

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 **Primary Contact** Mr. Kelsey Fogt Name:* Salutation First Name Middle Name Last Name Title: Transportation Planner **Department:** Public Works Email: kelsey.fogt@minneapolismn.gov 301 4th Ave S Address: Suite 785N Minneapolis 55415 Minnesota City State/Province Postal Code/Zip 612-673-3885 Phone:* Phone Ext. Fax: 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):

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

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

 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.

Project Length (Miles)

to the nearest one-tenth of a mile

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

1.0

Project Funding

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

res

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

City of Minneapolis (Municipal State Aid, Net Debt Bonds,

Source of Match Funds 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:

61st Street (Intersection or Address)

Minnehaha Parkway (Intersection or Address)

DO NOT INCLUDE LEGAL DESCRIPTION

Or At

Miles of Sidewalk (nearest 0.1 miles) 1.9

Miles of Trail (nearest 0.1 miles)

Miles of Trail on the Regional Bicycle Transportation Network (nearest 0.1 miles)

0

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.

BRIDGE/CULVERT PROJECTS (IF APPLICABLE)

Old Bridge/Culvert No.:

New Bridge/Culvert No.:

Structure is Over/Under (Bridge or culvert name):

AGG BASE, PAVEMENT, CURB AND GUTTER, SIGNALS, SIGNS, STORM SEWER, DRIVEWAY APRON, SIDEWALKS, PED RAMPS, BIKEWAY, LIGHTING, LANDSCAPING

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.

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.

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

- -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 <u>are exclusively</u> 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

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

Specific Bicycle and Pedestrian Elements
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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

521

Existing Employment within 1 Mile: 8621

Existing Manufacturing/Distribution-Related Employment within 1

Milo:

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:

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

Current Daily Person Throughput 15340.0

Measure B: 2040 Forecast ADT

Use Metropolitan Council model to determine forecast (2040) ADT volume

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 lowincome, 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.

City

Measure B: Part 1: Housing Performance Score

Segment Length

(For stand-alone

projects, enter Segment Housing Score population from Length/Total Score Multiplied by Regional Economy Project Length Segment percent

map) within each City/Township

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.

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

Response:

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

1954

1.0

1954.0

1954.0

1954.0

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)

Response:

Improved clear zones or sight lines:

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.

Yes

(Limit 700 characters; approximately 100 words)

Other Improvements

Response:

(Limit 700 characters; approximately 100 words)

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.

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:	EXPLANA TION of methodolo gy 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	158940155 5999_Sync hro 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

Total Parallel Roadway

Emissions Reduced on Parallel Roadways

0

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

0

Produced on New Roadway (Kilograms):

EXPLANATION of methodology and assumptions used:(Limit

1,400 characters; approximately 200 words)

0.0

Total (CO, NOX, and VOC) Peak Hour Emissions Reduced by the Project (Kilograms):

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

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.

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.

Crash Modification Factor Used:

(Limit 700 Characters; approximately 100 words)

Rationale for Crash Modification Selected:

(Limit 1400 Characters; approximately 200 words)

Project Benefit (\$) from B/C Ratio \$10,926,565.00

Total Fatal (K) Crashes:

Total Serious Injury (A) Crashes:

Total Non-Motorized Fatal and Serious Injury Crashes:	!
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 Project:	by 1
Total Crashes Reduced by Project:	29
Worksheet Attachment	1589401719255_NicolletSafety.pdf
Please upload attachment in PDF form.	
Please upload attachment in PDF form.	
Roadway projects that include railroad gra	ade-separation elements:
	ade-separation elements:
Roadway projects that include railroad gra	•
Roadway projects that include railroad gra	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)

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)

Response:

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.

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:

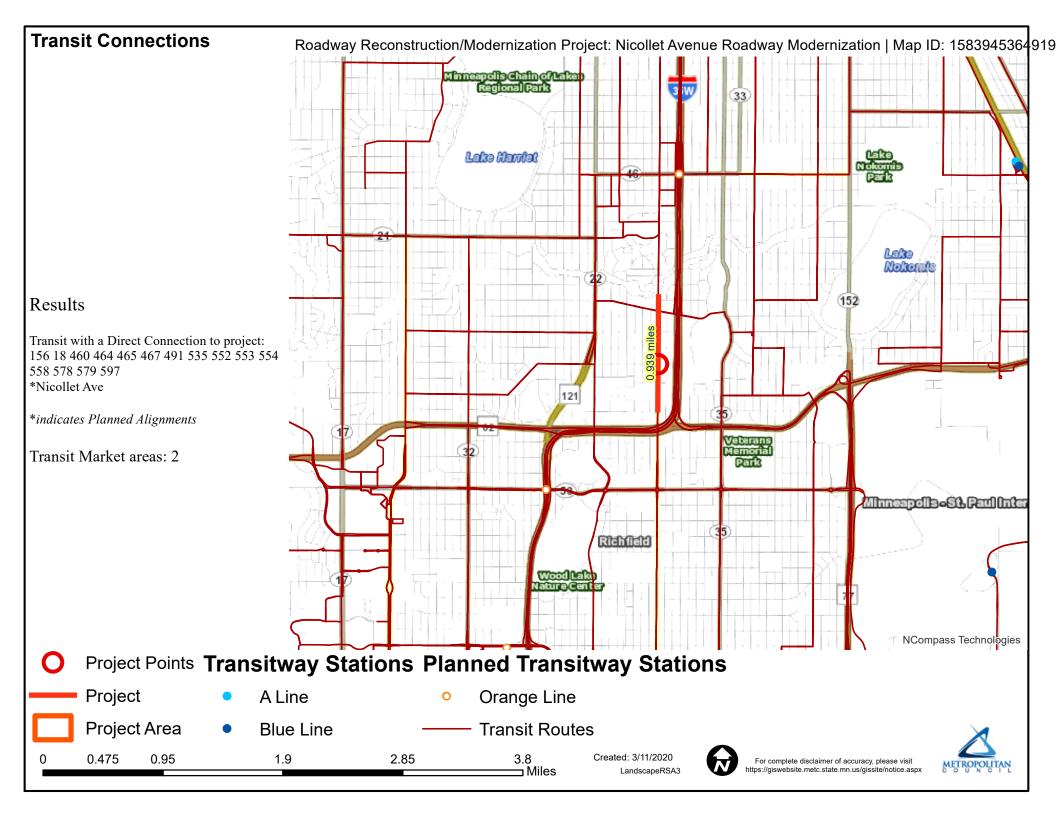
Points Awarded in Previous Criteria

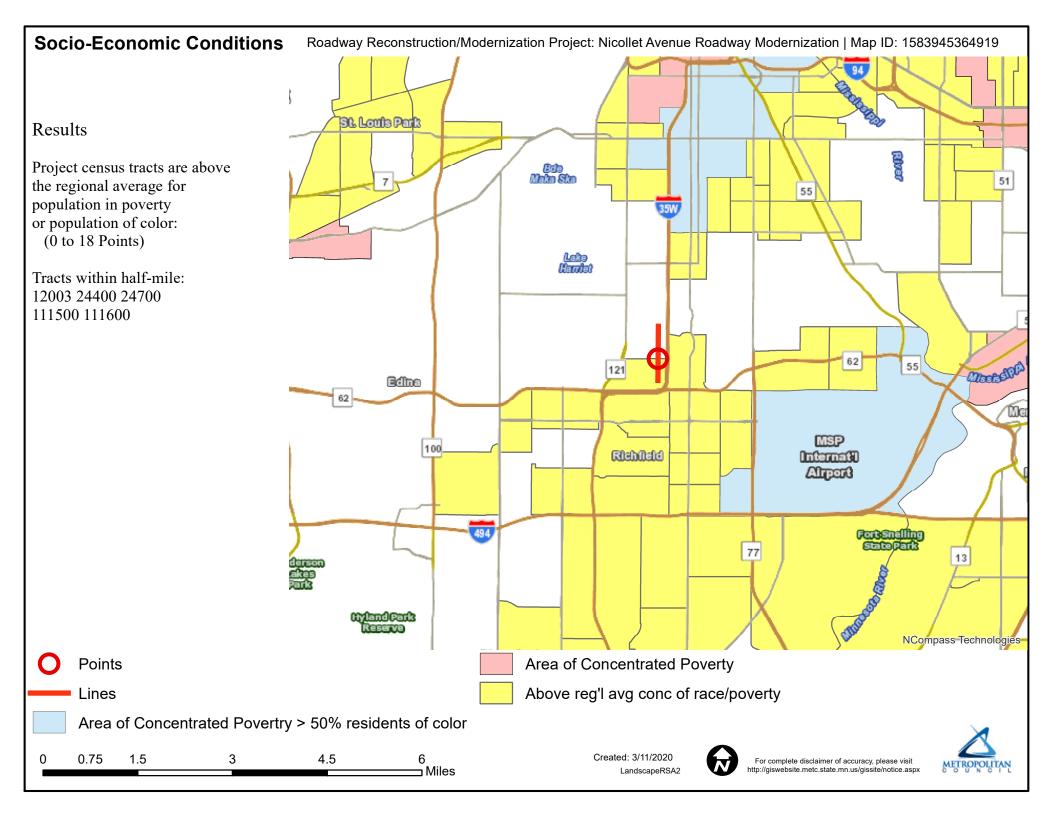
Cost Effectiveness \$0.00

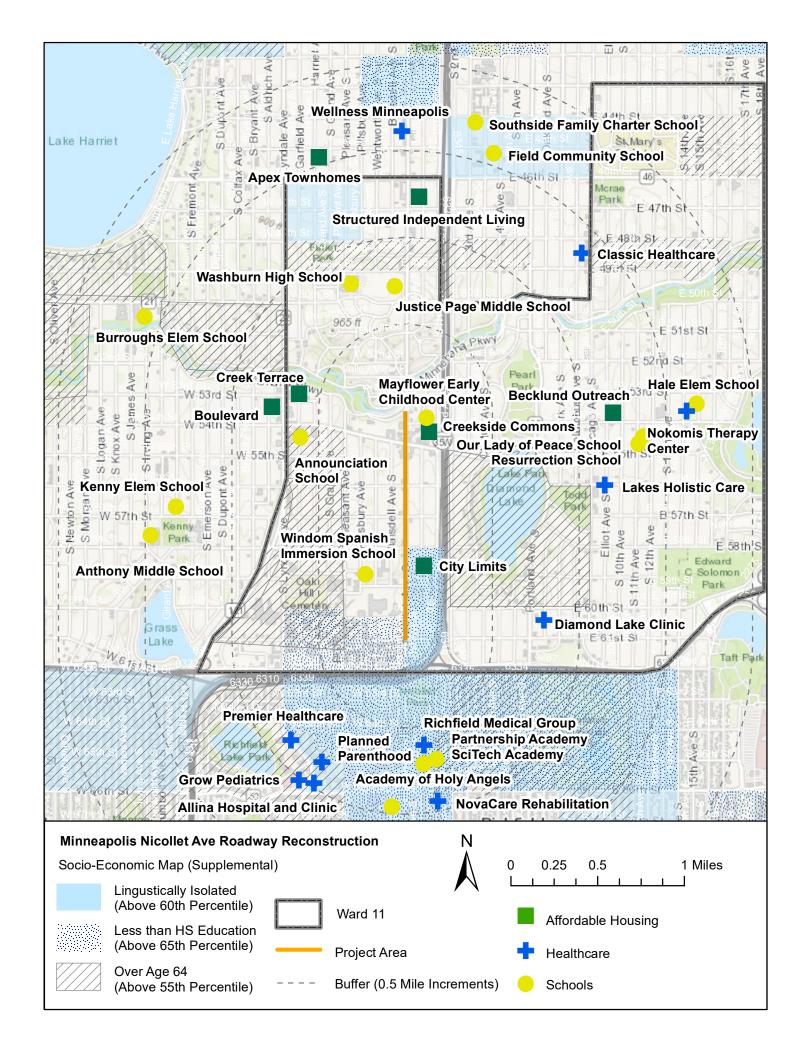
Other Attachments

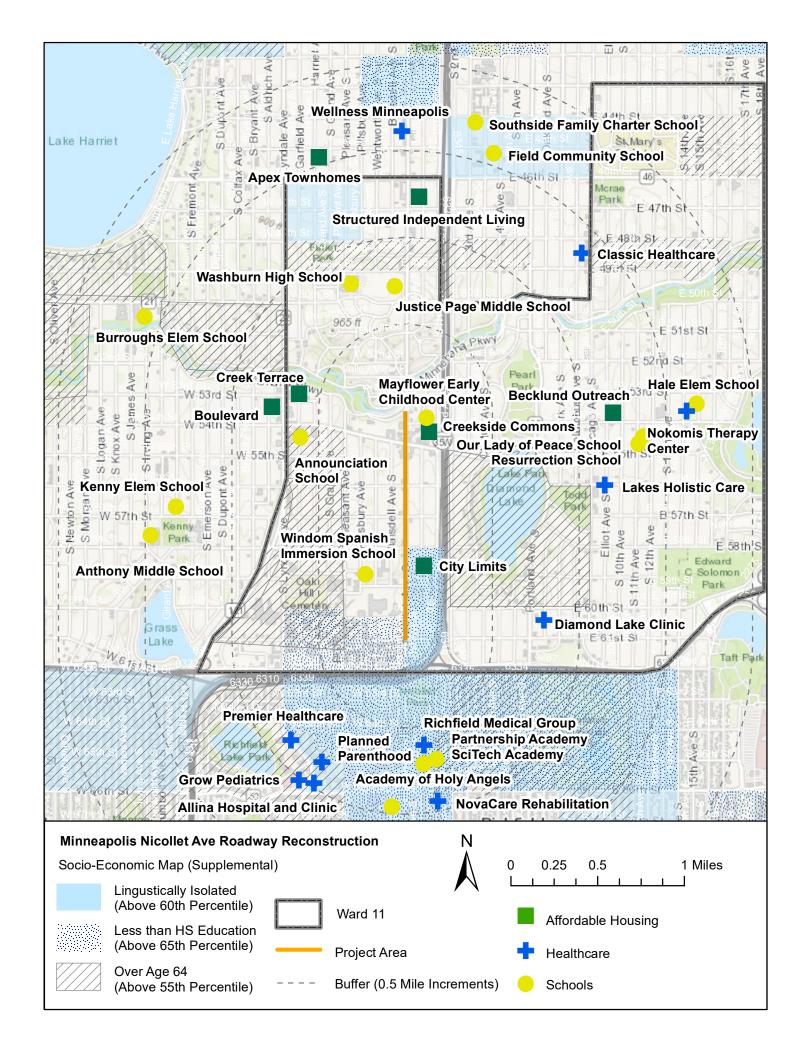
File Name	Description	File Size
ExistingConditions_Photo.pdf	Existing Conditions Photo	321 KB
Minneapolis Support Letter.pdf	Minneapolis Support Letter	5.6 MB
Nicollet_OnePageSummary.pdf	Project Summary	1.2 MB
Nicollet_ProjectMap.pdf	Project Map	1.4 MB
Pedestrian Crash Concentration Corridor.pdf	Pedestrian 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: 1583945364 19 Results Park WITHIN ONE MI of project: Postsecondary Students: 0 Totals by City: Minneapolis Population: 26606 Employment: 4836 Todd Park Mfg and Dist Employment: 428 22 0.939 miles Richfield Population: 8573 Kenny Park Employment: 3785 Mfg and Dist Employment: 93 Edward & & Offence of Leaker Park 121 62 Office III Pauls Veterans Memorial Park NCompass Technologies **Project Points** Manfacturing/Distribution Centers **Job Concentration Centers Project** 0.175 0.35 Created: 3/11/2020 0.7 1.05 1.4 For complete disclaimer of accuracy, please visit ⊐ Miles http://giswebsite.metc.state.mn.us/gissitenew/notice.aspx LandscapeRSA5









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





Thighway Safety improvement Frogram (histr) Reactive Froject								
A. Roadw	ay Descrip	tion						
Route	Nicollet Av	e	District			County	Hennepin	
Begin RP			End RP			Miles		
Location	Intersection	n with Diam	ond Lake Ro	tt				
B. Project	Doscriptic	nn .						
Proposed	•		Phasing from	n Perm to Pr	ot/Perm and	l signals fro	om pedestal to mast arr	ns
Project Co		\$6,301,500			Installation		2024	113
Project Se		20 years	<u> </u>		-	wth Factor		
•		from Project	Cost		-	wuii i actoi	0.570	
CACIGGET	tight of way	ji om i roject	COST					
C. Crash N	Nodificatio	n Factor						
0.62	Fatal (K) Cra	ashes		Reference	CMF Clearing	nghouse		
0.62	Serious Inju	ıry (A) Crashe	es					
0.62	Moderate II	njury (B) Cra	shes	Crash Type	Rear Ends			
0.62	Possible Inj	ury (C) Crash	es					
0.62	Property Da	amage Only (Crashes				www.CMFclearing	nghouse.org
D. Crash A	/odificatio	on Factor (ontional se	econd CMF)			
0.23	Fatal (K) Cra	· ·	optional st		CMF Clearin	nghouse		
0.23		ıry (A) Crashe	es	nere ence	- Civii Cicarii	15.10430		
0.23	•	njury (B) Cra		Crash Type	Left Turn ar	nd Angles		
0.23	•	ury (C) Crash		c. a.s 1 , pe		14 7 11 15 16 3		
0.23	•	amage Only (www.CMFclearii	nghouse.org
		amage omy c					WWW.	- Giloasciol S
E. Crash D	ata							
Begin Dat	e	1/1/2016		End Date		12/31/201	8	3 years
Data Sour	ce	MnDOT						
	Crash Se	everity	Rear En	ds		Left Tur	rn and Angles	_
	K crashe	25						
	A crashe	es						
	B crashe	25						
	C crashe	<u> </u>					2	
	PDO cra	shes		1			4	
F. Benefit	-Cost Calcu	ılation						
	\$1,317,459		Benefit (pr	esent value)		-1-		
	\$6,301,500		Cost	• ,		B/C	Ratio = 0.21	

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

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

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	Crash Severity	Crash Reduction	Annual Reduction	Annual Benefit
B crashes 0.00 0.00 \$0 C crashes 1.54 0.51 \$56,467	K crashes	0.00	0.00	\$0
C crashes 1.54 0.51 \$56,467	A crashes	0.00	0.00	\$ 0
	B crashes	0.00	0.00	\$0
PDO crashes 3.46 1.15 \$13.840	C crashes	1.54	0.51	\$56,467
1.50 crashes	PDO crashes	3.46	1.15	\$13,840

\$70,307

H. Amortize	ed Benefit		
<u>Year</u>	Crash Benefits	Present Value	
2024	\$70,307	\$70,307	Total = \$1,317,459
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	\$O	\$O	
0	\$0	\$O	
0	\$0	\$O	
0	\$0	\$O	
0	\$O	\$O	
0	\$0	\$O	





A. Roadwa	•	on						
Route	Nicollet Ave		District			County	Hennepin	
Begin RP			End RP			Miles		
Location	Intersection	with Diam	ond Lake Ro	1				
B. Project I	Description	1						
Proposed V	-		hasing fron	n Perm to Pr	ot/Perm and	signals fro	m pedestal to mast arr	ns
Project Cos	_	66,301,500			Installation		2024	
Project Ser	vice Life 2	20 years			Traffic Grov	wth Factor	0.5%	
* exclude Ri	ight of Way fr	om Project	Cost		-			
C. Curah M	- d:t: t:	Fa at an						
C. Crash M				Dafamanaa	CNAE Classia	ah a u a a		
	Fatal (K) Cras Serious Injury			кетегепсе	CMF Clearing	gnouse		
	Moderate Inju	• •		Crash Type	ΛII			
	Possible Injur			Crasii iype	All			
	Property Dan						www.CMFclearii	nghouse org
0.47	Toperty Dan	lage Offiy C	.1 431163				www.civii cicarii	ignouse.org
D. Crash M			optional se)			
	Fatal (K) Cras			Reference				
	Serious Injury							
	Moderate Inj			Crash Type				
	Possible Injur							
	Property Dan	nage Only C	rashes				www.CMFclearin	nghouse.org
E. Crash Da	ata							
Begin Date	1	/1/2016		End Date	<u>.</u>	12/31/201	8	3 years
Data Sourc	e <u> </u>	MnDOT		=	-			
	Crash Sev	erity	All			< option	nal 2nd CMF >	
	K crashes							
	A crashes			1				
	B crashes			1				
	C crashes			0				
	PDO crash	nes		6				
F. Benefit-	Cost Calcul	ation						
	2,962,346		Benefit (pro	esent value)				
	6,301,500		Cost			B/C	Ratio = 0.48	

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

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	\$O
A crashes	0.49	0.16	\$111,067
B crashes	0.49	0.16	\$34,300
C crashes	0.00	0.00	\$O
PDO crashes	3.18	1.06	\$12,720

\$158,087

H. Amortize	ed Benefit		
<u>Year</u>	Crash Benefits	Present Value	
2024	\$158,087	\$158,087	Total = \$2,962,346
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	\$O	\$O	
0	\$0	\$O	
0	\$O	\$O	
0	\$O	\$O	
0	\$0	\$O	
0	\$O	\$O	
0	\$0	\$0	

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

Aligic/Left 10111. 0.75 0.20-0.2

Rear End: 1.05*0.59=0.62





Highway S	afety Impr	ovement Pr	ogram (H	SIP) Reactive	e Project		INANO	- CRIZITON
A. Roadwa	ay Descrip	tion						
Route	Nicollet Av	e	District			County	Hennepin	
Begin RP			End RP			Miles		
Location	Intersectio	ns with Minr	nehaha Pkw	vy, 56th St, a	nd 57th St			
B. Project	Description	on						
Proposed '	•	Illumination	and Curb	Extensions				
Project Co	st*	\$6,301,500			Installatio	n Year	2024	
Project Se	rvice Life	20 years			Traffic Gro	wth Factor	0.5%	
* exclude F	Right of Way	from Project	Cost		=			
C. Crash N	1 oditicatio	n Factor						
0.31	Fatal (K) Cra			Deference	CME Cloarin	aghausa		
0.31	. ` ´	ıry (A) Crashe	ıc	Reference	CMF Clearin	ignouse		
0.69	•	njury (B) Cras		Crach Type	۸۱۱			
0.69	•	ury (C) Crash		Crash Type	All			
0.68	•	amage Only C					MANAY CMEC	learinghouse.org
							www.cmi-c	caringhouse.org
D. Crash M			ptional s	econd CMF)			
0.37	Fatal (K) Cra			Reference	CMF Clearing	nghouse and	d MnDOT	
0.37	•	ıry (A) Crashe						
0.37	•	njury (B) Cras		Crash Type	Pedestrian			
0.37	•	ury (C) Crash						
0.37	Property Da	amage Only C	rashes				www.CMFc	learinghouse.org
E. Crash D	ata							
Begin Date	e	1/1/2016		End Date		12/31/201	8	3 years
Data Sour	ce	MnDOT		_	•			
	Crash Se	everity	All			Pedestr	ian	
	K crashe	<u>2</u> S						
	A crashe	25						
	B crashe	25					2	
	C crashe	<u>!</u> S						
	PDO cra	shes		6				
F. Benefit-	-Cost <u>Calcı</u>	ılation						
	\$1,796,671		Benefit (pr	esent value)		D.I.C.	D 11	
	\$6.301.500		Cost	,		B/C	Ratio = 0.2	9

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

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	\$O
A crashes	0.00	0.00	\$O
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				
<u>Year</u>	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	\$O	\$0		
0	\$0	\$O		
0	\$O	\$0		
0	\$O	\$0		
0	\$O	\$0		
0	\$0	\$O		
0	\$O	\$O		
0	\$O	\$O		
0	\$O	\$O		
0	\$O	\$0		

\$0

Total = \$1,796,671

\$0

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

Highway Safety Improvement Program (HSIP) Reactive Project



Tilgitway 5	arety impro	overnent Fi	Ograin (ii.	oir / Neactive	rroject				
A. Roadwa	ay Descrip	tion							
Route	Nicollet Av	e	District			County	Hennepin		
Begin RP			End RP			Miles			
Location	Intersection	ns with 54th	St, 58th St	and 59th St		•			
B. Project	Doccriptic	\n							
Proposed			odostal sign	als to mast a	rme				
Project Co		\$6,301,500		ais to iliast a	Installatio	n Vear	2024		
Project Se		20 years			•	owth Factor			
· ·		from Project	Cost		·	owth ractor	0.576		
exclude I	tigrit of vvay	jromrroject	Cost						
C. Crash M	lodificatio	n Factor							
0.26	Fatal (K) Cra	ashes		Reference	CMF Clearing	nghouse			
0.26	Serious Inju	ry (A) Crashe	25						
0.26	Moderate In	njury (B) Cras	shes	Crash Type	Angle				
0.26	Possible Inju	ury (C) Crash	es						
0.26	Property Da	amage Only (rashes				www.	CMFclearing	house.org
D. Crash A	Modificatio	on Factor (d	optional se	econd CMF					
0.59	Fatal (K) Cra	· ·	- policinos	· ·	CMF Clearin	nghouse			
0.59		ry (A) Crashe	25			<u> </u>			
0.59	•	njury (B) Cras		Crash Type	Rear Ends				
0.59	•	ury (C) Crash		,,,					
0.59	•	amage Only (www.	CMFclearing	house.org
									U
E. Crash D									
Begin Date		1/1/2016		End Date		12/31/201	8		3 years
Data Sour		MnDOT							
	Crash Se		Angle			Rear End	ds		
	K crashe								
	A crashe								
	B crashe						1		
	C crashe								
	PDO cra	shes		1			4		
F. Benefit	·Cost <u>Calcu</u>	ılation							
	\$716,195		Benefit (pr	esent value)		D.C.	D - 1 *		
	\$6,301,500		Cost	·		B/C	Ratio =	0.12	

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

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	\$O
A crashes	0.00	0.00	\$O
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

Total = \$716,195

H. Amortiz	ed Benefit	
<u>Year</u>	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	\$O
0	\$0	\$0
0	\$0	\$O
0	\$0	\$O
0	\$0	\$O
0	\$O	\$O
0	\$O	\$O
0	\$0	\$O
0	\$O	\$O
0	\$O	\$0

\$0

o o o

\$0





A Poadwi	ay Description					
Route	, ,			County	Hennepin	
Begin RP	THEORET AVE	End RP		Miles	Пеннерш	
_	Intersections with		and 59th St			
Location	THE SCENOTIS WITH	341131, 3011131,	, and John St			
	Description					
Proposed		de pedestal signa	als to mast a			
Project Co		1,500		Installation Year -	2024	
Project Se				Traffic Growth Factor	0.5%	
* exclude F	Right of Way from Pr	oject Cost				
C. Crash N	lodification Fact	or				
0.56	Fatal (K) Crashes		Reference	CMF Clearinghouse		
0.56	Serious Injury (A) C	rashes				
0.56	Moderate Injury (B) Crashes	Crash Type	All		
0.56	Possible Injury (C)	Crashes				
0.49	Property Damage (Only Crashes			www.CMFclearing	ghouse.org
D Crash A	Modification Fact	or (ontional se	econd CMF)		
Di Ci asii ii	Fatal (K) Crashes	or (optional st	Reference	,		
	Serious Injury (A) C	Crashes				
	Moderate Injury (B		Crash Type			
	Possible Injury (C)		71			
	Property Damage (www.CMFclearing	ghouse.org
56 10						
E. Crash D		24.6	5 lD 1	42/24/204	0	
Begin Date	-		End Date	12/31/201	<u>8</u>	3 years
Data Sour					-1111	
	Crash Severity	All		< option	nal 2nd CMF >	1
	K crashes A crashes					-
	B crashes					-
	C crashes					-
	PDO crashes		5			-
	FDO Clasiles		5			_
F. Benefit	Cost Calculation					
	\$191,136		esent value)	R/C	Ratio = 0.04	
\$6,301,500 C		Cost		D/C	1.400 - 0.04	

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

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	\$O
A crashes	0.00	0.00	\$O
B crashes	0.00	0.00	\$O
C crashes	0.00	0.00	\$0
PDO crashes	2.55	0.85	\$10,200

\$10,200

Total = \$191,136

н.	Amort	ized Benefit	
	<u>Year</u>	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	\$O
	0	\$0	\$O
	0	\$0	\$0
	0	\$0	\$O
	0	\$0	\$O
	0	\$0	\$0
	0	\$0	\$0
	0	\$0	\$O
	0	\$0	\$O
	0	\$o	\$O

\$0 \$0 \$0 \$0 \$0 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





A. Roadwa	av Descrip	tion						
Route	Nicollet Ave District					County	Hennepin	
Begin RP	End RP				Miles			
	Intersection	ns with 60th	and 61st St					
B. Project	Doscriptic	n n						
Proposed	<u> </u>	Curb Extens	ions					
Project Co		\$6,301,500	10113		Installation	. Year	2024	
Project Se		20 years				wth Factor		
		from Project (Cost		•			
C. Crash M				- ·	M. 507			
0.54	Fatal (K) Cra			Reference	MnDOT			
0.54	•	ry (A) Crashe		Coursely Trans	Dadaatuian			
0.54 0.54	•	njury (B) Cras ury (C) Crasho		Crasn Type	Pedestrian			
0.54	•	amage Only C					www.CMFcleari	nghouse org
0.54	Property Da	illage Olliy C	i asiles				www.civirclean	ilgilouse.org
D. Crash A		on Factor (c	ptional se	· ·)			
	Fatal (K) Cra			Reference				
	•	ry (A) Crashe						
	•	njury (B) Cras		Crash Type				
	•	ury (C) Crash						
	Property Da	amage Only C	rashes				www.CMFcleari	nghouse.org
E. Crash D	ata							
Begin Date	e	1/1/2016		End Date	_	12/31/201	8	3 years
Data Sour	ce	MnDOT						
	Crash Se	everity	Pedestri	ian	T	< option	al 2nd CMF >	
	K crashe	<u>!</u> S						
	A crashe	25						
	B crashe			1				
	C crashe			3				
	PDO cra	shes						
F. Benefit	-Cost Calcu	ılation						
	\$1,551,569		Benefit (pre	esent value)		B/C	Ratio = 0.25	
	\$6,301,500		Cost			D/C	nau0 = 0.25	

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

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	\$O
A crashes	0.00	0.00	\$O
B crashes	0.46	0.15	\$32,200
C crashes	1.38	0.46	\$50,600
PDO crashes	0.00	0.00	\$O

\$82,800

H. Amortized Benefit						
<u>Year</u>	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	\$O	\$0				
0	\$O	\$O				
0	\$O	\$O				
0	\$O	\$0				
0	\$0	\$O				
0	\$O	\$0				
0	\$O	\$0				
0	\$O	\$O				
0	\$O	\$O				
0	\$O	\$O				

\$0

Total = \$1,551,569

\$0





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. Consideration States	
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 Property Demogra Only Crashes	house ord
0.68 Property Damage Only Crashes www.CMFclearing	nouse.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.CMFclearing	house.org
E. Crash Data	
Begin Date 1/1/2016 End Date 12/31/2018	3 years
Data Source MnDOT	J)
Crash Severity All < optional 2nd CMF >	
K crashes	
A crashes	
B crashes 4	
B crashes 4 C crashes 1	
C crashes 1	
C crashes 1 PDO crashes 23	
C crashes 1	

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

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

H. Amortized Benefit

0

0

0

0

0

0

0

0

Crash Severity	Crash Reduction	Annual Reduction	Annual Benefit
K crashes	0.00	0.00	\$O
A crashes	0.00	0.00	\$O
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

II. AIIIOI UZ	eu benent	
<u>Year</u>	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

Total = \$2,391,189

\$0

\$0

\$0

\$0

\$0

\$0

\$0

\$0

\$0

\$0

\$0

▼ 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	siolololoic	All	All	Urban	SRINIVASAN, ET AL., 2011	
	0.914	8.6	RRRR	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	RRRRR	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

C	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		MCGEE ET AL., 2002	
	<u> </u>	0.56	44	常常常 常常	All	Fatal,Serious injury,Minor injury	All	RODEGERDIS 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	*AAAA	All			MCGEE ET AL., 2002	
		0.88	12	***	Angle	All	All	RODEGERDTS ET AL., 2004	
		0.37	63	AR OOK	Angle	All		MCGEE ET AL., 2002	

Compare Reset Compare

▼ Countermeasure: Illumination

Compare	CMF	CRF(%)	Quality	Crash Type	Crash Severity	Area Type	Reference Comments
	0.69	32	RRRRR	All	Serious injury,Minor injury	Urban	AND VAA, T., 2004
	0.84	16	VOKOKOK	All	Property damage only (PDO)	Urban	ELVIK, R. AND VAA, T., 2004
	0.73	27	skalaskalask	All	Serious injury,Minor injury	All	ELVIK, R. AND VAA, T., 2004
	0.69	31	WOO	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	ŔŔŔĸĸ	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
gies	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
y Strate	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 Safety Strategies	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
Pedestr	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

d Incident ID Date and TiYear F 922 666844 12/9/2018, 2018															
	our Crash Seve Nu 11 Minor Injur	mber Kil Number of Of	ficer Nar Constructic C	County City Township HENNEPIN Minneapolis	Route Type Route ID Route N	Mea Roadway NDivided Ro Intersection 1929 NICOLLET A Not Applicable	Manner of First Harmf Relative Angle Motor Veh On Roa	ve TraLighting Co Road	d Circu road_circu Road Circu road_circu	Relative IntTraffic Con Weather PrWeath Not at InterNot Applics Clear	er Sr Surface CorWorl Wet	Zone Work Zor	e Work Zone Workers I NOT APPLICABLE	Pr Unit1 Type Unit1 Vehic Unit1 Direc Unit1 Factc Unit1 Fact Motor Vehi Passenger (Southboun No Clear Contributin	tc Unit1 Most Unit1 Vehic
02 510502 10/21/201: 2017	18 Unknown S			HENNEPIN Minneapolis	Municipal : 050002395 0.0715	.584 430	Parked Mo On Roa	adwaDaylight None adwaDark (Stree Road	ie d Surface Condition (wet. icv. snow. slush.	Not at Inte Not Applica Clear Not at Inte No Control Rain	Wet	2	NOT APPLICABLE	Hit-And-Ru Sport Utilit Southbound	Parked Mo Moving For
7 521028 12/1/2017, 2017	15 Minor Injur			HENNEPIN Minneapolis	Municipal : 050002395 0.1173	334 NICOLLET //South	Front to Re Motor Veh On Roa			Not at Inte No Control Cloudy	Dry	2	NOT APPLICABLE	Motor VehiSport Utilit Southboun Unknown	Motor Vehi Moving For
2 452686 5/16/2017, 2017 9 631986 9/2/2018,: 2018	20 Unknown S			HENNEPIN Minneapolis	Non-Trafficway	NOT ON ROADWAY		ng Lot Dark (Stree None		Not at Intersection, Int Cloudy	Dry	2	NOT APPLICABLE	Hit-And-Run Vehicle or Unknown Driver	Parked Mo: Unknown
631986 9/2/2018,: 2018	12 Property D	0 1 Ve		HENNEPIN Minneapolis	Municipal : 050002395 0.1699			ng Lot Daylight None		Other Not Applic Clear	Dry	2	NOT APPLICABLE	Motor VehiSport Utilit Southboun Unknown	Parked Mo Turning Lef
633811 9/10/2018, 2018 505676 10/2/2017. 2017	16 Property D. 14 Unknown S			HENNEPIN Minneapolis HENNEPIN Minneapolis	Municipal : 050002395 0.3608 Municipal : 050002395 0.3593		Other - Fixe In Parki Sideswipe - Motor Veh Parking	king LDaylight None	ie ie	Not at Inte Not Applici Clear Not at Inte No Control Cloudy	Dry Dry	2	NOT APPLICABLE NOT APPLICABLE	Motor VehiPassenger (Not on Roa Other Contributing A Hit-And-Ru Pickup Westbound	Motor Vehi Backing
380165 9/18/2016 2016	19 Minor Injur			HENNEPIN Minneapolis			Other Motor Veh Parking	ng Lot Daylight None	ie ie	Not at Inte No Control Cloudy	Dry	2	NOT APPLICABLE	Motor VehiSport Utilit Westbound No Clear Contribution	g Motor Vehi Moving For
602089 4/20/2018, 2018	10 Property D			Hennepin Minneapolis	Municipal : 050002395 0.3374	443 NICOLLET AVE S	Sideswipe - Motor Veh Parking	ng Lot Daylight None	ie .	Not at Inte No Control Clear	Dry	2	NOT APPLICABLE	Motor VehiOther Rus Not on Roa No Clear Contribution	g. Motor VehiVehicle Sto
600279 5/28/2018, 2018	13 Property D.			Hennepin Minneapolis	Municipal 1050002395 0.3716	697 NICOLLET #Not Applicable	Sideswipe - Motor Veh On Roa Front to Re Motor Veh On Roa	adwa Daylight None	ie	Not at Inte No Control Clear	Dry	2	NOT APPLICABLE	Motor Vehi Passenger (Southboun Other Contributing A Motor Vehi Passenger (Southboun No Clear Contributin	Act Motor Vehi Moving For
657790 11/7/2018, 2018	18 Property D.		ehicle 3 M H	HENNEPIN Minneapolis	Municipal : 050002395 0.2384	405 NICOLLET AVE S	Front to Re Motor Veh On Roa	adwa Dark (Stree None	ie	T Intersecti Traffic Corr Cloudy	Dry	2	NOT APPLICABLE	Motor Vehi Passenger (Southboun No Clear Contributin	g . Motor Vehi Moving For
564295 2/8/2018, 2018	7 Unknown S		metime M H	HENNEPIN Minneapolis	Municipal : 050002395 0.3074	465 NICOLLET #Not Applicable	Parked Mo Parking	ng Lot Unknown Unkr	nown	Unknown Not Applica Unknown	Unknown	2	NOT APPLICABLE	Hit-And-Run Vehicle or Unknown	Parked Mo Unknown
432141 3/29/2017, 2017 383229 10/1/2016, 2016	13 Unknown S			HENNEPIN Minneapolis HENNEPIN Minneapolis	Municipal : 050002395 0.4255 Municipal : 050002395 0.399		Parked Mo On Roa Front to Re Motor Veh On Roa	adwaDaylight None		Four-Way I Not Applic: Cloudy Not at Inte Traffic Con Clear	Dry	2	NOT APPLICABLE NOT APPLICABLE	Hit-And-Run Vehicle or Unknown Hit-And-Ru Passenger (Southbound	Parked Mo Unknown Motor Vehi Moving For
383229 10/1/2016, 2016 507188 10/8/2017 2017	10 Property D. 16 Property D.				Municipal 1050002395 0.399 Municipal 1050002395 0.6131	1999 NICOLLET AVE S	Rear to ReaMotor Veh On Roa	adwaDaylight None	ie	Not at Intel Traffic Con Clear Four-Way I No Control Clear	Dry Dry	2	NOT APPLICABLE	Motor Vehi Passenger Northbound Motor Vehi Passenger Northboun Unknown	Motor VehiMoving For Motor VehiMoving For
632082 9/2/2018, 2018	21 Unknown S			HENNEPIN Minneapolis	Municipal : 050002395 0.5911			adwaUnknown None		Not at Inte No Control Clear	Dry	2	NOT APPLICABLE	Hit-And-Run Vehicle or Unknown	Parked Mo Unknown
471268 6/20/2017, 2017	22 Minor Injur	0 2 V1	Lwas M H	HENNEPIN Minneapolis	Municipal : 050002395 0.6038	855 NICOLLET AVE S	Sideswipe - Motor Veh On Roa	adwaDark (Stree None	ie.	Not at Inte No Control Clear	Dry	2	NOT APPLICABLE	Motor Vehi Moped or I Northboun No Clear Contributin	g . Motor Vehi Moving For
662238 11/22/2011 2018	13 Property D.	0 0 UN	NIT 1 WAM H	HENNEPIN Minneapolis	Municipal : 050002395 0.605		Parked Mo On Roa	adwaDaylight None	ie	Not at Inte No Control Cloudy	Dry	2	NOT APPLICABLE	Hit-And-Ru Sport Utilit Southboun Unknown	Parked Mo Moving For
362587 7/9/2016,: 2016	10 Unknown S	0 0 On		HENNEPIN Minneapolis	Municipal : 050002395 0.5385		Parked Mo On Roa	adsid Daylight None	ie	Not at Inte No Control Clear	Dry	2	NOT APPLICABLE	Parked/Sta Passenger Not on Roadway	Motor VehiParked or E
474209 7/2/2017,: 2017	15 Unknown S				Municipal : 050002395 0.7497		Unknown Motor Veh Parking			Other Not Applica Unknown	Dry	2	NOT APPLICABLE	Hit-And-Run Vehicle or Unknown	Parked Mo Unknown
660586 11/16/2011 2018 630937 8/28/2018. 2018	11 Possible Inj 14 Unknown S	0 2 Un		HENNEPIN Minneapolis HENNEPIN Minneapolis	Municipal : 050002395 0.7873 Municipal : 050002395 0.7206		Front to Re Motor Veh On Roa Unknown Motor Veh On Roa			Intersectio: No Control Cloudy Not at Inte No Control Unknown	Dry Unknown	2	NOT APPLICABLE NOT APPLICABLE	Motor VehiSport Utilit Southboun Other Contributing A Hit-And-Run Vehicle or Unknown	Act Motor Vehi Moving For Parked Mo: Unknown
426252 3/1/2017,: 2017	12 Property D.	0 2 Ve	ab 1 M H	HENNEPIN Minneapolis	Municipal : 050002395 0.7200 Municipal : 050002395 0.783		Eront to Re Motor Veh On Roa	adws Unknown Unkr	nown d Surface Condition (wet, icy, snow, slush,	Not at Intel No Control Unknown	Wet	2	NOT APPLICABLE	Motor Vehi Passenger (Northboun Other Contributing A	Parked Mo Unknown
419304 1/30/2017. 2017	7 Property D	0 1 Sn	ow had M H		Municipal : 050002395 0.6696		Other - Fixe Outside	de of Sunrise Road	d Surface Condition (wet, icy, snow, slush,	Not at Inte No Control Cloudy Snow	Snow	2	NOT APPLICABLE	Motor Vehi Pickup Southboun Ran Off Roi Other Co	nt Other - FixeMoving For
353275 6/1/2016, 2016	16 Property D	0 4 WI		HENNEPIN Minneapolis	Municipal : 050002395 0.6678		Front to Re Motor Veh On Roa			Not at Inte Not Applic Cloudy	Dry	2	NOT APPLICABLE	Motor VehiPassenger (Northboun Driver Distracted	Motor Vehi Moving For
432178 3/29/2017, 2017	19 Property D.				Municipal : 050002395 0.686	628 NICOLLET ASouth	Sideswipe - Motor Veh On Roa	adwa Dark (Stree None	ie .	Not at Inte No Control Rain	Wet	2	NOT APPLICABLE	Motor Vehi Passenger (Southboun Unknown	Motor VehiOther
653917 10/23/2011 2018	11 Property D.			HENNEPIN Minneapolis	Municipal : 050002395 0.8598	852 NICOLLET #Not Applicable	Rear to Sid Motor Veh Parking	ng Lot Daylight None	ie .	Other Not Applic Clear	Dry	2	NOT APPLICABLE	Motor VehiSport Utilit Not on Roa No Clear Contributin	
601573 6/2/2018, 2018	19 Property D	0 2 Ve	ehicle 2 w M H	HENNEPIN Minneapolis	Municipal : 050002395 0.8369	916 NICOLLET #South	Sideswipe - Motor Veh On Roa	adwaDaylight Cong	gestion Backup Other	Not at Inte No Control Cloudy	Unknown	2	NOT APPLICABLE	Motor Vehi Passenger 'Southboun Unknown	Motor VehiTurning Lef
Pkwy Incident ID Date and Ti Year	our Crash Seve Nu	mber Kil Number of Of	FNC	Courte City Township	0		Advanced From Harmed Bulletin	T	46	D. L. C			- W	Pr Unit1 Type Unit1 Vehic Unit1 Direc Unit1 Factc Unit1 Fac	
409380 12/28/2011 2016	our Crash Seve Nu 22 Property D.			Lounty City Township HENNEPIN Minneapolis	Local (or Ci 100002395 1.293	354 F MINNEHANOL Applicable	Roadway S On Pos	ve Trilighting Co Road adwilDark (Stree Unkr	nown	Not at Inte No Control Clear	er St Surface CorWorl	2 2011 VVOTK ZOT	NOT APPLICABLE	Pr Unit1 Type Unit1 Vehic Unit1 Direc Unit1 FactcUnit1 Fac Motor VehiSport Utilit Southboun No Clear Contributin	ø. Roadway SiBarkinø
502845 9/21/2017, 2017	11 Property D.				Municipal : 050002395 0.9427		Front to FrcMotor Veh On Roa			Four-Way I No Control Clear	Dry	2	NOT APPLICABLE	Motor Vehi Passenger Northboun No Clear Contributin	
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e Rd															
		mber Kil Number of Of			Route Type Route ID Route N	Mea Roadway N Divided Rox Intersection	Manner of First Harmf Relative	ve TraLighting Co Road	d Circu road_circu Road Circu road_circu	Relative IntTraffic Con Weather PrWeath	er St Surface CorWork	Zone Work Zor	e Work Zone Workers	Pr Unit1 Type Unit1 Vehic Unit1 Direc Unit1 Factc Unit1 Fac	ttc Unit1 Most Unit1 Vehic
583805 3/16/2018, 2018	9 Possible Inj					804 NICOLLET ANOT Applica E DIAMON				Four-Way I Traffic Con Clear	Dry	2	NOT APPLICABLE		Motor Vehi Moving For
663234 11/27/2011 2018 361750 7/5/2016.4 2016	17 Property D.			HENNEPIN Minneapolis	Municipal : 050002395 0.8009 Municipal : 050002395 0.8149	961 NICOLLET ANorth E DIAMON				Four-Way I Traffic Con Clear	Dry	2	NOT APPLICABLE NOT APPLICABLE	Motor Vehi Passenger (Northboun No Clear Contribution	
361750 7/5/2016, 2016 411034 1/2/2017. 2017	16 Possible Inj 0 Unknown S			HENNEPIN Minneapolis HENNEPIN Minneapolis	Municipal : 050002395 0.8149 Municipal : 050002395 1.7999			adwaDaylight None	ie d Surface Condition (wet. icv. snow. slush.	IntersectionTraffic Corr Cloudy	Dry a Baleo/Eract	2	NOT APPLICABLE NOT APPLICABLE	Motor VehiPickup Northboun Ran Red Light Hit-And-Run Vehicle or Unknown	Motor Vehi Moving For Parked Mol Unknown
601838 6/4/2018, 2018	7 Property D.	0 2 Un		HENNEPIN Minneapolis	Municipal : 050002395		Sideswipe - Motor Veh On Roa			Four-Way I Traffic Con Cloudy		2	NOT APPLICABLE	Motor VehiSchool Bus Northboun Unknown	Motor VehiTurning Rig
509003 10/15/201: 2017	7 Property D 14 Unknown S			HENNEPIN Minneapolis Hennepin Minneapolis	Municipal : 050002395 0.7991 Municipal : 050002395 0.8031			ng Lot Daylight Unkr		Not at Inte No Control Clear	Dry Dry	2	NOT APPLICABLE NOT APPLICABLE	Motor Vehischool Bus Northboun Unknown Hit-And-Ru Passenger Northbound	Parked Mo!Turning Rig
316151 1/1/2016,: 2016	11 Property D.	0 2 UN	NIT 1 WAM H	HENNEPIN Minneapolis	Municipal : 050002395 0.805	1551 NICOLLET AVE S W DIAMOI	Angle Motor Veh On Roa	adwa Daylight None	ie	Four-Way I Traffic Con Clear	Snow	2	NOT APPLICABLE	Motor VehiPassenger (Eastbound Ran Red Light	Motor VehiSlowing
670274 12/22/2011 2018	8 Property D.	0 2 Ve	h1 was M H	HENNEPIN Minneapolis	Municipal : 050002395 2.0057	761 W DIAMONNot Applicable	Angle Motor Veh On Roa	adwa Daylight None	ie .	Four-Way I Traffic Con Cloudy	Dry	2	NOT APPLICABLE	Motor Vehi Passenger (Southboun Unknown	Motor Vehi Moving For
356716 6/14/2016, 2016	15 Minor Injur			HENNEPIN Minneapolis	Municipal : 050002395 0.8033	303 NICOLLET AVE S	Front to FreMotor Veh On Roa	adwaDaylight None	ie	Four-Way I Traffic Con Clear	Dry	2	NOT APPLICABLE	Motor Vehi Passenger 1 Eastbound Unknown	Motor Vehi Moving For
433261 4/4/2017, 2017	14 Property D.			HENNEPIN Minneapolis	Municipal : 050002395 0.8135	583 NICOLLET ANot Applicable	Parked Mo Parking	ng Lot Daylight None	ie	Not at Inte Not Applic Clear	Dry	2	NOT APPLICABLE	Motor Vehi Passenger (Westbount Improper Turn/Merg	ge Parked Mo Turning Lef
333807 3/6/2016, 9 2016 596504 5/10/2018 2018	9 Property D	0 2 UN	NIT 1 WAM H	HENNEPIN Minneapolis HENNEPIN Minneapolis	Municipal 1050002395 0.8063 Municipal 1050002395 0.8057	348 NICOLLET ANOt Applica W DIAMO	Angle Motor Veh On Roa	adwa Daylight None adwa Dark (Stree None	ie .	Four-Way I Traffic Con Clear	Dry	2	NOT APPLICABLE NOT APPLICABLE	Motor VehiPassenger 'Southboun Ran Red Light	Motor Vehi Moving For
596504 5/10/2018, 2018 370267 8/9/2016,: 2016	21 Property D				Municipal : 050002395 0.8057 Municipal : 050002395 1.7995					Four-Way I Traffic Con Clear Not at Intersection, Int Cloudy Other	Dry	2	NOT APPLICABLE NOT APPLICABLE	Motor VehiPassenger (Eastbound Ran Red Light	Motor Vehi Moving For
370267 8/9/2016,: 2016 664477 12/1/2018, 2018	15 Unknown S 5 Property D.		e victim M H eh 2 was M H	HENNEPIN Minneapolis HENNEPIN Minneapolis	Municipal : 050002395 1.7995 Municipal : 050002395 2.0170		Parked Mo On Roa Front to Re Motor Veh On Roa	adwaDaylight None	ie ie	Not at Intersection, Int Cloudy Other Intersectior Traffic Corr Cloudy	Dry Ice/Frost	2	NOT APPLICABLE NOT APPLICABLE	Hit-And-Run Vehicle or Unknown Hit-And-Ru Pickup Westbound	Parked Mo! Unknown Motor Vehi Moving For
372923 8/19/2016. 2016	15 Serious Init				Municipal : 050002395 2:0170			adwaDavlight None	ie ia	Not at Intersection. Int Cloudy	Dry	2	NOT APPLICABLE	Bicycle No Improper Action	WOLDS VESTIWOVING FOR
372923 8/19/2016, 2016	25 Schooling	0 1110		Existe in minimopolis	Wallicipal : 030002333 0.020	DES MEGLET AVE S	r coulcycle on nou	admir buyingin. Noise		not at intersection, in cloudy	Di y	-	NOT ALL DUADLE	bicycle Retion	
		mber Kil Number of Of			Route Type Route ID Route N	Mea Roadway NDivided Roantersection	Manner of First Harmf Relative	ve TraLighting Co Road	d Circu road_circu Road Circu road_circu	Relative IntTraffic Con Weather PrWeath	er St Surface CorWork	Zone Work Zor		Pr Unit1 Type Unit1 Vehix Unit1 Direc Unit1 FactcUnit1 Fac	
382675 9/29/2016, 2016 654964 10/27/2011 2018	8 Minor Injur				Local (or Ci 100002395 0.4952	204 W 56TH ST West NICOLLET	AVE S Pedalcycle On Roa	adwa Daylight None	ie	Four-Way I Stop Sign Clear	Dry	2	NOT APPLICABLE NOT APPLICABLE	Motor Vehi Passenger 'Westboung Failure to Yield Right	- a Pedalcyclist Moving For
654964 10/27/2011 2018 496967 8/27/2017. 2017	13 Property D. 0 Property D.	0 2 0 1	NIT1WAM H	HENNEPIN Minneapolis HENNEPIN Minneapolis	Municipal : 050002395 0.6447 Municipal : 050002395 0.6358	725 NICOLLET ANot Applicable	Angle Motor Veh On Roa Front to Re Motor Veh On Roa	adwa Daylight None	ie .	Not at InterStop Sign Cloudy Not at InterNot Applics Cloudy	Dry Dry	2	NOT APPLICABLE	Motor Vehi Passenger (Northboun No Clear Contributin Motor Vehi Passenger (Northboun No Clear Contributin	g. Motor Vehi lurning Let
496967 8/27/2017, 2017 631106 8/29/2018. 2018	13 Property D.				Municipal: 050002395 0.6358 Local (or Ci 100002395 0.5006		Front to Re Motor Veh On Roa Front to Re Motor Veh On Roa			Not at Intel Not Applici Cloudy Not at Intel No Control Clear	Dry	2	NOT APPLICABLE	Motor Vehi Passenger i Northboun No Clear Contributin Hit-And-Ru Passenger i Northbound	Motor VehiMoving For Motor VehiMoving For
031100 0/25/2010, 2010	13 Floperty D	0 100	iit 2 pulletwi	.ENNEFIN WIIIIIeapolis	LOCAL (OI CI 100002353 0.3000	1042 W 301H 31	FIGHT TO REMOTOR VEH OH ROA	adwebayiight None	ie.	Not at litte No control clear	DIY	2	NOT APPLICABLE	nic-vila-ka Passenger (Noi tribuaria	wiotor vernwoving ror
Incident ID Date and Ti Year		mber Kil Number of Of			Route Type Route ID Route N	Mea Roadway N Divided Rox Intersection	Manner of First Harmf Relative	ve TraLighting Co Road	d Circu road_circu Road Circu road_circu	Relative IntTraffic Corr Weather PrWeath	er St Surface CorWorl	Zone Work Zon	e Work Zone Workers	Pr Unit1 Type Unit1 Vehic Unit1 Direc Unit1 Factc Unit1 Fac	tc Unit1 Most Unit1 Vehic
665916 12/5/2018, 2018	15 Property D.			HENNEPIN Minneapolis	Local (or Ci 100002395 0.0033	309 E 57TH ST Not Applic: NICOLLET /	/ Front to FrcMotor Veh On Roa	adwaDaylight None	ie .	Four-Way I Stop Sign Cloudy	Wet	2	NOT APPLICABLE	Motor Vehi Passenger 1 Northboun Failure to Yield Right	-a Motor VehiTurning Lef
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659622 11/13/2011 2018	7 Willion Injur	0 100													
659622 11/13/2011 2018	7 Millor Injur	0 10			Pauta Tuer Bauta ID - Bauta B										
, , ,			Siene Nos Constructie C	Journey City Township			Manner of First Harmi Belative		d Circus road, circus Boad Circus road, circus	Bolotino Int Troffic Con Woother Bulliooth		Zono Mork Zon	a Mark Zona Markort	Dellaid Tone Haid Vahirllaid Directiaid Factallaid Fac	stellaitt Mactillaitt Vohis
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Incident ID Date and TiYear 629875 8/24/2018, 2018 339765 4/2/2016, 2016 600279 5/28/2018, 2018	our Crash Seve Nu	omber Kil Number of Of	nit 2 had M H poke M H shicle on M H	HENNEPIN Minneapolis HENNEPIN Minneapolis Hennepin Minneapolis	Municipal 1050002395 0.3868 Non Traffic 050002395 0.3769 Municipal 1050002395 0.3716	843 NICOLLET ASouth 976 NICOLLET AVE S .697 NICOLLET AND Applicable	Front to Re Motor Veh On Roa Other Motor Veh Parking Sideswipe - Motor Veh On Roa	padwa Daylight None ng Lot Sunset None padwa Daylight None	ne ne	Four-Way I Traffic Con Rain Not at Inte No Control Clear Not at Inte No Control Clear	er St Surface Cot Worl Wet Dry Dry	Zone Work Zor 2 2 2	NOT APPLICABLE NOT APPLICABLE NOT APPLICABLE	Motor Vehi Passenger Southboun Other Contributing A Motor Vehi Passenger (Eastbound Unknown Motor Vehi Passenger (Southboun Other Contributing A	Act Motor Vehi Moving For Motor Vehi Moving For Act Motor Vehi Moving For
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Nicollet Avenue Reconstruction

Looking south from Minnehaha Parkway at Nicollet Ave



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 0 7 2020

RECORD OF COUNCIL VOTE				
COUNCIL MEMBER	AYE	NAY	ABSTAIN	ABSENT
Bender	×			
Jenkins	×			
Johnson	×			(6)
Gordon	×			
Reich	×			
Fletcher	×			
Cunningham				×
Ellison	×			
Warsame	×			
Goodman				×
Cano	×			
Schroeder	×			
Palmisano	×			

	MAYOR ACTION
APPROVED	VETOED
	MAYOR
	MAR 0 2 2020
	DATE

Certified an official action of the City Council

Presented to Mayor: FEB 2 8 2020

Received from Mayor: MAR 0 3 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 Mike Samuelson,

STAFF: Transportation Planner,

Transportation Planning &

Programming

PRESENTED Mike Samuelson,

BY: 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)
- o Bridges Rehabilitation/Replacement
- Spot Mobility and Safety
- 2. Transit and Travel Demand Management (TDM) Projects
 - o 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

<u>42nd Street – Nicollet Avenue to Cedar Avenue</u>

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

<u>Augsburg Bridge over I-94</u>

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

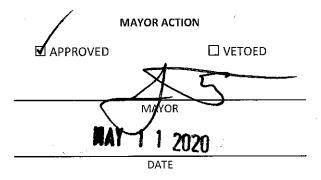
Public Hearing: None

Passage: May 8, 2020

Publication:

MAY 13 2020

RECORD OF COUNCIL VOTE				
COUNCIL MEMBER	AYE	NAY	ABSTAIN	ABSENT
Bender	×			
Jenkins	×			
Johnson	×			
Gordon	×			,
Reich	×			
Fletcher	×			
Cunningham	×			
Ellison	×			
Goodman	×			
Cano	×	"		
Schroeder	×			-
Palmisano	×			Ī



Certified an official action of the City Council

Presented to Mayor: MAY 08 2020

Received from Mayor:

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
 - o Traffic Management Technologies (Roadway System Management)
 - o 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%)
•	Traffic Management Technologies	\$3,500,000	\$700,000
lBridge over	Replacement	\$7,000,000	\$1,400,000
Totals		\$10,500,000	\$2,100,000
Total Approved by Council in February		S34.000.000	\$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



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, onstreet 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



ADA Curb Ramps and APS



Curb Extensions



Protected Bikeway

Nicollet Avenue Reconstruction

Toolbox of Corridor Improvements



Representative traffic control devices and enhanced lighting



Representative curb extensions to reduce pedestrian crossing distance

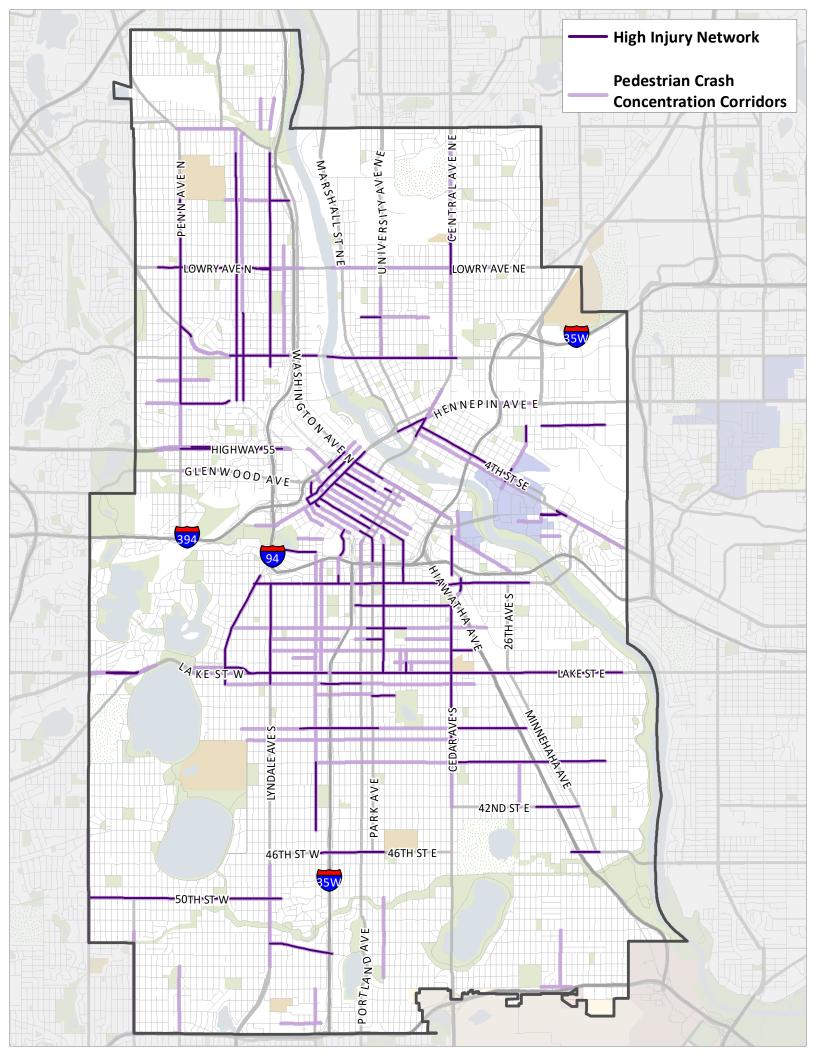


Representative ADA-compliant pedestrian curb ramps and Accessible Pedestrian Signals (APS)



Representative protected bikeway





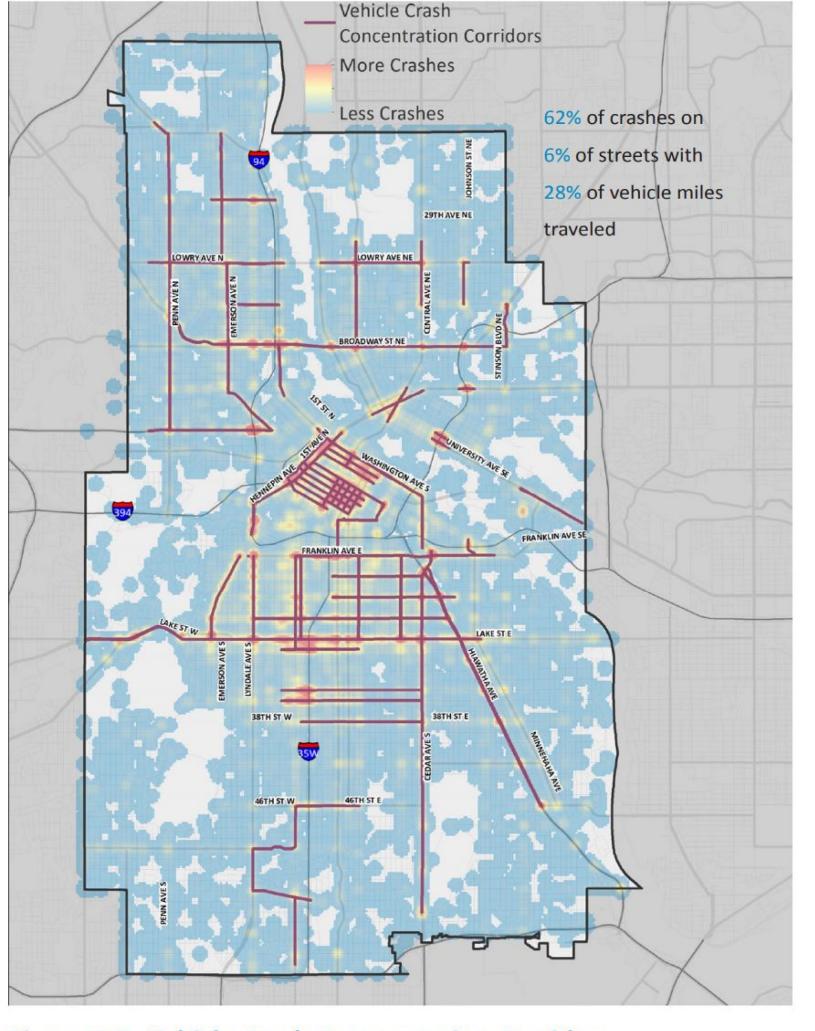


Figure 5-8. Vehicle Crash Concentration Corridors