



Application

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

17733 - 1st Avenue North pedestrian improvements

Regional Solicitation - Bicycle and Pedestrian Facilities

Status: Submitted
Submitted Date: 04/14/2022 1:23 PM

Primary Contact

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

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Phone Ext.

Fax:

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

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 1st Avenue North 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):

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 major collector located in the Warehouse District of Minneapolis. The street has among the highest pedestrian demand in the region with an estimated 3,030 average daily pedestrians. It provides direct access to Target Center, many bars, music venues, restaurants, hotels, and other commercial and entertainment venues on the street or nearby.

The project includes a full street reconstruction focused on improving the pedestrian environment. Improvements will include wider sidewalks, improved greening and green stormwater management, signal upgrades, ADA-compliant curb ramps, bump outs and other safety improvements, pedestrian scale lighting, and signage.

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

There are significant pedestrian needs on 1st Avenue North. Most curb ramps are not fully ADA compliant, the traffic signals are dated and do not include accessible pedestrian signals, sidewalks are too narrow for the pedestrian demand and demand for adjacent businesses, there are generally not curb extensions or pedestrian refuge islands, and there is little space for greening. 1st Avenue is an identified High Injury Street and pedestrian crash concentration corridor. There were 24 pedestrian crashes on this stretch from 2012-2021, including one death and 4 serious injuries.

The street is also at the end of its design life and in need of an upgrade. The planned pedestrian improvements require a full street reconstruction, which also provides an opportunity to improve the street to serve the businesses, nearby residents, and many visitors.

(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.

1st Avenue North Minneapolis from Washington Avenue to 8th Street Pedestrian Improvements

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) 0.5

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 \$2,000,000.00

Match Amount \$10,683,100.00

Minimum of 20% of project total

Project Total \$12,683,100.00

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

Match Percentage 84.23%

Minimum of 20%

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

Source of Match Funds City of Minneapolis

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

Preferred Program Year

Select one: 2026

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

Additional Program Years:

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

Project Information

County, City, or Lead Agency City of Minneapolis

Zip Code where Majority of Work is Being Performed 55403

(Approximate) Begin Construction Date 04/01/2026

(Approximate) End Construction Date 11/30/2026

Name of Trail/Ped Facility: 1st Avenue North

(i.e., CEDAR LAKE TRAIL)

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

From:
(Intersection or Address) Washington Avenue North

To:
(Intersection or Address) 8th Street North

*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 SIDEWALKS, ADA PED RAMPS, CURB EXTENSIONS, AGG
BASE, PAVEMENT, CURB AND GUTTER, SIGNALS, SIGNS,
STORM SEWER, LIGHTING, LANDSCAPING

*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,

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

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 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:

1st Avenue North is on the Pedestrian Priority Network (page 47).

2) Minneapolis Vision Zero Action Plan:

-1st Avenue North is identified as a "High Injury Street" to be prioritized for traffic safety improvements (pages 16-17)

3) Vision Zero Crash Study

-1st Avenue North is identified as a crash concentration corridor for pedestrians, bicyclists, and vehicles (pages 5-7, 5-8, and 5-9)

4) ADA Transportation Plan

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

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

(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) | \$848,000.00 |
| Removals (approx. 5% of total cost) | \$286,600.00 |
| Roadway (grading, borrow, etc.) | \$1,200,000.00 |
| Roadway (aggregates and paving) | \$1,298,500.00 |
| Subgrade Correction (muck) | \$0.00 |
| Storm Sewer | \$418,500.00 |
| Ponds | \$500,000.00 |
| Concrete Items (curb & gutter, sidewalks, median barriers) | \$164,500.00 |
| Traffic Control | \$424,000.00 |

| | |
|---|------------------------|
| Striping | \$77,000.00 |
| Signing | \$77,000.00 |
| Lighting | \$420,000.00 |
| Turf - Erosion & Landscaping | \$83,000.00 |
| Bridge | \$0.00 |
| Retaining Walls | \$0.00 |
| Noise Wall (not calculated in cost effectiveness measure) | \$0.00 |
| Traffic Signals | \$2,800,000.00 |
| Wetland Mitigation | \$0.00 |
| Other Natural and Cultural Resource Protection | \$0.00 |
| RR Crossing | \$0.00 |
| Roadway Contingencies | \$2,579,000.00 |
| Other Roadway Elements | \$0.00 |
| Totals | \$11,176,100.00 |

Specific Bicycle and Pedestrian Elements

| CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES | Cost |
|--|-----------------------|
| Path/Trail Construction | \$0.00 |
| Sidewalk Construction | \$927,200.00 |
| On-Street Bicycle Facility Construction | \$0.00 |
| Right-of-Way | \$0.00 |
| Pedestrian Curb Ramps (ADA) | \$231,800.00 |
| 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 | \$348,000.00 |
| Other Bicycle and Pedestrian Elements | \$0.00 |
| Totals | \$1,507,000.00 |

Specific Transit and TDM Elements

| CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES | Cost |
|---|-------------|
| Fixed Guideway Elements | \$0.00 |

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

Transit Operating Costs

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

Totals

| | |
|------------------------------|-----------------|
| Total Cost | \$12,683,100.00 |
| Construction Cost Total | \$12,683,100.00 |
| Transit Operating Cost Total | \$0.00 |

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

| | |
|--|---|
| Existing Employment Within One-Half Mile: | 154016 |
| Existing Post-Secondary Enrollment Within One-Half Mile: | 133 |
| Upload Map | 1649911690379_Regional Economy Map 1st Ave N Pedestrian.pdf |

Please upload attachment in PDF form.

Measure A: Population Summary

| | |
|--|---|
| Existing Population Within One-Half Mile | 20427 |
| Upload Map | 1649911751252_Population Map 1st Ave N 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:

1st Avenue North serves a diverse population of residents and visitors that is fairly reflective of Twin Cities adults. Compared with the Twin Cities as a whole, the area near 1st Avenue North has more Black residents (14% to 10%), more Asian residents (10% to 8%), more residents in poverty (18% to 9%), and more residents with a disability (13% to 10%). It has significantly fewer residents under 18 years old (8% to 24%) and over 65 years old (10% to 14%).

This project is being proposed because of findings and engagement around the Minneapolis Transportation Action Plan (TAP), Vision Zero Action Plan (VZAP), and feedback from local businesses. That 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. Several of those engagement activities took place within ½-mile of the project area, including on-street traffic safety outreach directly on 1st Avenue North for the Vision Zero Action Plan, engagement with residents of a public housing high rise 1 block away, a youth-focused conversation, and a conversation with several residents experiencing homelessness.

Response:

In that more general engagement, the City heard a strong desire to improve traffic safety, especially for

pedestrians. The City also heard a desire from some to be strategic about the spacing and location of bikeways. Both of those feedback themes inform this project.

Additionally, for nearly a decade, the City has heard from a variety of local stakeholders (primarily businesses and residents) that they are interested in improving the pedestrian environment on 1st Avenue North. In the planning and engagement for the adjacent Hennepin Avenue reconstruction project, it was determined that Hennepin Avenue would provide primary transit and bicycle access while 1st Avenue North would be prioritized for pedestrian improvements to respond to feedback. Based on all that feedback and a couple initial conversations with local stakeholders in late 2021, Public Works crafted the general scope in this proposal.

Additional engagement, including targeted engagement for traditionally underrepresented stakeholders in the area, are planned to help shape the final design for the 1st Avenue North 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 BIPOC community members, people with lower incomes, people with disabilities, youth, and seniors. It's worth noting that about 21% of households within ½ mile of the project do not own a vehicle. Potential benefits include:

--pedestrian 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;

--more attractive pedestrian environment that supports public health and business vitality; and

--expanded greening and green stormwater infrastructure that reduces urban heat island impacts and air quality and improves water quality.

Response:

Potential impacts include construction impacts and reduced bicycle access. 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. The proposed project plans to remove the bikeway on 1st Avenue; this is mitigated by a new bikeway that was installed on Hennepin Avenue one block away in part with the recognition that the bikeway on 1st Avenue would likely be removed to provide additional pedestrian space.

(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.

Response:

There are 1,191 affordable housing units within ½ mile of 1st Avenue North, including 477 deeply affordable units for people who make less than 30% of area median income. See full list in attachment title "Affordable Housing Developments in 1st Ave N Pedestrian." In engagement at a nearby public housing high rise, we heard a desire for improved pedestrian safety (along with other feedback such as improved transit access). This project will provide improved pedestrian and vehicle safety. It will also provide significantly more green space, improved access for people with disabilities, and a more attractive street environment. While there are no affordable housing complexes directly on the project route, nearby residents of affordable housing will likely benefit when visiting businesses on 1st Avenue.

(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):

Measure A: Gaps, Barriers and Continuity/Connections

There are significant pedestrian needs on 1st Avenue North.

--Most curb ramps are not fully ADA compliant and all intersections are identified as "needs improvement" in the Minneapolis ADA transition plan.

--The traffic signals are dated and do not include accessible pedestrian signals.

--The sidewalks are too narrow for the pedestrian demand and demand for adjacent businesses and there is little space for greening.

--There are generally not curb extensions or pedestrian refuge islands to maximize safety. 1st Avenue is an identified High Injury Street and pedestrian crash concentration corridor. There were 24 pedestrian crashes on this stretch from 2012-2021, including one death and 4 serious injuries.

Response:

This project will address all of these needs.

Planned improvements include:

--ADA curb ramp upgrades;

--accessible pedestrian signal installs;

--wider sidewalks and more greening; and

--added curb extensions, pedestrian refuge medians, leading pedestrian intervals, pedestrian countdown timers, narrowed crossing distances, and other pedestrian safety improvements.

Measure B: Project Improvements

1st Avenue North has significant pedestrian and traffic safety needs. It is identified as a High Injury Street in the 2019-2022 Minneapolis Vision Zero Action Plan and is identified as a pedestrian, bicycle, and vehicle crash concentration corridor in the 2018 Vision Zero Crash Study. There were 24 pedestrian crashes on this stretch from 2012-2021, including one death and 4 serious injuries. There were 322 total crashes, including 19 bicycle crashes (2 serious) and 2 vehicle-only serious injuries. The rate of fatal and serious injuries, total crashes, and pedestrian and bicycle crashes per mile is high even for a High Injury Street. It has more than twice as many fatal and serious injury crashes per mile as the average High Injury Street in Minneapolis. It has nearly 3 times as many pedestrian crashes per mile as the average High Injury Street.

Response:

A detailed crash summary can be found in the attachments title "1st Ave N Crash Summary".

Pedestrian improvements at each intersection along this route will help to prevent future crashes and injuries. 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 163 crashes at the 7 signalized intersections. This results in a reduction of 22.82 crashes.

--Leading pedestrian intervals (CMF ID 9918): Applied a 13 percent crash reduction factor for 14 vehicle-pedestrian crashes at the 7 signalized intersections. This results in a reduction of 1.82 pedestrian 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, removing the existing in-street bike lanes, and narrowing vehicle traffic lanes to 10 feet.

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

--potentially adding restricted left-turn phasing at additional 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, increasing pedestrian visibility, and making a more predictable environment.

It includes a full street reconstruction, so it will improve the pavement quality for drivers and people biking. The existing roadway is beyond its design life.

There are no transit routes directly on 1st Avenue North, but there many routes that intersect 1st Avenue, including the Blue and Green Line LRT lines and C Line and future D Line BRT. Pedestrian improvements on 1st Avenue will enhance access to these transit routes.

Response:

There are existing unprotected bike lanes on 1st Avenue. Based on feedback for bicyclists and other stakeholders, the decision was made to prioritize new protected bike lanes on Hennepin Avenue (1 block away) over bike lanes on 1st Avenue N. Hennepin Avenue was reconstructed with protected bike lanes with the recognition that bike lanes on 1st Avenue N would be removed in the future to support expanded pedestrian space.

(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.

This application is informed by previous engagement on the Minneapolis Transportation Action Plan and Vision Zero Action Plan as well as responding to feedback over nearly decade from local stakeholders (primarily businesses as residents).

Previous engagement on plans includes many meetings, including Several of those engagement activities took place within ½-mile of the project area, including on-street traffic safety outreach directly on 1st Avenue North for the Vision Zero Action Plan, engagement with residents of a public housing high rise 1 block away, a youth-focused conversation, and a conversation with several residents experiencing homelessness.

Additionally, some one-on-one conversations with local stakeholders last year helped inform the scope in this application.

Response:

(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): | \$12,683,100.00 |
| Enter Amount of the Noise Walls: | \$0.00 |
| Total Project Cost subtract the amount of the noise walls: | \$12,683,100.00 |
| Points Awarded in Previous Criteria | |
| Cost Effectiveness | \$0.00 |

Other Attachments



Existing conditions photo

2.4 MB

| File Name | Description | File Size |
|--|---|------------------|
| 1st Ave N Crash Summary.pdf | Crash summary | 411 KB |
| 1st Ave N Pedestrian One Pager.pdf | Summary | 19.6 MB |
| Affordable Housing Developments 1st Ave N Pedestrian.pdf | List of nearby affordable housing | 590 KB |
| Affordable Housing Map 1st Ave N Pedestrian.pdf | Map of nearby affordable housing | 616 KB |
| Bikeway Map 1st Ave N Pedestrian.pdf | Bikeway map generated by Make-A-Map | 5.5 MB |
| Hennepin Cty LOS 1st Ave N Pedestrian.pdf | Letter of support from agency partner | 88 KB |
| Letter of Commitment City of Mpls 1st Ave N Pedestrian.pdf | Letter of commitment for local match and operations/maintenance | 2.7 MB |
| Location Map 1st Ave N Pedestrian.pdf | Location map | 304 KB |

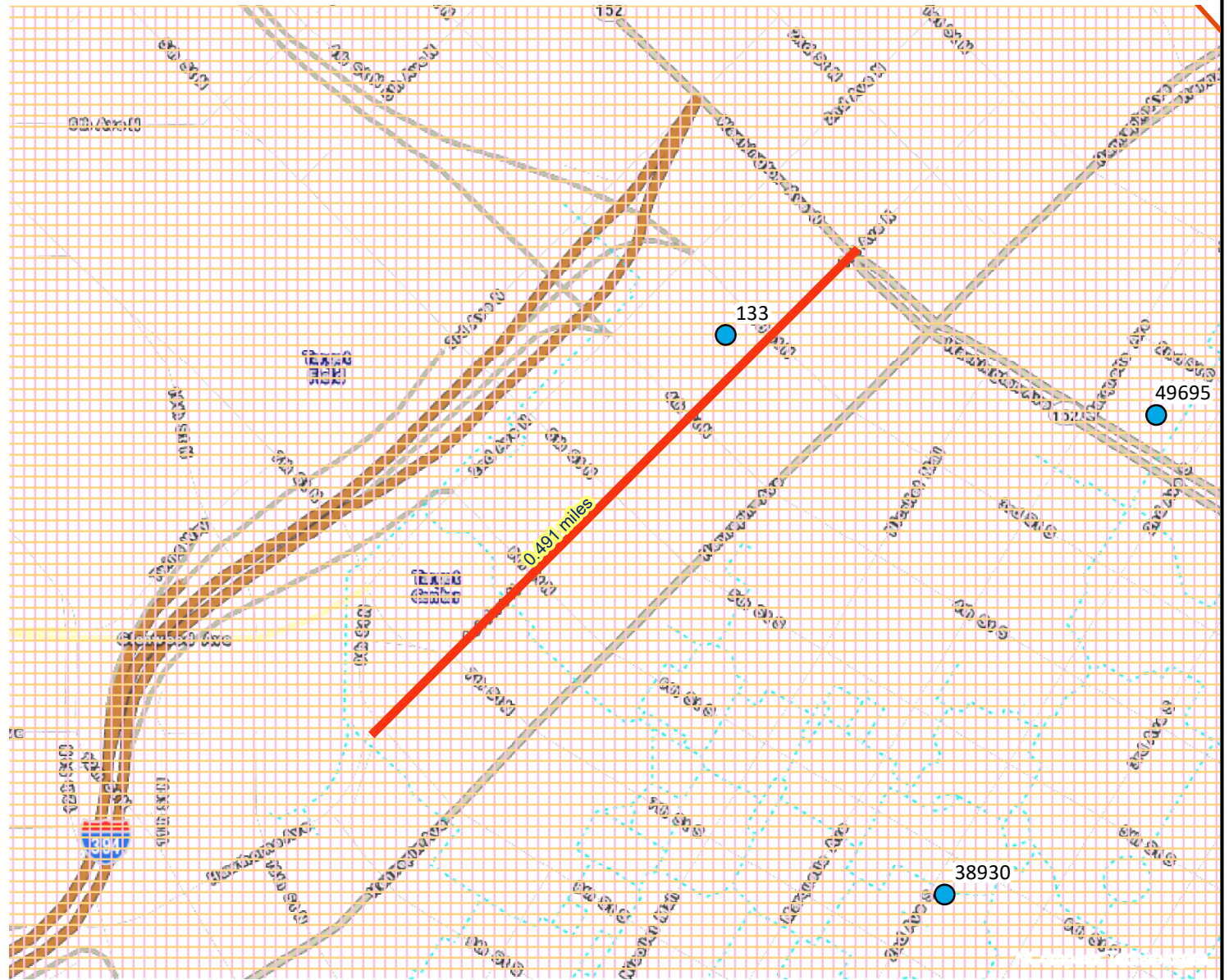
Regional Economy

Pedestrian Facilities Project: 1st Avenue North Minneapolis | Map ID: 1649911486082

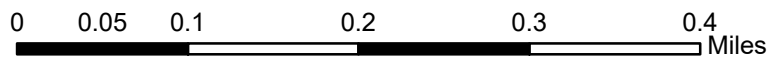
Results

Within HALF Mi of project:
Postsecondary Students: 133

Total Population: 20427
Total Employment: 154016
Mfg and Dist Employment: 5715



- Project
- Postsecondary Education Centers
- Manufacturing/Distribution Centers
- Job Concentration Centers



Created: 4/13/2022
LandscapeRSA5



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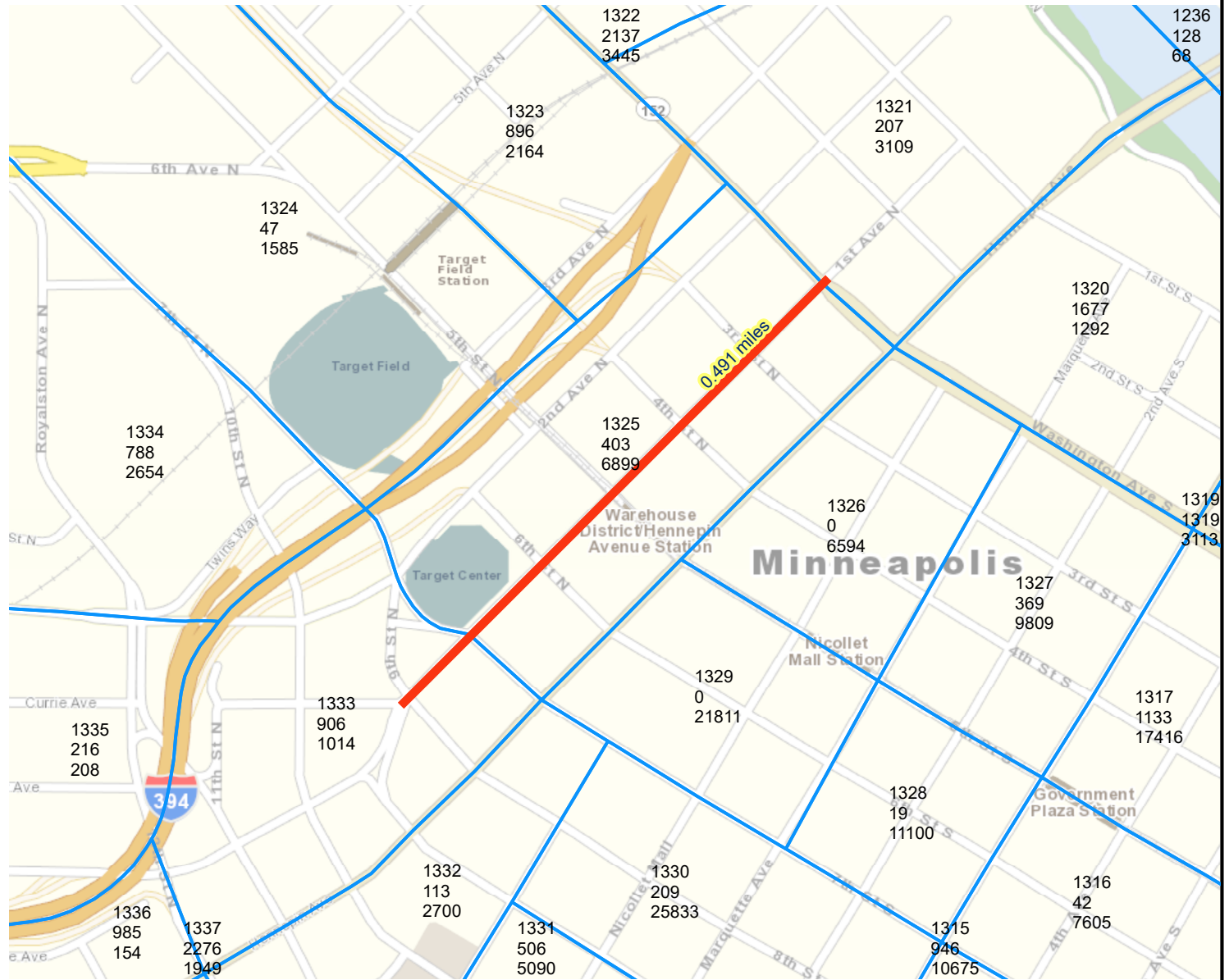


Population/Employment Summary

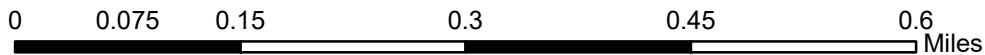
Pedestrian Facilities Project: 1st Avenue North Minneapolis | Map ID: 1649911486082

Results

Within HALF Mile of project:
Total Population: 20427



-  Project Points
-  Project Area
-  Project
-  2016 TAZ



Created: 4/13/2022
LandscapeRSA4



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



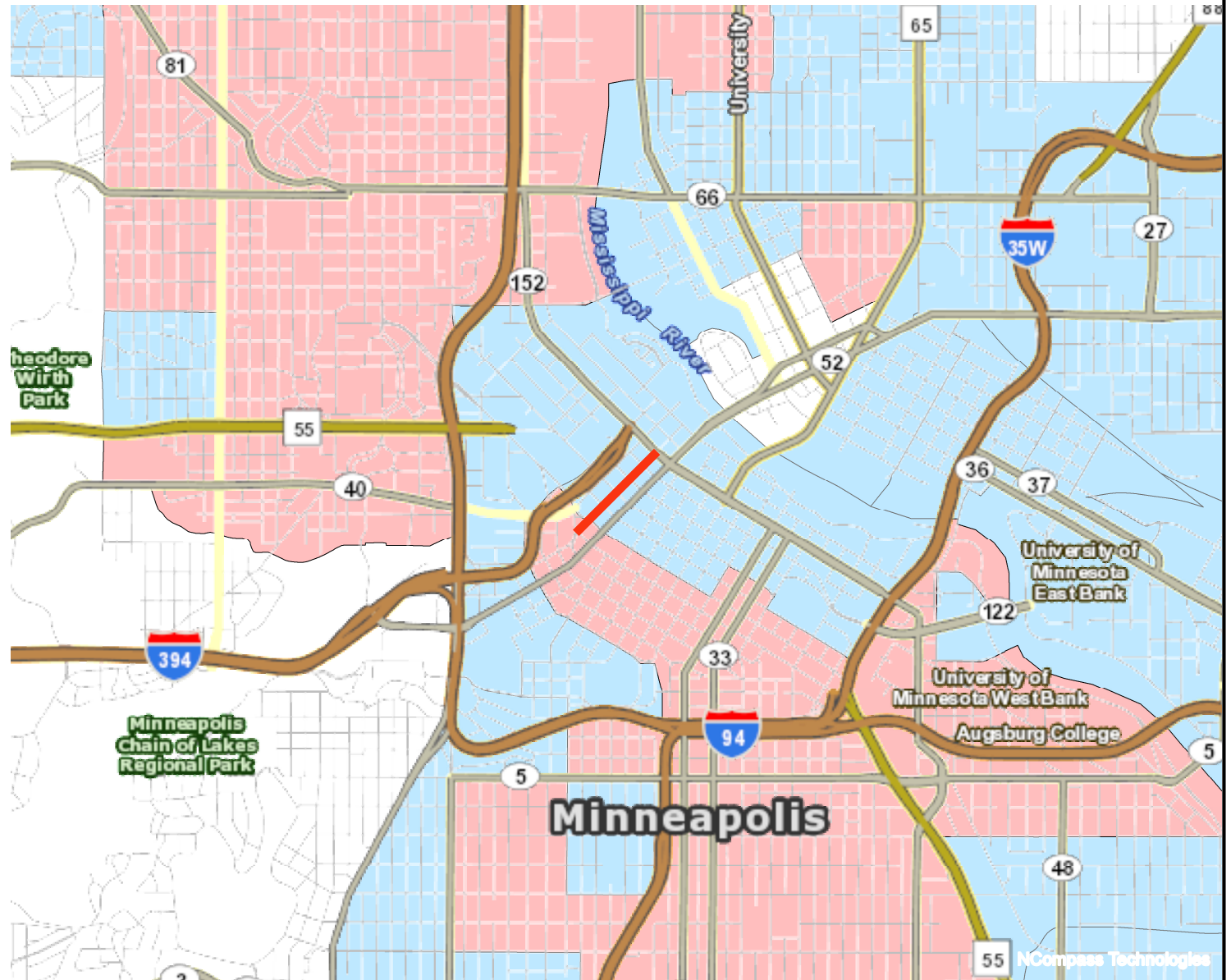
Socio-Economic Conditions

Pedestrian Facilities Project: 1st Avenue North Minneapolis | Map ID: 1649911486082

Results

Total of publicly subsidized rental housing units in census tracts within 1/2 mile: 3749

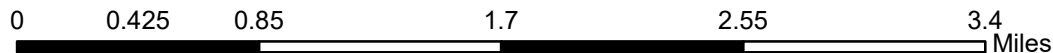
Project located IN an Area of Concentrated Poverty.



— Lines

Regional Environmental Justice Area

Area of Concentrated Poverty



Created: 4/13/2022
LandscapeRSA2



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





Crash Summary

1st Ave N (Washington-8th) all

| Crash Severity/Crash Year | | | | | | | | | | | | |
|---------------------------|------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|----------|
| Crash Severity | Total | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 |
| K - Fatal | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| A - Serious Injury | 6 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 1 | 1 | 0 |
| B - Minor Injury | 27 | 2 | 1 | 3 | 1 | 4 | 3 | 4 | 5 | 1 | 3 | 0 |
| C - Possible Injury | 57 | 6 | 9 | 5 | 7 | 5 | 6 | 12 | 3 | 3 | 1 | 0 |
| N - Prop Dmg Only | 231 | 23 | 21 | 29 | 20 | 29 | 30 | 25 | 26 | 15 | 13 | 0 |
| U - Unknown | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 322 | 32 | 31 | 37 | 28 | 38 | 42 | 42 | 34 | 20 | 18 | 0 |

| Crash Severity/Number of Vehicles | | | | | |
|-----------------------------------|------------|----------|-----------|------------|-----------|
| Crash Severity | Total | 0 | 1 | 2 | 3+ |
| K - Fatal | 1 | 0 | 1 | 0 | 0 |
| A - Serious Injury | 6 | 0 | 3 | 2 | 1 |
| B - Minor Injury | 27 | 0 | 14 | 11 | 2 |
| C - Possible Injury | 57 | 0 | 21 | 31 | 5 |
| N - Prop Dmg Only | 231 | 0 | 18 | 202 | 11 |
| U - Unknown | 0 | 0 | 0 | 0 | 0 |
| Total | 322 | 0 | 57 | 246 | 19 |

| Relationship to Intersection Summary | | Total | % |
|--------------------------------------|--|------------|--------------|
| Not at Intersection/Interchange | | 97 | 30.1 |
| Four-Way Intersection | | 151 | 46.9 |
| T or Y Intersection | | 7 | 2.2 |
| Five-Way Intersection or More | | 0 | 0.0 |
| Roundabout | | 0 | 0.0 |
| Intersection Related | | 28 | 8.7 |
| Driveway Access Related | | 1 | 0.3 |
| 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 | | 38 | 11.8 |
| Total | | 322 | 100.0 |

| Basic Type Summary | | Total | % |
|-----------------------------|--|------------|--------------|
| Pedestrian | | 24 | 7.5 |
| Bike | | 19 | 5.9 |
| Single Vehicle Run Off Road | | 13 | 4.0 |
| Single Vehicle Other | | 4 | 1.2 |
| Sideswipe Same Direction | | 70 | 21.7 |
| Sideswipe Opposing | | 8 | 2.5 |
| Rear End | | 77 | 23.9 |
| Head On | | 5 | 1.6 |
| Left Turn | | 12 | 3.7 |
| Angle | | 51 | 15.8 |
| Other | | 39 | 12.1 |
| Total | | 322 | 100.0 |

| Weather 1 Summary | | Total | % |
|-------------------------------------|--|------------|--------------|
| Clear | | 228 | 70.8 |
| Cloudy | | 50 | 15.5 |
| Rain | | 23 | 7.1 |
| Snow | | 11 | 3.4 |
| Sleet, Hail (Freezing Rain/Drizzle) | | 2 | 0.6 |
| Fog/Smog/Smoke | | 0 | 0.0 |
| Blowing Sand/Soil/Dirt/Snow | | 1 | 0.3 |
| Severe Crosswinds | | 0 | 0.0 |
| Other/Unknown | | 7 | 2.2 |
| Total | | 322 | 100.0 |

| First Harmful Event Summary | | Total | % |
|------------------------------|--|------------|--------------|
| Pedestrian | | 23 | 7.1 |
| Bicyclist | | 19 | 5.9 |
| Motor Vehicle In Transport | | 227 | 70.5 |
| Parked Motor Vehicle | | 35 | 10.9 |
| Train | | 2 | 0.6 |
| Deer/Animal | | 0 | 0.0 |
| Other - Non Fixed Object | | 0 | 0.0 |
| Collision Fixed Object | | 12 | 3.7 |
| Non-Collision Harmful Events | | 3 | 0.9 |
| Non-Harmful Events | | 0 | 0.0 |
| Other/Unknown | | 1 | 0.3 |
| Total | | 322 | 100.0 |

| Light Condition Summary | | Total | % |
|-------------------------|--|------------|--------------|
| Daylight | | 145 | 45.0 |
| Sunrise | | 6 | 1.9 |
| Sunset | | 9 | 2.8 |
| Dark (Str Lights On) | | 155 | 48.1 |
| Dark (Str Lights Off) | | 2 | 0.6 |
| Dark (No Str Lights) | | 0 | 0.0 |
| Dark (Unknown Light) | | 0 | 0.0 |
| Other/Unknown | | 5 | 1.6 |
| Total | | 322 | 100.0 |



Crash Summary

1st Ave N (Washington-8th) all

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 | 22 | 9 | 2 | 0 | 0 | 3 | 3 | 3 | 1 | 1 | 2 | 2 | 48 | 14.9 | |
| MON | 3 | 3 | 0 | 2 | 6 | 3 | 2 | 4 | 3 | 4 | 3 | 3 | 36 | 11.2 | |
| TUE | 3 | 1 | 1 | 5 | 9 | 4 | 3 | 4 | 5 | 6 | 3 | 1 | 45 | 14.0 | |
| WED | 1 | 0 | 0 | 2 | 7 | 6 | 3 | 2 | 6 | 6 | 1 | 3 | 37 | 11.5 | |
| THU | 5 | 1 | 1 | 3 | 6 | 2 | 9 | 4 | 4 | 3 | 0 | 7 | 45 | 14.0 | |
| FRI | 11 | 0 | 0 | 4 | 3 | 4 | 4 | 5 | 0 | 5 | 6 | 6 | 48 | 14.9 | |
| SAT | 12 | 13 | 1 | 1 | 1 | 6 | 2 | 2 | 5 | 5 | 2 | 13 | 63 | 19.6 | |
| Total | 57 | 27 | 5 | 17 | 32 | 28 | 26 | 24 | 24 | 30 | 17 | 35 | 322 | 100.0 | |
| % | 17.7 | 8.4 | 1.6 | 5.3 | 9.9 | 8.7 | 8.1 | 7.5 | 7.5 | 9.3 | 5.3 | 10.9 | 100.0 | 100.0 | |

| Driver & Non-Motorist Age/Gender Summary | | | | | | |
|--|------|------|-----|----------|-------|-------|
| Age | M | F | NR | No Value | Total | % |
| <14 | 0 | 0 | 0 | 1 | 1 | 0.2 |
| 14 | 1 | 0 | 0 | 0 | 1 | 0.2 |
| 15 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| 16 | 0 | 1 | 0 | 0 | 1 | 0.2 |
| 17 | 2 | 0 | 0 | 0 | 2 | 0.3 |
| 18 | 4 | 3 | 0 | 0 | 7 | 1.1 |
| 19 | 4 | 3 | 0 | 0 | 7 | 1.1 |
| 20 | 8 | 3 | 0 | 0 | 11 | 1.7 |
| 21-24 | 47 | 31 | 1 | 1 | 80 | 12.2 |
| 25-29 | 48 | 38 | 0 | 0 | 86 | 13.1 |
| 30-34 | 62 | 19 | 2 | 0 | 83 | 12.7 |
| 35-39 | 42 | 10 | 0 | 0 | 52 | 7.9 |
| 40-44 | 37 | 10 | 0 | 0 | 47 | 7.2 |
| 45-49 | 33 | 16 | 1 | 0 | 50 | 7.6 |
| 50-54 | 35 | 10 | 0 | 0 | 45 | 6.9 |
| 55-59 | 22 | 3 | 0 | 0 | 25 | 3.8 |
| 60-64 | 15 | 4 | 0 | 0 | 19 | 2.9 |
| 65-69 | 10 | 1 | 0 | 0 | 11 | 1.7 |
| 70-74 | 6 | 0 | 0 | 0 | 6 | 0.9 |
| 75-79 | 0 | 3 | 0 | 0 | 3 | 0.5 |
| 80-84 | 1 | 1 | 1 | 0 | 3 | 0.5 |
| 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 | 8 | 3 | 4 | 101 | 116 | 17.7 |
| Total | 385 | 159 | 9 | 103 | 656 | 100.0 |
| % | 58.7 | 24.2 | 1.4 | 15.7 | 100.0 | 100.0 |

| Month Summary | Total | % |
|---------------|-------|-------|
| January | 19 | 5.9 |
| February | 32 | 9.9 |
| March | 29 | 9.0 |
| April | 18 | 5.6 |
| May | 26 | 8.1 |
| June | 29 | 9.0 |
| July | 31 | 9.6 |
| August | 28 | 8.7 |
| September | 29 | 9.0 |
| October | 29 | 9.0 |
| November | 31 | 9.6 |
| December | 21 | 6.5 |
| Total | 322 | 100.0 |

| Physical Condition Summary | Total | % |
|--|-------|-------|
| Apparently Normal (Including No Drugs/Alcohol) | 397 | 79.2 |
| Physical Disability (Short Term or Long Term) | 0 | 0.0 |
| Medical Issue (Ill, Sick or Fainted) | 2 | 0.4 |
| Emotional (Depression, Angry, Disturbed, etc.) | 0 | 0.0 |
| Asleep or Fatigued | 1 | 0.2 |
| Has Been Drinking Alcohol | 27 | 5.4 |
| Has Been Taking Illicit Drugs | 3 | 0.6 |
| Has Been Taking Medications | 0 | 0.0 |
| Other/Unknown | 56 | 11.2 |
| Not Applicable | 15 | 3.0 |
| Total | 501 | 100.0 |

Selection Filter:

WORK AREA: County('659472') - FILTER: City('2395345'), Route System('03','04','05','10','21','30','52',''), Basic Type('1','2','3','4','5','6','7','8','9','10','90'), Year('2012','2013','2014','2015','2016','2017','2018','2019','2020','2021') - SPATIAL FILTER APPLIED

Analyst:
Ethan Fawley

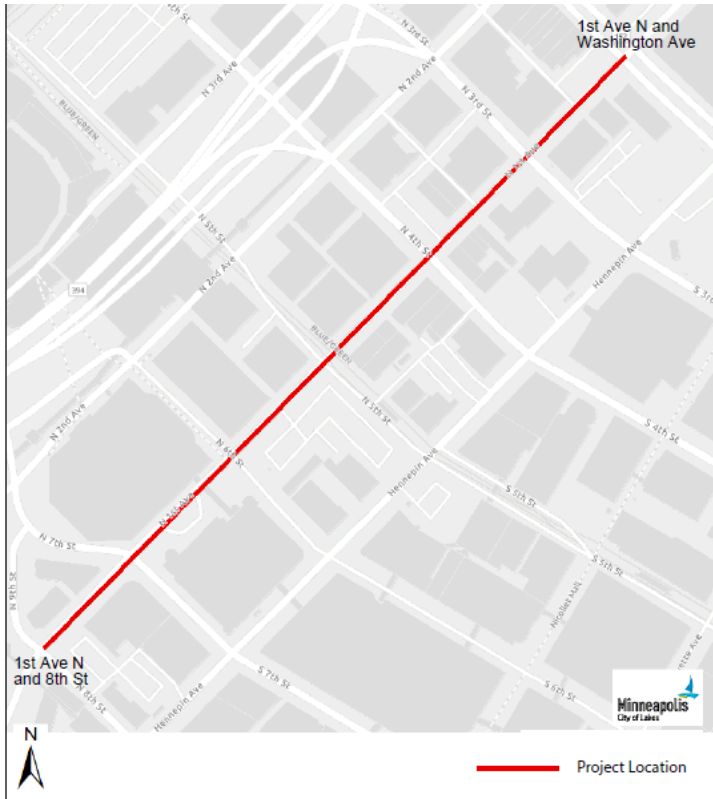
Notes:

Project Background

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 has among the highest pedestrian demand in the region. The street has significant pedestrian needs, including curb ramps that are not fully ADA compliant, narrow sidewalks, pedestrian safety challenges, and a lack of greening.

The project includes a full street reconstruction focused on improving the pedestrian environment. Improvements will include wider sidewalks, improved greening, signal upgrades, ADA-compliant curb ramps, bump outs and other safety improvements, and signage.

Project Area



1st Avenue North at 3rd Street

Project Scope

The project is a full reconstruction, involving the entire right-of-way and will include new sidewalks, ADA pedestrian ramps, upgraded bicycle accommodations, pavement, curb and gutter, and utility improvements. The project will also include signal improvements, new signage, and new pavement markings, as needed.

- Make sidewalks wider and accessible for all.
- Improve safety for all, especially pedestrians.
- Replace aging traffic signal and stormwater infrastructure.
- Maintain mobility and circulation for motor vehicles.

Existing Conditions

Average Number of Daily Users

3,030 pedestrians

610 bicyclists

8,000 motor vehicles

Existing conditions along the corridor include sidewalk on both sides of the street, two travel lanes with turn lanes at most intersection, bike lanes, and parking lanes on either side of the street. The corridor is lined with businesses, including Target Center, numerous bars, restaurants, and nightclubs, a hotel, and retail and office.

Reported Crashes Crashes with Injuries

| | | |
|--|-----|----|
| | 24 | 22 |
| | 19 | 17 |
| | 279 | 52 |

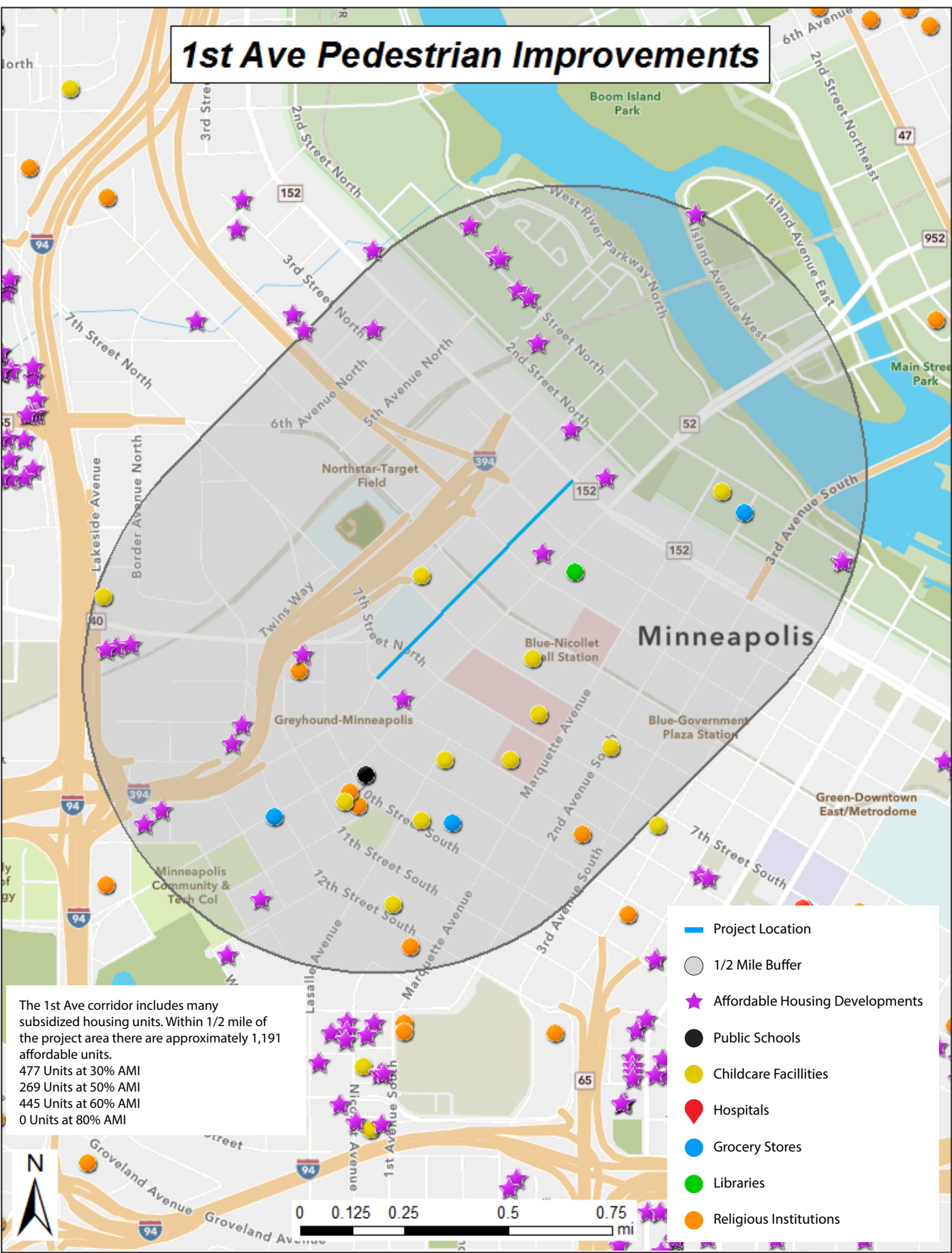
Reported crashes from 2012-2021 from MnDOT MnCMAT.

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 |
|----------------------------------|-----------------------------------|-------------------|--------------------|------------|------------|-----------|----------|----------|--------------|-----------------|-----------------|-----------------|-----------------|--------------|---|
| 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% | Tax Credit Subsidized Other Tax Credit (LIHTC 9%) |
| Nicollet Island Coop | 107 W Island Ave | Complete | 5 | | 10 | 12 | | | 22 | | 5 | | | 23% | Subsidized-Other |
| Second Street Lofts | 129 N 2nd St | Complete | 16 | | | | | | 39 | | | 16 | | 41% | Tax Credit |
| Higher Ground | 165 Glenwood Ave | Complete | 85 | 85 | | | | | 85 | 85 | | | | 100% | Subsidized-Other |
| The Glenwood | 173 Glenwood Ave | Complete | 80 | | | | | | 80 | | | 80 | | 1% | Tax Credit Subsidized Other Tax Credit (LIHTC 4%) Tax Credit (LIHTC 9%) |
| Evergreen Residence | 177 Glenwood Ave | Complete | 88 | 88 | | | | | 88 | | | 88 | | 1% | Subsidized-Other Tax Credit (LIHTC 4%) Tax Credit (LIHTC 9%) |
| 222 Hennepin | 222 Hennepin Ave | Complete | 3 | | 2 | 1 | | | 286 | | | 3 | | 0.01% | Subsidized-Other |
| The Atrium | 314 Hennepin Ave | Complete | 299 | | 297 | 2 | | | 299 | 299 | | | | 1% | Public Housing |
| Mill City Quarter | 322 S 2nd St | Complete | 150 | | 115 | 35 | | | 150 | | 60 | 90 | | 100% | Tax Credit Subsidized-Other Tax Credit (LIHTC 4%) Tax Credit (LIHTC 9%) |
| Heritage Landing Apts | 401 N 1st St | Complete | 46 | | 46 | | | | 229 | | 46 | | | 20% | Tax Credit |
| Creamette Historic Lofts | 428 N 1st St 432 N 1st St | Complete | 48 | | 42 | 7 | | | 96 | | 10 | 38 | | 50% | Tax Credit (LIHTC 4%) Tax Credit (LIHTC 9%) |
| Gaar Scott Historic Lofts | 614 N 1st St | Complete | 10 | | 10 | | | | 30 | | 10 | | | 33% | Tax Credit Tax Credit (LIHTC 4%) Tax Credit (LIHTC 9%) |
| 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%) |
| City Apts At Loring Park | 1300 Yale Pl | Complete | 33 | 23 | 10 | | | | 162 | | 33 | | | 20% | Tax Credit Subsidized Other |
| 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 |
| Central | Central | Complete | 45 | | | | | | 45 | | | 45 | | 100% | Subsidized-Other |
| Scattered Homeownership | Minneapolis | Complete | 30 | | | | | | 30 | | | 30 | | 100% | Subsidized-Other |
| | | Total | 1,191 | 384 | 569 | 85 | - | - | 1,913 | 477 | 269 | 445 | - | | |

1st Ave Pedestrian Improvements



The 1st Ave corridor includes many subsidized housing units. Within 1/2 mile of the project area there are approximately 1,191 affordable units.

| |
|----------------------|
| 477 Units at 30% AMI |
| 269 Units at 50% AMI |
| 445 Units at 60% AMI |
| 0 Units at 80% AMI |

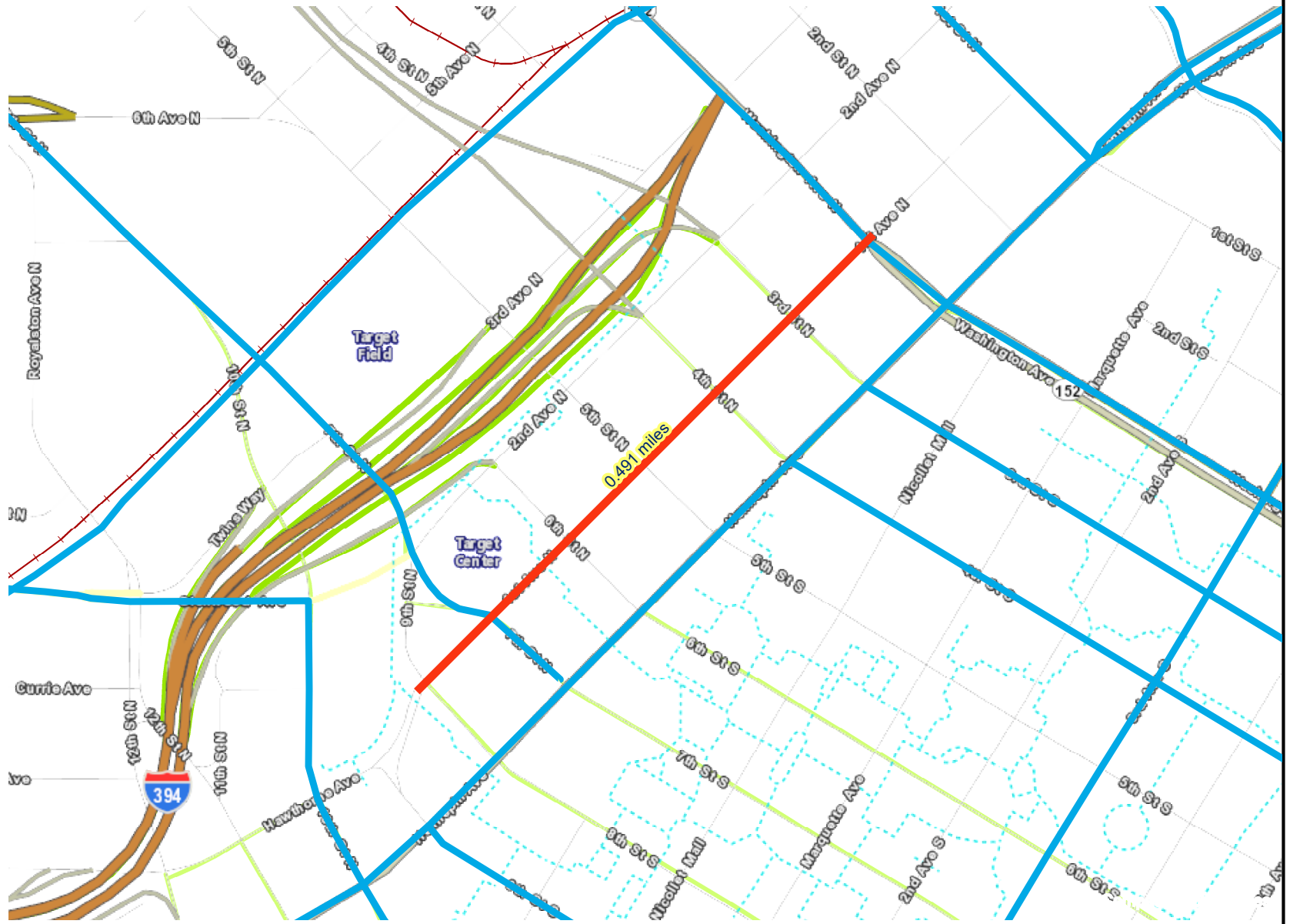


Project to RBTN Orientation

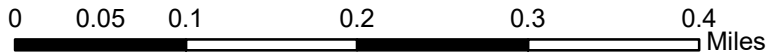
Pedestrian Facilities Project: 1st Avenue North Minneapolis | Map ID: 1649911486082

Results

Project NOT IN Regional Bicycle Transportation Corridor.



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



Created: 4/13/2022
LandscapeRSA6



For complete disclaimer of accuracy, please visit <https://giswebsite.metc.state.mn.us/gis/site/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
1st Avenue N Pedestrian Project – From 8th Street N to CSAH 152 (Washington Avenue N)

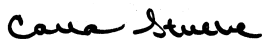
Dear Ms. Koutsoukos,

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 1st Avenue N Pedestrian Project that is anticipated to upgrade the existing sidewalk facilities and ADA accommodations to improve walking along and across 1st Avenue N.

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

At this time, Hennepin County has no funding programmed for this project in its 2022-2026 Transportation Capital Improvement Program (CIP). Therefore, county staff is currently unable to commit county cost participation in this project. Additionally, we kindly request that the City of Minneapolis includes county staff in the project development process to ensure project success. We look forward to working together to improve the accessibility, safety, and mobility of people walking along and across 1st Avenue N.

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





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

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Margaret Anderson Kelliher
Director of Public Works



Council Action No. 2022A-0248

City of Minneapolis

File No. 2022-00268

Committee: PWI

Public Hearing: None

Passage: Mar 24, 2022

Publication: APR 01, 2022

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

MAYOR ACTION

APPROVED VETOED

[Signature]
MAYOR

MAR 28 2022

DATE

Certified an official action of the City Council

ATTEST:

[Signature]
CITY CLERK

Presented to Mayor: MAR 24 2022

Received from Mayor: MAR 30 2022

The Minneapolis City Council hereby:

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

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

Home > Legislative File 2022-00268 > RCA

ORIGINATING DEPARTMENT

Public Works Department

To Committee(s)

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

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

Action Item(s)

| # | File Type | Subcategory | Item Description |
|---|-----------|-------------|---|
| 1 | Action | Grant | Authorizing the submittal of a series of grant applications for federal transportation funds through Metropolitan Council's 2022 Regional Solicitation Program. |
| 2 | Action | Grant | Authorizing the commitment of local funds to provide the required local match for the federal funding. |

Ward / Neighborhood / Address

| # | Ward | Neighborhood | Address |
|----|-----------|--------------|---------|
| 1. | All Wards | | |

Background Analysis

Public Works will prepare a series of applications for the 2022 Regional Solicitation for Federal Transportation Funds in response to the current Metropolitan Council solicitation. This request includes a summary of the eligible project areas, a brief description of proposed city projects, estimate of requested amounts, and the minimum local match. Each project requires a minimum 20% local match for construction in addition to the costs for design, engineering, administration, any right-of-way acquisition, and any additional construction costs to fully fund the project. These applications will maximize the use of federal funding. The funding is for projects to be constructed in federal fiscal years 2026 and 2027. Grant awards for these projects are expected to be announced in early 2023.

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

The 2022 Regional Solicitation for federal transportation funding is part of Metropolitan Council's federally-required continuing, comprehensive, and cooperative transportation planning process for the Twin Cities Metropolitan Area. The funding program and related rules and requirements are established by the U.S. Department of Transportation and administered locally through collaboration with the Federal Highway Administration, the Federal Transit Administration, and the Minnesota Department of Transportation.

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

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

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

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

Details of the proposed applications are described below.

[7th Street North from 10th Street North to Lyndale Avenue](#)

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

Program Category: Roadway Reconstruction/Modernization

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

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

Program Category: Roadway Reconstruction/Modernization

26th Street East and Hiawatha Avenue intersection

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

Program Category: Spot Mobility and Safety.

Intelligent Transportation System Upgrades & Enhancements

The purpose of the project is to upgrade the City's traffic management systems. Key features of the project include installing fiber optic cable to create a higher bandwidth and more reliable traffic communication network, deploying additional Closed Circuit Television cameras, upgrading detection systems, and installing infrastructure for advancements in connected vehicle to infrastructure technology in locations throughout the city. The City is collaborating with Hennepin County on the project.

Program Category: Traffic Management Technologies

Nicollet Avenue South Bridge over Minnehaha Creek

This project proposes the major repair and renovation of the Nicollet Avenue South Bridge over Minnehaha Parkway and Minnehaha Creek. Although the bridge does not need to be replaced, numerous bridge components are significantly deteriorated, in poor condition and should be repaired or replaced in order to extend the useful life of the structure. This project is programmed in the City's CIP for 2026.

Program Category: Bridge Rehabilitation/Replacement

5th St Transit Center (Ramp B)

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

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

Program Category: Transit Modernization

Northside Greenway Phase 1

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

Program Category: Multiuse Trails and Bicycle Facilities

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

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

Program Category: Multiuse Trails and Bicycle Facilities

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

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

Program Category: Multiuse Trails and Bicycle Facilities

42nd Street East pedestrian safety improvements

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

Program Category: Pedestrian Facilities

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

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

Program Category: Pedestrian Facilities

Elliot Park neighborhood pedestrian improvements

The proposed project would improve pedestrian safety and access at select intersections in the Elliot Park neighborhood such as along Chicago Avenue, 11th Avenue S, and 8th Street S. Chicago Avenue and 11th Avenue S are High Injury Streets. Intersection improvements may include signal upgrades, ADA-compliant curb ramps, bump outs, medians, signage, traffic control devices, and pavement markings at select locations.

Program Category: Pedestrian Facilities

21st Avenue South - Safe Routes to School

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

Program Category: Safe Routes to School

Whittier International Elementary - Safe Routes to School

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

Program Category: Safe Routes to School

Mobility Hubs

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

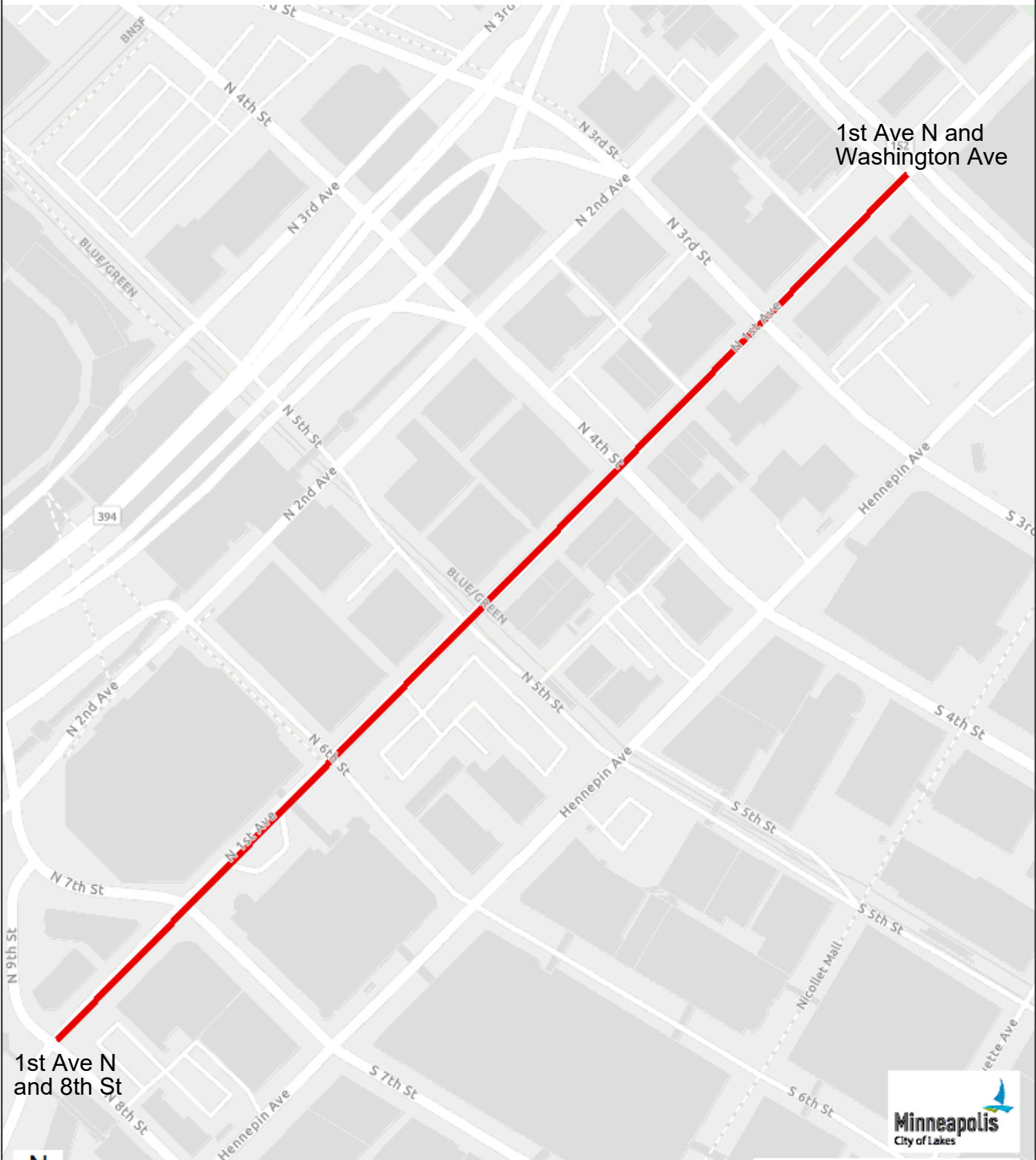
FISCAL NOTE

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

Attachments

2022 Regional Solicitation Project Map

1st Avenue N Pedestrian Improvements



1st Ave N and Washington Ave

1st Ave N and 8th St



— Project Location