



Application

17073 - 2022 Pedestrian Facilities (Sidewalks, Streetscaping, and ADA)

17503 - 42nd Street pedestrian improvements

Regional Solicitation - Bicycle and Pedestrian Facilities

Status: Submitted
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Primary Contact

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Department:

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

Phone:* 612-673-5983
Phone Ext.

Fax:

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

Organization Information

Name: MINNEAPOLIS,CITY OF

Jurisdictional Agency (if different):

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

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

Project Information

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

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

The proposed project would improve pedestrian safety and ADA access at six intersections along 42nd Street E in Minneapolis: 42nd Street at Stevens Avenue, 3rd Avenue South, 4th Avenue South, 10th Avenue South, 15th Avenue South, and Bloomington Avenue. 42nd Street is an identified High Injury Street with too-high traffic speeds and pedestrian crossing challenges. These six intersections address gaps in safe crossing points along the corridor, improve connections to two parks along the route, and are spaced to help address speeding problems.

The project includes ADA-compliant curb ramps, pedestrian refuge medians and other pedestrian safety improvements, signal upgrades at the Bloomington Avenue intersection, and coordinated bicycle and traffic safety improvements.

There are significant pedestrian needs at these intersections. Curb ramps are not fully ADA compliant, the traffic signal is dated and does not include accessible pedestrian signals, and there are no crossing improvements such as curb extensions or pedestrian refuge islands.

These pedestrian improvements will be coordinated with bicycle and traffic safety improvements, including protected bicycle intersection elements with a planned new bikeway. The Bloomington Ave traffic signal will be upgraded to support traffic safety, including a new extended mast arm.

(Limit 2,800 characters; approximately 400 words)

TRANSPORTATION IMPROVEMENT PROGRAM (TIP) DESCRIPTION - will be used in TIP if the project is selected for funding. See MnDOT's TIP description guidance.

42nd Street Pedestrian Improvements (Stevens Avenue to Bloomington Avenue)

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)

1.1

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 \$1,623,480.00

Match Amount \$405,870.00

Minimum of 20% of project total

Project Total \$2,029,350.00

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: 2025

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 55409

(Approximate) Begin Construction Date 04/01/2026

(Approximate) End Construction Date 11/01/2026

Name of Trail/Ped Facility: 42nd Street East

(i.e., CEDAR LAKE TRAIL)

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

From:
(Intersection or Address) Stevens Avenue

To:
(Intersection or Address) Bloomington Avenue

*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): 0

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

0

Is this a new trail?

No

Primary Types of Work

ADA ramps, curb extensions, pedestrian refuge islands, signals, striping, protected bicycle intersection elements

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 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.

? 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

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

historically under-represented populations.

? Strategies E3, 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:

-4 of 6 intersections are on the Pedestrian Priority Network (page 47).

-These 6 intersections are all on the All Ages and Abilities bikeway network as ?near term low-stress bikeways? (page 74).

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:

42nd Street is identified as a "High Injury Street" to be prioritized for traffic safety improvements (pages 16-17)

3) ADA Transition Plan

These intersections are identified as needing improvement for ADA upgrades (page 4-16)

(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: <http://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

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.

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.

[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)	\$136,000.00
Removals (approx. 5% of total cost)	\$52,500.00
Roadway (grading, borrow, etc.)	\$15,000.00
Roadway (aggregates and paving)	\$107,900.00

Subgrade Correction (muck)	\$0.00
Storm Sewer	\$471,000.00
Ponds	\$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	\$168,000.00
Traffic Control	\$68,000.00
Striping	\$14,400.00
Signing	\$14,400.00
Lighting	\$0.00
Turf - Erosion & Landscaping	\$12,000.00
Bridge	\$0.00
Retaining Walls	\$0.00
Noise Wall (not calculated in cost effectiveness measure)	\$0.00
Traffic Signals	\$400,000.00
Wetland Mitigation	\$0.00
Other Natural and Cultural Resource Protection	\$0.00
RR Crossing	\$0.00
Roadway Contingencies	\$438,000.00
Other Roadway Elements	\$0.00
Totals	\$1,897,200.00

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	\$5,250.00
Sidewalk Construction	\$0.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$0.00
Pedestrian Curb Ramps (ADA)	\$96,900.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	\$0.00
Pedestrian-scale Lighting	\$0.00
Streetscaping	\$0.00
Wayfinding	\$0.00
Bicycle and Pedestrian Contingencies	\$30,000.00
Other Bicycle and Pedestrian Elements	\$0.00
Totals	\$132,150.00

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	\$2,029,350.00
Construction Cost Total	\$2,029,350.00
Transit Operating Cost Total	\$0.00

Measure A: Project Location Relative to Jobs and Post-Secondary Education

Existing Employment Within One-Half Mile:	3702
Existing Post-Secondary Enrollment Within One-Half Mile:	0
Upload Map	1649967646318_Regional Economy Map 42nd Street Pedestrian.pdf

Please upload attachment in PDF form.

Measure A: Population Summary

Existing Population Within One-Half Mile

32105

Upload Map

1649967689151_Population Map 42nd St Pedestrian.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:

The project area is in a fairly diverse neighborhood in a regional environmental justice area. This project is being proposed because of findings and engagement around the Vision Zero Action Plan (VZAP), Transportation Action Plan (TAP), and community feedback focused on the immediate area.

This project will benefit residents who are traditionally underrepresented. Compared with the Twin Cities as a whole, the area within ½-mile of this project has more Black residents (15% to 10%), more Latino residents (12% to 6%), and slightly more residents in poverty (10% to 9%).

Previous engagement 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.

In that more general engagement, the City heard a strong desire to improve traffic safety, especially for pedestrians. The City also heard a desire to improve physical separation for bikeways and improve bicycle safety and comfort at intersections. Both of those feedback themes inform this project. 42nd Street has also received significant specific local concerns, which inform these intersections being prioritized for this application in addition to

Response:

crash data and evaluation. That feedback and analysis led to the City install interim safety measures with low-cost materials in early 2022; this proposal would make those facilities permanent and add additional improvements. Additional engagement happened in 2021 focused on those interim safety measures, including a mailer and some individual conversation with project staff. Feedback through that process included particular concerns about speeds on Stevens Avenue south of 42nd Street (which leads to a freeway access), concerns with speeds on 42nd Street, and challenges to cross 42nd Street, especially near parks. All this feedback led to this proposal.

Additional engagement, including targeted engagement for traditionally underrepresented stakeholders in the area, are planned to help shape the final design for these intersection improvements.

(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.

The project will provide benefits for the diverse population of residents and visitors to the area, including a high proportion of Black and Latino community members. Potential benefits include:

? Pedestrian, bicycle, and traffic safety benefits from narrowed crossing distances and other safety improvements;

? improved access for people with disabilities with improved curb ramps and accessible pedestrian signals; and

? more attractive pedestrian and bicycle environment that supports public health.

Response:

Potential impacts include construction impacts. The city will observe and abide by the applicable Minneapolis ordinances pertaining to permitted noise levels and hours of operation for construction equipment, and will be diligent about implementing dust mitigation. The city will coordinate with the relevant entities to develop and implement a pedestrian detour plan to maintain reliable travel during the construction period. Access to housing and community destinations will be maintained during construction.

(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 projects 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.

Response:

There are 67 affordable housing with ½ mile of these intersections. See ?Affordable Housing Developments 42nd Street Pedestrian? file in attachments for a full list. The affordable housing nearby is at least 3 blocks from 42nd Street, so the project is likely to provide benefits for nearby residents of affordable housing primarily through vehicle and bicycle safety improvements.

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

Measure D: BONUS POINTS

Project is located in an Area of Concentrated Poverty:

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

Yes

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.

1649968728648_Socio-Economic Map 42nd St Pedestrian.pdf

Measure A: Gaps, Barriers and Continuity/Connections

There are significant pedestrian needs at these six intersections.

--Most curb ramps are not fully ADA compliant and each intersection is labeled as "needs improvement" in the Minneapolis ADA transition plan.

--The traffic signal at Bloomington is dated and does not include accessible pedestrian signals or overhead mast arms.

-- 42nd Street is a High Injury Street with too-high traffic speeds with moderate traffic volumes (6,600 ADT) make crossings challenging in some locations. There were 59 crashes at these 6 intersections from 2012-2021. There are no curb extensions or pedestrian refuge islands at any of the intersections, including at the locations adjacent to parks.

Response:

--Stevens Avenue is often used as a direct access to I-35W even though it is not designed to support that traffic.

This project will address all of these needs at these intersections. Planned improvements include:

--ADA curb ramp upgrades;

--added pedestrian refuge medians;

--a right-in and right-out diverter at Stevens to restrict cut through traffic;

--accessible pedestrian signal installs, leading pedestrian intervals, pedestrian countdown timers, narrowed crossing distances, and other pedestrian safety improvements.

Measure B: Project Improvements

42nd Street is a High Injury Street and these six intersections have pedestrian, bicycle, and traffic safety needs. There were also 59 total traffic crashes at these intersections from 2012-2021.

A detailed crash summary can be found in the attachments titled "42nd Street Intersections Crash Summary."

Pedestrian improvements at each intersection along this route will help to prevent future crashes and injuries. These pedestrian improvements will be coordinated with bicycle and traffic safety improvements, including protected bicycle intersection elements. Each intersection includes an planned new protected bike lane with protected intersection elements. Signal upgrades will also support traffic safety, including new extended signal mast arms at the Bloomington intersections.

Response:

The following crash modification factors have been applied for anticipated reduction in crashes:
--Median refuge (CMF ID 9120): Applied a 14 percent crash reduction factor to 59 crashes at the 6 intersections. This results in a reduction of 8.26 crashes.

--Convert signal from pedestal-mounted to mast arm (CMF ID: 1420): Applied a 74 percent crash reduction factor to 11 right-angle crashes at 42nd Street and Bloomington intersection. This results in a reduction of 8.14 crashes.

Additional safety improvements will be included following national and local best practices, but do not yet have an established crash modification factor. These include:

--narrowing pedestrian crossing distances by installing curb extensions, reducing lane widths on

most or all streets at these intersections, potentially reducing the number of lanes at a couple intersections, and providing protected bike intersection elements.

--tightening turning radii as much as possible to slow turning speeds.

--adding pedestrian countdown timers and potentially adding restricted left-turn phasing at 1 locations.

(Limit 2,800 characters; approximately 400 words)

Measure A: Multimodal Elements and Connections

The proposed project will improve safety for all modes of transportation by encouraging slower vehicle speeds, improving traffic signals, increasing pedestrian visibility, adding protected bikeway intersection elements, and making a more predictable environment.

The 11 bus stops at the 4th Ave S and 42nd Street intersection while the 14 bus stops at the Bloomington and 42nd Street intersection. The intersection improvements in this proposal will enhance access to these transit routes.

Response:

42nd Street is planned to be upgraded to low-stress protected bikeways per the Minneapolis All Ages and Abilities bikeway network. This project will provide protected intersection elements at the 6 intersections to support implementation of this bikeway in coordination with this project. Additional protected bikeway improvements in between the intersections will be coordinated with the project as a separate locally funded project.

(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. Yes

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.

Response:

This project is informed by engagement for the Vision Zero Action Plan and Transportation Action Plan as well as engagement done in 2021 for an interim safety improvement project. A mailer was sent to all households along 42nd Street for that project.

(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): \$2,029,350.00

Enter Amount of the Noise Walls: \$0.00

Total Project Cost subtract the amount of the noise walls: \$2,029,350.00

Points Awarded in Previous Criteria

Cost Effectiveness

\$0.00

Other Attachments



Existing conditions photo

3.3 MB

File Name	Description	File Size
2022 Regional Solicitation Letter of Commitment.pdf	Letter of commitment to local cost share and ongoing maintenance	2.7 MB
42nd Street Intersection Crash Summary.pdf	Crash summary	410 KB
Affordable Housing Developments 42nd Street Pedestrian.pdf	List of nearby affordable housing	502 KB
Affordable Housing Map 42nd St Pedestrian.pdf	Map of nearby affordable housing	551 KB
Bikeway map 42nd St Pedestrian.pdf	Bikeway Make-A-Map	1.9 MB
Hennepin County LOS 42nd St Pedestrian.pdf	Letter of support from agency partner	88 KB
Location Map 42nd St Pedestrian.pdf	Location map	302 KB
Summary 42nd St Pedestrian.pdf	Summary	378 KB

Regional Economy

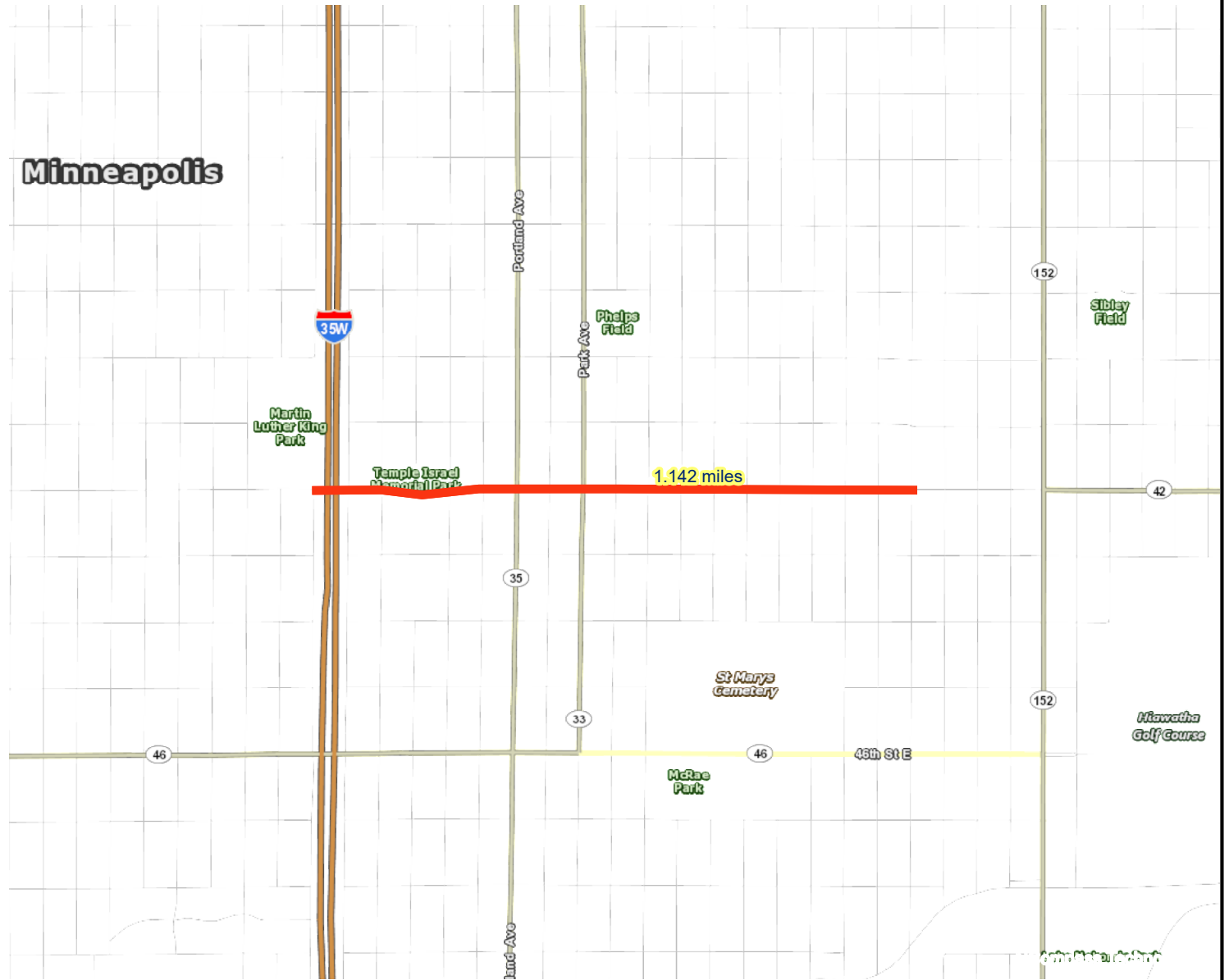
Pedestrian Facilities Project: 42nd Street pedestrian improvements | Map ID: 1649967055423

Minneapolis

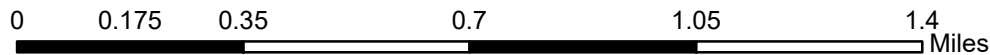
Results

Within HALF Mi of project:
Postsecondary Students: 0

Total Population: 32105
Total Employment: 3702
Mfg and Dist Employment: 173



-  Project
-  Job Concentration Centers
-  Manufacturing/Distribution Centers



Created: 4/14/2022
LandscapeRSA5



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

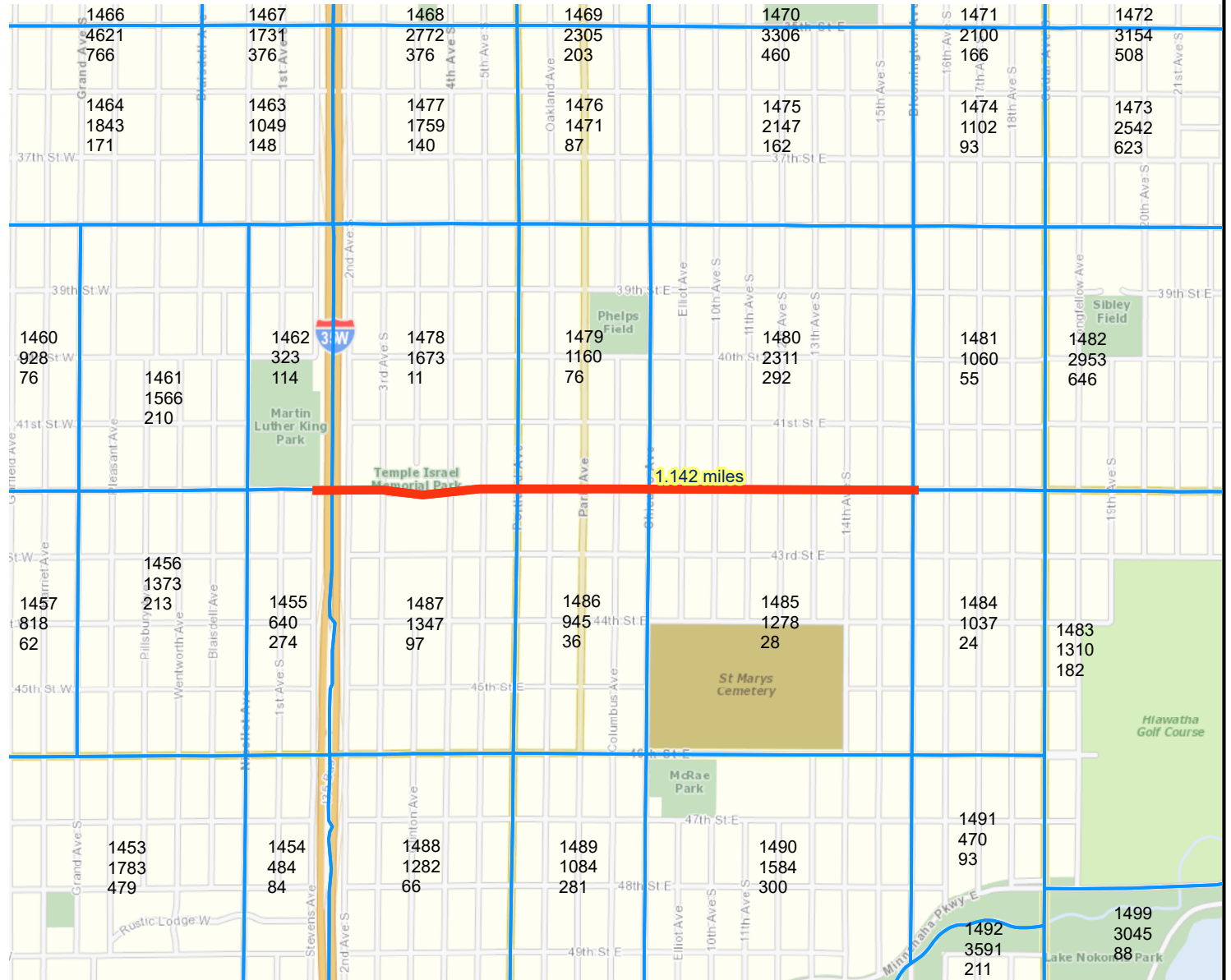


Population/Employment Summary

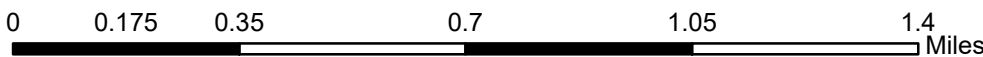
Pedestrian Facilities Project: 42nd Street pedestrian improvements | Map ID: 1649967055423

Results

Within HALF Mile of project:
Total Population: 32105



-  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>



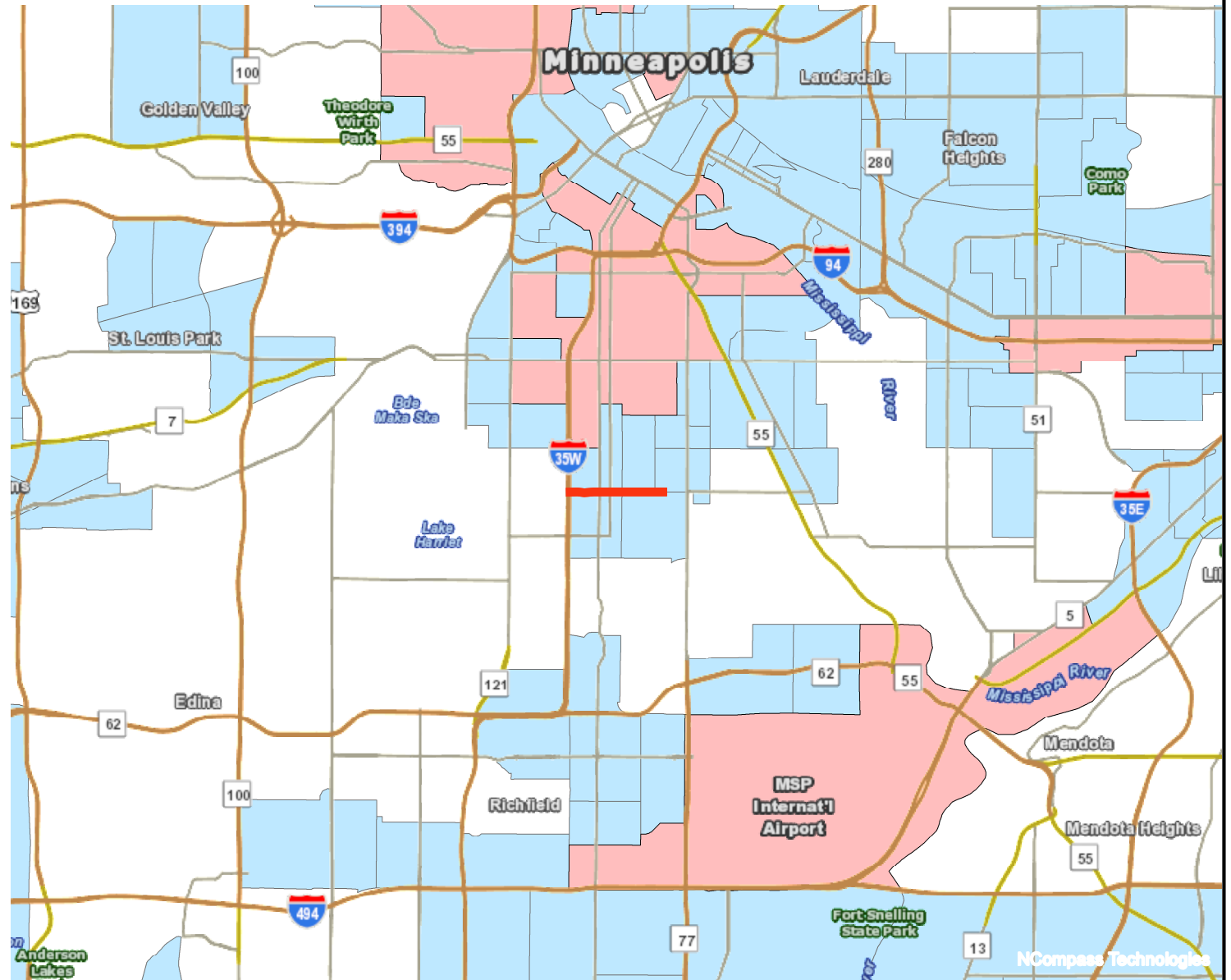
Socio-Economic Conditions

Pedestrian Facilities Project: 42nd Street pedestrian improvements | Map ID: 1649967055423

Results

Total of publicly subsidized rental housing units in census tracts within 1/2 mile: 250

Project located in census tract(s) that are ABOVE the regional average for population in poverty or population of color.



— 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>





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

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.

Project Name	Regional Solicitation Category
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

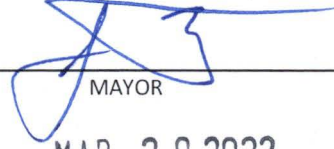
Passage: Mar 24, 2022

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


MAYOR

MAR 28 2022

DATE

Certified an official action of the City Council

ATTEST:


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



Crash Summary

42nd Street Intersections

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	0	0	0	0	0	0	0	0	0	0	0	0
B - Minor Injury	10	2	0	1	0	0	0	1	3	2	1	0
C - Possible Injury	16	1	4	4	1	0	0	2	3	1	0	0
N - Prop Dmg Only	33	5	4	3	0	2	4	7	3	3	2	0
U - Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Total	59	8	8	8	1	2	4	10	9	6	3	0

Crash Severity/Number of Vehicles					
Crash Severity	Total	0	1	2	3+
K - Fatal	0	0	0	0	0
A - Serious Injury	0	0	0	0	0
B - Minor Injury	10	0	2	7	1
C - Possible Injury	16	0	1	13	2
N - Prop Dmg Only	33	0	3	28	2
U - Unknown	0	0	0	0	0
Total	59	0	6	48	5

Relationship to Intersection Summary			Total	%
Not at Intersection/Interchange			6	10.2
Four-Way Intersection			40	67.8
T or Y Intersection			3	5.1
Five-Way Intersection or More			0	0.0
Roundabout			0	0.0
Intersection Related			6	10.2
Driveway Access Related			0	0.0
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			4	6.8
Total			59	100.0

Basic Type Summary			Total	%
Pedestrian			0	0.0
Bike			2	3.4
Single Vehicle Run Off Road			3	5.1
Single Vehicle Other			1	1.7
Sideswipe Same Direction			1	1.7
Sideswipe Opposing			0	0.0
Rear End			11	18.6
Head On			1	1.7
Left Turn			2	3.4
Angle			34	57.6
Other			4	6.8
Total			59	100.0

Weather 1 Summary			Total	%
Clear			40	67.8
Cloudy			9	15.3
Rain			4	6.8
Snow			2	3.4
Sleet, Hail (Freezing Rain/Drizzle)			0	0.0
Fog/Smog/Smoke			0	0.0
Blowing Sand/Soil/Dirt/Snow			0	0.0
Severe Crosswinds			0	0.0
Other/Unknown			4	6.8
Total			59	100.0

First Harmful Event Summary			Total	%
Pedestrian			0	0.0
Bicyclist			2	3.4
Motor Vehicle In Transport			49	83.1
Parked Motor Vehicle			4	6.8
Train			0	0.0
Deer/Animal			0	0.0
Other - Non Fixed Object			0	0.0
Collision Fixed Object			3	5.1
Non-Collision Harmful Events			1	1.7
Non-Harmful Events			0	0.0
Other/Unknown			0	0.0
Total			59	100.0

Light Condition Summary			Total	%
Daylight			42	71.2
Sunrise			0	0.0
Sunset			3	5.1
Dark (Str Lights On)			10	16.9
Dark (Str Lights Off)			2	3.4
Dark (No Str Lights)			0	0.0
Dark (Unknown Light)			1	1.7
Other/Unknown			1	1.7
Total			59	100.0



Crash Summary

42nd Street Intersections

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	1	2	1	2	0	1	0	1	8	13.6	
MON	1	1	0	2	0	2	0	1	1	2	0	0	10	16.9	
TUE	0	0	0	1	1	0	0	1	4	0	1	0	8	13.6	
WED	1	0	0	1	1	0	1	1	4	1	0	0	10	16.9	
THU	1	0	0	0	3	0	2	1	2	0	0	0	9	15.3	
FRI	0	0	0	0	1	2	1	2	3	2	1	0	12	20.3	
SAT	0	0	0	0	1	0	0	0	1	0	0	0	2	3.4	
Total	3	1	0	4	8	6	5	8	15	6	2	1	59	100.0	
%	5.1	1.7	0.0	6.8	13.6	10.2	8.5	13.6	25.4	10.2	3.4	1.7	100.0	100.0	

Driver & Non-Motorist Age/Gender Summary						
Age	M	F	NR	No Value	Total	%
<14	0	0	0	1	1	0.8
14	0	0	0	0	0	0.0
15	0	0	0	0	0	0.0
16	0	0	0	0	0	0.0
17	2	0	0	0	2	1.7
18	2	0	0	0	2	1.7
19	2	0	0	0	2	1.7
20	1	1	0	0	2	1.7
21-24	10	5	0	0	15	12.5
25-29	3	8	0	0	11	9.2
30-34	6	2	0	0	8	6.7
35-39	8	5	0	0	13	10.8
40-44	2	4	0	0	6	5.0
45-49	8	7	0	0	15	12.5
50-54	3	2	0	0	5	4.2
55-59	3	4	0	0	7	5.8
60-64	3	3	0	0	6	5.0
65-69	2	2	0	0	4	3.3
70-74	2	1	0	0	3	2.5
75-79	1	1	0	0	2	1.7
80-84	0	0	0	0	0	0.0
85-89	0	0	0	0	0	0.0
90-94	0	0	0	0	0	0.0
95+	0	0	0	0	0	0.0
No Value	0	0	0	16	16	13.3
Total	58	45	0	17	120	100.0
%	48.3	37.5	0.0	14.2	100.0	100.0

Month Summary		Total	%
January		4	6.8
February		2	3.4
March		6	10.2
April		2	3.4
May		3	5.1
June		6	10.2
July		7	11.9
August		3	5.1
September		9	15.3
October		6	10.2
November		5	8.5
December		6	10.2
Total		59	100.0

Physical Condition Summary		Total	%
Apparently Normal (Including No Drugs/Alcohol)		89	91.8
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		0	0.0
Has Been Taking Illicit Drugs		0	0.0
Has Been Taking Medications		0	0.0
Other/Unknown		6	6.2
Not Applicable		2	2.1
Total		97	100.0

Selection Filter:

WORK AREA: County('659472') - FILTER: City('2395345'), Route System('03','04','05','10','21','30','52',''), Year('2012','2013','2014','2015','2016','2017','2018','2019','2020','2021') - SPATIAL FILTER APPLIED

Analyst:
Ethan Fawley

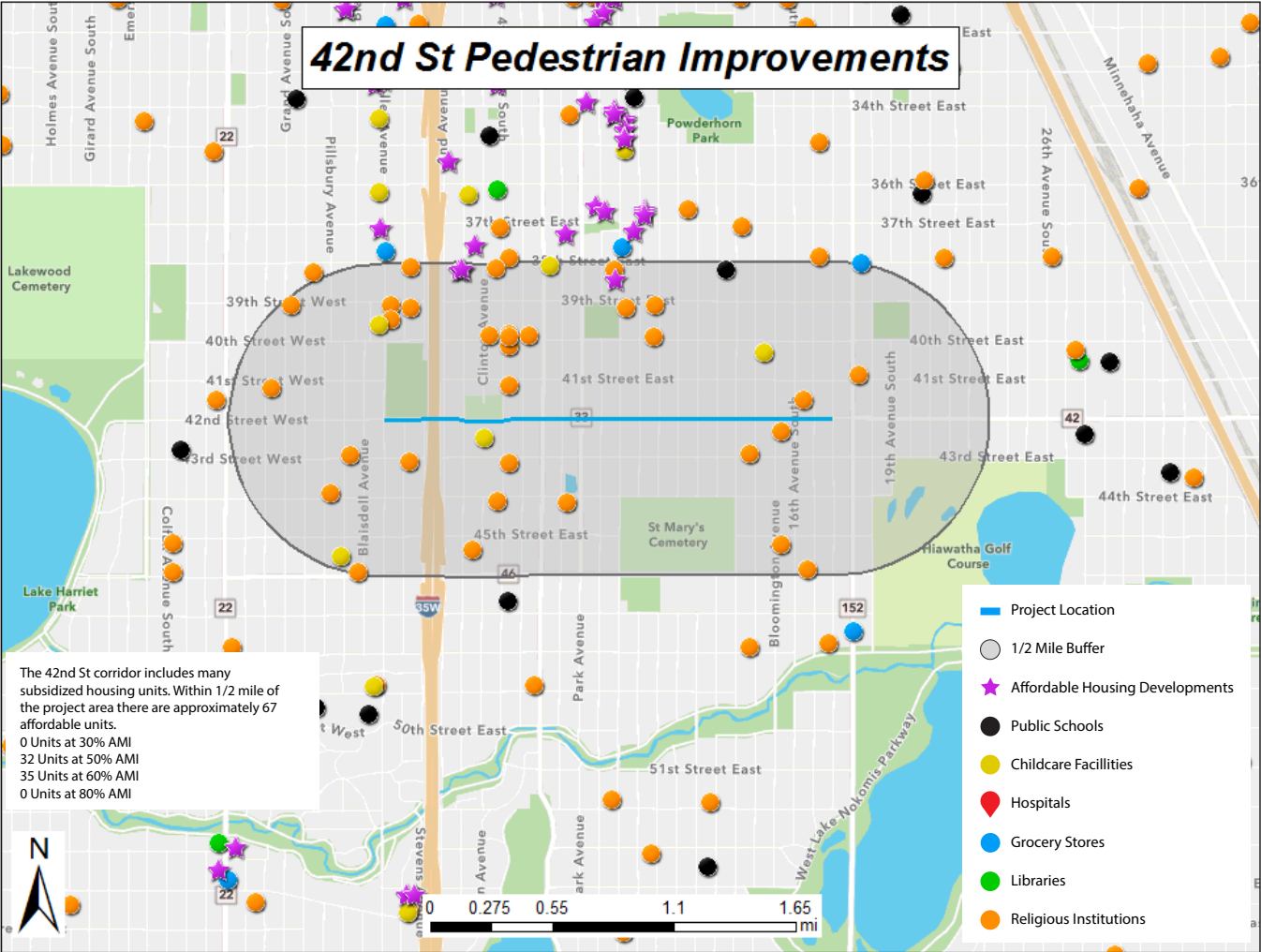
Notes:

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
PPL Foreclosure Redirection	1618 Glenwood Ave 3405 Penn Ave N 3601 Fremont Ave N 3824 Chicago Ave 518 Penn Ave N	Complete	24	2	22	4			24		24			100%	Subsidized-Other Tax Credit
3rd Avenue Townhomes	3806 3rd Ave S 3816 3rd Ave S	Complete	8				8		12		8			67%	Subsidized Other Tax Credit (LIHTC 9%)
Third Avenue Townhomes	3812 3rd Ave S	Complete	12			1	7	4	12			12		100%	Tax Cred (LIHTC 4%)
Bancroft	Bancroft	Complete	8						8			8		100%	Subsidized-Other
Bryant	Bryant	Complete	6						6			6		100%	Subsidized-Other
Kingfield	Kingfield	Complete	3						3			3		100%	Subsidized-Other
Northrop	Northrop	Complete	6						6			6		100%	Subsidized-Other
		Total	67	2	22	5	15	4	71	0	32	35	0		

42nd St Pedestrian Improvements



The 42nd St corridor includes many subsidized housing units. Within 1/2 mile of the project area there are approximately 67 affordable units.

- 0 Units at 30% AMI
- 32 Units at 50% AMI
- 35 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

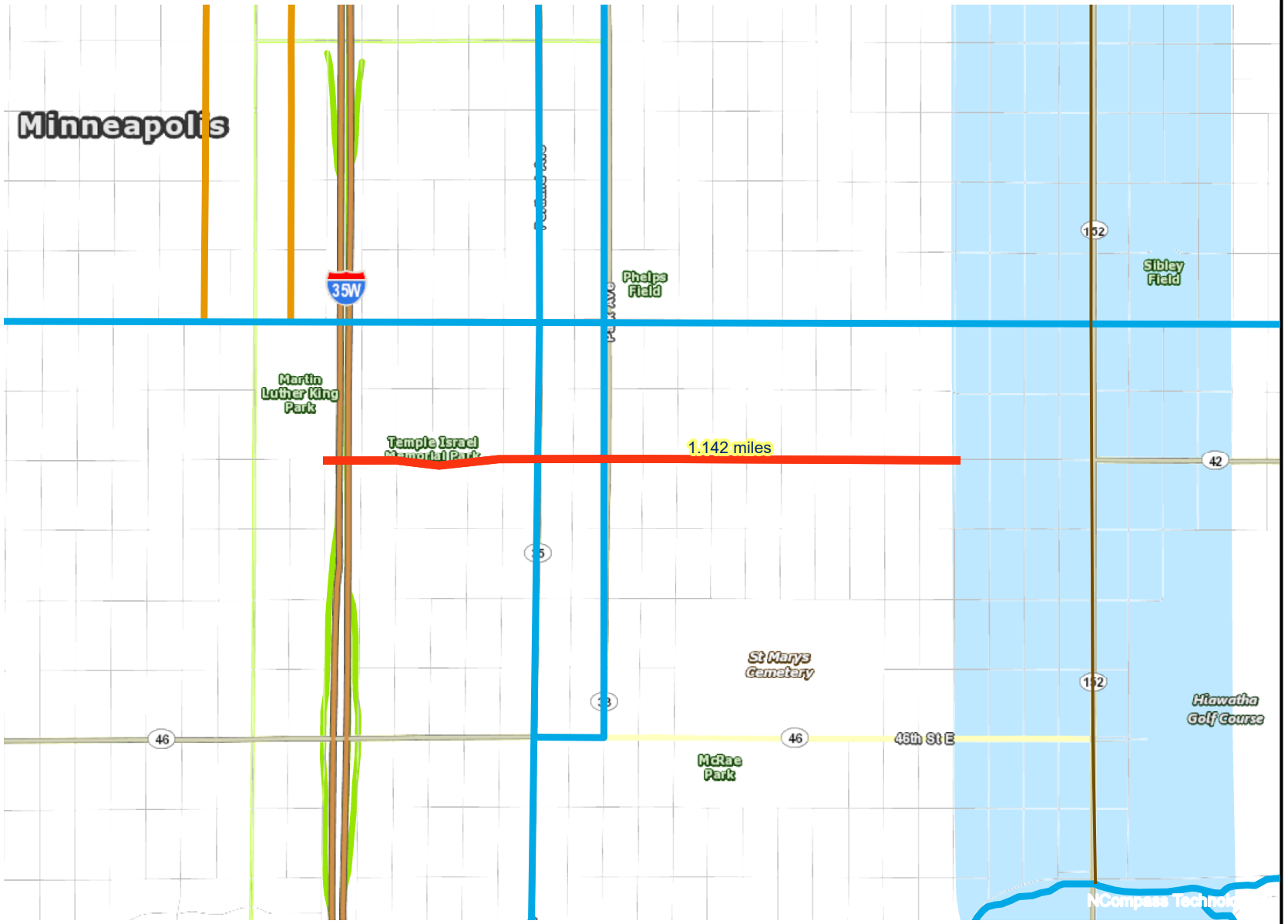


Project to RBTN Orientation

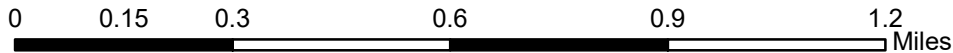
Pedestrian Facilities Project: 42nd Street pedestrian improvements | Map ID: 1649967055423

Results

Project IN TIER 1
Bicycle Transport Corridor.



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



Created: 4/14/2022
LandscapeRSA6



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



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
42nd Street Pedestrian Project – From Nicollet Avenue to 18th Avenue

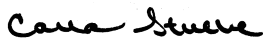
Dear Ms. Koutsoukos,

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 42nd Street Pedestrian Project that is anticipated to improve walking along and across 42nd Street.

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 walking along and across 42nd Street.

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



42nd Street Pedestrian Improvements

- 42nd St and Stevens Ave
- 42nd St and 3rd Ave S
- 42nd St and 4th Ave S
- 42nd St and 10th Ave S
- 42nd St and 15th Ave S
- 42nd St and Bloomington Ave



● Project Location

Project Background

The proposed project would improve pedestrian safety and ADA access at six intersections along 42nd Street E in Minneapolis: 42nd Street at Stevens Avenue, 3rd Avenue South, 4th Avenue South, 10th Avenue South, 15th Avenue South, and Bloomington Avenue. 42nd Street is an identified High Injury Street with too-high traffic speeds and pedestrian crossing challenges.

These six intersections address gaps in safe crossing points along the corridor, improve connections to two parks along the route, and are spaced to help address speeding problems. They also address curb ramps that are not fully ADA compliant and a dated traffic signal that does not include accessible pedestrian signals.

Project Scope

The project includes ADA-compliant curb ramps, pedestrian refuge medians and other pedestrian safety improvements, signal upgrades at the Bloomington Avenue intersection, and coordinated bicycle and traffic safety improvements.

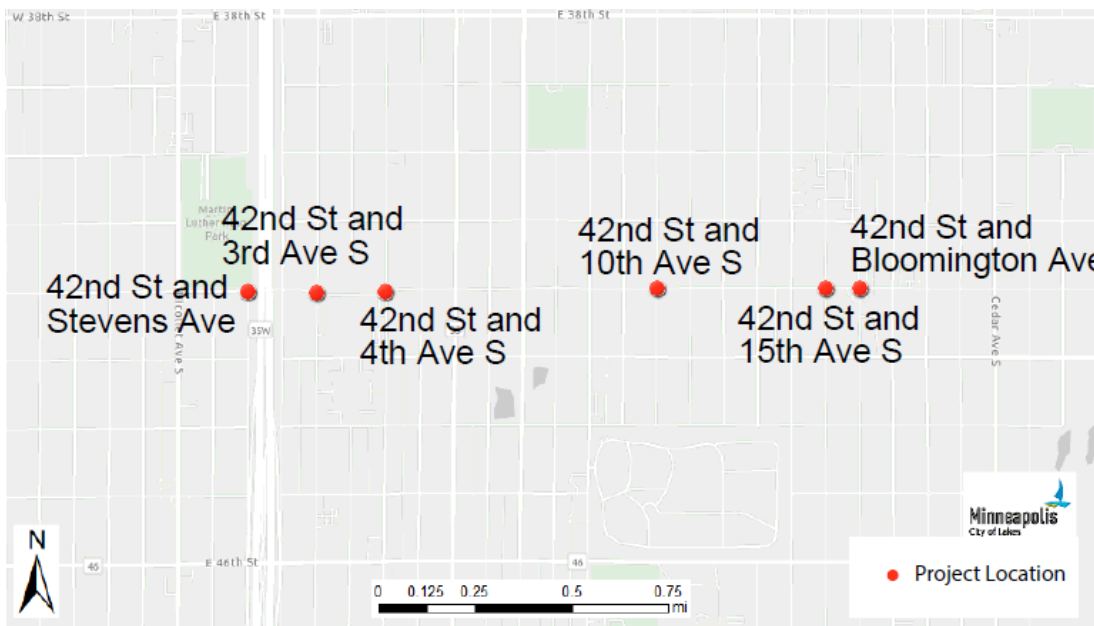
Benefits

- Improved pedestrian, bicycle, and vehicle safety at 6 intersections along this High Injury Street.
- Improved access with ADA accessible curb ramps and accessible pedestrian signals.
- Enhanced safety and comfort for biking with protected intersection elements.
- Enhanced safety and predictability for drivers with signal and other safety improvements.

Existing conditions at 42nd Street and 4th Ave S intersection.



Project Location



Project Cost

\$1,623,480 Regional Solicitation grant request
\$405,870 local match (22%)
\$2,029,350 total cost