	On Roadwa	Daylight	None				Four-Way I	Traffic Con	Clear		Dry	2		NOT APPLICABLE		Motor Veh	Passenger	Eastbound	Unknown		Motor Veh	Moving For
2236001	433261	4/4/2017,	2017	14	Property D	0	1	Unit 2 was	M	HENNEPIN	Minneapolis		Municipal	050002395	0.813583	NICOLLET A	Not Applicable			Parked Mo	Parking Lot	Daylight	None				Not at Inte	Not Applica	Clear		Dry	2		NOT APPLICABLE		Motor Veh	Passenger	Westbound	Improper Turn/Merge		Parked Mo	Turning Lef
2263289	333807	3/6/2016,	2016	9	Property D	0	2	UNIT 1 WA	M	HENNEPIN	Minneapolis		Municipal	050002395	0.806348	NICOLLET A	Not Applica	W DIAMON	Angle	Motor Veh	On Roadwa	Daylight	None				Four-Way I	Traffic Con	Clear		Dry	2		NOT APPLICABLE		Motor Veh	Passenger	Southboun	Ran Red Light		Motor Veh	Moving For
2293118	596504	5/10/2018,	2018	21	Property D	0	2	Unit #2 wa	M	HENNEPIN	Minneapolis		Municipal	050002395	0.805733	NICOLLET AVE S			Angle	Motor Veh	On Roadwa	Dark (Stree	None				Four-Way I	Traffic Con	Clear		Dry	2		NOT APPLICABLE		Motor Veh	Passenger	Eastbound	Ran Red Light		Motor Veh	Moving For
2338833	370267	8/9/2016,	2016	15	Unknown S	0	0	The victim	M	HENNEPIN	Minneapolis		Municipal	050002395	1.799546	E DIAMONI	Not Applicable			Parked Mo	On Roadwa	Daylight	None				Not at Intersection, Int		Cloudy	Other	Dry	2		NOT APPLICABLE		Hit-And-Run Vehicle o		Unknown			Parked Mo	Unknown
2507576	664477	12/1/2018,	2018	5	Property D	0	1	Veh 2 was	M	HENNEPIN	Minneapolis		Municipal	050002395	2.017084	E DIAMONI	West		Front to Re	Motor Veh	On Roadwa	Dark (Stree	None				Intersectio	Traffic Con	Cloudy		Ice/Frost	2		NOT APPLICABLE		Hit-And-Ru	Pickup	Westbound			Motor Veh	Moving For
2554066	372923	8/19/2016,	2016	15	Serious Inju	0	1	Reeves	M	HENNEPIN	Minneapolis		Municipal	050002395	0.81029	NICOLLET AVE S				Pedalcycle	On Roadwa	Daylight	None				Not at Intersection, Int		Cloudy		Dry	2		NOT APPLICABLE		Bicycle			No Improper Action			

56th

objectid	Incident ID	Date and T	Year	Hour	Crash Seve	Number Kil	Number of	Officer Nar	Constructic	County	City	Township	Route Type	Route ID	Route Mea	Roadway N	Divided Ro	Intersectio	Manner of	First Harmf	Relative Tr	Lighting Co	Road Circu	road_circu	Road Circu	road_circu	Relative Int	Traffic Con	Weather P	Weather Se	Surface Co	Work Zone	Work Zone	Work Zone	Workers Pr	Unit1 Type	Unit1 Vehi	Unit1 Direc	Unit1 Facto	Unit1 Facto	Unit1 Most	Unit1 Vehi
2075854	382675	9/29/2016,	2016	8	Minor Injur	0	1	Unit 1 was	M	HENNEPIN	Minneapolis		Local (or Ci	100002395	0.495204	W 56TH ST	West	NICOLLET AVE S		Pedalcycle	On Roadwa	Daylight	None				Four-Way I	Stop Sign	Clear		Dry	2		NOT APPLICABLE		Motor Veh	Passenger	Westbound	Failure to Yield Right-o		Pedalcyclis	Moving For
2268780	654964	10/27/201	2018	13	Property D	0	2	UNIT 1 WA	M	HENNEPIN	Minneapolis		Municipal	050002395	0.644725	NICOLLET A	Not Applicable		Angle	Motor Veh	On Roadwa	Daylight	None				Not at Inte	Stop Sign	Cloudy		Dry	2		NOT APPLICABLE		Motor Veh	Passenger	Northboun	No Clear Contributing		Motor Veh	Turning Lef
2392738	496967	8/27/2017,	2017	0	Property D	0	2	UNIT 1 ANI	M	HENNEPIN	Minneapolis		Municipal	050002395	0.635847	NICOLLET AVE S			Front to Re	Motor Veh	On Roadwa	Dark (Stree	None				Not at Inte	Not Applica	Cloudy		Dry	2		NOT APPLICABLE		Motor Veh	Passenger	Northboun	No Clear Contributing		Motor Veh	Moving For
2532105	631106	8/29/2018,	2018	13	Property D	0	1	Unit 2 pulle	M	HENNEPIN	Minneapolis		Local (or Ci	100002395	0.500642	W 56TH ST			Front to Re	Motor Veh	On Roadwa	Daylight	None				Not at Inte	No Control	Clear		Dry	2		NOT APPLICABLE		Hit-And-Ru	Passenger	Northbound			Motor Veh	Moving For

57th

objectid	Incident ID	Date and T	Year	Hour	Crash Seve	Number Kil	Number of	Officer Nar	Constructic	County	City	Township	Route Type	Route ID	Route Mea	Roadway N	Divided Ro	Intersectio	Manner of	First Harmf	Relative Tr	Lighting Co	Road Circu	road_circu	Road Circu	road_circu	Relative Int	Traffic Con	Weather P	Weather Se	Surface Co	Work Zone	Work Zone	Work Zone	Workers Pr	Unit1 Type	Unit1 Vehi	Unit1 Direc	Unit1 Facto	Unit1 Facto	Unit1 Most	Unit1 Vehi
2052407	665916	12/5/2018,	2018	15	Property D	0	2	Unit 1 was	M	HENNEPIN	Minneapolis		Local (or Ci	100002395	0.003309	E 57TH ST	Not Applica	NICOLLET A	Front to Fr	Motor Veh	On Roadwa	Daylight	None				Four-Way I	Stop Sign	Cloudy		Wet	2		NOT APPLICABLE		Motor Veh	Passenger	Northboun	Failure to Yield Right-o		Motor Veh	Turning Lef
2114322	659622	11/13/201	2018	7	Minor Injur	0	1	Unit 1 had	M	HENNEPIN	Minneapolis		Local (or Ci	100002395	0.000308	E 57TH ST	East			Pedestrian	On Roadwa	Daylight	None				Four-Way I	Stop Sign	Clear		Dry	2		NOT APPLICABLE		Motor Veh	Passenger	Southboun	Other Contributing Act		Pedestrian	Turning Lef

58th

objectid	Incident ID	Date and T	Year	Hour	Crash Seve	Number Kil	Number of	Officer Nar	Constructic	County	City	Township	Route Type	Route ID	Route Mea	Roadway N	Divided Ro	Intersectio	Manner of	First Harmf	Relative Tr	Lighting Co	Road Circu	road_circu	Road Circu	road_circu	Relative Int	Traffic Con	Weather P	Weather Se	Surface Co	Work Zone	Work Zone	Work Zone	Workers Pr	Unit1 Type	Unit1 Vehi	Unit1 Direc	Unit1 Facto	Unit1 Facto	Unit1 Most	Unit1 Vehi
1967137	629875	8/24/2018,	2018	7	Minor Injur	0	2	Unit 2 had	M	HENNEPIN	Minneapolis		Municipal	050002395	0.386843	NICOLLET A	South		Front to Re	Motor Veh	On Roadwa	Daylight	None				Four-Way I	Traffic Con	Rain		Wet	2		NOT APPLICABLE		Motor Veh	Passenger	Southboun	Other Contributing Act		Motor Veh	Moving For
2212396	339765	4/2/2016,	2016	19	Property D	0	1	I spoke	M	HENNEPIN	Minneapolis		Non Traffic	050002395	0.376976	NICOLLET AVE S			Other	Motor Veh	Parking Lot	Sunset	None				Not at Inte	No Control	Clear		Dry	2		NOT APPLICABLE		Motor Veh	Passenger	Eastbound	Unknown		Motor Veh	Moving For
2267098	600279	5/28/2018,	2018	13	Property D	0	2	Vehicle one	M	Hennepin	Minneapolis		Municipal	050002395	0.371697	NICOLLET A	Not Applicable		Sideswipe -	Motor Veh	On Roadwa	Daylight	None				Not at Inte	No Control	Clear		Dry	2		NOT APPLICABLE		Motor Veh	Passenger	Southboun	Other Contributing Act		Motor Veh	Moving For
2341498	512659	10/29/201	2017	18	Unknown S	0	0	Victim	M	HENNEPIN	Minneapolis		Local (or Ci	100002395	0.001568	E 58TH ST	Not Applicable			Parked Mo	On Roadwa	Other	None				Not at Inte	Not Applica	Unknown		Dry	2		NOT APPLICABLE		Hit-And-Run Vehicle o		Southbound			Motor Veh	Backing
2452732	526837	12/20/201	2017	20	Property D	0	3	U1 was	M	HENNEPIN	Minneapolis		Municipal	050002395	0.382406	NICOLLET A	Not Applicable		Front to Re	Motor Veh	On Roadwa	Dark (Stree	None				Four-Way I	Traffic Con	Cloudy		Slush	2		NOT APPLICABLE		Motor Veh	Passenger	Southboun	Improper Turn/Merge		Motor Veh	Moving For
2453347	593988	4/28/2018,	2018	16	Property D	0	2	Driver of V	M	HENNEPIN	Minneapolis		Municipal	050002395	0.381547	NICOLLET A	North		Front to Re	Motor Veh	On Roadwa	Daylight	None				Not at Inte	Traffic Con	Clear		Dry	2		NOT APPLICABLE		Motor Veh	Passenger	Northboun	Operated Motor Vehic		Motor Veh	Moving For

59th

objectid	Incident ID	Date and T	Year	Hour	Crash Seve	Number Kil	Number of	Officer Nar	Constructic	County	City	Township	Route Type	Route ID	Route Mea	Roadway N	Divided Ro	Intersectio	Manner of	First Harmf	Relative Tr	Lighting Co	Road Circu	road_circu	Road Circu	road_circu	Relative Int	Traffic Con	Weather P	Weather Se	Surface Co	Work Zone	Work Zone	Work Zone	Workers Pr	Unit1 Type	Unit1 Vehi	Unit1 Direc	Unit1 Facto	Unit1 Facto	Unit1 Most	Unit1 Vehi
2413336	564295	2/8/2018,	2018	7	Unknown S	0	0	Sometime	M	HENNEPIN	Minneapolis		Municipal	050002395	0.307465	NICOLLET A	Not Applicable			Parked Mo	Parking Lot	Unknown	Unknown				Unknown	Not Applica	Unknown		Unknown	2		NOT APPLICABLE		Hit-And-Run Vehicle o		Unknown			Parked Mo	Unknown

59th West

objectid	Incident ID	Date and T	Year	Hour	Crash Seve	Number Kil	Number of	Officer Nar	Constructic	County	City	Township	Route Type	Route ID	Route Mea	Roadway N	Divided Ro	Intersectio	Manner of	First Harmf	Relative Tr	Lighting Co	Road Circu	road_circu	Road Circu	road_circu	Relative Int	Traffic Con	Weather P	Weather Se	Surface Co	Work Zone	Work Zone	Work Zone	Workers Pr	Unit1 Type	Unit1 Vehi	Unit1 Direc	Unit1 Facto	Unit1 Facto	Unit1 Most	Unit1 Vehi
1875225	428062	3/10/2017,	2017	11	Unknown S	0	0	Car was	M	HENNEPIN	Minneapolis		Municipal	050002395	0.227096	NICOLLET A	Not Applicable			Parked Mo	Parking Lot	Unknown	Unknown				Not at Inte	Not Applica	Unknown		Unknown	2		NOT APPLICABLE		Hit-And-Run Vehicle o		Unknown			Parked Mo	Unknown
2001011	430288	3/19/2017,	2017	11	Property D	0	2	Unit 2 had	M	HENNEPIN	Minneapolis		Local (or Ci	100002395	0.183588	W 59TH ST	North	NICOLLET A	Front to Re	Motor Veh	On Roadwa	Daylight	None				T Intersecti	Traffic Con	Cloudy		Dry	2		NOT APPLICABLE		Motor Veh	Passenger	Northboun	Failure to Yield Right-o		Motor Veh	Moving For
2368859	657790	11/7/2018,	2018	18	Property D	0	3	Vehicle 3	M	HENNEPIN	Minneapolis		Municipal	050002395	0.238405	NICOLLET AVE S			Front to Re	Motor Veh	On Roadwa	Dark (Stree	None				T Intersecti	Traffic Con	Cloudy		Dry	2		NOT APPLICABLE		Motor Veh	Passenger	Southboun	No Clear Contributing		Motor Veh	Moving For
2507969	656826	11/4/2018,	2018	18	Property D	0	2	Vehicle 1	M	HENNEPIN	Minneapolis		Local (or Ci	100002395	0.187377	W 59TH ST			Angle	Motor Veh	On Roadwa	Daylight	None				Four-Way I	Traffic Con	Rain		Wet	2		NOT APPLICABLE		Motor Veh	Passenger	Northboun	No Clear Contributing		Motor Veh	Moving For

60th

objectid	Incident ID	Date and T	Year	Hour	Crash Seve	Number Kil	Number of	Officer Nar	Constructic	County	City	Township	Route Type	Route ID	Route Mea	Roadway N	Divided Ro	Intersectio	Manner of	First Harmf	Relative Tr	Lighting Co	Road Circu	road_circu	Road Circu	road_circu	Relative Int	Traffic Con	Weather P	Weather Se	Surface Co	Work Zone	Work Zone	Work Zone	Workers Pr	Unit1 Type	Unit1 Vehi	Unit1 Direc	Unit1 Facto	Unit1 Facto	Unit1 Most	Unit1 Vehi
1808453	511166	10/24/201	2017	14	Unknown S	0	0	UNIT 2 stat	M	HENNEPIN	Minneapolis		Municipal	050002395	0.000425	E 60TH ST	Not Applicable			Parked Mo	Parking Lot	Daylight	None				Not at Inte	No Control	Clear		Dry	2		NOT APPLICABLE		Hit-And-Run Vehicle o		Not on Roadway				Unknown
1823007	386355	10/13/201	2016	18	Unknown S	0	0	The victim	M	HENNEPIN	Minneapolis		Municipal	050002395	0.136957	NICOLLET AVE S				Parked Mo	Parking Lot	Daylight	None				Not at Inte	No Control	Clear		Dry	2		NOT APPLICABLE		Hit-And-Ru	Passenger	Eastbound			Motor Veh	Turning Lef
1914664	509805	10/18/201	2017	22	Property D	0	1	Vehicle 2 w	M	HENNEPIN	Minneapolis		Municipal	050002395	0.141624	NICOLLET A	South		Front to Re	Motor Veh	On Roadwa	Dark (Stree	Unknown				T Intersecti	Traffic Con	Clear		Dry	2		NOT APPLICABLE		Hit-And-Ru	Passenger	Southboun	Unknown		Motor Veh	Moving For
2052989	668464	12/14/201	2018	16	Property D	0	1	Unit 1 was	M	HENNEPIN	Minneapolis		Municipal	050002395	0.003249	E 60TH ST	Not Applicable			Other Post,	On Roadwa	Sunset	None				T Intersecti	Traffic Con	Clear		Wet	2		NOT APPLICABLE		Motor Veh	Passenger	Northboun	Swerved or Avoided D		Other Post,	Turning Rig
2160539	348258	5/11/2016,	2016	7	Possible Inj	0	0	Pedestrian	M	HENNEPIN	Minneapolis		Municipal	050002395	0.135545	NICOLLET AVE S				Pedestrian	On Roadwa	Daylight	None				T Intersecti	Traffic Con	Cloudy		Wet	2		NOT APPLICABLE		Hit-And-Run Vehicle o		Westbound			Pedestrian	Moving For
2394281	605396	6/19/2018,	2018	13	Unknown S	0	0	Car was pa	M	HENNEPIN	Minneapolis		Municipal	050002395	0.097465	430				Parked Mo	Parking Lot	Daylight	None				Not at Inte	Not Applica	Cloudy		Dry	2		NOT APPLICABLE		Hit-And-Ru	Passenger	Southbound			Parked Mo	Backing
2425062	336869	3/19/2016,	2016	20	Property D	0	1	UNIT 2	M	HENNEPIN	Minneapolis		Municipal	050002395	0.137626	NICOLLET A	North	E 60TH ST	Sideswipe -	Motor Veh	On Roadwa	Dark (Stree	None				Four-Way I	Traffic Con	Clear		Dry	2		NOT APPLICABLE		Hit-And-Ru	Sport Utilit	Northbound			Motor Veh	Turning Rig
2452016	376967	9/6/2016,	2016	7	Possible Inj	0	0	Pedestria	M	HENNEPIN	Minneapolis		Municipal	050002395	0.001253	E 60TH ST	North	NICOLLET AVE S		Pedestrian	On Roadsic	Daylight	Unknown				T Intersecti	Traffic Con	Rain		Wet	2		NOT APPLICABLE		Hit-And-Ru	Sport Utilit	Eastbound			Pedestrian	Entering Tr
2455219	632641	9/5/2018,	2018	13	Property D	0	2	UNTI 1 WA	M	HENNEPIN	Minneapolis		Municipal	050002395	0.095587	430	Not Applica	W 60TH ST	Front to Fr	Motor Veh	On Roadwa	Daylight	None				Intersectio	Stop Sign	Cloudy		Dry	2		NOT APPLICABLE		Motor Veh	Passenger	Eastbound	No Clear Contributing		Motor Veh	Turning Lef
2478087	521028	12/1/2017,	2017	15	Minor Injur	0	3	All three	M	HENNEPIN	Minneapolis		Municipal	050002395	0.117334	NICOLLET A	South		Front to Re	Motor Veh	On Roadwa	Daylight	None				Not at Inte	No Control	Cloudy		Dry	2		NOT APPLICABLE		Motor Veh	Sport Utilit	Southboun	Unknown		Motor Veh	Moving For
2479578	385224	10/8/2016,	2016	21	Unknown S	0	0	Vehicle 2	M	HENNEPIN	Minneapolis		Local (or Ci	100002395	0.25074	W 60TH ST	West			Parked Mo	On Roadwa	Dark (Stree	None				Not at Inte	Not Applica	Clear		Dry	2		NOT APPLICABLE		Hit-And-Ru	Passenger	Westbound			Parked Mo	Moving For
2503368	370985	8/11/2016,	2016	11	Unknown S	0	0	Unknown v	M	HENNEPIN	Minneapolis		Local (or Ci	100002395	0.256712	W 60TH ST	Not Applicable			Fence, Not	Off Roadwa	Unknown	Unknown				Not at Inte	Not Applica	Unknown		Unknown	2		NOT APPLICABLE		Hit-And-Run Vehicle o		Westbound			Fence (Nor	Unknown
2526917	499691	9/7/2017,	2017	17	Possible Inj	0	1	UNIT 1	M	HENNEPIN	Minneapolis		Municipal	050002395	0.132676	NICOLLET AVE S				Pedalcycle	On Roadwa	Daylight	None				Four-Way I	Traffic Con	Clear		Dry	2		NOT APPLICABLE		Motor Veh	Passenger	Southboun	No Clear Contributing		Pedalcyclis	Turning Lef
2604547	335093	3/11/2016,	2016	17	Possible Inj	0	2	Upon	M	HENNEPIN	Minneapolis		Municipal	050002395	0.006515	E 60TH ST			Angle	Motor Veh	On Roadwa	Sunset	None				T Intersecti	Traffic Con	Clear		Dry	2		NOT APPLICABLE		Motor Veh	Passenger	Westbound	Unknown		Motor Veh	Turning Lef

61st

objectid	Incident ID	Date and T	Year	Hour	Crash Seve	Number Kil	Number of	Officer Nar	Constructic	County	City	Township	Route Type	Route ID	Route Mea	Roadway N	Divided Ro	Intersectio	Manner of	First Harmf	Relative Tr	Lighting Co	Road Circu	road_circu	Road Circu	road_circu	Relative Int	Traffic Con	Weather P	Weather Se	Surface Co	Work Zone	Work Zone	Work Zone	Workers Pr	Unit1 Type	Unit1 Vehi	Unit1 Direc	Unit1 Facto	Unit1 Facto	Unit1 Most	Unit1 Vehi
1790628	372422	8/18/2016,	2016	12	Property D	0	1	Unit 1 was	M	HENNEPIN	Minneapolis		Municipal	050002395	0.008756	NICOLLET A	Not Applicable			Fence, Not	Parking Lot	Daylight	Other	DRIVER ERROR			Not at Inte	Not Applica	Cloudy		Dry	2		NOT APPLICABLE		Motor Veh	Passenger	Southboun	Other Contributing Act		Fence (Nor	Parked or E
1876317	666213	12/6/2018,	2018	15	Possible Inj	0	2	VEHICLE 1	M	HENNEPIN	Minneapolis		County Sta	040000659	4.559369	NICOLLET A	Not Applicable		Front to Re	Motor Veh	On Roadwa	Daylight	None				Not at Inte	Traffic Con	Cloudy		Unknown	99		NOT APPLICABLE		Motor Veh	Sport Utilit	Northboun	No Clear Contributing		Motor Veh	Moving For
2020196	455919	5/31/2017,	2017	7	Possible Inj	0	2	At appx.	M	HENNEPIN	Minneapolis		Local (or Ci	100002395	0.003122	E 61ST ST	Not Applicable		Angle	Motor Veh	On Roadwa	Daylight	None				Four-Way I	Traffic Con	Clear		Dry	2		NOT APPLICABLE		Motor Veh	Cargo Van	Eastbound	Failure to Yield Right-o		Motor Veh	Turning Lef
2050009	382640	9/29/2016,	2016	5	Minor Injur	0	0	Unit 1 was	M	HENNEPIN	Minneapolis		Municipal	050002395	0.000651	NICOLLET A	Not Applicable			Pedestrian	On Roadwa	Dark (Stree	None				T Intersection		Clear		Dry	2		NOT APPLICABLE		Pedestrian			Unknown			
2112301	621286	7/9/2018,	2018	6	Property D	0	2	DRIVER	M	Hennepin	Minneapolis		Municipal	050002395	0.019172	NICOLLET A	Not Applicable		Front to Re	Motor Veh	On Roadwa	Daylight	None				Four-Way I	Traffic Con	Clear		Dry	2		NOT APPLICABLE		Motor Veh	Medium / I	Southboun	No Clear Contributing		Motor Veh	Vehicle Sto
2238577	358915	6/24/2016,	2016	8	Unknown S	0	0	Over the e	M	HENNEPIN	Minneapolis		Local (or Ci	100002395	0.002967	E 61ST ST				Other - Fixe	Parking Lot	Unknown	None				Not at Inte	No Control	Unknown		Dry	2		NOT APPLICABLE		Hit-And-Run Vehicle o		Unknown			Other - Fixe	Unknown
2504815	588133	4/4/2018,	2018	7	Possible Inj	0	2	Driver of	M	HENNEPIN	Minneapolis		Local (or Ci	100002395	0.001332	E 61ST ST			Angle	Motor Veh	On Roadwa	Daylight	Road Surface Condition (wet, icy, snow, slush,				Intersectio	Traffic Con	Clear		Snow	2		NOT APPLICABLE		Motor Veh	Passenger	Northboun	Disregard (	Failure to Y	Motor Veh	Moving For
2557463	581035	3/4/2018,	2018	18	Property D	0	1	Unit 2 was	M	HENNEPIN	Minneapolis		Municipal	050002395	0.497922	W 61ST ST			Front to Re	Motor Veh	On Roadwa	Dark (Stree	None				Four-Way I	Traffic Con	Clear		Unknown	2		NOT APPLICABLE		Hit-And-Run Vehicle o		Northbound			Motor Veh	Moving For

Unit1 Traff	Unit1 Poste	Unit1 Horiz	Unit1 Road	Unit1 Nonr	Unit1 Injur	Unit1 Physi	Unit1 Age	Unit1 Sex	Unit2 Type	Unit2 Vehi	Unit2 Direc	Unit2 Factc	Unit2 Factc	Unit2 Most	Unit2 Vehi	Unit2 Nonr	Unit2 Injur	Unit2 Physi	Unit2 Age	Unit2 Sex	Unit3 Type	Unit3 Vehi	Unit3 Direc	Unit3 Factc	Unit3 Factc	Unit3 Most	Unit3 Vehi	Unit3 Nonr	Unit3 Injur	Unit3 Physi	Unit3 Age	Unit3 Sex	Unit4 Type	Unit4 Vehi	Unit4 Direc	Unit4 Factc	Unit4 Factc	Unit4 Most	Unit4 Vehi	Unit4 Nonr	Unit4 Injur	Unit4 Physi
Two-Way, I	30	Straight	Level		Suspected	Apparently	62	Female	Motor Veh	Passenger	Eastbound	Failure to Yield Right-o		Motor Veh	Other		Possible Inj	Apparently	28	Male																							
Two-Way, I	30	Straight	Level						Parked/Sta	Pickup	Southbound			Motor Veh	Parked or Entering or Leaving a Parked Position						Parked/Sta	Passenger	Southbound			Motor Veh	Parked or Entering or Leaving a Parked Position													
Two-Way, I	30	Straight	Level		No Appare	Apparently	26	Male	Motor Veh	Sport Utilit	Southbou	Other Contributing Act		Motor Veh	Moving Forward		No Appare	Apparently	35	Female	Motor Veh	Passenger	Southbou	No Clear Contributing		Motor Veh	Moving Forward		No Appare	Apparently	32	Male									
									Parked/Sta	Pickup				Parked Mo	Parked or Entering or Leaving a Parked Position																											
Other	10	Straight	Level		No Appare	Unknown	47	Female	Parked/Sta	Passenger	Eastbound			Motor Veh	Parked or Entering or Leaving a Parked Position																											
Other	30	Straight	Level		No Appare	Apparently	72	Female																																			
Two-Way, I	10	Straight	Level						Parked/Sta	Sport Utilit	Westbound			Parked Mo	Parked or Entering or Leaving a Parked Position																											
Other	10	Straight	Level		No Appare	Apparently	34	Female	Pedestrian			No Improper Action				Walk/Cycle	Suspected	Apparently	13	Male																							
Other		Straight	Level		No Appare	Apparently	50	Male	Motor Veh	Passenger	Not on Roa	No Clear Contributing		Motor Veh	Turning Left		No Appare	Apparently	20	Male																							
Two-Way, I	30	Straight	Level		No Appare	Apparently	26	Male	Motor Veh	Passenger	Southbou	Other Contributing Act		Motor Veh	Moving Forward		No Appare	Apparently	22	Male																							
Two-Way, I	30	Straight	Level		No Appare	Apparently	18	Unknown	Motor Veh	Passenger	Southbou	No Clear Contributing		Motor Veh	Slowing		No Appare	Apparently	42	Female	Motor Veh	Passenger	Southbou	No Clear Contributing		Motor Veh	Vehicle Stopped or Sta		No Appare	Apparently	31	Male									
Other	5	Straight	Level						Parked/Sta	Passenger	Unknown			Parked Mo	Parked or Entering or Leaving a Parked Position																											
Two-Way, I	30	Straight	Level						Parked/Sta	Sport Utilit	Unknown			Motor Veh	Parked or Entering or Leaving a Parked Position																											
Two-Way, I	30	Straight	Level						Motor Veh	Passenger	Southbou	No Clear Contributing		Motor Veh	Slowing		No Appare	Apparently	40	Male																							
Two-Way, I	30	Straight	Level		No Appare	Apparently	46	Female	Motor Veh	Passenger	Northbou	Unknown		Motor Veh	Moving Forward		No Appare	Apparently	52	Female	Motor Veh	Passenger	Northbou	Unknown		Motor Veh	Slowing		No Appare	Apparently	62	Male									
Two-Way, I	30	Straight	Level						Parked/Sta	Passenger	Southbou			Motor Veh	Parked or Entering or Leaving a Parked Position																											
Two-Way, I	30	Straight	Level		Suspected	Apparently	33	Male	Motor Veh	Passenger	Westbound	No Clear Contributing		Motor Veh	Making a U Turn		No Appare	Apparently	45	Female																							
Two-Way, I	30	Straight	Level		No Appare	Unknown	54		Parked/Sta	Passenger	Southbou			Motor Veh	Parked or Entering or Leaving a Parked Position						Parked/Sta	Pickup	Southbou			Motor Veh	Parked or Entering or Leaving a Parked Position													
Two-Way, I	30	Straight	Level						Hit-And-Ru	Passenger	Not on Roadway			Parked Mo	Backing																											
Other	5	Straight	Level						Parked/Sta	Passenger	Southbou			Motor Veh	Parked or Entering or Leaving a Parked Position																											
Two-Way, I	30	Straight	Level		No Appare	Apparently	66	Male	Motor Veh	Passenger	Southbou	Other Contributing Act		Motor Veh	Vehicle Stopped or Sta		Possible Inj	Apparently	76	Female																							
Two-Way, I	30	Straight	Level						Parked/Sta	Passenger	Unknown			Motor Veh	Parked or Entering or Leaving a Parked Position																											
Two-Way, Not Divided		Straight	Level		No Appare	Apparently	28	Male	Motor Veh	Passenger	Northbou	No Clear Contributing		Motor Veh	Vehicle Stopped or Sta		No Appare	Apparently	36	Male																							
Two-Way, I	30	Straight	Level		No Appare	Apparently	46	Male																																			
Two-Way, I	30	Straight	Level		No Appare	Apparently	18	Male	Motor Veh	Passenger	Northbou	No Clear Contributing		Motor Veh	Moving Forward		No Appare	Apparently	43	Male	Motor Veh	Passenger	Northbou	No Clear Contributing		Motor Veh	Moving Forward		No Appare	Apparently	58	Male	Motor Veh	Passenger	Northbou	No Clear Contributing		Motor Veh	Vehicle Stopped or Sta		No Appare	Apparently
Two-Way, I	30	Straight	Level		No Appare	Apparently	56	Female	Motor Veh	Sport Utilit	Southbou	No Clear Contributing		Motor Veh	Moving Forward		No Appare	Apparently	52	Male																							
Other	10	Straight	Level		No Appare	Apparently	50	Male	Parked/Sta	Sport Utilit	Not on Roadway			Motor Veh	Parked or Entering or Leaving a Parked Position																											
Two-Way, Not Divided		Straight	Level		No Appare	Apparently	50	Male	Motor Veh	Passenger	Northbou	Unknown		Motor Veh	Vehicle Stopped or Sta		No Appare	Apparently	45	Male																							

Unit1 Traff	Unit1 Poste	Unit1 Horiz	Unit1 Road	Unit1 Nonr	Unit1 Injur	Unit1 Physi	Unit1 Age	Unit1 Sex	Unit2 Type	Unit2 Vehi	Unit2 Direc	Unit2 Factc	Unit2 Factc	Unit2 Most	Unit2 Vehi	Unit2 Nonr	Unit2 Injur	Unit2 Physi	Unit2 Age	Unit2 Sex	Unit3 Type	Unit3 Vehi	Unit3 Direc	Unit3 Factc	Unit3 Factc	Unit3 Most	Unit3 Vehi	Unit3 Nonr	Unit3 Injur	Unit3 Physi	Unit3 Age	Unit3 Sex	Unit4 Type	Unit4 Vehi	Unit4 Direc	Unit4 Factc	Unit4 Factc	Unit4 Most	Unit4 Vehi	Unit4 Nonr	Unit4 Injur	Unit4 Physi
One Way T	30	Curve Left	Uphill		No Appare	Apparently	0	Male																																			
Two-Way, I	30	Straight	Level		No Appare	Apparently	52	Female	Motor Veh	Passenger	Southbou	Failure to Yield Right-o		Motor Veh	Turning Left		No Appare	Apparently	24	Female																							

Unit1 Traff	Unit1 Poste	Unit1 Horiz	Unit1 Road	Unit1 Nonr	Unit1 Injur	Unit1 Physi	Unit1 Age	Unit1 Sex	Unit2 Type	Unit2 Vehi	Unit2 Direc	Unit2 Factc	Unit2 Factc	Unit2 Most	Unit2 Vehi	Unit2 Nonr	Unit2 Injur	Unit2 Physi	Unit2 Age	Unit2 Sex	Unit3 Type	Unit3 Vehi	Unit3 Direc	Unit3 Factc	Unit3 Factc	Unit3 Most	Unit3 Vehi	Unit3 Nonr	Unit3 Injur	Unit3 Physi	Unit3 Age	Unit3 Sex	Unit4 Type	Unit4 Vehi	Unit4 Direc	Unit4 Factc	Unit4 Factc	Unit4 Most	Unit4 Vehi	Unit4 Nonr	Unit4 Injur	Unit4 Physi
Two-Way, I	30	Straight	Level		No Appare	Apparently	34	Male	Motor Veh	Passenger	Southbou	No Clear Contributing		Motor Veh	Moving Forward		Possible Inj	Apparently	59	Male	Motor Veh	Passenger	Eastbound	No Clear Contributing		Motor Veh	Vehicle Stopped or Sta		No Appare	Apparently	28	Male									
Two-Way, I	30	Straight	Level		No Appare	Apparently	33	Female	Hit-And-Ru	Other Light	Northbound			Motor Veh	Moving Forward																											
Two-Way, I	30	Straight	Level		No Appare	Apparently	34	Male	Motor Veh	Sport Utilit	Eastbound	No Clear Contributing		Motor Veh	Moving Forward		Possible Inj	Apparently	69	Female																							
Unknown	30	Straight	Level						Parked/Sta	Passenger	Unknown			Motor Veh	Other																											
Two-Way, I	30	Straight	Level		No Appare	Apparently	44	Male	Motor Veh	Passenger	Northbou	Unknown		Motor Veh	Turning Right		No Appare	Apparently	27	Male																							
Two-Way, I	35	Straight	Level						Parked/Sta	Pickup	Northbound			Motor Veh	Parked or Entering or Leaving a Parked Position																											
Two-Way, Not Divided		Straight	Level		No Appare	Apparently	23	Male	Motor Veh	Pickup	Southbou	No Clear Contributing		Motor Veh	Moving Forward		No Appare	Apparently	36	Male																							
Two-Way, I	30	Straight	Level		No Appare	Apparently	57	Male	Motor Veh	Medium / I	Eastbound	No Clear Contributing		Motor Veh	Moving Forward		No Appare	Apparently	49	Male																							
Other	30	Straight	Level		Suspected	Apparently	42	Female	Motor Veh	Passenger	Southbou	Operated Motor Vehic		Motor Veh	Moving Forward		Suspected	Apparently	29	Female																							
Other	10	Straight	Level		No Appare	Apparently	17	Male	Parked/Sta	Cargo Van	Westbound			Motor Veh	Parked or Entering or Leaving a Parked Position																											
Two-Way, I	30	Straight	Level		No Appare	Apparently	55	Male	Motor Veh	Passenger	Eastbound	No Clear Contributing		Motor Veh	Moving Forward		No Appare	Apparently	36	Female																							
Two-Way, Not Divided		Straight	Level		No Appare	Apparently	27	Female	Motor Veh	Passenger	Eastbound	No Clear Contributing		Motor Veh	Moving Forward		No Appare	Apparently	39	Male																							
		Straight	Level						Parked/Sta	Medium / I	Not on Roadway			Motor Veh	Parked or Entering or Leaving a Parked Position																											
Two-Way, I	30	Straight	Level						Motor Veh	Passenger	Westbound	No Clear Contributing		Motor Veh	Moving Forward		No Appare	Apparently	41	Male																							
				Walk/Cycle	Suspected	Apparently	26	Male	Motor Veh	Passenger	Southbou	Other Contributing Act		Pedalcyclist	Parked or Entering or Le		No Appare	Apparently	59	Male																							

Unit1 Traff	Unit1 Poste	Unit1 Horiz	Unit1 Road	Unit1 Nonr	Unit1 Injur	Unit1 Physi	Unit1 Age	Unit1 Sex	Unit2 Type	Unit2 Vehi	Unit2 Direc	Unit2 Factc	Unit2 Factc	Unit2 Most	Unit2 Vehi	Unit2 Nonr	Unit2 Injur	Unit2 Physi	Unit2 Age	Unit2 Sex	Unit3 Type	Unit3 Vehi	Unit3 Direc	Unit3 Factc	Unit3 Factc	Unit3 Most	Unit3 Vehi	Unit3 Nonr	Unit3 Injur	Unit3 Physi	Unit3 Age	Unit3 Sex	Unit4 Type	Unit4 Vehi	Unit4 Direc	Unit4 Factc	Unit4 Factc	Unit4 Most	Unit4 Vehi	Unit4 Nonr	Unit4 Injur	Unit4 Physi
Two-Way, I	30	Straight	Level		No Appare	Apparently	35	Male	Bicycle			No Improper Action				Walk/Cycle	Suspected	Apparently	11	Female																							
Two-Way, I	30	Straight	Level		No Appare	Apparently	38	Female	Motor Veh	Cargo Van	Westbound	Improper Turn/Merge		Motor Veh	Making a U Turn		No Appare	Apparently	31	Male																							
Two-Way, I	30	Straight	Level		No Appare	Apparently	56	Female	Motor Veh	Passenger	Northbou	Following Too Closely		Motor Veh	Moving Forward		No Appare	Apparently	25	Male																							
Two-Way, I	30	Straight	Level						Motor Veh	Passenger	Northbou	No Clear Contributing		Motor Veh	Vehicle Stopped or Sta		No Appare	Apparently	42	Male																							

Unit1 Traff	Unit1 Poste	Unit1 Horiz	Unit1 Road	Unit1 Nonr	Unit1 Injur	Unit1 Physi	Unit1 Age	Unit1 Sex	Unit2 Type	Unit2 Vehi	Unit2 Direc	Unit2 Factc	Unit2 Factc	Unit2 Most	Unit2 Vehi	Unit2 Nonr	Unit2 Injur	Unit2 Physi	Unit2 Age	Unit2 Sex	Unit3 Type	Unit3 Vehi	Unit3 Direc	Unit3 Factc	Unit3 Factc	Unit3 Most	Unit3 Vehi	Unit3 Nonr	Unit3 Injur	Unit3 Physi	Unit3 Age	Unit3 Sex	Unit4 Type	Unit4 Vehi	Unit4 Direc	Unit4 Factc	Unit4 Factc	Unit4 Most	Unit4 Vehi	Unit4 Nonr	Unit4 Injur	Unit4 Physi
Two-Way, I	30	Straight	Level		No Appare	Apparently	66	Male	Motor Veh	Passenger	Southbou	No Clear Contributing		Motor Veh	Moving Forward		No Appare	Apparently	65	Female																							
Two-Way, I	30	Straight	Level		No Appare	Apparently	27	Male	Pedestrian			No Improper Action				Walk/Cycle	Suspected	Apparently	51	Female																							

Unit1 Traff	Unit1 Poste	Unit1 Horiz	Unit1 Road	Unit1 Nonr	Unit1 Injur	Unit1 Physi	Unit1 Age	Unit1 Sex	Unit2 Type	Unit2 Vehi	Unit2 Direc	Unit2 Factc	Unit2 Factc	Unit2 Most	Unit2 Vehi	Unit2 Nonr	Unit2 Injur	Unit2 Physi	Unit2 Age	Unit2 Sex	Unit3 Type	Unit3 Vehi	Unit3 Direc	Unit3 Factc	Unit3 Factc	Unit3 Most	Unit3 Vehi	Unit3 Nonr	Unit3 Injur	Unit3 Physi	Unit3 Age	Unit3 Sex	Unit4 Type	Unit4 Vehi	Unit4 Direc	Unit4 Factc	Unit4 Factc	Unit4 Most	Unit4 Vehi	Unit4 Nonr	Unit4 Injur	Unit4 Physi
Two-Way, I	30	Straight	Level		No Appare	Apparently	27	Female	Motor Veh	Passenger	Southbou	No Clear Contributing		Motor Veh	Slowing		No Appare	Apparently	53	Female																							
Other		Straight	Level		No Appare	Apparently	29	Male	Hit-And-Ru	Passenger	Northbou	Unknown		Motor Veh	Moving Forward				44																							
Two-Way, I	30	Straight	Level		No Appare	Apparently	26	Male	Motor Veh	Passenger	Southbou	Other Contributing Act		Motor Veh	Moving Forward		No Appare	Apparently	22	Male																							
Other	5	Straight	Level						Parked/Sta	Passenger	Not on Roadway			Parked Mo	Parked or Entering or Leaving a Parked Position																											
Two-Way, I	30	Straight	Level		No Appare	Apparently	63	Female	Motor Veh	Passenger	Northbou	No Clear Contributing		Motor Veh	Moving Forward		No Appare	Apparently	58	Female	Motor Veh	Passenger	Northbou	No Clear Contributing		Motor Veh	Moving Forward		No Appare	Apparently	33	Female									
Two-Way, I	30	Straight	Uphill		No Appare	Apparently	29	Male	Motor Veh	Passenger	Northbou	No Clear Contributing		Motor Veh	Vehicle Stopped or Sta		No Appare	Apparently	19	Male																							

Unit1 Traff	Unit1 Poste	Unit1 Horiz	Unit1 Road	Unit1 Nonr	Unit1 Injur	Unit1 Physi	Unit1 Age	Unit1 Sex	Unit2 Type	Unit2 Vehi	Unit2 Direc	Unit2 Factc	Unit2 Factc	Unit2 Most	Unit2 Vehi	Unit2 Nonr	Unit2 Injur	Unit2 Physi	Unit2 Age	Unit2 Sex	Unit3 Type	Unit3 Vehi	Unit3 Direc	Unit3 Factc	Unit3 Factc	Unit3 Most	Unit3 Vehi	Unit3 Nonr	Unit3 Injur	Unit3 Physi	Unit3 Age	Unit3 Sex	Unit4 Type	Unit4 Vehi	Unit4 Direc	Unit4 Factc	Unit4 Factc	Unit4 Most	Unit4 Vehi	Unit4 Nonr	Unit4 Injur	Unit4 Physi
Other	5	Straight	Level						Parked/Sta	Passenger	Unknown			Parked Mo	Parked or Entering or Leaving a Parked Position																											

Unit1 Traff	Unit1 Poste	Unit1 Horiz	Unit1 Road	Unit1 Nonr	Unit1 Injur	Unit1 Physi	Unit1 Age	Unit1 Sex	Unit2 Type	Unit2 Vehi	Unit2 Direc	Unit2 Factc	Unit2 Factc	Unit2 Most	Unit2 Vehi	Unit2 Nonr	Unit2 Injur	Unit2 Physi	Unit2 Age	Unit2 Sex	Unit3 Type	Unit3 Vehi	Unit3 Direc	Unit3 Factc	Unit3 Factc	Unit3 Most	Unit3 Vehi	Unit3 Nonr	Unit3 Injur	Unit3 Physi	Unit3 Age	Unit3 Sex	Unit4 Type	Unit4 Vehi	Unit4 Direc	Unit4 Factc	Unit4 Factc	Unit4 Most	Unit4 Vehi	Unit4 Nonr	Unit4 Injur	Unit4 Physi
Unknown		Straight	Level						Parked/Sta	Passenger	Eastbound			Motor Veh	Parked or Entering or Leaving a Parked Position																											
Two-Way, I	30	Straight	Level		No Appare	Apparently	19	Male	Motor Veh	Passenger	Northbou	No Clear Contributing		Motor Veh	Turning Left		No Appare	Apparently	25	Male																							
Two-Way, I	30	Straight	Level		No Appare	Apparently	18	Unknown	Motor Veh	Passenger	Southbou	No Clear Contributing		Motor Veh	Slowing		No Appare	Apparently	42	Female	Motor Veh	Passenger	Southbou	No Clear Contributing		Motor Veh	Vehicle Stopped or Sta		No Appare	Apparently	31	Male									
Two-Way, I	30	Straight	Level		No Appare	Apparently	47	Male	Motor Veh	Passenger	Northbou	Operated Motor Vehic		Motor Veh	Making a U Turn		No Appare	Apparently	23	Male																							

Unit1 Traff	Unit1 Poste	Unit1 Horiz	Unit1 Road	Unit1 Nonr	Unit1 Injur	Unit1 Physi	Unit1 Age	Unit1 Sex	Unit2 Type	Unit2 Vehi	Unit2 Direc	Unit2 Factc	Unit2 Factc	Unit2 Most	Unit2 Vehi	Unit2 Nonr	Unit2 Injur	Unit2 Physi	Unit2 Age	Unit2 Sex	Unit3 Type	Unit3 Vehi	Unit3 Direc	Unit3 Factc	Unit3 Factc	Unit3 Most	Unit3 Vehi	Unit3 Nonr	Unit3 Injur	Unit3 Physi	Unit3 Age	Unit3 Sex	Unit4 Type	Unit4 Vehi	Unit4 Direc	Unit4 Factc	Unit4 Factc	Unit4 Most	Unit4 Vehi	Unit4 Nonr	Unit4 Injur	Unit4 Physi
		Straight	Level						Parked/Sta	Passenger	Not on Roadway			Motor Veh	Parked or Entering or Leaving a Parked Position																											
Other	10	Straight	Level						Parked/Sta	Passenger	Southbound			Parked Mo	Parked or Entering or Leaving a Parked Position																											
Two-Way, I	30	Straight	Level		No Appare	Other	26	Female	Motor Veh	Passenger	Southbou	No Clear Contributing		Motor Veh	Vehicle Stopped or Sta		No Appare	Apparently	44	Male																							
Two-Way, I	15	Straight	Level		No Appare	Apparently	56	Male																																			
Two-Way, I	30	Straight	Level						Pedestrian			No Improper Action				Walk/Cycle	Possible Inj	Apparently	47	Male																							
Other	5	Straight	Level						Parked/Sta	Passenger	Northbound			Motor Veh	Parked or Entering or Leaving a Parked Position																											
Two-Way, I	30	Straight	Level						Motor Veh	Sport Utilit	Northbou	No Clear Contributing		Motor Veh	Vehicle Stopped or Sta		No Appare	Apparently	44	Female																							
Other	30	Straight	Level						Pedestrian			No Improper Action				Walk/Cycle	Possible Inj	Apparently	61	Male																							
Two-Way, I	30	Straight	Level		No Appare	Apparently	22	Female	Motor Veh	Passenger	Westbound	No Clear Contributing		Motor Veh	Turning Left		No Appare	Apparently	75	Male																							
Two-Way, I	30	Straight	Level		No Appare	Apparently	26	Male	Motor Veh	Sport Utilit	Southbou	Other Contributing Act		Motor Veh	Moving Forward		No Appare	Apparently	35	Female	Motor Veh	Passenger	Southbou	No Clear Contributing		Motor Veh	Moving Forward		No Appare	Apparently	32	Male									
Two-Way, I	30	Straight	Uphill						Parked/Sta	Sport Utilit	Westbound			Motor Veh	Parked or Entering or Leaving a Parked Position																											
Unknown	30	Straight	Level																																							
Two-Way, I	30	Straight	Level		No Appare	Apparently	62	Male	Bicycle			No Improper Action				Walk/Cycle	Possible Inj	Apparently	28	Female																							
Two-Way, I	30	Straight	Level		No Appare	Apparently	61	Female	Motor Veh	Passenger	Eastbound	No Clear Contributing		Motor Veh	Moving Forward		Possible Inj	Apparently	20	Female																							

Unit1 Traff	Unit1 Poste	Unit1 Horiz	Unit1 Road	Unit1 Nonr	Unit1 Injur	Unit1 Physi	Unit1 Age	Unit1 Sex	Unit2 Type	Unit2 Vehi	Unit2 Direc	Unit2 Factc	Unit2 Factc	Unit2 Most	Unit2 Vehi	Unit2 Nonr	Unit2 Injur	Unit2 Physi	Unit2 Age	Unit2 Sex	Unit3 Type	Unit3 Vehi	Unit3 Direc	Unit3 Factc	Unit3 Factc	Unit3 Most	Unit3 Vehi	Unit3 Nonr	Unit3 Injur	Unit3 Physi	Unit3 Age	Unit3 Sex	Unit4 Type	Unit4 Vehi	Unit4 Direc	Unit4 Factc	Unit4 Factc	Unit4 Most	Unit4 Vehi	Unit4 Nonr	Unit4 Injur	Unit4 Physi
Other	15	Straight	Level		No Appare	Apparently	85	Female																																			
Two-Way, I	30	Straight	Level		Possible Inj	Unknown	17	Male	Parked/Sta	Sport Utilit	Not on Roadway			Motor Veh	Parked or Entering or Leaving a Parked Position						Parked/Sta	Passenger	Not on Roadway			Motor Veh	Parked or Entering or Leaving a Parked Position						Parked/Sta	Passenger	Not on Roadway			Motor Veh	Parked or Entering or Leaving a Parked Positic
Two-Way, I	30	Straight	Level		No Appare	Apparently	39	Male	Motor Veh	Passenger	Westbound	No Clear Contributing		Motor Veh	Moving Forward		Possible Inj	Apparently	55	Male																							
				Walk/Cycle	Suspected	Apparently	69	Male	Hit-And-Run Vehicle o		Northbound			Pedestrian	Moving Forward																											
Two-Way, I	30	Straight	Level		No Appare	Apparently	48	Male	Motor Veh	Sport Utilit	Southbou	Following Too Closely		Motor Veh	Moving Forward		No Appare	Apparently	42	Female																							
Other	10																																								
Two-Way, I	30	Straight	Level		Possible Inj	Apparently	26	Female	Motor Veh	Passenger	Eastbound	No Clear Contributing		Motor Veh	Moving Forward		No Appare	Apparently	39	Female																							
Two-Way, I	30	Straight	Level						Motor Veh	Sport Utilit	Northbou	Operated Motor Vehic		Motor Veh	Vehicle Stopped or Sta		No Appare	Apparently	53	Male																							

Unit4 Age	Unit4 Sex	interchang	otst_inters	city_sectio	utmx	utmy	x	y
					478037.6	4972481	478037.6	4972481
					478039.6	4971142	478039.6	4971142
					478040.2	4971215	478040.2	4971215
					478043.4	4971320	478043.4	4971320
					478046.6	4971300	478046.6	4971300
					478050.6	4971607	478050.6	4971607
					478054.5	4971605	478054.5	4971605
					478056.9	4971428	478056.9	4971428
					478033.2	4971570	478033.2	4971570
					478045.9	4971625	478045.9	4971625
					478047.3	4971410	478047.3	4971410
					478047.7	4971521	478047.7	4971521
					478036	4971711	478036	4971711
					478044.2	4971670	478044.2	4971670
					478047.9	4972013	478047.9	4972013
					478046.6	4971978	478046.6	4971978
					478061.4	4971998	478061.4	4971998
					478045.3	4972001	478045.3	4972001
					478047.7	4971893	478047.7	4971893
					478044.2	4972233	478044.2	4972233
					478045.5	4972294	478045.5	4972294
					478054.3	4972186	478054.3	4972186
					478046.1	4972288	478046.1	4972288
					478055.6	4972104	478055.6	4972104
54	Female				478039.5	4972101	478039.5	4972101
					478048.1	4972131	478048.1	4972131
					478031.3	4972410	478031.3	4972410
					478047.9	4972373	478047.9	4972373

Unit4 Age	Unit4 Sex	interchang	otst_inters	city_sectio	utmx	utmy	x	y
			NICOLLET AVE AND MI		478054.8	4972549	478054.8	4972549
			NICOLLET AVE AND MI		478057.4	4972543	478057.4	4972543

Unit4 Age	Unit4 Sex	interchang	otst_inters	city_sectio	utmx	utmy	x	y
			DIAMOND LAKE RD AN		478048.2	4972327	478048.2	4972327
			DIAMOND LAKE RD AN		478044.7	4972315	478044.7	4972315
			DIAMOND LAKE RD AN		478048.7	4972338	478048.7	4972338
			DIAMOND LAKE RD AN		478047.9	4972322	478047.9	4972322
			DIAMOND LAKE RD AN		478038.3	4972312	478038.3	4972312
			DIAMOND LAKE RD AN		478043.8	4972319	478043.8	4972319
			DIAMOND LAKE RD AN		478045.8	4972323	478045.8	4972323
		ISTH 35W /	DIAMOND LAKE RD		478045.4	4972322	478045.4	4972322
			DIAMOND LAKE RD AN		478046.6	4972319	478046.6	4972319
			DIAMOND LAKE RD AN		478035.7	4972336	478035.7	4972336
			DIAMOND LAKE RD AN		478042.9	4972324	478042.9	4972324
			DIAMOND LAKE RD AN		478046.1	4972323	478046.1	4972323
			DIAMOND LAKE RD AN		478047.1	4972321	478047.1	4972321
					478063.5	4972320	478063.5	4972320
			DIAMOND LAKE RD AN		478043.7	4972330	478043.7	4972330

Unit4 Age	Unit4 Sex	interchang	otst_inters	city_sectio	utmx	utmy	x	y
			NICOLLET AVE AND 56		478037.9	4972055	478037.9	4972055
			NICOLLET AVE AND 56		478049.5	4972064	478049.5	4972064
			NICOLLET AVE AND 56		478049.7	4972050	478049.7	4972050
			NICOLLET AVE AND 56		478046.6	4972053	478046.6	4972053

Unit4 Age	Unit4 Sex	interchang	otst_inters	city_sectio	utmx	utmy	x	y
			NICOLLET AVE AND 57		478053.5	4971849	478053.5	4971849
			NICOLLET AVE AND 57		478048.7	4971847	478048.7	4971847

Unit4 Age	Unit4 Sex	interchang	otst_inters	city_sectio	utmx	utmy	x	y
			NICOLLET AVE AND 58		478044.3	4971649	478044.3	4971649
			NICOLLET AVE AND 58		478047.4	4971633	478047.4	4971633
					478045.9	4971625	478045.9	4971625
			NICOLLET AVE AND 58		478049.2	4971643	478049.2	4971643
			NICOLLET AVE AND 58		478045.8	4971642	478045.8	4971642
			NICOLLET AVE AND 58		478046.5	4971641	478046.5	4971641

Unit4 Age	Unit4 Sex	interchang	otst_inters	city_sectio	utmx	utmy	x	y
					478047.7	4971521	478047.7	4971521

Unit4 Age	Unit4 Sex	interchang	otst_inters	city_sectio	utmx	utmy	x	y
			NICOLLET AVE AND 59		478051.9	4971392	478051.9	4971392
			NICOLLET AVE AND 59		478036.8	4971396	478036.8	4971396
					478047.3	4971410	478047.3	4971410
			NICOLLET AVE AND 59		478042.9	4971394	478042.9	4971394

Unit4 Age	Unit4 Sex	interchang	otst_inters	city_sectio	utmx	utmy	x	y
			60TH ST AND NICOLLE		478044.5	4971250	478044.5	4971250
			60TH ST AND NICOLLE		478045.3	4971247	478045.3	4971247
			60TH ST AND NICOLLE		478046.2	4971254	478046.2	4971254
			60TH ST AND NICOLLE		478049	4971248	478049	4971248
			60TH ST AND NICOLLE		478042.9	4971245	478042.9	4971245
			NICOLLET AVE AND 60		478043.8	4971183	478043.8	4971183
			60TH ST AND NICOLLE		478044.7	4971248	478044.7	4971248
			60TH ST AND NICOLLE		478045.8	4971250	478045.8	4971250
			NICOLLET AVE AND 60		478040	4971180	478040	4971180
					478040.2	4971215	478040.2	4971215
					478020.9	4971190	478020.9	4971190
			NICOLLET AVE AND 60		478030.5	4971195	478030.5	4971195
			60TH ST AND NICOLLE		478044.2	4971240	478044.2	4971240
			60TH ST AND NICOLLE		478054.3	4971247	478054.3	4971247

Unit4 Age	Unit4 Sex	interchang	otst_inters	city_sectio	utmx	utmy	x	y
			NICOLLET AVE AND 61		478047.4	4971041	478047.4	4971041
xn			NICOLLET AVE AND 61		478047.2	4971019	478047.2	4971019
			NICOLLET AVE AND 61		478047.1	4971040	478047.1	4971040
			NICOLLET AVE AND 61		478042.2	4971028	478042.2	4971028
			NICOLLET AVE AND 61		478037.4	4971057	478037.4	4971057
			NICOLLET AVE AND 61		478046.9	4971043	478046.9	4971043
			NICOLLET AVE AND 61		478044.2	4971046	478044.2	4971046
			NICOLLET AVE AND 61		478035.6	4971032	478035.6	4971032

Nicollet Avenue Reconstruction

Looking south from Minnehaha Parkway at Nicollet Ave

Minneapolis
City of Lakes

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

May 15, 2020

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

Re: 2020 Regional Solicitation Applications

Dear Ms. Koutsoukos,

The City of Minneapolis Department of Public Works is submitting a series of applications for the 2020 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 meetings on February 28, 2020 and May 8, 2020. The City is submitting applications for 10 projects, as listed in the table below, and commits to operate and maintain these facilities through their design life.

Project Name	Met Council Category
Nicollet Avenue – Minnehaha Parkway to 61st Street East	Roadway Reconstruction/ Modernization
42nd Street East – Nicollet Avenue to Cedar Avenue	Roadway Reconstruction/ Modernization
Johnson Street Northeast/I-35W Ramps	Spot Mobility
Intelligent Transportation System Upgrades and Enhancements	Traffic Management Technologies
Hennepin Avenue & Dunwoody Boulevard Bikeway	Multiuse Trails and Bicycle Facilities
Augsburg Bridge over I-94	Multiuse Trails and Bicycle Facilities
Phillips Neighborhood Pedestrian Safety Improvements	Pedestrian Facilities
Green Central - Safe Routes to School	Safe Routes to School
Citywide Signal Retiming Project	Traffic Management Technologies
Nicollet Avenue Bridge over Minnehaha Creek	Bridge Rehabilitation/ Replacement

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. 2020A-0177 **City of Minneapolis** **File No. 2020-00225**

Committee: TPW, WM Public Hearing: None Passage: Feb 28, 2020 Publication: MAR 07 2020

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

MAYOR ACTION

☒ APPROVED ☐ VETOED

MAYOR

MAR 02 2020

DATE

Certified an official action of the City Council

ATTEST:

CITY CLERK

Presented to Mayor: FEB 28 2020 Received from Mayor: MAR 03 2020

The Minneapolis City Council hereby:

1. Approves the submission of a series of applications for federal transportation funds through Metropolitan Council's 2020 Regional Solicitation Program.
2. Authorizes the commitment of local funds to provide the required local match for the federal funding.

Grant applications for 2020 Metropolitan Council Regional Solicitation for federal transportation funds (RCA-2020-00136)

ORIGINATING DEPARTMENT

Public Works Department

To Committee(s)

#	Committee Name	Meeting Date
1	Transportation & Public Works Committee	Feb 18, 2020
2	Ways & Means Committee	Feb 25, 2020

LEAD STAFF: Mike Samuelson, Transportation Planner, Transportation Planning & Programming

PRESENTED BY: Mike Samuelson, Transportation Planner, Transportation Planning & Programming

Action Item(s)

#	File Type	Subcategory	Item Description
1	Action	Grant	Approving the submission of a series of applications for federal transportation funds through Metropolitan Council's 2020 Regional Solicitation Program.
2	Action	Grant	Authorizing the commitment of local funds to provide the required local match for the federal funding.

Ward / Neighborhood / Address

#	Ward	Neighborhood	Address
1.	All Wards		

Background Analysis

The City will prepare a series of applications for the 2020 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, estimate of requested amounts, and the minimum local match. Each project requires a minimum 20% local match for construction in addition to the costs for design, engineering, administration, and right-of-way acquisition, and any additional construction costs to fully fund the project. These applications will maximize the use of federal funding. The funding is for projects to be constructed in federal fiscal years 2024 and 2025.

Public Works identifies projects that meet the eligibility requirements for federal funding and closely evaluates which applications to submit in a manner that is consistent with the equity-based approach used to select and prioritize projects as a part of the Capital Improvement Program (CIP). Additional consideration is given to the criteria used in application scoring, such as: role in the regional transportation system and economy, equity, affordable housing, asset condition, safety, connectivity, cost-benefit, operational benefits, number of users and multimodal elements. Public Works also considers project readiness, cost, deliverability, and alignment with adopted plans, policies and initiatives (e.g., *Minneapolis 2040*, *20 Year Street Funding Plan*, Complete Streets Policy and Vision Zero).

The 2020 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 and administered locally through collaboration with the Federal Highway Administration, the Federal Transit Administration, and the Minnesota Department of Transportation.

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

1. Roadways Including Multimodal Elements
    - Strategic Capacity (Roadway Expansion)
    - Roadway Reconstruction/Modernization

- Traffic Management Technologies (Roadway System Management)
- Bridges Rehabilitation/Replacement
- Spot Mobility and Safety

2. Transit and Travel Demand Management (TDM) Projects
    - Arterial Bus Rapid Transit Project
    - Transit Expansion
    - Transit System Modernization
    - Travel Demand Management
3. Bicycle and Pedestrian Facilities
    - Multiuse Trails and Bicycle Facilities
    - Pedestrian Facilities
    - Safe Routes to School (Infrastructure Projects)

The City is recommending the submittal of up to eight applications, which are summarized below. See attachment for specific project locations. The City is not planning to submit in categories that don’t align with our goals (Road Expansion), where we do not have competitive applications (Bridges Rehabilitation/Replacement), or where partner agencies will be submitting (Transit and TDM).

Project Name	Met Council Category	Maximum Federal Amount	Minimum Local Match Required (20%)
Nicollet Avenue – Minnehaha Parkway to 61st Street East	Roadway Reconstruction/ Modernization	$7,000,000	$1,400,000
42nd Street East – Nicollet Avenue to Cedar Avenue	Roadway Reconstruction/ Modernization	$7,000,000	$1,400,000
Johnson Street Northeast/I-35W Ramps	Spot Mobility	$3,500,000	$700,000
Intelligent Transportation System Upgrades and Enhancements	Traffic Management Technologies	$3,500,000	$700,000
Hennepin Avenue & Dunwoody Boulevard Bikeway	Multiuse Trails and Bicycle Facilities	$5,500,000	$1,100,000
Augsburg Bridge over I-94	Multiuse Trails and Bicycle Facilities	$5,500,000	$1,100,000
Phillips Neighborhood Pedestrian Safety Improvements	Pedestrian Facilities	$1,000,000	$200,000
Green Central - Safe Routes to School	Safe Routes to School	$1,000,000	$200,000
	Totals	$34,000,000	$6,800,000

Details of the proposed applications are described below.

Nicollet Avenue – Minnehaha Parkway to 61st Street East

The proposed project is a complete reconstruction of Nicollet Avenue from Minnehaha Parkway to 61st Street East, approximately 1.0 mile. Nicollet Avenue has been identified as a future reconstruction candidate, driven primarily by deteriorating and aging infrastructure conditions. This segment will be programmed in the City's Capital Improvement Program (CIP) for reconstruction in 2025. The proposed project will reconstruct the pavement surface, curb and gutter, signage, storm drains, driveway approaches, traffic signals,

striping, lighting, street trees, sidewalks, and ADA ramps. The project will also provide an opportunity for pedestrian and transit enhancements along the street, as well as upgrading the existing bicycle facility to provide separation between vehicles and bicycles.

Program Category: Roadway Reconstruction/Modernization

42nd Street – Nicollet Avenue to Cedar Avenue

The proposed project is a complete reconstruction of 42nd Street East from Nicollet Avenue to Cedar Avenue, approximately 1.5 miles. 42nd Street East has been identified as a future reconstruction candidate, driven primarily by deteriorating and aging infrastructure conditions. This section of 42nd Street East is also identified as a High Injury Street in the City's Vision Zero Action Plan, meaning it is a corridor that experiences a disproportionate share of citywide crashes. The proposed project will reconstruct the pavement surface, curb and gutter, traffic signals, lighting, ADA ramps, some sidewalks, as well as construct a bicycle facility. Further, the reconstruction of this section of 42nd Street East will provide an opportunity for the creation of comprehensive safety improvements for all modes of travel to address the disproportionately high number of crashes which occur on this street. This segment will be programmed in the City's Capital Improvement Program (CIP) for reconstruction in 2024.

Program Category: Roadway Reconstruction/Modernization

Johnson Street Northeast/I-35W Ramps

This project proposes a major renovation of the intersection between Johnson Street Northeast and the I-35W ramps. This section of Johnson Street Northeast is also identified as a High Injury Street in the City's Vision Zero Action Plan, meaning it is a corridor that experiences a disproportionate share of citywide crashes. The existing intersection, which also serves as a driveway for the adjacent Quarry shopping center, currently features slip lanes on all four approaches, and does not have sidewalks or pedestrian ramps on two corners. Johnson Street Northeast between 18th Street Northeast and Broadway Street Northeast is planned to be a low-stress bikeway, and the renovation of the intersection will allow for safe bikeway facilities for users of all ages and abilities. The project would work with MnDOT to improve safety for all modes of travel and create a dedicated bike facility. The project will be programmed into the City's CIP in 2024.

Program Category: Spot mobility.

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 cameras to monitor congestion, upgrading detection systems, and installing infrastructure for advancements in connected vehicle to infrastructure technology in locations throughout the city. The City is collaborating with Hennepin County on the project.

Program Category: Traffic Management Technologies

Hennepin Avenue & Dunwoody Boulevard Bikeway

The proposed project would fill a gap in the protected bikeway network between 12th Street South and the new light rail station on the METRO Green Line Extension at Van White Memorial Boulevard west of I-394 (currently under construction). This project would improve the existing bikeway on Hennepin Avenue west of 12th Street South and create a new bikeway facility on Dunwoody Boulevard. The result would be a 0.9 mile protected bikeway that connects to the new protected bikeway being built during the Hennepin Avenue reconstruction. This bikeway would connect to two regional education destinations, Dunwoody College of Technology and Minneapolis Community and Technical College. Together, these two institutions have approximately 12,000 students and hundreds of additional staff and faculty. The project would also provide an opportunity to improve safety for all modes of travel, make ADA upgrades, improve transit stops, and upgrade traffic signals. The project will be programmed into the City's CIP in 2024.

Program Category: Multiuse Trails and Bicycle Facilities

Augsburg Bridge over I-94

The City is partnering with MnDOT to submit an application that would replace the non-motorized bridge over I-94 near Augsburg University connecting the Riverside and Seward neighborhoods. MnDOT is leading the development of the application and the City will be the local sponsor with financial participation following the adopted cost participation policy. The scope of the project will include a multimodal bridge in the general vicinity of 21st/22nd/23rd Ave, with full ADA accommodations. Engagement and preliminary engineering will help further guide the design when project financing is finalized.

Program Category: Multiuse Trails and Bicycle Facilities

Phillips Neighborhood Pedestrian Safety Improvements

The proposed project would include the implementation of pedestrian focused safety improvements at select intersections along 24th Street, 26th Street, and 28th Street in the broader Phillips Neighborhood. All three of these streets have been identified as High Injury Streets in the City's Vision Zero Action Plan. 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

Green Central - Safe Routes to School

The proposed project would include pedestrian and bicycle-related improvements along two connected corridors:

- 34th Street East from 3rd Avenue South to 10th Avenue South
- 10th and/or 11th Avenues South from 34th Street East to the Midtown Greenway

The project will connect to Green Central Elementary School, Wellstone High School, and Andersen United Community School. Pedestrian and bicycle improvements may include ADA-compliant curb ramps, traffic circles, speed bumps, speed tables, bump outs, medians, diverters, 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 February 5th, 2020, and to the Bicycle Advisory Committee on January 22nd, 2020. The Bicycle Advisory Committee passed a resolution in support of submitting for all projects described above.

FISCAL NOTE

- No fiscal impact anticipated

Attachments

2020 Regional Solicitation Project Submissions Map

Council Action No. 2020A-0413 **City of Minneapolis** **File No. 2020-00532**

Committee: POGO Public Hearing: None Passage: May 8, 2020 Publication: MAY 13 2020

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

MAYOR ACTION

☑ APPROVED ☐ VETOED

MAYOR

MAY 11 2020

DATE

Certified an official action of the City Council

ATTEST:

CITY CLERK

Presented to Mayor: MAY 08 2020 Received from Mayor: MAY 11 2020

The Minneapolis City Council hereby:

1. Authorizes the submittal of up to two additional grant applications to the Metropolitan Council for federal transportation funds through Metropolitan Council's 2020 Regional Solicitation Program.
2. Authorizes the commitment of local funds to provide the required local match for the federal funding.

Grant applications for 2020 Metropolitan Council Regional Solicitation for federal transportation funds (RCA-2020-00447)

ORIGINATING DEPARTMENT

Public Works Department

To Committee(s)

#	Committee Name	Meeting Date
1	Policy & Government Oversight Committee	May 6, 2020

LEAD STAFF: Mike Samuelson, Transportation Planner, Transportation Planning & Programming

PRESENTED BY: Mike Samuelson, Transportation Planner, Transportation Planning & Programming

Action Item(s)

#	File Type	Subcategory	Item Description
1	Action	Grant	Authorizing the submittal of up to two additional grant applications to the Metropolitan Council for federal transportation funds through Metropolitan Council's 2020 Regional Solicitation Program.
2	Action	Grant	Authorizing the commitment of local funds to provide the required local match for the federal funding.

Previous Actions

2020-00225 - Grant applications for 2020 Metropolitan Council Regional Solicitation for federal transportation funds

Ward / Neighborhood / Address

#	Ward	Neighborhood	Address
1.	All Wards		

Background Analysis

The City will prepare a series of applications for the 2020 Regional Solicitation for Federal Transportation Funds in response to the current Metropolitan Council solicitation. Council previously approved the submission of eight grant applications for the 2020 cycle (RCA 2020-00225), which will still be submitted, along with grant applications for up to two additional projects as outlined below.

This request includes a summary of the eligible project areas, a brief description of city projects, estimate of requested amounts, and the minimum local match. Each project requires a minimum 20% local match for construction in addition to the costs for design, engineering, administration, and right-of-way acquisition, and any additional construction costs to fully fund the project. These applications will maximize the use of federal funding. The funding is for projects to be constructed in federal fiscal years 2024 and 2025.

Public Works identifies projects that meet the eligibility requirements for federal funding and closely evaluates which applications to submit in a manner that is consistent with the equity-based approach used to select and prioritize projects as a part of the Capital Improvement Program (CIP). Additional consideration is given to the criteria used in application scoring, such as: role in the regional transportation system and economy, equity, affordable housing, asset condition, safety, connectivity, cost-benefit, operational benefits, number of users and multimodal elements. Public Works also considers project readiness, cost, deliverability, and alignment with adopted plans, policies and initiatives (e.g., *Minneapolis 2040*, *20 Year Street Funding Plan*, Complete Streets Policy and Vision Zero).

The 2020 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 and administered locally through collaboration with the Federal Highway Administration, the Federal Transit Administration, and the Minnesota Department of Transportation.

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

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

The City is recommending the submittal of up to 10 applications. Eight of these applications were included in a previous RCA (RCA 2020-00225). The additional two applications are summarized below, along with the total federal funding requested and the total minimum local match for all 10 applications. See attachment for specific project locations. The City is not planning to submit in categories that don't align with our goals (Road Expansion) or where partner agencies will be submitting (Transit and TDM).

Project Name	Category	Maximum Federal Amount	Minimum Local Match Required (20%)
Citywide Signal Retiming Project	Traffic Management Technologies	$3,500,000	$700,000
Nicollet Avenue Bridge over Minnehaha Creek	Bridge Rehabilitation/ Replacement	$7,000,000	$1,400,000
	Totals	$10,500,000	$2,100,000
	Total Approved by Council in February	$34,000,000	$6,800,000
	Grand Total	$44,500,000	$8,900,000

Details of the proposed applications are described below.

Citywide Signal Retiming Project

The purpose of this project is to install traffic management equipment to support the operation of our traffic signals and to retime all 820 signals in the City of Minneapolis. The new timing patterns will change the paradigm of auto-centric signal timing that has historically been used in major cities throughout the United States to one that is guided by recent City of Minneapolis policies and initiatives such as Minneapolis 2040, Complete Streets, Vision Zero and the draft Transportation Action Plan. The reframed timing plans will incorporate strategies to improve transit efficiency and reliability, to better manage speeds on the city network and to enhance bike and pedestrian comfort and safety. The new signal timings will also reflect the recent change to speed limits on city-controlled streets.
Program Category: Traffic Management Technologies

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 major rehabilitation in 2025. 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

FISCAL NOTE

- No fiscal impact anticipated

Attachments

2020 Metropolitan Council Regional Solicitation Project Map

Nicollet Avenue Reconstruction
Minnehaha Parkway to 61st St

Minneapolis
City of Lakes

Project Background

The proposed project will reconstruct Nicollet Avenue from Minnehaha Parkway to 61st Street. This segment of Nicollet Avenue provides important network connections for people walking, biking, taking transit and driving and contains a mix of residential, commercial and industrial uses. The proposed project will replace deteriorating and aging infrastructure, provide safety improvements, and enhance access and mobility for all users.

This corridor is identified in the Minneapolis Pedestrian Crash Study as a Pedestrian Crash Concentration Corridor and in the Vision Zero Crash Study as a Vehicle Crash Concentration Corridor. Nicollet Avenue also serves as a high-frequency transit corridor in an area with an above average rate of low-income and minority households, providing crucial transportation connections to downtown Minneapolis and the surrounding areas.

Project Area

Existing Conditions

Average Number of Daily Users

150 pedestrians

100 bicyclists

2 Metro Transit bus routes on Nicollet
1 Metro Transit bus route crosses Nicollet

9,000 -12,000 motor vehicles

Source: Minneapolis Bicycle & Pedestrian Counts (2016) and Minneapolis Public Works (2015), Metro Transit.

Corridor Context

Typical existing cross section with a narrow sidewalk located at the back of curb, parking lanes, on-street bike lanes and two vehicle lanes.

Identified Issues

84 Reported crashes between 2016-2018:

4 Pedestrian crashes

1 Bicyclist seriously injured as a result of a traffic crash

Project Goals

The proposed project aims to create a safer, more welcoming corridor for pedestrians, bicyclists, and transit users while encouraging slower vehicle speeds and improving visibility and sightlines for motorists. Improvements may include:

Upgraded Traffic Signals and Enhanced Lighting

Curb Extensions

ADA Curb Ramps and APS

Protected Bikeway

Est. Project Cost: $6,301,000

Nicollet Avenue Reconstruction

MINNEHAHA CREEK

W MINNEHAHA PKWY

54TH ST E

DIAMOND LAKE RD W

DIAMOND LAKE RD E

56TH ST W

56TH ST E

WENTWORTH AVE

BLAISDELL AVE

NICOLLET AVE

1ST AVE S

INTERSTATE 35W

58TH ST W

58TH ST E

OAK HILL CEMETERY

59TH ST W

60TH ST E

60TH ST W

61ST ST W

61ST ST E

LEGEND

- Corridor
- Bikeway
- Green space
- Transit stop
- Traffic signal

Minneapolis
City of Lakes

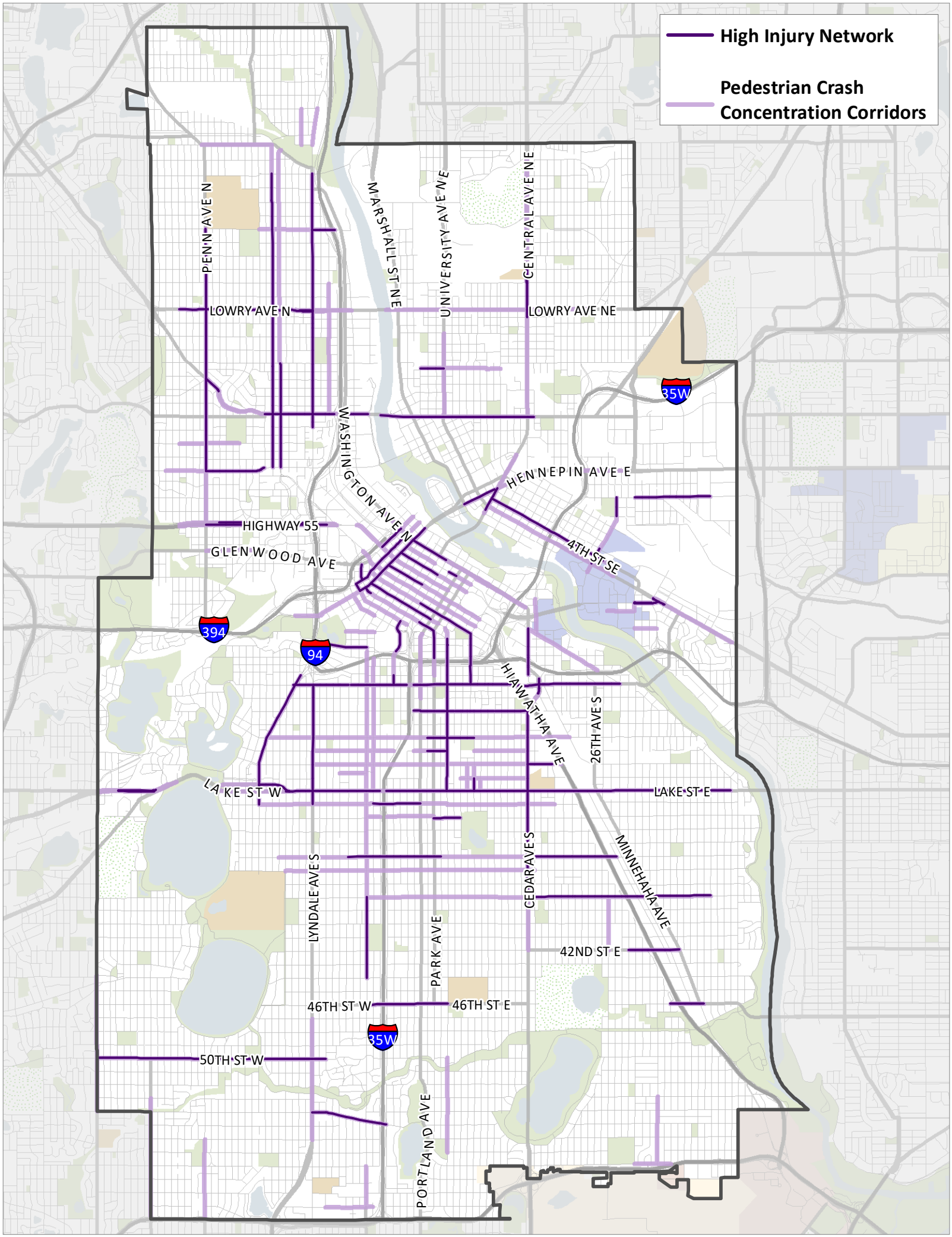
Toolbox of Corridor Improvements

Representative traffic control devices and enhanced lighting

Representative curb extensions to reduce pedestrian crossing distance

Representative ADA-compliant pedestrian curb ramps and Accessible Pedestrian Signals (APS)

Representative protected bikeway


High Injury Network
Pedestrian Crash Concentration Corridors
PENN AVE N
MARSHALL ST NE
UNIVERSITY AVE NE
CENTRAL AVE NE
LOWRY AVE N
LOWRY AVE NE
35W
WASHINGTON AVE N
HENNEPIN AVE E
HIGHWAY 55
GLENWOOD AVE
4TH ST SE
394
94
HIAWATHA AVE
26TH AVE S
LAKE ST W
LAKE ST E
LYNDALE AVE S
CEDAR AVE S
MINNEHAHA AVE
PARK AVE
42ND ST E
46TH ST W
46TH ST E
35W
50TH ST W
PORTLAND AVE

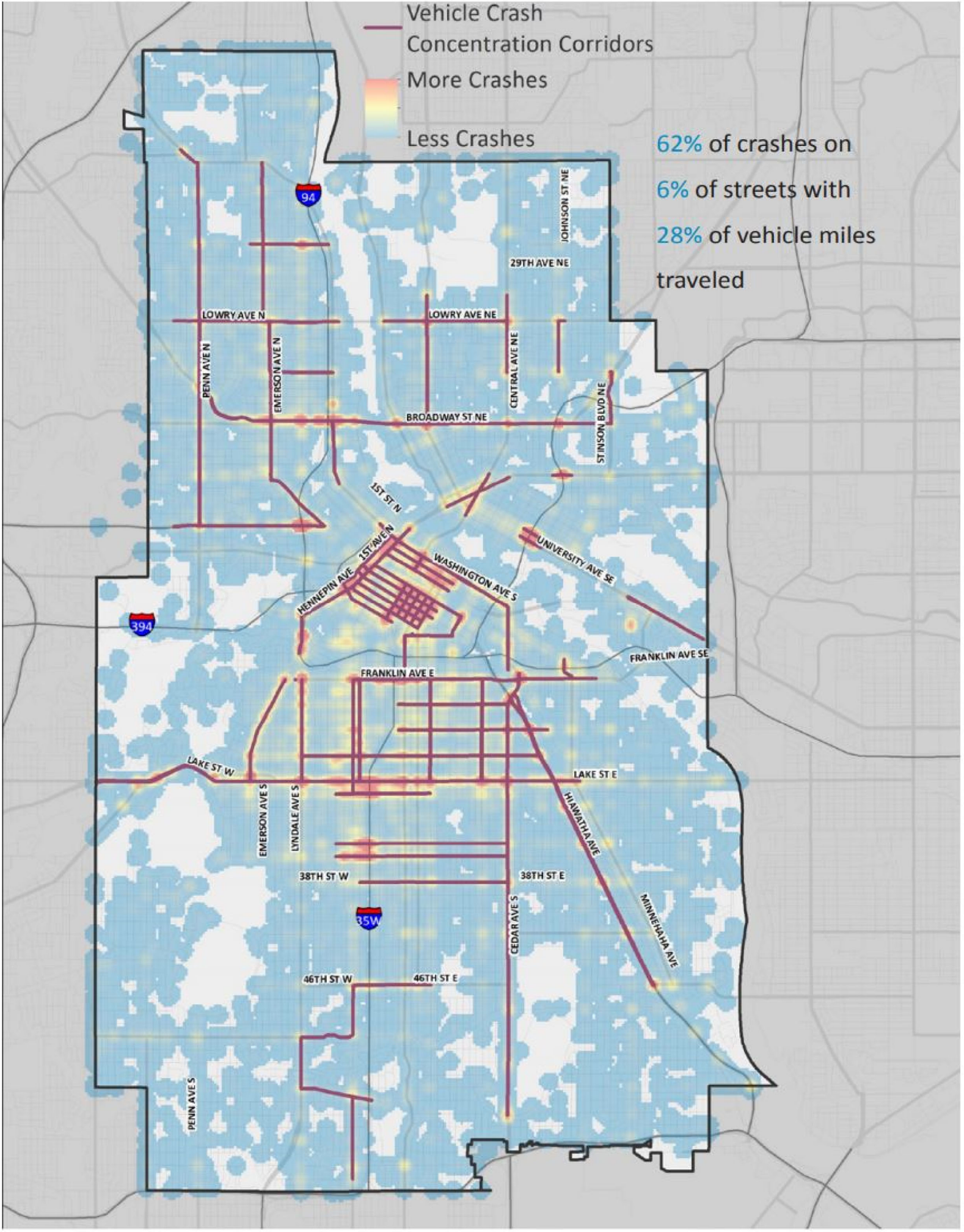


Figure 5-8. Vehicle Crash Concentration Corridors