



Application

17074 - 2022 Multiuse Trails and Bicycle Facilities

17721 - Downtown Minneapolis 9th and 10th St Bikeways

Regional Solicitation - Bicycle and Pedestrian Facilities

Status: Submitted

Submitted Date: 04/14/2022 4:31 PM

Primary Contact

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***** Minneapolis Minnesota 55406
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What Grant Programs are you most interested in? Regional Solicitation - Bicycle and Pedestrian Facilities

Organization Information

Name: MINNEAPOLIS,CITY OF

Jurisdictional Agency (if different):

Organization Type: City
Organization Website: <http://www.ci.minneapolis.mn.us/>
Address: DEPT OF PUBLIC WORKS
309 2ND AVE S #300

* MINNEAPOLIS Minnesota 55401
City State/Province Postal Code/Zip
County: Hennepin
Phone:* 612-673-3884
Ext.
Fax:
PeopleSoft Vendor Number 0000020971A2

Project Information

Project Name Downtown Minneapolis 9th and 10th St Bikeways
Primary County where the Project is Located Hennepin
Cities or Townships where the Project is Located: Minneapolis
Jurisdictional Agency (If Different than the Applicant): City of Minneapolis

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

The limits of this project are on 9th St S and 10th St S in downtown Minneapolis, between 14th St E and 2nd Ave N. The majority of 10th St S is designated as an A-minor reliever. The majority of 9th St S is designated as a Major Collector. These corridors currently have standard, striped bike lanes that will be upgraded to street-level, curb-protected bikeways. There will also be protected intersection upgrades at many of the intersections throughout the corridor. These protected intersection improvements will improve safety for bicyclists, pedestrians and drivers by slowing vehicle speeds and adding physical barriers at conflict points. There are also several blocks where we will consider off-street bike paths. Furthermore, a variety of pedestrian safety improvements will be implemented to reduce the risk of future crashes. Some of these improvements will be achieved by the protected intersection design, but the project may also include bump outs and signage for enhanced pedestrian safety.

(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.](#)

9TH ST S AND 10TH S ST S FROM 14TH ST E TO 2ND AVE N, DOWNTOWN MINNEAPOLIS, CONSTRUCT CURB-PROTECTED BIKEWAY

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) 2.3

to the nearest one-tenth of a mile

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 \$4,511,942.00

Match Amount \$1,127,985.00

Minimum of 20% of project total

Project Total \$5,639,927.00

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: 2027

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.

Project Information

County, City, or Lead Agency City of Minneapolis

Zip Code where Majority of Work is Being Performed 55402

(Approximate) Begin Construction Date 04/15/2027

(Approximate) End Construction Date 11/30/2027

Name of Trail/Ped Facility: 9th St S and 10th St S Protected Bikeways

(i.e., CEDAR LAKE TRAIL)

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

From: 14th St E
(Intersection or Address)

To: 2nd Ave N
(Intersection or Address)

*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): 2.3

**Miles of trail on the Regional Bicycle Transportation Network
(nearest 0.1 miles):** 1.9

Is this a new trail? Yes

Primary Types of Work Street-level curb protected bikeway

*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):**

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.

1) Minneapolis Transportation Action Plan:

9th and 10th Sts are identified on the All Ages and Abilities bikeway network as "near-term low streets bikeway" routes (page 74).

Both streets are also on the Pedestrian Priority Network (page 47).

List the applicable documents and pages: Unique projects are exempt from this qualifying requirement because of their innovative nature.

2) Minneapolis Vision Zero Action Plan:

-9th Street South is identified as a "High Injury Street" to be prioritized for traffic safety improvements (pages 16-17)

3) Vision Zero Crash Study

-10th Street is identified as a Bicycle Crash Concentration Corridor and 9th Street as a Bicycle High Injury Street (page 5-9)

(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).

Multituse 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: 03/18/2022

Link to plan: <http://lirms.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

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.

Requirements - Bicycle and Pedestrian Facilities Projects

Specific Roadway Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Mobilization (approx. 5% of total cost)	\$0.00
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	\$0.00
Striping	\$0.00
Signing	\$0.00
Lighting	\$0.00
Turf - Erosion & Landscaping	\$0.00
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	\$0.00
Other Roadway Elements	\$0.00
Totals	\$0.00

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES**Cost**

Path/Trail Construction	\$2,064,188.00
Sidewalk Construction	\$0.00
On-Street Bicycle Facility Construction	\$1,186,740.00
Right-of-Way	\$0.00
Pedestrian Curb Ramps (ADA)	\$0.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	\$0.00
Pedestrian-scale Lighting	\$0.00
Streetscaping	\$1,000,000.00
Wayfinding	\$0.00
Bicycle and Pedestrian Contingencies	\$1,389,000.00
Other Bicycle and Pedestrian Elements	\$0.00
Totals	\$5,639,928.00

Specific Transit and TDM Elements**CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES****Cost**

Fixed Guideway Elements	\$0.00
Stations, Stops, and Terminals	\$0.00
Support Facilities	\$0.00
Transit Systems (e.g. communications, signals, controls, fare collection, etc.)	\$0.00
Vehicles	\$0.00
Contingencies	\$0.00
Right-of-Way	\$0.00
Other Transit and TDM Elements	\$0.00
Totals	\$0.00

Transit Operating Costs

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

Totals

Total Cost	\$5,639,928.00
Construction Cost Total	\$5,639,928.00
Transit Operating Cost Total	\$0.00

Measure A: Project Location Relative to the RBTN

Select one:

Tier 1, Priority RBTN Corridor

Tier 1, RBTN Alignment Yes

Tier 2, RBTN Corridor

Tier 2, RBTN Alignment

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 1649948072324_RBTN9th10th_4_14.pdf

Please upload attachment in PDF form.

Measure A: Population Summary

Existing Population Within One Mile (Integer Only) 81897

Existing Employment Within One Mile (Integer Only) 206328

Upload the "Population Summary" map 1649948195334_Pop_Employment_9th10th_4_14.pdf

Please upload attachment in PDF form.

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:

This project is located in and nearby census tracts that have been identified as ACP50 areas. In general, that shows that this project area is more racially and socioeconomically diverse than many parts of Minneapolis and the region. The main neighborhoods that encompass this project are shown below, along with some basic statistics about race and household income under \$35,000:

Elliot Park - 44% BIPOC, 56% under \$35,000

North Loop - 23% BIPOC, 16% under \$35,000

Loring Park - 24% BIPOC, 40% under \$35,000

Downtown West - 37% BIPOC, 28% \$35,000

Other communities within ½ mile of the corridor include:

Response:

Ventura Village - 73% BIPOC, 63% under \$35,000

Downtown East - 38% BIPOC, 27% under \$35,000

Steven's Square - 36% BIPOC, 55% under \$35,000

Sumner-Glenwood - 90% BIPOC, 51% under \$35,000

Harrison - 57% BIPOC, 43% under \$35,000

This project is being proposed because of findings and engagement around the Minneapolis Transportation Action Plan (TAP), the Vision Zero Action Plan (VZAP) and community feedback from other venues. Those included focused efforts to engage traditionally underrepresented communities. For the TAP and VZAP, engagement

included separate dialogues in-language with members from 7 communities: African American, East African, Latino, Native American, Minneapolis Youth Congress, people with disabilities, and Southeast Asian. It also included 30 direct engagement activities done in partnership with contracted community-based organizations that focused on reaching residents in public housing, East African community members, Latino community members, college students, high school students, and residents of traditionally under representative neighborhoods. Several of those engagement activities took place at downtown locations near the project area. Two of the high-level themes we hear from this engagement were a desire to improve traffic safety, especially for pedestrians, and that folks wanted to improve transportation options and make travel easy. This project will address traffic safety for bicyclists and pedestrians by making bicycle travel safer along the corridor and by improving pedestrian and bicycle safety at intersections through protected intersection design. The addition of an All Ages and Abilities level bicycle facility will also improve transportation options and make it easier and more comfortable to travel by bike on this corridor and will provide critical connections to major transit corridors in Minneapolis, such as Marquette Ave S, 2nd Ave S, and a connection to the future Blue Extension via Glenwood Ave. Before and during design and construction the City of Minneapolis will further engage with BIPOC communities impacted by this project.

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

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.

Response:

This project is located within an ACP50 area and in downtown Minneapolis. As the central economic hub of Minneapolis and a job concentration area, diverse populations use these corridors regularly to access services, housing, employment and businesses. This project will directly impact BIPOC individuals, low-income individuals, persons with disabilities, youth, and older adults that use this corridor by improving both bicycle and pedestrian safety and connectivity. 9th St S is a High Injury Street, as defined by our Vision Zero work. We know that Black and Indigenous residents in Minneapolis are disproportionately killed or severely injured on our streets. By implementing a protected bikeway and intersection improvements for both bicyclists and pedestrians, this project will enhance safety for the many diverse users of these corridors. This project will also provide a safe connection for users to get to and from downtown to surrounding neighborhoods. Both streets are designated for planned improvements on the City's All Ages and Abilities network. Adding protection will not only make these streets safer for people walking and biking, it will also encourage more people to take trips by walking and biking. Adding this portion of the network will also provide high quality connections to other parts of the All Ages and Abilities network, allowing residents and visitors to safely and conveniently get to, from and across downtown. The northwest portion of this project connects the All Ages and Abilities network to planned improvements on Glenwood Ave and N 7th St, both of which are vital connections to neighborhoods in North Minneapolis that are racially diverse.

There are no anticipated negative impacts to Black, Indigenous, and People of Color populations, low-income populations, persons with disabilities, youth, older adults.

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

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.

Total of publicly subsidized rental housing units in census tracts within 1/2 mile: 11163

Response:

Many affordable housing units in Minneapolis are located in or near downtown. In relation to this corridor, the bulk of affordable units are located in Elliot Park and Loring Park. There are two attachments with local information on affordable housing units which were accessed by HousingLink. The attached map of affordable units also shows that there are two public schools, 13 childcare centers, a hospital, three grocery stores, one library and 17 religious institutions within ½ mile of this corridor. The attached spreadsheet details information on location and size of affordable units within ½ mile of the corridor, and describes 1,941 units at 30% AMI, 1,140 units at 50% AMI, 1,253 units at 60% AMI and 77 units at 80% AMI. This project will directly benefit the residents of affordable units within 1/2 mile of the project corridor by improving the bicycle and pedestrian connections to these locations and the wealth of goods, services and jobs located in downtown Minneapolis. The addition of a curb-protected bikeway will improve the safety and comfort for users biking across downtown to access these destinations. While there is currently a striped bike lane on both 9th and 10th, the lack of protection in such a busy area makes this a hard place to bike and not all bicyclists are comfortable in the current environment. Adding a curb protected bikeway would bring this up to our All Ages and Abilities standard, meaning that more folks would feel comfortable using this to connect to goods, services and jobs. Similarly, this project will impact pedestrian safety and comfort considerably. The addition of protected intersection elements and other pedestrian safety features such as signage or bump outs at key locations will better allow for residents to walk around downtown. This will

improve their access to regional transit centers as well as the wealth of goods, services and jobs located in downtown Minneapolis.

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

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.	1649950120002_SocioEcon_9th10th_4_14.pdf

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.

This project upgrades two streets that are Tier 1 RBTN Alignments from standard striped bike lanes to curb-protected bikeways. The planned curb-protected bikeway design will considerably improve the safety and comfort of these corridors in the busy downtown setting of Minneapolis. 10th St S is an A-minor Reliever and 9th St S is a Major Collector. It is imperative that the bikeway facilities are upgraded to include protection to make these streets comfortable for folks of all ages and abilities. This project also includes elements of protected intersections at more than 10 intersections throughout the corridor, which will ensure that users maintain their comfort and safety for the length of the project corridor. Separating bicycle traffic from vehicle traffic with concrete barriers will have a large impact on bicycle safety. The protected intersection elements included in this project will not only provide safety benefits for bicyclists at intersections, they will also improve safety and connectivity for pedestrians. These elements will cause drivers to take turns at slower speeds and will shorten the distance that pedestrians have to cross travel lanes in the corridor, making it safer and more convenient for people to walk and bike along and across these corridors.

Response:

This project will complete a significant downtown piece of the City's All Ages and Abilities network. The project location map in the attached one-pager shows the connections to current and future All Ages and Abilities routes. The attached RBTN map also shows that this corridor not only upgrades two Tier 1 Alignment streets, but also connects with other Tier 1 Alignments to better allow bicyclists to get to and from downtown to other regional destinations.

These are the critical bikeway connections served by this project:

RBTN Tier 1 Alignment connections:

- Glenwood Avenue
- N 7th Street
- S 3rd Avenue
- Portland Avenue
- Park Avenue

All Ages and Abilities Connections of note

- LaSalle Avenue
- Hennepin Avenue
- E 14th Street

(Limit 2,800 characters; approximately 400 words)

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

Response:

9th is a High Injury Street as defined by the City's Vision Zero Action Plan and there have been a considerable number of bicycle-related crashes on both corridors. The attachment of the crash report summary shows that there have been 30 bicycle-related crashes since 2012, including 3 serious injuries. That alone is enough to warrant safety improvements on this corridor, but crash data also shows that there have been 70 pedestrian crashes, including 2 deaths and 7 serious injuries, and 762 vehicle crashes, including 7 serious injuries, in the same period. These crashes, serious injuries and deaths are both unacceptable and avoidable. The proposed improvements will reduce the number of crashes and serious injuries that occur on this street by providing a curb protected bikeway for the length of the corridor and by adding protected intersection elements at more than 10 intersections. Protected bikeway and intersection elements will have benefits for all modes by physically separating vehicle traffic from bicycle traffic, narrowing the crossing distances for pedestrian at intersections and reducing speeds of turning vehicles at intersections through tightened geometry. While this is an application for a bikeway upgrade, it is important to highlight that two pedestrians were killed on this corridor in the last 10 years, and that this project will have considerable benefits for pedestrian safety for the reasons described above. We will also consider signage and striping improvements to alert drivers, bicyclists and pedestrians at major conflict zones throughout the corridor. At key high crash pedestrian locations we will also consider safety measures that are unrelated to the bikeway, such as the addition of a bump out. Lastly, the attached bicycle intersection crash report shows that the two highest crash intersections for bicycles are 9th St & 3rd Ave and 10th St & 3rd Ave. Both of these intersections will receive protected intersection designs that will vastly improve safety for people walking, biking and

driving.

(Limit 2,800 characters; approximately 400 words)

Measure A: Multimodal Elements

Response:

This project will include a number of improvements for pedestrian safety and comfort. These corridors are located in downtown Minneapolis, the heart of the pedestrian priority network and a major hub for pedestrian activity. Both 9th St S and 10th St S are located on the Pedestrian Priority Network, as outlined in the Transportation Action Plan, as is every other downtown street that intersects the project corridors. The protected intersection elements of this project will serve as improvements for pedestrian safety and bicycle safety. These elements will shorten the distance that pedestrians will need to cross vehicular travel lanes. These elements will also encourage drivers to take turns at slower speeds, making it safer for pedestrians to cross. Similarly, narrowing and potentially removing vehicle travel lanes in some locations would likely cause drivers to slow down as they move through the corridor, providing safety benefits for people walking, biking and driving. This project also provides an opportunity to implement pedestrian bump outs on the opposite side of the bikeway at some key, high crash locations. These bump outs would have similar effects to the protected intersection elements, leading to slower vehicle travel and turning movements and resulting in safer streets for people walking, biking and driving. There are a few transit stops along that corridor, serving routes 5, 9, and 22. Adding a protected bikeway and making this corridor more safer and more comfortable for pedestrians will provide better connections for downtown residents, employees and visitors to access these routes. This project will be extremely impactful for the comfort and safety of bicycle users on the project route. The current design does not meet the City's standards for an All Ages and Abilities network. Adding a protected facility will encourage more residents, employees and visitors to use bike facilities to get safely where they need to go, including making connections to other modes of transportation. It's also worth

noting that this route would provide a major connection across downtown that would provide a more direct and safer route for cyclists to access current and planned Blue Line stations, either at the Target Field station or via Glenwood Ave to the proposed Blue Line Extension Station just outside downtown. It also intersects with Marquette Ave and 2nd Ave, which are key regional transit corridors that serve a variety of local and regional routes.

(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.

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. Yes

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.

Response:

No engagement efforts have been held for this project yet. This project was identified through larger planning efforts and is based on the findings and engagement around the Minneapolis Transportation Action Plan (TAP), the Vision Zero Action Plan (VZAP) and community feedback from other venues. Those included focused efforts to engage traditionally underrepresented communities. For the TAP and VZAP, engagement included separate dialogues in-language with members from 7 communities: African American, East African, Latino, Native American, Minneapolis Youth Congress, people with disabilities, and Southeast Asian. It also included 30 direct engagement activities done in partnership with contracted community-based organizations that focused on reaching residents in public housing, East African community members, Latino community members, college students, high school students, and residents of traditionally under representative neighborhoods. Several of those engagement activities took place at downtown locations near the project area. Two of the high-level themes we hear from this engagement were a desire to improve traffic safety, especially for pedestrians, and that folks wanted to improve transportation options and make travel easy. More information about engagement for the Transportation Action Plan can be found here: <https://go.minneapolismn.gov/get-involved>

(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.

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.

25%

Layout has not been started

Yes

0%

Attach Layout

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

100%

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

Yes

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):	\$4,829,928.00
Enter Amount of the Noise Walls:	\$0.00
Total Project Cost subtract the amount of the noise walls:	\$4,829,928.00
Points Awarded in Previous Criteria	
Cost Effectiveness	\$0.00

Other Attachments

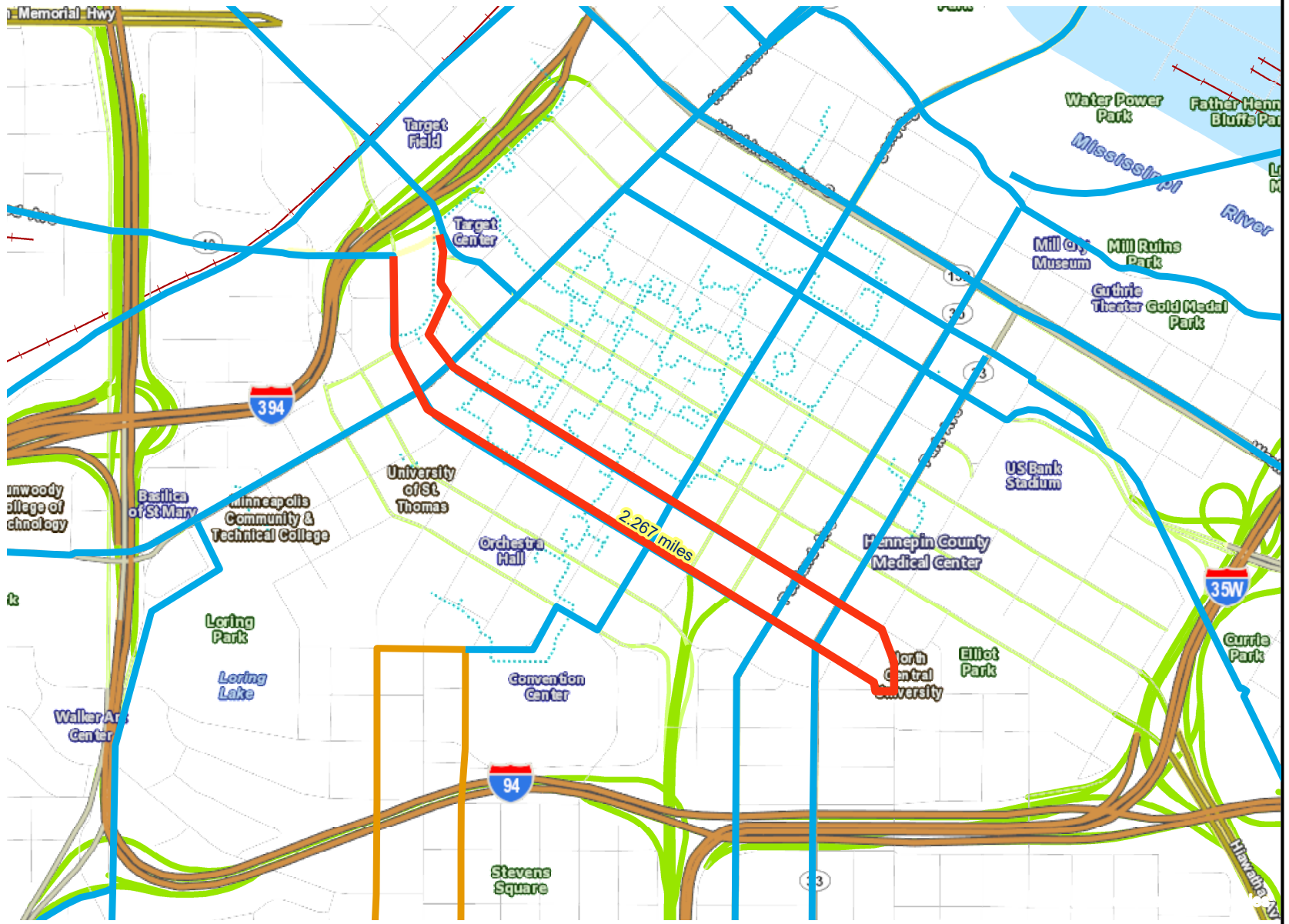
File Name	Description	File Size
9th and 10th all crashes summary.pdf	9th and 10th all crashes summary	390 KB
9th and 10th bike crashes summary.pdf	9th and 10th bike crashes summary	389 KB
9th and 10th bike crashes top intersections.pdf	9th and 10th bike crashes top intersections	169 KB
9th_10th_Map_and_Description.pdf	Map and description of project limits	667 KB
Affordable Housing Developments Map Key.pdf	Affordable Housing Developments Spreadsheet Information and Map Key	771 KB
Affordable housing map 9th 10th.pdf	Affordable housing map	704 KB
Bikeway maintenance letter 2022 Regional Solicitation.pdf	Bikeway maintenance letter	210 KB
Letter of Support Minneapolis 9th St S_10th St S Bikeway Project.pdf	Letter of Support	88 KB
Project Photo.pdf	Project photo	264 KB

Project to RBTN Orientation

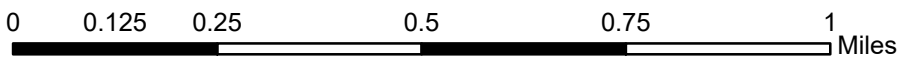
Multiuse Trails and Bicycle Facilities Project: 9th St S and 10th St S Downtown Minneapolis Bikeways | Map ID: 1649946093233

Results

Project NOT IN Regional Bicycle Transportation Corridor.



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



Created: 4/14/2022
LandscapeRSA6



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

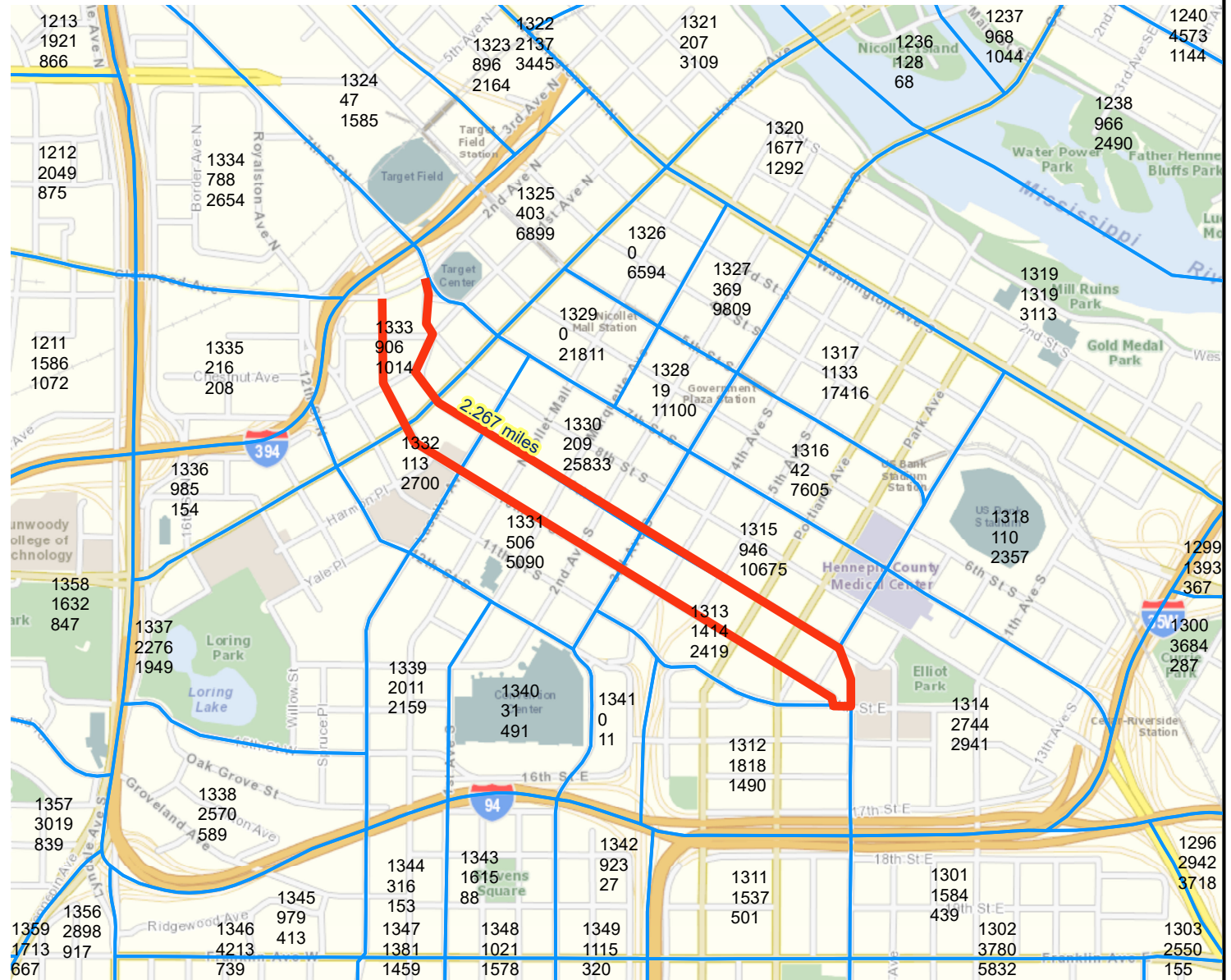


Population/Employment Summary

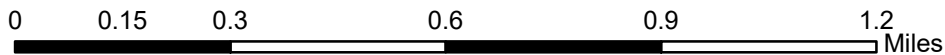
Multiuse Trails and Bicycle Facilities Project: 9th St S and 10th St S Downtown Minneapolis Bikeways | Map ID: 16499

Results

Within ONE Mile of project:
 Total Population: 81897
 Total Employment: 206328



-  Project Points
-  Project Area
-  Project
-  2016 TAZ



Created: 4/14/2022
 LandscapeRSA4



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

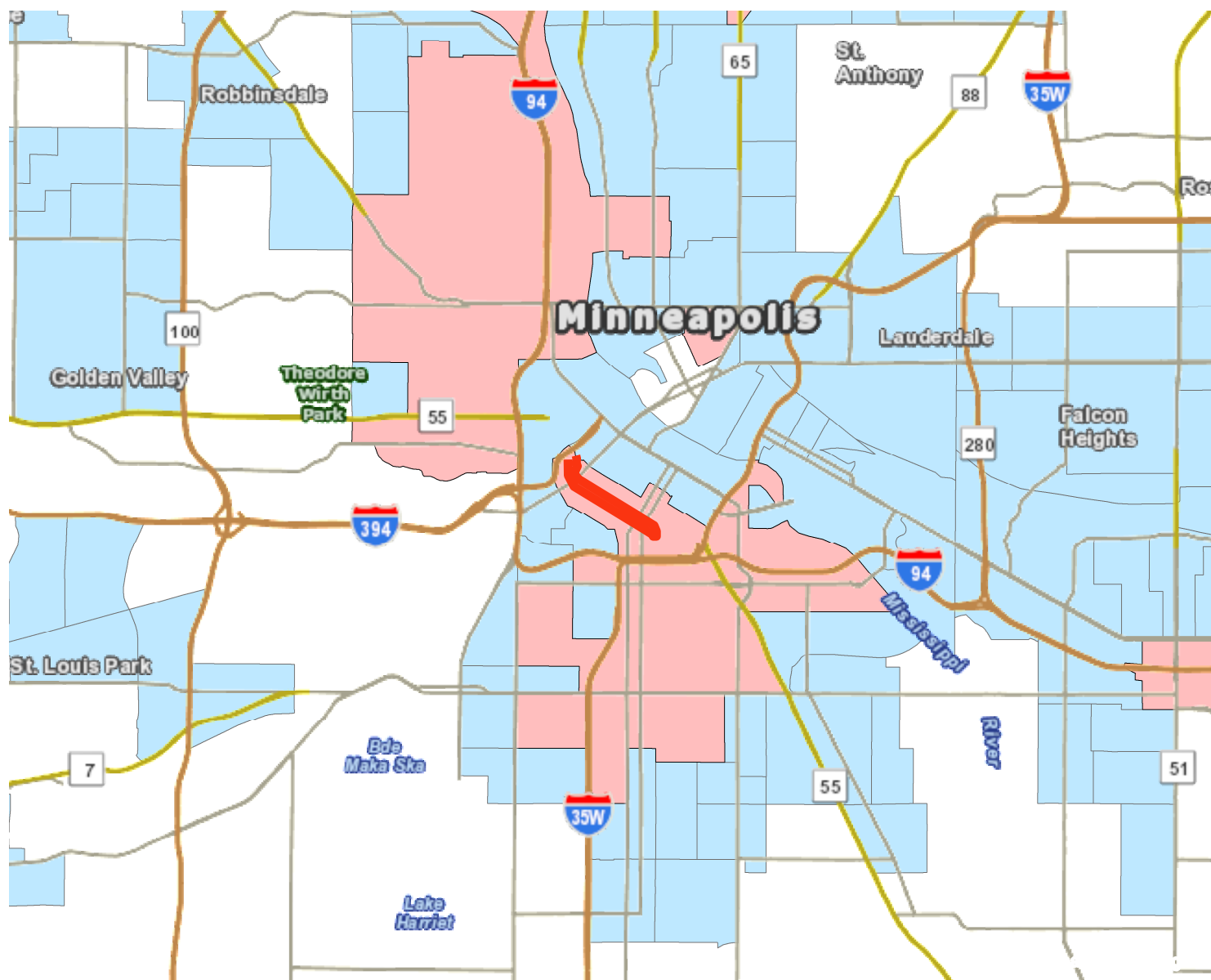


Socio-Economic Conditions

Results

Total of publicly subsidized rental housing units in census tracts within 1/2 mile: 11163

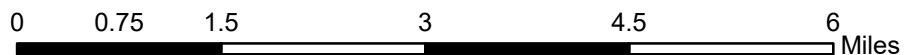
Project located IN an Area of Concentrated Poverty.



— Lines

Regional Environmental Justice Area

Area of Concentrated Poverty



Created: 4/14/2022
LandscapeRSA2



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





Crash Summary

9th and 10th St all crashes

Crash Severity/Crash Year												
Crash Severity	Total	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
K - Fatal	2	0	0	0	0	0	1	0	0	0	1	0
A - Serious Injury	17	0	3	1	1	7	1	0	2	0	1	1
B - Minor Injury	78	6	3	5	9	13	6	13	8	4	8	3
C - Possible Injury	171	27	27	27	24	11	17	15	10	4	4	5
N - Prop Dmg Only	594	60	70	76	62	67	77	65	65	21	24	7
U - Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Total	862	93	103	109	96	98	102	93	85	29	38	16

Crash Severity/Number of Vehicles					
Crash Severity	Total	0	1	2	3+
K - Fatal	2	0	1	1	0
A - Serious Injury	17	0	9	7	1
B - Minor Injury	78	0	30	40	8
C - Possible Injury	171	0	59	103	9
N - Prop Dmg Only	594	0	31	540	23
U - Unknown	0	0	0	0	0
Total	862	0	130	691	41

Relationship to Intersection Summary		Total	%
Not at Intersection/Interchange		161	18.7
Four-Way Intersection		453	52.6
T or Y Intersection		32	3.7
Five-Way Intersection or More		5	0.6
Roundabout		0	0.0
Intersection Related		133	15.4
Driveway Access Related		7	0.8
At School Crossing		0	0.0
Railway Grade Crossing		0	0.0
Shared Use Path or Trail		0	0.0
Interchange or Ramp		1	0.1
Crossover Related		0	0.0
Acceleration/Deceleration Lane		1	0.1
Other/Unknown		69	8.0
Total		862	100.0

Basic Type Summary			Total	%
Pedestrian			70	8.1
Bike			30	3.5
Single Vehicle Run Off Road			29	3.4
Single Vehicle Other			5	0.6
Sideswipe Same Direction			162	18.8
Sideswipe Opposing			9	1.0
Rear End			138	16.0
Head On			7	0.8
Left Turn			24	2.8
Angle			313	36.3
Other			75	8.7
Total			862	100.0

Weather 1 Summary		Total	%
Clear		549	63.7
Cloudy		190	22.0
Rain		51	5.9
Snow		50	5.8
Sleet, Hail (Freezing Rain/Drizzle)		8	0.9
Fog/Smog/Smoke		3	0.3
Blowing Sand/Soil/Dirt/Snow		2	0.2
Severe Crosswinds		0	0.0
Other/Unknown		9	1.0
Total		862	100.0

First Harmful Event Summary			Total	%
Pedestrian			61	7.1
Bicyclist			27	3.1
Motor Vehicle In Transport			690	80.0
Parked Motor Vehicle			49	5.7
Train			0	0.0
Deer/Animal			0	0.0
Other - Non Fixed Object			0	0.0
Collision Fixed Object			30	3.5
Non-Collision Harmful Events			3	0.3
Non-Harmful Events			0	0.0
Other/Unknown			2	0.2
Total			862	100.0

Light Condition Summary		Total	%
Daylight		562	65.2
Sunrise		11	1.3
Sunset		30	3.5
Dark (Str Lights On)		245	28.4
Dark (Str Lights Off)		2	0.2
Dark (No Str Lights)		0	0.0
Dark (Unknown Light)		5	0.6
Other/Unknown		7	0.8
Total		862	100.0



Crash Summary

9th and 10th St all crashes

Report Version 1.0
February 2020

Time of Day/Day of Week														
From To	00:00 01:59	02:00 03:59	04:00 05:59	06:00 07:59	08:00 09:59	10:00 11:59	12:00 13:59	14:00 15:59	16:00 17:59	18:00 19:59	20:00 21:59	22:00 23:59	Total	%
SUN	2	9	0	7	7	11	8	10	9	10	6	6	85	9.9
MON	6	2	0	10	13	9	9	19	25	14	5	7	119	13.8
TUE	3	1	1	9	24	23	10	6	26	12	7	4	126	14.6
WED	0	2	2	6	16	18	16	20	14	9	11	11	125	14.5
THU	4	2	1	10	15	20	19	26	21	11	10	6	145	16.8
FRI	3	3	2	4	19	17	23	10	23	6	9	14	133	15.4
SAT	12	12	1	4	8	15	11	11	8	16	15	16	129	15.0
Total	30	31	7	50	102	113	96	102	126	78	63	64	862	100.0
%	3.5	3.6	0.8	5.8	11.8	13.1	11.1	11.8	14.6	9.0	7.3	7.4	100.0	100.0

Driver & Non-Motorist Age/Gender Summary						
Age	M	F	NR	No Value	Total	%
<14	4	2	0	3	9	0.5
14	0	1	0	0	1	0.1
15	0	0	0	0	0	0.0
16	3	1	0	0	4	0.2
17	3	3	0	0	6	0.3
18	11	6	0	0	17	1.0
19	9	8	0	0	17	1.0
20	12	11	0	0	23	1.3
21-24	87	82	2	0	171	9.8
25-29	123	81	2	1	207	11.9
30-34	143	74	0	2	219	12.6
35-39	116	66	1	1	184	10.6
40-44	80	50	0	0	130	7.5
45-49	97	38	0	0	135	7.8
50-54	98	47	0	0	145	8.3
55-59	63	45	0	0	108	6.2
60-64	49	22	0	0	71	4.1
65-69	30	15	0	0	45	2.6
70-74	18	9	0	0	27	1.6
75-79	9	4	0	0	13	0.7
80-84	4	2	0	0	6	0.3
85-89	3	0	0	0	3	0.2
90-94	1	2	0	0	3	0.2
95+	0	0	0	0	0	0.0
No Value	11	5	2	178	196	11.3
Total	974	574	7	185	1740	100.0
%	56.0	33.0	0.4	10.6	100.0	100.0

Month Summary		Total	%
January		90	10.4
February		85	9.9
March		63	7.3
April		68	7.9
May		65	7.5
June		80	9.3
July		67	7.8
August		65	7.5
September		61	7.1
October		70	8.1
November		69	8.0
December		79	9.2
Total		862	100.0

Physical Condition Summary		Total	%
Apparently Normal (Including No Drugs/Alcohol)		1293	89.6
Physical Disability (Short Term or Long Term)		0	0.0
Medical Issue (Ill, Sick or Fainted)		2	0.1
Emotional (Depression, Angry, Disturbed, etc.)		0	0.0
Asleep or Fatigued		2	0.1
Has Been Drinking Alcohol		24	1.7
Has Been Taking Illicit Drugs		5	0.3
Has Been Taking Medications		0	0.0
Other/Unknown		95	6.6
Not Applicable		22	1.5
Total		1443	100.0

Selection Filter:

WORK AREA: County('659472') - FILTER: City('2395345'), Route System('03','04','05','10','21','30','52','') - SPATIAL FILTER APPLIED

Analyst:
Ethan Fawley

Notes:



Crash Summary

9th and 10th St bike crashes

Crash Severity/Crash Year												
Crash Severity	Total	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
K - Fatal	0	0	0	0	0	0	0	0	0	0	0	0
A - Serious Injury	3	0	1	0	1	0	0	0	0	0	1	0
B - Minor Injury	12	0	1	0	1	3	3	4	0	0	0	0
C - Possible Injury	13	2	4	2	2	0	1	2	0	0	0	0
N - Prop Dmg Only	2	0	0	1	0	0	1	0	0	0	0	0
U - Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Total	30	2	6	3	4	3	5	6	0	0	1	0

Crash Severity/Number of Vehicles					
Crash Severity	Total	0	1	2	3+
K - Fatal	0	0	0	0	0
A - Serious Injury	3	0	3	0	0
B - Minor Injury	12	0	12	0	0
C - Possible Injury	13	0	13	0	0
N - Prop Dmg Only	2	0	2	0	0
U - Unknown	0	0	0	0	0
Total	30	0	30	0	0

Relationship to Intersection Summary		Total	%
Not at Intersection/Interchange		11	36.7
Four-Way Intersection		14	46.7
T or Y Intersection		1	3.3
Five-Way Intersection or More		0	0.0
Roundabout		0	0.0
Intersection Related		2	6.7
Driveway Access Related		1	3.3
At School Crossing		0	0.0
Railway Grade Crossing		0	0.0
Shared Use Path or Trail		0	0.0
Interchange or Ramp		0	0.0
Crossover Related		0	0.0
Acceleration/Deceleration Lane		0	0.0
Other/Unknown		1	3.3
Total		30	100.0

Basic Type Summary		Total	%
Pedestrian		0	0.0
Bike		30	100.0
Single Vehicle Run Off Road		0	0.0
Single Vehicle Other		0	0.0
Sideswipe Same Direction		0	0.0
Sideswipe Opposing		0	0.0
Rear End		0	0.0
Head On		0	0.0
Left Turn		0	0.0
Angle		0	0.0
Other		0	0.0
Total		30	100.0

Weather 1 Summary		Total	%
Clear		24	80.0
Cloudy		3	10.0
Rain		1	3.3
Snow		1	3.3
Sleet, Hail (Freezing Rain/Drizzle)		1	3.3
Fog/Smog/Smoke		0	0.0
Blowing Sand/Soil/Dirt/Snow		0	0.0
Severe Crosswinds		0	0.0
Other/Unknown		0	0.0
Total		30	100.0

First Harmful Event Summary		Total	%
Pedestrian		0	0.0
Bicyclist		26	86.7
Motor Vehicle In Transport		4	13.3
Parked Motor Vehicle		0	0.0
Train		0	0.0
Deer/Animal		0	0.0
Other - Non Fixed Object		0	0.0
Collision Fixed Object		0	0.0
Non-Collision Harmful Events		0	0.0
Non-Harmful Events		0	0.0
Other/Unknown		0	0.0
Total		30	100.0

Light Condition Summary		Total	%
Daylight		20	66.7
Sunrise		1	3.3
Sunset		3	10.0
Dark (Str Lights On)		6	20.0
Dark (Str Lights Off)		0	0.0
Dark (No Str Lights)		0	0.0
Dark (Unknown Light)		0	0.0
Other/Unknown		0	0.0
Total		30	100.0



Crash Summary

9th and 10th St bike crashes

Report Version 1.0
February 2020

Time of Day/Day of Week														Total	%
From To	00:00 01:59	02:00 03:59	04:00 05:59	06:00 07:59	08:00 09:59	10:00 11:59	12:00 13:59	14:00 15:59	16:00 17:59	18:00 19:59	20:00 21:59	22:00 23:59			
SUN	0	0	0	0	0	0	0	0	0	0	0	0	1	1	3.3
MON	0	0	0	0	2	0	0	1	1	1	0	0	0	5	16.7
TUE	0	0	0	1	0	3	0	0	2	0	0	0	0	6	20.0
WED	0	0	0	2	0	1	0	0	0	0	1	0	0	4	13.3
THU	0	1	0	0	0	0	0	0	1	1	0	0	0	3	10.0
FRI	0	0	0	0	2	1	2	1	3	0	0	0	1	10	33.3
SAT	0	0	0	0	0	0	0	0	0	0	1	0	0	1	3.3
Total	0	1	0	3	4	5	2	2	7	2	2	2	2	30	100.0
%	0.0	3.3	0.0	10.0	13.3	16.7	6.7	6.7	23.3	6.7	6.7	6.7	6.7	100.0	100.0

Driver & Non-Motorist Age/Gender Summary						
Age	M	F	NR	No Value	Total	%
<14	1	0	0	1	2	3.3
14	0	0	0	0	0	0.0
15	0	0	0	0	0	0.0
16	1	0	0	0	1	1.7
17	0	0	0	0	0	0.0
18	0	0	0	0	0	0.0
19	1	0	0	0	1	1.7
20	1	0	0	0	1	1.7
21-24	3	3	0	0	6	10.0
25-29	8	2	0	0	10	16.7
30-34	5	1	0	1	7	11.7
35-39	4	2	0	0	6	10.0
40-44	1	3	0	0	4	6.7
45-49	8	2	0	0	10	16.7
50-54	3	1	0	0	4	6.7
55-59	0	1	0	0	1	1.7
60-64	1	0	0	0	1	1.7
65-69	0	0	0	0	0	0.0
70-74	1	0	0	0	1	1.7
75-79	0	0	0	0	0	0.0
80-84	0	0	0	0	0	0.0
85-89	1	0	0	0	1	1.7
90-94	0	0	0	0	0	0.0
95+	0	0	0	0	0	0.0
No Value	1	0	0	3	4	6.7
Total	40	15	0	5	60	100.0
%	66.7	25.0	0.0	8.3	100.0	100.0

Month Summary	Total	%
January	1	3.3
February	2	6.7
March	0	0.0
April	0	0.0
May	4	13.3
June	2	6.7
July	3	10.0
August	6	20.0
September	4	13.3
October	2	6.7
November	5	16.7
December	1	3.3
Total	30	100.0

Physical Condition Summary	Total	%
Apparently Normal (Including No Drugs/Alcohol)	47	81.0
Physical Disability (Short Term or Long Term)	0	0.0
Medical Issue (Ill, Sick or Fainted)	0	0.0
Emotional (Depression, Angry, Disturbed, etc.)	0	0.0
Asleep or Fatigued	0	0.0
Has Been Drinking Alcohol	2	3.4
Has Been Taking Illicit Drugs	0	0.0
Has Been Taking Medications	0	0.0
Other/Unknown	9	15.5
Not Applicable	0	0.0
Total	58	100.0

Selection Filter:

WORK AREA: County('659472') - FILTER: City('2395345'), Route System('03','04','05','10','21','30','52',''), Basic Type('2') - SPATIAL FILTER APPLIED

Analyst:

Ethan Fawley

Notes:



Top 100 Intersection Report

9th and 10th St bike crashes

Report Version 1.0
February 2020

Description	Meas	K	A	B	C	PD	U	Total	Unfltd Total	Co	Dis	City
MSAS 223 (10th St S),MSAS 305 (3rd Ave S)	0.915	0	0	3	2	0	0	5	72	27	M	Minneapolis
MSAS 222 (9th St S),MSAS 305 (3rd Ave S)	0.388	0	0	2	2	1	0	5	53	27	M	Minneapolis
MSAS 189 (Marquette Ave S),MSAS 222 (9th St S)	0.361	0	0	0	2	0	0	2	40	27	M	Minneapolis
MSAS 223 (10th St S),M 1900 (Nicollet MALL)	0.677	0	0	0	2	0	0	2	23	27	M	Minneapolis
MSAS 222 (9th St S),M 1900 (Nicollet MALL)	0.626	0	1	0	1	0	0	2	22	27	M	Minneapolis
MSAS 210 (2nd Ave S),MSAS 222 (9th St S)	0.395	0	0	2	0	0	0	2	20	27	M	Minneapolis
MSAS 210 (2nd Ave S),MSAS 223 (10th St S)	0.316	0	0	1	0	1	0	2	19	27	M	Minneapolis
MSAS 211 (4th Ave S),MSAS 222 (9th St S)	4.165	0	1	0	0	0	0	1	63	27	M	Minneapolis
MSAS 222 (9th St S),MSAS 313 (Hennepin Ave)	0.807	0	0	0	1	0	0	1	52	27	M	Minneapolis
MSAS 223 (10th St N),MSAS 313 (Hennepin Ave)	0.473	0	1	0	0	0	0	1	48	27	M	Minneapolis
CSAH 33 (Park Ave S),MSAS 222 (9th St S)	3.547	0	0	1	0	0	0	1	46	27	M	Minneapolis
MN 65,MSAS 211 (4th Ave S)	1.044	0	0	0	1	0	0	1	42	27	M	Minneapolis
MSAS 222 (9th St S),MSAS 287 (5th Ave S)	0.233	0	0	0	1	0	0	1	35	27	M	Minneapolis
MSAS 159 (LaSalle AVE S),MSAS 222 (9th St S)	0.453	0	0	0	1	0	0	1	26	27	M	Minneapolis

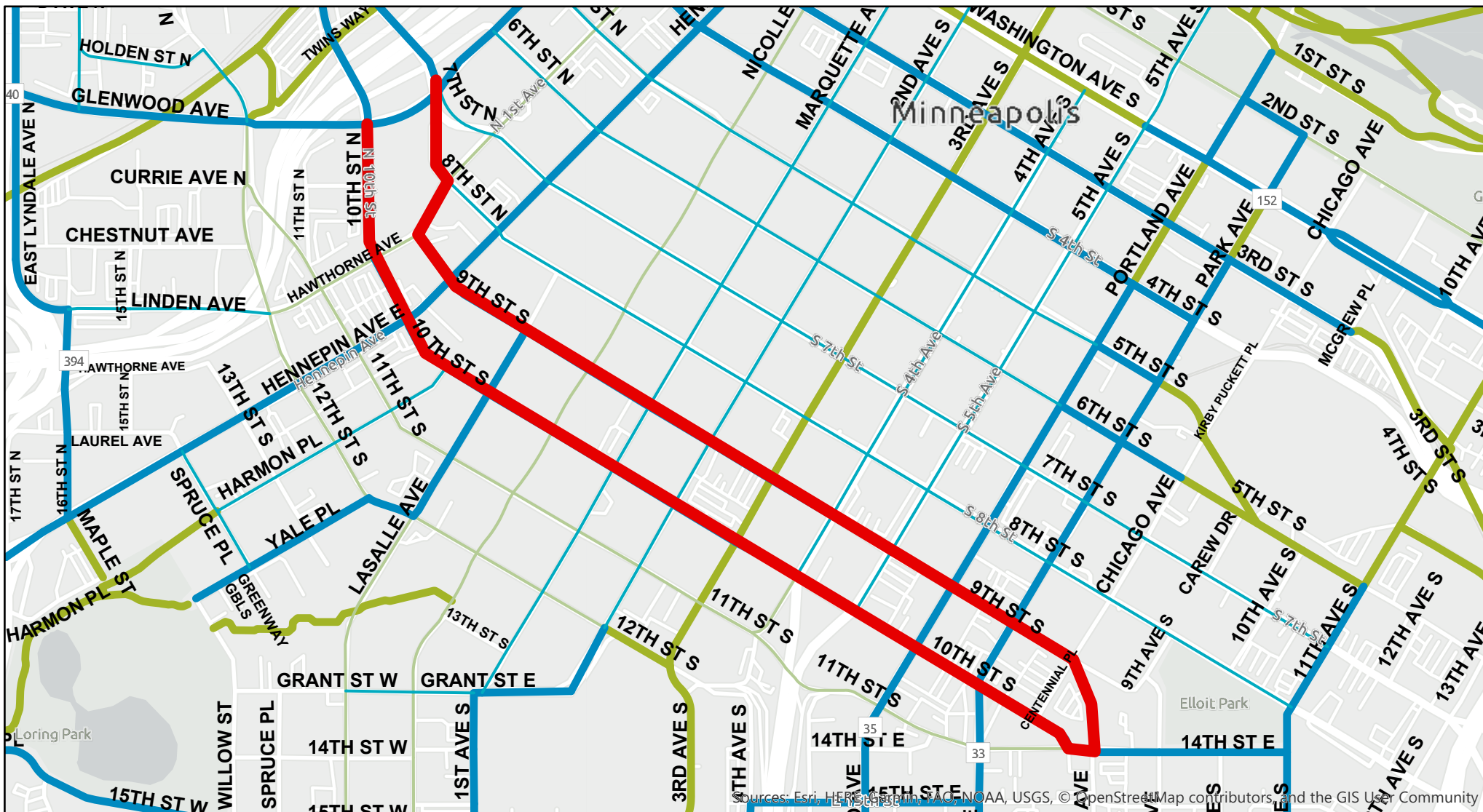
Selection Filter:

WORK AREA: County('659472') - FILTER: City('2395345'), Route System('03','04','05','10','21','30','52',''), Basic Type('2') - SPATIAL FILTER APPLIED

Analyst:

Notes:

Ethan Fawley



The red line indicates the project area. The entirety of the corridor will be upgraded with a curb-protected bikeway. The exception to this is the short segment on 14th St E, which will be evaluated for upgrades during project design but may not need changes. Also, 1-2 blocks will be considered for sidewalk-level bikeways.

Legend

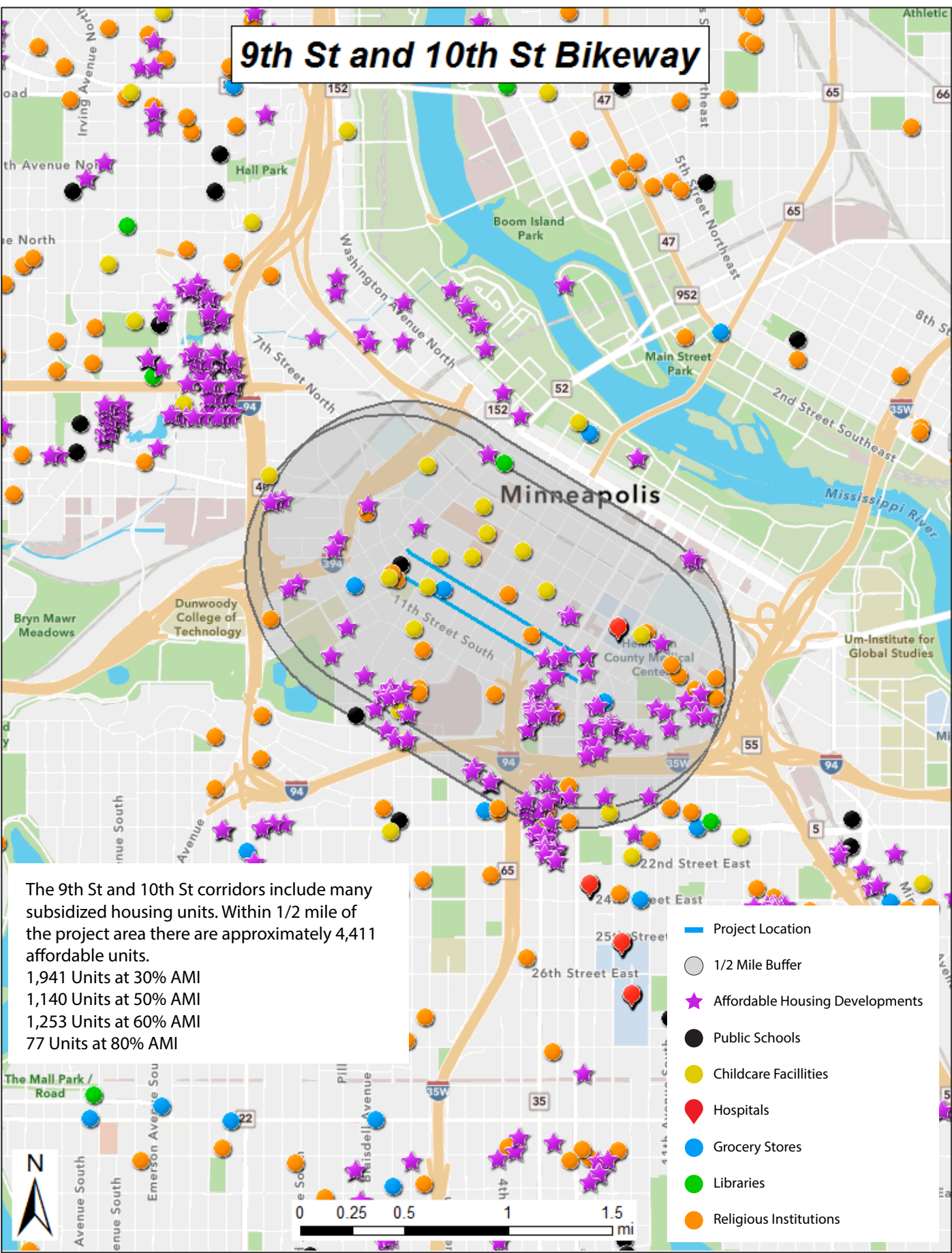
- Project Limits
- Existing and Planned Bikeways
 - Low Stress Bikeway
 - Connector Bikeway
 - Near-term Low Stress Bikeway
 - Connector or Long-term Low Stress Bikeway

Affordable Housing Map Key Information

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

Property Name	Address	Development Stage	# affordable units	OBR	1BR	2BR	3BR	4BR	Total units	# Units 30% AMI	# Units 50% AMI	# Units 60% AMI	# Units 80% AMI	% affordable	Funding Category
Loring Towers	15 E Grant St	Complete	230	189	41				230			230		100%	Project-Based Subsidy Subsidized Other Tax Credit (LIHTC 4%)
Stradford Flats	1408 1st Ave S 16 E 15th St	Complete	62	25	36	1			62	4		58		100%	Tax Credit Subsidized Other Tax Credit (LIHTC 9%)
Kensington Apts	22 E 15th St 21 W 14th St	Complete	34	33	1				35			34		97%	Tax Credit (LIHTC 4%)
PPL YouthLink Supportive Housing	1205 Chestnut Ave 41 N 12th St	Complete	46	46					47	30	16			98%	Project-Based Subsidy Tax Credit Tax Credit (LIHTC 4%) Tax Credit (LIHTC 9&)
Salvation Army Hope Harbor	53 Glenwood Ave	Complete	96	96					96	25	71			100%	Subsidized Other Tax Credit (LIHTC 9%)
Nicollet Island Coop	107 W Island Ave	Complete	5		10	12			22		5			23%	Subsidized-Other
Higher Ground	165 Glenwood Ave	Complete	85	85					85	85				100%	Subsidized-Other
The Glenwood	173 Glenwood Ave	Complete	80						80			80		100%	Tax Credit Subsidized Other Tax Credit (LIHTC 4%) Tax Credit (LIHTC 9%)
Evergreen Residence	177 Glenwood Ave	Complete	88	88					88			88		100%	Subsidized-Other Tax Credit (LIHTC 4%) Tax Credit (LIHTC 9%)
The Atrium	314 Hennepin Ave	Complete	299		297	2			299	299				100%	Public Housing
Clinton Avenue Townhomes	1803 Clinton Ave 1807 Clinton Ave 1809 Clinton Ave 1811 Clinton Ave 325 E 18th St 333 E 18th St	Complete	8			4	3	1		8				100%	Project-Based Subsidy Subsidized-Other
Minneapolis Portfolio Preservation	1005 Portland Ave 1130 8th St S 1132 S 8th St 1346 Lasalle Ave 1401 Portland Ave 1515 Chicago Ave 1523 Chicago Ave 500 S 10th St 512 S 10th St 622 S 9th St 624 S 9th St 727 S 5th Ave 910 Portland Ave S 911 Park Ave 928 Portland Ave	Complete	582	402	157	23			582	213	354	15		100%	Project-Based Subsidy Tax Credit Subsidized Other Tax Credit (LIHTC 4%) Tax Credit (LIHTC 9%)
Madison Apts	501 E 15th St 505 E 15th St 509 E 15th St	Complete	51			38	9	4	51		51			100%	Project-Based Subsidy Subsidized Other Tax Credit (LIHTC 4%) Tax Credit (LIHTC 9%)
House of Charity	513 E 15th St 510 S 8th St	Complete	119						119			119		100%	Subsidized-Other
Grant Street Commons	1300 Portland Ave 515 E Grant St	Complete	59	3	46	10			84		17		42	70%	Subsidized-Other
Elliot Park Commons	610 E 15th St	Complete	25		24	1			25	25				100%	Subsidized-Other
D0872	614 S 3rd St	Complete	10	89		10			109	10				9%	Subsidized-Other
Portland Village	1809 Portland Ave 1813 Portland Ave 1815 Portland Ave 1817 Portland Ave 1825 Portland Ave 1829 Portland Ave 616 E 19th St	Complete	26			10	12	4	26	22	4			100%	Subsidized-Other Tax Credit (LIHTC 9%)
Alliance Addition	715 E 16th St 719 E 16th St 724 E 17th St 730 E 17th St	Complete	184	182	2				184	148	36			100%	Tax Credit Subsidized Other Tax Credit (LIHTC 4%) Tax Credit (LIHTC 9%)
Elliot Park Apts	1516 Elliot Ave 1601 Elliot Ave 719 E 14th St 727 E 14th St	Complete	30			20	10		30	30				100%	Project-Based Subsidy Tax Credit Subsidized Other Tax Credit (LIHTC 4%) Tax Credit (LIHTC 9%)
1721 3rd Avenue South	1721 3rd Ave S	Complete	12	5	7				16			12		75%	Subsidized-Other
City Place Lofts	730 Hennepin Ave	Complete	55	12	36	7			55			55		100%	Tax Credit Subsidized-Other Tax Credit (LIHTC 4%) Tax Credit (LIHTC 9%)
Emanuel Housing	818 S 3rd St 822 S 3rd St	Complete	101	95	6				101	54	47			100%	Tax Credit Subsidized-Other Tax Credit (LIHTC 9%)
St. Barnabas	906 S 7th St	Complete	49	49					52	49				94%	Project-Based Subsidy Tax Credit Subsidized-Other Tax Credit (LIHTC 4%) Tax Credit (LIHTC 9%)
Canadian Terrace	920 E 19th St	Complete	19		3	13	3		19	19				100%	Subsidized-Other
East Village North Apts	1105 8th St S 1133 8th St S	Complete	70		30		9	1	70			70		100%	Subsidized Other Tax Credit (LIHTC 4%) Tax Credit (LIHTC 9%)
Elliot Twins	1212 S 9th St 1225 S 8th St	Complete	184	92	92				184	19		155	10	100%	Public Housing Tax Credit Subsidized-Other
City Apts At Loring Park	1300 Yale Pl	Complete	33	23	10				162		33			20%	Tax Credit Subsidized Other
Nicollet Towers	1350 Nicollet Mall 1360 Nicollet Ave 1370 Nicollet Ave 1380 Nicollet Ave	Complete	306		221	83	2		306		306			100%	Project-Based Subsidy Tax Credit Subsidized-Other Tax Credit (LIHTC 4%)
Loring 100 Apts	1355 Nicollet Ave	Complete	107		107				107	107				100%	Project-Based Subsidy
Elliot Park II	1400 Portland Ave 1412 Portland Ave 1416 Portland Ave 1420 Portland Ave 1425 Portland Ave	Complete	162	124	37	1			162		97	41	24	100%	Subsidized-Other Tax Credit (LIHTC 4%)
Exodus 2	1415 10th Ave S	Complete	167	167					167	167				100%	Subsidized-Other
Booth Manor/Salvation Army	1421 Yale Pl	Complete	100		100				157	100				64%	Project-Based Subsidy
Augustana Chapel View Homes	1425 10th Ave S 1510 11th Ave S	Complete	33	17	16				151		33			22%	Subsidized-Other
Chicago Avenue Apts	1500 Chicago Ave 1504 Chicago Ave 1508 Chicago Ave	Complete	60		44	10	6		60	60				100%	Project-Based Subsidy Subsidized-Other Tax Credit Subsidized-Other
1500 Nicollet	1500 Nicollet Ave 1600 Nicollet Ave	Complete	183	1	43	95	44		183		37	146		100%	Tax Credit (LIHTC 4%)
Hawthorne Avenue Apts	1501 Hawthorne Ave	Complete	35	34	1				35	17	18			100%	Subsidized-Other
Jeremiah Project Addition	1510 Laurel Ave W	Complete	21			21			39	21				54%	Project-Based Subsidy Subsidized-Other
Park Center Highrise	1515 Park Ave	Complete	182		182				182	182				100%	Public Housing
Archdale Apts	1600 1st Ave S	Complete	30	26	4				30	30				100%	Project-Based Subsidy Tax Credit Subsidized-Other Tax Credit (LIHTC 4%) Tax Credit (LIHTC 9%)
Third Avenue Towers	1707 3rd Ave S	Complete	198		198				198	198				100%	Public Housing
Indian Neighborhood Club	1805 Portland Ave	Complete	14	14					20	13			1	70%	Subsidized-Other
1822 Park	1822 Park Ave	Complete	18		18				18	6	12			100%	Subsidized-Other
Resource, Inc.	1826 Chicago Ave	Complete	3			1	2		15		3			20%	Subsidized-Other
Central	Central	Complete	45						45			45		100%	Subsidized-Other
Elliot Park	Elliot Park	Complete	75						75			75		100%	Subsidized-Other
Scattered Homeownership	Minneapolis	Complete	30						30			30		100%	Subsidized-Other
		Total	4,411	1,897	1,769	362	100	10	4,893	1,941	1,140	1,253	77		

9th St and 10th St Bikeway



The 9th St and 10th St corridors include many subsidized housing units. Within 1/2 mile of the project area there are approximately 4,411 affordable units.

- 1,941 Units at 30% AMI
- 1,140 Units at 50% AMI
- 1,253 Units at 60% AMI
- 77 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.

- 2nd Street North protected bikeway
- 9th Street S and 10th 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
9th Street S & 10th Street S Bikeway Project – From Hennepin Avenue to CSAH 33 (Park Avenue)

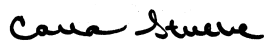
Dear Ms. Koutsoukos,

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 9th Street S & 10th Street S Bikeway Project that is anticipated to enhance the existing facilities for people biking.

As proposed, it is anticipated that the project will impact two roadways under county jurisdiction: CSAH 33 (Park Avenue) and CSAH 35 (Portland Avenue). Hennepin County supports this funding application and agrees to operate and maintain the roadway facilities along CSAH 33 (Park Avenue) and CSAH 35 (Portland Avenue) 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 biking throughout Downtown 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



