Application

13862 - 2020 Roadway Spot Mobility

14059 - Johnson St NE & I-35W Ramps Spot Mobility Project

Regional Solicitation - Roadways Including Multimodal Elements

Status:	Submitted
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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 Johnson Street NE/ I-35W South Ramps Intersection Improvements

Primary County where the Project is Located Hennepin

Cities or Townships where the Project is Located: Minneapolis

Jurisdictional Agency (If Different than the Applicant):

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

The proposed project includes the reconstruction of the Johnson Street NE/I-35W ramps intersection to improve the overall operations, safety and travel experience for all transportation modes. With its access to residential, commercial, and recreational uses, this intersection plays an important role in the regional transportation needs for all travel modes.

Johnson Street NE and the I-35W ramps to and from the south are A Minor Arterial Augmentors that serve a regional role to provide additional capacity between Principal Arterials. Johnson Street NE includes a variety of destinations such as a post office, grocery stores, restaurants, convenience stores, and industrial businesses. The commercial and industrial uses in the Quarry Shopping Center directly east of the intersection generate a substantial amount of regional freight and customer traffic.

This corridor is part of the pedestrian, bicycle, freight, and transit priority networks in the City's draft Transportation Action Plan. There are three transit routes that currently travel on Johnson Street NE. In addition, there are existing sidewalks on both sides of Johnson Street to the north, but a gap in the sidewalk network is present on the east side of Johnson Street NE south of the intersection. There is a multi-use trail along 18th Avenue that goes around the Home Depot building and terminates at the project intersection. Data has identified one crash involving a bicyclist within the project area in the last two years.

The proposed intersection reconstruction includes the following improvements that will enhance operations, safety and mobility for all users:

-Calm traffic for all users by tightening the right turns for westbound, eastbound, and southbound

vehicles.

-Eliminate a bicycle network gap by constructing a north/south trail to the intersection and providing a connection to the trail on the east side of the intersection.

-Improve ADA infrastructure and pavement that was identified as "poor" and missing.

-Improve pedestrian infrastructure, including closing a gap in the sidewalk network to the south of the intersection, restriping current crosswalks and improving lighting.

-Enhance safety and mobility for all users.

-Improve access for to the area's jobs and transit facilities/routes and create a more equitable balance between transportation modes

(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.	Johnson Street NE and I-35W ramps, reconstruction of turn lanes, intersection geometry, pedestrian improvements, bicycle improvements and ADA improvements
Project Length (Miles) *to the nearest one-tenth of a mile*	0.1

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	$1,497,200.00
Match Amount *Minimum of 20% of project total*	$374,300.00
Project Total *For transit projects, the total cost for the application is total cost minus fare revenues.*	$1,871,500.00
Match Percentage *Minimum of 20%* *Compute the match percentage by dividing the match amount by the project total*	20.0%

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: Roadway Projects

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

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

Road/Route No.

i.e., 53 for CSAH 53

Name of Road	Johnson Street NE

Example; 1st ST., MAIN AVE

Zip Code where Majority of Work is Being Performed	55413
(Approximate) Begin Construction Date	04/01/2024
(Approximate) End Construction Date	10/01/2024

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

From:
(Intersection or Address)

To:
(Intersection or Address)

DO NOT INCLUDE LEGAL DESCRIPTION

Or At	I-35W SB Ramps
Miles of Sidewalk (nearest 0.1 miles)	0.2
Miles of Trail (nearest 0.1 miles)	0.2
Miles of Trail on the Regional Bicycle Transportation Network (nearest 0.1 miles)	0
Primary Types of Work	Sidewalk, Signals, Lighting, Storm Sewer, Traffic Control, Signing, Trail, ADA, Crossing Aids

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

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

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

Goal E: Healthy Environment - The regional

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

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

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

Strategy E5: Transportation partners will protect, enhance and mitigate impacts on the cultural and built environments when planning, constructing, and operating transportation systems.

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

City of Minneapolis Bicycle Master Plan, pages 121-122

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)	$90,000.00
Removals (approx. 5% of total cost)	$90,000.00
Roadway (grading, borrow, etc.)	$130,000.00
Roadway (aggregates and paving)	$300,000.00
Subgrade Correction (muck)	$0.00
Storm Sewer	$250,000.00
Ponds	$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	$117,500.00
Traffic Control	$44,000.00
Striping	$2,500.00
Signing	$17,500.00
Lighting	$50,000.00
Turf - Erosion & Landscaping	$65,000.00
Bridge	$0.00
Retaining Walls	$0.00

Noise Wall (not calculated in cost effectiveness measure)	$0.00
Traffic Signals	$250,000.00
Wetland Mitigation	$0.00
Other Natural and Cultural Resource Protection	$0.00
RR Crossing	$0.00
Roadway Contingencies	$400,000.00
Other Roadway Elements	$0.00
Totals	**$1,806,500.00**

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	$28,000.00
Sidewalk Construction	$20,000.00
On-Street Bicycle Facility Construction	$0.00
Right-of-Way	$0.00
Pedestrian Curb Ramps (ADA)	$7,000.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	$10,000.00
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	**$65,000.00**

Specific Transit and TDM Elements

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

Right-of-Way	$0.00
Other Transit and TDM Elements	$0.00
Totals	**$0.00**

Transit Operating Costs

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

Totals

Total Cost	$1,871,500.00
Construction Cost Total	$1,871,500.00
Transit Operating Cost Total	$0.00

Congestion within Project Area:

Free-Flow Travel Speed:	39
The free-flow travel speed is the black number	
Peak Hour Travel Speed:	22
The peak hour travel speed is the red number	
Percentage Decrease in Travel Speed in Peak Hour Compared to Free-Flow (calculation):	43.59%
Upload the "Level of Congestion" map:	1588970193451_RegionalCongestion.pdf

Congestion on adjacent Parallel Routes:

Adjacent Parallel Corridor	County Road 88 / New Brighton Blvd
Adjacent Parallel Corridor Start and End Points:	
Start Point:	Broadway Street
End Point:	Ramsey County Line
Free-Flow Travel Speed:	32
The Free-Flow Travel Speed is black number.	
Peak Hour Travel Speed:	20
The Peak-Hour Travel Speed is red number.	
Percentage Decrease in Travel Speed in Peak Hour Compared to Free-Flow (calculation):	37.5%

Upload the "Level of Congestion" map: 1588970193451_RegionalCongestion.pdf

Principal Arterial Intersection Conversion Study:

Proposed at-grade project that reduces delay at a High Priority Intersection:

(100 Points)

Proposed at-grade project that reduces delay at a Medium Priority Intersection:

(90 Points)

Proposed at-grade project that reduces delay at a Low Priority Intersection:

(80 Points)

Not listed as a priority in the study: Yes

(0 Points)

Congestion Management and Safety Plan IV:

Proposed at-grade project that reduces delay at a CMSP opportunity area:

(100 Points)

Not listed as a CMSP priority location: Yes

(0 Points)

Measure C: Current Heavy Commercial Traffic

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

Along Tier 1: Yes

Miles: 0.1

(to the nearest 0.1 miles)

Along Tier 2:

Miles: 0

(to the nearest 0.1 miles)

Along Tier 3:

Miles: 0

(to the nearest 0.1 miles)

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

None of the tiers:

Measure A: 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:

(Limit 2,800 characters; approximately 400 words)

Project engagement (such as neighborhood meetings and community dialogues) included extensive conversations with communities of different cultures, languages and abilities through small group discussions in spring of 2019 as part of the 2040 Transportation Action Plan. This outreach included conversations in English, Somali, Spanish, Lao, and Hmong, and was co-led by staff from the City of Minneapolis and community organizations. Additional conversations were held with youth, public housing residents, and people with disabilities.

Specific outreach near the project site included activities with over 80 students at Edison High School and surveying 35 residents at the Parker Skyview affordable housing site. These conversations revealed a desire for safer crossings for pedestrians and improve transit amenities. Comments from the outreach also included calls for more transportation options near the Quarry shopping center, immediately adjacent to the study intersection. The proposed project would address the comments received from residents by shortening crossing distances and improving transit amenities at the stops north of the study intersection on Johnson Street NE.

Additional meetings and open house events in the area occurred between 2018 and 2020 in preparation for two nearby street reconstruction projects on Johnson Street NE (north of 18th Avenue NE) and on 18th Avenue NE (east of Johnson Street NE). These conversations with residents identified the project intersection as a key barrier for people biking and walking.

*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 Johnson Street spot mobility project provides safety, access and public health benefits to nearby low-income populations, people of color, youth, the elderly, and people with disabilities.

Safety

The proposed intersection will have tighter radii for right-turn movements on the north, east, and west legs and improved pedestrian amenities at three quadrants. These improvements will encourage safer travel speeds, thereby creating a safer crossings for people biking or walking. As noted in the Socioeconomic Conditions map, the project intersection is in an area where census tracts are above the regional average for population in poverty or people of color. In some areas, over 44 percent of the population lives below the poverty line and there is an area of concentrated poverty (ACP) a half-mile west of the project. This project would slow down automobile traffic speeds at the intersection while improving pedestrian access to the Quarry Shopping Center for these populations who are more prone to use active transportation or transit to get around. There was one bicycle crash in the last few years on the west side of the intersection. The upgraded roadway geometry and installation of protected bikeway would reduce the potential for future crashes involving pedestrians and bicyclists.

Access

Investing dollars into the project intersection will provide more direct and comfortable access to the Quarry Shopping Center for people walking, biking, or taking transit, many of whom have limited access to a vehicle. Because of this, the pedestrian and bicycle safety improvements will benefit under-represented populations by improving connections to existing job opportunities in the area. For

example, there are several affordable housing developments west of the project intersection. The proposed project will link these populations to retail jobs at the Quarry Shopping Center which includes a grocery store, hardware store, department store, bank and many other shops. The project will include ADA upgrades, removing barriers for people with disabilities.

Public Health

The proposed intersection improvements will close key gaps in the biking and walking network in this part of Northeast Minneapolis, encouraging residents to walk and bike for daily transportation needs and recreation. The project will also improve crossings and access to the existing trail on the northeast corner, which provides access to the regional Minneapolis Diagonal Trail. The project will also improve community connections to the Northeast neighborhood recreation center, athletic fields and water park, which serves as a key local recreation facility.

(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 Johnson Street / I-35W south ramps reconstruction project will not have any adverse human health or environmental effects on 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):

Project located in Area of Concentrated Poverty:

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

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

(up to 40% of maximum score)

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

Upload Map 1588970487110_Johnson Socioeconomic Combined.pdf

Measure B: Part 1: Housing Performance Score

City	Segment Length (For stand-alone projects, enter population from Regional Economy map) within each City/Township	Segment Length/Total Project Length	Score	Housing Score Multiplied by Segment percent
Minneapolis	0.1	1.0	100.0	100.0

Total Project Length

Total Project Length	0.1

Project length entered on the Project Information - General form.

Housing Performance Score

Total Project Length (Miles) or Population	0.1
Total Housing Score	100.0

Affordable Housing Scoring

Part 2: Affordable Housing Access

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

Response:

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

-Central Apartments (1828 Central Avenue): Existing site with 61 units (AMI units are estimated because they were not provided and have been set to the least restrictive AMI of 60% income for the largest number of units). This site's subsidized funding includes County funding, Housing Trust Funds, MN Housing Funds, Section 42, Housing Tax Credits of 4% and 9%, and ARIF from MHFA. This site also has City Housing Authority Funds, County Affordable Housing Investment Funds, and Family Housing Funds.

-Parker Skyview (1815 Central Avenue): Existing site with 332 units (332 1BR), units are based on 30% income. This site has Public Housing funding from HUD.

-Artspace Jackson Flats (1939 Jackson Street): Existing site with 35 units (7 1BR, 16 2BR, 12 3BR), units are based on various stages of median income (7 units at 30% AMI, 14 units at 50% AMI and 14 units at 60% AMI). This site has tax credits including Housing Tax Credits from MHFA.

-19th and Central (1900 Central Avenue): Existing site with 11 units (10 1BR, 1 2BR), units are based on 50% income. This site's tax credit listed through MFHA closed in 2003.

As shown on the attached map, there are several other affordable housing developments within one mile of the project. As a regional attraction, the Quarry Shopping Center serves the residents in the housing listed above and in affordable housing units slightly further than a mile from the project

site. The project will provide safer and more comfortable walking and biking facilities for nearby residents in affordable housing.

The project improves access for affordable housing residents by improving intersection geometry and ADA infrastructure to provide safer travel conditions for pedestrians and bicyclists. This will also provide efficient connections to the Twin Cities for employment, healthcare and education.

(Limit 2,100 characters; approximately 300 words)

Upload map: 1588970623354_MplsJohnsonSocioEconomic.pdf

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
18.0	17.0	1.0	2075	2075	2075.0	2075.0	N/A	1589310324318_Synchro Johnson.pdf
						2075		

Vehicle Delay Reduced

Total Peak Hour Delay Reduced	2075.0
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):
2.59	2.54	0.05
3	**3**	**0**

Total

Total Emissions Reduced:	0.05
Upload Synchro Report	1588971009852_Synchro Johnson.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: Benefit of Crash Reduction

Crash Modification Factor Used: *(Limit 700 Characters; approximately 100 words)*	CMF used was to Improve the Angle of Right Turn for southbound and westbound traffic.
Rationale for Crash Modification Selected: *(Limit 1400 Characters; approximately 200 words)*	Improvements include removing the pork-chop islands and modifying the right-turn movements to 90 degrees. This will improve sight lines and allow safer turning movements
Project Benefit ($) from B/C Ratio	$3,682,789.00
Total Fatal (K) Crashes:	0
Total Serious Injury (A) Crashes:	0
Total Non-Motorized Fatal and Serious Injury Crashes:	0
Total Crashes:	15
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:	7
Worksheet Attachment	1589326491319_Johnson St Safety.pdf

Upload Crash Modification Factors and B/C Worksheet in PDF form.

Measure A: Multimodal Elements and Existing Connections

Response:

This project will support a variety of pedestrian improvements. Currently there is a pedestrian crossing available along the north leg of the intersection. The project will make ADA and lighting improvements and restripe the crossing on the north leg and add a crossing on the west leg of the intersection. Due to the nature of the intersection serving as an off-ramp and the lack of destinations on the southeast quadrant, the project will not add pedestrian facilities on the south or east legs of the intersection. The proposed crosswalks addition and restriping will improve pedestrian safety by better defining the crossing area and presence of pedestrians and bicyclists at the intersection. The project will eliminate an existing sidewalk gap on the southeast corner of the intersection, connecting to a new housing development. This is consistent with the pedestrian safety strategies identified in MnDOT's Best Practices for Pedestrian/Bicycle Safety.

The project intersection is part of the City's pedestrian network and transit network. It is an important connection from the neighborhoods of Ward 1 to the economic and social center of the Quarry Shopping Center as well as the Jim Lupient Water Park and Northeast Recreation Center. Other pedestrian safety improvements include tighter radii for right-turn movements on the north and west legs to create a safer environment for pedestrians and bicyclists by slowing down motorists traveling through the intersection.

(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 people biking, walking, and using transit:

Pedestrian: Currently, there is a pedestrian crossing available along the north side of the intersection. Due to the nature of the intersection serving as an off-ramp and the lack of destinations on the southeast quadrant, the project will not add pedestrian facilities on the south or east legs of the intersection, but will add a pedestrian crossing on the west leg. ADA improvements identified in the City's transition plan, as well as lighting and striping will be implemented. This intersection is an important connection from the neighborhoods of Ward 1 to the economic and social center of the Quarry Shopping Center as well as the Jim Lupient Water Park and Northeast Recreation Center. The project will also improve access to transit stops. Tighter intersection geometry and improved pedestrian ramps, striping, and lighting will provide a safer facility for people walking. Meeting with neighborhood associations yielded a need to improve this route for access by biking and walking, especially for low-income populations, people of color, persons with disabilities, and the youth and elderly populations.

Bicycle: The intersection currently does not have continuous bicycle facilities. A multi-use trail currently exists along 18th Avenue and goes around the Home Depot building ending at the project intersection. The project will fill an existing bicycle gap by constructing an off-street multiuse trail between 18th Avenue and the intersection. The trail will connect to bike facilities on Johnson Street NE north of 18th Ave NE (construction planned for 2021) and the existing bikeway on 18th Ave NE. Currently, bicycles along this route must share a lane with automobile traffic. The project will improve

connections to the existing trail on the east side of the intersection via an improved crossing on the north leg. This will create a safer environment for those traveling to work, transit stops, or recreation areas.

Transit: Currently there are three transit routes that travel along the Johnson Street corridor and through the project intersection. The intersection is included in the City's draft Transportation Action Plan?s Transit Priority Network. The design of the project would improve multimodal transportation and improve connectivity to the nearby transit stop. The proposed project will also reduce congestion on the corridor, which will improve transit speed and reliability, thereby improving transit access to under-served populations 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.

100%

Attach Layout

Please upload attachment in PDF form.

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

Yes

50%

Attach Layout

1589378745166_JohnsonStreetLayout.pdf

Please upload attachment in PDF form.

Layout has not been started

0%

Anticipated date or date of completion 10/01/2024

2)Review of Section 106 Historic Resources (15 Percent of Points)

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

100%

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

100%

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

80%

Historic/archeological property impacted; determination of adverse effect anticipated

40%

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

0%

Project is located on an identified historic bridge

3)Right-of-Way (25 Percent of Points)

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

100%

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

50%

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

25%

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

0%

Anticipated date or date of acquisition

4)Railroad Involvement (15 Percent of Points)

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

100%

Signature Page

Please upload attachment in PDF form.

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

50%

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

0%

Anticipated date or date of executed Agreement

5) Public Involvement (20 percent of points)

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

Meeting with general public:	06/01/2019
Meeting with partner agencies:	02/19/2020
Targeted online/mail outreach:	06/01/2019
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 1 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.

City planners as well as public works staff have reached out specifically to neighborhoods to the north of the intersection. After meeting with these neighborhoods, it was confirmed that pedestrian improvements and traffic calming measures needed to be put into place to create a safer environment for all users. The bicycle connection ending at this intersection would need to also be improved.

Measure A: Cost Effectiveness

Total Project Cost (entered in Project Cost Form):	$1,871,500.00
Enter Amount of the Noise Walls:	$0.00
Total Project Cost subtract the amount of the noise walls:	$1,871,500.00
Enter amount of any outside, competitive funding:	$0.00
Attach documentation of award:	
Points Awarded in Previous Criteria	

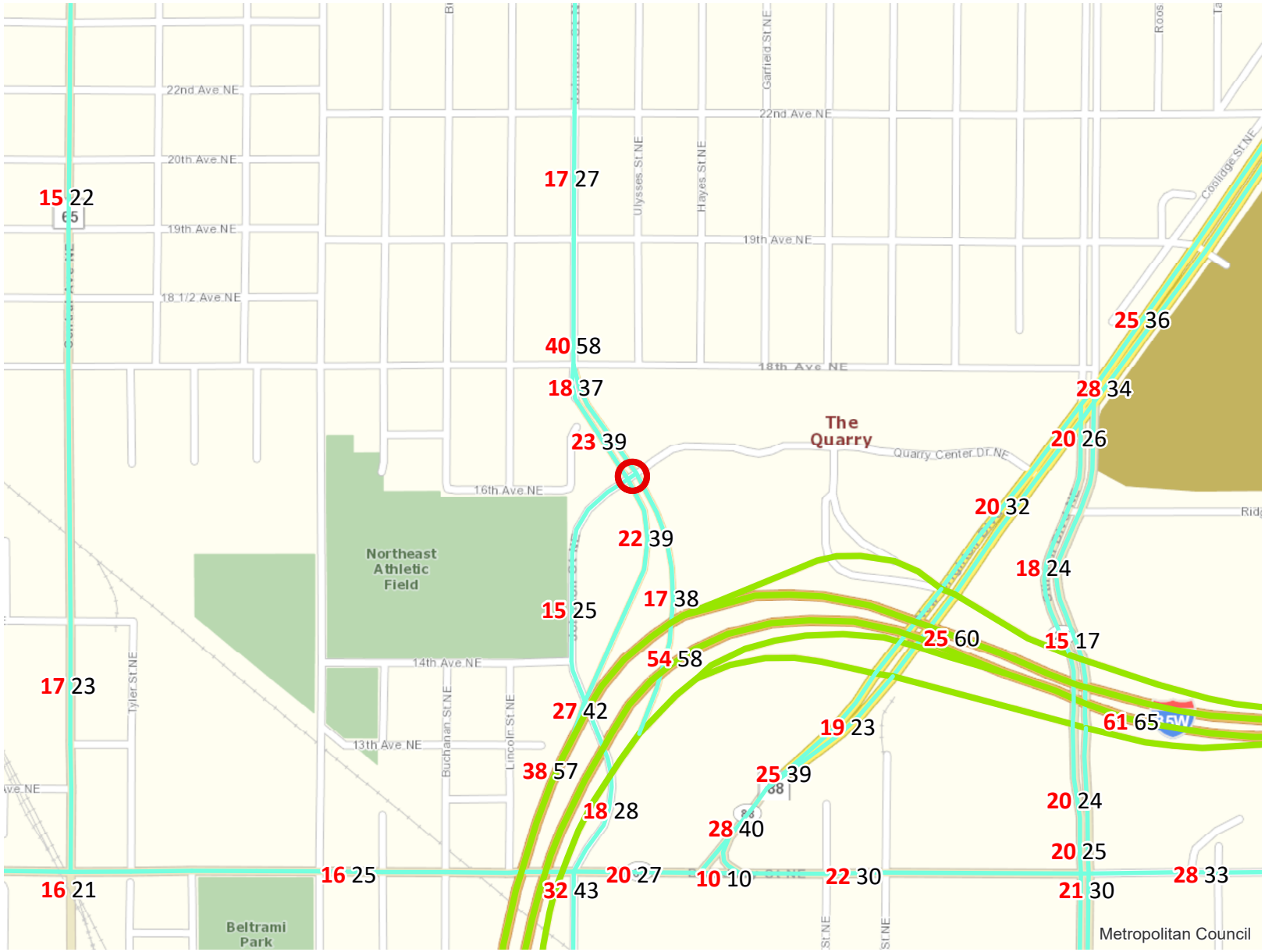
Cost Effectiveness	$0.00

Other Attachments

File Name	Description	File Size
Johnson St Project Sheet_05122020.pdf	Project Sheet	276 KB
JohnsonStreetLayout.pdf	Concept Layout	2.0 MB
MnDOT Letter of Support.pdf	MnDOT Letter for the City of Minneapolis Metropolitan Council/Transportation Advisory Board 2020 Regional Solicitation Funding Request for Johnson St. NE & I-35W Ramp Reconstruction	547 KB
MplsJohnsonSocioEconomic.pdf	Socioeconomic Map	1.1 MB
RegionalCongestion.pdf	Congestion Map	4.2 MB
Robin Application Letter.pdf	City Director of Public Works Application Letter	5.6 MB
SocioEconomic.pdf	Census tract socioeconomic map	2.9 MB

Level of Congestion

Roadway Spot Mobility & Safety Project: Johnson St E / I-35W SB Ramps Spot Mobility | Map ID: 1583945565290



Project Points

A Minor Arterials

A Minor Arterials Planned

Principal Arterials

Principal Arterials Planned

0 0.075 0.15 0.3 0.45 0.6 Miles

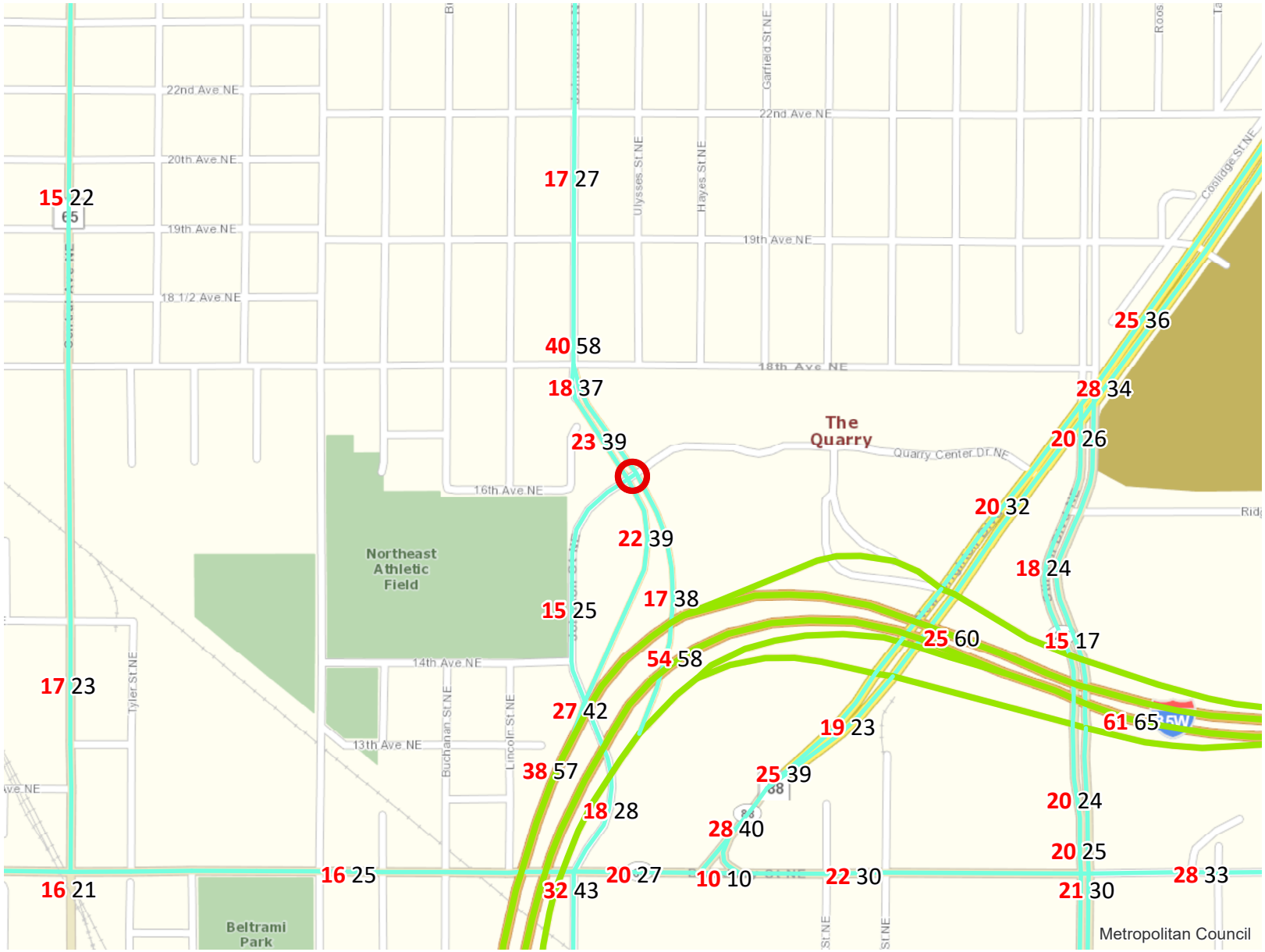
Created: 3/11/2020
LandscapeRSA1

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

METROPOLITAN COUNCIL

Level of Congestion

Roadway Spot Mobility & Safety Project: Johnson St E / I-35W SB Ramps Spot Mobility | Map ID: 1583945565290



Project Points

A Minor Arterials

A Minor Arterials Planned

Principal Arterials

Principal Arterials Planned

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Created: 3/11/2020
LandscapeRSA1

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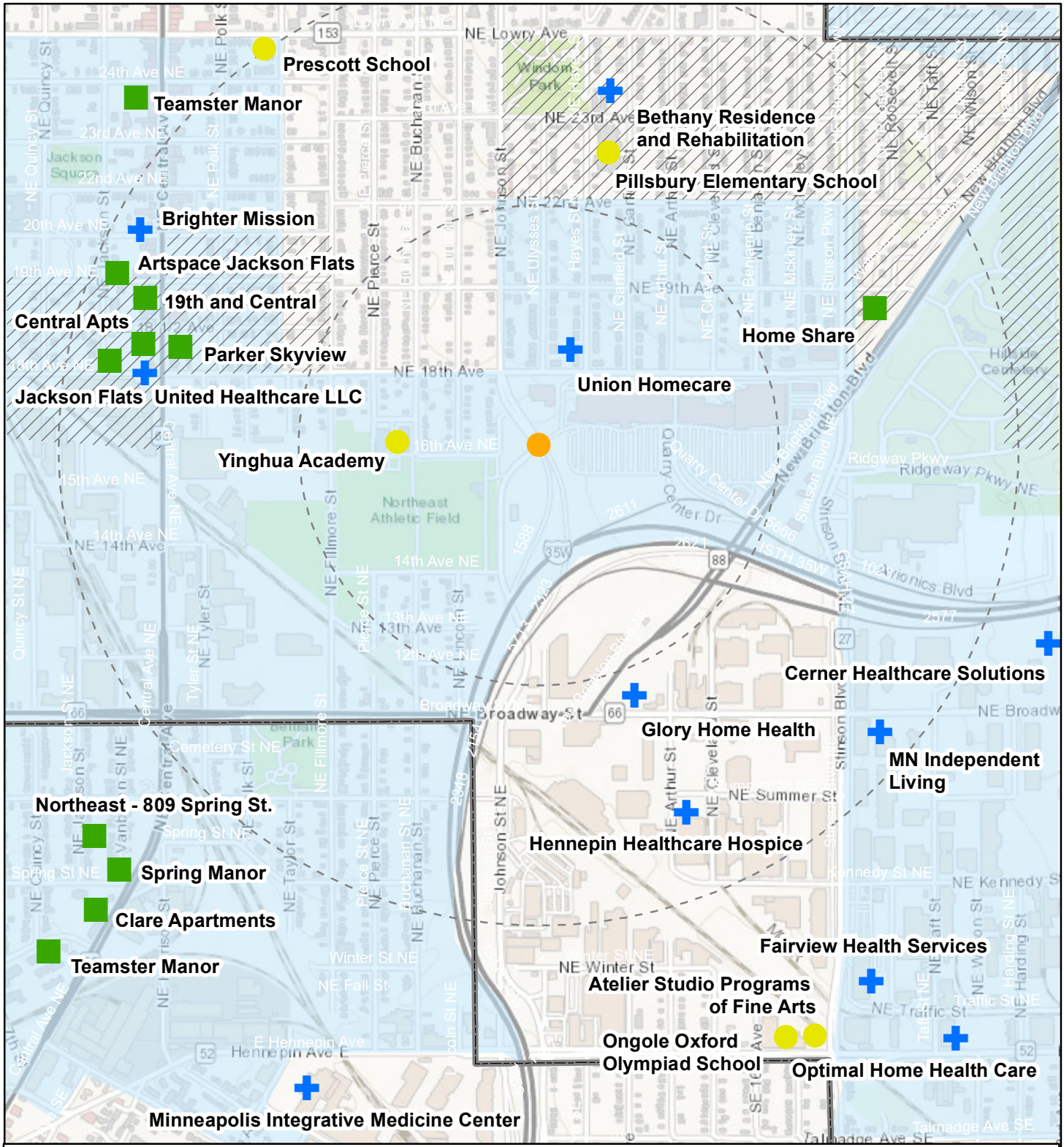
METROPOLITAN COUNCIL



Minneapolis Johnson Street Spot Mobility

Socio-Economic Map (Supplemental)

N

0 0.25 0.5 Miles

- Lingustically Isolated (Above 60th Percentile)
- Less than HS Education (Above 65th Percentile)
- Over Age 64 (Above 55th Percentile)
- Ward 1
- Project Area
- Buffer (0.5 Mile Increments)
- Affordable Housing
- Healthcare
- Schools

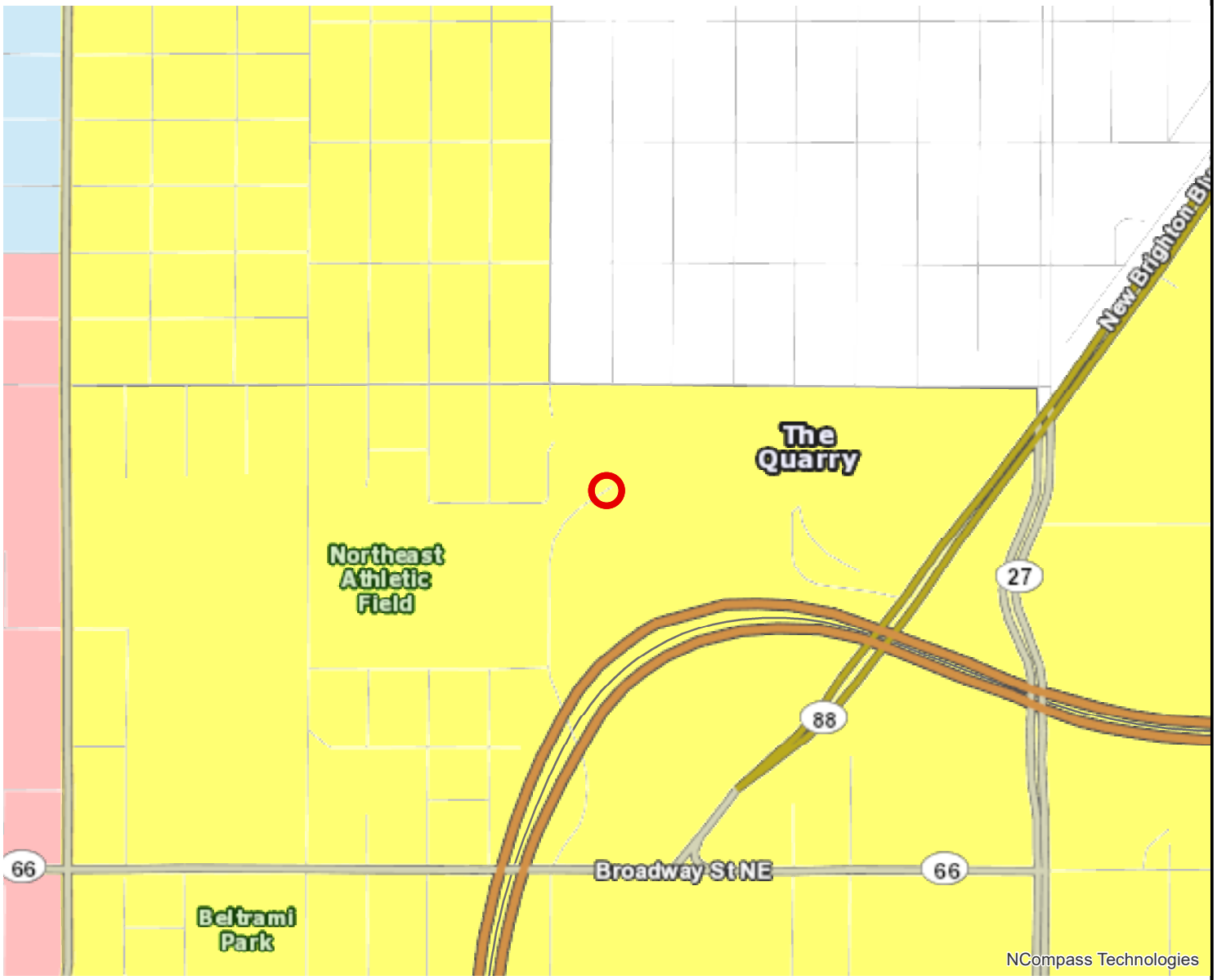
Socio-Economic Conditions

Roadway Spot Mobility & Safety Project: Johnson St E / I-35W SB Ramps Spot Mobility | Map ID: 1583945565290

Results

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

Tracts within half-mile:
101200 101900 102600 104000



Points

Area of Concentrated Poverty

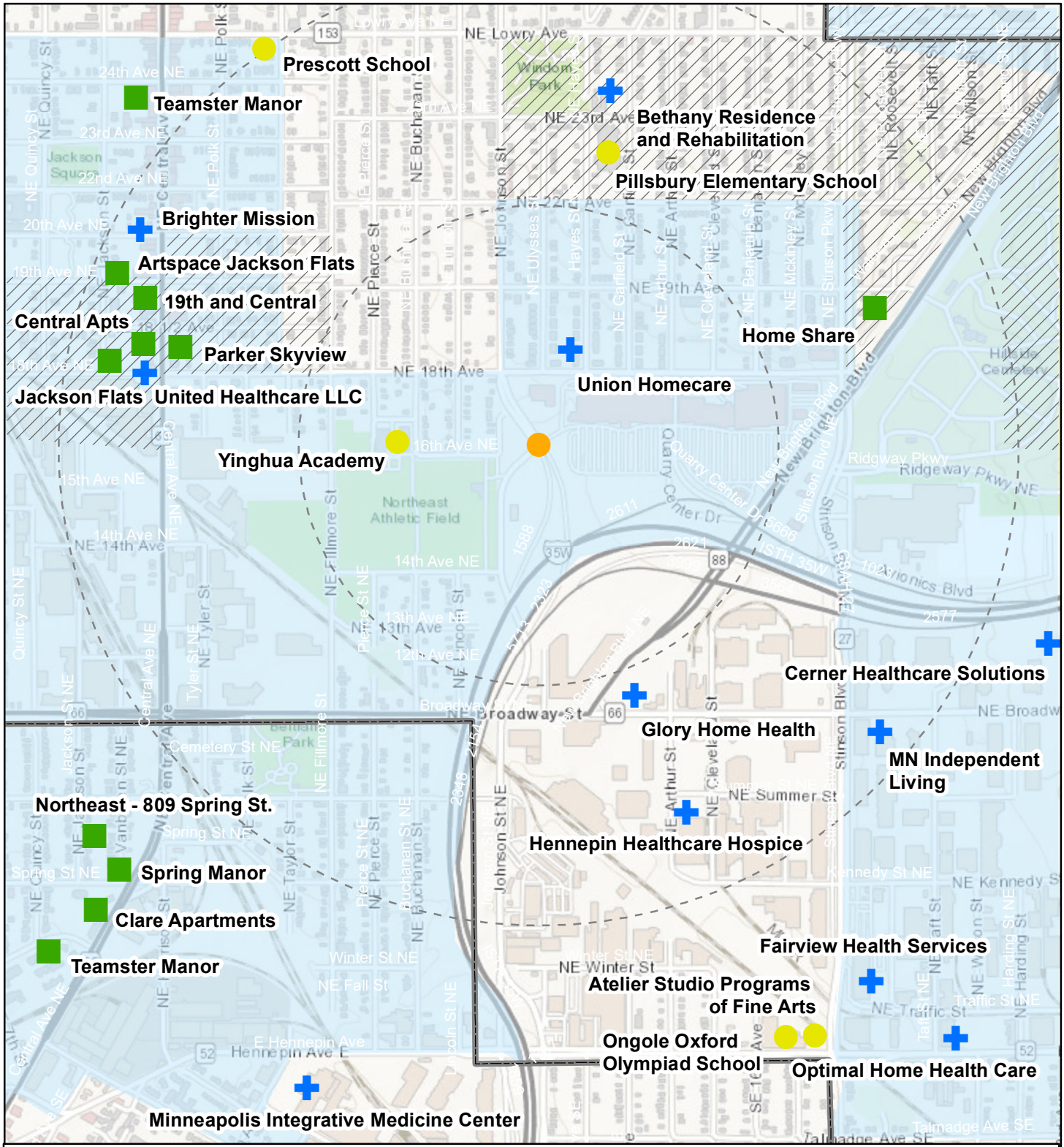
Area of Concentrated Povertry > 50% residents of color

Above reg'l avg conc of race/poverty

0 0.1 0.2 0.4 0.6 0.8 Miles

Created: 3/11/2020
LandscapeRSA2

METROPOLITAN COUNCIL



Minneapolis Johnson Street Spot Mobility

Socio-Economic Map (Supplemental)

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0 0.25 0.5 Miles

- Lingustically Isolated (Above 60th Percentile)
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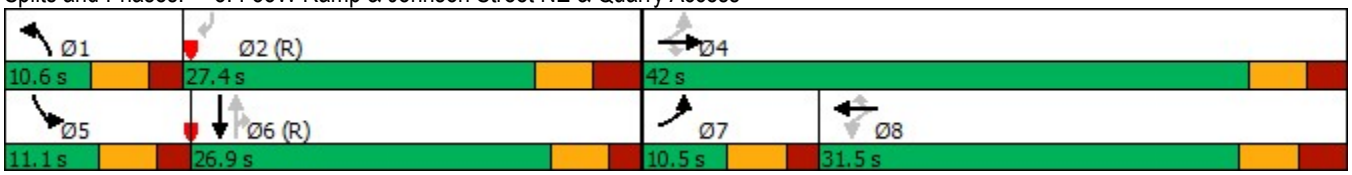
- Over Age 64 (Above 55th Percentile)
- Ward 1
- Project Area
- Buffer (0.5 Mile Increments)
- Affordable Housing
- Healthcare
- Schools

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	51	47	18	24	77	74	51	379	52	98	850	354
Future Volume (vph)	51	47	18	24	77	74	51	379	52	98	850	354
Turn Type	pm+pt	NA	Perm	Perm	NA	Perm	Prot	NA	custom	Prot	NA	custom
Protected Phases	7	4			8		1!			5	6!	
Permitted Phases	4		4	8		8		6	6			2
Detector Phase	7	4	4	8	8	8	1	6	6	5	6	2
Switch Phase												
Minimum Initial (s)	5.0	7.0	7.0	7.0	7.0	7.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	10.5	22.5	22.5	31.5	31.5	31.5	10.5	22.5	22.5	10.5	22.5	22.5
Total Split (s)	10.5	42.0	42.0	31.5	31.5	31.5	10.6	26.9	26.9	11.1	26.9	27.4
Total Split (%)	13.1%	52.5%	52.5%	39.4%	39.4%	39.4%	13.3%	33.6%	33.6%	13.9%	33.6%	34.3%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.0	2.5	2.5	3.0	3.0	3.0	2.0	2.0	2.0	2.0	2.0	3.0
Lost Time Adjust (s)	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 Lost Time (s)	5.5	6.0	6.0	6.5	6.5	6.5	5.5	5.5	5.5	5.5	5.5	6.5
Lead/Lag	Lead			Lag	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes			Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Min	C-Min	None	C-Min	C-Min
Act Effct Green (s)	16.0	15.9	15.9	9.2	9.2	9.2	8.0	38.4	38.4	11.2	38.4	46.7
Actuated g/C Ratio	0.20	0.20	0.20	0.12	0.12	0.12	0.10	0.48	0.48	0.14	0.48	0.58
v/c Ratio	0.25	0.14	0.05	0.17	0.39	0.22	0.31	0.24	0.07	0.43	0.54	0.38
Control Delay	25.6	23.9	0.2	33.3	37.6	1.4	37.5	16.0	0.2	36.5	19.7	7.8
Queue Delay	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 Delay	25.6	23.9	0.2	33.3	37.6	1.4	37.5	16.0	0.2	36.5	19.7	7.8
LOS	C	C	A	C	D	A	D	B	A	D	B	A
Approach Delay		20.9			21.8			16.5			17.7	
Approach LOS		C			C			B			B	

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 0 (0%), Referenced to phase 2:SBR and 6:NBSB, Start of Green	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.54	
Intersection Signal Delay: 18.0	Intersection LOS: B
Intersection Capacity Utilization 51.3%	ICU Level of Service A
Analysis Period (min) 15	

! Phase conflict between lane groups.

Splits and Phases: 5: I-35W Ramp & Johnson Street NE & Quarry Access



5: I-35W Ramp & Johnson Street NE & Quarry Access

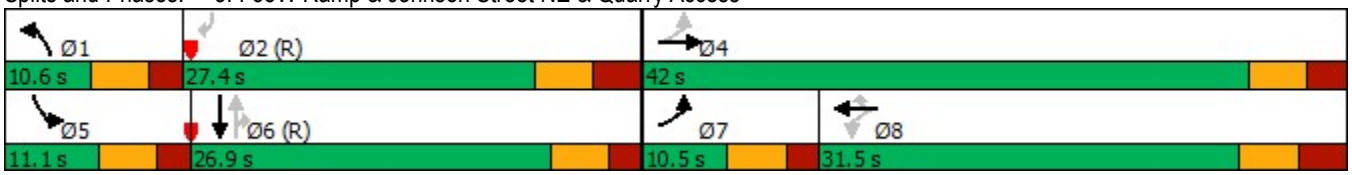
Direction	All
Future Volume (vph)	2075
Total Delay / Veh (s/v)	18
CO Emissions (kg)	1.82
NOx Emissions (kg)	0.35
VOC Emissions (kg)	0.42

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	51	47	24	77	74	51	379	52	98	850	354
Future Volume (vph)	51	47	24	77	74	51	379	52	98	850	354
Turn Type	pm+pt	NA	Perm	NA	Perm	Prot	NA	custom	Prot	NA	custom
Protected Phases	7	4		8		1!			5	6!	
Permitted Phases	4		8		8		6	6			2
Detector Phase	7	4	8	8	8	1	6	6	5	6	2
Switch Phase											
Minimum Initial (s)	5.0	7.0	7.0	7.0	7.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	10.5	22.5	31.5	31.5	31.5	10.5	22.5	22.5	10.5	22.5	22.5
Total Split (s)	10.5	42.0	31.5	31.5	31.5	10.6	26.9	26.9	11.1	26.9	27.4
Total Split (%)	13.1%	52.5%	39.4%	39.4%	39.4%	13.3%	33.6%	33.6%	13.9%	33.6%	34.3%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.0	2.5	3.0	3.0	3.0	2.0	2.0	2.0	2.0	2.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	6.0	6.5	6.5	6.5	5.5	5.5	5.5	5.5	5.5	6.5
Lead/Lag	Lead		Lag	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Min	C-Min	None	C-Min	C-Min
Act Effct Green (s)	16.0	15.9	9.2	9.2	9.2	8.0	38.4	38.4	11.2	38.4	46.7
Actuated g/C Ratio	0.20	0.20	0.12	0.12	0.12	0.10	0.48	0.48	0.14	0.48	0.58
v/c Ratio	0.25	0.19	0.17	0.39	0.22	0.31	0.24	0.07	0.43	0.54	0.36
Control Delay	25.6	19.0	33.5	37.6	1.4	37.5	16.0	0.2	36.5	19.7	3.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	25.6	19.0	33.5	37.6	1.4	37.5	16.0	0.2	36.5	19.7	3.2
LOS	C	B	C	D	A	D	B	A	D	B	A
Approach Delay		21.9		21.8			16.5			16.5	
Approach LOS		C		C			B			B	

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 0 (0%), Referenced to phase 2:SBR and 6:NBSB, Start of Green	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.54	
Intersection Signal Delay: 17.3	Intersection LOS: B
Intersection Capacity Utilization 51.3%	ICU Level of Service A
Analysis Period (min) 15	

! Phase conflict between lane groups.

Splits and Phases: 5: I-35W Ramp & Johnson Street NE & Quarry Access



5: I-35W Ramp & Johnson Street NE & Quarry Access

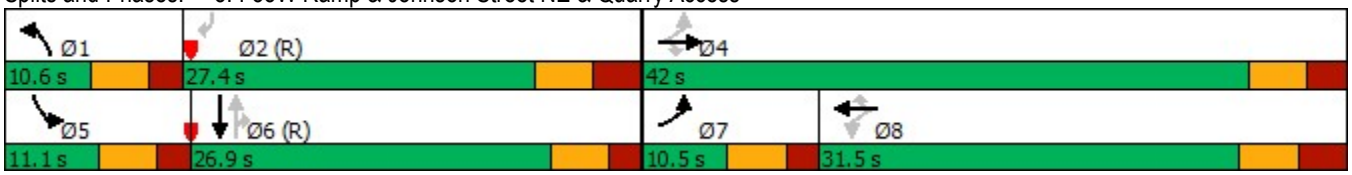
Direction	All
Future Volume (vph)	2075
Total Delay / Veh (s/v)	17
CO Emissions (kg)	1.78
NOx Emissions (kg)	0.35
VOC Emissions (kg)	0.41

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	51	47	18	24	77	74	51	379	52	98	850	354
Future Volume (vph)	51	47	18	24	77	74	51	379	52	98	850	354
Turn Type	pm+pt	NA	Perm	Perm	NA	Perm	Prot	NA	custom	Prot	NA	custom
Protected Phases	7	4			8		1!			5	6!	
Permitted Phases	4		4	8		8		6	6			2
Detector Phase	7	4	4	8	8	8	1	6	6	5	6	2
Switch Phase												
Minimum Initial (s)	5.0	7.0	7.0	7.0	7.0	7.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	10.5	22.5	22.5	31.5	31.5	31.5	10.5	22.5	22.5	10.5	22.5	22.5
Total Split (s)	10.5	42.0	42.0	31.5	31.5	31.5	10.6	26.9	26.9	11.1	26.9	27.4
Total Split (%)	13.1%	52.5%	52.5%	39.4%	39.4%	39.4%	13.3%	33.6%	33.6%	13.9%	33.6%	34.3%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.0	2.5	2.5	3.0	3.0	3.0	2.0	2.0	2.0	2.0	2.0	3.0
Lost Time Adjust (s)	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 Lost Time (s)	5.5	6.0	6.0	6.5	6.5	6.5	5.5	5.5	5.5	5.5	5.5	6.5
Lead/Lag	Lead			Lag	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes			Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Min	C-Min	None	C-Min	C-Min
Act Effct Green (s)	16.0	15.9	15.9	9.2	9.2	9.2	8.0	38.4	38.4	11.2	38.4	46.7
Actuated g/C Ratio	0.20	0.20	0.20	0.12	0.12	0.12	0.10	0.48	0.48	0.14	0.48	0.58
v/c Ratio	0.25	0.14	0.05	0.17	0.39	0.22	0.31	0.24	0.07	0.43	0.54	0.38
Control Delay	25.6	23.9	0.2	33.3	37.6	1.4	37.5	16.0	0.2	36.5	19.7	7.8
Queue Delay	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 Delay	25.6	23.9	0.2	33.3	37.6	1.4	37.5	16.0	0.2	36.5	19.7	7.8
LOS	C	C	A	C	D	A	D	B	A	D	B	A
Approach Delay		20.9			21.8			16.5			17.7	
Approach LOS		C			C			B			B	

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 0 (0%), Referenced to phase 2:SBR and 6:NBSB, Start of Green	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.54	
Intersection Signal Delay: 18.0	Intersection LOS: B
Intersection Capacity Utilization 51.3%	ICU Level of Service A
Analysis Period (min) 15	

! Phase conflict between lane groups.

Splits and Phases: 5: I-35W Ramp & Johnson Street NE & Quarry Access



5: I-35W Ramp & Johnson Street NE & Quarry Access

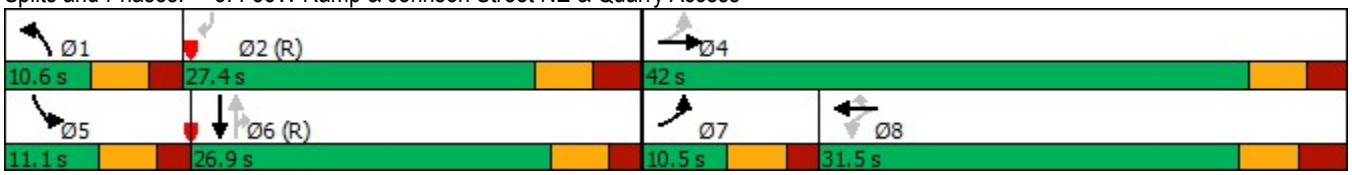
Direction	All
Future Volume (vph)	2075
Total Delay / Veh (s/v)	18
CO Emissions (kg)	1.82
NOx Emissions (kg)	0.35
VOC Emissions (kg)	0.42

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	51	47	24	77	74	51	379	52	98	850	354
Future Volume (vph)	51	47	24	77	74	51	379	52	98	850	354
Turn Type	pm+pt	NA	Perm	NA	Perm	Prot	NA	custom	Prot	NA	custom
Protected Phases	7	4		8		1!			5	6!	
Permitted Phases	4		8		8		6	6			2
Detector Phase	7	4	8	8	8	1	6	6	5	6	2
Switch Phase											
Minimum Initial (s)	5.0	7.0	7.0	7.0	7.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	10.5	22.5	31.5	31.5	31.5	10.5	22.5	22.5	10.5	22.5	22.5
Total Split (s)	10.5	42.0	31.5	31.5	31.5	10.6	26.9	26.9	11.1	26.9	27.4
Total Split (%)	13.1%	52.5%	39.4%	39.4%	39.4%	13.3%	33.6%	33.6%	13.9%	33.6%	34.3%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.0	2.5	3.0	3.0	3.0	2.0	2.0	2.0	2.0	2.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	6.0	6.5	6.5	6.5	5.5	5.5	5.5	5.5	5.5	6.5
Lead/Lag	Lead		Lag	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Min	C-Min	None	C-Min	C-Min
Act Effct Green (s)	16.0	15.9	9.2	9.2	9.2	8.0	38.4	38.4	11.2	38.4	46.7
Actuated g/C Ratio	0.20	0.20	0.12	0.12	0.12	0.10	0.48	0.48	0.14	0.48	0.58
v/c Ratio	0.25	0.19	0.17	0.39	0.22	0.31	0.24	0.07	0.43	0.54	0.36
Control Delay	25.6	19.0	33.5	37.6	1.4	37.5	16.0	0.2	36.5	19.7	3.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	25.6	19.0	33.5	37.6	1.4	37.5	16.0	0.2	36.5	19.7	3.2
LOS	C	B	C	D	A	D	B	A	D	B	A
Approach Delay		21.9		21.8			16.5			16.5	
Approach LOS		C		C			B			B	

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 0 (0%), Referenced to phase 2:SBR and 6:NBSB, Start of Green	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.54	
Intersection Signal Delay: 17.3	Intersection LOS: B
Intersection Capacity Utilization 51.3%	ICU Level of Service A
Analysis Period (min) 15	

! Phase conflict between lane groups.

Splits and Phases: 5: I-35W Ramp & Johnson Street NE & Quarry Access



5: I-35W Ramp & Johnson Street NE & Quarry Access

Direction	All
Future Volume (vph)	2075
Total Delay / Veh (s/v)	17
CO Emissions (kg)	1.78
NOx Emissions (kg)	0.35
VOC Emissions (kg)	0.41

Traffic Safety Benefit-Cost Calculation

Highway Safety Improvement Program (HSIP) Reactive Project

DEPARTMENT OF TRANSPORTATION

A. Roadway Description

Route	Johnson St	**District**		**County**	Hennepin
Begin RP		**End RP**		**Miles**	
Location	Johnson Street/Quarry Access/35W Ramps intersection				

B. Project Description

Proposed Work	Improve Angle of Right Turn (remove channelized RT) for SB, EB, and WB		
Project Cost*	$1,871,500	**Installation Year**	2024
Project Service Life	20 years	**Traffic Growth Factor**	0.5%

** exclude Right of Way from Project Cost*

C. Crash Modification Factor

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

D. Crash Modification Factor (optional second CMF)

0.40	**Fatal (K) Crashes**	**Reference**	CMF Clearinghouse
0.40	**Serious Injury (A) Crashes**		
0.40	**Moderate Injury (B) Crashes**	**Crash Type**	Right Turns
0.40	**Possible Injury (C) Crashes**		
0.40	**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	Right Turns
K crashes	0	0
A crashes	1	
B crashes	1	
C crashes	3	
PDO crashes	10	

F. Benefit-Cost Calculation

$3,682,789	**Benefit (present value)**	**B/C Ratio = 1.97**
$1,871,500	**Cost**	

Proposed project expected to reduce 3 crashes annually, 1 of which involving fatality or serious injury.

F. Analysis Assumptions

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

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

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

G. Annual Benefit

Crash Severity	Crash Reduction	Annual Reduction	Annual Benefit
K crashes	0.00	0.00	$0
A crashes	0.44	0.15	$99,733
B crashes	0.44	0.15	$30,800
C crashes	1.32	0.44	$48,400
PDO crashes	4.40	1.47	$17,600
			$196,533

H. Amortized Benefit

Year	Crash Benefits	Present Value
2024	$196,533	$196,533
2025	$197,516	$195,174
2026	$198,504	$193,824
2027	$199,496	$192,483
2028	$200,494	$191,152
2029	$201,496	$189,830
2030	$202,504	$188,517
2031	$203,516	$187,213
2032	$204,534	$185,918
2033	$205,556	$184,632
2034	$206,584	$183,355
2035	$207,617	$182,086
2036	$208,655	$180,827
2037	$209,698	$179,576
2038	$210,747	$178,334
2039	$211,801	$177,100
2040	$212,860	$175,875
2041	$213,924	$174,659
2042	$214,994	$173,451
2043	$216,068	$172,251
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 = $3,682,789

▼ Countermeasure: Improve angle of channelized right turn lane

Compare	CMF	CRF(%)	Quality	Crash Type	Crash Severity	Area Type	Reference	Comments
☐	0.558	44.2	★★★★☆	All	All	Not specified	SCHATTLER AND HANSON, 2016	Total intersection AADT ranged from ... [*READ MORE*]
☐	0.411	58.9	★★★★☆	Other	All	Not specified	SCHATTLER AND HANSON, 2016	Crash type = "subject approach ... [*READ MORE*]
☐	0.397	60.3	★★★★☆	Right turn,Other	All	Not specified	SCHATTLER AND HANSON, 2016	Crash type = "right turn ... [*READ MORE*]
☐	0.564	43.6	★★★☆☆	All	Fatal,Serious injury,Minor injury	Not specified	SCHATTLER AND HANSON, 2016	Total intersection AADT ranged from ... [*READ MORE*]

Compare* **Reset Compare**

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

objectid	Incident ID	Date and T	Year	Hour	Crash Seve	Number Kil	Number of	Officer Nar	Constructio	County	City	Township
1856748	601667	6/3/2018,	2018	11	Unknown S	0	0	Witness sta	M	HENNEPIN	Minneapolis	
1939814	352431	5/28/2016,	2016	16	Property D	0	1	UNIT 2	M	HENNEPIN	Minneapolis	
2046780	324284	1/28/2016,	2016	18	Property D	0	1	Unit 2 had	M	HENNEPIN	Minneapolis	
2095349	341082	4/8/2016, 5	2016	17	Property D	0	2	Unit 1 was	M	HENNEPIN	Minneapolis	
2160448	330270	2/19/2016,	2016	1	Possible Inj	0	1	Vehicle 1 w	M	HENNEPIN	Minneapolis	
2191082	659416	11/12/201	2018	11	Property D	0	2	Vehicle 2	M	HENNEPIN	Minneapolis	
2209454	411887	1/6/2017, 9	2017	9	Property D	0	2	Unit2 was s	M	HENNEPIN	Minneapolis	
2210260	451513	5/12/2017,	2017	0	Property D	0	1	Vehicle 1	M	HENNEPIN	Minneapolis	
2265835	565496	2/12/2018,	2018	18	Possible Inj	0	2	Officers	M	HENNEPIN	Minneapolis	
2267037	519714	11/25/201	2017	21	Possible Inj	0	2	unit 2 drivi	M	HENNEPIN	Minneapolis	
2414929	412938	1/9/2017, 5	2017	17	Serious Inju	0	1	Unit #1 wa	M	HENNEPIN	Minneapolis	
2417247	669932	12/20/201	2018	17	Property D	0	2	unit 2 was	M	HENNEPIN	Minneapolis	
2455428	632372	9/4/2018, 1	2018	11	Property D	0	2	CCN 18-	M	HENNEPIN	Minneapolis	
2475528	475897	7/10/2017,	2017	16	Minor Injur	0	3	VEH 1	M	HENNEPIN	Minneapolis	
2503366	371094	8/12/2016,	2016	20	Property D	0	1	Veh 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
Ramp or C	220000659	0.271921	RAMP323	East			Parked Mo	Parking Lot	Daylight	None		
Municipal S	050002395	0.429777	JOHNSON S	Not Applicable		Front to Re	Motor Veh	On Roadsic	Daylight	None		
Municipal S	050002395	0.442236	JOHNSON S	North		Sideswipe -	Motor Veh	On Roadwa	Dark (Stree	None		
Municipal S	050002395	0.421412	JOHNSON S	Not Applicable		Front to Fr	Motor Veh	On Roadwa	Daylight	None		
Municipal S	050002395	0.426559	JOHNSON ST NE				Other Post,	On Roadwa	Dark (Stree	Road Surface Condition (wet, icy, s		
Municipal S	050002395	0.444477	JOHNSON S	East		Angle	Motor Veh	Parking Lot	Daylight	None		
Ramp or C	220000659	0.263275	RAMP323	South		Front to Re	Motor Veh	On Roadwa	Daylight	None		
Municipal S	050002395	0.441446	JOHNSON S	South		Sideswipe -	Motor Veh	On Roadwa	Dark (Stree	None		
Municipal S	050002395	0.432312	JOHNSON ST NE			Front to Re	Motor Veh	On Roadwa	Dark (Stree	Unknown		
Municipal S	050002395	0.428762	JOHNSON S	Not Applicable		Front to Fr	Motor Veh	On Roadwa	Dark (Stree	None		
Municipal S	050002395	0.428716	JOHNSON S	South			Pedalcycle	On Roadwa	Dark (Stree	Road Surface Condition (wet, icy, s		
Municipal S	050002395	0.442571	JOHNSON S	North		Front to Re	Motor Veh	On Roadwa	Dark (Stree	None		
Municipal S	050002395	0.443018	JOHNSON S	North		Front to Re	Motor Veh	On Roadwa	Daylight	None		
Ramp or C	220000659	0.272549	RAMP323			Angle	Motor Veh	On Roadwa	Daylight	None		
Municipal S	050002395	0.438658	JOHNSON ST NE				Other - Fix	On Roadwa	Dark (Stree	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
	Not at Inte	No Control	Cloudy		Dry	2		NOT APPLICABLE	Hit-And-Ru	Pickup
	Four-Way I	Traffic Con	Cloudy		Dry	2		NOT APPLICABLE	Hit-And-Ru	Passenger
	Intersectio	Traffic Con	Cloudy		Dry	2		NOT APPLICABLE	Hit-And-Run	Vehicle o
	Four-Way I	Traffic Con	Clear		Dry	2		NOT APPLICABLE	Motor Veh	Passenger
snow, slush	Four-Way I	Traffic Con	Cloudy		Wet	2		NOT APPLICABLE	Motor Veh	Passenger
	Not at Inte	No Control	Clear		Dry	2		NOT APPLICABLE	Motor Veh	Sport Utilit
	Four-Way I	Traffic Con	Clear		Dry	2		NOT APPLICABLE	Motor Veh	Passenger
	Four-Way I	Traffic Con	Clear		Dry	2		NOT APPLICABLE	Hit-And-Ru	Pickup
	Four-Way I	Traffic Con	Clear		Dry	2		NOT APPLICABLE	Hit-And-Run	Vehicle o
	Four-Way I	Traffic Con	Clear		Dry	2		NOT APPLICABLE	Motor Veh	Sport Utilit
snow, slush	Four-Way I	Traffic Con	Snow		Snow	2		NOT APPLICABLE	Motor Veh	Transit Bus
	Four-Way I	Traffic Con	Clear		Dry	2		NOT APPLICABLE	Motor Veh	Passenger
	Entrance/E	Traffic Con	Cloudy		Wet	2		NOT APPLICABLE	Motor Veh	Passenger
	Four-Way I	Traffic Con	Clear		Dry	2		NOT APPLICABLE	Motor Veh	Passenger
snow, slush	Not at Inte	No Control	Rain		Wet	2		NOT APPLICABLE	Motor Veh	Passenger

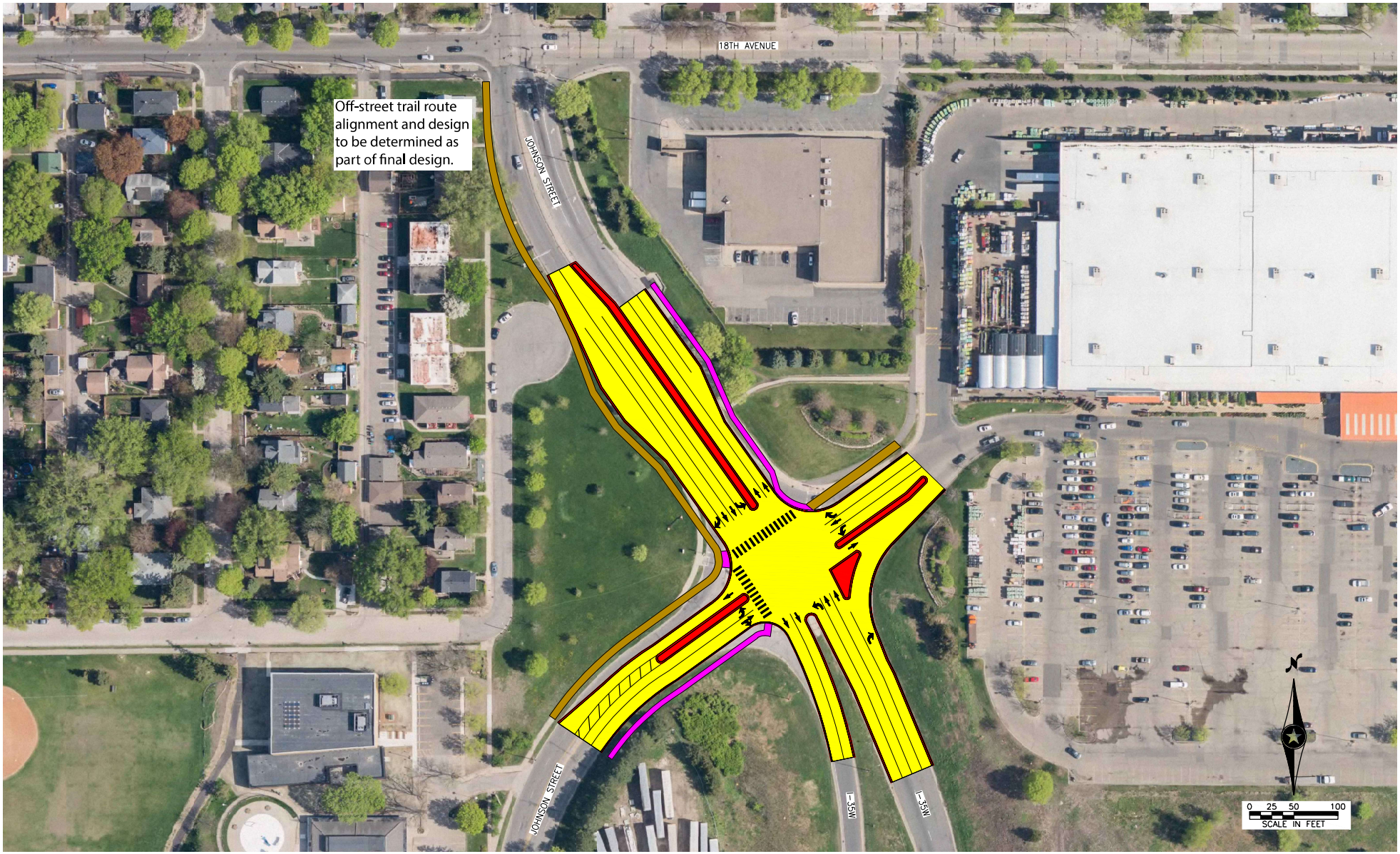
Unit1 Direction	Unit1 Factc	Unit1 Factc	Unit1 Most	Unit1 Vehi	Unit1 Traff	Unit1 Poste	Unit1 Horiz	Unit1 Road	Unit1 Nonr	Unit1 Injur	Unit1 Physi
Eastbound			Parked Mo	Parked or E	Two-Way, I	5	Straight	Level			
Southbound			Motor Veh	Moving For	Two-Way, I	30	Straight	Downhill			
Northbound			Motor Veh	Changing L	Two-Way, I	30	Straight	Uphill			
Eastbound	Unknown		Motor Veh	Moving For	Two-Way, I	30	Straight	Level		No Appare	Apparently
Eastbound	Operated M	Failed to Ke	Other Post	Turning Lef	Two-Way, I	30	Straight	Level		Possible Inj	Has Been D
Eastbound	Unknown		Motor Veh	Moving For	Other	15	Straight	Level		No Appare	Apparently
Southbound	Other Contributing Act		Motor Veh	Changing L	Two-Way, I	30	Curve Right	Level		No Appare	Apparently
Southbound			Motor Veh	Moving For	Two-Way, I	3	Straight	Level			
Southbound			Motor Veh	Moving For	Two-Way, Not Divided		Straight	Downhill			
Southbound	Driver Distr	Failure to Y	Motor Veh	Turning Lef	Two-Way, I	30	Straight	Downhill		Possible Inj	Has Been D
Southbound	No Clear Contributing		Pedalcyclis	Moving For	Two-Way, I	30	Straight	Level		No Appare	Apparently
Northbound	Unknown		Motor Veh	Moving For	Two-Way, I	30	Straight	Level		No Appare	Apparently
Northbound	No Clear Contributing		Motor Veh	Moving For	Two-Way, I	30	Straight	Level		No Appare	Apparently
Westbound	Improper Turn/Merge		Motor Veh	Turning Lef	Two-Way, I	30	Straight	Level		Suspected	Apparently
Eastbound	Unknown		Other - Fixe	Moving For	Two-Way, I	30	Curve Right	Uphill		No Appare	Apparently

Unit1 Age	Unit1 Sex	Unit2 Type	Unit2 Vehi	Unit2 Direction	Unit2 Facto	Unit2 Facto	Unit2 Most	Unit2 Vehi	Unit2 Nonr	Unit2 Injur	Unit2 Physi
		Parked/Sta	Pickup	Eastbound			Motor Veh	Parked or	Entering or	Leaving a	Parked Positic
0		Motor Veh	Passenger	Southbound	No Clear	Contributing	Motor Veh	Vehicle Stopped or Sta		No Appare	Apparently
		Motor Veh	Passenger	Northbound	No Clear	Contributing	Motor Veh	Moving Forward		No Appare	Apparently
32	Female	Motor Veh	Passenger	Westbound	Unknown		Motor Veh	Moving Forward		No Appare	Apparently
30	Male										
47	Female	Motor Veh	Medium / I	Eastbound	Unknown		Motor Veh	Turning Left		No Appare	Apparently
27	Female	Motor Veh	Passenger	Southbound	No Clear	Contributing	Motor Veh	Vehicle Stopped or Sta		No Appare	Apparently
		Motor Veh	Passenger	Southbound	No Clear	Contributing	Motor Veh	Moving Forward		No Appare	Apparently
		Motor Veh	Passenger	Southbound	Unknown		Motor Veh	Vehicle Stopped or Sta		No Appare	Apparently
30	Female	Motor Veh	Other Light	Southbound	No Clear	Contributing	Motor Veh	Moving Forward		No Appare	Apparently
32	Male	Bicycle			Failure to	Obey Traffic	Signs, Sig	nals, or Office	Walk/Cycle	Suspected	Unknown
78	Female	Motor Veh	Passenger	Northbound	Unknown		Motor Veh	Moving Forward		No Appare	Apparently
33	Female	Motor Veh	Passenger	Northbound	No Clear	Contributing	Motor Veh	Vehicle Stopped or Sta		No Appare	Apparently
36	Male	Motor Veh	Sport Utilit	Eastbound	No Clear	Contributing	Motor Veh	Moving Forward		Suspected	Apparently
18	Male										

Unit2 Age	Unit2 Sex	Unit3 Type	Unit3 Vehi	Unit3 Direc	Unit3 Facto	Unit3 Facto	Unit3 Most	Unit3 Vehi	Unit3 Nonr	Unit3 Injur	Unit3 Physi	Unit3 Age
26	Female											
55	Male											
50	Female											
52	Male											
46	Male											
21	Female											
28	Female	Motor Veh Passenger	Southboun	No Clear Contributing		Motor Veh Vehicle Stopped or Sta			Possible Inj	Apparently		35
24	Female											
33	Male											
24	Female											
41	Male											
78	Male	Motor Veh Passenger	Westbounc	No Clear Contributing		Motor Veh Turning Left			No Appare	Apparently		45

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
Male												
Female												

interchang	otst_inters	city_sectio	utmx	utmy	x	y
ISTH 35W /	JOHNSON ST		481410	4983469	481410	4983469
ISTH 35W /	JOHNSON ST		481390.9	4983460	481390.9	4983460
ISTH 35W /	JOHNSON ST		481410.3	4983471	481410.3	4983471
ISTH 35W /	JOHNSON ST		481381.1	4983455	481381.1	4983455
ISTH 35W /	JOHNSON ST		481389.1	4983458	481389.1	4983458
ISTH 35W /	JOHNSON ST		481406.6	4983473	481406.6	4983473
ISTH 35W /	JOHNSON ST		481422.4	4983460	481422.4	4983460
ISTH 35W /	JOHNSON ST		481408.9	4983471	481408.9	4983471
ISTH 35W /	JOHNSON ST		481387	4983463	481387	4983463
ISTH 35W /	JOHNSON ST		481392.5	4983459	481392.5	4983459
ISTH 35W /	JOHNSON ST		481391.3	4983459	481391.3	4983459
ISTH 35W /	JOHNSON ST		481410.4	4983472	481410.4	4983472
ISTH 35W /	JOHNSON ST		481415	4983476	481415	4983476
ISTH 35W /	JOHNSON ST		481411	4983471	481411	4983471
ISTH 35W /	JOHNSON ST		481404.4	4983470	481404.4	4983470



13519-Johnson Street Update

Proposed Intersection Reconstruction
MNDOT

Figure 1

Project Summary

Project Name – Johnson Street & I-35W Ramps Spot Mobility Project

Applicant – City of Minneapolis

Project Location – Johnson Street & I-35W Ramps in the City of Minneapolis, Hennepin County

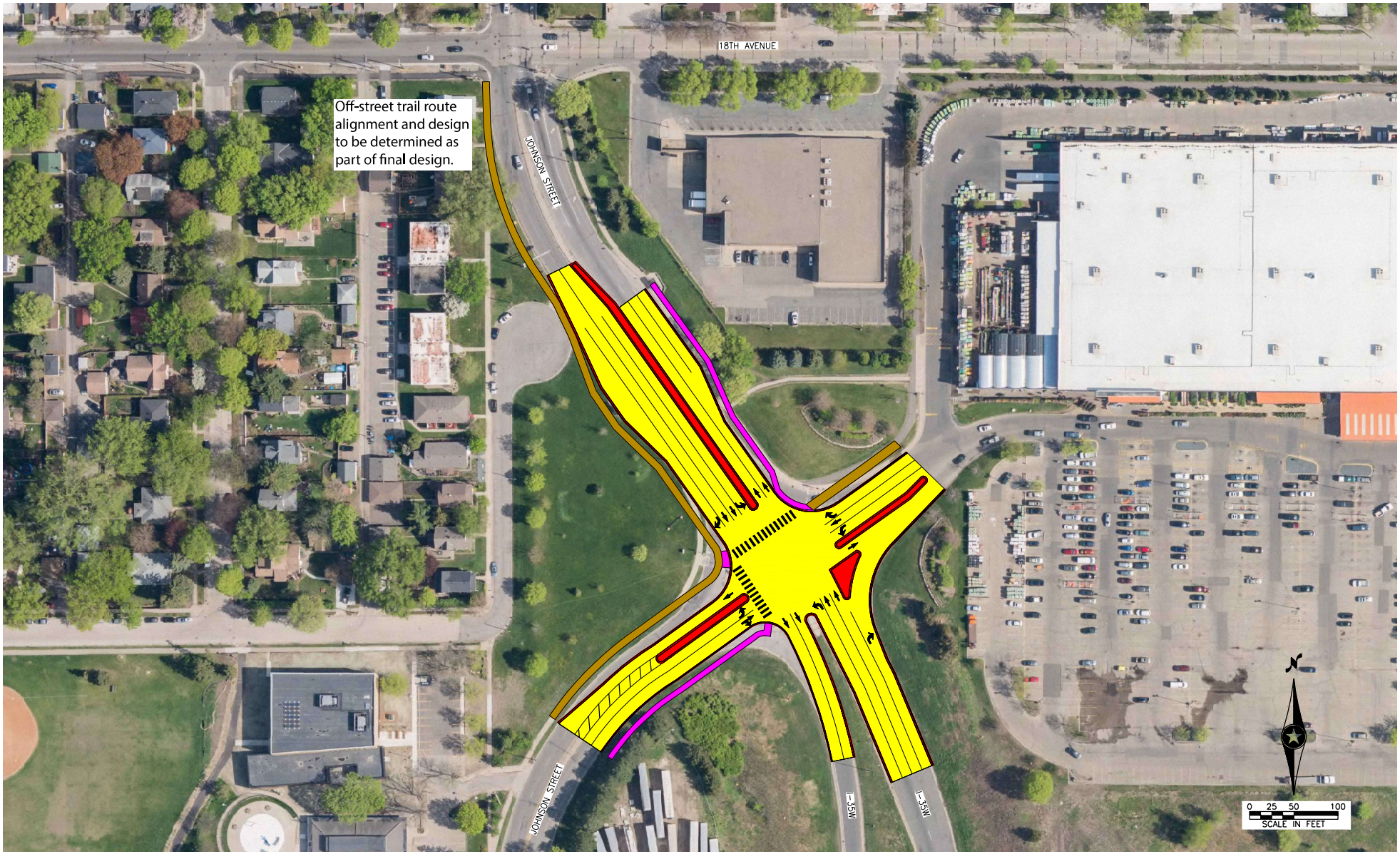
Total Project Cost – $ **1,871,500** **Requested Federal Dollars** - $**1,497,200**

Johnson Street and I-35W Ramps

Project Description – Johnson Street NE is an urban, two-lane undivided, 23-year old roadway classified as an A-Minor Augmentor located in Hennepin County. The reconstruction of Johnson Street NE at the intersection with I-35W freeway ramps was identified as a need through engagement with the public as part of the 2040 Comprehensive Plan Update to provide safer alternatives to the current intersection, as well as improving existing pedestrian network connections, ADA improvements, and overall connectivity and access. The proposed improvements will remove free right turns and tighten roadway geometry, improve ADA infrastructure, restripe pedestrian crossings, and close bikeway gaps. The project will also create a better environment for accessing transit routes, especially as transit availability in this area is growing.

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

- Tighten the right hand turns for westbound and southbound traffic calming traffic for all users.
- Eliminate a bicycle network gap by providing connections to a trail on the west side of the intersection.
- Improve ADA infrastructure and pavement that was identified as “poor” and missing.
- Improve pedestrian infrastructure, including closing a gap in the sidewalk network to the south of the intersection, restriping current crosswalks and improving lighting.
- Enhance safety and mobility for all users.
- Improve access for to the area’s jobs and transit facilities/routes and create a more equitable balance between transportation modes



13519-Johnson Street Update

Proposed Intersection Reconstruction
MNDOT

Figure 1

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 Johnson St. NE & I-35W Ramp Reconstruction

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 Johnson St. NE and the I-35W Ramps Reconstruction 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 the intersection of Johnson St NE and the ramps. 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.

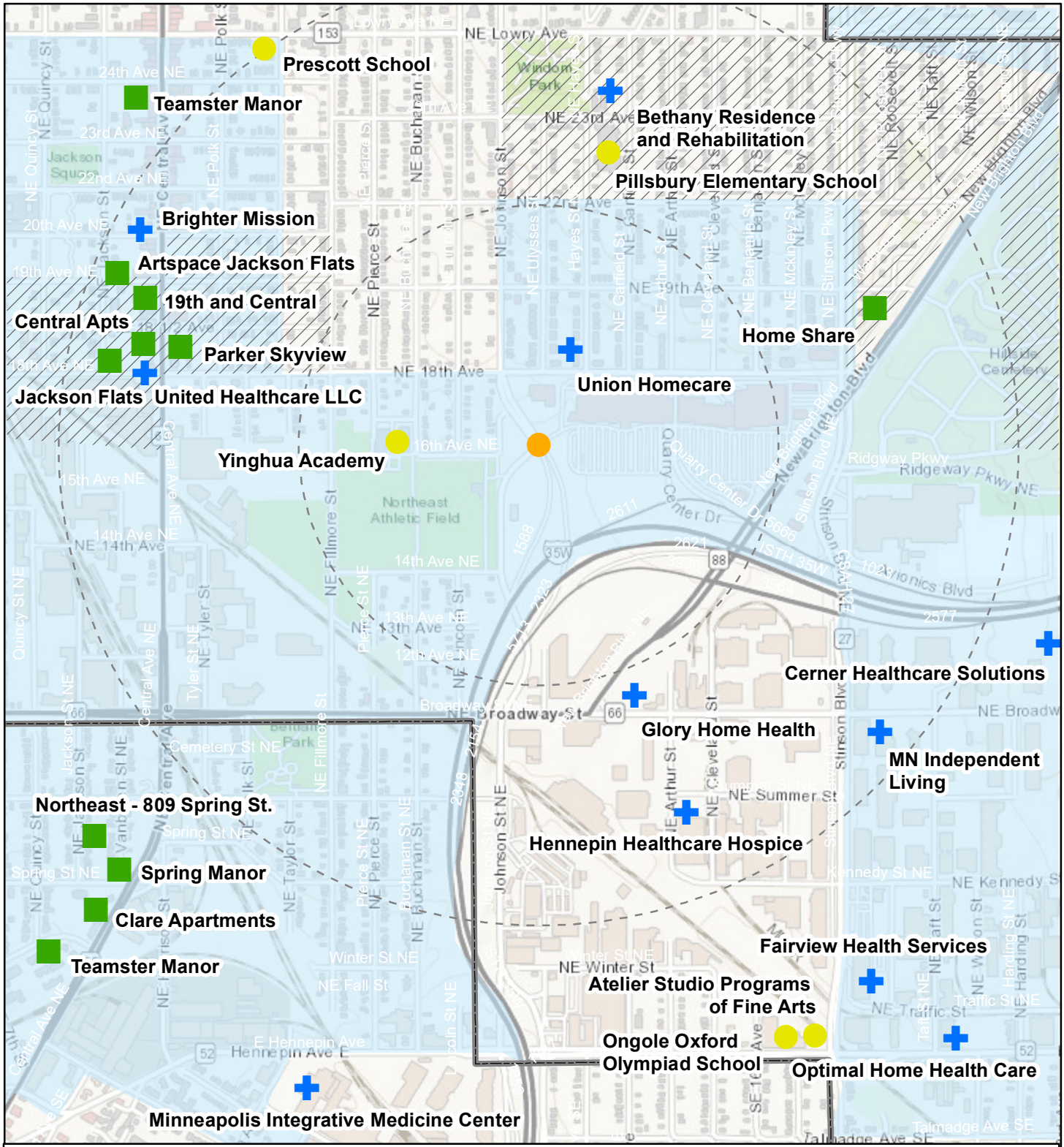
Sincerely,

Michael Barnes

Digitally signed by Michael Barnes
Date: 2020.05.12 18:22:04 -05'00'

Michael Barnes, PE
Metro District Engineer

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



Minneapolis Johnson Street Spot Mobility

Socio-Economic Map (Supplemental)

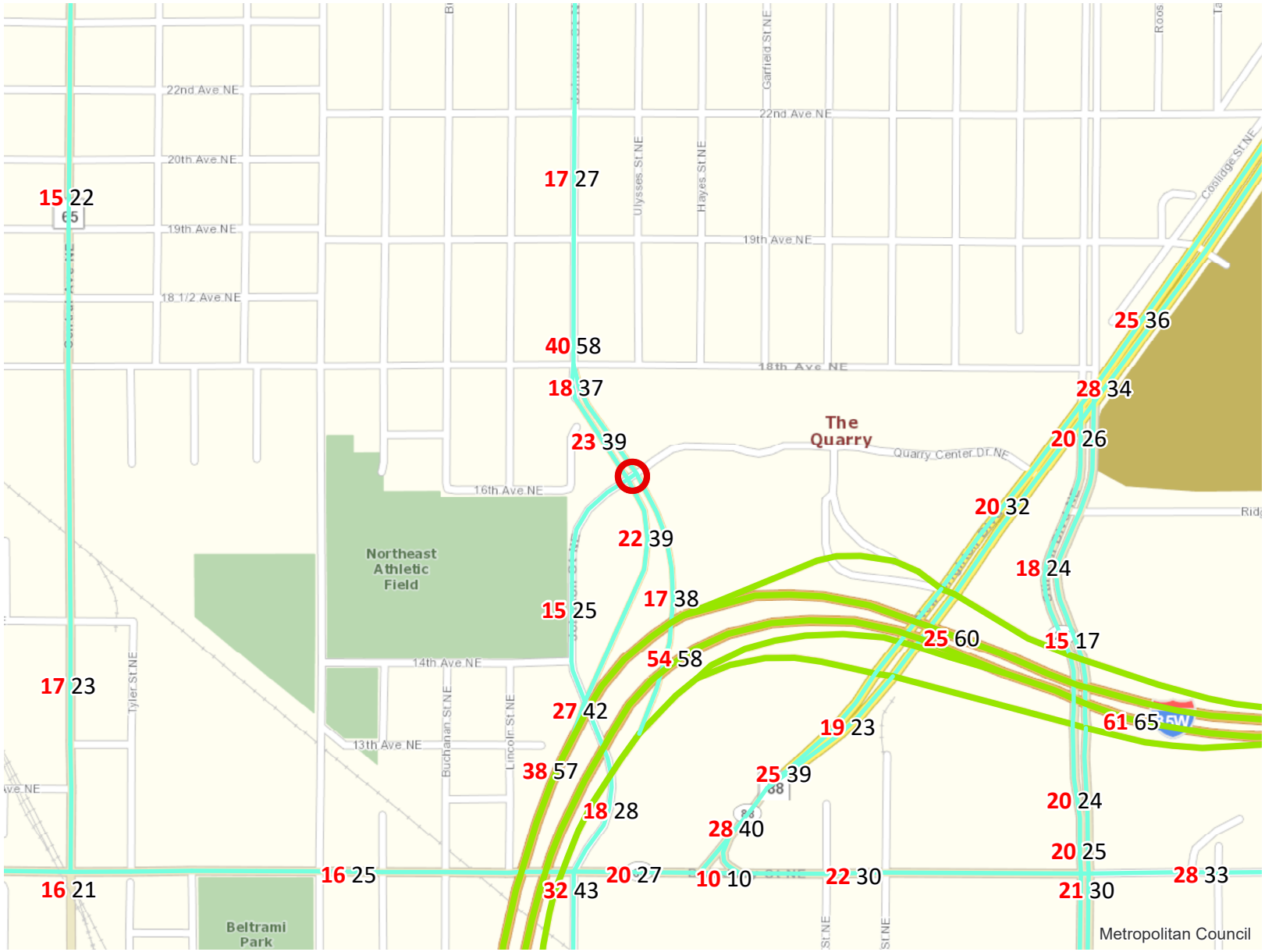
N

0 0.25 0.5 Miles

- Lingustically Isolated (Above 60th Percentile)
- Less than HS Education (Above 65th Percentile)
- Over Age 64 (Above 55th Percentile)
- Ward 1
- Project Area
- Buffer (0.5 Mile Increments)
- Affordable Housing
- Healthcare
- Schools

Level of Congestion

Roadway Spot Mobility & Safety Project: Johnson St E / I-35W SB Ramps Spot Mobility | Map ID: 1583945565290



Project Points

A Minor Arterials

A Minor Arterials Planned

Principal Arterials

Principal Arterials Planned

0 0.075 0.15 0.3 0.45 0.6 Miles

Created: 3/11/2020
LandscapeRSA1

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

METROPOLITAN COUNCIL

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

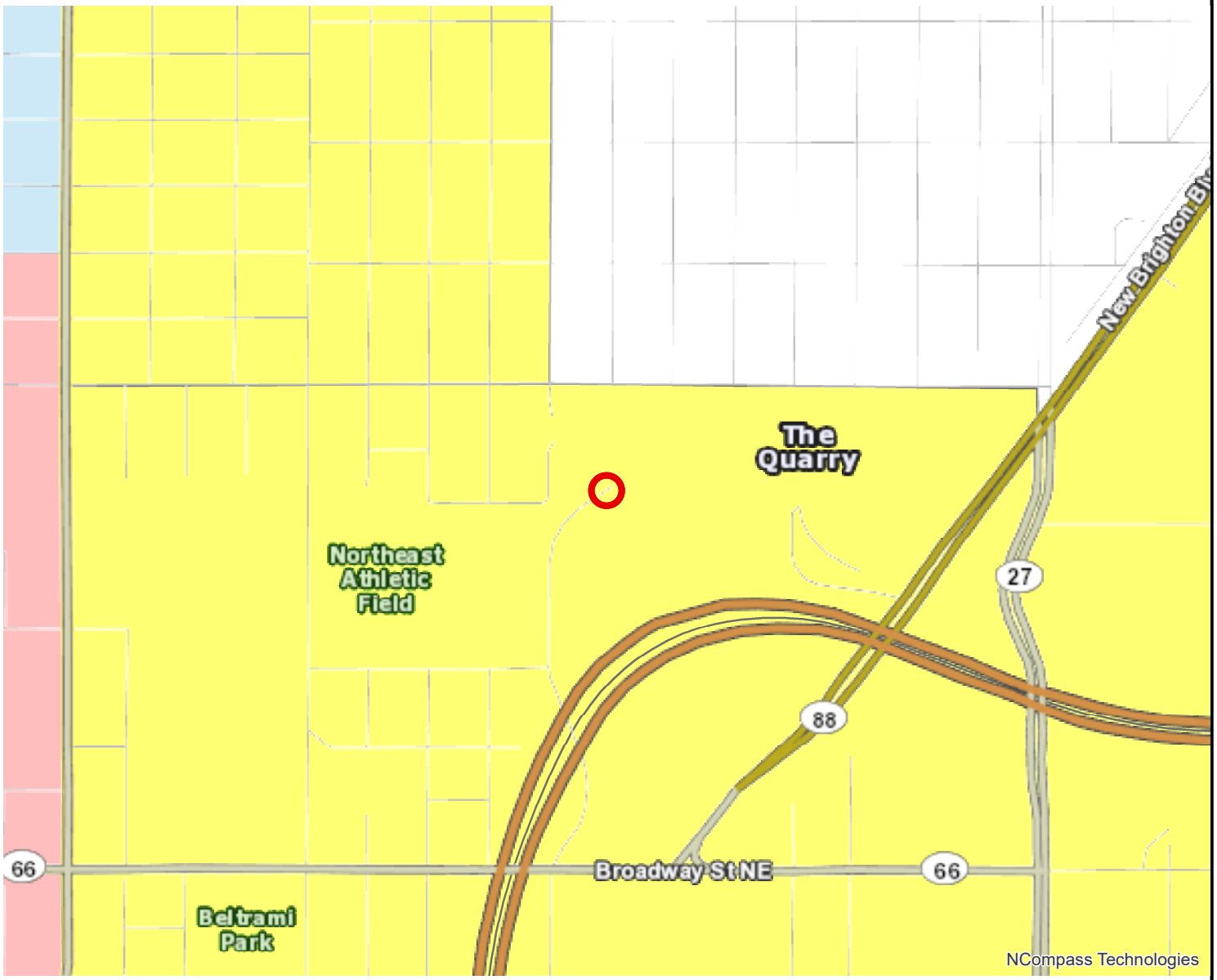
Socio-Economic Conditions

Roadway Spot Mobility & Safety Project: Johnson St E / I-35W SB Ramps Spot Mobility | Map ID: 1583945565290

Results

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

Tracts within half-mile:
101200 101900 102600 104000



Points

Area of Concentrated Poverty

Area of Concentrated Povertry > 50% residents of color

Above reg'l avg conc of race/poverty

0 0.1 0.2 0.4 0.6 0.8 Miles

Created: 3/11/2020
LandscapeRSA2

METROPOLITAN COUNCIL