



Application

17074 - 2022 Multiuse Trails and Bicycle Facilities

17651 - Northside Greenway Phase 1

Regional Solicitation - Bicycle and Pedestrian Facilities

Status: Submitted  
Submitted Date: 04/14/2022 2:33 PM

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## Primary Contact

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Pronouns First Name Middle Name Last Name

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**\*:** Minneapolis Minnesota 55415  
City State/Province Postal Code/Zip

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Phone Ext.

**Fax:**

**What Grant Programs are you most interested in?** Regional Solicitation - Bicycle and Pedestrian Facilities

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## 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

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## Project Information

**Project Name** Northside Greenway Phase 1  
**Primary County where the Project is Located** Hennepin  
**Cities or Townships where the Project is Located:** Minneapolis  
**Jurisdictional Agency (If Different than the Applicant):**

The proposed project will create a new bikeway with pedestrian improvements and traffic calming along Humboldt Avenue North and Irving Avenue North in Minneapolis. The project extends approximately 2.1 miles from 44th Ave N to 26th Ave N. The route is on the Regional Bicycle Transportation Network. This segment is currently a local street that connects several existing trails, schools, and parks.

The corridor will receive a range of different treatments block to block, including bicycle boulevard treatments, intersection improvements, partial reconstruction or full reconstruction. Some blocks may limit or remove motor vehicle access, others may narrow the vehicular travel space by half, and other blocks could primarily focus on intersection treatments such as curb extensions, median refuge islands and traffic circles. The project will also include ADA curb ramp upgrades at intersections that need improvements. Project treatments and improvements include, but are not limited to: signing, striping, bicycle paths, sidewalks, traffic circles, diverters, medians, flashing beacons, and ADA pedestrian ramps.

This application is shaped by years of deep community engagement using a variety of approaches to ensure feedback is heard from all community voices. Additional community engagement is planned to start in 2023 to help shape the final design.

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

*(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.](#)**

Northside Greenway Phase 1 (Humboldt Ave N and Irving Ave N from 44th Ave N to 26th Ave N)

*Include both the CSAH/MSAS/TH references and their corresponding street names in the TIP Description (see Resources link on Regional Solicitation webpage for examples).*

**Project Length (Miles)**

2.1

*to the nearest one-tenth of a mile*

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## 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 \$4,188,954.00

Match Amount \$1,047,238.00

*Minimum of 20% of project total*

Project Total \$5,236,192.00

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

Match Percentage 20.0%

*Minimum of 20%*

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

Source of Match Funds City of Minneapolis

*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: 2026

*Select 2024 or 2025 for TDM and Unique projects only. For all other applications, select 2026 or 2027.*

### Additional Program Years:

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

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## Project Information

County, City, or Lead Agency City of Minneapolis, Department of Public Works

Zip Code where Majority of Work is Being Performed 55412

(Approximate) Begin Construction Date 04/15/2026

(Approximate) End Construction Date 11/15/2026

Name of Trail/Ped Facility: Northside Greenway Phase 1

*(i.e., CEDAR LAKE TRAIL)*

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

From:  
(Intersection or Address) Irving Ave N & 26th Ave N

To:  
(Intersection or Address) Humboldt Ave N & 44th Ave N

*DO NOT INCLUDE LEGAL DESCRIPTION; INCLUDE NAME OF ROADWAY  
IF MAJORITY OF FACILITY RUNS ADJACENT TO A SINGLE CORRIDOR*

Or At:

Miles of trail (nearest 0.1 miles): 2.1

**Miles of trail on the Regional Bicycle Transportation Network (nearest 0.1 miles):**

2.1

**Is this a new trail?**

Yes

**Primary Types of Work**

Bicycle Boulevard, Bike Trail, Traffic Calming, ADA Curb Ramps, Pedestrian and Bicycle Crossing Improvements

*Examples: GRADE, AGG BASE, BIT BASE, BIT SURF, SIDEWALK, 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):**

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## **Requirements - All Projects**

### **All Projects**

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

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

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

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

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

? Strategies B1 and B6.

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

? Strategies C1, C2, and C17.

Goal D: Competitive Economy - The regional transportation system supports the economic competitiveness, vitality, and prosperity of the region and state.

? Objective A: Improve multimodal access to regional job concentrations identified in Thrive MSP 2040.

? Objective B: Invest in a multimodal transportation system to attract and retain businesses and residents.

? Strategy D3

Goal E: Healthy and Equitable Communities - The regional transportation system advances equity and contributes to communities' livability and sustainability while protecting the natural, cultural, and developed environments.

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

? Objective A: Reduce transportation-related air emissions.

? Objective C: Increase the availability and attractiveness of transit, bicycling, and walking to encourage healthy communities through the use of active transportation options.

? Objective D: Provide a transportation system that promotes community cohesion and connectivity for people of all ages and abilities, particularly for historically under-represented populations.

? Strategies E3, E5, E6, and E7.

*(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: Unique projects are exempt from this qualifying requirement because of their innovative nature.**

1) Minneapolis adopted 2022-2027 capital budget: includes this project in 2026 (page 3 of "Capital Budget Detail for Funded Projects").

2) Minneapolis Transportation Action Plan:

The Northside Greenway is identified on the All Ages and Abilities bikeway network as a "near-term low streets bikeway" route (page 74).

*(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. Unique project costs are limited to those that are federally eligible.*

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

*5. Applicant is a public agency (e.g., county, city, tribal government, transit provider, etc.) or non-profit organization (TDM and Unique Projects applicants only). 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 in more than one funding sub-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 in Table 1. For unique projects, the minimum award is \$500,000 and the maximum award is the total amount available each funding cycle (approximately \$4,000,000 for the 2020 funding cycle).

**Multiuse Trails and Bicycle Facilities:** \$250,000 to \$5,500,000

**Pedestrian Facilities (Sidewalks, Streetscaping, and ADA):** \$250,000 to \$2,000,000

**Safe Routes to School:** \$250,000 to \$1,000,000

**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:** 03/10/2022

**Link to plan:** <https://lims.minneapolismn.gov/Download/RCAV2/26538/2022-ADA-Transition-Plan-Update.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. Unique projects are exempt from this qualifying requirement.

**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

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## Requirements - Bicycle and Pedestrian Facilities Projects

1.All projects must relate to surface transportation. As an example, for multiuse trail and bicycle facilities, surface transportation is defined as primarily serving a commuting purpose and/or that connect two destination points. A facility may serve both a transportation purpose and a recreational purpose; a facility that connects people to recreational destinations may be considered to have a transportation purpose.

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

### Multiuse Trails on Active Railroad Right-of-Way:

2.All multiuse trail projects that are located within right-of-way occupied by an active railroad must attach an agreement with the railroad that this right-of-way will be used for trail purposes.

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

[Upload Agreement PDF](#)

Check the box to indicate that the project is not in active railroad right-of-way. Yes

### Multiuse Trails and Bicycle Facilities projects only:

3.All applications must include a letter from the operator of the facility confirming that they will remove snow and ice for year-round bicycle and pedestrian use. The Minnesota Pollution Control Agency has a resource for best practices when using salt. Upload PDF of Agreement in Other Attachments.

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

[Upload PDF of Agreement in Other Attachments.](#)

### Safe Routes to School projects only:

4.All projects must be located within a two-mile radius of the associated primary, middle, or high school site.

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

5.All schools benefitting from the SRTS program must conduct after-implementation surveys. These include the student travel tally form and the parent survey available on the National Center for SRTS website. The school(s) must submit the after-evaluation data to the National Center for SRTS within a year of the project completion date. Additional guidance regarding evaluation can be found at the MnDOT SRTS website.

Check the box to indicate that the applicant understands this requirement and will submit data to the National Center for SRTS within one year of project completion.

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## Requirements - Bicycle and Pedestrian Facilities Projects

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### Specific Roadway Elements

#### CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES

	Cost
Mobilization (approx. 5% of total cost)	\$315,650.00
Removals (approx. 5% of total cost)	\$0.00
Roadway (grading, borrow, etc.)	\$0.00
Roadway (aggregates and paving)	\$0.00

Subgrade Correction (muck)	\$0.00
Storm Sewer	\$0.00
Ponds	\$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	\$0.00
Traffic Control	\$473,450.00
Striping	\$0.00
Signing	\$0.00
Lighting	\$0.00
Turf - Erosion & Landscaping	\$82,750.00
Bridge	\$0.00
Retaining Walls	\$0.00
Noise Wall (not calculated in cost effectiveness measure)	\$0.00
Traffic Signals	\$0.00
Wetland Mitigation	\$0.00
Other Natural and Cultural Resource Protection	\$0.00
RR Crossing	\$0.00
Roadway Contingencies	\$361,228.00
Other Roadway Elements	\$209,825.00
<b>Totals</b>	<b>\$1,442,903.00</b>

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## Specific Bicycle and Pedestrian Elements

<b>CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES</b>	<b>Cost</b>
Path/Trail Construction	\$1,957,523.00
Sidewalk Construction	\$0.00
On-Street Bicycle Facility Construction	\$20,382.00
Right-of-Way	\$0.00
Pedestrian Curb Ramps (ADA)	\$409,500.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	\$258,580.00
Pedestrian-scale Lighting	\$0.00
Streetscaping	\$0.00
Wayfinding	\$0.00
Bicycle and Pedestrian Contingencies	\$847,124.00
Other Bicycle and Pedestrian Elements	\$300,180.00
<b>Totals</b>	<b>\$3,793,289.00</b>

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## Specific Transit and TDM Elements

<b>CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES</b>	<b>Cost</b>
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
<b>Totals</b>	<b>\$0.00</b>

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## 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

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## Totals

Total Cost	\$5,236,192.00
Construction Cost Total	\$5,236,192.00
Transit Operating Cost Total	\$0.00

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## Measure A: Project Location Relative to the RBTN

Select one:

Tier 1, Priority RBTN Corridor

Tier 1, RBTN Alignment

Tier 2, RBTN Corridor

Tier 2, RBTN Alignment Yes

Direct connection to an RBTN Tier 1 corridor or alignment

Direct connection to an RBTN Tier 2 corridor or alignment

OR

Project is not located on or directly connected to the RBTN but is part of a local system and identified within an adopted county, city or regional parks implementing agency plan.

Upload Map

1649944319075\_Northside Greenway RBTN Map.pdf

Please upload attachment in PDF form.

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## Measure A: Population Summary

Existing Population Within One Mile (Integer Only) 62500

Existing Employment Within One Mile (Integer Only) 18138

Upload the "Population Summary" map

1649944527384\_Northside Greenway Pop Employ Map.pdf

Please upload attachment in PDF form.

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## Measure A: Engagement

*i. Describe any Black, Indigenous, and People of Color populations, low-income populations, disabled populations, youth, or older adults within a ½ mile of the proposed project. Describe how these populations relate to regional context. Location of affordable housing will be addressed in Measure C.*

*ii. Describe how Black, Indigenous, and People of Color populations, low-income populations, persons with disabilities, youth, older adults, and residents in affordable housing were engaged, whether through community planning efforts, project needs identification, or during the project development process.*

*iii. Describe the progression of engagement activities in this project. A full response should answer these questions:*

The Northside Greenway will serve an area designated as an ACP50 by the Metropolitan Council. All Census tracts served by this project are home to communities where 40% or more of the residents have incomes lower than 185% of the federal poverty level, where more than 50% of residents are People of Color. Neighborhoods to be served by the Northside Greenway are home to more than 75% People of Color, where over 10% of residents speak a language other than English at home.

As the vision for the Northside Greenway grew, City departments used increasingly targeted outreach, working to reflect all community members' interests, not just the most vocal. The City spent the last decade building trust with community partners and we are committed to moving forward with community input at the project core.

**Response:**

The Northside Greenway had six engagement periods, all building on prior efforts. The first survey (2011) voicing support for a neighborhood greenway in North Minneapolis reached a racially diverse audience (75% People of Color), but it was not clear how many respondents lived in the potential project corridor. Successive engagement focused reaching a more representative range of residents adjacent to the corridor. People who responded to surveys to identify a preferred greenway route grew from 53% to 70% Northside residents between 2012 and 2013.

In 2014-2015 key project partners deepened community connections by funding 20 community-based organizations to talk with residents about the greenway concept and gather feedback. These organizations used existing connections and

culturally relevant communication methods to widen the greenway conversation. For example, Outreach included a podcast to reach Hmong audiences who have a rich history of oral communication over written, a youth-led zine created with Juxtaposition arts, and other creative approaches. Key partners also supported six resident "community connectors" in engaging with populations who were still underrepresented in project feedback, specifically African American and Asian residents, people with disabilities, renters, and transit riders.

A temporary greenway pilot in 2016-2017 gave residents the opportunity to try out different greenway designs along the proposed route. Afterwards 73% of survey respondents living on or within one block of the greenway wanted some form of greenway on their street, and 57% of residents living directly on the temporary greenway were interested in a permanent full greenway.

Northside Greenway partners, with guidance from the community-led Northside Greenway Council, regularly addressed whether there was enough evidence of community support to move forward with the project. Each phase of engagement showed support from a strong majority of community members.

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

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## **Measure B: Equity Population Benefits and Impacts**

*Describe the projects benefits to Black, Indigenous, and People of Color populations, low-income populations, children, people with disabilities, youth, and older adults. Benefits could relate to:*

*This is not an exhaustive list. A full response will support the benefits claimed, identify benefits specific to Equity populations residing or engaged in activities near the project area, identify benefits addressing a transportation issue affecting Equity populations specifically identified through engagement, and substantiate benefits with data.*

*Acknowledge and describe any negative project impacts to Black, Indigenous, and People of Color populations, low-income populations, children, people with disabilities, youth, and older adults. Describe measures to mitigate these impacts. Unidentified or unmitigated negative impacts may result in a reduction in points.*

*Below is a list of potential negative impacts. This is not an exhaustive list.*

Project benefits include improved connections to schools and local businesses, positive public health outcomes from increased active transportation, social and mental health benefits from increased access to greenspace, improved traffic safety from traffic calming measures, improved connections to the regional bicycle network and parks, and greater climate resiliency.

These benefits are greatly needed in North Minneapolis, which is home to the some of the City's largest communities of color and environmental justice communities. According to the Metropolitan Council's Growing Shade tool, areas along the project corridor score high on both environmental justice and public health priority scores, averaging 8.85 and 6.55 out of 10, respectively. These figures highlight that residents along the route have historically been more likely to face negative outcomes from land use decisions and could see improved health outcomes from additional green space.

**Response:**

Feedback from multiple rounds of community engagement identified benefits that residents see in the Northside Greenway. Residents were excited about a safer place to walk and bike (especially for kids), less pollution/more green space, improved health, and places to connect with community members. Many noted the opportunity for biking and walking separated from cars, safer intersection crossings, and traffic calming that could prevent speeding on neighborhood streets. Others envisioned space for community amenities like pocket parks and community gardens, with increased green space for flood mitigation. Overall, the project was seen as a benefit for Northside residents, as well as a draw for visitors to the neighborhood.

Some residents also voiced concern for potential negative impacts from the project. Concerns included the risk of gentrification, along with operational and access considerations that vary by greenway type. While there was strong support for a full greenway option, there were also some residents worried about parking and access for people with disabilities, deliveries, and guests. Parking concerns were of particular note for Hmong families on the route, concerned about accommodating multigenerational households.

This proposal for the Northside Greenway is responsive to both the positive feedback and concerns heard during engagement. We assume that vehicle access and parking will be retained on most if not all blocks. We will work to maximize protection for the bikeway, ADA improvements, and greening to respond to feedback. The City will work with residents to shape the final designs on a block-by-block basis. The City will continue to use a variety of creative engagement techniques to ensure that we reach and respond to feedback from traditionally underrepresented community members.

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

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## **Measure C: Affordable Housing Access**

*Describe any affordable housing developments existing, under construction, or planned within ½ mile of the proposed project. The applicant should note the number of existing subsidized units, which will be provided on the Socio-Economic Conditions map. Applicants can also describe other types of affordable housing (e.g., naturally-occurring affordable housing, manufactured housing) and under construction or planned affordable housing that is within a half mile of the project. If applicable, the applicant can provide self-generated PDF maps to support these additions. Applicants are encouraged to provide a self-generated PDF map describing how a project connects affordable housing residents to destinations (e.g., childcare, grocery stores, schools, places of worship).*

*Describe the project's benefits to current and future affordable housing residents within ½ mile of the project. Benefits must relate to affordable housing residents. Examples may include:*

*This is not an exhaustive list. Since residents of affordable housing are more likely not to own a private vehicle, higher points will be provided to roadway projects that include other multimodal access improvements. A full response will support the benefits claimed, identify benefits specific to residents of affordable housing, identify benefits addressing a transportation issue affecting residents of affordable housing specifically identified through engagement, and substantiate benefits with data.*

The proposed Northside Greenway would create a vital active transportation link between residents of affordable housing and a host of community destinations. Within a half mile of the project route there are over 600 units of affordable housing, with 285 deeply affordable units at 30% AMI. These residents have the most to gain in reducing their transportation and healthcare cost burdens by engaging in more active transportation.

The Northside Greenway provides a north-south connection between residential communities and important commercial, educational and institutional facilities in North Minneapolis. Much of North Minneapolis is considered to be a food desert lacking adequate access to nutritious food. The Northside Greenway will connect the North Market (grocery store and community center) to the north with a cluster of smaller, culturally specific markets to the south on Lowry Avenue, in addition to the new ALDI at Lowry and Penn Avenues.

**Response:**

The Northside Greenway will also make accessing schools in North Minneapolis easier for students and families living in affordable housing, with one directly on the route and four additional schools within a half mile. There are also two major libraries along the route, which provide critical spaces for youth to go after school, especially for households with caregivers that don't have flexible work schedules.

Improved public health outcomes are also a likely benefit for residents of affordable housing along and near the Northside Greenway. Providing a convenient and comfortable option for active transportation will encourage residents to run local errands or connect to further away job centers via

biking or walking. Increased access to green space also encourages greater recreational activity, and the Northside Greenway will connect the community to the Grand Rounds parkway and trail network. All of these opportunities for physical activity help reduce the risk of cardiovascular disease and a variety of health concerns (including mental health), which is highly beneficial for affordable housing residents for whom healthcare costs can be a significant financial burden. The Northside Greenway also connects directly to preventative healthcare services offered at North Market, a program of the North Memorial Health System, with free health services including community health workers, a registered dietician and pharmacy liaisons.

Increased active transportation opportunities also provide a more reliable form of commute mode for many. Affordable housing residents working jobs in the service industry or positions outside of a traditional "9-to-5" may see increased commute reliability from being able to bike to work rather than depending on an additional transit connection outside of peak service times.

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

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## Measure D: BONUS POINTS

Project is located in an Area of Concentrated Poverty:

Yes

Projects census tracts are above the regional average for population in poverty or population of color (Regional Environmental Justice Area):

Project located in a census tract that is below the regional average for population in poverty or populations of color (Regional Environmental Justice Area):

Upload the Socio-Economic Conditions map used for this measure.

1649951026323\_Northside Greenway Socio Econ Map.pdf

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## **Measure A: Gaps closed/barriers removed and/or continuity between jurisdictions improved by the project**

*PART 1: Qualitative assessment of project narrative discussing how the project will close a bicycle network gap, create a new or improved physical bike barrier crossing, and/or improve continuity and connections between jurisdictions.*

*Specifically, describe how the project would accomplish the following: Close a transportation network gap, provide a facility that crosses or circumvents a physical barrier, and/or improve continuity or connections between jurisdictions.*

*Bike system gap improvements include the following:*

- Providing a missing link between existing or improved segments of a local transportation network or regional bicycle facility (i.e., regional trail or RBTN alignment);*
  
- Improving bikeability to better serve all ability and experience levels by:*
  
- Providing a safer, more protected on-street facility or off-road trail;*
  
- Improving safety of bicycle crossings at busy intersections (e.g., through signal operations, revised signage, pavement markings, etc.); OR*
  
- Providing a trail adjacent or parallel to a highway or arterial roadway or improving a bike route along a nearby and parallel lower-volume neighborhood collector or local street.*

*Physical bicycle barrier crossing improvements include grade-separated crossings (over or under) of rivers and streams, railroad corridors, freeways and expressways, and multi-lane arterials, or enhanced routes to circumvent the barrier by channeling bicyclists to existing safe crossings or grade separations. Surface crossing improvements (at-grade) of major highway and rail barriers that upgrade the bicycle facility treatment or replace an existing facility at the end of its useful life may also be considered as bicycle barrier improvements. (For new barrier crossing projects, distances to the nearest parallel crossing must be included in the application to be considered for the full allotment of points under Part 1).*

*Examples of continuity/connectivity improvements may include constructing a bikeway across jurisdictional lines where none exists or upgrading an existing bicycle facility treatment so that it connects to and is consistent with an adjacent jurisdictions bicycle facility.*

The Northside Greenway will fill a significant gap in the City's All Ages and Abilities (AAA) Bikeway Network. Currently in North Minneapolis there are a very limited number of protected bike lanes, trails, or neighborhood greenways, the facilities considered to be low stress bikeways contributing to the AAA Network. In the City's Transportation Action Plan (2020), the Northside Greenway route is identified as a near-term low-stress bikeway, connecting to the Shingle Creek Trail on the north end and on the south end of Phase 1, the 26th Avenue greenway, and additional connections to downtown.

**Response:**

Filling this gap will play an important role for residents looking to make local connections around their neighborhood and around the city. The intent of the All Ages and Abilities Bikeway Network is to create safe, comfortable bicycle facilities that anyone can feel confident using, regardless of age or physical ability. The Northside Greenway is an important network connection for helping the City reach their goal of achieving 10% of trips taken by bicycle or micromobility by 2030.

The Northside Greenway will also create an important connection to the regional bicycle network. The project route is identified as a Tier 2 alignment in the Regional Bicycle Transportation Network. The northern end of Phase 1 greenway will connect with the Grand Rounds Trail system at Victory Memorial Drive. This connects residents living along the Northside Greenway with a robust, "backbone" arterial trail network for active transportation and recreation purposes.

*PART 2: Regional Bicycle Barrier Crossing Improvements and Major River Bicycle Barrier Crossings*

**DEFINITIONS:**

*Regional Bicycle Barrier Crossing Improvements include crossings of barrier segments within the Regional Bicycle Barrier Crossing Improvement Areas as updated in the 2019 Technical Addendum to the Regional Bicycle Barriers Study and shown in the RBBS online map (insert link to forthcoming RBBS Online Map). Projects must create a new regional barrier crossing, replace an existing regional barrier crossing at the end of its useful life, or upgrade an existing barrier crossing to a higher level of bike facility treatment, to receive points for Part 2.*

*Major River Bicycle Barrier Crossings include all existing and planned highway and bicycle/pedestrian bridge crossings of the Mississippi, Minnesota and St. Croix Rivers as identified in the 2018 update of the 2040 Transportation Policy Plan. Projects must create a new major river bicycle barrier crossing, replace an existing major river crossing at the end of its useful life, or upgrade the crossing to a higher level of bike facility treatment, to receive points for Part 2.*

*Projects that construct new or improve existing Regional Bicycle Barrier Crossings or Major River Bicycle Barrier Crossings will be assigned points as follows: (select one)*

**Tier 1**

*Tier 1 Regional Bicycle Barrier Crossing Improvement Area segments & any Major River Bicycle Barrier Crossings*

**Tier 2**

*Tier 2 Regional Bicycle Barrier Crossing Improvement Area segments*

**Tier 3**

*Tier 3 Regional Bicycle Barrier Crossing Improvement Area segments*

**Non-tiered**

*Crossings of non-tiered Regional Bicycle Barrier segments*

**No improvements**

Yes

*No Improvements to barrier crossings*

*If the project improves multiple regional bicycle barriers, check box.*

**Multiple**

*Projects that improve crossing of multiple regional bicycle barriers receive bonus points (except Tier 1 & MRBBCs)*

---

## **Measure B: Project Improvements**

As an All Ages and Abilities Network facility, the safety and comfort of people bicycling and walking on the Northside Greenway is a top priority. This theme also arose in early public engagement, with residents citing increased safety, especially for kids, as an important project benefit. Between 2012 and 2021 there were 182 crashes on this corridor through North Minneapolis, three involving bicyclists and three involving pedestrians. Safety improvements associated with the greenway will not only provide a higher level of safety for people walking and biking, but people moving through the corridor using all modes of transportation.

**Response:**

Intersection safety is a significant focus of this project, as residents identified safer crossing opportunities as a potential benefit of the Northside Greenway. Of the 182 crashes, 95 (or 52%) occurred at an intersection. All but one of the bicycle and pedestrian crashes from the project corridor occurred at an intersection. While the greenway design is not final, all proposed design options will include traffic calming elements and intersection treatments that provide safer, more comfortable crossing opportunities for people walking and biking. Features such as diverters, curb extensions, raised crossings, median refuge islands and traffic circles help to slow traffic, create designated waiting spaces for people walking and biking, and give greater visibility and predictability to all modes at an intersection.

These intersection treatments will be especially important where the corridor crosses 44th Ave N (37 crashes), Dowling Ave N (23 crashes), and 26th Ave N (14 crashes). One potential improvement, installing median islands, has a crash reduction factor of 42 for all modes (severity from minor injury to fatal). Installing raised crosswalks

similarly has a crash reduction factor of 36 for all modes, and 46 for vehicle and pedestrian crashes (severity from minor injury to fatal).

Along the greenway route between intersections there are also proven safety improvements to be made. Corridor-specific traffic calming has a crash reduction factor of 18 on local roadways for all modes (severity from minor injury to fatal).

Specifically installing bicycle boulevard treatments has a crash reduction factor of 63 for vehicle and bicycle crashes. Additional crash reduction factors are available for bicycle facilities with treatments such as the half-and-half or full linear greenway, which vary based on type of separation from vehicular traffic and intersection treatments.

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

---

## **Measure A: Multimodal Elements**

The Northside Greenway will deliver multimodal benefits for people walking, biking, using micromobility, and driving. The extent to which each mode is served will depend on the final greenway type applied on a block-by-block basis. However, all three options (full linear park, half-and-half greenway, and bicycle boulevard) provide increased traffic calming, ADA upgrades, and benefits for all right-of-way users.

At a minimum, implementing the Northside Greenway as a bicycle boulevard would provide traffic calming and safety improvements for people walking and biking. This option could include slowing cars by adding chicanes along the roadway, adding traffic circles at low-volume intersections, or adding mid-block speed humps. A bicycle boulevard would create safer crossing opportunities by adding refuge islands and bumpouts, or adding traffic diverters to allow bicycles to pass safely. All of these improvements contribute to safer conditions for all roadway users.

**Response:**

Portions of the Northside Greenway that are implemented as a half-and-half greenway would provide added comfort and safety for people walking, biking, using micromobility and accessing transit. This option would create an off-street trail and reduce automotive traffic to one lane (one-way) with one-sided parking. This arrangement could include many of the same traffic calming and crossing improvements as the bicycle boulevard, while introducing separation from vehicular traffic. A half-and-half greenway would also create more greenspace.

Depending on the next round of engagement, some blocks may also be implemented as a trail with full

greenspace and vehicle access through existing alleys or side streets This full greenway option would provide the most comfortable experience possible in an urban environment for people walking, biking, and using micromobility.

Irving and Humboldt Avenues North do not support transit in their current or proposed condition. However, the project route is situated between two rapid transit corridors: Fremont Avenue North (a four-minute walk to the east) and Penn Avenue North (a 10-minute walk to the west). Fremont Avenue North is currently served by Route 5 buses, and will soon be served by the D Line Bus Rapid Transit when construction is complete later in 2022. Both routes connect the Brooklyn Center Transit Center to the Mall of America Transit Station in Bloomington. Penn Avenue North is served by the C Line Bus Rapid Transit, with service from the Brooklyn Center Transit Center to downtown Minneapolis.

*(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. 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. The focus of this section is on the opportunity for public input as opposed to the quality of input. NOTE: A written response is required and failure to respond will result in zero points.*

**Multiple types of targeted outreach efforts (such as meetings or online/mail outreach) specific to this project with the general public and partner agencies have been used to help identify the project need.**

Yes

100%

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

50%

**At least online/mail outreach effort specific to this project with the general public 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%

*Describe the type(s) of outreach selected for this project (i.e., online or in-person meetings, surveys, demonstration projects), the method(s) used to announce outreach opportunities, and how many people participated. Include any public website links to outreach opportunities.*

Since the Northside Greenway concept emerged from the community in 2011, multiple City departments, community partners, and residents collaborated on a series of engagement efforts to ensure that community interests kept this project moving. The initial project concept was a result of 10 workshops held by Twin Cities Greenways and Bike Walk Twin Cities in 2011. The workshops introduced residents to the idea of a neighborhood greenway and provided a survey to gather feedback. Survey results (75% People of Color) showed that 89% of 171 respondents thought a greenway would be an asset to the community.

**Response:**

From 2012 to 2013 the Minneapolis Health Department (MHD) recognized the community interest and active living potential in a Northside Greenway. MHD created a steering committee, held five neighborhood meetings and two open houses, two online surveys (366 and 371 respondents respectively), meetings with high school students, and MHD staff attended at community events. Surveys did not collect demographic data, but garnered a larger response from Northside residents in the second round (70%) compared to the first round (53%).

In 2013 MHD and Minneapolis Public Works received funding from Blue Cross for additional outreach and partnered with the Alliance for Metropolitan Stability. In 2014 the Greenway Outreach Steering Committee (composed of residents and local organization representatives) led a process to fund 13 community-based organizations to share the greenway concept/designs and gather feedback in culturally relevant ways. This approach led to 2,040 survey responses. Meanwhile Public Works convened a Technical Advisory Committee and had a

consultant undergo a feasibility study of the proposed greenway.

In 2015 partners conducted prioritized outreach to engage with residents who were underrepresented in prior feedback (African American and Asian residents, people with disabilities, and renters). Partners subcontracted with 17 community organizations and six community connectors (hosted by the Northside Resident Redevelopment Council) who put on sod block parties, collaborated with youth on a zine, and created informative podcasts. The Greenway Outreach Steering Committee formalized into the Northside Greenway Council to take over leadership of project education and engagement.

In 2016 the City launched a pilot temporary greenway on five blocks of the project corridor. A follow-up survey for residents found that 73% of respondents wanted some form of greenway on their street, and 57% wanted a full greenway implemented.

Building off of this strong foundation, the City looks forward to continuing public engagement efforts through 2023 and 2024. These past and future efforts will ensure that the final concept meaningfully serves Northside residents.

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

## **2. Layout (25 Percent of Points)**

*Layout includes proposed geometrics and existing and proposed right-of-way boundaries. A basic layout should include a base map (north arrow; scale; legend;\* city and/or county limits; existing ROW, labeled; existing signals;\* and bridge numbers\*) and design data (proposed alignments; bike and/or roadway lane widths; shoulder width;\* proposed signals;\* and proposed ROW). An aerial photograph with a line showing the projects termini does not suffice and will be awarded zero points. \*If applicable*

**Layout approved by the applicant and all impacted jurisdictions (i.e., cities/counties/MnDOT. If a MnDOT trunk highway is impacted, approval by MnDOT must have occurred to receive full points. A PDF of the layout must be attached along with letters from each jurisdiction to receive points.**

100%

A layout does not apply (signal replacement/signal timing, stand-alone streetscaping, minor intersection improvements). Applicants that are not certain whether a layout is required should contact Colleen Brown at MnDOT Metro State Aid [colleen.brown@state.mn.us](mailto:colleen.brown@state.mn.us).

100%

For projects where MnDOT trunk highways are impacted and a MnDOT Staff Approved layout is required. Layout approved by the applicant and all impacted local jurisdictions (i.e., cities/counties), and layout review and approval by MnDOT is pending. A PDF of the layout must be attached along with letters from each jurisdiction to receive points.

75%

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

50%

Layout has been started but is not complete. A PDF of the layout must be attached to receive points. Yes

25%

Layout has not been started

0%

Attach Layout

1649946754226\_Northside Greenway Concept Layout.pdf

*Please upload attachment in PDF form.*

**Additional Attachments**

*Please upload attachment in PDF form.*

**3.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

#### 4.Right-of-Way (25 Percent of Points)

Right-of-way, permanent or temporary easements, and MnDOT agreement/limited-use permit either not required or all have been acquired Yes

100%

Right-of-way, permanent or temporary easements, and/or MnDOT agreement/limited-use permit required - plat, legal descriptions, or official map complete

50%

Right-of-way, permanent or temporary easements, and/or MnDOT agreement/limited-use permit required - parcels identified

25%

Right-of-way, permanent or temporary easements, and/or MnDOT agreement/limited-use permit required - parcels not all identified

0%

#### 5.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%

---

### Measure A: Cost Effectiveness

Total Project Cost (entered in Project Cost Form): \$0.00

Enter Amount of the Noise Walls: \$0.00

Total Project Cost subtract the amount of the noise walls: \$0.00

Points Awarded in Previous Criteria

Cost Effectiveness \$0.00

---

### Other Attachments

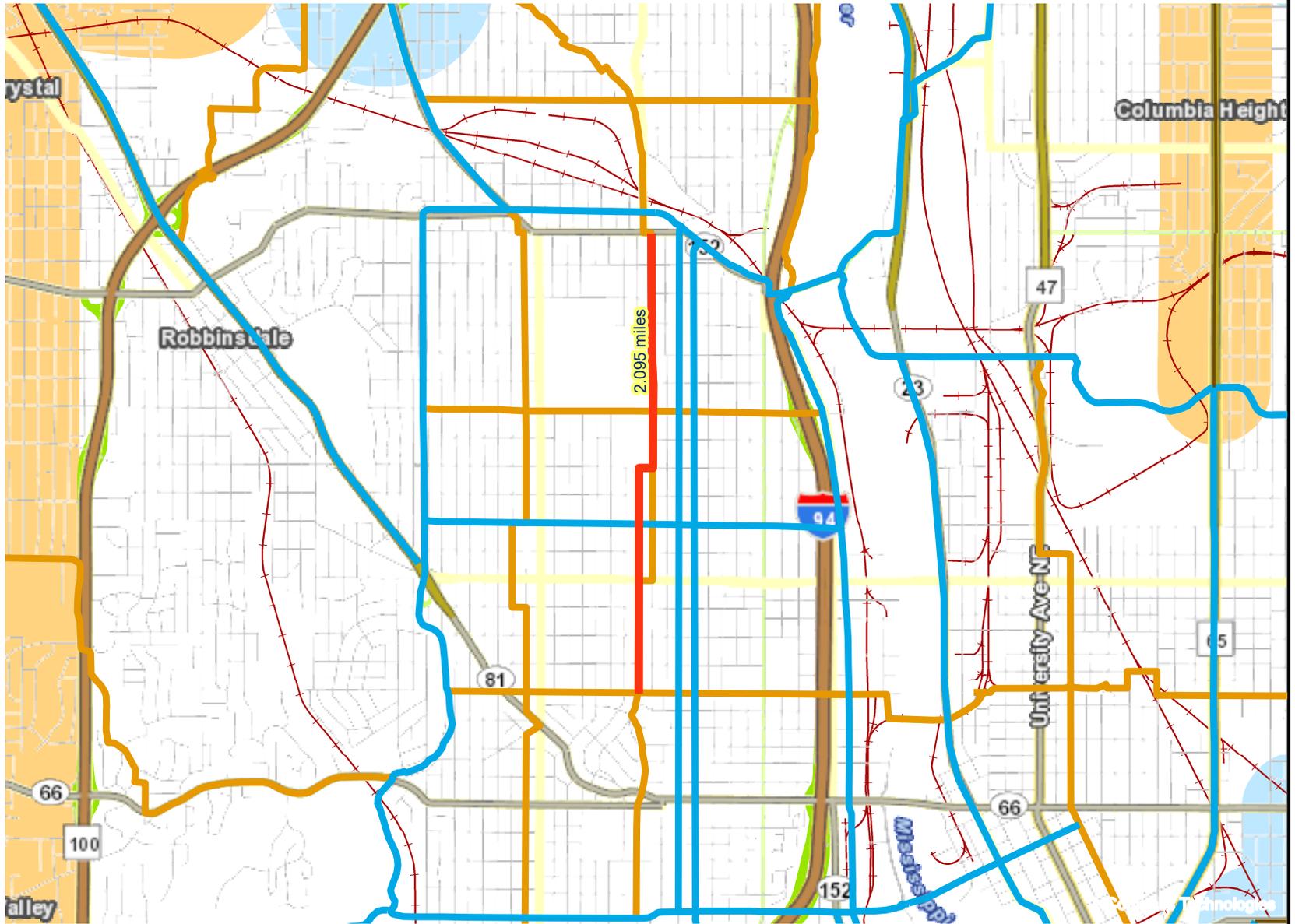
<b>File Name</b>	<b>Description</b>	<b>File Size</b>
2022 Regional Solicitation Letter of Commitment.pdf	Minneapolis (City Council and Public Works) support for the Northside Greenway Phase 1	2.7 MB
Affordable Housing Developments Northside Greenway.pdf	List of nearby affordable housing	561 KB
Affordable Housing Map Northside Greenway.pdf	Northside Greenway Phase 1 affordable housing map	750 KB
Bikeway maintenance letter 2022 Regional Solicitation.pdf	Minneapolis Public Works confirmation of snow and ice removal for the Northside Greenway Phase 1	210 KB
Hennepin County LOS Northside Greenway.pdf	Hennepin County letter of support for the Northside Greenway Phase 1	88 KB
Northside Greenway 2014 Route Map.pdf	Northside Greenway preliminary route map from 2014 feasibility study	1.4 MB
Northside Greenway Before Photo.pdf	Northside Greenway Phase 1 existing conditions photo	250 KB
Northside Greenway OnePager.pdf	One-page project summary of the proposed Northside Greenway Phase 1	369 KB
Northside Greenway Transit Map.pdf	Corridor transit map for the Northside Greenway Phase 1	5.1 MB
Wilder Summary 2019.pdf	Engagement summary of the Northside Greenway 2011-2019 engagement work	1.4 MB

# Project to RBTN Orientation

Multiuse Trails and Bicycle Facilities Project: Northside Greenway Phase 1 | Map ID: 1649610220686

## Results

Project **NOT IN** Regional Bicycle Transportation Corridor.



- Project
- RBTN Tier 2 Alignment
- RBTN Corridor Centerlines
- RBTN Tier 1 Alignment
- Principal Arterials
- Minor Arterials
- - - Railroads
- RBTN Tier 1
- RBTN Tier 2



Created: 4/10/2022  
LandscapeRSA6

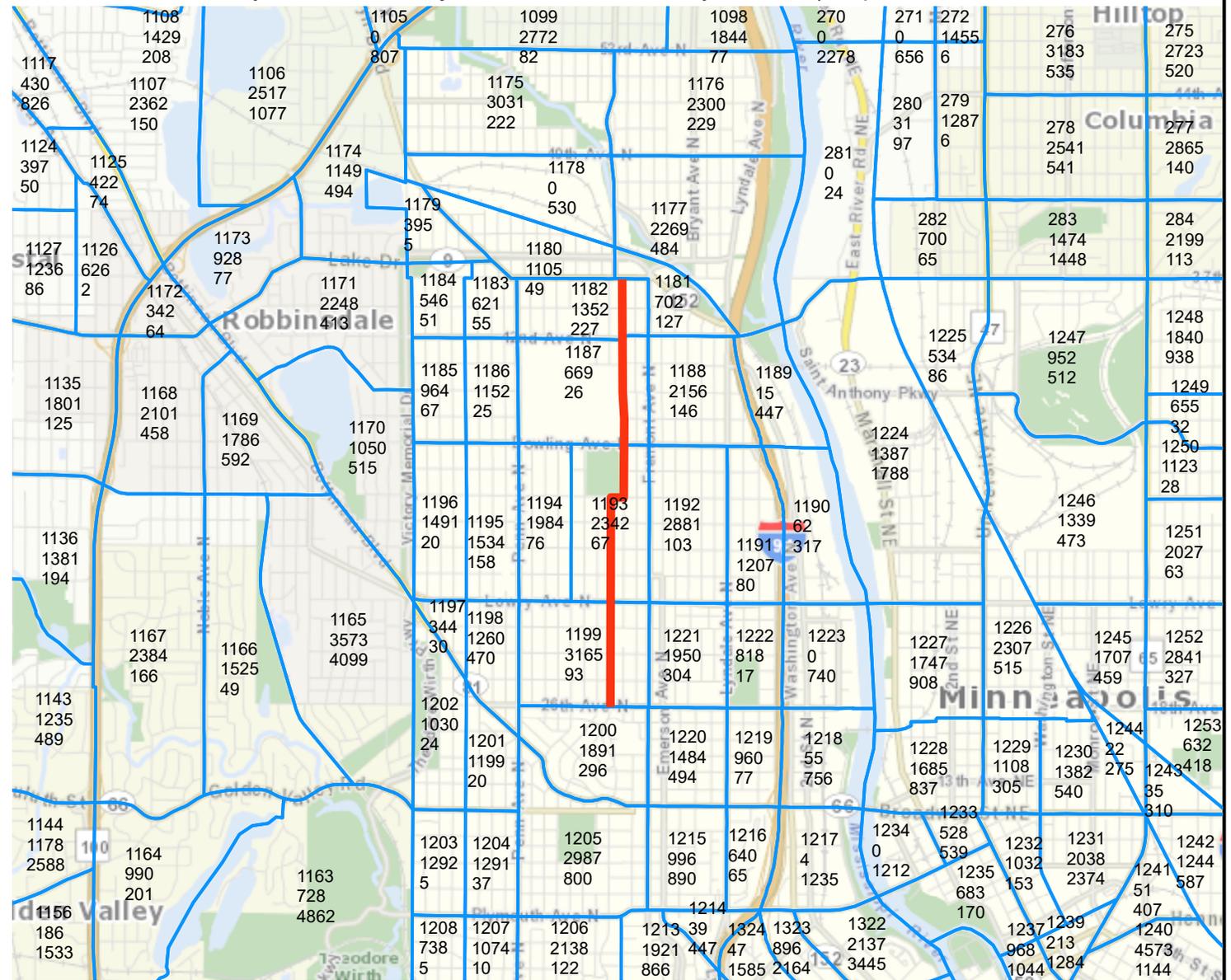


For complete disclaimer of accuracy, please visit <https://giswebsite.metc.state.mn.us/gis/site/notice.aspx>



# Population/Employment Summary

Multiuse Trails and Bicycle Facilities Project: Northside Greenway Phase 1 | Map ID: 1649610220686



## Results

Within ONE Mile of project:  
 Total Population: 62500  
 Total Employment: 18138

-  Project Points
-  Project Area
-  Project
-  2016 TAZ



Created: 4/10/2022  
 LandscapeRSA4



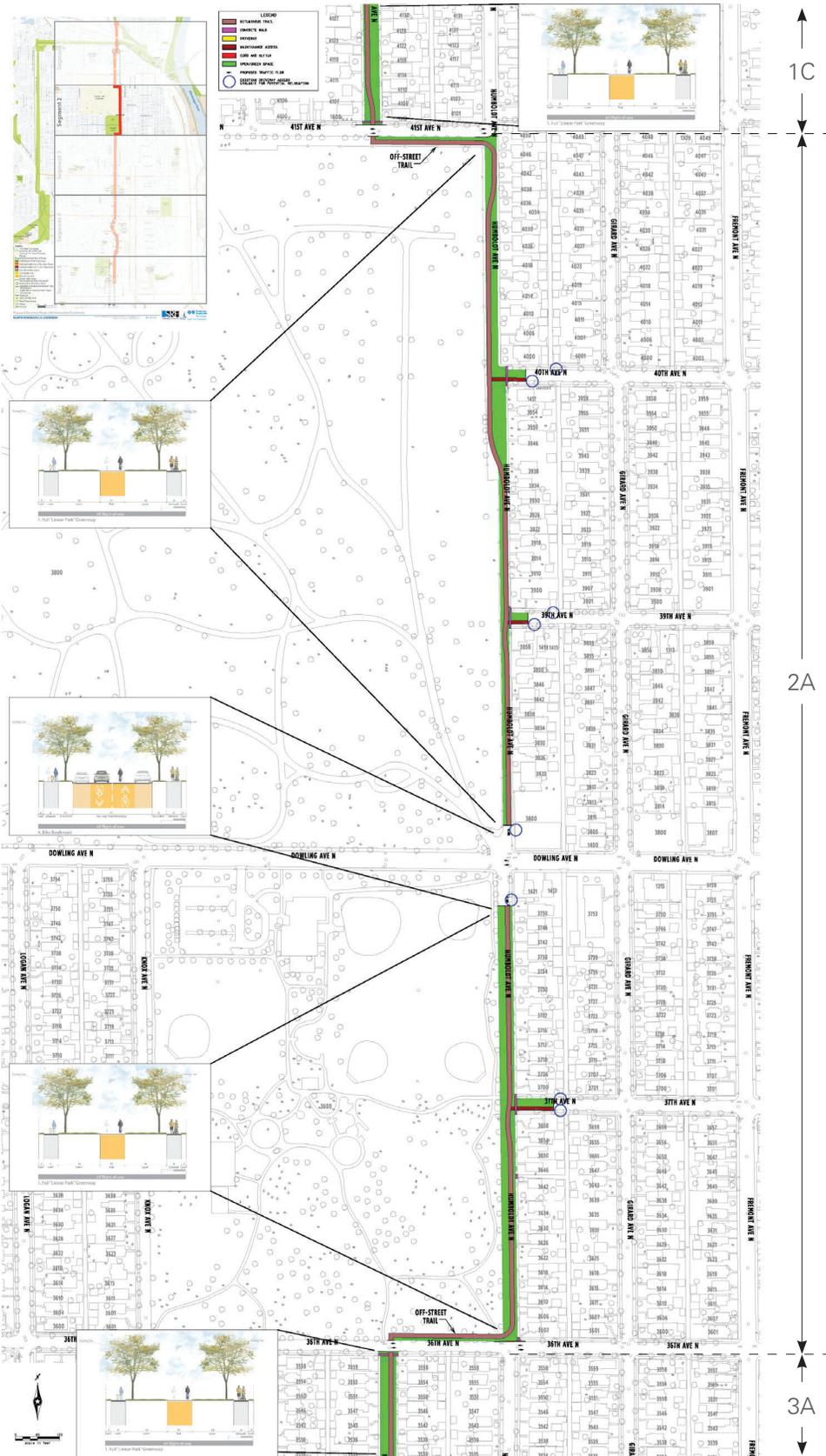
For complete disclaimer of accuracy, please visit  
<https://giswebsite.metc.state.mn.us/gis/site/notice.aspx>







# Proposed Greenway Layout: Segment 2



1C

2A

3A





# Proposed Greenway Layout: Segment 5





April 1, 2022

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

Re: 2022 Regional Solicitation Applications

Dear Ms. Koutsoukos,

The City of Minneapolis Department of Public Works is submitting a series of applications for the 2022 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 March 24, 2022. The City is submitting applications for 14 projects, as listed in the table below, and commits to operate and maintain these facilities through their design life.

<b>Project Name</b>	<b>Regional Solicitation Category</b>
7th Street N from 10th Street to Lyndale Avenue	Roadway Reconstruction/ Modernization
35th Street E and 36th Street E from Nicollet Avenue to Park Avenue	Roadway Reconstruction/ Modernization
26th Street E and Hiawatha Avenue intersection	Spot Mobility and Safety
Intelligent Transportation System Upgrades and Enhancements	Traffic Management Technologies
Nicollet Avenue S Bridge over Minnehaha Creek	Bridge Rehabilitation/Replacement
5th Street Transit Center	Transit Modernization
Northside Greenway (Humboldt/Irving Avenue N from 26th Avenue N to 44th Avenue N)	Multiuse Trails and Bicycle Facilities
2nd Street N protected bikeway from Plymouth Avenue N to Dowling Avenue N	Multiuse Trails and Bicycle Facilities
9th Street S and 10th Street S protected bikeway from Park Avenue to Hennepin Avenue	Multiuse Trails and Bicycle Facilities
42nd Street E pedestrian safety improvements	Pedestrian Facilities
1st Avenue N from Washington Avenue to 8th Street N pedestrian improvements	Pedestrian Facilities
Elliot Park neighborhood pedestrian improvements	Pedestrian Facilities
21st Avenue S - Safe Routes to School	Safe Routes to School
Whittier International Elementary – Safe Routes to School	Safe Routes to School

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

Sincerely,

DocuSigned by:

*Margaret Anderson Kelliher*

B599A2DA0E77408...

Margaret Anderson Kelliher  
Director of Public Works



Council Action No. 2022A-0248

City of Minneapolis

File No. 2022-00268

Committee: PWI

Public Hearing: None

Passage: Mar 24, 2022

Publication: APR 01, 2022

RECORD OF COUNCIL VOTE				
COUNCIL MEMBER	AYE	NAY	ABSTAIN	ABSENT
Payne	X			
Wonsley Worlobah	X			
Rainville	X			
Vetaw	X			
Ellison	X			
Osman	X			
Goodman	X			
Jenkins	X			
Chavez	X			
Chughtai	X			
Koski	X			
Johnson	X			
Palmisano	X			

MAYOR ACTION

APPROVED  VETOED

*[Signature]*  
MAYOR

MAR 28 2022

DATE

*Certified an official action of the City Council*

ATTEST:

*[Signature]*  
CITY CLERK

Presented to Mayor: MAR 24 2022

Received from Mayor: MAR 30 2022

The Minneapolis City Council hereby:

1. Authorizes the submittal of a series of grant applications for federal transportation funds through Metropolitan Council's 2022 Regional Solicitation Program.
2. Authorizes the commitment of local funds to provide the required local match for the federal funding.

## Grant applications for 2022 Metropolitan Council Regional Solicitation for federal transportation funds (RCA-2022-00256)

Home > Legislative File 2022-00268 > RCA

### ORIGINATING DEPARTMENT

Public Works Department

### To Committee(s)

#	Committee Name	Meeting Date
1	Public Works & Infrastructure Committee	Mar 17, 2022

**LEAD** Ethan Fawley, Vision Zero Program Coordinator, **PRESENTED BY:** Ethan Fawley, Vision Zero Program  
**STAFF:** Transportation Planning and Programming Coordinator, Transportation Planning and Programming

### Action Item(s)

#	File Type	Subcategory	Item Description
1	Action	Grant	Authorizing the submittal of a series of grant applications for federal transportation funds through Metropolitan Council's 2022 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

Public Works will prepare a series of applications for the 2022 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 proposed 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, any 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 2026 and 2027. Grant awards for these projects are expected to be announced in early 2023.

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*, the Transportation Action Plan, Complete Streets Policy and Vision Zero).

The 2022 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)
  - Bridge Rehabilitation/Replacement
  - Spot Mobility and Safety
2. Transit and Travel Demand Management (TDM) Projects
  - Arterial Bus Rapid Transit Project
  - Transit Expansion
  - Transit Modernization
  - Travel Demand Management
3. Bicycle and Pedestrian Facilities
  - Multiuse Trails and Bicycle Facilities
  - Pedestrian Facilities
  - Safe Routes to School (Infrastructure Projects)
4. Unique Projects

Public Works is recommending the submittal of up to 15 applications, which are summarized below. See attachment for specific project locations. Public Works is not planning to submit in categories that don't align with our goals (Road Expansion) or where partner agencies will be submitting projects as the project sponsor (Transit and TDM).

---

Project Name	Category	Maximum Federal Amount (not every project will seek max)	Minimum Local Match Required for Maximum Award (20%)*
*Amounts shown indicate minimums only. Total project cost and local match anticipated to be higher for many projects.			
7th Street N from 10th Street to Lyndale Avenue	Roadway Reconstruction/ Modernization	\$7,000,000	\$1,400,000
35th Street E and 36th Street E from Nicollet Avenue to Park Avenue	Roadway Reconstruction/ Modernization	\$7,000,000	\$1,400,000
26th Street E and Hiawatha Avenue intersection	Spot Mobility and Safety	\$3,500,000	\$700,000
Intelligent Transportation System Upgrades and Enhancements	Traffic Management Technologies	\$3,500,000	\$700,000
Nicollet Avenue S Bridge over Minnehaha Creek	Bridge Rehabilitation/Replacement	\$7,000,000	\$1,400,000
5th Street Transit Center (still being finalized)	Transit Modernization	\$7,000,000	\$1,400,000 (match provided by MnDOT)
Northside Greenway (Humboldt/Irving Avenue N from 26th Avenue N to 44th Avenue N)	Multiuse Trails and Bicycle Facilities	\$5,500,000	\$1,100,000
2nd Street N protected bikeway from Plymouth Avenue N to Dowling Avenue N	Multiuse Trails and Bicycle Facilities	\$5,500,000	\$1,100,000
9th Street S and 10th Street S protected bikeway from Park Avenue to Hennepin Avenue	Multiuse Trails and Bicycle Facilities	\$5,500,000	\$1,100,000
42nd Street E pedestrian safety improvements	Pedestrian Facilities	\$2,000,000	\$400,000
1st Avenue N from Washington Avenue to 8th Street N pedestrian improvements	Pedestrian Facilities	\$2,000,000	\$400,000
Elliot Park neighborhood pedestrian improvements	Pedestrian Facilities	\$2,000,000	\$400,000
21st Avenue S - Safe Routes to School	Safe Routes to School	\$1,000,000	\$200,000
Whittier International Elementary – Safe Routes to School	Safe Routes to School	\$1,000,000	\$200,000
Mobility Hubs	Unique Projects	\$2,500,000	\$500,000 (half of match will be provided by Metro Transit)
Totals		\$62,000,000	\$12,400,000

Details of the proposed applications are described below.

7th Street North from 10th Street North to Lyndale Avenue

The proposed project is a complete reconstruction of 7th Street North from 10th Street N to Lyndale Avenue N, approximately 0.5 miles. 7th Street North has been identified as a future reconstruction candidate, driven primarily by deteriorating and aging infrastructure conditions. This is also a High Injury Street, on the Pedestrian Priority Network, a Transit Priority Project, and an All Ages and Abilities bikeway. This project will be coordinated with planned Blue Line Extension Light Rail Transit project work in the area. This segment is programmed in the City's Capital Improvement Program (CIP) for reconstruction in 2027. 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 safety enhancements along the street, improvements to the pedestrian realm, upgrading the existing bicycle facility to provide separation between vehicles and bicycles, and infrastructure to support transit.

*Program Category: Roadway Reconstruction/Modernization*

35th Street East and 36th Street East from Nicollet Avenue to Park Avenue

The proposed project is a complete reconstruction of 35th Street E and 36th Street E from Nicollet Avenue to Park Avenue, approximately 1.2 miles total. Both streets have been identified as future reconstruction candidates, driven primarily by deteriorating and aging infrastructure conditions. Both streets are High Injury Streets and on the Pedestrian Priority Network; a portion of 35th Street is on the All Ages and Ability bikeway network. 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 and safety improvements. The 35th Street E segment is programmed in the City's Capital Improvement Program (CIP) for reconstruction in 2026 and the 36th Street segment is programmed for 2027.

*Program Category: Roadway Reconstruction/Modernization*

26th Street East and Hiawatha Avenue intersection

This project proposes safety improvements at the intersection on 26th Street East and Hiawatha Avenue. The intersection is one of the 10 highest crash intersections in the city. The existing intersection currently features slip lanes on two approaches, wide turning radii, long pedestrian crossing distances, and no bikeway connection between the Hiawatha trail and bikeway on 26th Street west of the intersection. The project would work with MnDOT to improve safety for all modes of travel and create a dedicated bike connection on 26th Street East. This intersection improvement project was identified during planning for MnDOT's Hiawatha Avenue rehabilitation project, which will be implemented in 2022.

*Program Category: Spot Mobility and Safety.*

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 Closed Circuit Television cameras, 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*

Nicollet Avenue South Bridge over Minnehaha Creek

This project proposes the major repair and renovation of the Nicollet Avenue South Bridge over Minnehaha Parkway and Minnehaha Creek. Although the bridge does not need to be replaced, 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. This project is programmed in the City's CIP for 2026.

*Program Category: Bridge Rehabilitation/Replacement*

5th St Transit Center (Ramp B)

The proposed project is a remodel of the Transit spaces in Ramp B. Key features of the project include new transit platforms, accessibility improvement, raised walkways, updated passenger waiting areas with new railing, lighting, and signage. Modernization of the interior lobby with new finishes, lighting and safety enhancements, and updates to the exterior with an improved pedestrian landmark, wayfinding finishes, enhanced lighting, and safety/visibility improvements.

Ramp B, the first of three State-owned ABC ramps to be built, was completed over 30 years ago in 1989. The State and City have a long-term contractual relationship for the City to manage, operate and maintain the ABC Ramps. As such the City (Public Works) would lead this proposed remodel project similar to current arrangements for other repair and construction projects for the ABC ramps. The State (MnDOT) will provide the required local match.

*Program Category: Transit Modernization*

Northside Greenway Phase 1

The proposed project will create a Neighborhood Greenway along Humboldt/Irving Avenue N for approximately 2.5 miles in North Minneapolis, extending from 44th Avenue N to 26th Avenue N. This segment is currently a low volume residential street that connects several schools and parks. The corridor will receive a range of different neighborhood greenway treatments (as identified in the City's Street Design Guide) from block to block, including bicycle boulevard treatments, intersection improvements, and trail segments. The project will also include some ADA improvements to intersections. The project is programmed in the City's CIP in 2026.

*Program Category: Multiuse Trails and Bicycle Facilities*

2nd Street North protected bikeway from Plymouth Avenue North to Dowling Avenue North

The proposed project will upgrade the existing unprotected bike lanes on 2nd Street North to protected bikeways and add pedestrian and intersection safety improvements. The 2.2-mile segment will improve connections to the riverfront at Plymouth Avenue North, 26th Avenue North, Lowry Avenue North, and the new public infrastructure associated with the Upper Harbor Terminal project. The project will also include ADA upgrades and potentially signal upgrades at some intersections.

*Program Category: Multiuse Trails and Bicycle Facilities*

9th Street South and 10th Street South protected bikeway from Park Avenue to Hennepin Avenue

The proposed project will upgrade the existing unprotected bike lanes on 9th Street and 10th Street to protected bikeways and add pedestrian and intersection safety improvements. This is also a High Injury Street, on the Pedestrian Priority Network, and an All Ages and Abilities bikeway. Together the connections are 1.5 miles and address important east-west bikeway connections in downtown as well as a connection to the 7th Street bikeway heading to North Minneapolis.

*Program Category: Multiuse Trails and Bicycle Facilities*

42nd Street East pedestrian safety improvements

The proposed project would include the implementation of pedestrian focused safety improvements at select intersections along 42nd Street between Nicollet Avenue and 18th Avenue S. 42nd Street is a High Injury Street and the improvements will build on 2022 Vision Zero capital program investments. Intersection improvements may include signal upgrades, ADA-compliant curb ramps, bump outs, medians, signage, traffic control devices, and pavement markings at select locations. Complimentary bikeway improvements may be considered as well. The improvements will be coordinated with a planned street resurfacing project.

*Program Category: Pedestrian Facilities*

1st Avenue North from Washington Avenue to 8th Street pedestrian improvements

The proposed project would improve pedestrian safety and access along 1st Avenue North for 0.5 miles between Washington Avenue and 8th Street. 1st Avenue North is a High Injury Street with a narrow pedestrian realm in an area with high pedestrian demand. Improvements may include wider sidewalks, signal upgrades, ADA-compliant curb ramps, bump outs, signage, and greening.

*Program Category: Pedestrian Facilities*

Elliot Park neighborhood pedestrian improvements

The proposed project would improve pedestrian safety and access at select intersections in the Elliot Park neighborhood such as along Chicago Avenue, 11th Avenue S, and 8th Street S. Chicago Avenue and 11th Avenue S are High Injury Streets. 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*

21st Avenue South - Safe Routes to School

The proposed project would include pedestrian and bicycle-related improvements along 21st Avenue South between 28th Street East/Midtown Greenway and 43rd Street East. The project will connect to South High School and Folwell Community School. Pedestrian and bicycle improvements may include ADA-compliant curb ramps, traffic circles, speed humps, speed tables, bump outs, medians, diverters, signage, traffic control devices, protected bikeways, and pavement markings at select locations.

*Program Category: Safe Routes to School*

Whittier International Elementary - Safe Routes to School

The proposed project would include pedestrian and bicycle-related improvements near Whittier International Elementary School along 26th Street W, 27th Street W, and/or 28th Street W to provide a safer connection to the school for people walking or rolling. 26th Street and 28th Street are High Injury Streets and on the Pedestrian Priority Network and All Ages and Abilities bikeway network. Pedestrian and bicycle improvements may include ADA-compliant curb ramps, traffic circles, speed bumps, speed tables, bump outs, medians, diverters, signage, traffic control devices, protected bikeways, and pavement markings at select locations.

*Program Category: Safe Routes to School*

#### Mobility Hubs

The City is partnering with Metro Transit, the lead applicant, to submit an application to develop Mobility Hubs. The Metropolitan Council encouraged the City to apply jointly with Metro Transit, in response to each of our Letters of Interest previously submitted, to further enhance our projects and lead the region in this work. This funding for the Unique Projects category is for 2024 implementation. Since 2019, the City has piloted over two dozen safe, comfortable, and accessible locations that increase access to convenient low and no-carbon transportation options such as transit, bike, and scooter sharing. The City pilot also uses a community partnership model and ambassadors to engage and educate users on mobility hubs and new mobility options. The project will permanentize existing and popular mobility hub locations and install dedicated infrastructure such as micromobility parking areas, seating and other street furniture, lighting, mode finding, and other digital transportation signage. The project will also include development of branding, processes, and standards for mobility hub development to ensure consistency between cities across the region. The City and Metro Transit will each provide half of the required local match for this project.

#### **FISCAL NOTE**

- Grant applications for 2022 Metropolitan Council Regional Solicitation for federal transportation funds - Fiscal Note

#### **Attachments**

2022 Regional Solicitation Project Map

# Affordable Housing Map Key Information

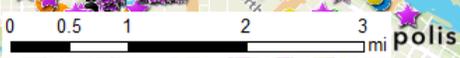
\* Red text denotes addresses outside the 1/2 mile project buffer

Property Name	Address	Development Stage	# affordable units	0BR	1BR	2BR	3BR	4BR	Total units	# Units 30% AMI	# Units 50% AMI	# Units 60% AMI	# Units 80% AMI	% affordable	Funding Category
Urban Homeworks Rental: Reclaim, Phase 4	1312 N 16th Ave	Complete	16				5	11	16		16			100%	Subsidized-Other
	1514 Irving Ave N														
	1516 Irving Ave N														
	1811 Emerson Ave N														
	2026 Fremont Ave N														
2129 Emerson Ave N															
Hamilton Manor	2701 Lyndale Ave N	Complete	220		219	1			220	220			100%	Public Housing	
Folwell Park Apts	1315 N Dowling Ave	Complete	31	16	15				33			31		94%	Subsidized-Other
	3753 Girard Ave N														
Lindquist Apts	1927 W Broadway Ave	Complete	24	24	2				26	24				92%	Tax Credit Subsidized Other Tax Credit (LIHTC 4%) Tax Credit (LIHTC 9%)
	1931 W Broadway Ave														
	1935 W Broadway Ave														
West Broadway Crescent	2000 W Broadway Ave	Complete	54			43	11		54		36	18		100%	Tax Credit Subsidized Other Tax Credit (LIHTC 4%) Tax Credit (LIHTC 9%)
	2022 W Broadway Ave														
Penn Avenue Apts	3003 Penn Ave N	Complete	11		11				11	8		3		100%	Subsidized-Other
North	3116 Oliver Ave N	Complete	31		31				31	31				100%	Public Housing
Affirmation House	3310 Penn Ave N	Complete	12	2	10				12		12			100%	Subsidized-Other
3631 Penn Ave N	3631 Penn Ave N	Complete	6		2	4			6	2	4			100%	Subsidized-Other
															Project-Based Subsidy
Kingsley Commons	4550 Humboldt Ave N	Complete	21		15	6			25		21			84%	Subsidized-Other
Shingle Creek Commons	4600 Humboldt Ave N	Complete	22		11	11			75		15	7		29%	Tax Credit
Folwell	Folwell	Complete	83						83			83		100%	Subsidized-Other
Jordan	Jordan	Complete	16						16			16		100%	Subsidized-Other
McKinley	McKinley	Complete	8						8			8		100%	Subsidized-Other
Webber-Camden	Webber-Camden	Complete	52						52			52		100%	Subsidized-Other
		<b>Total</b>	<b>607</b>	<b>42</b>	<b>316</b>	<b>70</b>	<b>22</b>	<b>0</b>	<b>668</b>	<b>285</b>	<b>104</b>	<b>218</b>	<b>0</b>		

# Northside Greenway

The Northside Greenway corridor includes many subsidized housing units. Within 1/2 mile of the project area there are approximately 607 affordable units.  
285 Units at 30% AMI  
104 Units at 50% AMI  
218 Units at 60% AMI  
0 Units at 80% AMI

- Project Location
- 1/2 Mile Buffer
- Affordable Housing Developments
- Public Schools
- Childcare Facilities
- Hospitals
- Grocery Stores
- Libraries
- Religious Institutions



April 13, 2022

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

Re: Letter confirming snow and ice removal for year-round bicycle and pedestrian use for Minneapolis multiuse trails and bicycle facilities applications

Dear Ms. Koutsoukos,

The City of Minneapolis is committed to providing year-round maintenance services to provide access for all users for the multiuse trails and bicycle facilities applications below. This is consistent with the level of service for bikeways across the city.

- 2<sup>nd</sup> Street North protected bikeway
- 9<sup>th</sup> Street S and 10<sup>th</sup> Street S protected bikeway
- Northside Greenway phase 1

Sincerely,



Jeni Hager  
Director, Transportation Planning and Programming  
Minneapolis Public Works

HENNEPIN COUNTY  
MINNESOTA

March 25, 2022

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

Re: Support for 2022 Regional Solicitation Application  
Northside Greenway Project – From 26<sup>th</sup> Avenue to CSAH 152 (44<sup>th</sup> Avenue)

Dear Ms. Koutsoukos,

Hennepin County has been notified that the City of Minneapolis is submitting an application for funding as part of the 2022 Regional Solicitation through the Metropolitan Council. The proposed project is the Northside Greenway Project that is anticipated to include various treatments to improve walking and biking, upgraded ADA accommodations, and crossing enhancements.

As proposed, it is anticipated that the project will impact two roadways under county jurisdiction: CSAH 152 (44th Avenue) and CSAH 153 (Lowry Avenue N). Hennepin County supports this funding application and agrees to operate and maintain the roadway facilities along CSAH 152 (44th Avenue) and CSAH 153 (Lowry Avenue N) for the useful life of improvements.

At this time, Hennepin County has no funding programmed for this project in its 2022-2026 Transportation Capital Improvement Program (CIP). Therefore, county staff is currently unable to commit county cost participation in this project. Additionally, we kindly request that the City of Minneapolis includes county staff in the project development process to ensure project success. We look forward to working together to improve the accessibility, safety, and mobility of people walking and biking throughout North Minneapolis.

Sincerely,



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

cc: Jason Pieper, P.E. – Capital Program Manager

Hennepin County Public Works  
1600 Prairie Drive | Medina, MN  
612-596-0356 | hennepin.us



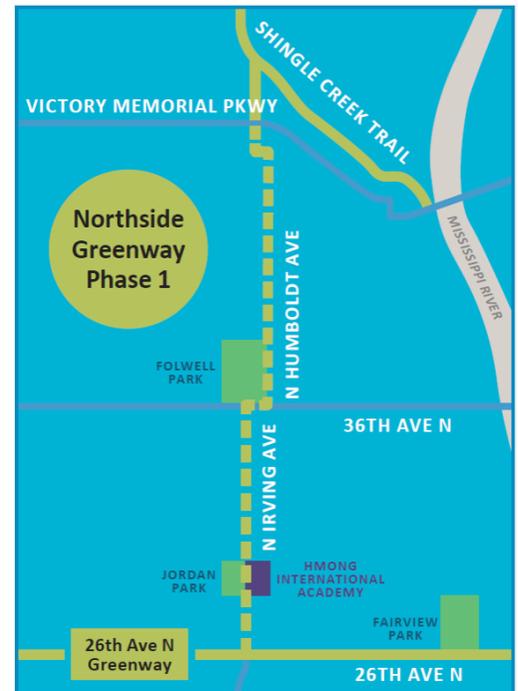




## Project Description

The proposed project will create a new bikeway with pedestrian improvements and traffic calming along Humboldt Avenue North and Irving Avenue North in Minneapolis. The project extends approximately 2.1 miles from 44th Ave N to 26th Ave N. The route is on the Regional Bicycle Transportation Network. This segment is currently a local street that connects several existing trails, schools, and parks.

The corridor will receive a range of different treatments block to block, including bicycle boulevard treatments, intersection improvements, partial reconstruction or full reconstruction. Some blocks may limit or remove motor vehicle access, others may narrow the vehicular travel space by half, and other blocks could primarily focus on intersection treatments such as curb extensions, median refuge islands and traffic circles. The project will also include ADA curb ramp upgrades at intersections that need improvements. Project treatments and improvements include, but are not limited to: signing, striping, bicycle paths, sidewalks, traffic circles, diverters, medians, flashing beacons, and ADA pedestrian ramps.



## Project History

The Northside Greenway Phase 1 is the result of multiple rounds of public engagement focused on reaching the full diversity of the community. Engagement began in 2011 and included six surveys, a year-long demonstration project, and numerous community events and conversations over several years. Engagement efforts included two rounds of sponsoring community-based organizations to conduct culturally relevant outreach, aimed at reaching people of different backgrounds and languages. Throughout engagement, a strong majority of residents supported the greenway. More engagement is planned to start in 2023 to help shape the final design.



*Rendering of "Half Greenway" option for Northside Greenway.*

# Transit Connections

Multiuse Trails and Bicycle Facilities Project: Northside Greenway Phase 1 | Map ID: 1649610220686

## Results

Transit with a Direct Connection to project:

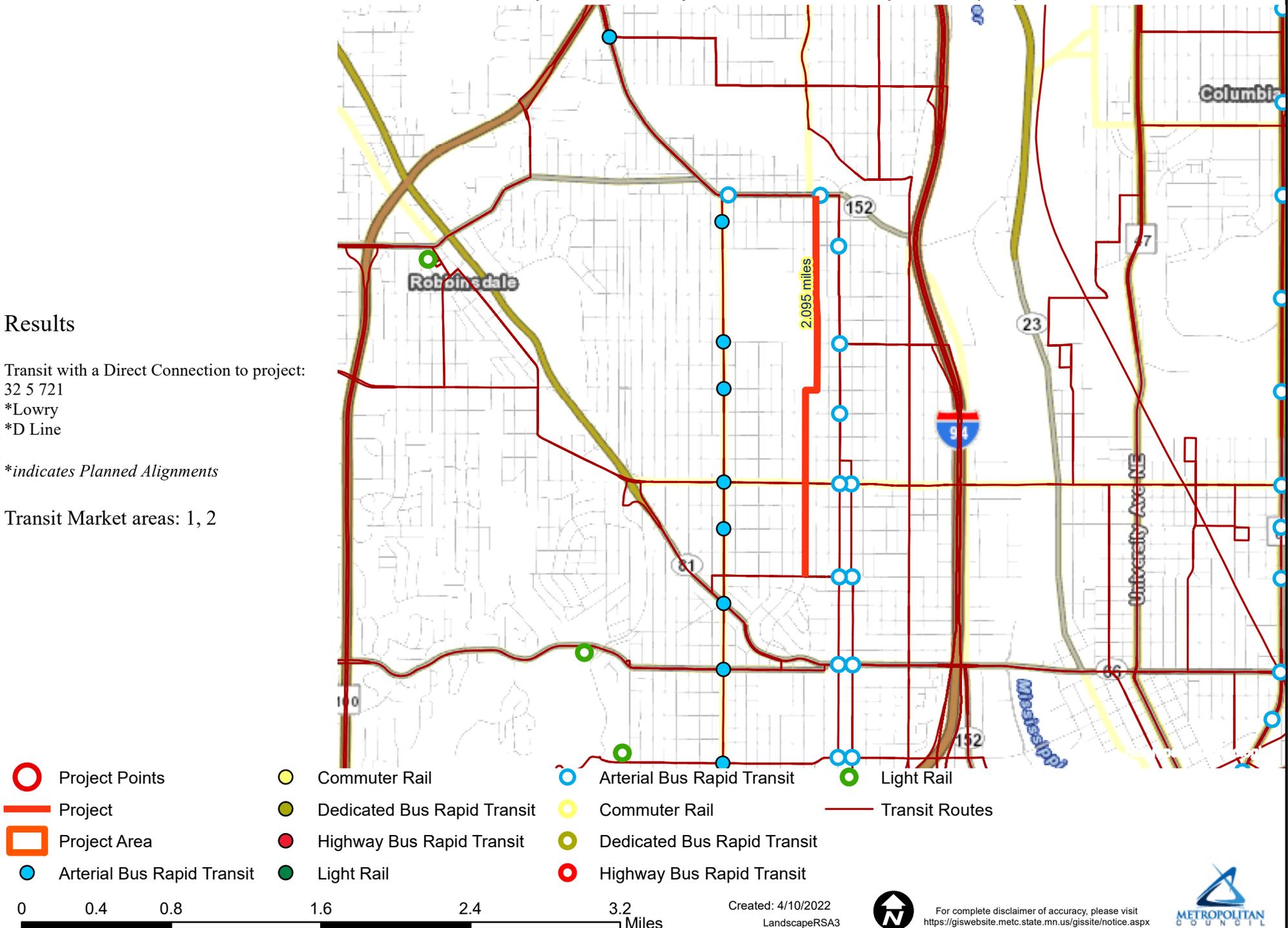
32 5 721

\*Lowry

\*D Line

*\*indicates Planned Alignments*

Transit Market areas: 1, 2



- Project Points
- Project
- Project Area
- Arterial Bus Rapid Transit
- Light Rail
- Commuter Rail
- Highway Bus Rapid Transit
- Commuter Rail
- Highway Bus Rapid Transit
- Dedicated Bus Rapid Transit
- Transit Routes



Created: 4/10/2022  
LandscapeRSA3



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



# The Northside Greenway: Building a Community-Engaged Outreach Campaign for a Proposed Greenway

## *Summary of Work Completed through the Active Living for All Initiative*

In 2011, a group of North Minneapolis residents working with the nonprofit Twin Cities Greenways expressed interest in converting a section of low-traffic streets in their neighborhood into a greenway, a stretch of land that can be used for walking, biking, and other recreational purposes. Since then, the project has grown from an idea to a more fully developed proposal encompassing priorities around community and space and shaped by resident input.

In 2013, the greenway project, led by the City of Minneapolis Health Department (MHD), Public Works, and the Alliance for Metropolitan Stability (the Alliance), was one of nine proposals that received funding from the Center for Prevention at Blue Cross and Blue Shield of Minnesota (the Center) through the Active Living for All (ALfA) initiative. Funding supported a multi-year community outreach process to gather resident input and determine technical feasibility of the project. This process was designed as a response to historic actions by municipalities in communities of color, where residents' voices have not been included in planning efforts.

This summary describes work completed through the ALfA initiative during the past five years, including accomplishments, factors that contributed to the project's success, challenges, and plans for the future.

## Key milestones

Because changes in transportation infrastructure can have a significant impact on the physical, economic, and social characteristics of a neighborhood, the organizations involved in leading the project sought input from residents through a multi-year engagement process. This project has also involved partnerships across city agencies and local organizations, and the development of a resident-led steering committee. Over time, leadership shifted to the committee to ensure the project was community-driven. In each phase, the organizations and residents considered whether there was support among community members to continue moving the work forward.



## 2. The proposed route for the Northside greenway



Proposed Greenway Route with Intersection Treatments  
**NORTH MINNEAPOLIS GREENWAY**

Funding for this project is provided in part by the Center for Prevention at Blue Cross and Blue Shield of Minnesota. March 4, 2014



**The project receives funding through the ALfA initiative.** In 2013, MHD and Public Works received funding from the Center to explore the technical feasibility of the project and to conduct a more extensive engagement campaign that would address some of the limitations of earlier efforts. The city departments also invited the Alliance, a nonprofit coalition whose mission is to advance racial, economic, and environmental justice in growth and development patterns in the Twin Cities, to support the outreach campaign. In October 2014, these three partners convened a Greenway Outreach Steering Committee, comprised of residents and representatives of local organizations, to support and guide the outreach efforts. In this summary, these four entities are collectively referred to as the “key partners.”

**2014 outreach efforts.** In 2014, the key partners contracted with 13 community-based organizations to administer a survey and build awareness about the greenway concept. A committee of Northside residents, steering committee members, and additional organizational partners selected these organizations. The survey results showed a majority (70%) of North Minneapolis residents who completed the survey supported the greenway concept.<sup>1</sup> That same year, Public Works convened a Technical Advisory Committee and hired a consultant to complete a feasibility study of the proposed greenway to better understand potential use, traffic and parking impacts, and construction costs.



Gathering resident input on the proposed Northside greenway

**The Northside Greenway Council is formed.** In late 2014, the steering committee ended and a more autonomous Northside Greenway Council (NGC) was established. The NGC created by-laws and elected chairs with the goal of ultimately shifting leadership for the project from MHD and the Alliance to the council.

---

<sup>1</sup> A full report of findings from the survey can be found at [City of Minneapolis report \(http://www.minneapolismn.gov/www/groups/public/@health/documents/webcontent/wcms1p-144926.pdf\)](http://www.minneapolismn.gov/www/groups/public/@health/documents/webcontent/wcms1p-144926.pdf)

**2015 outreach efforts.** The key partners expanded and deepened their 2015 outreach efforts in multiple ways. They prioritized outreach with residents who had not been reached by earlier efforts, gathered qualitative information to better understand residents' questions, concerns, and desires for the greenway, and began outreach efforts to explore resident interest in extending the greenway south of Plymouth Avenue. The key partners sub-contracted with 17 local organizations, eight of whom had participated in the outreach process in 2014, to gather feedback from community residents. They also piloted a "community connectors" program that trained and supported six community residents to do targeted outreach with populations who had been less represented in previous outreach efforts (i.e., African American and Asian residents, people with disabilities, renters, and transit riders). Through these efforts, the key partners were able to hear more about residents' concerns for the project, especially around public safety, cost, and gentrification.



A sod block party developed by one of the subcontracted organizations as part of the 2015 outreach efforts

**The temporary greenway is launched.** By the end of 2015, the key partners felt that evidence in support of the proposed greenway provided a rationale to test the concept with a one-year demonstration project. In 2016, a temporary greenway<sup>2</sup> was installed along five blocks, with one block as a full greenway, three blocks as a bicycle boulevard with community spaces, and one block as a half-and-half greenway. Planters, benches, paint, signs, and barricades were also added. However, after vocal dissent from some residents, the design was scaled back on three of the blocks. Throughout the demonstration project, Public Works gathered data on snow removal, impacts on traffic in surrounding areas, and other factors. Toward the end of the demonstration project, the key partners worked with Wilder Research to survey residents living on the greenway and within one block of it. Findings showed the majority of survey respondents (73%) want some form of greenway on their street, and that more than half of residents living along the temporary greenway (57%) were interested in seeing a full greenway permanently installed.<sup>3</sup> In 2016, the key partners worked with a student group from the University of Minnesota to complete a study of potential impacts on gentrification.

<sup>2</sup> The temporary greenway was funded through several sources, including the Center, the Minnesota Department of Health through funds from the Centers for Disease Control and Prevention, and the City of Minneapolis.

<sup>3</sup> A full report of findings can be found at [City of Minneapolis report](http://www.minneapolismn.gov/www/groups/public/@health/documents/webcontent/wcmssp-212550.pdf) (<http://www.minneapolismn.gov/www/groups/public/@health/documents/webcontent/wcmssp-212550.pdf>)



The temporary greenway

**Northside Greenway Now! is established.** In 2017, Northside Greenway Now! was formalized as an initiative under Pillsbury United Communities. The organization was developed from the Northside Greenway Council, with more latitude to engage in advocacy efforts, shifting away from more neutral information gathering. A former Northside Greenway Council member was hired as the organization's lead, and the organization has continued to engage in advocacy and outreach for the project.

## Factors that contributed to success

**Working with local partners and using multiple outreach strategies was critical for hearing from the diverse population of North Minneapolis residents.** The key partners reflected that working with local organizations and the community connectors helped build trust and interest in the project and helped reach the diverse cultural communities living in North Minneapolis. Organizations based in North Minneapolis seemed to be more effective than the culturally specific organizations that worked with North Minneapolis residents but that were based outside of the area. Likewise, community connectors were effective at reaching residents not engaged through earlier efforts.

The sub-contracted organizations and community connectors used traditional approaches, like surveying, as well as informal and creative methods to reach residents. The project team found that white residents predominately completed online surveys, while surveys completed through other methods (i.e., community events, door-knocking campaigns, informal one-on-one outreach, zines, and podcasts) increased response rates among culturally diverse residents, resulting in a sample that was more reflective of North Minneapolis.

*I think with any outreach and engagement, it is really understanding your target audience. [...] Basically you are putting that community member at the center and approaching the outreach [or] engagement with that community member in mind, rather than a typical top down approach, where things may be created from the city level and then kind of trickles down to the community.*

– Community connector

**Collecting demographic information, including home address, helped make sure residents most impacted by the project were being heard.** Throughout the project, the key partners remained committed to reaching as many people as possible and making sure they were hearing from those who might be most impacted. In 2014 and 2015, they did so by collecting information about race and ethnicity, language spoken at home, residence in relation to the proposed route, and homeownership status (to ensure they were hearing from both renters and homeowners). These data were compared to demographics for North Minneapolis to get a better picture of who to target for further outreach efforts. Likewise, surveying efforts at the end of the demonstration project were targeted toward those living on the five-block temporary greenway or one block away. The key partners were able to calculate response rates for each block to get a better understanding of who they had reached and how people living on different sections of the temporary greenway felt about the project. This information provided evidence that the majority of those living on block with the full greenway supported making a full greenway permanent.

Having data about resident support for the greenway also provided a broader picture of the levels of community support for the project. Opposition was sometimes quite vocal, and having a representative sample of survey data helped the key partners better understand the levels of support for the project, as well as where residents had concerns.

**The key partners began with a multi-year community input process to make sure the project was community-driven.** From the beginning, the key partners emphasized that the city would not move forward with the project without a strong mandate from the community. Efforts managed by MHD (in partnership with the Alliance and the steering committee, and later the NGC) focused on facilitating resident input rather than advocating for the greenway. Establishing a neutral position proved to be more challenging than the city anticipated; some in the community still felt that institutions with more power were forcing the project on them. However, the key partners tried to maintain neutrality until several rounds of surveying showed overall support for the project, which led to the creation of Northside Greenway Now! and a clear advocacy focus.

**Being responsive to those opposed to the project and giving people time to get used to the project helped build trust among community members.** Actively listening and responding to concerns about the project helped the project partners demonstrate they were valuing all resident input.

*Folks cared about what was going on in the community... Some people just had a different idea of what it should be. That is fair game in engagement. — Community connector*

When some residents voiced strong opposition about some of the features of the demonstration project, the key partners adjusted the design on three of the blocks. Likewise, after the demonstration project, and while leadership for the project was transitioning to Northside Greenway Now!, there was a pause in activity as the new organizational structure was set up. A representative from Northside Greenway Now! noted that this pause helped ease some of the tensions that had built up during the demonstration project.

*That cool-off period is also something I learned about engagement. Sometimes you have to throw everything out there and have people process it. I notice some of the people who were negative now are like, 'I want this option if we have one of them.' I would like more projects to have a cooling down period.* — Northside Greenway Now! representative

**The key partners remained committed to centering equity in all phases of the project.** From the beginning, the greenway project was grounded in principles of equity and a belief that all people should have access to green space for walking, biking, and other physical activity. The key partners were committed to building in equitable processes, from sub-contracting with local organizations and community connectors to do outreach, to using multiple outreach and engagement strategies to ensure they were hearing from those most likely to be impacted. The steering committee guided the work, and over time, leadership for the project transitioned to the community-led NGC. Throughout the project, the organizations considered ways that the project could exacerbate or reduce economic inequities, gentrification, displacement, and health disparities. The key partners actively explored strategies to ensure that any economic benefits stayed in the community, such as through jobs and entrepreneurship opportunities or signing community benefit agreements with any contractors.

**MHD's partnership with a community development organization helped increase its capacity for effective community outreach.** The city began working with the Alliance in 2013 based on the Alliance's past experience leading community engagement efforts along the Green Line LRT through the Corridors of Opportunity project. The model used in the Corridors of Opportunity work, especially sub-contracting with local organizations to do outreach, informed many of the early outreach strategies for the greenway project. This partnership also led to the creation of the steering committee. A representative from MHD noted that this project increased their ability to do effective outreach, and increased commitment among city agencies for doing community engagement on future projects.

## Challenges and lessons learned

**Project stakeholders sometimes struggled to walk the line between outreach and advocacy.** Before the project formally moved into advocacy in 2017, the key partners struggled with public perception that community input was not guiding the project, rather than city agencies and local advocates. NGC struggled with the perception that they were an advocacy group. Although the key partners tried to be clear in their messaging that no final decisions have been made, they acknowledged community members might experience the project differently. They suggested the disconnect stemmed from multiple factors, including the fact that in the past, decisions about their community have been led by outside agencies and advocates without resident input, the need for clearer communication about the project, and some blurring of the lines between building awareness for the project and advocacy by NGC members and other project representatives.

**The key partners faced challenges engaging with residents who oppose the greenway.** All outreach activities were intended to gather feedback from residents, including those who had concerns about the greenway concept. NGC also invited public participation in its monthly meetings to hear feedback from residents. The key partners noted that they invited residents who were interested in a constructive dialogue about their concerns, but struggled with how to respond to residents who were critical of the project and its engagement process. The partners found it particularly challenging to determine how to respond to comments posted on Facebook in ways that were both transparent and constructive.

**Key partners had mixed opinions about whether enough engagement had been done to move forward with the project.** Throughout the project, the key partners discussed whether enough residents had been heard, and if there was enough evidence of community support to move forward with the project. NGC revisited this question regularly. Some members felt the project was moving too slowly, especially given the longer timelines needed to secure funding and implement capital projects. Other members felt additional outreach was needed to ensure the project represented the interests of the community.

*To me, personally, I feel torn between this obligation to reach people who haven't been reached, but an obligation to people who have and gave their opinion, almost two years ago now and said 'this is what I want.' We have to honor who we talk to. We are also honoring the fact that there are still people out there that need to be reached.*

*– MHD representative*

## Moving forward

Northside Greenway Now! is currently developing a steering committee and seeking funding sources to support the organization's administration. As the organization becomes more established, it will continue its outreach efforts to increase awareness and support for the project. The organization is also building relationships with local leaders, including city council members, park board members, neighborhood associations, and the city's Community Planning & Economic Development department (tasked with developing city master plans). In 2019, Northside Greenway Now! is also planning to ask the Capital Long-Range Improvement committee to recommend the project for inclusion in the city's budget as part of the 2020-2024 Capital Improvement Program.

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#### **For more information**

For more information about this report, contact  
Amanda Hane at Wilder Research, 651-280-2661.

Author: Amanda Hane

January 2019