Application

13861 - 2020 Roadway Modernization

14044 - 42nd St East Reconstruction/Modernization

Regional Solicitation - Roadways Including Multimodal Elements

Status:	Submitted
Submitted Date:	05/14/2020 2:48 PM

Primary Contact

Name:*		Katie		White
	Salutation	First Name	Middle Name	Last Name
Title:	Transportation Planner			
Department:	Minneapolis Public Works			
Email:	katie.white@minneapolismn.gov			
Address:	301 4th Ave S			
	Suite 785			
	414 3rd Ave NE			
*	Minneapolis	Minnesota	55415	
	City	State/Province	Postal Code/Zip	
Phone:*	612-673-3746			
	Phone		Ext.	
Fax:				
What Grant Programs are you most interested in?	Regional Solicitation - Roadways Including Multimodal Elements			

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	42nd Street Reconstruction Project
Primary County where the Project is Located	Hennepin
Cities or Townships where the Project is Located:	Minneapolis
Jurisdictional Agency (If Different than the Applicant):	

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

The proposed 42nd Street reconstruction project will improve the safety of pedestrian, bicycle, transit, and automobile travel along a 1.5-mile segment of the corridor between Nicollet Avenue and Cedar Avenue. With its access to residential, commercial, and recreational uses, this segment plays an important role in the cross-regional transportation needs for all travel modes.

42nd Street is an A Minor Arterial Augmentor roadway that is residential with some commercial uses at major intersections. The route is currently a wide two-lane roadway with parking on both sides of the street. This corridor intersects three major regional bike routes in the City of Minneapolis at Portland Avenue, Park Avenue, and Bloomington Avenue. There is currently a large gap in the sidewalk network on the north side between 3rd and 4th Avenues. While there are no existing transit routes along 42nd Street, there are eight transit routes that intersect the project corridor. This corridor provides a great connection between routes, including those walking to the I-35W and 46th Street transit station. Key destinations along the 42nd Street corridor include four parks, two schools, four churches, and several multicultural restaurants. The corridor falls within an ACP50 area.

The project corridor is included in the City's Vision Zero High Injury Network (Vision Zero Action Plan that focuses on decreasing crashes on high injury roadways) and the All Ages and Ability Network (Minneapolis Transportation Action Plan that focuses on improving roadways for all users). There have been 83 reported crashes including one pedestrian crash along this corridor in the last two years alone. With the high number of crashes, the following improvements aim to provide safer

facilities for all transportation modes, such as pedestrians and bicyclists:

-Constructing dedicated bicycle facilities on the north and south sides of the corridor
-Widening existing sidewalks and maintaining boulevard buffers

-Replacing non-compliant ADA infrastructure such as the five intersections that have poor or missing ADA infrastructure.

In addition, the proposed improvements compliment Hennepin County's Transportation Plan as well as other planned projects along the corridor and will:

-Improve safety and minimize vehicular conflicts with pedestrians and bicyclists

-Provide dedicated space for all modes of transportation

-Improve accessibility for all users

-Enhance transit service connections

(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.

42nd Street from Nicollet Avenue to Cedar Avenue, construction of bike lanes, widen sidewalk

Project Length (Miles)

to the nearest one-tenth of a mile

1.5

Project Funding

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

No

If yes, please identify the source(s)

Federal Amount	$7,000,000.00
Match Amount	$2,708,500.00

Minimum of 20% of project total

Project Total	$9,708,500.00

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

Match Percentage	27.9%

Minimum of 20%
Compute the match percentage by dividing the match amount by the project total

Source of Match Funds	City of Minneapolis (Municipal State Aid, Net Debt Bonds, Special Assessment Bonds, Stormwater Revenue, General Funds, and Stormwater Funds)

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

Preferred Program Year

Select one:	2024

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

Additional Program Years:

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

Project Information-Roadways

County, City, or Lead Agency	Minneapolis
Functional Class of Road	A Minor Augmentor
Road System	MSAS

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

Road/Route No.

i.e., 53 for CSAH 53

Name of Road	42nd Street

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	10/31/2025

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

From: **(Intersection or Address)**	Nicollet Avenue
To: **(Intersection or Address)**	Cedar Avenue

DO NOT INCLUDE LEGAL DESCRIPTION

Or At

Miles of Sidewalk (nearest 0.1 miles)	3.0
Miles of Trail (nearest 0.1 miles)	0
Miles of Trail on the Regional Bicycle Transportation Network (nearest 0.1 miles)	0
Primary Types of Work	Sidewalk, Lighting, Bikeway

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):

Requirements - All Projects

All Projects

1.The project must be consistent with the goals and policies in these adopted regional plans: Thrive MSP 2040 (2014), the 2040 Transportation Policy Plan (2018), the 2040 Regional Parks Policy Plan (2018), and the 2040 Water Resources Policy Plan (2015).

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

2.The project must be consistent with the 2040 Transportation Policy Plan. Reference the 2040 Transportation Plan goals, objectives, and strategies that relate to the project.

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

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

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

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

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

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

Goal E: Healthy Environment - 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.

List the applicable documents and pages:

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

Vision Zero Action Plan (2019), pages 7, 12, 15-20, City of Minneapolis Master Bicycle Plan, pages 121-122, 148, 171, 174, 198, 201

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

Limit 2,800 characters, approximately 400 words

4.The project must exclude costs for studies, preliminary engineering, design, or construction engineering. Right-of-way costs are only eligible as part of transit stations/stops, transit terminals, park-and-ride facilities, or pool-and-ride lots. Noise barriers, drainage projects, fences, landscaping, etc., are not eligible for funding as a standalone project, but can be included as part of the larger submitted project, which is otherwise eligible.

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

5.Applicants that are not State Aid cities or counties in the seven-county metro area with populations over 5,000 must contact the MnDOT Metro State Aid Office prior to submitting their application to determine if a public agency sponsor is required.

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

6.Applicants must not submit an application for the same project elements in more than one funding application category.

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

7.The requested funding amount must be more than or equal to the minimum award and less than or equal to the maximum award. The cost of preparing a project for funding authorization can be substantial. For that reason, minimum federal amounts apply. Other federal funds may be combined with the requested funds for projects exceeding the maximum award, but the source(s) must be identified in the application. Funding amounts by application category are listed below.
Strategic Capacity (Roadway Expansion): *$1,000,000 to $10,000,000*
Roadway Reconstruction/Modernization: *$1,000,000 to $7,000,000*
Traffic Management Technologies (Roadway System Management): *$250,000 to $3,500,000*
Spot Mobility and Safety: *$1,000,000 to $3,500,000*
Bridges Rehabilitation/Replacement: *$1,000,000 to $7,000,000*

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

8.The project must comply with the Americans with Disabilities Act (ADA).

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

9.In order for a selected project to be included in the Transportation Improvement Program (TIP) and approved by USDOT, the public agency sponsor must either have a current Americans with Disabilities Act (ADA) self-evaluation or transition plan that covers the public right of way/transportation, as required under Title II of the ADA. The plan must be completed by the local agency before the Regional Solicitation application deadline. For the 2022 Regional Solicitation funding cycle, this requirement may include that the plan is updated within the past five years.

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

Date plan completed: 03/02/2020

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

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

Date self-evaluation completed:

Link to plan:

Upload plan or self-evaluation if there is no link

Upload as PDF

10.The project must be accessible and open to the general public.

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

11.The owner/operator of the facility must operate and maintain the project year-round for the useful life of the improvement, per FHWA direction established 8/27/2008 and updated 6/27/2017.

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

12.The project must represent a permanent improvement with independent utility. The term independent utility means the project provides benefits described in the application by itself and does not depend on any construction elements of the project being funded from other sources outside the regional solicitation, excluding the required non-federal match. Projects that include traffic management or transit operating funds as part of a construction project are exempt from this policy.

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

13.The project must not be a temporary construction project. A temporary construction project is defined as work that must be replaced within five years and is ineligible for funding. The project must also not be staged construction where the project will be replaced as part of future stages. Staged construction is eligible for funding as long as future stages build on, rather than replace, previous work.

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

14.The project applicant must send written notification regarding the proposed project to all affected state and local units of government prior to submitting the application.

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

Roadways Including Multimodal Elements

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

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

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

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

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

Bridge Rehabilitation/Replacement and Strategic Capacity projects only:

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

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

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

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

Bridge Rehabilitation/Replacement projects only:

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

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

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

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

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

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

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

Requirements - Roadways Including Multimodal Elements

Specific Roadway Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Mobilization (approx. 5% of total cost)	$465,000.00
Removals (approx. 5% of total cost)	$465,000.00
Roadway (grading, borrow, etc.)	$476,500.00
Roadway (aggregates and paving)	$1,152,000.00
Subgrade Correction (muck)	$0.00
Storm Sewer	$1,192,000.00
Ponds	$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	$500,000.00
Traffic Control	$202,000.00
Striping	$7,500.00
Signing	$52,500.00
Lighting	$300,000.00
Turf - Erosion & Landscaping	$308,000.00
Bridge	$0.00
Retaining Walls	$0.00
Noise Wall (not calculated in cost effectiveness measure)	$0.00
Traffic Signals	$1,402,500.00
Wetland Mitigation	$0.00

Other Natural and Cultural Resource Protection	$0.00
RR Crossing	$0.00
Roadway Contingencies	$1,858,000.00
Other Roadway Elements	$0.00
Totals	**$8,381,000.00**

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	$525,000.00
Sidewalk Construction	$550,000.00
On-Street Bicycle Facility Construction	$0.00
Right-of-Way	$0.00
Pedestrian Curb Ramps (ADA)	$192,500.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	$60,000.00
Pedestrian-scale Lighting	$0.00
Streetscaping	$0.00
Wayfinding	$0.00
Bicycle and Pedestrian Contingencies	$0.00
Other Bicycle and Pedestrian Elements	$0.00
Totals	**$1,327,500.00**

Specific Transit and TDM Elements

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

Transit Operating Costs

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

Totals

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

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

Existing Employment within 1 Mile:	6230
Existing Manufacturing/Distribution-Related Employment within 1 Mile:	247
Existing Post-Secondary Students within 1 Mile:	0
Upload Map	1583945697409_RegionalEconomy.pdf

Please upload attachment in PDF form.

Measure C: Current Heavy Commercial Traffic

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

Along Tier 1:

Miles: 0

(to the nearest 0.1 miles)

Along Tier 2:

Miles: 0

(to the nearest 0.1 miles)

Along Tier 3:

Miles: 0

(to the nearest 0.1 miles)

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

None of the tiers: Yes

Measure A: Current Daily Person Throughput

Location	West of Bloomington
Current AADT Volume	7000
Existing Transit Routes on the Project	N/A

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

Upload Transit Connections Map	1583946346763_Transit.pdf

Please upload attachment in PDF form.

Response: Current Daily Person Throughput

Average Annual Daily Transit Ridership	0
Current Daily Person Throughput	9100.0

Measure B: 2040 Forecast ADT

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

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

*1.**Sub-measure**: Equity Population Engagement: A successful project is one that is the result of active engagement of low-income populations, people of color, persons with disabilities, youth and the elderly. Engagement should occur prior to and during a projects development, with the intent to provide direct benefits to, or solve, an expressed transportation issue, while also limiting and mitigating any negative impacts. Describe and map the location of any low-income populations, people of color, disabled populations, youth or the elderly within a ½ mile of the proposed project. Describe how these specific populations were engaged and provided outreach to, whether through community planning efforts, project needs identification, or during the project development process. Describe what engagement methods and tools were used and how the input is reflected in the projects purpose and need and design. Elements of quality engagement include: outreach and engagement to specific communities and populations that are likely to be directly impacted by the project; techniques to reach out to populations traditionally not involved in community engagement related to transportation projects; feedback from these populations identifying potential positive and negative elements of the proposed project through engagement, study recommendations, or plans that provide feedback from populations that may be impacted by the proposed project. If relevant, describe how NEPA or Title VI regulations will guide engagement activities.*

Response:

The Minneapolis Transportation Action Plan update involved three years of public engagement. Minneapolis Staff and Public Engagement experts consulted each of the Wards in the City including Ward 8 where this project takes place. The goals of the engagement were to utilize inclusivity and access to engagement materials. 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 significant low-income and minority populations, access to translated materials was at the forefront of engagement efforts.

(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 42nd Street 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 bike boulevard along 42nd Street provides a safer corridor for equity populations by installing separated bicycle facilities that eliminate the need for bicyclists and families to share the roadway with vehicular traffic. This portion of 42nd Street is identified in the Vision Zero Action Plan as a high-injury street and is also part of the All Ages and Abilities network. As noted in the Socio-Economic Conditions map, the project area is in an area of concentrated poverty with 50 percent or more of residents are people of color. In some areas, over 25 percent of the population lives below the poverty line and there is an area of concentrated poverty. This project adds bicycle facilities and widens sidewalks for these populations who are more prone to be injured using active transportation or transit. According to the 2017 ACS, 20 percent of the population along the corridor walks, bikes, or takes transit to get to and from work.

Access

By investing dollars into the corridor, this will provide other modal choices to those who may not be able to afford a car. Access to a vehicle is often limited, and poor quality pedestrian, bicycle, and transit infrastructure adds a burden to those living and working in the area. . Because of this, the proposed bicycle facilities and sidewalk gap closures will benefit under-represented populations by improving connections throughout the 42nd Street corridor. For example, the proposed project

improves access to educational destinations such as the McKnight Early Childhood Family Development Center; PICA's (Parents In Community Action, Inc.) largest facility that provides Head Start programs designed to give low-income preschool children a developmental edge when entering kindergarten. Early Head Start programs focus on pregnant mothers, infants, and toddlers under 3 years old. In addition, improved access to recreational destinations include the Dr. Martin Luther King Junior park, Bancroft Meadows park, Hiawatha Golf Course and Lake Hiawatha park.

Public Health

The proposed bicycle boulevard improvements will increase livability around the project area and improve access, local and regional connectivity, transportation choices, and recreational opportunities for all populations living in proximity to the project. Multimodal corridors provide an important transportation mode while promoting exercise, unity and family development. The project's bicycle facilities and sidewalk gap closures improve public health for all underserved communities.

(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 42nd Street reconstruction project will not have any negative impacts to the low-income populations, people of color, children, people with disabilities and the elderly created by the project. Access to businesses and housing will be maintained, while minimizing construction nuisances through the proper mitigation of noise, dust and traffic. During construction, bicyclists and pedestrians will be directed towards alternate routes with proper detour signing 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): Yes

Project located in Area of Concentrated Poverty:

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

Project located in a census tract that is below the regional average for population in poverty or populations of color or includes children, people with disabilities, or the elderly:

(up to 40% of maximum score)

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

Upload Map	1588882067730_SocioEconomicMapsCombined.pdf

Measure B: Part 1: Housing Performance Score

City	Segment Length (For stand-alone projects, enter population from Regional Economy map) within each City/Township	Segment Length/Total Project Length	Score	Housing Score Multiplied by Segment percent

Total Project Length

Total Project Length	1.5

Project length entered on the Project Information - General form.

Housing Performance Score

Total Project Length (Miles) or Population	0
Total Housing Score	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.

Response:

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

Third Avenue Townhomes (3812 3rd Avenue): Existing site with 12 units (1 2BR, 7 3BR, 4 4BR), rent based on 60 percent income. The site has a Housing Tax Credit of 9 percent.

Third Avenue Townhomes (3806 and 3816 3rd Avenue): Existing site with 8 affordable units (8 3BR), rent based on 30 percent income. This site has a Housing Tax Credit of 9 percent, Section 42, and a LMIR loan.

3824 Chicago Avenue Apartments: Existing site with 4 units (4 2BR), rent based on 50 percent income. The site has multiple subsidized funding categories including HOME, an Affordable Housing Trust Fund, an Affordable Housing Investment Fund, is in the Economic Development and Housing Challenge Program, and in the Housing Trust Fund.

As shown on the attached map, there are several other affordable housing developments that are within one mile of the project corridor. These residents participating in the Head Start programs at the McKnight Early Childhood Family Development Center would be using 42nd Street to access this destination by walking or bicycling.

The project improves access for affordable housing residents by connecting sidewalk gaps, adding bicycle facilities, and improving ADA insufficiencies. Wider sidewalks and separated bikeways will

reduce the number of conflict opportunities between pedestrians/bicyclists and vehicular traffic while crossing. This will provide efficient connections to the Twin Cities for employment, healthcare and education. Improving active transportation networks and pedestrian/bicyclist connections to transit will reduce crashes, congestion and improve travel time reliability. Residents can expect cost and travel time savings from reduced higher travel time reliability and fewer crashes.

(Limit 2,100 characters; approximately 300 words)

Upload map: 1588882329866_42ndSocio_04242020.pdf

Measure A: Year of Roadway Construction

Year of Original Roadway Construction or Most Recent Reconstruction	Segment Length	Calculation	Calculation 2
1967	1.5	2950.5	1967.0
	2	**2951**	**1967**

Total Project Length

Total Project Length (as entered in "Project Information" form) 1.5

Average Construction Year

Weighted Year 1967

Total Segment Length (Miles)

Total Segment Length 1.5

Measure B: Geometric, Structural, or Infrastructure Improvements

Improved roadway to better accommodate freight movements: Yes

Response:

Upgrading pavement surface and moving bicyclists to accompanying trail will create more efficient freight movement.

(Limit 700 characters; approximately 100 words)

Improved clear zones or sight lines: Yes

Response:

Removing parking on one side of the street will improve sight lines for the vehicles on the side streets.

(Limit 700 characters; approximately 100 words)

Improved roadway geometrics: Yes

Response:

Dedicated bicycle lanes will be added on 42nd Street creating a safer roadway design by encouraging bicycle users to use the separated facility. Lanes will be narrowed slowing traffic and creating a safer space for all users.

(Limit 700 characters; approximately 100 words)

Access management enhancements:

Response:

(Limit 700 characters; approximately 100 words)

Vertical/horizontal alignment improvements:

Response:

(Limit 700 characters; approximately 100 words)

Improved stormwater mitigation: Yes

Response:

All Minneapolis projects now incorporate green infrastructure. The details of which will be determined in final design.

(Limit 700 characters; approximately 100 words)

Signals/lighting upgrades: Yes

Response:

Pedestrian-scale lighting improvements will be made as part of the improved pedestrian network creating a safer environment for all users as part of the All Ages and Abilities Network. Several blocks are already on the Pedestrian Scale Lighting Corridor as part of the Minneapolis Street Lighting Policy.

(Limit 700 characters; approximately 100 words)

Other Improvements Yes

Response:

Sidewalks will be widened and ADA improvements will be made to ensure that all corridor users who live, work, or play in Minneapolis will be able to safely use the roadway infrastructure. A sidewalk gap will be closed. More trees will be added along the corridor.

(Limit 700 characters; approximately 100 words)

Measure A: Congestion Reduction/Air Quality

Total Peak Hour Delay Per Vehicle Without The Project (Seconds/ Vehicle)	Total Peak Hour Delay Per Vehicle With The Project (Seconds/ Vehicle)	Total Peak Hour Delay Per Vehicle Reduced by Project (Seconds/ Vehicle)	Volume without the Project (Vehicles per hour)	Volume with the Project (Vehicles Per Hour):	Total Peak Hour Delay Reduced by the Project:	Total Peak Hour Delay Reduced by the Project:	EXPLANATION of methodology used to calculate railroad crossing delay, if applicable.	Synchro or HCM Reports
93.0	18.0	75.0	2014	2014	151050.0	151050.0	N/A	1588961210860_Synchro_42ndStreet.pdf
						151050		

Vehicle Delay Reduced

Total Peak Hour Delay Reduced	151050.0
Total Peak Hour Delay Reduced	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):
6.71	3.56	3.15
7	**4**	**3**

Total

Total Emissions Reduced:	3.15
Upload Synchro Report	1588961404669_Synchro_42ndStreet.pdf

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

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

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

Total Parallel Roadway

Emissions Reduced on Parallel Roadways	0
Upload Synchro Report	

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

New Roadway Portion:

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

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

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

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

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

Crash Modification Factor Used: *(Limit 700 Characters; approximately 100 words)*	For Nicollet/42nd Intersection the construct a left turn lane for the southbound and westbound direction was used. For other segments and intersections, the "prohibit on street parking" and "install bike lanes" CMFs were used.
Rationale for Crash Modification Selected: *(Limit 1400 Characters; approximately 200 words)*	These were used as they fit the most accurate descriptions of the proposed work to be performed at the locations.
Project Benefit ($) from B/C Ratio	$15,092,936.00
Total Fatal (K) Crashes:	0
Total Serious Injury (A) Crashes:	0
Total Non-Motorized Fatal and Serious Injury Crashes:	0
Total Crashes:	91
Total Fatal (K) Crashes Reduced by Project:	0
Total Serious Injury (A) Crashes Reduced by Project:	0
Total Non-Motorized Fatal and Serious Injury Crashes Reduced by Project:	0
Total Crashes Reduced by Project:	65
Worksheet Attachment *Please upload attachment in PDF form.*	1588961718435_Safety 42nd Street.pdf

Roadway projects that include railroad grade-separation elements:

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

Measure A: Multimodal Elements and Existing Connections

Response:

The 42nd Street reconstruction project will close a gap in the sidewalk network as well as support a variety of improvements that will improve pedestrian safety along the corridor. Currently, there is an existing sidewalk on the north and south sides of 42nd Street from Nicollet Avenue to Cedar Avenue. However, there are sidewalk gaps along the north side of the corridor. 42nd Street is currently on the All Ages and Abilities Network (Minneapolis Transportation Action Plan that focuses on improving roadways for all users). Currently, the sidewalk is narrow and has gaps along the north side. There are numerous spots along the route that have poor or non-existent ADA compliance. 42nd Street is an important east-west local connection in South Minneapolis. This corridor has seven transit routes intersecting (five with stops at 42nd Street and three planned routes, including the D Line. These routes provide access or connections to downtown Minneapolis, St. Paul, the Mall of America (among other business centers), many other colleges and universities.

Wider sidewalks and a dedicated bikeway would provide a safer off-street facility for users to travel to all of the above-mentioned locations as well as protect users from high-speed traffic and create safer routes. As noted in MnDOT's Best Practices for Pedestrian/Bicycle Safety these features can minimize crashes up to 90 percent.

(Limit 2,800 characters; approximately 400 words)

Measure A: Multimodal Elements and Existing Connections

Response:

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

Pedestrians: Currently, there is existing sidewalk on the north and south sides of 42nd Street from Nicollet Avenue to Cedar Avenue. Currently, the sidewalk is narrow and has gap along the north side. There are numerous spots along the route that have poor or non-existent ADA compliance. 42nd Street is an important east-west local connection in South Minneapolis. It has direct connections with 30 transit routes and three planned routes, including the Orange Line. These routes provide access to downtown Minneapolis, St. Paul, the Mall of America (among other business centers), many other colleges and universities. Wider sidewalks provide a safer off-street facility for users to travel to all of the above-mentioned locations as well as protect users from high-speed traffic. Meeting with neighborhood associations yielded a need to improve this route for pedestrian access along this corridor.

Bicyclists: The project will introduce protected bicycle infrastructure to 42nd St. It intersects existing bike routes at Bloomington, Park, and Portland Avenues. The 42nd Street route is in the Minneapolis Bike Master Plan as an important east-west local connection through South Minneapolis. Currently, bicyclists along this route must share a lane with automobile traffic. As a part of this project, there would be a wide protected bike lane behind each curb traveling east-west along the entire corridor to create a safer environment for those commuting to work, traveling to transit routes, as well as those using the route for recreational purposes. This route is part of the draft All Ages and Abilities Network (Minneapolis Transportation Action Plan that focuses on improving roadways for

all users), so it is important that all users feel safe.

Transit : Improving the 42nd St corridor provides increased network connectivity for all nearby residents. Currently there are no transit routes that run along the corridor. Five transit routes made stops at 42nd Street. This route is a high priority transit route. The design of the project would improve walking and biking access to these transit routes, safely integrating all three modes of transportation. The proposed project will greatly increase transit access to under-served populations (above the regional average of concentration for poverty and race) in the area.

(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.

Yes

100%

Attach Layout

1589483431323_42ndStreetLayout_WithLettersOfSupport.pdf

Please upload attachment in PDF form.

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

50%

Attach Layout

Please upload attachment in PDF form.

Layout has not been started

0%

Anticipated date or date of completion

2)Review of Section 106 Historic Resources (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)

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:	04/01/2018
Meeting with partner agencies:	04/01/2018
Targeted online/mail outreach:	04/01/2018
Number of respondents:	10
Meetings specific to this project with the general public and partner agencies have been used to help identify the project need.	Yes

100%

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

75%

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

50%

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

50%

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

25%

No outreach has led to the selection of this project.

0%

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

The Minneapolis Transportation Action Plan update involved three years of public engagement. Minneapolis Staff and Public Engagement experts consulted each of the Wards in the City including Ward 8 where this project takes place. The goals of the engagement were to utilize inclusivity and access to engagement materials. 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 significant low-income and minority populations, access to translated materials was at the forefront of engagement efforts.

The Lyndale and Bryant neighborhoods reached out to Minneapolis Public Works in the Spring 2018 to request traffic calming measures along this portion of 42nd Street. After meeting with the neighborhood associations it was decided that re-striping the travel lanes, putting down new striping for bicycle lanes, removing parking on one side of the street, and other speed control measures would be deployed as interim improvements until a larger project could be developed.

Measure A: Cost Effectiveness

Total Project Cost (entered in Project Cost Form):	$9,708,500.00
Enter Amount of the Noise Walls:	$0.00
Total Project Cost subtract the amount of the noise walls:	$9,708,500.00
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
42nd Street Project Sheet_05072020.pdf	Project Sheet	217 KB
LettersOfSupport_Combined_05142020.pdf	Letters of support	6.1 MB
RegionalCongestion.pdf	Regional Congestion	2.7 MB
RegionalEconomy.pdf	Regional Economy	2.5 MB
SocioEconomicMapsCombined.pdf	Demographic Data	5.6 MB
Transit.pdf	Transit	5.6 MB

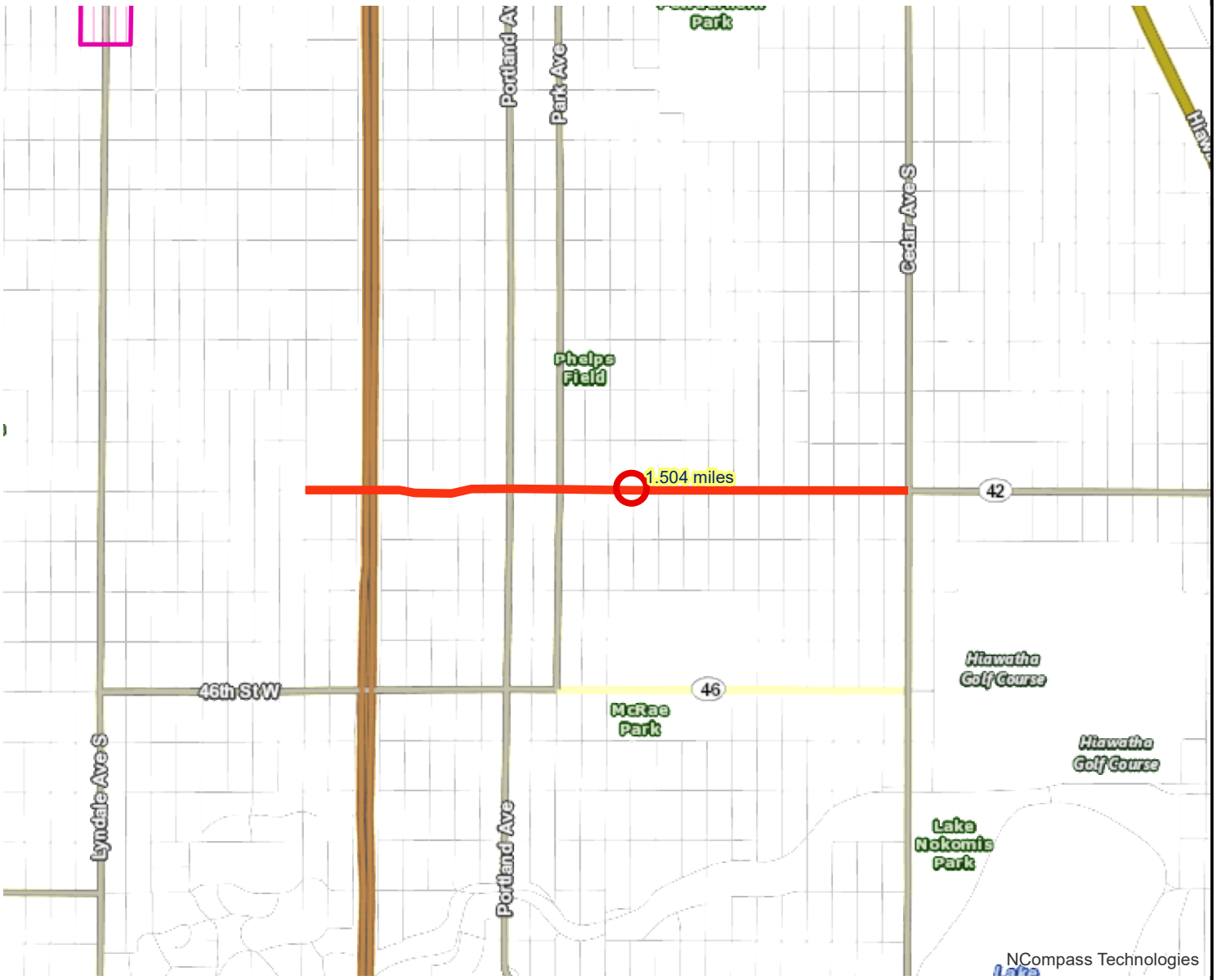
Regional Economy

Roadway Reconstruction/Modernization Project: 42nd St East Reconstruction/Modernization | Map ID: 1583945160

Results

WITHIN ONE MI of project:
Postsecondary Students: 0

Totals by City:
Minneapolis
Population: 49807
Employment: 6230
Mfg and Dist Employment: 247



Project Points
Project
Manfacturing/Distribution Centers
Job Concentration Centers

0 0.225 0.45 0.9 1.35 1.8 Miles

Created: 3/11/2020
LandscapeRSA5

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

METROPOLITAN COUNCIL

Transit Connections

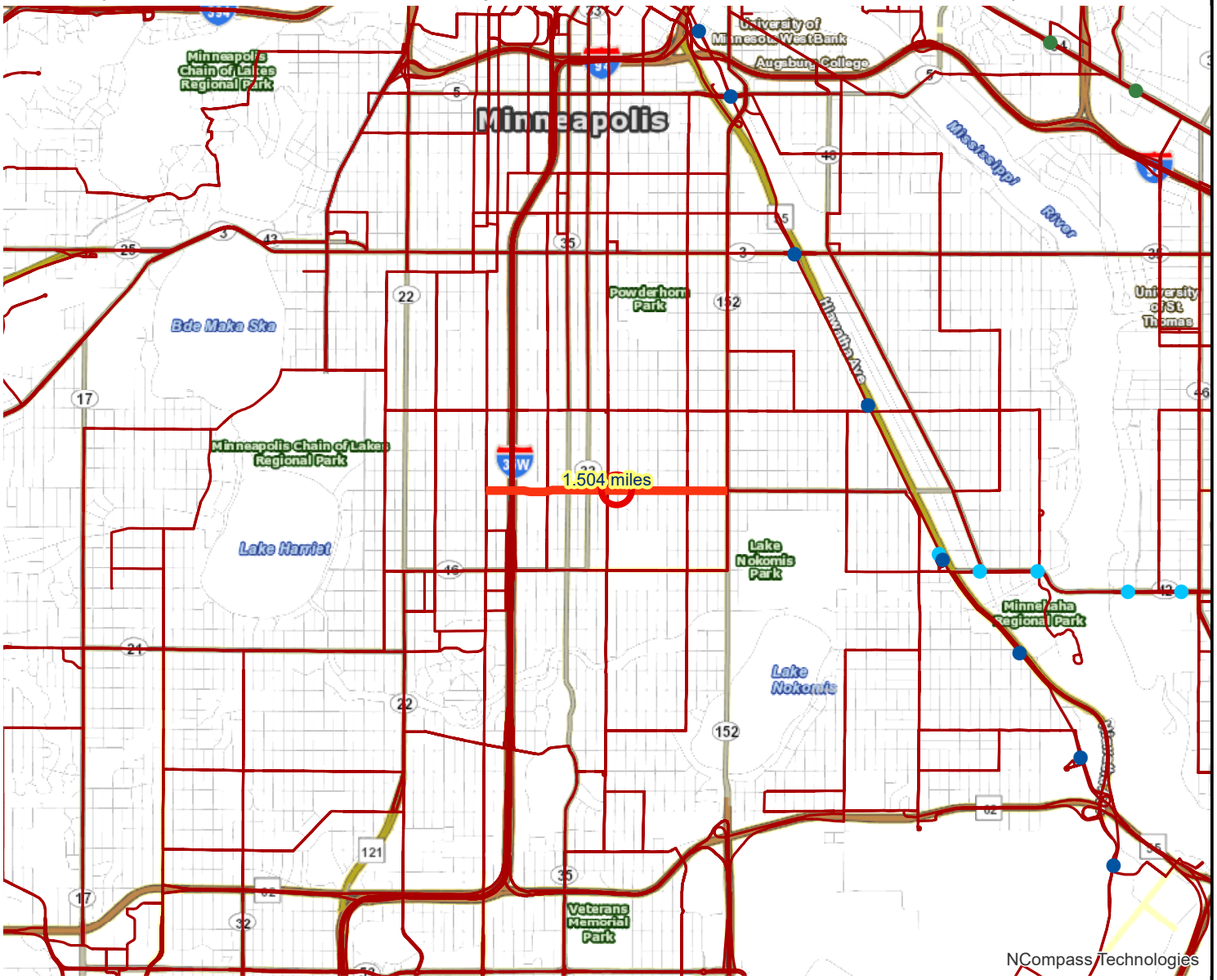
Roadway Reconstruction/Modernization Project: 42nd St East Reconstruction/Modernization | Map ID: 1583945160

Results

Transit with a Direct Connection to project:
11 111 133 14 146 156 18 46 460 464 465
467 470 472 475 476 477 478 479 491 492 5
535 552 553 554 558 578 579 597
*Chicago/Emerson-Fremont
*Orange Line
*Nicollet Ave

**indicates Planned Alignments*

Transit Market areas: 1



Project Points
Project
Project Area

Transitway Stations
A Line
Blue Line
Green Line
Transit Routes

0 0.5 1 2 3 4 Miles

Created: 3/11/2020
LandscapeRSA3

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

METROPOLITAN COUNCIL

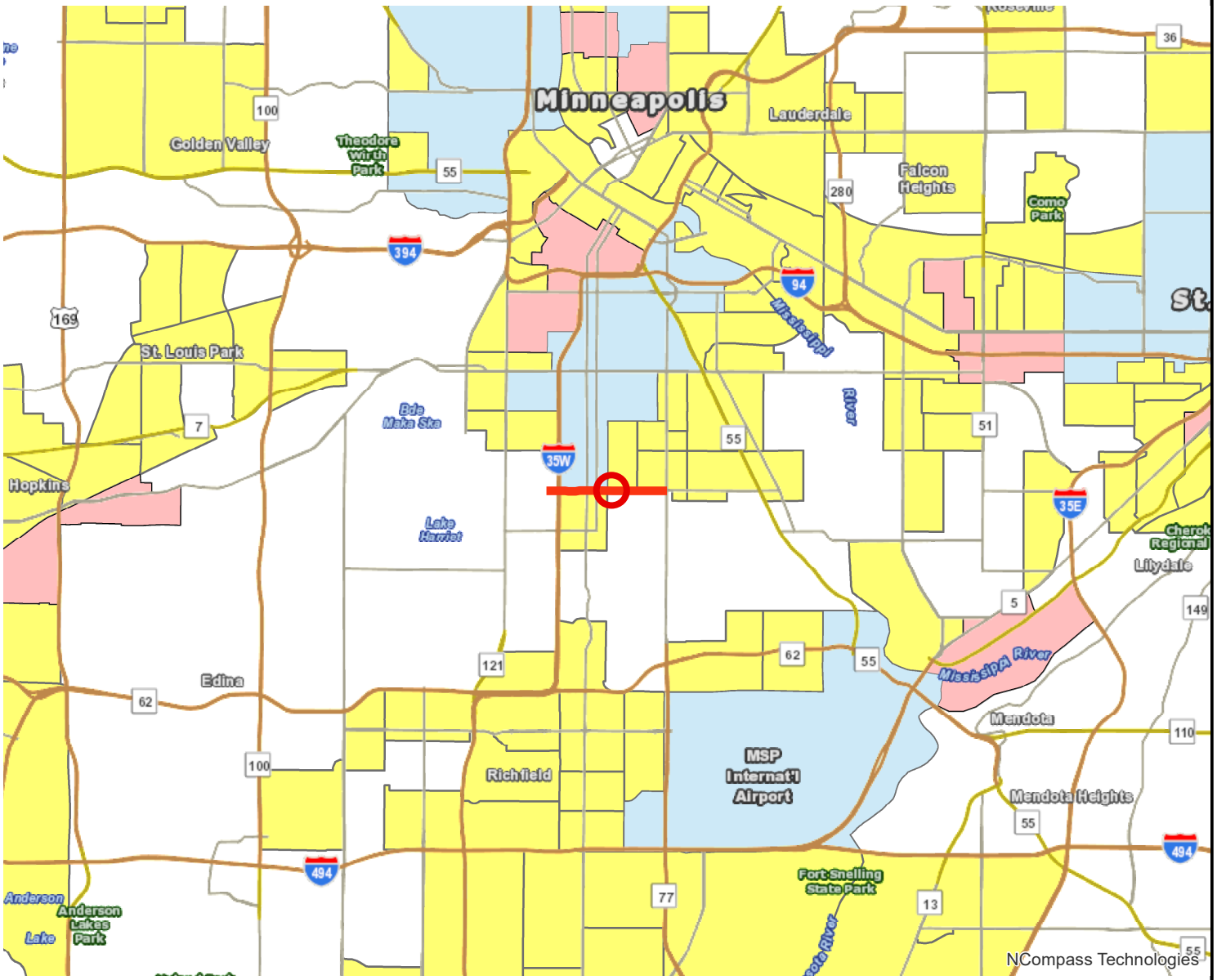
Socio-Economic Conditions

Roadway Reconstruction/Modernization Project: 42nd St East Reconstruction/Modernization | Map ID: 1583945160210

Results

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

Tracts within half-mile:
9500 9600 11000
109300 109400 109700
109900 110000 110100
110200 110800 110900
111100



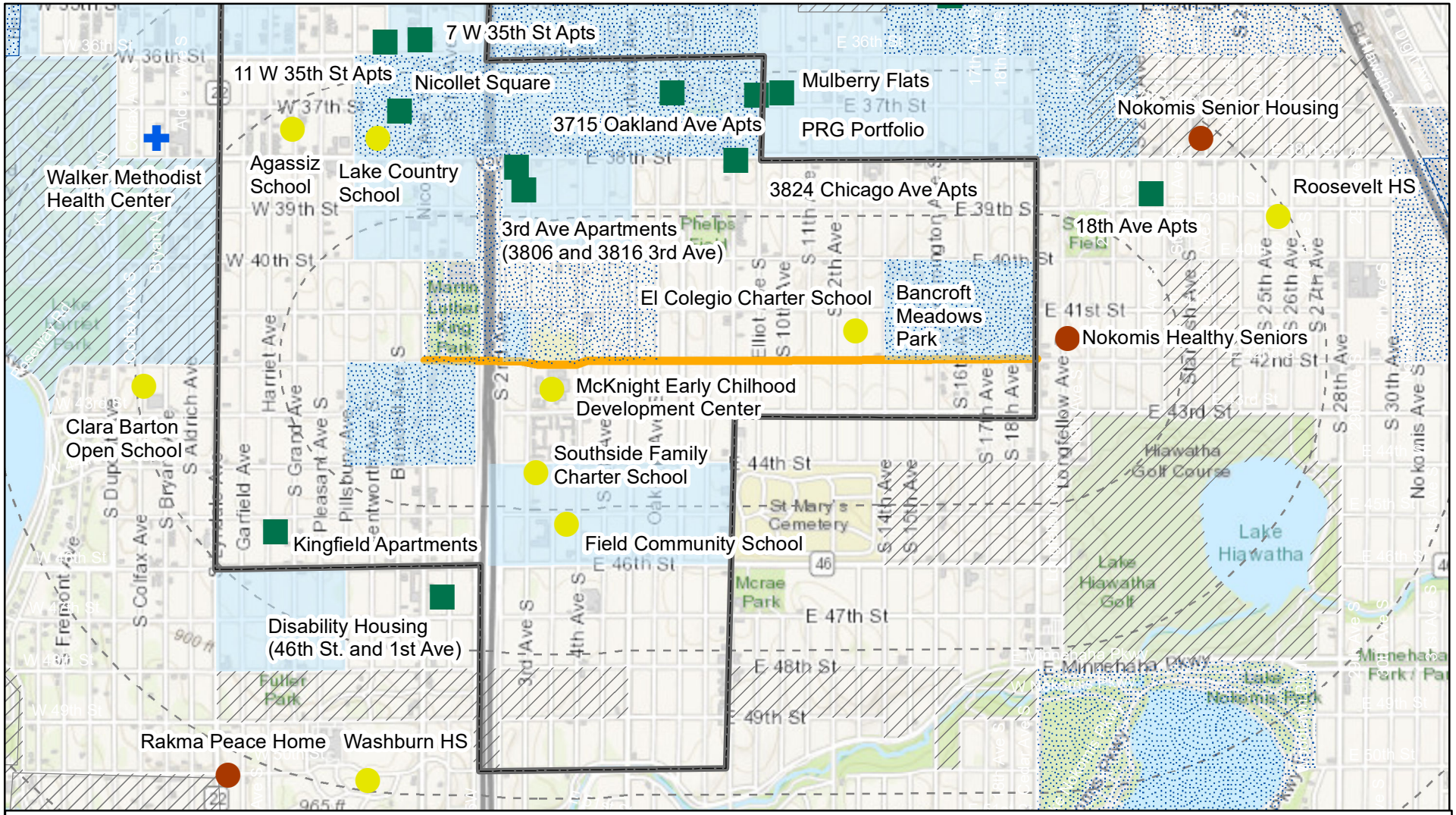
Points
Lines
Area of Concentrated Povertry > 50% residents of color
Area of Concentrated Poverty
Above reg'l avg conc of race/poverty

0 1 2 4 6 8 Miles

Created: 3/11/2020
LandscapeRSA2

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

METROPOLITAN COUNCIL



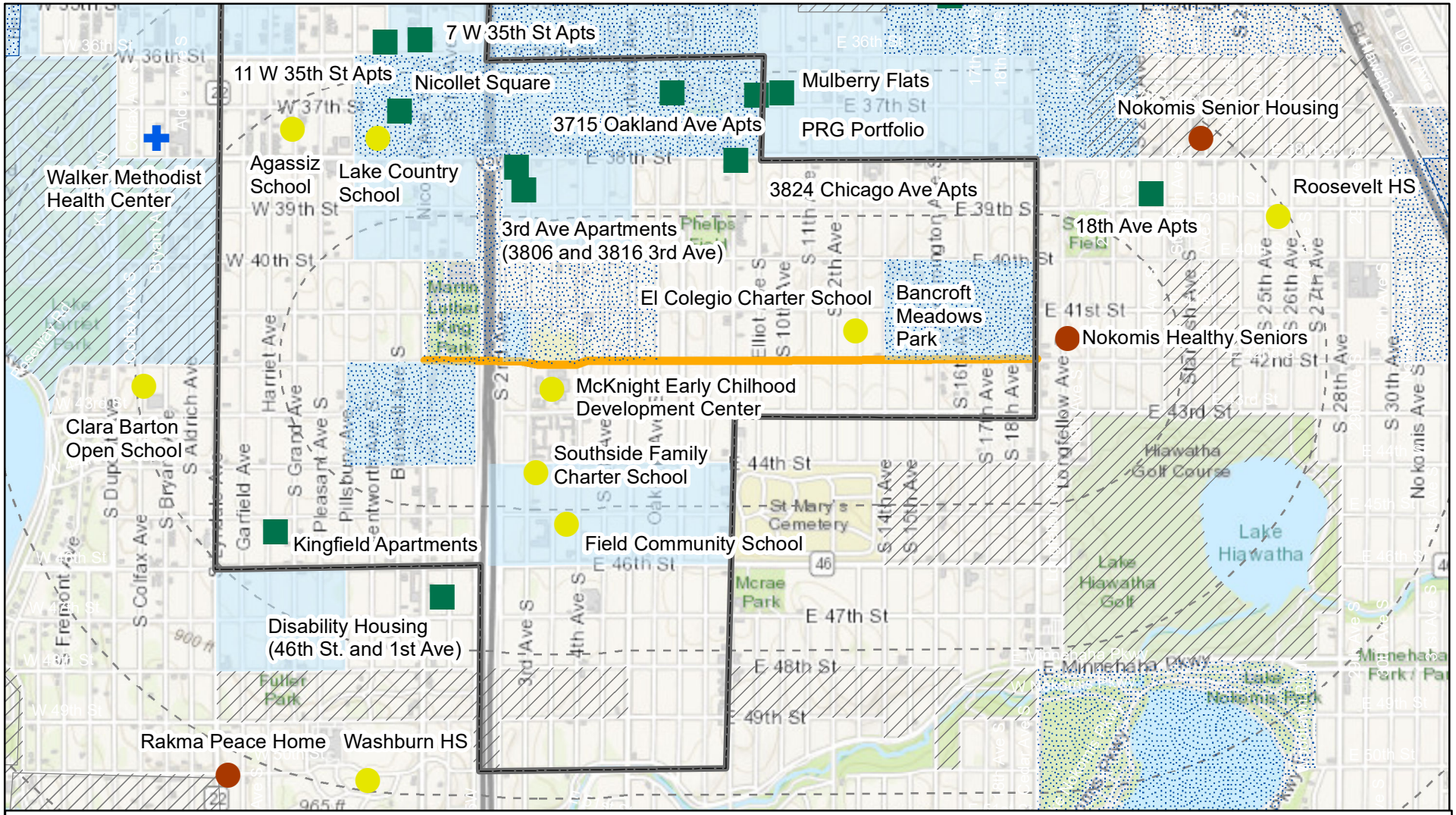
Minneapolis 42nd Street Roadway Reconstruction

Socio-Economic Map (Supplemental)

- Lingustically Isolated (Above 60th Percentile)
- Less than HS Education (Above 65th Percentile)
- Over Age 64 (Above 55th Percentile)
- Ward 8
- Project Area
- Buffer (0.5 Mile Increments)
- Senior Housing
- Affordable Housing
- Healthcare
- Schools

0 0.25 0.5 1 Miles

N



Minneapolis 42nd Street Roadway Reconstruction

Socio-Economic Map (Supplemental)

- Lingustically Isolated (Above 60th Percentile)
- Less than HS Education (Above 65th Percentile)
- Over Age 64 (Above 55th Percentile)
- Ward 8
- Project Area
- Buffer (0.5 Mile Increments)
- Senior Housing
- Affordable Housing
- Healthcare
- Schools

0 0.25 0.5 1 Miles

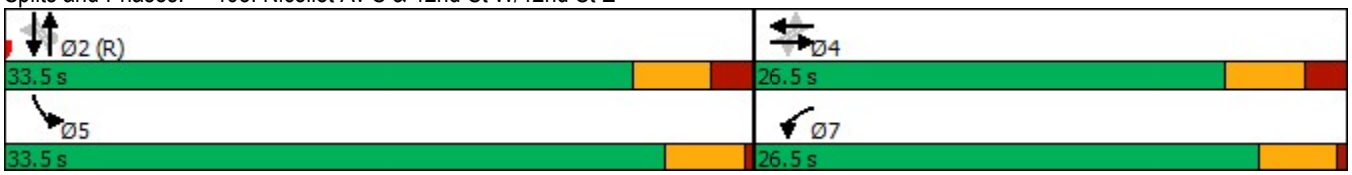
N

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	11	244	85	180	8	368	235	591
Future Volume (vph)	11	244	85	180	8	368	235	591
Turn Type	Perm	NA	pm+pt	NA	Perm	NA	pm+pt	NA
Protected Phases		4!	7!	4		2!	5!	2
Permitted Phases	4		4		2		2	
Detector Phase	4	4	7	4	2	2	5	2
Switch Phase								
Minimum Initial (s)	10.0	10.0	4.0	10.0	10.0	10.0	4.0	10.0
Minimum Split (s)	26.5	26.5	8.0	26.5	26.5	26.5	8.0	26.5
Total Split (s)	26.5	26.5	26.5	26.5	33.5	33.5	33.5	33.5
Total Split (%)	44.2%	44.2%	44.2%	44.2%	55.8%	55.8%	55.8%	55.8%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.0	2.0	0.5	2.0	2.0	2.0	0.5	2.0
Lost Time Adjust (s)		0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)		5.5	4.0	5.5		5.5	4.0	5.5
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	C-Max	C-Max	None	C-Max
Act Effct Green (s)		15.1	15.4	15.1		33.9	35.4	33.9
Actuated g/C Ratio		0.25	0.26	0.25		0.56	0.59	0.56
v/c Ratio		0.75	0.21	0.83		0.49	0.25	0.63
Control Delay		31.2	16.1	30.7		10.7	7.8	14.2
Queue Delay		0.0	0.0	0.0		0.0	0.0	0.0
Total Delay		31.2	16.1	30.7		10.7	7.8	14.2
LOS		C	B	C		B	A	B
Approach Delay		31.2		28.0		10.7		12.4
Approach LOS		C		C		B		B

Intersection Summary	
Cycle Length: 60	
Actuated Cycle Length: 60	
Offset: 0 (0%), Referenced to phase 2:NBSB, Start of 1st Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.83	
Intersection Signal Delay: 18.1	Intersection LOS: B
Intersection Capacity Utilization 112.6%	ICU Level of Service H
Analysis Period (min) 15	

! Phase conflict between lane groups.

Splits and Phases: 468: Nicollet Av S & 42nd St W/42nd St E



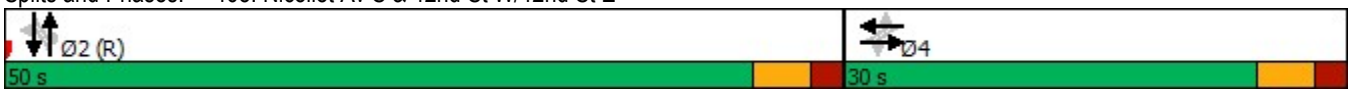
468: Nicollet Av S & 42nd St W/42nd St E

Direction	All
Future Volume (vph)	2014
Total Delay / Veh (s/v)	18
CO Emissions (kg)	2.49
NOx Emissions (kg)	0.49
VOC Emissions (kg)	0.58

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	11	244	85	180	8	368	235	591
Future Volume (vph)	11	244	85	180	8	368	235	591
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		4		2		2
Permitted Phases	4		4		2		2	
Detector Phase	4	4	4	4	2	2	2	2
Switch Phase								
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	26.5	26.5	26.5	26.5	26.5	26.5	26.5	26.5
Total Split (s)	30.0	30.0	30.0	30.0	50.0	50.0	50.0	50.0
Total Split (%)	37.5%	37.5%	37.5%	37.5%	62.5%	62.5%	62.5%	62.5%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0		0.0		0.0
Total Lost Time (s)		5.5		5.5		5.5		5.5
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)		24.5		24.5		44.5		44.5
Actuated g/C Ratio		0.31		0.31		0.56		0.56
v/c Ratio		0.54		1.12		0.50		1.27
Control Delay		27.0		108.2		12.6		151.6
Queue Delay		0.0		0.0		0.0		0.0
Total Delay		27.0		108.2		12.6		151.6
LOS		C		F		B		F
Approach Delay		27.0		108.2		12.6		151.6
Approach LOS		C		F		B		F

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 0 (0%), Referenced to phase 2:NBSB, Start of 1st Green	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.27	
Intersection Signal Delay: 93.3	Intersection LOS: F
Intersection Capacity Utilization 130.2%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 468: Nicollet Av S & 42nd St W/42nd St E



468: Nicollet Av S & 42nd St W/42nd St E

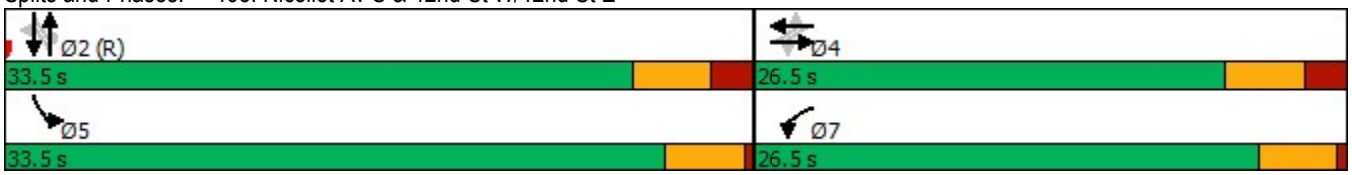
Direction	All
Future Volume (vph)	2014
Total Delay / Veh (s/v)	93
CO Emissions (kg)	4.70
NOx Emissions (kg)	0.92
VOC Emissions (kg)	1.09

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	11	244	85	180	8	368	235	591
Future Volume (vph)	11	244	85	180	8	368	235	591
Turn Type	Perm	NA	pm+pt	NA	Perm	NA	pm+pt	NA
Protected Phases		4!	7!	4		2!	5!	2
Permitted Phases	4		4		2		2	
Detector Phase	4	4	7	4	2	2	5	2
Switch Phase								
Minimum Initial (s)	10.0	10.0	4.0	10.0	10.0	10.0	4.0	10.0
Minimum Split (s)	26.5	26.5	8.0	26.5	26.5	26.5	8.0	26.5
Total Split (s)	26.5	26.5	26.5	26.5	33.5	33.5	33.5	33.5
Total Split (%)	44.2%	44.2%	44.2%	44.2%	55.8%	55.8%	55.8%	55.8%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.0	2.0	0.5	2.0	2.0	2.0	0.5	2.0
Lost Time Adjust (s)		0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)		5.5	4.0	5.5		5.5	4.0	5.5
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	C-Max	C-Max	None	C-Max
Act Effct Green (s)		15.1	15.4	15.1		33.9	35.4	33.9
Actuated g/C Ratio		0.25	0.26	0.25		0.56	0.59	0.56
v/c Ratio		0.75	0.21	0.83		0.49	0.25	0.63
Control Delay		31.2	16.1	30.7		10.7	7.8	14.2
Queue Delay		0.0	0.0	0.0		0.0	0.0	0.0
Total Delay		31.2	16.1	30.7		10.7	7.8	14.2
LOS		C	B	C		B	A	B
Approach Delay		31.2		28.0		10.7		12.4
Approach LOS		C		C		B		B

Intersection Summary	
Cycle Length: 60	
Actuated Cycle Length: 60	
Offset: 0 (0%), Referenced to phase 2:NBSB, Start of 1st Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.83	
Intersection Signal Delay: 18.1	Intersection LOS: B
Intersection Capacity Utilization 112.6%	ICU Level of Service H
Analysis Period (min) 15	

! Phase conflict between lane groups.

Splits and Phases: 468: Nicollet Av S & 42nd St W/42nd St E



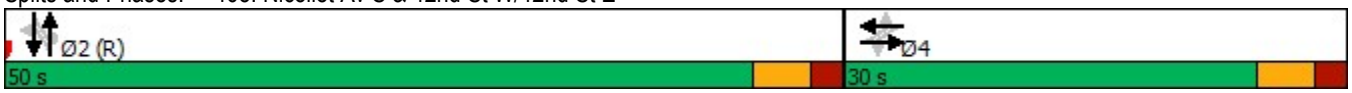
468: Nicollet Av S & 42nd St W/42nd St E

Direction	All
Future Volume (vph)	2014
Total Delay / Veh (s/v)	18
CO Emissions (kg)	2.49
NOx Emissions (kg)	0.49
VOC Emissions (kg)	0.58

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	11	244	85	180	8	368	235	591
Future Volume (vph)	11	244	85	180	8	368	235	591
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		4		2		2
Permitted Phases	4		4		2		2	
Detector Phase	4	4	4	4	2	2	2	2
Switch Phase								
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	26.5	26.5	26.5	26.5	26.5	26.5	26.5	26.5
Total Split (s)	30.0	30.0	30.0	30.0	50.0	50.0	50.0	50.0
Total Split (%)	37.5%	37.5%	37.5%	37.5%	62.5%	62.5%	62.5%	62.5%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0		0.0		0.0
Total Lost Time (s)		5.5		5.5		5.5		5.5
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)		24.5		24.5		44.5		44.5
Actuated g/C Ratio		0.31		0.31		0.56		0.56
v/c Ratio		0.54		1.12		0.50		1.27
Control Delay		27.0		108.2		12.6		151.6
Queue Delay		0.0		0.0		0.0		0.0
Total Delay		27.0		108.2		12.6		151.6
LOS		C		F		B		F
Approach Delay		27.0		108.2		12.6		151.6
Approach LOS		C		F		B		F

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 0 (0%), Referenced to phase 2:NBSB, Start of 1st Green	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.27	
Intersection Signal Delay: 93.3	Intersection LOS: F
Intersection Capacity Utilization 130.2%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 468: Nicollet Av S & 42nd St W/42nd St E



468: Nicollet Av S & 42nd St W/42nd St E

Direction	All
Future Volume (vph)	2014
Total Delay / Veh (s/v)	93
CO Emissions (kg)	4.70
NOx Emissions (kg)	0.92
VOC Emissions (kg)	1.09

Traffic Safety Benefit-Cost Calculation

Highway Safety Improvement Program (HSIP) Reactive Project

DEPARTMENT OF TRANSPORTATION

A. Roadway Description

Route	42nd St	**District**		**County**	Hennepin
Begin RP		**End RP**		**Miles**	
Location	Intersection with Nicollet Ave				

B. Project Description

Proposed Work	Add SB and WB Left-turn lanes		
Project Cost*	$9,708,500	**Installation Year**	2024
Project Service Life	20 years	**Traffic Growth Factor**	0.5%

** exclude Right of Way from Project Cost*

C. Crash Modification Factor

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

D. Crash Modification Factor (optional second CMF)

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

E. Crash Data

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

Crash Severity	Rear Ends	All
K crashes		
A crashes		
B crashes		
C crashes	2	
PDO crashes	4	5

F. Benefit-Cost Calculation

$1,081,351	**Benefit (present value)**	**B/C Ratio = 0.12**
$9,708,500	**Cost**	

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

F. Analysis Assumptions

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

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

Real Discount Rate	1.2%
Traffic Growth Rate	0.5%
Project Service Life	20 years

G. Annual Benefit

Crash Severity	Crash Reduction	Annual Reduction	Annual Benefit
K crashes	0.00	0.00	$0
A crashes	0.00	0.00	$0
B crashes	0.00	0.00	$0
C crashes	1.18	0.39	$43,267
PDO crashes	3.61	1.20	$14,440
			$57,707

H. Amortized Benefit

Year	Crash Benefits	Present Value
2024	$57,707	$57,707
2025	$57,995	$57,308
2026	$58,285	$56,911
2027	$58,577	$56,517
2028	$58,869	$56,127
2029	$59,164	$55,738
2030	$59,460	$55,353
2031	$59,757	$54,970
2032	$60,056	$54,590
2033	$60,356	$54,212
2034	$60,658	$53,837
2035	$60,961	$53,465
2036	$61,266	$53,095
2037	$61,572	$52,728
2038	$61,880	$52,363
2039	$62,189	$52,001
2040	$62,500	$51,641
2041	$62,813	$51,284
2042	$63,127	$50,929
2043	$63,443	$50,577
0	$0	$0
0	$0	$0
0	$0	$0
0	$0	$0
0	$0	$0
0	$0	$0
0	$0	$0
0	$0	$0
0	$0	$0
0	$0	$0
0	$0	$0

Total = $1,081,351

Traffic Safety Benefit-Cost Calculation

Highway Safety Improvement Program (HSIP) Reactive Project

DEPARTMENT OF TRANSPORTATION

A. Roadway Description

Route	42nd St	**District**		**County**	Hennepin
Begin RP		**End RP**		**Miles**	
Location	Crashes from Nicollet Ave to Cedar Ave				

B. Project Description

Proposed Work	Prohibit Parking on one side and Install Bike Lanes		
Project Cost*	$9,708,500	**Installation Year**	2024
Project Service Life	20 years	**Traffic Growth Factor**	0.5%

** exclude Right of Way from Project Cost*

C. Crash Modification Factor

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

D. Crash Modification Factor (optional second CMF)

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

E. Crash Data

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

Crash Severity	**All**	**All**
K crashes		
A crashes		
B crashes	3	3
C crashes	19	19
PDO crashes	58	58

F. Benefit-Cost Calculation

$14,011,585	**Benefit (present value)**
$9,708,500	**Cost**

B/C Ratio = 1.45

Proposed project expected to reduce 21 crashes annually, 0 of which involving fatality or serious injury.

F. Analysis Assumptions

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

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

Real Discount Rate	1.2%
Traffic Growth Rate	0.5%
Project Service Life	20 years

G. Annual Benefit

Crash Severity	Crash Reduction	Annual Reduction	Annual Benefit
K crashes	0.00	0.00	$0
A crashes	0.00	0.00	$0
B crashes	1.86	0.62	$130,200
C crashes	11.78	3.93	$431,933
PDO crashes	46.40	15.47	$185,600
			$747,733

H. Amortized Benefit

Year	Crash Benefits	Present Value
2024	$747,733	$747,733
2025	$751,472	$742,561
2026	$755,229	$737,425
2027	$759,006	$732,324
2028	$762,801	$727,259
2029	$766,615	$722,228
2030	$770,448	$717,233
2031	$774,300	$712,272
2032	$778,171	$707,345
2033	$782,062	$702,452
2034	$785,973	$697,593
2035	$789,902	$692,768
2036	$793,852	$687,976
2037	$797,821	$683,217
2038	$801,810	$678,492
2039	$805,819	$673,798
2040	$809,848	$669,138
2041	$813,898	$664,509
2042	$817,967	$659,913
2043	$822,057	$655,348
0	$0	$0
0	$0	$0
0	$0	$0
0	$0	$0
0	$0	$0
0	$0	$0
0	$0	$0
0	$0	$0
0	$0	$0
0	$0	$0
0	$0	$0

Total = $14,011,585

▼ Countermeasure: Install bicycle lanes

Compare	CMF	CRF(%)	Quality	Crash Type	Crash Severity	Area Type	Reference	Comments
☐	0.68	32	★★☆☆☆	All	All	Urban	ABDEL-ATY ET AL., 2014	
☐	0.73	27	★★☆☆☆	All	Fatal,Serious injury,Minor injury	Urban	ABDEL-ATY ET AL., 2014	
☐	0.42	58	★★☆☆☆	Vehicle/bicycle	All	Urban	ABDEL-ATY ET AL., 2014	
☐	0.4	60	★★☆☆☆	Vehicle/bicycle	Fatal,Serious injury,Minor injury	Urban	ABDEL-ATY ET AL., 2014	

Compare Reset Compare

CRASH MODIFICATION FACTORS CLEARINGHOUSE

SEARCH RESULTS

There were 313 CMFs returned for your search on "**left turn lane**". [MODIFY YOUR SEARCH].

Having trouble deciding between similar CMFs? Use our COMPARISON TOOL or CHECK OUT OUR FAQS.

Overwhelmed by too many results? See our SEARCH TIPS.

STAR QUALITY RATING

- 1 (17)
- 2 (134)
- 3 (73)
- 4 (66)
- 5 (16)

COUNTRY

- U.S. & Canada (308)
- International (5)

CRASH TYPE

CRASH SEVERITY

ROADWAY TYPE

AREA TYPE

INTERSECTION TYPE

INTERSECTION GEOMETRY

TRAFFIC CONTROL

IN HSM

Filter Results

Results Control: COLLAPSE ALL | EXPAND ALL

Click on the links below to expand individual categories.

EXPORT ALL RESULTS TO EXCEL

Category: Access management (76)

Category: Bicyclists (3)

Subcategory: None (3)

Category: Intersection geometry (97)

Subcategory: Turn lanes (97)

Countermeasure: Addition of left- or right-turn by-pass lanes

Countermeasure: Improve left-turn lane offset to create positive offset

Countermeasure: Increase the number of left-turn lanes on the major road from X to Y

Countermeasure: Increase the number of left-turn lanes on the minor road from X to Y

Countermeasure: Install left-turn lane

Compare	CMF	CRF(%)	Quality	Crash Type	Crash Severity	Area Type	Reference	Commen
☐	0.748	25.2	★★★★☆	All	All	All	SRINIVASAN ET AL., 2014	The CMF v developed f [READ MO
☐	0.924	7.6	★★★★☆	All	All	All	SRINIVASAN ET AL., 2014	The CMF v developed f [READ MO
☐	0.876	12.4	★★★★☆	All	All	All	SRINIVASAN ET AL., 2014	The CMF v developed f [READ MO
☐	0.566	43.4	★★★★☆	All	Fatal,Serious injury,Minor injury	All	SRINIVASAN ET AL., 2014	The CMF v developed f [READ MO
☐	0.799	20.1	★★★★☆	All	Fatal,Serious injury,Minor injury	All	SRINIVASAN ET AL., 2014	The CMF v developed f [READ MO
☐	0.744	25.6	★★★★☆	All	Fatal,Serious injury,Minor injury	All	SRINIVASAN ET AL., 2014	The CMF v developed f [READ MO
☐	0.412	58.8	★★★★☆	Rear end	All	All	SRINIVASAN ET AL., 2014	The CMF v developed f [READ MO

☐	0.555	44.5	★★★★☆	Rear end	All	All	SRINIVASAN ET AL., 2014	The CMF v developed f [READ MO
☐	0.494	50.6	★★★★☆	Rear end	All	All	SRINIVASAN ET AL., 2014	The CMF v developed f [READ MO
☐	1.02	-2	★★★★☆	Other	All	All	SRINIVASAN ET AL., 2014	The CMF v developed f [READ MO
☐	0.879	12.1	★★★★☆	Other	All	All	SRINIVASAN ET AL., 2014	The CMF v developed f [READ MO
☐	0.916	8.4	★★★★☆	Other	All	All	SRINIVASAN ET AL., 2014	The CMF v developed f [READ MO
☐	1.086	-8.6	★★★★☆	Other	All	All	SRINIVASAN ET AL., 2014	The CMF v developed f [READ MO
☐	1.016	-1.6	★★★★☆	Other	All	All	SRINIVASAN ET AL., 2014	The CMF v developed f [READ MO
☐	1.046	-4.6	★★★★☆	Other	All	All	SRINIVASAN ET AL., 2014	The CMF v developed f [READ MO
☐	0.79	21	★★★☆☆	All	Fatal,Serious injury,Minor injury	Urban	EL-BASYOUNY AND SAYED, 2011	
☐	0.8	20	★★★☆☆	All	Property damage only (PDO)	Urban	EL-BASYOUNY AND SAYED, 2011	
☐	0.73	27	★★★☆☆	All	Fatal,Serious injury,Minor injury	Rural	ABDEL-ATY ET AL., 2014	
☐	0.69	31	★★☆☆☆	All	All	Rural	ABDEL-ATY ET AL., 2014	
☐	0.64	36	★★☆☆☆	All	Fatal,Serious injury,Minor injury	Rural	ABDEL-ATY ET AL., 2014	

Compare Reset Compare

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

Countermeasure: Install left-turn lane (signal has left-turn phase)

Countermeasure: Install one left-turn lane on both major road directions

Countermeasure: Install one left-turn lane on the minor approach of an unsignalized 3-leg intersection

Countermeasure: Install positive offset left turn lanes

Countermeasure: Install uncontrolled left-turn lane on major road of a 4-leg signalized intersection (motorcycle crashes)

Countermeasure: Install uncontrolled left-turn lane on major road of a signalized T intersection (motorcycle crashes)

Countermeasure: Installation of left-turn lanes on both major road approaches

Countermeasure: Introduce painted left-turn channelization

Countermeasure: Introduce raised/curb left-turn channelization

Countermeasure: Introducing zero or positive offset left-turn lane on crossing roadway

Countermeasure: Painted channelization of both major and minor roads

Countermeasure: Painted channelization of left-turn lane on major road

Countermeasure: Physical channelization of both major and minor roads

Countermeasure: Positive left-turn lane offset (left turn crashes)

Countermeasure: Provide a channelized left-turn lane on both major- and minor-road approaches

Countermeasure: Provide a channelized left-turn lane on both major-road approaches

Countermeasure: Provide a left-turn lane on both major-road approaches

Countermeasure: Provide a left-turn lane on one major-road approach

Category: Intersection traffic control (15)

Category: Roadway (122)

EXPORT ALL RESULTS TO EXCEL

SEARCH RESULTS WITHOUT STAR RATINGS

There were 123 CMFs returned for the search that do not have star ratings. ***(VIEW ADDITIONAL RESULTS)***

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

For more information, contact Karen Scurry at **karen.scurry@dot.gov**

Countermeasure: Prohibit on-street parking

Compare	CMF	CRF(%)	Quality	Crash Type	Crash Severity	Area Type	Reference	Comments
☐	0.8	20	★★★★★	All	Serious injury,Minor injury	Urban	ELVIK, R. AND VAA, T., 2004	
☐	0.73	27	★★★★★	All	Property Damage Only (PDO)	Urban	ELVIK, R. AND VAA, T., 2004	
☐	0.78	22	★★★★★	All	Fatal,Serious injury,Minor injury	Urban	VARIOUS, 2010	
☐	0.72	28	★★★★★	All	Property damage only (PDO)	Urban	VARIOUS, 2010	
☐	0.58 [B]	42	★★★★☆	All	All	Urban	HOFFMAN ET AL., 1982	
☐	0.65	35	★★★★☆	All	Serious injury,Minor injury	Urban	HOFFMAN ET AL., 1982	
☐	0.52	48	★★★★☆	All	Property Damage Only (PDO)	Urban	HOFFMAN ET AL., 1982	

Compare Reset Compare

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

42nd and Nicollet

objectid	Incident ID	Date and T	Year	Hour	Crash Seve	Number Kil	Number of	Officer Nar	Constructio	County	City	Township
1809550	334997	3/11/2016,	2016	8	Property D	0	2	CLEAR.	M	HENNEPIN	Minneapolis	
1836289	417844	1/24/2017,	2017	8	Possible Inj	0	2	Vehicle 1 a	M	HENNEPIN	Minneapolis	
1908926	633006	9/6/2018, 5	2018	17	Property D	0	2	Officers	M	HENNEPIN	Minneapolis	
2022203	353057	5/31/2016,	2016	17	Property D	0	1	On May	M	HENNEPIN	Minneapolis	
2214614	382990	9/30/2016,	2016	9	Property D	0	1	SKY NOW	M	HENNEPIN	Minneapolis	
2216774	605221	6/18/2018,	2018	17	Property D	0	2	Officers arr	M	HENNEPIN	Minneapolis	
2264518	634862	9/14/2018,	2018	18	Property D	0	2	UNIT2 was	M	HENNEPIN	Minneapolis	
2342326	627925	8/15/2018,	2018	14	Property D	0	2	Veh 1 and '	M	HENNEPIN	Minneapolis	
2368268	623633	7/26/2018,	2018	16	Property D	0	2	The driver	M	HENNEPIN	Minneapolis	
2507431	670959	12/25/201	2018	17	Possible Inj	0	2	On	M	HENNEPIN	Minneapolis	
2530014	585689	3/26/2018,	2018	16	Property D	0	2	Unit 1 was	M	HENNEPIN	Minneapolis	

Route Type	Route ID	Route Mea	Roadway N	Divided Ro	Intersectio	Manner of	First Harmf	Relative Tr	Lighting Co	Road Circu	road_circu	Road Circu
Municipal S	050002395	0.630908	E 42ND ST	Not Applic	NICOLLET A	Angle	Motor Veh	On Roadwa	Daylight	None		
Municipal S	050002395	2.37674	NICOLLET A	Not Applicable		Front to Re	Motor Veh	On Roadwa	Daylight	None		
Municipal S	050002395	2.385635	NICOLLET A	North		Angle	Motor Veh	On Roadwa	Daylight	Congestion Backup Due to Non-re		
Municipal S	050002395	0.634854	E 42ND ST	West	NICOLLET A	Sideswipe -	Motor Veh	On Roadwa	Daylight	Unknown		
Municipal S	050002395	2.383172	NICOLLET A	Not Applicable			Parked Mo	Parking Lot	Daylight	None		
Municipal S	050002395	2.381628	NICOLLET A	North		Front to Re	Motor Veh	On Roadwa	Daylight	Congestion Backup Due to Non-re		
Municipal S	050002395	2.388641	NICOLLET A	South		Front to Re	Motor Veh	On Roadwa	Daylight	None		
Municipal S	050002395	2.382515	NICOLLET AVE S			Front to Re	Motor Veh	On Roadwa	Daylight	None		
Municipal S	050002395	0.635545	E 42ND ST			Front to Re	Motor Veh	On Roadwa	Daylight	Congestion Backup Due to Non-re		
Municipal S	050002395	2.380463	NICOLLET A	South		Front to Re	Motor Veh	On Roadwa	Dark (Stree	None		
Municipal S	050002395	2.389248	NICOLLET A	South		Sideswipe -	Motor Veh	On Roadwa	Daylight	Road Surface Condition (wet, icy, s		

road_circu	Relative Int	Traffic Con	Weather P	Weather S	Surface Co	Work Zone	Work Zone	Work Zone	Workers Pr	Unit1 Type	Unit1 Vehi	Unit1 Direc
	Intersectio	Traffic Con	Clear		Dry	2		NOT APPLICABLE		Motor Veh	Passenger	Southboun
	Four-Way I	Traffic Con	Cloudy		Dry	2		NOT APPLICABLE		Motor Veh	Passenger	Northboun
curring Inci	Intersectio	Traffic Con	Clear		Dry	2		NOT APPLICABLE		Motor Veh	Sport Utilit	Northboun
	Four-Way I	Traffic Con	Cloudy		Dry	2		NOT APPLICABLE		Hit-And-Ru	Passenger	Eastbound
	Not at Inte	No Control	Clear		Dry	2		NOT APPLICABLE		Motor Veh	Sport Utilit	Northboun
curring Inci	Four-Way I	Traffic Con	Clear		Dry	2		NOT APPLICABLE		Motor Veh	Passenger	Northboun
	Four-Way I	Traffic Con	Cloudy		Dry	2		NOT APPLICABLE		Motor Veh	Passenger	Southboun
	Four-Way I	Traffic Con	Clear		Dry	2		NOT APPLICABLE		Motor Veh	Passenger	Southboun
curring Inci	Four-Way I	Traffic Con	Cloudy		Dry	2		NOT APPLICABLE		Motor Veh	Passenger	Southboun
	Four-Way I	Traffic Con	Clear		Dry	2		NOT APPLICABLE		Motor Veh	Sport Utilit	Southboun
snow, slush	Not at Inte	Traffic Con	Rain		Wet	2		NOT APPLICABLE		Motor Veh	Passenger	Southboun

Unit1 Factc	Unit1 Factc	Unit1 Most	Unit1 Vehic	Unit1 Traff	Unit1 Poste	Unit1 Horiz	Unit1 Road	Unit1 Nonr	Unit1 Injur	Unit1 Physi	Unit1 Age	Unit1 Sex
No Clear Contributing		Motor Veh	Moving For	Two-Way, I	30	Straight	Level		No Appare	Apparently	87	Female
Driver Distracted		Motor Veh	Moving For	Two-Way, I	30	Straight	Level		No Appare	Apparently	51	Female
No Clear Contributing		Motor Veh	Moving For	Two-Way, I	30	Straight	Level		No Appare	Apparently	33	Female
		Motor Veh	Moving For	Two-Way, I	30	Straight	Level					
Improper Backing		Parked Mo	Backing	Other	10	Straight	Level		No Appare	Apparently	61	Male
Driver Distracted		Motor Veh	Moving For	Two-Way, I	30	Straight	Level		No Appare	Apparently	32	Female
Following Too Closely		Motor Veh	Moving For	Two-Way, I	30	Straight	Level		No Appare	Apparently	26	Male
Following Too Closely		Motor Veh	Moving For	Two-Way, I	30	Straight	Uphill		No Appare	Apparently	21	Female
Operated M	Driver Distr	Motor Veh	Moving For	Two-Way, I	30	Straight	Level		No Appare	Apparently	27	Male
No Clear Contributing		Motor Veh	Moving For	Two-Way, I	30	Straight	Level		No Appare	Apparently	59	Male
No Clear Contributing		Motor Veh	Moving For	Two-Way, I	30	Straight	Level		No Appare	Apparently	51	Female

Unit2 Type	Unit2 Vehi	Unit2 Direc	Unit2 Facto	Unit2 Facto	Unit2 Most	Unit2 Vehi	Unit2 Nonr	Unit2 Injur	Unit2 Phys	Unit2 Age	Unit2 Sex	Unit3 Type
Motor Veh	Passenger	Westbounc	No Clear	Contributing	Motor Veh	Moving Forward		No Appare	Apparently	81	Female	
Motor Veh	Passenger	Northboun	No Clear	Contributing	Motor Veh	Vehicle Stopped or Sta		Possible Inj	Apparently	47	Female	
Motor Veh	Passenger	Eastbound	No Clear	Contributing	Motor Veh	Moving Forward		No Appare	Apparently	24	Female	
Motor Veh	Passenger	Westbounc	Unknown		Motor Veh	Turning Left		No Appare	Apparently	23	Male	
Parked/Sta	Passenger	Southbound			Motor Veh	Parked or Entering or Leaving a Parked Position						
Motor Veh	Passenger	Northboun	Other Contributing Act		Motor Veh	Vehicle Stopped or Sta		No Appare	Apparently	35	Male	
Motor Veh	Sport Utilit	Southboun	No Clear	Contributing	Motor Veh	Moving Forward		No Appare	Apparently	18	Female	
Motor Veh	Sport Utilit	Southboun	No Clear	Contributing	Motor Veh	Vehicle Stopped or Sta		No Appare	Apparently	37	Male	
Motor Veh	Sport Utilit	Southboun	No Clear	Contributing	Motor Veh	Moving Forward		No Appare	Apparently	37	Female	
Motor Veh	Passenger	Southboun	No Clear	Contributing	Motor Veh	Moving Forward		No Appare	Apparently	45	Male	
Motor Veh	Passenger	Southboun	Improper Passing		Motor Veh	Moving Forward		No Appare	Apparently	37	Male	

Unit3 Vehi	Unit3 Direc	Unit3 Factc	Unit3 Factc	Unit3 Most	Unit3 Vehi	Unit3 Nonr	Unit3 Injur	Unit3 Phys	Unit3 Age	Unit3 Sex	Unit4 Type	Unit4 Vehi

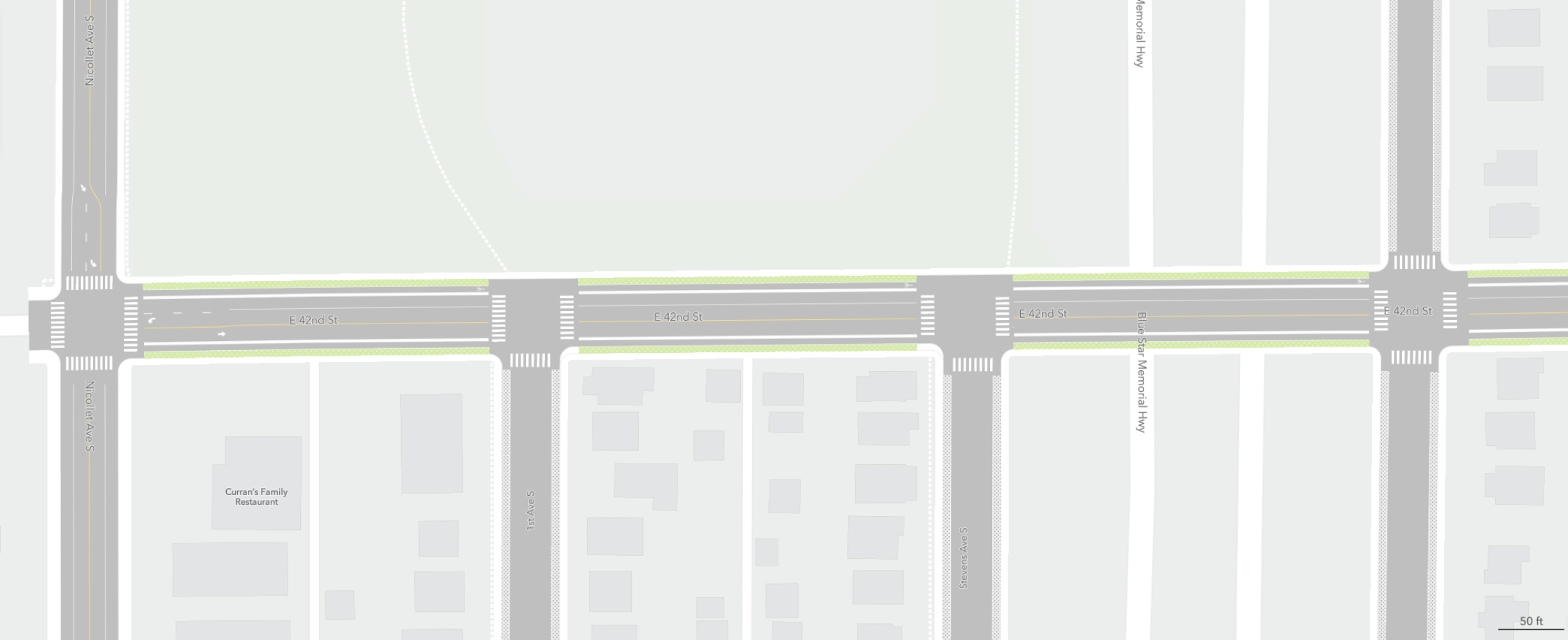
Unit4 Direc	Unit4 Factc	Unit4 Factc	Unit4 Most	Unit4 Vehi	Unit4 Nonr	Unit4 Injur	Unit4 Physi	Unit4 Age	Unit4 Sex	interchang	otst_inters	city_sectio
												42ND ST AND NICOLLE
												42ND ST AND NICOLLE
												42ND ST AND NICOLLE
												42ND ST AND NICOLLE
												42ND ST AND NICOLLE
												42ND ST AND NICOLLE
												42ND ST AND NICOLLE
												42ND ST AND NICOLLE
												42ND ST AND NICOLLE
												42ND ST AND NICOLLE
												42ND ST AND NICOLLE

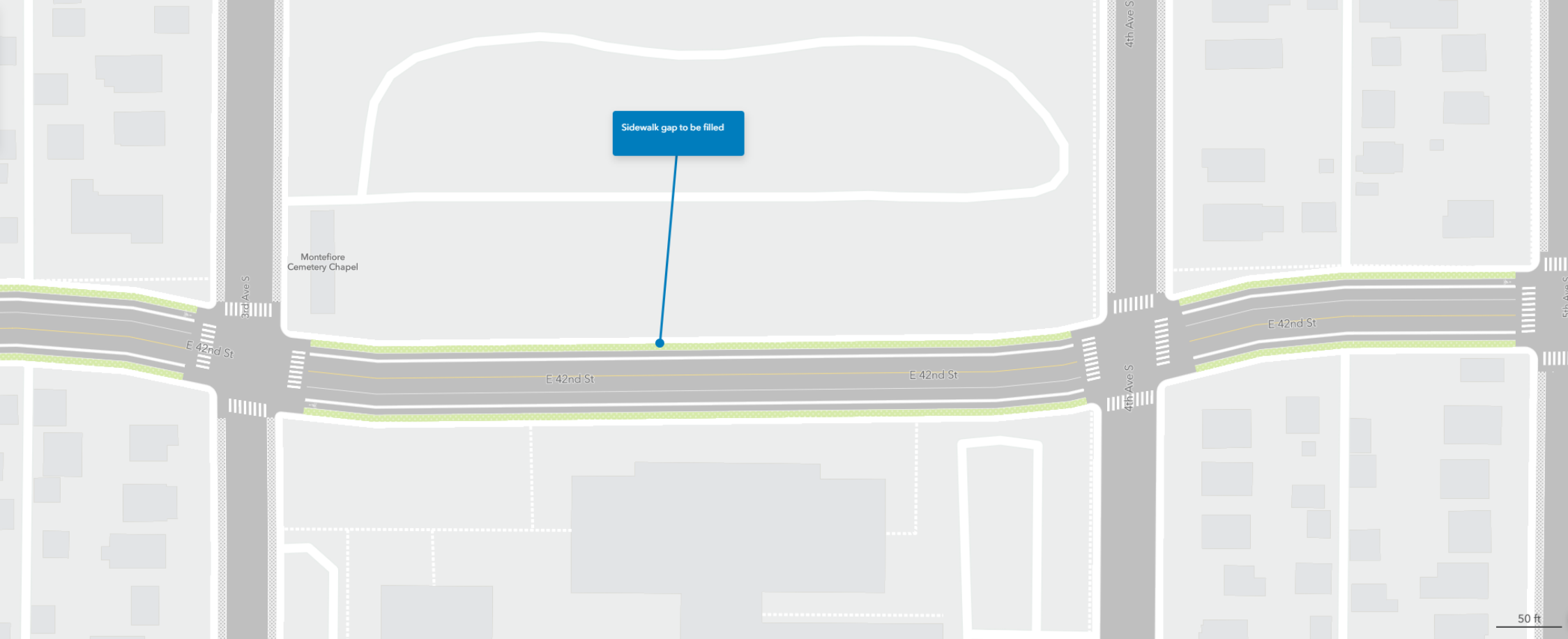
utmx	utmy	x	y
478068	4974864	478068	4974864
478073.1	4974851	478073.1	4974851
478068.2	4974865	478068.2	4974865
478074.4	4974869	478074.4	4974869
478069.4	4974861	478069.4	4974861
478065.6	4974859	478065.6	4974859
478065.6	4974870	478065.6	4974870
478069.4	4974860	478069.4	4974860
478075.5	4974869	478075.5	4974869
478067	4974857	478067	4974857
478066.6	4974871	478066.6	4974871

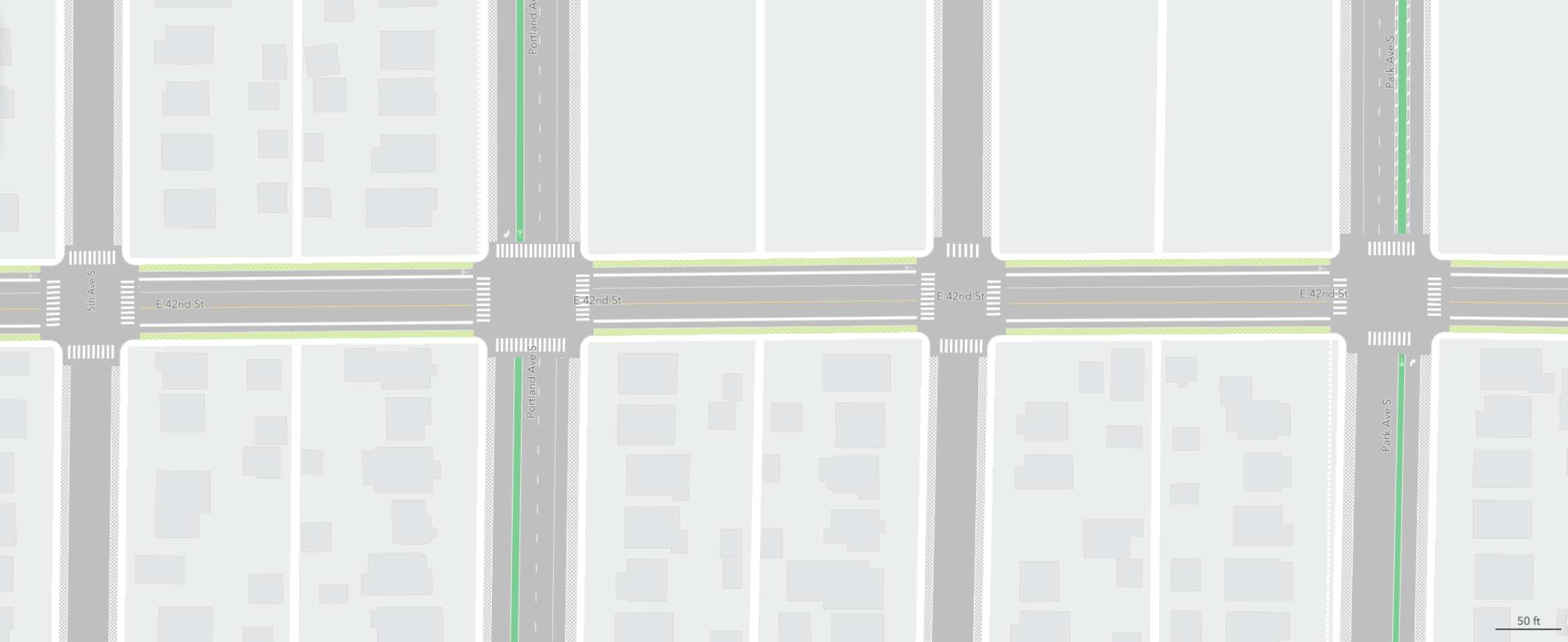
objectid	Incident ID	Date and Ti	Year	Hour	Crash Seve	Number Kil	Number of	Officer Nar	Constructic	County	City	Township	Route Type	Route ID	Route Mea	Roadway N	Divided Roa	Intersectio	Manner of	First Harmf	Relative Tra	Lighting Co	Road Circu	road_circu	Road Circu	road_circu	Relative Int	Traffic Con	Weather Pr	Weather Sa	Surface Cor	Work Zone	Work Zone
Portland																																	
2139823	658836	11/10/2018	2018	0	Property Da	0	1	DRIVER1	M	HENNEPIN	Minneapolis		Municipal S	050002395	1.13402	E 42ND ST	South		Angle	Motor Vehi	On Roadwa	Dark (Stree	Unknown				Four-Way I	Traffic Con	Cloudy		Ice/Frost		2
2189334	389075	10/24/2016	2016	14	Minor Injur	0	2	Unit #1 wa	M	HENNEPIN	Minneapolis		Municipal S	050002395	1.140259	E 42ND ST			Angle	Motor Vehi	On Roadwa	Daylight	None				Intersectio	Traffic Con	Clear		Dry		2
2426495	523270	12/7/2017,	2017	17	Property Da	0	1	Officers spe	M	HENNEPIN	Minneapolis		Municipal S	050002395	1.137803	E 42ND ST			Sideswipe -	Motor Vehi	On Roadwa	Unknown	None				Four-Way I	No Control	Unknown		Unknown		2
2479786	396813	11/22/2016	2016	6	Possible Inj	0	2	Unit #1 wa	M	HENNEPIN	Minneapolis		County Sta	040000659	6.981046	PORTLAND AVE S		E 42ND ST	Angle	Motor Vehi	On Roadwa	Dark (Stree	None				Intersectio	Traffic Con	Sleet, Hail (Freezing Ra		Wet		2
2551892	445790	4/17/2017,	2017	18	Possible Inj	0	2	The driver	M	HENNEPIN	Minneapolis		Municipal S	050002395	1.154499	E 42ND ST			Front to Re	Motor Vehi	On Roadwa	Daylight	None				Four-Way I	Traffic Con	Clear		Dry		2
Park																																	
2263584	329588	2/16/2016,	2016	14	Property Da	0	2	UNIT 2 IS A	M	HENNEPIN	Minneapolis		County Sta	040000659	0.505971	PARK AVE S			Sideswipe -	Motor Vehi	On Roadwa	Daylight	None				Four-Way I	Traffic Con	Cloudy		Dry		2
Chicago																																	
2159258	458597	6/6/2017, 1	2017	22	Property Da	0	2	Driver of	M	HENNEPIN	Minneapolis		Municipal S	050002395	2.250435	CHICAGO A	Not Applicable		Other	Motor Vehi	On Roadwa	Dark (Stree	None				Four-Way I	Traffic Con	Clear	Cloudy	Dry		2
2159514	490832	7/31/2017,	2017	17	Property Da	0	1	U1 was	M	HENNEPIN	Minneapolis		Municipal S	050002395	1.391415	E 42ND ST	Not Applicable			Traffic Sign	On Roadsid	Daylight	None				Four-Way I	Traffic Con	Clear		Dry		2
2236267	451282	5/11/2017,	2017	8	Property Da	0	1	Mortense	M	HENNEPIN	Minneapolis		Municipal S	050002395	1.378847	E 42ND ST	West		Front to Re	Motor Vehi	On Roadwa	Daylight	None				Four-Way I	Traffic Con	Clear		Dry		2
2239182	513471	11/1/2017,	2017	17	Property Da	0	4	Unit 1,	M	HENNEPIN	Minneapolis		Municipal S	050002395	2.251122	CHICAGO AVE S		E 42ND ST	Angle	Motor Vehi	On Roadwa	Sunset	None				Four-Way I	Traffic Con	Snow	Cloudy	Wet		2
2364860	430456	3/20/2017,	2017	9	Property Da	0	2	Veh # 2	M	HENNEPIN	Minneapolis		Municipal S	050002395	1.384489	E 42ND ST	East	CHICAGO A	Sideswipe -	Motor Vehi	On Roadwa	Daylight	None				Four-Way I	Traffic Con	Clear		Dry		2
2414391	377937	9/9/2016, 3	2016	15	Possible Inj	0	1	Vehicle #1	M	HENNEPIN	Minneapolis		Municipal S	050002395	1.38243	E 42ND ST	Not Applicable		Front to Re	Motor Vehi	On Roadwa	Daylight	None				Intersectio	Traffic Con	Cloudy		Dry		2
2482348	666626	12/7/2018,	2018	21	Unknown S	0	0	Unit # 2 wa	M	HENNEPIN	Minneapolis		Municipal S	050002395	2.255738	CHICAGO AVE S			Parked Mo	On Roadwa	Dark (Stree	None				Intersectio	Traffic Con	Cloudy		Dry		2
2582932	590784	4/12/2018,	2018	16	Property Da	0	2	UNIT 2 WA	M	HENNEPIN	Minneapolis		Municipal S	050002395	2.248012	CHICAGO A	Not Applica	E 42ND ST	Angle	Motor Vehi	On Roadwa	Daylight	None				Four-Way I	Traffic Con	Clear		Dry		2
Cedar																																	
1857010	657363	11/6/2018,	2018	18	Property Da	0	1	Vehicle two	M	HENNEPIN	Minneapolis		County Sta	040000659	15.6149	CEDAR AVE S			Front to Re	Motor Vehi	On Roadwa	Daylight	None				Four-Way I	Traffic Con	Clear		Dry		2
1863293	636361	9/20/2018,	2018	21	Possible Inj	0	1	V1	M	HENNEPIN	Minneapolis		County Sta	040000659	15.62606	CEDAR AVE S			Angle	Motor Vehi	On Roadwa	Dark (Stree	Unknown				Intersectio	Traffic Con	Rain		Wet		2
1959885	446069	4/18/2017,	2017	16	Property Da	0	1	VEH 1 was	M	HENNEPIN	Minneapolis		County Sta	040000659	25.32598	CEDAR AVE S			Sideswipe -	Motor Vehi	On Roadwa	Daylight	None				Not at Inte	No Control	Clear		Dry		2
2097032	522288	12/5/2017,	2017	19	Property Da	0	1	The listed	M	HENNEPIN	Minneapolis		County Sta	040000659	0.019815	E 42ND ST			Front to Re	Motor Vehi	On Roadwa	Dark (Stree	None				Not at Inte	Traffic Con	Snow		Snow		2
2106892	420779	2/4/2017, 9	2017	21	Possible Inj	0	1	VEH2 was	M	HENNEPIN	Minneapolis		County Sta	040000659	0.009786	E 42ND ST	West		Front to Re	Motor Vehi	On Roadwa	Dark (Stree	None				Not at Inte	Not Applica	Clear		Dry		2
2162578	567766	2/20/2018,	2018	19	Property Da	0	1	Driver of Ve	M	HENNEPIN	Minneapolis		County Sta	040000659	15.62697	CEDAR AVE S			Parked Mo	On Roadwa	Dark (Stree	Road Surface Condition (wet, icy, snow, slush,					Not at Inte	Traffic Con	Clear		Slush		2
2211425	319427	1/12/2016,	2016	15	Possible Inj	0	1	UNIT ONE \	M	HENNEPIN	Minneapolis		County Sta	040000659	25.3342	CEDAR AVE S		E 42ND ST	Pedestrian	On Roadwa	Daylight	None				Four-Way I	Traffic Con	Clear		Dry		2
2335260	413848	1/11/2017,	2017	11	Property Da	0	2	V1 was driv	M	HENNEPIN	Minneapolis		Municipal S	050002395	2.128852	E 42ND ST	South		Front to Re	Motor Vehi	On Roadwa	Daylight	Road Surface Condition (wet, icy, snow, slush,				Four-Way I	Traffic Con	Snow	Blowing Sa	Wet		2
2363844	351497	5/25/2016,	2016	8	Property Da	0	2	THE	M	HENNEPIN	Minneapolis		County Sta	040000659	25.32463	CEDAR AVE S			Front to Re	Motor Vehi	On Roadwa	Daylight	None				Intersectio	Traffic Con	Cloudy		Dry		2
2413381	541841	2/1/2018, 3	2018	15	Property Da	0	2	A Metro Tr	M	HENNEPIN	Minneapolis		County Sta	040000659	25.33302	CEDAR AVE	North		Parked Mo	On Roadwa	Daylight	None					Four-Way I	Traffic Con	Clear	Other	Dry		2
2453163	540360	1/26/2018,	2018	14	Property Da	0	1	Unit 2, a	M	HENNEPIN	Minneapolis		County Sta	040000659	25.32825	CEDAR AVE	North		Parked Mo	On Roadwa	Daylight	None					Not at Inte	No Control	Clear		Wet		2
2480708	608412	7/2/2018, 1	2018	22	Unknown S	0	0	On	M	HENNEPIN	Minneapolis		County Sta	040000659	15.61812	CEDAR AVE	Not Applicable		Parked Mo	On Shoulde	Dark (Stree	None					Not at Inte	Not Applica	Clear		Dry		2
2503559	375355	8/30/2016,	2016	16	Property Da	0	1	Unit #1	M	HENNEPIN	Airport/Fort Snelling		County Sta	040000659	25.33551	CEDAR AVE	Not Applicable		Parked Mo	On Shoulde	Daylight	None					Not at Inte	No Control	Clear		Dry		2
2553779	353066	5/31/2016,	2016	16	Possible Inj	0	2	Officer resp	M	HENNEPIN	Minneapolis		County Sta	040000659	0.012088	E 42ND ST		CEDAR AVE	Other	Motor Vehi	On Roadwa	Daylight	None				Four-Way I	No Control	Clear		Dry		2
2579621	353088	5/31/2016,	2016	18	Property Da	0	3	OFFICER RE	M	HENNEPIN	Minneapolis		County Sta	040000659	25.33009	CEDAR AVE S		E 42ND ST	Front to Re	Motor Vehi	On Roadwa	Daylight	None				Other	Not Applica	Clear		Dry		2
2604026	508870	10/15/2017	2017	3	Property Da	0	1	The driver	M	HENNEPIN	Minneapolis		County Sta	040000659	25.32792	CEDAR AVE	South		Front to Re	Motor Vehi	On Roadwa	Dark (Stree	Road Surface Condition (wet, icy, snow, slush,				Not at Inte	No Control	Rain		Wet		2
Bloomington																																	
1876114	629653	8/23/2018,	2018	8	Minor Injur	0	2	Unit # 1 wa	M	HENNEPIN	Minneapolis		Municipal S	050002395	1.495627	BLOOMINGTON AVE S			Front to Re	Motor Vehi	On Roadwa	Daylight	None				Intersectio	Traffic Con	Clear		Dry		2
2369290	634890	9/14/2018,	2018	17	Property Da	0	2	VH1	M	HENNEPIN	Minneapolis		Municipal S	050002395	1.494038	BLOOMING	South	E 42ND ST	Front to Re	Motor Vehi	On Roadwa	Sunset	None				Four-Way I	Traffic Con	Clear		Dry		2
Segment between intersections																																	
1783683	359041	6/24/2016,	2016	16	Property Da	0	2	BOTH VEHI	M	Hennepin	Minneapolis		Interstate T	010000000	14.44449	35	South		Front to Re	Motor Vehi	On Roadwa	Daylight	None				Not at Inte	No Control	Clear		Dry		2
1807688	374232	8/25/2016,	2016	15	Property Da	0	2	BOTH	M	Hennepin	Minneapolis		Interstate T	010000000	14.12861	NB 35W @	North		Front to Re	Motor Vehi	On Roadwa	Daylight	None				Not at Inte	No Control	Clear		Dry		2
1817956	657071	11/5/2018,	2018	18	Property Da	0	2	DRIVER1 IN	M	HENNEPIN	Minneapolis		Municipal S	050002395	1.014999	E 42ND ST	West		Angle	Motor Vehi	On Roadwa	Dark (Stree	Unknown				Four-Way I	Stop Sign	Rain		Wet		2
1824297	648773	9/30/2018,	2018	3	Possible Inj	0	1	Driver ran (	M	Hennepin	Minneapolis		Interstate T	010000000	14.10495	35	North			Guardrail E	On Roadsid	Dark (Stree	None				Not at Inte	No Control	Clear		Dry	1	Activity Are
1830642	538310	1/18/2018,	2018	10	Possible Inj	0	2	N/B ISTH	M	Hennepin	Minneapolis		Interstate T	010000000	14.11543	N/B ISTH 3!	North		Front to Re	Motor Vehi	On Roadwa	Daylight	None				Not at Inte	No Control	Clear		Dry		2
1850156	626391	8/8/2018, 6	2018	18	Minor Injur	0	2	Vehicle 2	M	HENNEPIN	Minneapolis		Municipal S	050002395	1.109847	E 42ND ST	East		Front to Re	Motor Vehi	On Roadwa	Daylight	None				Intersectio	No Control	Clear		Dry		2
1855273	340656	4/7/2016, 9	2016	9	Property Da	0	2	The crash	M	Hennepin	Minneapolis		Interstate T	010000000	14.1365	35	North		Front to Re	Motor Vehi	On Roadwa	Daylight	None				Not at Inte	No Control	Cloudy		Wet		2
1862223	419411	1/30/2017,	2017	7	Property Da	0	2	Southbou	M	Hennepin	Minneapolis		Municipal S	050002395	0.790771	35W/ 42NI	South		Front to Re	Motor Vehi	On Roadwa	Daylight	Congestion Backup Due to Prior Crash				Not at Inte	No Control	Snow		Snow		2
1915108	598418	5/19/2018,	2018	14	Possible Inj	0	2	NB ISTH	M	Hennepin	Minneapolis		Interstate T	010000000	14.10758	NB ISTH 35	North		Front to Re	Motor Vehi	On Roadwa	Daylight	None				Not at Inte	No Control	Cloudy		Dry		2
1928110	594698	5/2/2018, 8	2018	8	Possible Inj	0	2	UNIT 1 WA	M	HENNEPIN	Minneapolis		Municipal S	050002395	0.987462	4TH AVE S			Angle	Motor Vehi	On Roadwa	Daylight	None				Four-Way I	Stop Sign	Clear		Dry		2
1952886	371022	8/11/2016,	2016	7	Property Da	0	1	SB ISTH	M	Hennepin	Minneapolis		Interstate T	010000000	14.42871	SB ISTH 35\	South		Sideswipe -	Motor Vehi	On Roadwa	Daylight	None				Not at Inte	No Control	Cloudy	Rain	Wet		2
1999968	620287	7/12/2018,	2018	8	Possible Inj	0	2	Unit # 1 stc	M	HENNEPIN	Minneapolis		Municipal S	050002395	1.009074	E 42ND ST			Angle	Motor Vehi	On Roadwa	Daylight	None				Intersectio	Stop Sign	Cloudy		Dry		2
2023753	583425	3/14/2018,	2018	14	Possible Inj	0	2	Unit 2 was	M	HENNEPIN	Minneapolis		Local (or Ci	100002395	1.139079	2ND AVE S		E 42ND ST	Angle	Motor Vehi	On Roadwa	Daylight	None				Four-Way I	Stop Sign	Clear		Dry		2
2051430	623098	7/24/2018,	2018	15	Property Da	0	2	Unit 1 was	M	HENNEPIN	Minneapolis		Municipal S	050002395	1.007444	E 42ND ST	Not Applicable		Front to Fr	Motor Vehi	On Roadwa	Daylight	None				Four-Way I	Stop Sign	Clear		Dry		2
2074504	512109	10/27/2017	2017	18	Possible Inj	0	2	NB 35W	M	Hennepin	Minneapolis		Interstate T	010000000	14.11287	NB 35W @	North		Front to Re	Motor Vehi	On Roadwa	Dark (Stree	Road Surface Condition (wet, icy, snow, slush,				Not at Inte	No Control	Rain		Wet		2
2092889	390945	11/1/2016,	2016	7	Property Da	0	3	ALL THREE	M	Hennepin	Minneapolis		Interstate T	010000000	14.43133	NB 35W @	North		Front to Re	Motor Vehi	On Roadwa	Dark (Stree	None				Not at Inte	No Control	Clear		Dry		2
2096342	370141	6/4/2016, 3	2016	15	Property Da	0	2	NB 35W /	M	Hennepin	Minneapolis		Interstate T	010000000	14.10502	35	North		Front to Re	Motor Vehi	On Roadwa	Daylight	None				Not at Inte	No Control	Clear		Dry		2
2096727	510866	10/23/2017	2017	11	Property Da	0	2	Vehicle #1	M	HENNEPIN	Minneapolis		Municipal S	050002395	1.015226	E 42ND ST			Front to Fr	Motor Vehi	On Roadwa	Daylight	None				Four-Way I	Stop Sign	Clear		Dry		2
2100757	664903	11/30/2018	2018	9	Possible Inj	0	2	Northbou	M	Hennepin	Minneapolis		Interstate T	010000000	14.14179	35W NB AT	North		Sideswipe -	Motor Vehi	On Roadwa	Daylight	None				Not at Inte	No Control	Cloudy	Clear	Dry	1	Activity Are
2107057	432080	3/29/2017,	2017	7	Unknown S	0	0	Officers res	M	HENNEPIN	Minneapolis		Local (or Ci	100002395	1.105811	3RD AVE S	South		Front to Fr	Motor Vehi	In Parking L	Unknown	Unknown				Unknown	Unknown			Unknown		2
2113025	583565	3/14/2018,	2018	11	Property Da	0	2	NB I-35W	M	Hennepin	Minneapolis		Interstate T	010000000	14.11814	NB I-35W @	North		Front to Re	Motor Vehi	On Roadwa	Daylight	None				Not at Inte	No Control	Clear		Dry		2
2113773	604641	6/15/2018,	2018	22	Possible Inj	0	2	On	M	HENNEPIN	Minneapolis		Local (or Ci	100002395	1.143265	2ND AVE S	North	E 42ND ST	Angle	Motor Vehi	On Roadwa	Dark (Stree	None				Four-Way I	Stop Sign	Clear		Dry		2
2135151	356262	6/1/2016, 6	2016	6	Property Da	0	3	THE CRASH	M	Hennepin	Minneapolis		Interstate T	010000000	14.12466	35	North			Other - Nor	On Roadwa	Daylight	None				Not at Inte	No Control	Clear		Dry		2
2135154	360981	7/1/2016, 9	2016	17	Property Da	0	2	BOTH V1	M	Hennepin	Minneapolis		Interstate T	010000000	14.41292	35	South		Front to Re	Motor Vehi	On Roadwa	Daylight	None				Not at Inte	No Control	Clear		Dry		2
2135962	528634	12/27/2017	2017	16	Property Da	0	2	Unit 2 was	M	HENNEPIN	Minneapolis		Municipal S	050002395	0.998942	4TH AVE S	North	E 42ND ST	Angle	Motor Vehi	On Roadwa	Daylight	None				Four-Way I	Stop Sign	Clear		Dry		2
2137559	399404	11/30/2016	2016	17	Property Da	0	2	NORTHBO	M	Hennepin	Minneapolis		Interstate T	010000000	14.1181	NB 35W @	North		Front to Re	Motor Vehi	On Roadwa	Daylight	None				Not at Inte	No Control	Clear		Wet		2
2165136	633221	9/7/2018, 6	2018	18	Property Da	0	2	Officers	M	HENNEPIN	Minneapolis		Municipal S	050002395	0.997765	4TH AVE S	West		Angle	Motor Vehi	On Roadwa	Sunset	None				Four-Way I	Stop Sign	Clear		Dry		2
2211528	329032	2/10/2016,	2016	14	Property Da	0	2	D1	M	Hennepin	Minneapolis		Interstate T	010000000	14.42344	ISTH 35W S	South		Sideswipe -	Motor Vehi	On Roadwa	Daylight	None				Not at Inte	Not Applica	Clear		Dry		2
2214371	542219	2/3/2018, 1	2018	1	Unknown S	0	0	Officers	M	HENNEPIN	Minneapolis		Municipal S	050002395	0.861398	E 42ND ST	East		Parked Mo	On Roadwa	Dark (Stree	None					Not at Inte	No Control	Clear		Ice/Frost		2
2216128	584034	3/16/2018,	2018	16	Property Da	0	2	Northbou	M	Hennepin	Minneapolis		Interstate T	010000000	14.11024	NB ISTH 35	North		Front to Re	Motor Vehi	On Roadwa	Daylight	None				Not at Inte	No Control	Clear		Dry		2
2217148	656144	11/1/2018,	2018	13	Property Da	0	4	D1 LEFT	M	Hennepin	Minneapolis		Interstate T	010000000	14.42344	ISTH 35W S	South		Front to Re	Motor Vehi	On Roadwa	Daylight	None				Not at Inte	No Control	Cloudy		Dry	1	Activity Are
2237009	499568	9/7/2017, 2	2017	14	Property Da	0	2	UNIT 1	M	HENNEPIN	Minneapolis		Municipal S	050002395	0.990438	4TH AVE S	East	E 42ND ST	Angle	Motor Vehi	On Roadwa	Daylight	None				Four-Way I	Stop Sign	Clear	Cloudy	Dry		2
2240034	587640	4/3/2018, 9	2018	9	Property Da	0	2	V1 was trav	M	HENNEPIN	Minneapolis		Local (or Ci	100002395	1.154351	2ND AVE S	Not Applicable			Bridge Rail	Off Roadw	Daylight	Road Surface Condition (wet, icy, snow, slush,				Intersectio	Stop Sign	Snow		Wet		2
2242219	625973	8/6/2018, 3	2018	15	Property Da	0	2	N/B ISTH	M	Hennepin	Minneapolis		Interstate T	010000000	14.11013	N/B ISTH 3!	North		Sideswipe -	Motor Vehi	On Roadwa	Daylight	None				Not at Inte	No Control	Clear		Dry	1	Activity Are
2264262	374229	8/25/2016,	2016	15	Possible Inj	0	2	Unit 1 was	M	HENNEPIN	Minneapolis		Municipal S	050002395	1.07582	E 42ND ST	North		Angle	Motor Vehi	On Roadwa	Daylight	None				Intersectio	Stop Sign	Clear		Dry		2
2294280	635825	9/18/2018,	2018	22	Property Da	0	2	DRIVER OF	M	HENNEPIN	Minneapolis		Local (or Ci	100002395	1.137245	2ND AVE S	North		Angle	Motor Vehi	On Roadwa	Dark (Stree	None				Four-Way I	Stop Sign	Clear		Dry		2
2343149	650435	10/8/2018,	2018	19	Property Da	0	2	Vehicle one	M	HENNEPIN	Minneapolis		Municipal S	050002395	1.009843	E 42ND ST	East		Angle	Motor Vehi	On Roadwa	Dark (Stree	None				Four-Way I	Stop Sign	Rain		Wet		2
2389283	320113	1/14/2016,	2016	7	Possible Inj	0	2	NB 35W /	M	Hennepin	Minneapolis		Interstate T	010000000	14.14045	35	North		Front to Re	Motor Vehi	On Roadwa	Daylight	None				Not at Inte	No Control	Clear		Dry		2
2389532	352399	5/27/2016,	2016	18	Property Da	0	2	35W NB	M	Hennepin	Minneapolis		Interstate T	010000000	14.11543	35	North		Sideswipe -	Motor Vehi	On Roadwa	Daylight	None				Not at Inte	No Control	Cloudy		Wet		2
2394551	648931	9/28/2018,	2018	18	Property Da	0	2	4th Street	M	Hennepin	Minneapolis		Municipal S	050002395	1.002184	4TH AVE S	Not Applicable		Angle	Motor Vehi	On Roadwa	Daylight	None				Four-Way I	Stop Sign	Clear		Dry		2
2414588	392038	11/4/2016,	2016	19	Possible Inj	0	2	The driver (	M	HENNEPIN			Municipal S	050002395	1.079894	E 42ND ST		5TH AVE S	Angle	Motor Vehi	On Roadwa	Dark (Stree	None				Four-Way I	No Control	Clear		Dry		2
2456419	654002	10/23/2018	2018	16	Property Da	0	1	Driver of	M	HENNEPIN	Minneapolis		Municipal S	050002395	0.872116	E 42ND ST	North		Angle	Motor Vehi	On Roadwa	Daylight	Unknown				Four-Way I	No Control	Clear		Dry		2
2529259	521062	11/27/2017	2017	10	Property Da	0	0	N/B ISTH	M	Hennepin	Minneapolis		Interstate T	010000000	14.43659	N/B ISTH 3!	North		Sideswipe -	Motor Vehi	On Roadwa	Daylight	None				Not at Inte	No Control	Clear		Dry	1	Activity Are
2531728	502442	9/19/2017,	2017	17	Property Da	0	2	Northbou	M	Hennepin	Minneapolis		Interstate T	010000000	14.1365	N/B 35W A	North		Front to Re	Motor Vehi	On Roadwa	Daylight	None				Not at Inte	No Control	Clear		Dry		2
2579509	350690	5/21/2016,	2016	20	Property Da	0	1	I was	M	HENNEPIN	Minneapolis		Local (or Ci	100002395	1.136592	2ND AVE S			Front to Re	Motor Vehi	On Roadwa	Dark (Stree	None				Four-Way I	No Control	Clear		Dry		2
2584303	649217	9/29/2018,	2018	21	Property Da	0	2	NB 35W	M	Hennepin	Minneapolis		Interstate T	010000000	14.10765	NB 35W AT	North		Sideswipe -	Motor Vehi	On Roadwa	Dark (Stree	None				Not at Inte	No Control	Clear		Dry	1	Activity Are
2602328	408973	12/27/2016	2016	11	Property Da	0	2	Unit 2 was	M	HENNEPIN	Minneapolis		Municipal S	050002395	0.815387	E 42ND ST	North		Angle	Motor Vehi	On Roadwa	Daylight	Road Surface Condition (wet, icy, snow, slush,				Four-Way I	Stop Sign	Clear		Ice/Frost		2
2610167	671085	12/26/2018	2018	15	Property Da	0	2	SB35W	M	Hennepin	Minneapolis		Interstate T	010000000	14.40901	SB35W ANI	South		Front to Re	Motor Vehi	On Roadwa	Daylight	None				Not at Inte	No Control	Cloudy		Dry	1	Activity Are

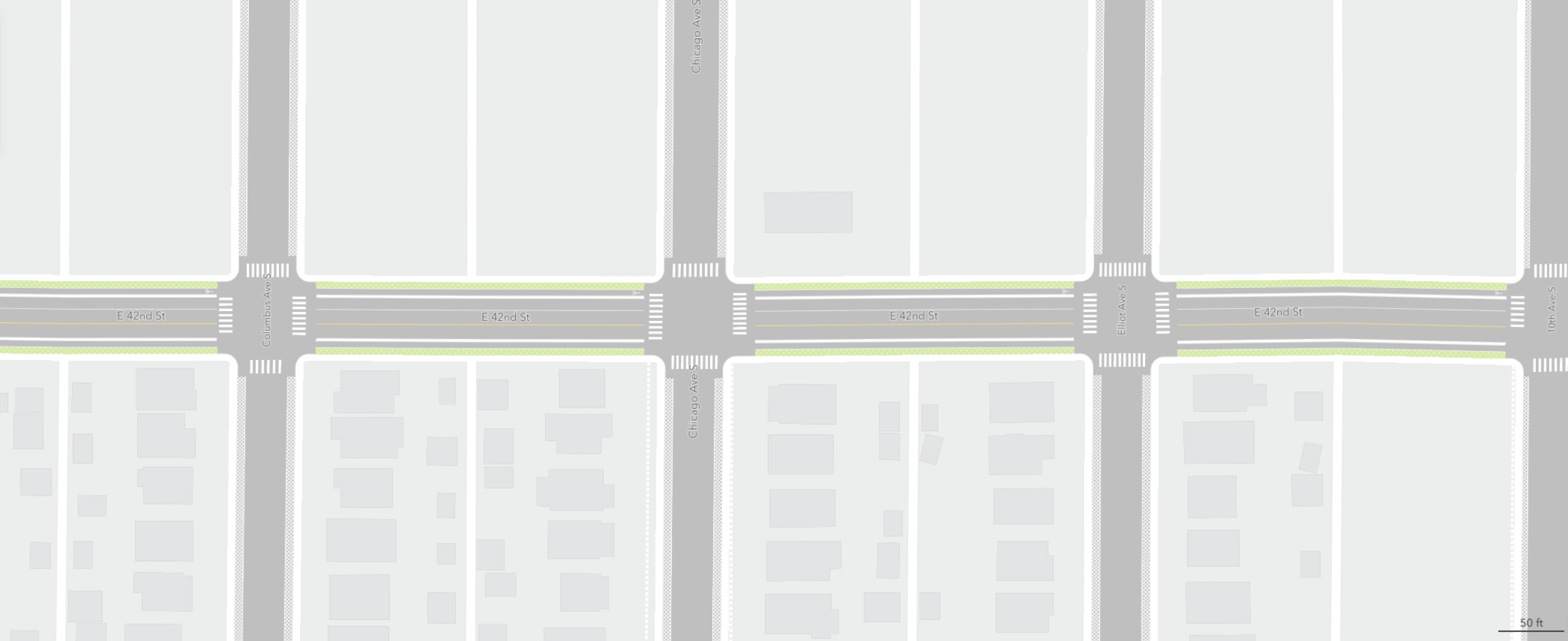
Work Zone	Workers Pr	Unit1 Type	Unit1 Vehic	Unit1 Direc	Unit1 Factc	Unit1 Factc	Unit1 Most	Unit1 Vehic	Unit1 Traffi	Unit1 Poste	Unit1 Horiz	Unit1 Road	Unit1 Nonr	Unit1 Injur	Unit1 Physi	Unit1 Age	Unit1 Sex	Unit2 Type	Unit2 Vehic	Unit2 Direc	Unit2 Factc	Unit2 Factc	Unit2 Most	Unit2 Vehic	Unit2 Nonr	Unit2 Injur	Unit2 Physi	Unit2 Age	Unit2 Sex	Unit3 Type	Unit3 Vehic	Unit3 Direc	Unit3 Factc
NOT APPLICABLE		Motor Vehi	Sport Utilit	Southboun	No Clear	Contributing A	Motor Vehi	Moving For	Two-Way, I	30	Straight	Level		No Apparei	Apparently	37	Female	Hit-And-Ru	Passenger (	Westbounc	Unknown		Motor Veh	Other		No Apparei	Unknown	28	Female	Parked/Sta	Passenger (	Eastbound	
NOT APPLICABLE		Motor Vehi	Passenger (	Eastbound	Disregard	Other Traffic	Motor Vehi	Moving For	Other	30	Straight	Level		Suspected	Apparently	37	Female	Motor Veh	Passenger (	Southboun	No Clear	Contributing A	Motor Veh	Moving Forward		Possible Inj	Apparently	30	Male				
NOT APPLICABLE		Motor Vehi	Passenger (	Eastbound	No Clear	Contributing A	Motor Vehi	Slowing	Two-Way, I	30	Straight	Level		No Apparei	Apparently	23	Male	Hit-And-Run	Vehicle or	Eastbound			Motor Veh	Moving Forward									
NOT APPLICABLE		Motor Vehi	Passenger (	Southboun	No Clear	Contributing A	Motor Vehi	Moving For	Other	30	Straight	Level		No Apparei	Apparently	16	Male	Motor Veh	Passenger (	Westbounc	No Clear	Contributing A	Motor Veh	Moving Forward		Possible Inj	Apparently	52	Male				
NOT APPLICABLE		Motor Vehi	Passenger (	Southboun	No Clear	Contributing A	Motor Vehi	Turning Lef	Two-Way, I	30	Straight	Level		No Apparei	Apparently	52	Male	Motor Veh	Sport Utilit	Westbounc	No Clear	Contributing A	Motor Veh	Vehicle Stopped or Sta		Possible Inj	Apparently	36	Male				
NOT APPLICABLE		Motor Vehi	Passenger (	Northboun	Improper	Turn/Merge	Motor Vehi	Turning Lef	One Way T	30	Straight	Level		No Apparei	Apparently	38	Female	Motor Veh	Sport Utilit	Northboun	No Clear	Contributing A	Motor Veh	Moving Forward		No Apparei	Apparently	58	Male				
NOT APPLICABLE		Motor Vehi	Passenger (	Southboun	Disregard	Operated M	Motor Vehi	Moving For	Two-Way, Not Divided		Straight	Level		No Apparei	Apparently	32	Male	Motor Veh	Passenger (	Westbounc	No Clear	Contributing A	Motor Veh	Moving Forward		No Apparei	Apparently	18	Female				
NOT APPLICABLE		Motor Vehi	Passenger (	Southboun	No Clear	Contributing A	Traffic Sign	Moving For	Two-Way, I	30	Straight	Level		No Apparei	Apparently	28	Male																
NOT APPLICABLE		Motor Vehi	Other Light	Eastbound	No Clear	Contributing A	Motor Vehi	Vehicle Sto	Two-Way, I	30	Straight	Level		No Apparei	Apparently	38	Male	Hit-And-Ru	Passenger (	Westbound			Motor Veh	Turning Right									
NOT APPLICABLE		Motor Vehi	Sport Utilit	Eastbound	Ran Red	Light	Motor Vehi	Moving For	Two-Way, I	30	Straight	Level		No Apparei	Apparently	49	Female	Motor Veh	Sport Utilit	Northboun	No Clear	Contributing A	Motor Veh	Moving Forward		No Apparei	Apparently	32	Male	Motor Vehi	Sport Utilit	Westbounc	No Clear	Cc
NOT APPLICABLE		Motor Vehi	Passenger (	Eastbound	Unknown		Motor Vehi	Unknown	Two-Way, I	30	Straight	Level		No Apparei	Unknown	0	Unknown	Motor Veh	Sport Utilit	Eastbound	No Clear	Contributing A	Motor Veh	Moving Forward		No Apparei	Apparently	57	Female				
NOT APPLICABLE		Motor Vehi	Passenger (	Northboun	Unknown		Motor Vehi	Moving	Forward		Straight	Level		No Apparei	Unknown	26	Female	Motor Veh	Passenger (	Northboun	No Clear	Contributing A	Motor Veh	Turning Left		No Apparei	Apparently	49	Male				
NOT APPLICABLE		Hit-And-Run	Vehicle or	Northbound			Motor Vehi	Unknown	Two-Way, I	30	Straight	Level						Parked/Sta	Passenger (	Northbound			Motor Veh	Parked or Entering or	Leaving a Parked Position								
NOT APPLICABLE		Motor Vehi	Passenger (	Eastbound	Failure to	Yield Right-o	Motor Vehi	Turning Lef	Two-Way, I	30	Straight	Level		No Apparei	Apparently	21	Female	Motor Veh	Passenger (	Westbounc	No Clear	Contributing A	Motor Veh	Moving Forward		No Apparei	Apparently	60	Male				
NOT APPLICABLE		Hit-And-Ru	Passenger (	Southbound			Motor Vehi	Moving For	Two-Way, I	30	Straight	Level						Motor Veh	Passenger (	Southboun	No Clear	Contributing A	Motor Veh	Vehicle Stopped or Sta		No Apparei	Apparently	33	Female				
NOT APPLICABLE		Hit-And-Ru	Passenger (	Northboun	Unknown		Motor Vehi	Moving For	Two-Way, I	30	Straight	Level		No Apparei	Apparently	43	Male	Motor Veh	Passenger (	Westbounc	Unknown		Motor Veh	Moving Forward		Possible Inj	Apparently	38	Female				
NOT APPLICABLE		Hit-And-Run	Vehicle or	Southbound			Motor Vehi	Turning Rig	Two-Way, I	30	Straight	Level						Motor Veh	Passenger (	Southboun	No Clear	Contributing A	Motor Veh	Moving Forward		No Apparei	Apparently	35	Female				
NOT APPLICABLE		Motor Vehi	Passenger (	Westbounc	Unknown		Parked Mo	Moving For	Two-Way, I	30	Straight	Level		No Apparei	Apparently	30	Male	Parked/Sta	Passenger (	Westbounc	No Clear	Contributing A	Parked Mo	Parked or Entering or L		No Apparei	Apparently	17	Male				
NOT APPLICABLE		Hit-And-Ru	Passenger (	Westbounc	Unknown		Motor Vehi	Moving For	Two-Way, I	30	Straight	Level		No Apparei	Unknown	18	Female	Motor Veh	Passenger (	Westbounc	No Clear	Contributing A	Motor Veh	Vehicle Stopped or Sta		Possible Inj	Apparently	34	Male				
NOT APPLICABLE		Motor Vehi	Passenger (	Northboun	No Clear	Contributing A	Parked Mo	Moving For	Two-Way, I	30	Straight	Level		No Apparei	Apparently	29	Male	Parked/Sta	Passenger (	Northbound			Motor Veh	Parked or Entering or	Leaving a Parked Position								
NOT APPLICABLE		Motor Vehi	Passenger (	Westbounc	No Clear	Contributing A	Pedestrian	Turning Lef	Two-Way, I	30	Straight	Level		No Apparei	Apparently	80	Male	Pedestrian		No Improper Action				Walk/Cycle		Possible Inj	Has Been D	25	Female				
NOT APPLICABLE		Motor Vehi	Passenger (	Southboun	No Clear	Contributing A	Motor Vehi	Moving For	Two-Way, Not Divided		Straight	Level		No Apparei	Apparently	37	Female	Motor Veh	Other Light	Southboun	No Clear	Contributing A	Motor Veh	Moving Forward		No Apparei	Apparently	59	Male				
NOT APPLICABLE		Motor Vehi	Medium / I	Southboun	Other	Contributing Act	Motor Vehi	Vehicle Sto	Two-Way, I	30	Straight	Level		No Apparei	Apparently	55	Male	Motor Veh	Passenger (	Southboun	No Clear	Contributing A	Motor Veh	Vehicle Stopped or Sta		No Apparei	Apparently	44	Female				
NOT APPLICABLE		Motor Vehi	Transit Bus	Northboun	Unknown		Parked Mo	Backing	Two-Way, I	30	Straight	Level		No Apparei	Unknown	61	Male	Motor Veh	Passenger (	Not on Roa	Other	Contributing Action		Parked or Entering or L		No Apparei	Apparently	48	Female				
NOT APPLICABLE		Motor Vehi	Passenger (	Northboun	No Clear	Contributing A	Parked Mo	Moving For	Two-Way, I	30	Straight	Level		No Apparei	Apparently	35	Female	Parked/Sta	Medium / I	Northboun	Other	Contributing Act	Motor Veh	Vehicle Stopped or Sta		No Apparei	Apparently	32	Male				
NOT APPLICABLE		Hit-And-Ru	Cargo Van	Southbound			Parked Mo	Moving For	Two-Way, I	30	Straight	Level						Parked/Sta	Pickup	Southbound			Motor Veh	Parked or Entering or	Leaving a Parked Position								
NOT APPLICABLE		Motor Vehi	Other	Southboun	No Clear	Contributing A	Motor Vehi	Parked or E	Two-Way, I	30	Straight	Level		No Apparei	Apparently	41	Male	Parked/Sta	Sport Utilit	Northboun	No Clear	Contributing A	Parked Mo	Parked or Entering or L		No Apparei	Apparently	30	Female				
NOT APPLICABLE		Motor Vehi	Passenger (	Southboun	Other	Contributing Act	Motor Vehi	Turning Lef	Two-Way, Not Divided		Straight	Level		No Apparei	Apparently	19	Male	Motor Veh	Passenger (	Eastbound	No Clear	Contributing A	Motor Veh	Moving Forward		Possible Inj	Apparently	58	Male				
NOT APPLICABLE		Motor Vehi	Passenger (	Southboun	No Clear	Contributing A	Motor Vehi	Moving For	Two-Way, Not Divided		Straight	Level		No Apparei	Apparently	51	Female	Motor Veh	Passenger (	Southboun	No Clear	Contributing A	Motor Veh	Slowing		No Apparei	Apparently	29	Male	Motor Vehi	Passenger (	Southboun	No Clear	Cc
NOT APPLICABLE		Motor Vehi	Pickup	Southboun	Unknown		Parked Mo	Moving For	Two-Way, I	30	Straight	Level		No Apparei	Apparently	33	Male	Parked/Sta	Pickup	Southbound			Motor Veh	Parked or Entering or	Leaving a Parked Position								
NOT APPLICABLE		Motor Vehi	Sport Utilit	Southboun	Failure to	Yield Right-o	Motor Vehi	Turning Lef	Two-Way, I	30	Straight	Level		Possible Inj	Apparently	20	Female	Motor Veh	Passenger (	Northboun	No Clear	Contributing A	Motor Veh	Moving Forward		Possible Inj	Apparently	35	Male				
NOT APPLICABLE		Motor Vehi	Passenger (	Southboun	Unknown		Motor Vehi	Moving For	Two-Way, I	30	Straight	Level		No Apparei	Apparently	17	Male	Motor Veh	Passenger (	Southboun	Unknown		Motor Veh	Moving Forward		No Apparei	Apparently	33	Female				
NOT APPLICABLE		Motor Vehi	Passenger (	Southboun	No Clear	Contributing A	Motor Vehi	Moving For	Two-Way, I	55	Straight	Level		No Apparei	Apparently	47	Male	Motor Veh	Passenger (	Southboun	Driver	Distracted	Motor Veh	Moving Forward		No Apparei	Apparently	23	Female				
NOT APPLICABLE		Motor Vehi	Passenger (	Northboun	No Clear	Contributing A	Motor Vehi	Slowing	Two-Way, I	55	Straight	Level		No Apparei	Apparently	23	Male	Motor Veh	Passenger (	Northboun	Following	Too Closely	Motor Veh	Moving Forward		No Apparei	Apparently	23	Female				
NOT APPLICABLE		Motor Vehi	Sport Utilit	Westbounc	No Clear	Contributing	Action	Moving For	Two-Way, I	30	Curve Left	Level		No Apparei	Apparently	47	Male	Motor Veh	Sport Utilit	Northboun	No Clear	Contributing A	Motor Veh	Moving Forward		No Apparei	Apparently	26	Female				
Work on Sh	No	Motor Vehi	Sport Utilit	Northboun	Operated	Motor Vehic	Overturn/R	Moving For	Two-Way, I	55	Straight	Level		Possible Inj	Has Been D	26	Male																
NOT APPLICABLE		Motor Vehi	Passenger (	Northboun	No Clear	Contributing A	Motor Vehi	Vehicle Sto	Two-Way, I	55	Straight	Level		Possible Inj	Apparently	47	Female	Motor Veh	Passenger (	Northboun	Operated M	Following T	Motor Veh	Moving Forward		No Apparei	Apparently	38	Male				
NOT APPLICABLE		Motor Vehi	Motorcycle	Eastbound	Following	Too Closely	Motor Vehi	Moving For	Two-Way, I	30	Straight	Level		Suspected	Apparently	66	Male	Motor Veh	Passenger (	Eastbound	No Clear	Contributing A	Motor Veh	Turning Right		No Apparei	Apparently	27	Male				
NOT APPLICABLE		Motor Vehi	Passenger (	Northboun	No Clear	Contributing A	Motor Vehi	Moving For	Two-Way, I	55	Straight	Level		No Apparei	Apparently	36	Female	Motor Veh	Sport Utilit	Northboun	Following	Too Closely	Motor Veh	Moving Forward		No Apparei	Apparently	22	Female				
NOT APPLICABLE		Motor Vehi	Sport Utilit	Southboun	Following	Too Closely	Motor Vehi	Moving For	Two-Way, I	55	Straight	Level		No Apparei	Apparently	28	Female	Motor Veh	School Bus	Southboun	No Clear	Contributing A	Motor Veh	Slowing		No Apparei	Apparently	33	Male				
NOT APPLICABLE		Motor Vehi	Pickup	Northboun	No Clear	Contributing A	Motor Vehi	Slowing	Two-Way, I	55	Straight	Level		No Apparei	Apparently	16	Male	Motor Veh	Passenger (	Northboun	Following	Too Closely	Motor Veh	Moving Forward		No Apparei	Apparently	33	Male				
NOT APPLICABLE		Motor Vehi	Passenger (	Northboun	Unknown		Motor Vehi	Moving For	Two-Way, I	30	Straight	Level		Possible Inj	Apparently	33	Male	Motor Veh	Passenger (	Westbounc	No Clear	Contributing A	Motor Veh	Moving Forward		Possible Inj	Apparently	22	Male				
NOT APPLICABLE		Motor Vehi	Passenger (	Southboun	Improper	Turn/Merge	Motor Vehi	Changing L	Two-Way, I	55	Straight	Level		No Apparei	Apparently	21	Female	Hit-And-Ru	Sport Utilit	Southboun	Improper	Turn/Merge	Motor Veh	Changing Lanes		No Apparei	Apparently	35	Female				
NOT APPLICABLE		Motor Vehi	Sport Utilit	Southboun	No Clear	Contributing A	Motor Vehi	Moving For	Two-Way, I	30	Straight	Level		Possible Inj	Apparently	39	Male	Motor Veh	Sport Utilit	Westbounc	Ran Stop Si	Driver Spee	Motor Veh	Moving Forward		Possible Inj	Apparently	19	Male				
NOT APPLICABLE		Motor Vehi	Passenger (	Northboun	Failure to	Yield Right-o	Motor Vehi	Moving For	Two-Way, I	30	Straight	Uphill		Possible Inj	Apparently	27	Male	Motor Veh	Passenger (	Westbounc	No Clear	Contributing A	Motor Veh	Moving Forward		No Apparei	Apparently	36	Male				
NOT APPLICABLE		Motor Vehi	Passenger (	Northboun	No Clear	Contributing A	Motor Vehi	Moving For	Two-Way, I	30	Straight	Level		No Apparei	Apparently	50	Male	Motor Veh	Sport Utilit	Westbounc	No Clear	Contributing A	Motor Veh	Moving Forward		No Apparei	Apparently	63	Female				
NOT APPLICABLE		Motor Vehi	Passenger (	Northboun	No Clear	Contributing A	Motor Vehi	Slowing	Two-Way, I	55	Straight	Level		Possible Inj	Apparently	56	Female	Motor Veh	Passenger (	Northboun	Operated M	Following T	Motor Veh	Moving Forward		No Apparei	Apparently	46	Male				
NOT APPLICABLE		Motor Vehi	Sport Utilit	Northboun	No Clear	Contributing A	Motor Vehi	Slowing	Two-Way, I	55	Straight	Level		No Apparei	Apparently	45	Male	Motor Veh	Passenger (	Northboun	No Clear	Contributing A	Motor Veh	Slowing		No Apparei	Apparently	38	Male	Motor Vehi	Passenger (	Northboun	Following T	
NOT APPLICABLE		Motor Vehi	Passenger (	Northboun	No Clear	Contributing A	Motor Vehi	Vehicle Sto	One Way T	55	Straight	Level		No Apparei	Apparently	52	Female	Motor Veh	Passenger (	Northboun	Driver	Distracted	Motor Veh	Moving Forward		No Apparei	Apparently	22	Female				
NOT APPLICABLE		Motor Vehi	Passenger (	Westbounc	Unknown		Motor Vehi	Moving For	Two-Way, Not Divided		Straight	Level		No Apparei	Apparently	29	Female	Motor Veh	Passenger (	Northboun	Unknown		Motor Veh	Moving Forward		No Apparei	Apparently	47	Female				
Work on Sh	No	Motor Vehi	Medium / I	Northboun	Failed to	Keep in Prope	Motor Vehi	Moving For	Two-Way, I	50	Straight	Level		No Apparei	Apparently	40	Male	Motor Veh	Transit Bus	Northboun	Failed to	Keep in Proper	Lane	Moving Forward		No Apparei	Apparently	50	Male				
NOT APPLICABLE		Hit-And-Run	Vehicle or	Unknown	Driver																												
NOT APPLICABLE		Motor Vehi	Passenger (	Northboun	No Clear	Contributing A	Motor Vehi	Slowing	Two-Way, I	55	Straight	Level		No Apparei	Apparently	28	Male	Motor Veh	Cargo Van	Northboun	Operated M	Following T	Motor Veh	Moving Forward		No Apparei	Apparently	33	Male				
NOT APPLICABLE		Motor Vehi	Passenger (	Northboun	No Clear	Contributing A	Motor Vehi	Moving For	Two-Way, Not Divided		Straight	Level		Possible Inj	Apparently	26	Male	Motor Veh	Passenger (	Westbounc	No Clear	Contributing A	Motor Veh	Moving Forward		Possible Inj	Apparently	26	Female				
NOT APPLICABLE		Motor Vehi	Passenger (	Northboun	No Clear	Contributing A	Motor Vehi	Moving For	Two-Way, I	55	Straight	Level		No Apparei	Apparently	48	Male	Motor Veh	Passenger (	Northboun	No Clear	Contributing A	Motor Veh	Moving Forward		No Apparei	Apparently	53	Female	Motor Vehi	Passenger (	Northboun	Operated M	
NOT APPLICABLE		Motor Vehi	Passenger (	Southboun	No Clear	Contributing A	Motor Vehi	Vehicle Sto	Two-Way, I	55	Straight	Level		No Apparei	Apparently	56	Male	Motor Veh	Passenger (	Southboun	Following	Too Closely	Motor Veh	Moving Forward		No Apparei	Apparently	19	Male				
NOT APPLICABLE		Motor Vehi	Passenger (	Westbounc	Driver	Distracted	Motor Vehi	Unknown	Two-Way, I	30	Straight	Level		No Apparei	Apparently	77	Female	Motor Veh	Transit Bus	Northboun	No Clear	Contributing A	Action	Moving Forward		No Apparei	Apparently	47	Female				
NOT APPLICABLE		Motor Vehi	Pickup	Northboun	No Clear	Contributing A	Motor Vehi	Slowing	Two-Way, I	55	Straight	Level		No Apparei	Apparently	23	Male	Motor Veh	Passenger (	Northboun	Following	Too Closely	Motor Veh	Moving Forward		No Apparei	Apparently	36	Male				
NOT APPLICABLE		Motor Vehi	Passenger (	Westbounc	Driver	Distracted	Motor Vehi	Moving For	Two-Way, I	30	Straight	Level		No Apparei	Apparently	18	Male	Motor Veh	Pickup	Northboun	No Clear	Contributing A	Motor Veh	Moving Forward		No Apparei	Apparently	24	Male				
NOT APPLICABLE		Motor Vehi	Pickup	Southboun	No Clear	Contributing A	Motor Vehi	Moving For	Two-Way, I	55	Straight	Level		No Apparei	Apparently	44	Male	Motor Veh	Passenger (	Southboun	Failed to Ke	Other Cont	Motor Veh	Swerved or Attempt to		No Apparei	Apparently	38	Male				
NOT APPLICABLE		Hit-And-Ru	Passenger (	Eastbound			Parked Mo	Moving For	Two-Way, I	30	Straight	Uphill						Parked/Sta	Pickup	Unknown			Motor Veh	Parked or Entering or	Leaving a Parked Position								
NOT APPLICABLE		Motor Vehi	Passenger (	Northboun	No Clear	Contributing A	Motor Vehi	Slowing	Two-Way, I	55	Straight	Level		No Apparei	Apparently	44	Female	Motor Veh	Passenger (	Northboun	Following	Too Closely	Motor Veh	Moving Forward		No Apparei	Apparently	27	Male				
Lane Closu	Unknown	Motor Vehi	Passenger (	Southboun	Following	Too Closely	Motor Vehi	Vehicle Sto	Two-Way, I	55	Straight	Level		No Apparei	Unknown	21	Female	Motor Veh	Passenger (	Southboun	Following	Too Closely	Motor Veh	Vehicle Stopped or Sta		No Apparei	Apparently	34	Male	Motor Vehi	Passenger (	Southboun	Following T	
NOT APPLICABLE		Motor Vehi	Passenger (	Westbounc	No Clear	Contributing A	Motor Vehi	Turning Lef	Two-Way, I	30	Straight	Level		No Apparei	Apparently	49	Female	Motor Veh	Passenger (	Eastbound	No Clear	Contributing A	Motor Veh	Moving Forward		No Apparei	Apparently	59	Female				
NOT APPLICABLE		Motor Vehi	Sport Utilit	Westbounc	No Clear	Contributing A	Bridge Rail	Swerved or	Two-Way, I	30	Straight	Level		No Apparei	Apparently	48	Female	Motor Veh	Passenger (	Westbounc	Failure to	Yield Right-o	Other Non-	Turning Left		No Apparei	Apparently	24	Male				
Intermitter	No	Motor Vehi	Passenger (	Northboun	No Clear	Contributing A	Motor Vehi	Moving For	Two-Way, I	55	Straight	Level		No Apparei	Apparently	25	Female	Motor Veh	Passenger (	Northboun	Failed to	Keep in Prope	Motor Veh	Moving Forward		No Apparei	Apparently	22	Male				
NOT APPLICABLE		Motor Vehi	Passenger (	Northboun	Failure to	Yield Right-o	Motor Vehi	Moving For	Two-Way, I	30	Straight	Level		No Apparei	Apparently	28	Male	Motor Veh	Passenger (	Westbounc	No Clear	Contributing A	Motor Veh	Moving Forward		Possible Inj	Apparently	31	Female				
NOT APPLICABLE		Motor Vehi	Sport Utilit	Northboun	Failure to	Yield Right-o	Motor Vehi	Moving For	Two-Way, I	30	Straight	Level		No Apparei	Apparently	63	Male	Motor Veh	Passenger (	Eastbound	No Clear	Contributing A	Motor Veh	Moving Forward		No Apparei	Apparently	31	Male				
NOT APPLICABLE		Motor Vehi	Pickup	Eastbound	Operated M	Disregard	Other Traffic	Moving For	Two-Way, I	30	Straight	Level		No Apparei	Apparently	60	Male	Motor Veh	Sport Utilit	Southboun	No Clear	Contributing A	Motor Veh	Moving Forward		No Apparei	Apparently	27	Female				
NOT APPLICABLE		Motor Vehi	Passenger (	Northboun	No Clear	Contributing A	Motor Vehi	Moving For	One Way T	55	Straight	Level		Possible Inj	Apparently	43	Male	Motor Veh	Passenger (	Northboun	Following	Too Closely	Motor Veh	Moving Forward		No Apparei	Apparently	21	Female				
NOT APPLICABLE		Motor Vehi	Passenger (	Northboun	No Clear	Contributing A	Motor Vehi	Moving For	Two-Way, I	55	Straight	Level		No Apparei	Apparently	52	Female	Motor Veh	Passenger (	Northboun	No Clear	Contributing A	Motor Veh	Moving Forward		No Apparei	Apparently	27	Male	Hit-And-Ru	Passenger (	Northboun	Operated M	
NOT APPLICABLE		Motor Vehi	Pickup	Northboun	No Clear	Contributing A	Motor Vehi	Moving For	Two-Way, I	30	Straight	Level		No Apparei	Apparently	32	Male	Motor Veh	Passenger (	Westbounc	No Clear	Contributing A	Motor Veh	Moving Forward		No Apparei	Apparently	34	Male				
NOT APPLICABLE		Motor Vehi	Passenger (	Eastbound	No Clear	Contributing A	Motor Vehi	Moving For	Two-Way, I	30	Straight	Level		Possible Inj	Apparently	37	Female	Motor Veh	Passenger (	Northboun	Ran Stop	Sign	Motor Veh	Moving Forward		Possible Inj	Apparently	25	Male				
NOT APPLICABLE		Motor Vehi	Sport Utilit	Westbounc	Unknown		Motor Vehi	Moving For	Two-Way, I	30	Straight	Level		No Apparei	Apparently	20	Male	Hit-And-Ru	Sport Utilit	Northbound			Motor Veh	Other									
Work on Sh	Yes	Working Ve	Medium / I	Northboun	No Clear	Contributing A	Motor Vehi	Vehicle Sto	Two-Way, I	55	Straight	Level		No Apparei	Apparently	57	Male	Hit-And-Ru	Medium / I	Northboun	Operated M	Failed to Ke	Motor Veh	Moving Forward		No Apparei	Apparently	55	Male				
NOT APPLICABLE		Motor Vehi	Sport Utilit	Northboun	No Clear	Contributing A	Motor Vehi	Slowing	Two-Way, I	55	Straight	Level		No Apparei	Apparently	63	Male	Motor Veh	Passenger (	Northboun	Operated M	Following T	Motor Veh	Moving Forward		No Apparei	Apparently	23	Male				
NOT APPLICABLE		Hit-And-Run	Vehicle or	Westbound			Motor Vehi	Moving For	Two-Way, I	30	Straight	Level						Motor Veh	Passenger (	Westbounc	No Clear	Contributing A	Motor Veh	Slowing		No Apparei	Apparently	22	Female				
Lane Closu	No	Motor Vehi	Passenger (	Northboun	No Clear	Contributing A	Motor Vehi	Moving For	Two-Way, I	50	Straight	Level		No Apparei	Apparently	54	Male	Motor Veh	Passenger (	Northboun	Operated	Motor Vehic	Motor Veh	Changing Lanes		No Apparei	Apparently	70	Male				
NOT APPLICABLE		Motor Vehi	Passenger (	Northboun	Ran Stop	Sign	Motor Vehi	Moving For	Two-Way, I	30	Straight	Level		No Apparei	Apparently	39	Female	Motor Veh	Passenger (	Westbounc	No Clear	Contributing A	Motor Veh	Moving Forward		No Apparei	Apparently	30	Female				
Lane Closu	No	Motor Vehi	Sport Utilit	Southboun	No Clear	Contributing A	Motor Vehi	Slowing	Two-Way, I	50	Straight	Level		No Apparei	Apparently	23	Female	Motor Veh	Passenger (	Southboun	Following	Too Closely	Motor Veh	Moving Forward		No Apparei	Apparently	42	Male				

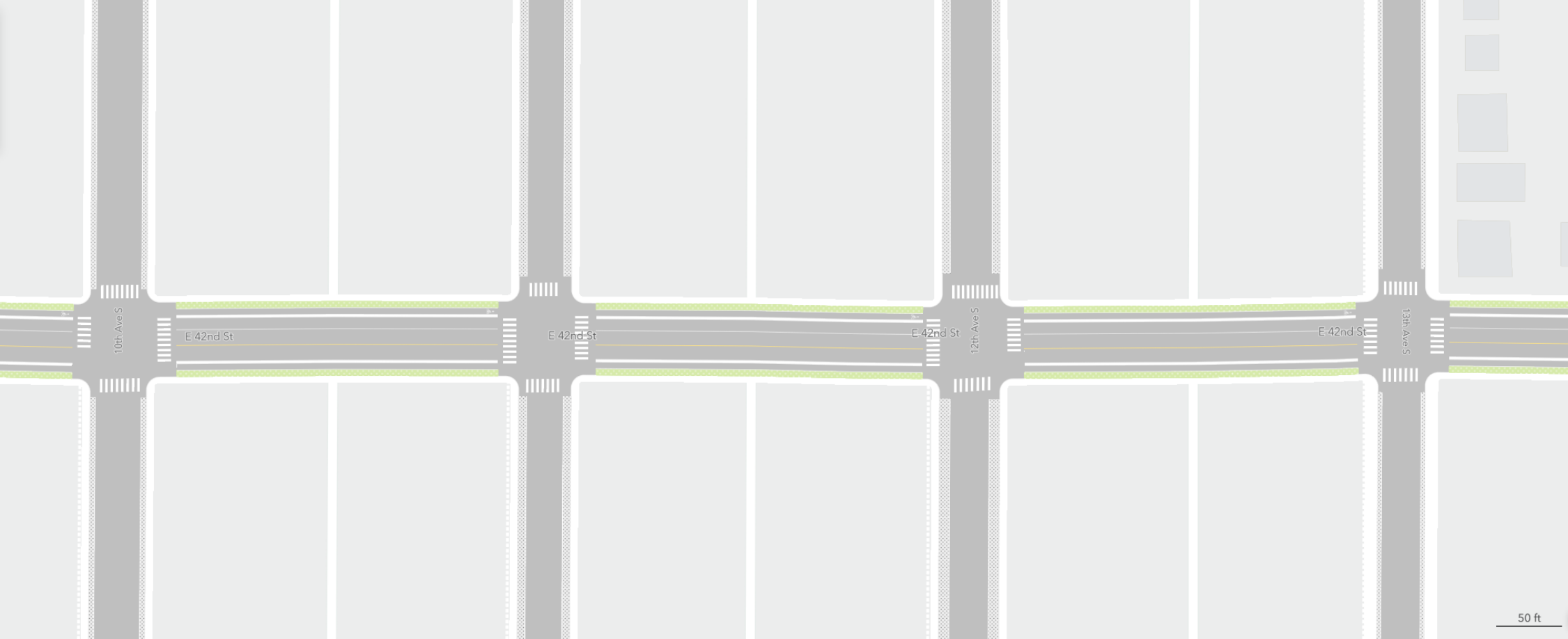
Unit3 Factc	Unit3 Most	Unit3 Vehic	Unit3 Nonr	Unit3 Injur	Unit3 Physi	Unit3 Age	Unit3 Sex	Unit4 Type	Unit4 Vehic	Unit4 Direc	Unit4 Factc	Unit4 Factc	Unit4 Most	Unit4 Vehic	Unit4 Nonr	Unit4 Injur	Unit4 Physi	Unit4 Age	Unit4 Sex	interchang	otst_inters	city_sectior	utmx	utmy	x	y
	Motor Vehi	Parked or Entering or Leaving a Parked Position																								
																					PORTLAND AVE AND 4:		478876.1	4974866	478876.1	4974866
																					PORTLAND AVE AND 4:		478886.1	4974865	478886.1	4974865
																					PORTLAND AVE AND 4:		478882.2	4974866	478882.2	4974866
																					PORTLAND AVE AND 4:		478885.1	4974866	478885.1	4974866
																					PORTLAND AVE AND 4:		478909	4974866	478909	4974866
																					PARK AVE AND 42ND S		479075.8	4974881	479075.8	4974881
																					CHICAGO AVE AND 42I		479280.4	4974866	479280.4	4974866
																					CHICAGO AVE AND 42I		479290.3	4974861	479290.3	4974861
																					CHICAGO AVE AND 42I		479270.1	4974866	479270.1	4974866
ontributing /	Motor Vehi	Vehicle Stopped or Sta	No Apparer	Apparently		28	Female	Motor Vehi	Passenger (	Westbounc	No Clear Contributing /	Motor Vehi	Moving Forward	No Apparer	Apparently			38	Male		CHICAGO AVE AND 42I		479280.1	4974867	479280.1	4974867
																					CHICAGO AVE AND 42I		479279.2	4974866	479279.2	4974866
																					CHICAGO AVE AND 42I		479275.9	4974865	479275.9	4974865
																					CHICAGO AVE AND 42I		479283.6	4974874	479283.6	4974874
																					CHICAGO AVE AND 42I		479284.6	4974862	479284.6	4974862
																							480482.1	4974883	480482.1	4974883
																					42ND ST AND CEDAR A		480479.4	4974865	480479.4	4974865
																							480481	4974871	480481	4974871
																							480513.6	4974858	480513.6	4974858
																					42ND ST AND CEDAR A		480497.4	4974856	480497.4	4974856
																					42ND ST AND CEDAR A		480482.6	4974863	480482.6	4974863
																							480481.3	4974858	480481.3	4974858
																					42ND ST AND CEDAR A		480477.1	4974859	480477.1	4974859
																							480483.9	4974873	480483.9	4974873
																							480482.9	4974860	480482.9	4974860
																							480481.6	4974867	480481.6	4974867
																							480479.2	4974877	480479.2	4974877
																							480481.3	4974856	480481.3	4974856
																							480501.1	4974866	480501.1	4974866
ontributing /	Motor Vehi	Moving Forward	No Apparer	Apparently		19	Male																480474.9	4974864	480474.9	4974864
																							480480.5	4974868	480480.5	4974868
																					BLOOMINGTON AVE AI		480073.8	4974866	480073.8	4974866
																					BLOOMINGTON AVE AI		480076	4974863	480076	4974863
																							478304.1	4974897	478304.1	4974897
																						I35W From	478338	4974876	478338	4974876
																					4TH AVE AND 42ND ST		478684.5	4974868	478684.5	4974868
																						I35W From	478338	4974838	478338	4974838
																						I35W From	478333.8	4974855	478333.8	4974855
																							478837.2	4974864	478837.2	4974864
																						I35W From	478333.8	4974889	478333.8	4974889
																							478325.3	4974876	478325.3	4974876
																						I35W From	478338	4974842	478338	4974842
																					4TH AVE AND 42ND ST		478676.9	4974852	478676.9	4974852
																							478299.9	4974872	478299.9	4974872
																					4TH AVE AND 42ND ST		478675.3	4974862	478675.3	4974862
																					42ND ST AND 2ND AVE		478365.8	4974861	478365.8	4974861
																					4TH AVE AND 42ND ST		478671.3	4974869	478671.3	4974869
																						I35W From	478342.2	4974850	478342.2	4974850
oo Closely	Motor Vehi	Moving Forward	No Apparer	Apparently		25	Female															I35W From	478312.6	4974876	478312.6	4974876
																						I35W From	478346.5	4974838	478346.5	4974838
																					4TH AVE AND 42ND ST		478684.9	4974863	478684.9	4974863
																						I35W From	478342.2	4974897	478342.2	4974897
																							478473.6	4974847	478473.6	4974847
																						I35W From	478342.2	4974859	478342.2	4974859
																					42ND ST AND 2ND AVE		478363	4974868	478363	4974868
Motor Vehic	Motor Vehi	Changing Lanes	No Apparer	Apparently		62	Male															I35W From	478335.9	4974870	478335.9	4974870
																						I35W From	478295.7	4974846	478295.7	4974846
																					4TH AVE AND 42ND ST		478677.9	4974871	478677.9	4974871
																						I35W From	478338	4974859	478338	4974859
																					4TH AVE AND 42ND ST		478677.9	4974869	478677.9	4974869
																						I35W From	478304.1	4974863	478304.1	4974863
																							478439	4974861	478439	4974861
																						I35W From	478342.2	4974846	478342.2	4974846
oo Closely	Motor Vehi	Slowing	No Apparer	Apparently		44	Male	Motor Vehi	Passenger (	Southboun	Following Too Closely	Motor Vehi	Slowing	No Apparer	Apparently			19	Male			I35W From	478304.1	4974863	478304.1	4974863
																					4TH AVE AND 42ND ST		478675.8	4974857	478675.8	4974857
																							478365.4	4974885	478365.4	4974885
																						I35W From	478329.5	4974846	478329.5	4974846
																					42ND ST AND 5TH AVE		478782.4	4974865	478782.4	4974865
																					42ND ST AND 2ND AVE		478361.5	4974858	478361.5	4974858
																					4TH AVE AND 42ND ST		478676.2	4974864	478676.2	4974864
																						I35W From	478338	4974895	478338	4974895
Motor Vehic	Motor Vehi	Moving Forward	No Apparer	Apparently		23	Male															I35W From	478333.8	4974855	478333.8	4974855
																					4TH AVE AND 42ND ST		478668.2	4974876	478668.2	4974876
																					42ND ST AND 5TH AVE		478789	4974864	478789	4974864
																							478456.2	4974872	478456.2	4974872
																						I35W From	478316.8	4974884	478316.8	4974884
																						I35W From	478338	4974889	478338	4974889
																					42ND ST AND 2ND AVE		478363.6	4974857	478363.6	4974857
																						I35W From	478346.5	4974842	478346.5	4974842
																					42ND ST AND 2ND AVE		478364.9	4974864	478364.9	4974864
																						I35W From	478308.4	4974840	478308.4	4974840

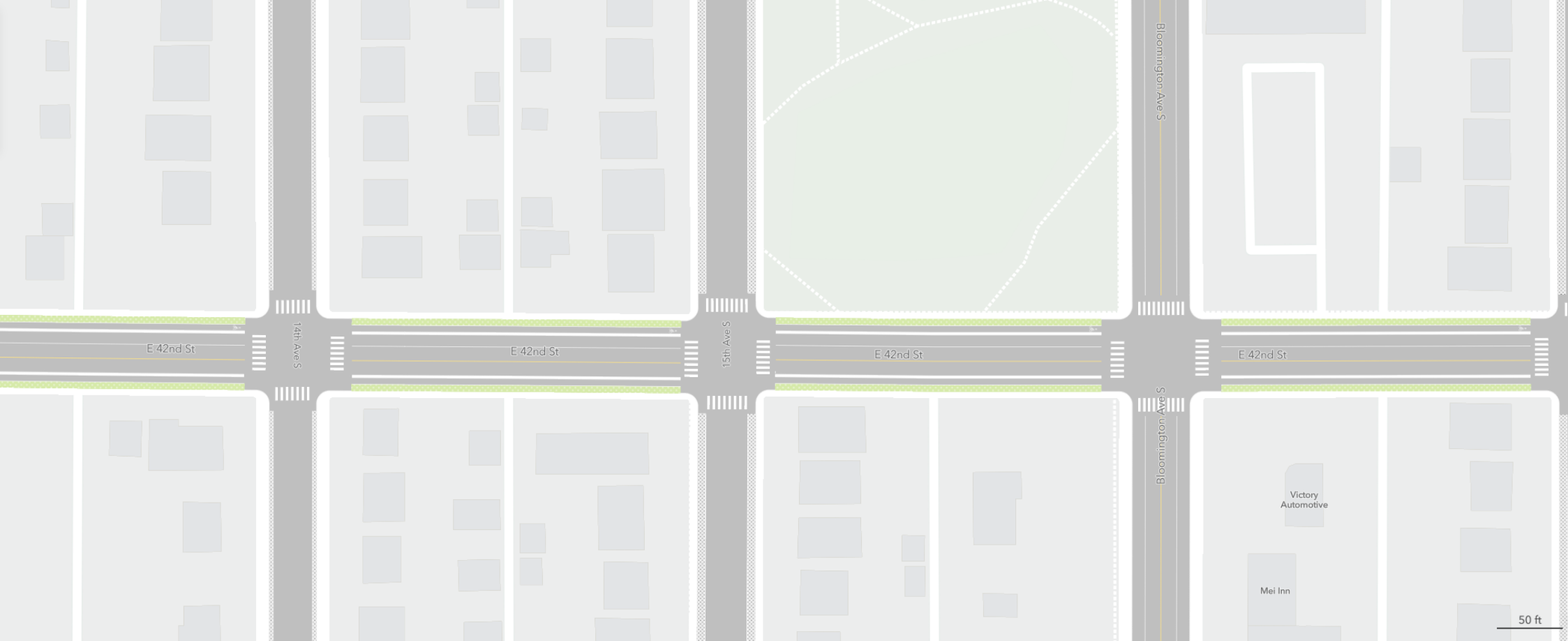

Nicollet Ave S
E 42nd St
E 42nd St
E 42nd St
E 42nd St
Blue Star Memorial Hwy
Blue Star Memorial Hwy
Nicollet Ave S
Curran's Family Restaurant
1st Ave S
Stevens Ave S
50 ft

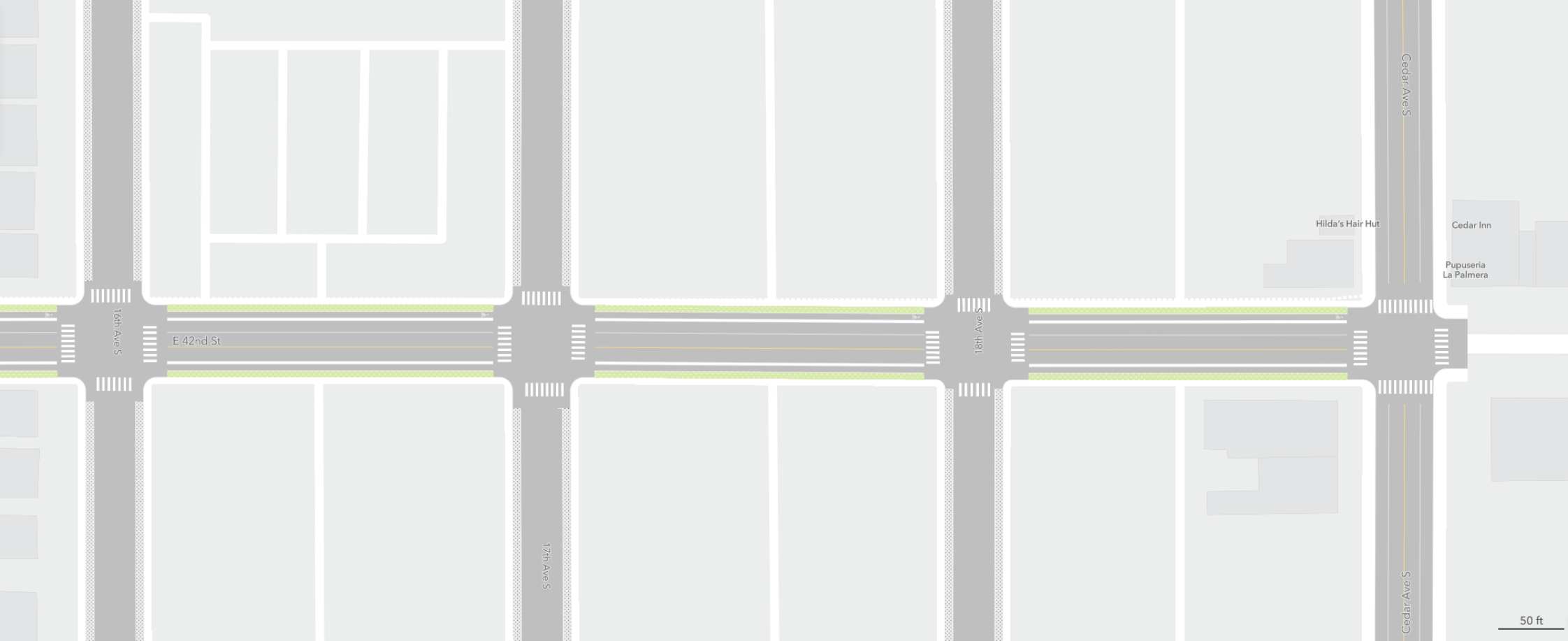

Sidewalk gap to be filled
Montefiore Cemetery Chapel
3rd Ave S
4th Ave S
E 42nd St
E 42nd St
E 42nd St
E 42nd St
50 ft


5th Ave S
E 42nd St
E 42nd St
E 42nd St
E 42nd St
Portland Ave S
Portland Ave S
Park Ave S
Park Ave S
50 ft


E 42nd St
Columbus Ave S
E 42nd St
Chicago Ave S
E 42nd St
Elliot Ave S
E 42nd St
10th Ave S
Chicago Ave S
50 ft


10th Ave S
E 42nd St
E 42nd St
E 42nd St
12th Ave S
E 42nd St
13th Ave S
50 ft


E 42nd St
14th Ave S
E 42nd St
15th Ave S
E 42nd St
Bloomington Ave S
E 42nd St
Bloomington Ave S
Victory Automotive
Mei Inn
50 ft


16th Ave S
E 42nd St
17th Ave S
18th Ave S
Cedar Ave S
Hilda's Hair Hut
Cedar Inn
Pupuseria
La Palmera
50 ft

Minneapolis
City of Lakes

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

May 15, 2020

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

Re: 2020 Regional Solicitation Applications

Dear Ms. Koutsoukos,

The City of Minneapolis Department of Public Works is submitting a series of applications for the 2020 Regional Solicitation for Federal Transportation Funds. The applications and the required matching funds have been authorized by the Minneapolis City Council as described in the Official Proceedings of the Council meetings on February 28, 2020 and May 8, 2020. The City is submitting applications for 10 projects, as listed in the table below, and commits to operate and maintain these facilities through their design life.

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

The specific applications are described in the attached "Request for City Council Committee Action." Thank you for the opportunity to submit these applications.

Sincerely,

Robin Hutcheson
Director of Public Works

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

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

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

MAYOR ACTION

☒ APPROVED ☐ VETOED

MAYOR

MAR 02 2020

DATE

Certified an official action of the City Council

ATTEST:

CITY CLERK

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

The Minneapolis City Council hereby:

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

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

ORIGINATING DEPARTMENT

Public Works Department

To Committee(s)

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

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

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

Action Item(s)

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

Ward / Neighborhood / Address

#	Ward	Neighborhood	Address
1.	All Wards		

Background Analysis

The City will prepare a series of applications for the 2020 Regional Solicitation for Federal Transportation Funds in response to the current Metropolitan Council solicitation. This request includes a summary of the eligible project areas, a brief description of city projects, estimate of requested amounts, and the minimum local match. Each project requires a minimum 20% local match for construction in addition to the costs for design, engineering, administration, and right-of-way acquisition, and any additional construction costs to fully fund the project. These applications will maximize the use of federal funding. The funding is for projects to be constructed in federal fiscal years 2024 and 2025.

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

The 2020 Regional Solicitation for federal transportation funding is part of Metropolitan Council's federally-required continuing, comprehensive, and cooperative transportation planning process for the Twin Cities Metropolitan Area. The funding program and related rules and requirements are established by the U.S. Department of Transportation and administered locally through collaboration with the Federal Highway Administration, the Federal Transit Administration, and the Minnesota Department of Transportation.

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

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

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

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

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

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

Details of the proposed applications are described below.

Nicollet Avenue – Minnehaha Parkway to 61st Street East

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

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

Program Category: Roadway Reconstruction/Modernization

42nd Street – Nicollet Avenue to Cedar Avenue

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

Program Category: Roadway Reconstruction/Modernization

Johnson Street Northeast/I-35W Ramps

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

Program Category: Spot mobility.

Intelligent Transportation System Upgrades & Enhancements

The purpose of the project is to upgrade the City's traffic management systems. Key features of the project include installing fiber optic cable to create a higher bandwidth and

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

Program Category: Traffic Management Technologies

Hennepin Avenue & Dunwoody Boulevard Bikeway

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

Program Category: Multiuse Trails and Bicycle Facilities

Augsburg Bridge over I-94

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

Program Category: Multiuse Trails and Bicycle Facilities

Phillips Neighborhood Pedestrian Safety Improvements

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

City's commitment to Vision Zero to eliminate serious and fatal crashes within 10 years. Intersection improvements may include signal upgrades, ADA-compliant curb ramps, bump outs, medians, signage, traffic control devices, and pavement markings at select locations.

Program Category: Pedestrian Facilities

Green Central - Safe Routes to School

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

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

The project will connect to Green Central Elementary School, Wellstone High School, and Andersen United Community School. Pedestrian and bicycle improvements may include ADA-compliant curb ramps, traffic circles, speed bumps, speed tables, bump outs, medians, diverters, signage, traffic control devices, and pavement markings at select locations.

Program Category: Safe Routes to School

The proposed projects were presented to the Pedestrian Advisory Committee on February 5th, 2020, and to the Bicycle Advisory Committee on January 22nd, 2020. The Bicycle Advisory Committee passed a resolution in support of submitting for all projects described above.

FISCAL NOTE

- No fiscal impact anticipated

Attachments

2020 Regional Solicitation Project Submissions Map

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

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

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

MAYOR ACTION

☑ APPROVED ☐ VETOED

MAYOR

MAY 11 2020

DATE

Certified an official action of the City Council

ATTEST:

CITY CLERK

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

The Minneapolis City Council hereby:

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

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

ORIGINATING DEPARTMENT

Public Works Department

To Committee(s)

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

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

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

Action Item(s)

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

Previous Actions

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

Ward / Neighborhood / Address

#	Ward	Neighborhood	Address
1.	All Wards		

Background Analysis

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

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

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

The 2020 Regional Solicitation for federal transportation funding is part of Metropolitan Council's federally-required continuing, comprehensive, and cooperative transportation planning process for the Twin Cities Metropolitan Area. The funding program and related rules and requirements are established by the U.S. Department of Transportation and administered locally through collaboration with the Federal Highway Administration, the Federal Transit Administration, and the Minnesota Department of Transportation.

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

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

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

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

Details of the proposed applications are described below.

Citywide Signal Retiming Project

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

Nicollet Avenue Bridge over Minnehaha Creek

This project proposes the major repair and renovation of the Nicollet Avenue Bridge over Minnehaha Parkway and Minnehaha Creek and is programmed in the City's Capital Improvement Program (CIP) for major rehabilitation in 2025. The existing bridge is a 16-span open-spandrel concrete arch bridge, 818 feet long and 63 feet wide. The original bridge was built in 1923 and renovated in 1974. Numerous bridge components are significantly deteriorated, in poor condition and should be repaired or replaced in order to extend the useful life of the structure.

Program Category: Bridge Rehabilitation/Replacement

FISCAL NOTE

- No fiscal impact anticipated

Attachments

2020 Metropolitan Council Regional Solicitation Project Map

HENNEPIN COUNTY
MINNESOTA

April 30, 2020

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

Re: Support for 2020 Regional Solicitation Application
42nd Street Reconstruction Project – From Nicollet Avenue to CSAH 152 (Cedar Avenue)

Dear Ms. Koutsoukos,

Hennepin County has been notified that the City of Minneapolis is submitting an application for funding as part of the 2020 Regional Solicitation through the Metropolitan Council. The proposed project is the 42nd Street Reconstruction Project from Nicollet Avenue to CSAH 152 (Cedar Avenue).

The project will reconstruct the existing 42nd Street roadway to improve the existing pavement, sidewalk facilities, traffic signals, ADA facilities, and drainage elements. As proposed, it is anticipated that the project will impact three intersections under county jurisdiction: CSAH 33 (Park Avenue), CSAH 35 (Portland Avenue), and CSAH 152 (Cedar Avenue). Hennepin County supports this funding application and agrees to operate and maintain the roadway facilities along CSAH 33 (Park Avenue), CSAH 35 (Portland Avenue) and CSAH 153 (Cedar Avenue) for the useful life of the improvements.

At this time, Hennepin County has no funding programmed in its 2020-2024 Transportation Capital Improvement Program (CIP) for this project. Therefore, county staff is currently unable to commit county cost participation in this project. However, we kindly request that the City of Minneapolis includes county staff in the design process, specifically as it relates to intersections involving a county roadway, to ensure project success. We look forward to working together to improve the safety and mobility of people biking, driving, and walking along 42nd Street.

Sincerely,

Carla Stueve

Carla Stueve, P.E., P.T.O.E.
Transportation Project Delivery Director and County Engineer

cc: Chad Ellos, P.E., P.T.O.E. – Transportation Planning Division Manager

Hennepin County Transportation Project Delivery
7009 York Avenue South, MN 55435 (Temporary)
612-596-0241 | hennepin.us

Hennepin

MnDOT Metro District
1500 West County Road B-2
Roseville, MN 55113

May 12, 2020

Mike Samuelson
Transportation Planner
City of Minneapolis
350 S 5th St, #203
Minneapolis, MN 55415

Re: MnDOT Letter for the City of Minneapolis
Metropolitan Council/Transportation Advisory Board 2020 Regional Solicitation Funding Request for the 42nd St Modernization Project

Dear Mike Samuelson,

This letter documents MnDOT Metro District's recognition for The City of Minneapolis to pursue funding for the Metropolitan Council/Transportation Advisory Board's (TAB) 2020 Regional Solicitation for 42nd St. Roadway Modernization Project.

As proposed, this project impacts MnDOT right-of-way on I-35W. As the agency with jurisdiction over I-35W, MnDOT will allow the City of Minneapolis to seek improvements proposed in the application for 42nd St. Modernization Project. If funded, details of any future maintenance agreement with Minneapolis will need to be determined during project development to define how the improvements will be maintained for the project's useful life.

There is no funding from MnDOT currently planned or programmed for this project/location. Due to expected loss of future state and federal transportation revenues as a result of the COVID-19 pandemic, there is likely to be significant disruptions to the current MnDOT construction program that will surface in the next year. MnDOT does not anticipate partnering on local projects beyond current agreements.

In addition, the Metro District currently does not anticipate any significant discretionary funding in years 2024-25 that could fund project construction, nor do we have the resources to assist with MnDOT services such as the design or construction engineering of the project. If your project receives funding, continue to work with MnDOT Area staff to coordinate project development and to periodically review needs and opportunities for cooperation.

MnDOT Metro District looks forward to continued cooperation with Minneapolis as this project moves forward and as we work together to improve safety and travel options within the Metro Area.

If you have questions or require additional information at this time, please reach out to West Area Manager April Crockett at April.Crockett@state.mn.us or 651-234-7728.

Sincerely,

Michael Barnes, PE
Metro District Engineer

CC: April Crockett, Metro District Area Manager
Molly McCartney, Metro Program Director
Dan Erickson, Metro State Aid Engineer

Project Summary

Project Name – 42nd Street Reconstruction/Modernization

Applicant – City of Minneapolis

Project Location – 42nd Street from Nicollet Avenue to Cedar Avenue in the City of Minneapolis, Hennepin County

Total Project Cost – $ 9,708,500.00 **Requested Federal Dollars** - $ 7,000,000.00

Before Photo –

42ND STREET

Project Description – 42nd Street is an urban, two-lane undivided, 53-year old roadway classified as an A-minor Augmentor located in Hennepin County. The 42nd Street Modernization project was identified as a need due to proactive outreach by the local neighborhood associations which requested slower vehicle speeds and safer bicycle and pedestrian. The proposed improvements will maintain the existing two-lane roadway and will add left turn lanes while providing physical separation for bicycle and pedestrian users. Sidewalk connections would also be added where there are existing gaps and ADA improvements would be made at mid-block locations as well as at intersections. The project will also create a much better environment for accessing transit routes, especially as transit availability in this area is growing.

Project Benefits – The proposed 42nd Street Reconstruction project will provide the following benefits:

- Provide a much-needed east-west bicycle connection to the All Ages and Abilities Network
- Enhance safety and mobility for all users.
- Address aged pavement conditions and pedestrian ramps
- Underserved residents will benefit from better access to the area's jobs and improved transit facilities/routes.

Minneapolis
City of Lakes

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

May 15, 2020

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

Re: 2020 Regional Solicitation Applications

Dear Ms. Koutsoukos,

The City of Minneapolis Department of Public Works is submitting a series of applications for the 2020 Regional Solicitation for Federal Transportation Funds. The applications and the required matching funds have been authorized by the Minneapolis City Council as described in the Official Proceedings of the Council meetings on February 28, 2020 and May 8, 2020. The City is submitting applications for 10 projects, as listed in the table below, and commits to operate and maintain these facilities through their design life.

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

The specific applications are described in the attached "Request for City Council Committee Action." Thank you for the opportunity to submit these applications.

Sincerely,

Robin Hutcheson
Director of Public Works

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

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

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

MAYOR ACTION

☒ APPROVED ☐ VETOED

MAYOR

MAR 02 2020

DATE

Certified an official action of the City Council

ATTEST:

CITY CLERK

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

The Minneapolis City Council hereby:

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

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

ORIGINATING DEPARTMENT

Public Works Department

To Committee(s)

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

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

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

Action Item(s)

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

Ward / Neighborhood / Address

#	Ward	Neighborhood	Address
1.	All Wards		

Background Analysis

The City will prepare a series of applications for the 2020 Regional Solicitation for Federal Transportation Funds in response to the current Metropolitan Council solicitation. This request includes a summary of the eligible project areas, a brief description of city projects, estimate of requested amounts, and the minimum local match. Each project requires a minimum 20% local match for construction in addition to the costs for design, engineering, administration, and right-of-way acquisition, and any additional construction costs to fully fund the project. These applications will maximize the use of federal funding. The funding is for projects to be constructed in federal fiscal years 2024 and 2025.

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

The 2020 Regional Solicitation for federal transportation funding is part of Metropolitan Council's federally-required continuing, comprehensive, and cooperative transportation planning process for the Twin Cities Metropolitan Area. The funding program and related rules and requirements are established by the U.S. Department of Transportation and administered locally through collaboration with the Federal Highway Administration, the Federal Transit Administration, and the Minnesota Department of Transportation.

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

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

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

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

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

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

Details of the proposed applications are described below.

Nicollet Avenue – Minnehaha Parkway to 61st Street East

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

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

Program Category: Roadway Reconstruction/Modernization

42nd Street – Nicollet Avenue to Cedar Avenue

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

Program Category: Roadway Reconstruction/Modernization

Johnson Street Northeast/I-35W Ramps

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

Program Category: Spot mobility.

Intelligent Transportation System Upgrades & Enhancements

The purpose of the project is to upgrade the City's traffic management systems. Key features of the project include installing fiber optic cable to create a higher bandwidth and

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

Program Category: Traffic Management Technologies

Hennepin Avenue & Dunwoody Boulevard Bikeway

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

Program Category: Multiuse Trails and Bicycle Facilities

Augsburg Bridge over I-94

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

Program Category: Multiuse Trails and Bicycle Facilities

Phillips Neighborhood Pedestrian Safety Improvements

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

City's commitment to Vision Zero to eliminate serious and fatal crashes within 10 years. Intersection improvements may include signal upgrades, ADA-compliant curb ramps, bump outs, medians, signage, traffic control devices, and pavement markings at select locations.

Program Category: Pedestrian Facilities

Green Central - Safe Routes to School

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

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

The project will connect to Green Central Elementary School, Wellstone High School, and Andersen United Community School. Pedestrian and bicycle improvements may include ADA-compliant curb ramps, traffic circles, speed bumps, speed tables, bump outs, medians, diverters, signage, traffic control devices, and pavement markings at select locations.

Program Category: Safe Routes to School

The proposed projects were presented to the Pedestrian Advisory Committee on February 5th, 2020, and to the Bicycle Advisory Committee on January 22nd, 2020. The Bicycle Advisory Committee passed a resolution in support of submitting for all projects described above.

FISCAL NOTE

- No fiscal impact anticipated

Attachments

2020 Regional Solicitation Project Submissions Map

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

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

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

MAYOR ACTION

☑ APPROVED ☐ VETOED

MAYOR

MAY 11 2020

DATE

Certified an official action of the City Council

ATTEST:

CITY CLERK

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

The Minneapolis City Council hereby:

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

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

ORIGINATING DEPARTMENT

Public Works Department

To Committee(s)

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

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

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

Action Item(s)

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

Previous Actions

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

Ward / Neighborhood / Address

#	Ward	Neighborhood	Address
1.	All Wards		

Background Analysis

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

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

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

The 2020 Regional Solicitation for federal transportation funding is part of Metropolitan Council's federally-required continuing, comprehensive, and cooperative transportation planning process for the Twin Cities Metropolitan Area. The funding program and related rules and requirements are established by the U.S. Department of Transportation and administered locally through collaboration with the Federal Highway Administration, the Federal Transit Administration, and the Minnesota Department of Transportation.

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

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

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

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

Details of the proposed applications are described below.

Citywide Signal Retiming Project

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

Nicollet Avenue Bridge over Minnehaha Creek

This project proposes the major repair and renovation of the Nicollet Avenue Bridge over Minnehaha Parkway and Minnehaha Creek and is programmed in the City's Capital Improvement Program (CIP) for major rehabilitation in 2025. The existing bridge is a 16-span open-spandrel concrete arch bridge, 818 feet long and 63 feet wide. The original bridge was built in 1923 and renovated in 1974. Numerous bridge components are significantly deteriorated, in poor condition and should be repaired or replaced in order to extend the useful life of the structure.

Program Category: Bridge Rehabilitation/Replacement

FISCAL NOTE

- No fiscal impact anticipated

Attachments

2020 Metropolitan Council Regional Solicitation Project Map

HENNEPIN COUNTY
MINNESOTA

April 30, 2020

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

Re: Support for 2020 Regional Solicitation Application
42nd Street Reconstruction Project – From Nicollet Avenue to CSAH 152 (Cedar Avenue)

Dear Ms. Koutsoukos,

Hennepin County has been notified that the City of Minneapolis is submitting an application for funding as part of the 2020 Regional Solicitation through the Metropolitan Council. The proposed project is the 42nd Street Reconstruction Project from Nicollet Avenue to CSAH 152 (Cedar Avenue).

The project will reconstruct the existing 42nd Street roadway to improve the existing pavement, sidewalk facilities, traffic signals, ADA facilities, and drainage elements. As proposed, it is anticipated that the project will impact three intersections under county jurisdiction: CSAH 33 (Park Avenue), CSAH 35 (Portland Avenue), and CSAH 152 (Cedar Avenue). Hennepin County supports this funding application and agrees to operate and maintain the roadway facilities along CSAH 33 (Park Avenue), CSAH 35 (Portland Avenue) and CSAH 153 (Cedar Avenue) for the useful life of the improvements.

At this time, Hennepin County has no funding programmed in its 2020-2024 Transportation Capital Improvement Program (CIP) for this project. Therefore, county staff is currently unable to commit county cost participation in this project. However, we kindly request that the City of Minneapolis includes county staff in the design process, specifically as it relates to intersections involving a county roadway, to ensure project success. We look forward to working together to improve the safety and mobility of people biking, driving, and walking along 42nd Street.

Sincerely,

Carla Stueve

Carla Stueve, P.E., P.T.O.E.
Transportation Project Delivery Director and County Engineer

cc: Chad Ellos, P.E., P.T.O.E. – Transportation Planning Division Manager

Hennepin County Transportation Project Delivery
7009 York Avenue South, MN 55435 (Temporary)
612-596-0241 | hennepin.us

Hennepin

MnDOT Metro District
1500 West County Road B-2
Roseville, MN 55113

May 12, 2020

Mike Samuelson
Transportation Planner
City of Minneapolis
350 S 5th St, #203
Minneapolis, MN 55415

Re: MnDOT Letter for the City of Minneapolis
Metropolitan Council/Transportation Advisory Board 2020 Regional Solicitation Funding Request for the 42nd St Modernization Project

Dear Mike Samuelson,

This letter documents MnDOT Metro District's recognition for The City of Minneapolis to pursue funding for the Metropolitan Council/Transportation Advisory Board's (TAB) 2020 Regional Solicitation for 42nd St. Roadway Modernization Project.

As proposed, this project impacts MnDOT right-of-way on I-35W. As the agency with jurisdiction over I-35W, MnDOT will allow the City of Minneapolis to seek improvements proposed in the application for 42nd St. Modernization Project. If funded, details of any future maintenance agreement with Minneapolis will need to be determined during project development to define how the improvements will be maintained for the project's useful life.

There is no funding from MnDOT currently planned or programmed for this project/location. Due to expected loss of future state and federal transportation revenues as a result of the COVID-19 pandemic, there is likely to be significant disruptions to the current MnDOT construction program that will surface in the next year. MnDOT does not anticipate partnering on local projects beyond current agreements.

In addition, the Metro District currently does not anticipate any significant discretionary funding in years 2024-25 that could fund project construction, nor do we have the resources to assist with MnDOT services such as the design or construction engineering of the project. If your project receives funding, continue to work with MnDOT Area staff to coordinate project development and to periodically review needs and opportunities for cooperation.

MnDOT Metro District looks forward to continued cooperation with Minneapolis as this project moves forward and as we work together to improve safety and travel options within the Metro Area.

If you have questions or require additional information at this time, please reach out to West Area Manager April Crockett at April.Crockett@state.mn.us or 651-234-7728.

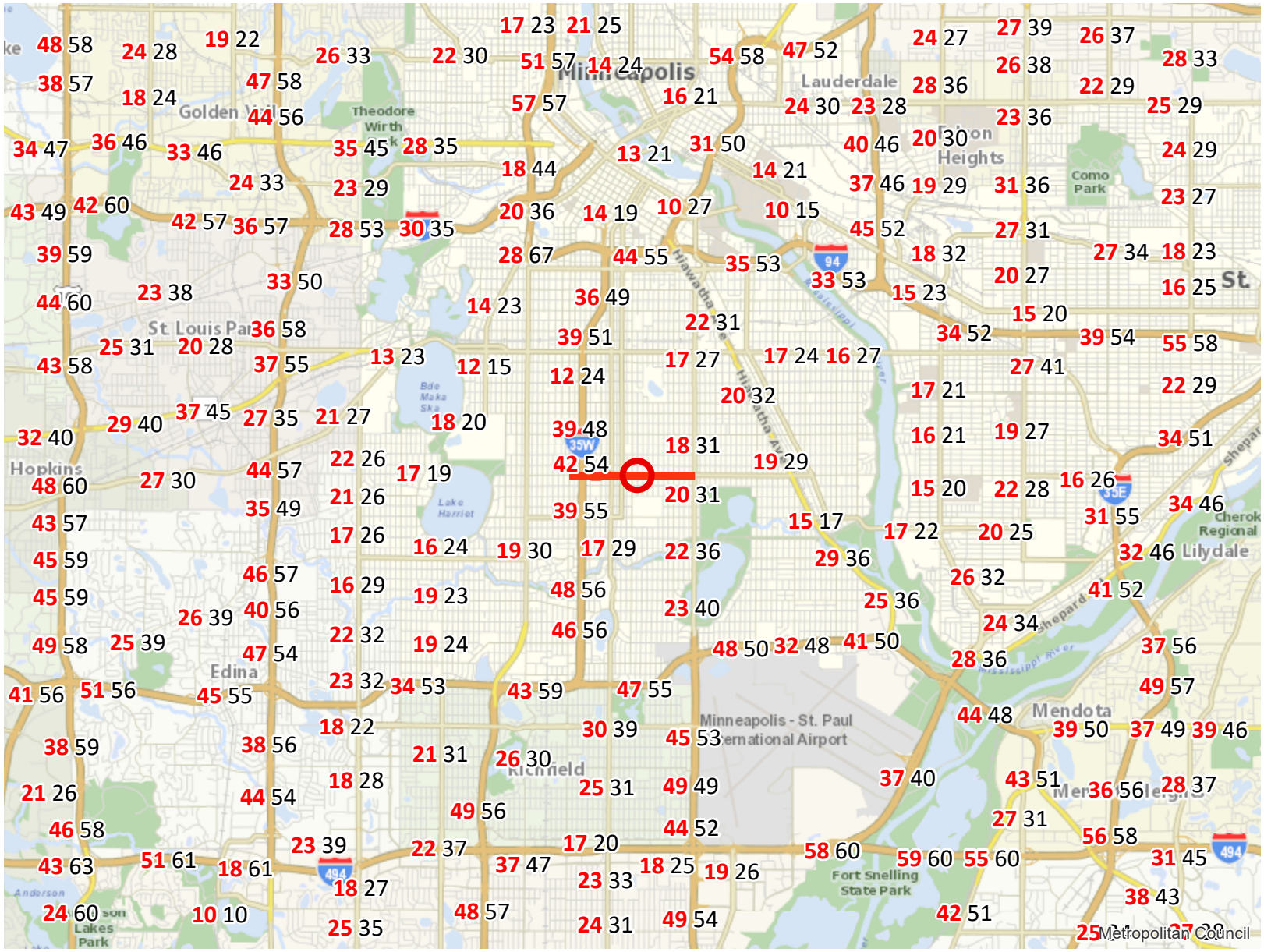
Sincerely,

Michael Barnes, PE
Metro District Engineer

CC: April Crockett, Metro District Area Manager
Molly McCartney, Metro Program Director
Dan Erickson, Metro State Aid Engineer

Level of Congestion

Roadway Reconstruction/Modernization Project: 42nd St East Reconstruction/Modernization | Map ID: 1583945160210



Project Points

Project

0 1 2 4 6 8 Miles

Created: 3/11/2020
LandscapeRSA1

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

METROPOLITAN COUNCIL

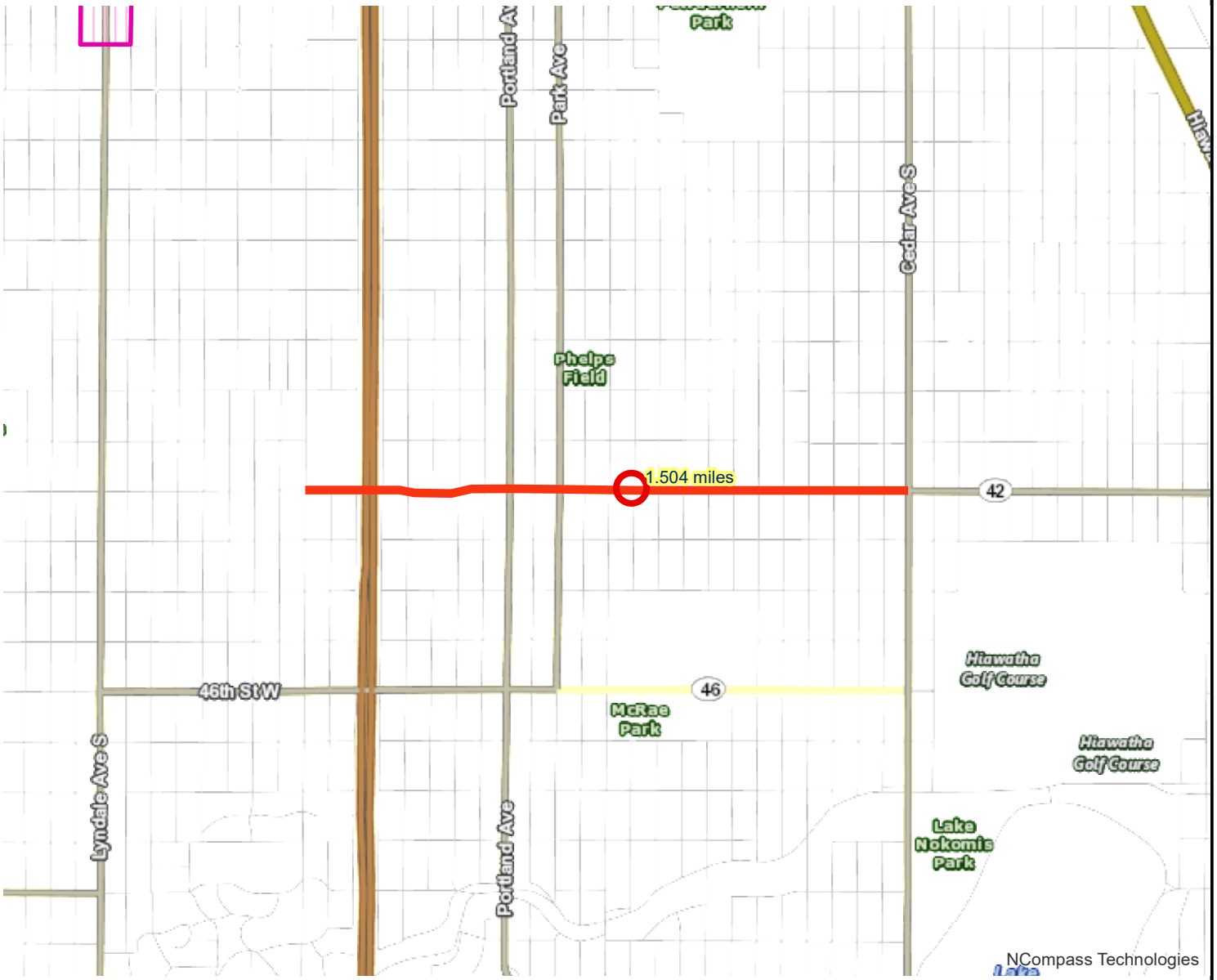
Regional Economy

Roadway Reconstruction/Modernization Project: 42nd St East Reconstruction/Modernization | Map ID: 1583945160

Results

WITHIN ONE MI of project:
Postsecondary Students: 0

Totals by City:
Minneapolis
Population: 49807
Employment: 6230
Mfg and Dist Employment: 247



Project Points
Project
Manfacturing/Distribution Centers
Job Concentration Centers

0 0.225 0.45 0.9 1.35 1.8 Miles

Created: 3/11/2020
LandscapeRSA5

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

METROPOLITAN COUNCIL

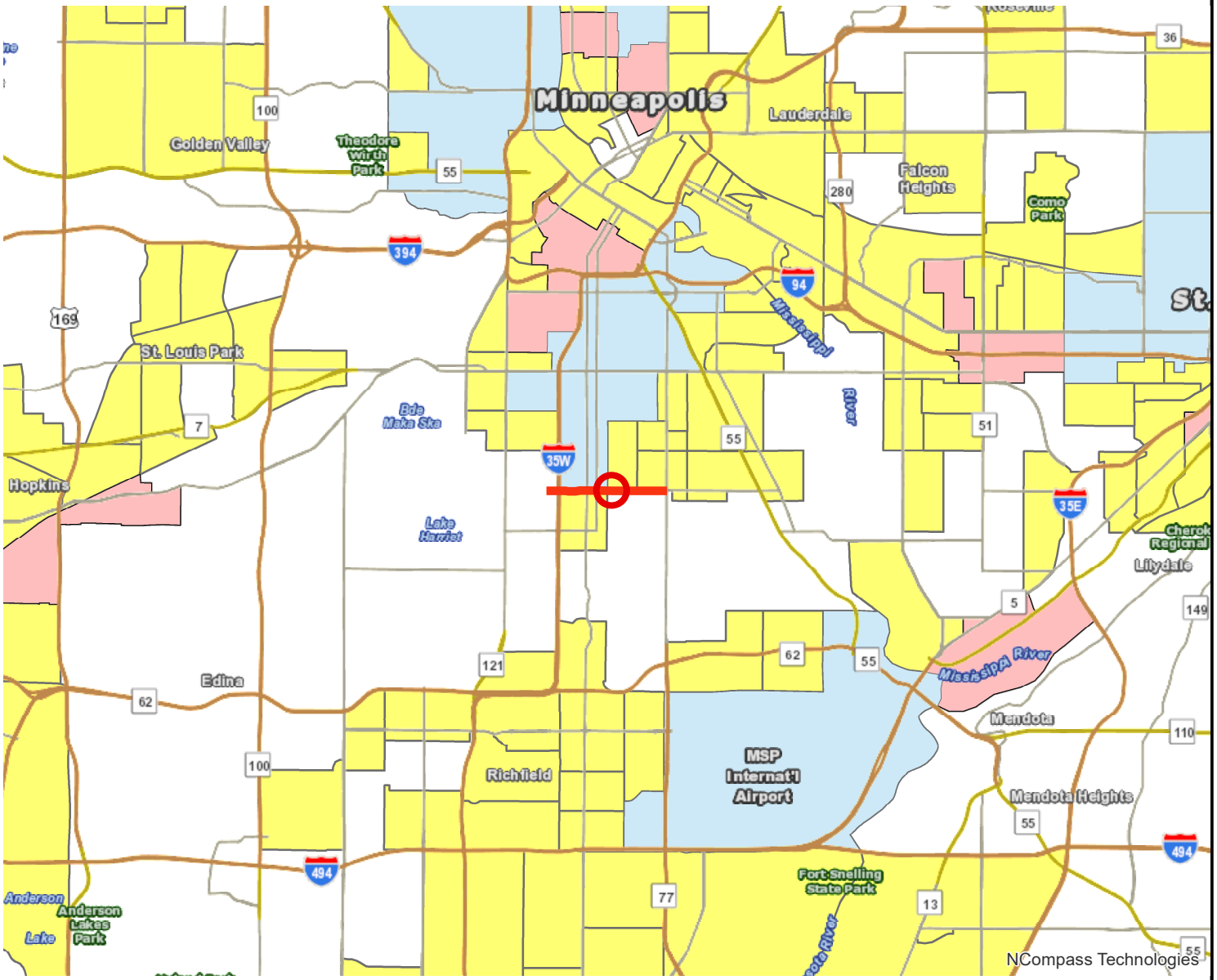
Socio-Economic Conditions

Roadway Reconstruction/Modernization Project: 42nd St East Reconstruction/Modernization | Map ID: 1583945160210

Results

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

Tracts within half-mile:
9500 9600 11000
109300 109400 109700
109900 110000 110100
110200 110800 110900
111100



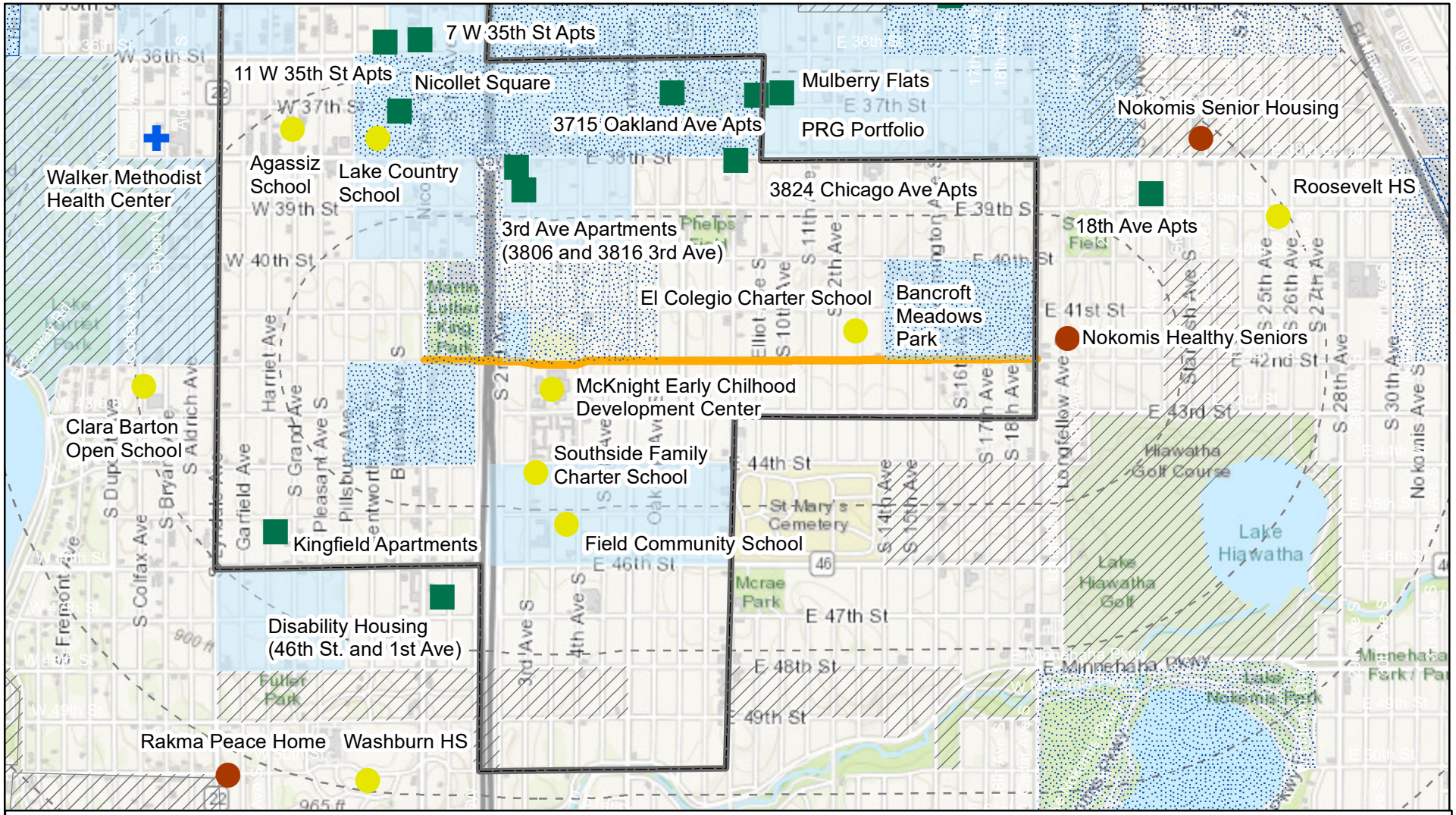
Points
Lines
Area of Concentrated Povertry > 50% residents of color
Area of Concentrated Poverty
Above reg'l avg conc of race/poverty

0 1 2 4 6 8 Miles

Created: 3/11/2020
LandscapeRSA2

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

METROPOLITAN COUNCIL



Minneapolis 42nd Street Roadway Reconstruction

Socio-Economic Map (Supplemental)

- Lingustically Isolated (Above 60th Percentile)
- Less than HS Education (Above 65th Percentile)
- Over Age 64 (Above 55th Percentile)
- Ward 8
- Project Area
- Buffer (0.5 Mile Increments)
- Senior Housing
- Affordable Housing
- Healthcare
- Schools

0 0.25 0.5 1 Miles

N

Transit Connections

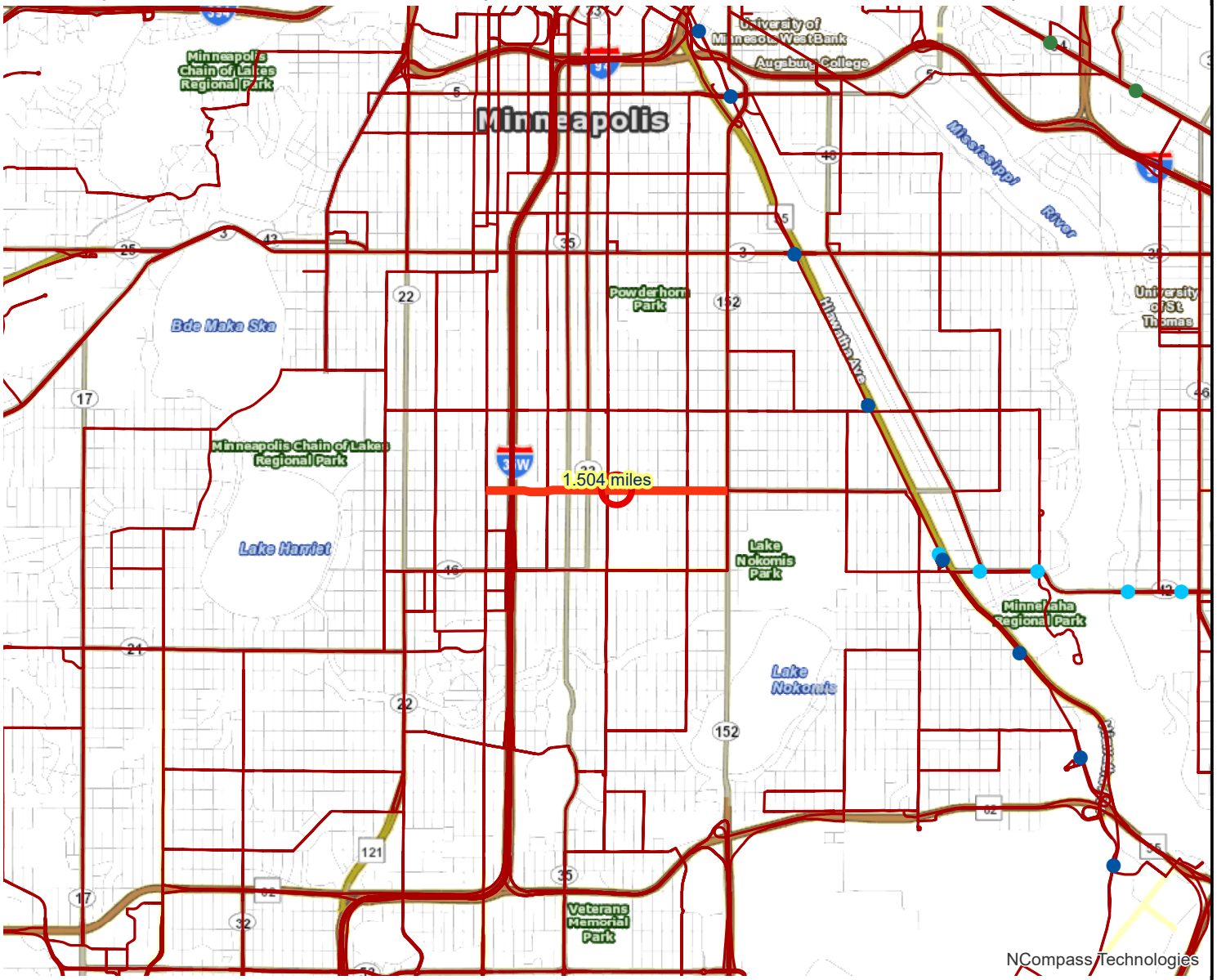
Roadway Reconstruction/Modernization Project: 42nd St East Reconstruction/Modernization | Map ID: 1583945160

Results

Transit with a Direct Connection to project:
11 111 133 14 146 156 18 46 460 464 465
467 470 472 475 476 477 478 479 491 492 5
535 552 553 554 558 578 579 597
*Chicago/Emerson-Fremont
*Orange Line
*Nicollet Ave

**indicates Planned Alignments*

Transit Market areas: 1



Project Points
Project
Project Area

Transitway Stations
A Line
Blue Line
Green Line
Transit Routes

0 0.5 1 2 3 4 Miles

Created: 3/11/2020
LandscapeRSA3

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

METROPOLITAN COUNCIL