



Application

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

17734 - Elliot Park Neighborhood Pedestrian Improvements

Regional Solicitation - Bicycle and Pedestrian Facilities

Status: Submitted
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Primary Contact

Name:* Mr. Ethan Solomon Fawley
Pronouns First Name Middle Name Last Name

Title: Vision Zero Program Coordinator

Department:

Email: ethan.fawley@minneapolismn.gov

Address: 301 4th Ave S #785N

***:** 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 Elliot Park Neighborhood 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 ADA access at four intersections in the Elliot Park Neighborhood of Minneapolis: Portland Avenue and 15th Street, Park Avenue and 14th Street, 11th Avenue South and 15th Street, and 11th Avenue South and 17th Street. Elliot Park is a dense neighborhood on the edge of downtown with a lot of pedestrian activity. These four intersections have particular pedestrian safety and access opportunities and needs.

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

There are significant pedestrian needs at these four intersections. Most curb ramps are not fully ADA compliant, the traffic signals are dated and do not include accessible pedestrian signals, and there are generally not curb extensions or pedestrian refuge islands. All four intersections are on identified High Injury Streets and pedestrian crash concentration corridors. There were 8 pedestrian crashes at these 4 intersections from 2012-2021.

These pedestrian improvements will be coordinated with bicycle and traffic safety improvements, including protected bicycle intersection elements. There were 243 total crashes, including 4 serious injury crashes and 7 bicycle crashes, at these intersections from 2012-2021. Each intersection includes an existing bike lane planned to be upgraded to a protected bikeway. Two of the intersections improved are on Regional Bicycle Transportation Network Corridors (Park Ave and Portland Ave). Signal upgrades will also support traffic safety, including extended signal mast arms to improve visibility.

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

(Limit 2,800 characters; approximately 400 words)

TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

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

Elliot Park Neighborhood 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) 0.6

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 \$564,770.00

Minimum of 20% of project total

Project Total \$2,564,770.00

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

Match Percentage 22.02%

Minimum of 20%

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

Source of Match Funds City of Minneapolis

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

Preferred Program Year

Select one: 2027

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

Additional Program Years:

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

Project Information

County, City, or Lead Agency City of Minneapolis

Zip Code where Majority of Work is Being Performed 55404

(Approximate) Begin Construction Date 04/01/2027

(Approximate) End Construction Date 11/01/2027

Name of Trail/Ped Facility: Elliot Park Neighborhood

(i.e., CEDAR LAKE TRAIL)

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

From: Portland Avenue and 15th Street; Park Avenue and 14th Street; and 11th Avenue S and 15th Street
(Intersection or Address)

To: 11th Avenue South and 17th Street
(Intersection or Address)

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

Or At:

Miles of trail (nearest 0.1 miles): 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:

-These 4 intersections are all on the Pedestrian Priority Network (page 47).

-These 4 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:

Each of these intersections is on a street identified as a "High Injury Street" to be prioritized for traffic safety improvements (pages 16-17)

3) ADA Transition Plan

The two City-owned intersections on 11th Ave S 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)	\$171,002.00
Removals (approx. 5% of total cost)	\$19,580.00
Roadway (grading, borrow, etc.)	\$303,950.00
Roadway (aggregates and paving)	\$400,934.00

Subgrade Correction (muck)	\$0.00
Storm Sewer	\$97,057.00
Ponds	\$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	\$67,580.00
Traffic Control	\$85,007.00
Striping	\$16,000.00
Signing	\$16,000.00
Lighting	\$0.00
Turf - Erosion & Landscaping	\$19,000.00
Bridge	\$0.00
Retaining Walls	\$0.00
Noise Wall (not calculated in cost effectiveness measure)	\$0.00
Traffic Signals	\$700,000.00
Wetland Mitigation	\$0.00
Other Natural and Cultural Resource Protection	\$0.00
RR Crossing	\$0.00
Roadway Contingencies	\$565,000.00
Other Roadway Elements	\$0.00
Totals	\$2,461,110.00

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	\$0.00
Sidewalk Construction	\$0.00
On-Street Bicycle Facility Construction	\$26,100.00
Right-of-Way	\$0.00
Pedestrian Curb Ramps (ADA)	\$53,560.00
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	\$24,000.00
Other Bicycle and Pedestrian Elements	\$0.00
Totals	\$103,660.00

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	\$2,564,770.00
Construction Cost Total	\$2,564,770.00
Transit Operating Cost Total	\$0.00

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

Existing Employment Within One-Half Mile:	104153
Existing Post-Secondary Enrollment Within One-Half Mile:	1272
Upload Map	1649941705585_Regional Economy Map Elliot Park Pedestrian.pdf

Please upload attachment in PDF form.

Measure A: Population Summary

Existing Population Within One-Half Mile

36087

Upload Map

1649941747976_Population Map Elliot Park 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 a diverse neighborhood in an area of concentrated poverty. 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 many more Black residents (43% to 10%), more Latino residents (8% to 6%), many more residents in poverty (37% to 9%), and many more residents with a disability (22% to 10%).

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. Several of those engagement activities took place within ½-mile of the project area, including on-street traffic safety outreach for the Vision Zero Action Plan, a focused Elliot Park pedestrian safety conversation, multiple engagement efforts with residents of a public housing high rise 1 block away from two of the proposed intersection.

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 to improve physical separation for bikeways and improve bicycle safety and comfort at intersections. Both of those feedback themes inform this project. These 4 intersections have also received significant specific local concerns, which inform them being prioritized for this application in addition to crash data and evaluation. 11th Avenue S and 15th St and 17th Street intersections have long been locations of traffic safety concerns. That feedback led to the City install interim safety measures with low-cost materials; this proposal would make those facilities permanent and add additional improvements. Park Avenue and Portland Avenue have long drawn concerns over high traffic speeds and safety. These particular intersections also have high turning volumes, which add to the concerns.

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 community members, people with lower incomes, and people with disabilities. It's worth noting that about 40% of households within ½ mile of the project do not own a vehicle. This includes a most residents at Augustana Apartments senior living complex along 11th Avenue South and the 1515 Park Avenue public housing building. 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, including to bus routes along both streets and nearby streets; and

--more attractive pedestrian environment that supports public health.

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.

Response:

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

Measure C: Affordable Housing Access

Describe any affordable housing development 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 2,695 affordable housing with ½ mile of these intersections, including 1,262 deeply affordable units for people who make less than 30% of area median income. See ?Affordable Housing Developments Elliot Park Pedestrian? file in attachments for a full list. A number of these affordable housing units are within a block of the proposed intersection improvements. 40% of households within ½ mile of the project do not own a car. In engagement at a nearby public housing high rise, we heard a desire for improved pedestrian safety and access (along with other feedback such as improved transit access). This project will provide improved pedestrian, bicycle, and vehicle safety. It will also provide improved access for people with disabilities and improved connections to transit.

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

Measure D: BONUS POINTS

Project is located in an Area of Concentrated Poverty:	Yes
Projects census tracts are above the regional average for population in poverty or population of color (Regional Environmental Justice Area):	
Project located in a census tract that is below the regional average for population in poverty or populations of color (Regional Environmental Justice Area):	
Upload the Socio-Economic Conditions map used for this measure.	1649945403244_Socio-Economic Map Elliot Park Pedestrian.pdf

Measure A: Gaps, Barriers and Continuity/Connections

There are significant pedestrian needs at these four intersections.

--Most curb ramps are not fully ADA compliant, and the two City intersections are labeled as "needs improvement" in the Minneapolis ADA transition plan with the 11th Avenue South and 17th Street intersection as a top priority for ADA upgrades.

--The traffic signals are dated and do not include accessible pedestrian signals. The signal at Portland Avenue and 15th Street also does not include overhead mast arm across 15th Street.

-- All four intersections are on identified High Injury Streets and pedestrian crash concentration corridors. There were 8 pedestrian crashes at these 4 intersections from 2012-2021. These streets, especially Park Avenue and Portland Avenue have too-high traffic speeds that create safety and crossing challenges. There are no curb extensions or pedestrian refuge islands at any of the intersections.

Response:

--These are high traffic intersections. Portland Avenue and 15th Street has more than 16,000 vehicles per day, Park Avenue and 14th Street nearly 14,000 vehicles per day, 11th Avenue South and 17th Street nearly 15,000 vehicles per day, and 11th Avenue South and 15th Street more than 8,000 vehicles per day.

--The 11th Avenue South and 17th Street intersection includes an offramp from Interstate 94, which creates extra pedestrian challenges for speed and volume.

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

--ADA curb ramp upgrades;

--accessible pedestrian signal installs;

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

(Limit 2,800 characters; approximately 400 words)

Measure B: Project Improvements

These four intersections have significant pedestrian, bicycle, and traffic safety needs. All four intersections are on identified High Injury Streets and pedestrian crash concentration corridors. There were 8 pedestrian crashes at these 4 intersections from 2012-2021. There were also 243 total traffic crashes, including 4 serious injury crashes and 7 bicycle crashes, at these intersections from 2012-2021.

A detailed crash summary can be found in the attachments titled "Elliot Park 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 existing bike lane planned to be upgraded to a protected bikeway. Signal upgrades will also support traffic safety, including new extended signal mast arms at two 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 243 crashes at the 4 intersections. This results in a reduction of 34 crashes.

--Convert signal from pedestal-mounted to mast arm (CMF ID: 1420): Applied a 74 percent crash reduction factor to 49 right-angle crashes at Portland Avenue and 15th Street and 7 right-angle crashes at Park Avenue and 14th Street. Both signals lack mast arms across 15th Street and 14th

Street respectively. The signals also do not extend across all traffic lanes on Portland Avenue and Park Avenue. This contributes to a lot of red light running crashes, which can be greatly reduced with improved signal visibility. This results in a reduction of 41.44 crashes.

--Leading pedestrian intervals (CMF ID 9918): Applied a 13 percent crash reduction factor for 6 vehicle-pedestrian crashes at the 2 signalized intersections. This results in a reduction of .78 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, 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 2 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 14 bus travels on 11th Avenue South and has stops at 15th and 17th Street intersections. The 9 bus travels on Park Avenue and Portland Avenue and has a stop at Portland and 15th St. There are additional transit routes nearby, including the future D Line BRT, which has a stop at 14th St and Chicago?1 block from Park and 14th and 3 blocks from the other intersections. The intersection improvements in this proposal will enhance access to these transit routes.

Response:

There are existing unprotected bike lanes on 11th Avenue South, Portland Avenue, and Park Avenue. These routes are 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 4 intersections to improve these bikeways and align with plans. Additional protected bikeway improvements in between the intersections will be coordinated with the project as a separate locally funded project.

All of these intersections have a significant number of vehicle-vehicle crashes as well. These improvements will improve vehicle safety as well by upgrading traffic signals and supporting slower, safer traffic speeds.

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.

While no specific engagement has happened for this project, the project is informed by significant recent engagement in the area. This includes:

--on-street traffic safety outreach for the Vision Zero Action Plan,

--a focused Elliot Park pedestrian safety conversation,

--multiple engagement efforts with residents of a public housing high rise 1 block away from two of the proposed intersections,

--significant community complaints about traffic safety at all of these intersections. 11th Avenue S and 15th St and 17th Street intersections have long been locations of traffic safety concerns. That feedback led to the City install interim safety measures with low-cost materials; this proposal would make those facilities permanent and add additional improvements. Park Avenue and Portland Avenue have long drawn concerns over high traffic speeds and safety.

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):	\$2,564,770.00
Enter Amount of the Noise Walls:	\$0.00
Total Project Cost subtract the amount of the noise walls:	\$2,564,770.00
Points Awarded in Previous Criteria	
Cost Effectiveness	\$0.00

Other Attachments



Existing conditions photo

993 KB

File Name	Description	File Size
Affordable Housing Developments Elliot Park Pedestrian.pdf	List of nearby affordable housing	715 KB
Affordable Housing Map Elliot Park Pedestrian.pdf	Map of nearby affordable housing	523 KB
Bikeway Map Elliot Park Pedestrian.pdf	Bikeway Make-A-Map	5.1 MB
Elliot Park Intersections Crash Summary.pdf	Crash summary	144 KB
Hennepin County LOS Elliot Park Pedestrian.pdf	Letter of support from agency partner with jurisdiction of two roadways included in this application	87 KB
Letter of Commitment City of Mpls Elliot Park Pedestrian.pdf	Letter of commitment for local funding match and ongoing operations and maintenance	2.7 MB
Location Map Elliot Park Pedestrian.pdf	Location map	432 KB
Summary Elliot Park Ped Safety.pdf	Summary	1.2 MB

Regional Economy

Results

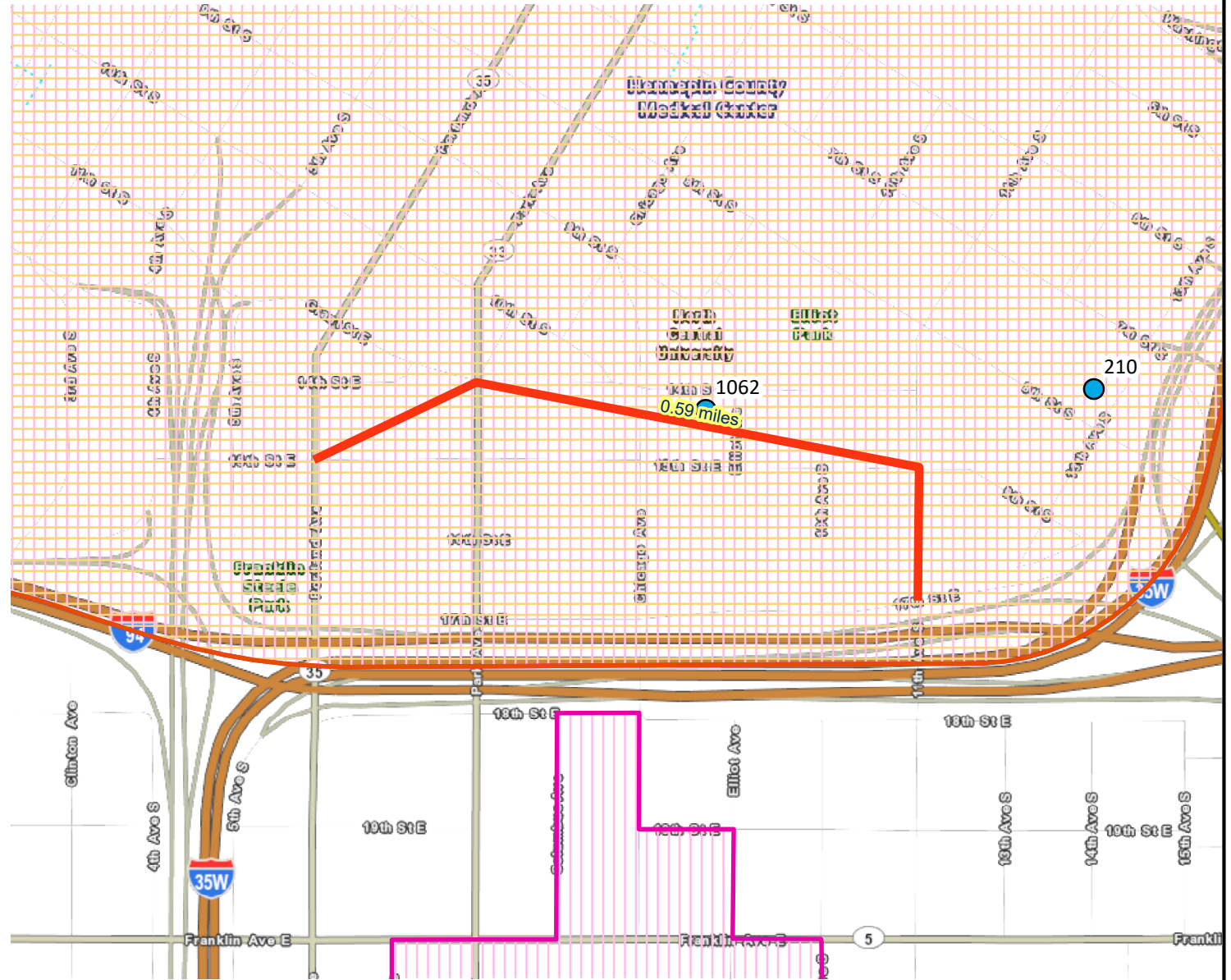
Within HALF Mi of project:

Postsecondary Students: 1272

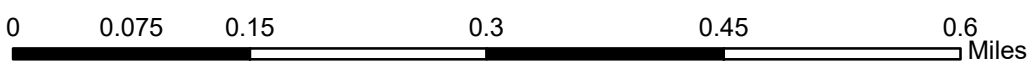
Total Population: 36087

Total Employment: 104153

Mfg and Dist Employment: 3237



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



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LandscapeRSA5



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<http://giswebsite.metc.state.mn.us/gissitenew/notice.aspx>

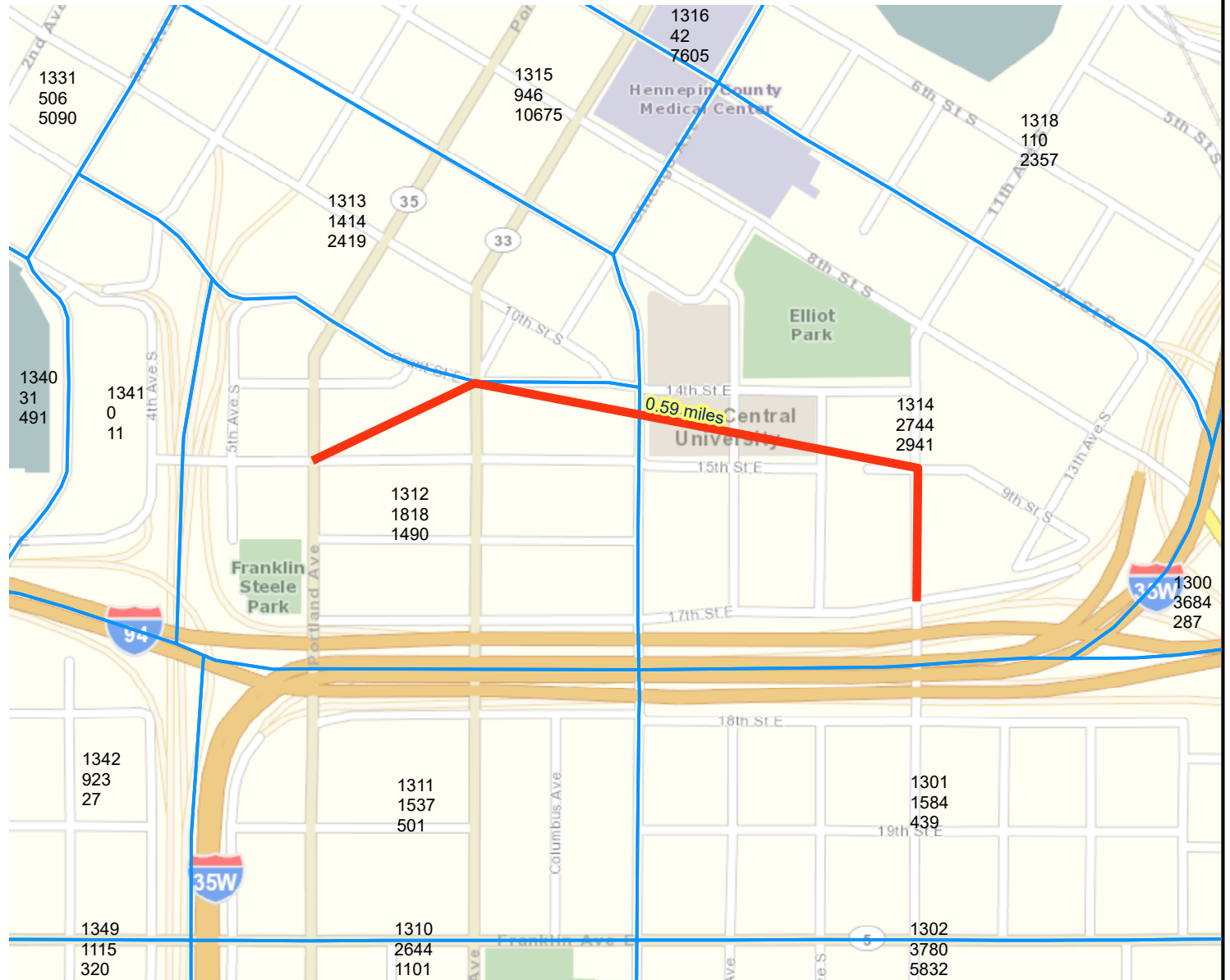





Population/Employment Summary

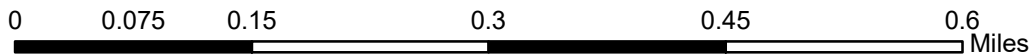
Pedestrian Facilities Project: Elliot Park Pedestrian Improvements | Map ID: 1649938691812

Results

Within HALF Mile of project:
Total Population: 36087



-  Project Points
-  Project Area
-  Project
-  2016 TAZ



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LandscapeRSA4



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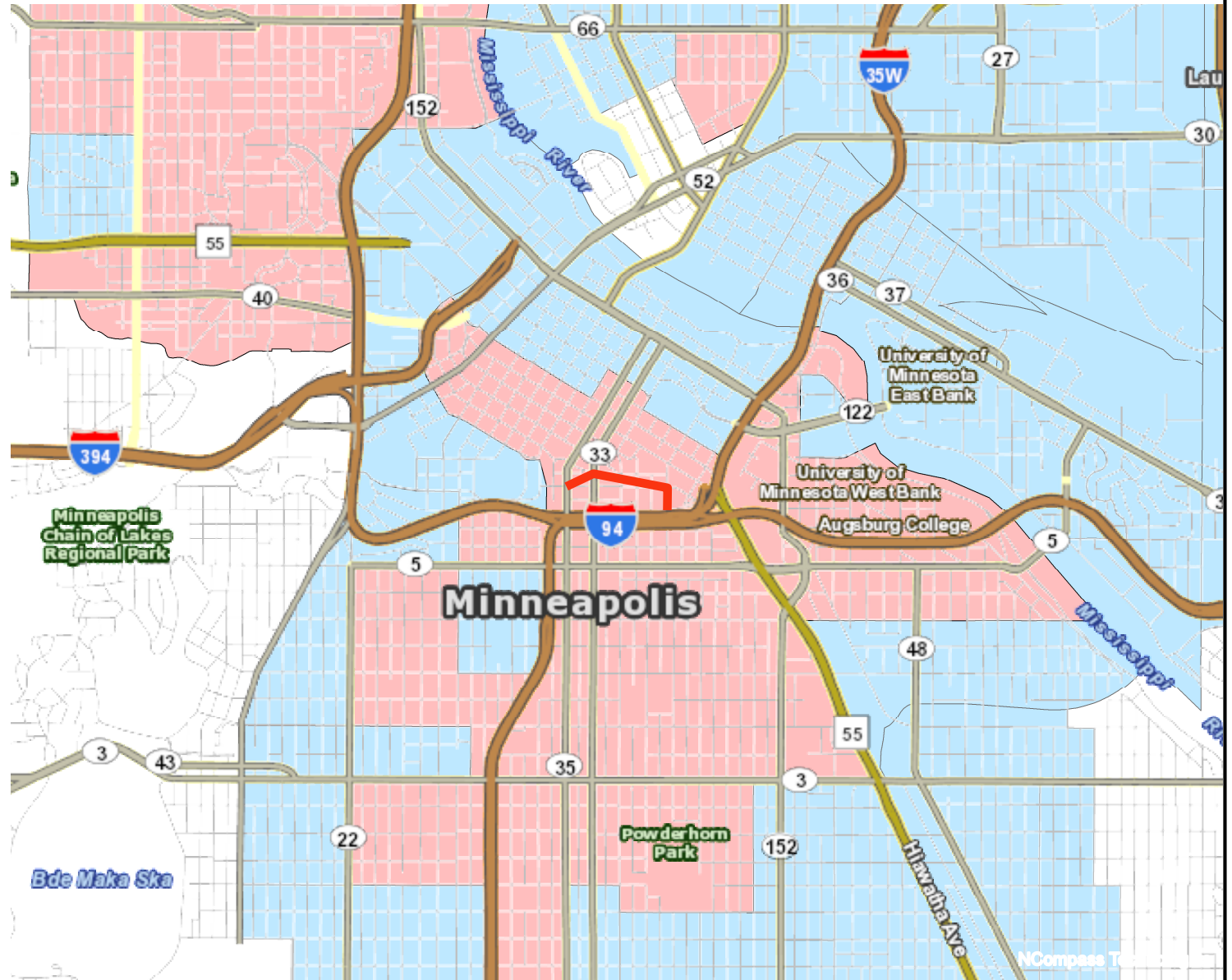


Socio-Economic Conditions

Results

Total of publicly subsidized rental housing units in census tracts within 1/2 mile: 10543

Project located IN an Area of Concentrated Poverty.



— Lines

Regional Environmental Justice Area

Area of Concentrated Poverty



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LandscapeRSA2



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<http://gisweb.site.metc.state.mn.us/gis/site/notice.aspx>



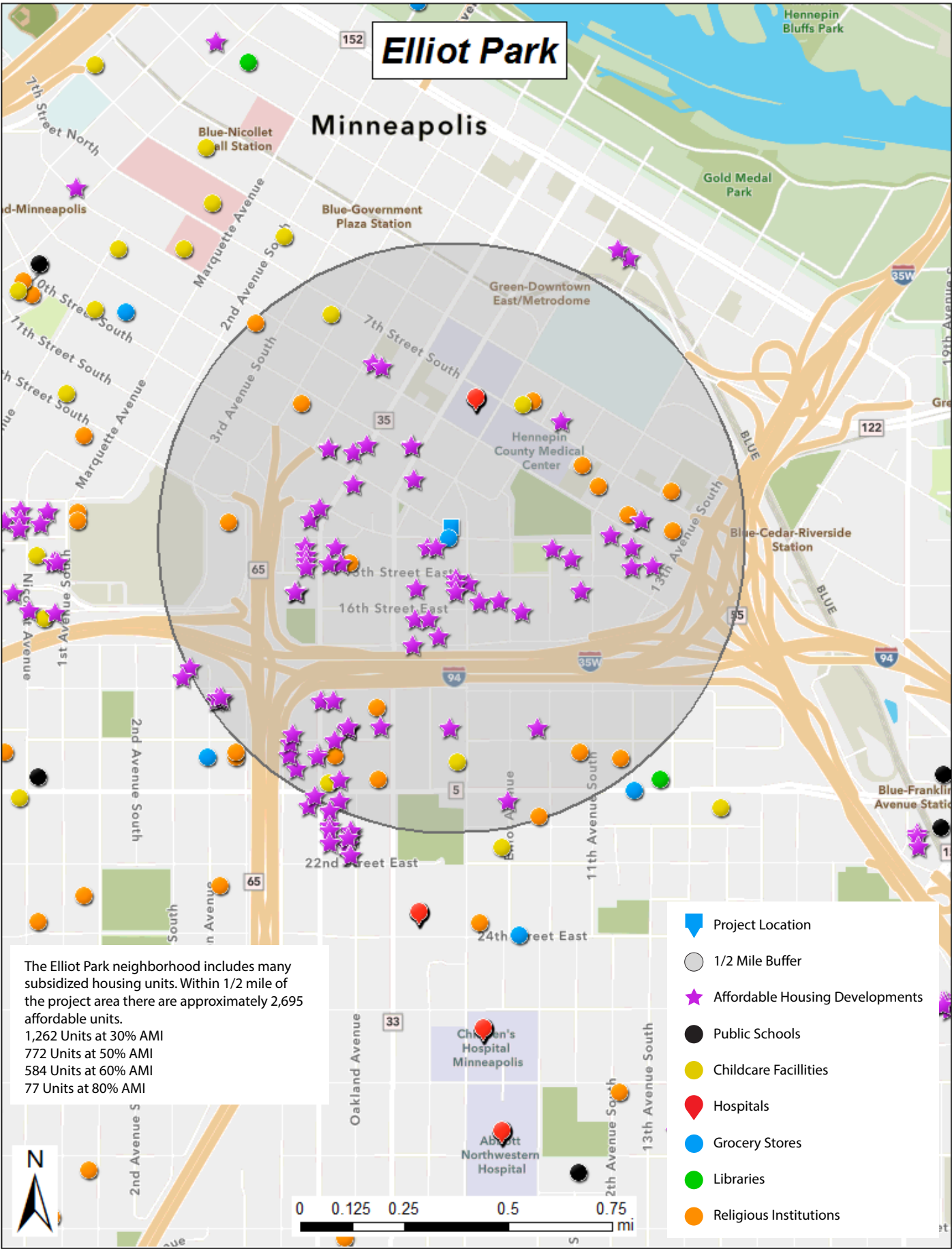
Affordable Housing Map Key Information

* 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
Clinton Avenue Townhomes	1803 Clinton Ave	Complete	8				4	3	1	8				100%	Project-Based Subsidy Subsidized-Other
	1807 Clinton Ave														
Franklin Gateway	1809 Clinton Ave	Complete	77	8	18	34	17		120	19	58			64%	Tax Credit Subsidized Other Tax Credit (LIHTC 9%)
	1811 Clinton Ave														
	325 E 18th St														
	333 E 18th St														
	1900 Portland Ave														
	1906 Franklin Ave SE														
	1908 Franklin Ave SE														
	1919 5th Ave														
	1920 Portland Ave														
	1925 S 5th Ave														
	1928 Portland Ave														
Minneapolis Portfolio Preservation	500 E Franklin Ave	Complete	582	402	157	23			582	213	354	15		100%	Project-Based Subsidy Tax Credit Subsidized Other Tax Credit (LIHTC 4%) Tax Credit (LIHTC 9%)
	501 E 19th St														
	510 E Franklin Ave														
	515 E 19th St														
	1005 Portland Ave														
	1130 8th St S														
	1132 S 8th St														
	1346 Lasalle Ave														
	1401 Portland Ave														
	1515 Chicago Ave														
	1523 Chicago Ave														
Madison Apts	500 S 10th St	Complete	51				38	9	4	51				100%	Project-Based Subsidy Subsidized Other Tax Credit (LIHTC 4%) Tax Credit (LIHTC 9%)
	512 S 10th St														
	509 E 15th St														
House of Charity	513 E 15th St	Complete	119						119				100%	Subsidized-Other	
Grant Street Commons	1300 Portland Ave	Complete	59	3	46	10			84		17		42	70%	Subsidized-Other
Elliot Park Commons	515 E Grant St	Complete	25		24	1			25	25				100%	Subsidized-Other
Franklin-Portland Gateway Phase I	610 E 15th St	Complete	36		9	18	9		36	23	13			100%	Tax Credit Subsidized Other Tax Credit (LIHTC 9%)
	2110 Oakland Ave														
	2112 Oakland Ave														
	2114 Oakland Ave														
	2116 Oakland Ave														
	2118 Oakland Ave														
The Jourdain-Franklin Portland Gateway Phase II	2120 Oakland Ave	Complete	24	6	8	9	9		41		24			59%	Tax Credit Subsidized Other Tax Credit (LIHTC 9%)
	611 E Franklin Ave														
	612 E 22nd St														
	1931 Portland Ave														
	2000 Portland Ave														
Portland Village	2006 Portland Ave	Complete	26						26	22	4			100%	Subsidized-Other Tax Credit (LIHTC 9%)
	612 E Franklin Ave														
	616 E Franklin Ave														
	1809 Portland Ave														
	1813 Portland Ave														
	1815 Portland Ave														
	1817 Portland Ave														
Dundry Hope Block Stabilization Phase II	1825 Portland Ave	Complete	12		7	1	3	1	30	7	5			40%	Subsidized-Other Tax Credit Subsidized Other Tax Credit (LIHTC 4%) Tax Credit (LIHTC 9%)
	1829 Portland Ave														
	616 E 22nd St														
	618 E 22nd St														
	1829 S 5th Ave														
	2011 Portland Ave														
Alliance Addition	2023 Portland Ave	Complete	184	182	2				184	148	36			100%	Project-Based Subsidy Tax Credit Subsidized-Other Tax Credit (LIHTC 4%) Tax Credit (LIHTC 9%)
	2026 Oakland Ave														
	2101 Portland Ave														
	2109 Portland Ave														
Elliot Park Apts	616 E 22nd St	Complete	30			20	10		30	30				100%	Project-Based Subsidy Tax Credit Subsidized-Other Tax Credit (LIHTC 9%)
	715 E 16th St														
	719 E 16th St														
Collaborative Village Initiative	724 E 17th St	Complete	18			4	8	6	20		18			90%	Tax Credit Subsidized-Other Tax Credit (LIHTC 9%)
	730 E 17th St														
	2020 Elliot Ave														
Emanuel Housing	815 E Franklin Ave	Complete	101	95	6				101	54	47			100%	Tax Credit Subsidized-Other Tax Credit (LIHTC 9%)
	819 E Franklin Ave														
St. Barnabas	825 E Franklin Ave	Complete	49	49					52	49				94%	Project-Based Subsidy Tax Credit Subsidized-Other Tax Credit (LIHTC 4%) Tax Credit (LIHTC 9%)
	822 S 3rd St														
Canadian Terrace	822 S 3rd St	Complete	19			3	13	3	19	19				100%	Subsidized-Other Subsidized Other Tax Credit (LIHTC 4%) Tax Credit (LIHTC 9%)
	906 S 7th St														
East Village North Apts	920 E 19th St	Complete	70		30		9	1	70		70			100%	Public Housing Tax Credit (LIHTC 4%) Tax Credit (LIHTC 9%)
	1105 8th St S														
Elliot Twins	1133 8th St S	Complete	184	92	92				184	19		155	10	100%	Subsidized-Other Tax Credit
	1212 S 9th St														
Elliot Park II	1225 S 8th St	Complete	162	124	37	1			162		97	41	24	100%	Subsidized-Other Tax Credit (LIHTC 4%)
	1400 Portland Ave														
Exodus 2	1412 Portland Ave	Complete	167	167					167	167				100%	Subsidized-Other
	1416 Portland Ave														
Augustana Chapel View Homes	1420 Portland Ave	Complete	33	17	16				151		33			22%	Subsidized-Other
	1425 Portland Ave														
Chicago Avenue Apts	1415 10th Ave S	Complete	60		44	10	6		60	60				100%	Project-Based Subsidy Subsidized-Other
	1500 Chicago Ave														
Park Center Highrise	1504 Chicago Ave	Complete	182		182				182	182				100%	Public Housing
	1508 Chicago Ave														
Third Avenue Towers	1515 Park Ave	Complete	198		198				198	198				100%	Public Housing
	1707 3rd Ave S														
1721 3rd Avenue South	1721 3rd Ave S	Complete	12	5	7				16			12		75%	Subsidized-Other
	1805 Portland Ave														
Indian Neighborhood Club	1822 Park Ave	Complete	14	14					20	13			1	70%	Subsidized-Other
	1822 Park Ave														
Resource, Inc.	1826 Chicago Ave	Complete	18		18		1	2	18	6	12			100%	Subsidized-Other
	1826 Chicago Ave														
The Rose	1826 Chicago Ave	Complete	3						15		3			20%	Subsidized-Other Tax Credit (LIHTC 4%) Tax Credit (LIHTC 9%)
	1920 Portland Ave														
Elliot Park	1920 Portland Ave	Complete	67		34	69	17		120			67		56%	Tax Credit (LIHTC 9%)
	Elliot Park														
Scattered Homeownership	Elliot Park	Complete	75						75		75			100%	Subsidized-Other
	Minneapolis														
		Complete	30						30		30			100%	Subsidized-Other
Total			2,695	1,164	938	266	117	17	2,988	1,262	772	584	77		










Elliot Park

Minneapolis



The Elliot Park neighborhood includes many subsidized housing units. Within 1/2 mile of the project area there are approximately 2,695 affordable units.

- 1,262 Units at 30% AMI
- 772 Units at 50% AMI
- 584 Units at 60% AMI
- 77 Units at 80% AMI

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

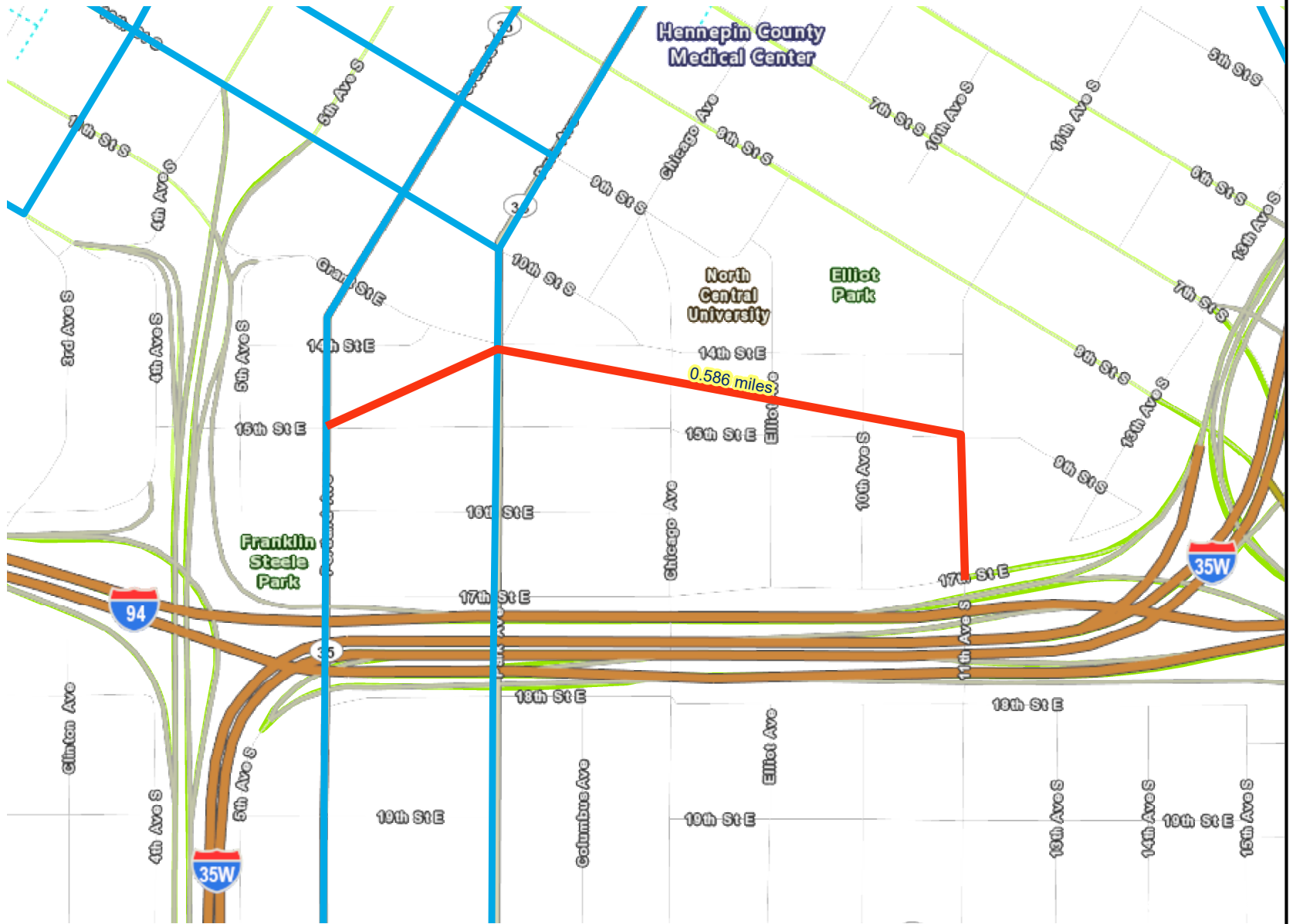


Project to RBTN Orientation

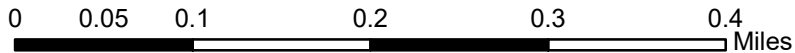
Pedestrian Facilities Project: Elliot Park Pedestrian Improvements | Map ID: 1649961073482

Results

Project NOT IN Regional Bicycle Transportation Corridor.



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



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LandscapeRSA6



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Crash Summary

Report Version 1.0
February 2020

Elliot Park Intersections All

Includes Portland Ave & 15th St, Park Ave & 14th St, 11th Ave S & 15th St, and 11th Ave S & 17th St

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	4	1	0	0	0	0	1	0	0	0	2	0
B - Minor Injury	29	0	2	0	2	5	8	3	2	4	3	0
C - Possible Injury	59	2	2	6	4	9	10	7	10	5	4	0
N - Prop Dmg Only	151	5	15	12	9	16	24	24	18	11	17	0
U - Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Total	243	8	19	18	15	30	43	34	30	20	26	0

Crash Severity/Number of Vehicles					
Crash Severity	Total	0	1	2	3+
K - Fatal	0	0	0	0	0
A - Serious Injury	4	0	1	3	0
B - Minor Injury	29	0	7	22	0
C - Possible Injury	59	0	6	51	2
N - Prop Dmg Only	151	0	5	139	7
U - Unknown	0	0	0	0	0
Total	243	0	19	215	9

Relationship to Intersection Summary		Total	%
Not at Intersection/Interchange		38	15.6
Four-Way Intersection		126	51.9
T or Y Intersection		10	4.1
Five-Way Intersection or More		1	0.4
Roundabout		0	0.0
Intersection Related		49	20.2
Driveway Access Related		1	0.4
At School Crossing		0	0.0
Railway Grade Crossing		0	0.0
Shared Use Path or Trail		0	0.0
Interchange or Ramp		5	2.1
Crossover Related		0	0.0
Acceleration/Deceleration Lane		0	0.0
Other/Unknown		13	5.3
Total		243	100.0

Basic Type Summary		Total	%
Pedestrian		8	3.3
Bike		7	2.9
Single Vehicle Run Off Road		2	0.8
Single Vehicle Other		3	1.2
Sideswipe Same Direction		19	7.8
Sideswipe Opposing		11	4.5
Rear End		24	9.9
Head On		3	1.2
Left Turn		8	3.3
Angle		137	56.4
Other		21	8.6
Total		243	100.0

Weather 1 Summary		Total	%
Clear		150	61.7
Cloudy		66	27.2
Rain		20	8.2
Snow		4	1.6
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		3	1.2
Total		243	100.0

First Harmful Event Summary		Total	%
Pedestrian		6	2.5
Bicyclist		6	2.5
Motor Vehicle In Transport		210	86.4
Parked Motor Vehicle		17	7.0
Train		0	0.0
Deer/Animal		0	0.0
Other - Non Fixed Object		1	0.4
Collision Fixed Object		2	0.8
Non-Collision Harmful Events		0	0.0
Non-Harmful Events		0	0.0
Other/Unknown		1	0.4
Total		243	100.0

Light Condition Summary		Total	%
Daylight		171	70.4
Sunrise		2	0.8
Sunset		8	3.3
Dark (Str Lights On)		56	23.0
Dark (Str Lights Off)		1	0.4
Dark (No Str Lights)		0	0.0
Dark (Unknown Light)		3	1.2
Other/Unknown		2	0.8
Total		243	100.0



Crash Summary

Elliot Park Intersections All

Report Version 1.0
February 2020

Time of Day/Day of Week														
From To	00:00 01:59	02:00 03:59	04:00 05:59	06:00 07:59	08:00 09:59	10:00 11:59	12:00 13:59	14:00 15:59	16:00 17:59	18:00 19:59	20:00 21:59	22:00 23:59	Total	%
SUN	1	3	0	3	4	4	6	2	4	3	6	1	37	15.2
MON	2	0	0	3	4	2	5	0	3	2	1	4	26	10.7
TUE	0	2	0	4	8	8	8	3	4	3	0	2	42	17.3
WED	1	1	0	2	6	3	11	4	4	2	3	3	40	16.5
THU	1	0	2	1	4	7	4	6	5	4	1	1	36	14.8
FRI	1	1	0	1	2	5	6	7	5	1	4	3	36	14.8
SAT	1	1	0	1	4	2	2	3	1	3	3	5	26	10.7
Total	7	8	2	15	32	31	42	25	26	18	18	19	243	100.0
%	2.9	3.3	0.8	6.2	13.2	12.8	17.3	10.3	10.7	7.4	7.4	7.8	100.0	100.0

Driver & Non-Motorist Age/Gender Summary								Month Summary		
Age	M	F	NR	No Value	Total	%		Total	%	
<14	1	0	0	0	1	0.2	January	26	10.7	
14	0	0	0	0	0	0.0	February	23	9.5	
15	0	0	0	0	0	0.0	March	18	7.4	
16	1	2	0	0	3	0.6	April	19	7.8	
17	0	0	0	0	0	0.0	May	20	8.2	
18	3	6	0	0	9	1.8	June	24	9.9	
19	2	4	0	0	6	1.2	July	14	5.8	
20	5	4	0	0	9	1.8	August	21	8.6	
21-24	28	31	0	0	59	11.9	September	14	5.8	
25-29	42	31	1	0	74	14.9	October	15	6.2	
30-34	38	23	0	0	61	12.3	November	26	10.7	
35-39	24	20	1	0	45	9.1	December	23	9.5	
40-44	25	14	0	0	39	7.8	Total	243	100.0	
45-49	20	20	0	0	40	8.0	Physical Condition Summary			
50-54	11	9	0	0	20	4.0	Apparently Normal (Including No Drugs/Alcohol)	384	93.2	
55-59	13	6	0	0	19	3.8	Physical Disability (Short Term or Long Term)	0	0.0	
60-64	15	6	0	0	21	4.2	Medical Issue (Ill, Sick or Fainted)	0	0.0	
65-69	6	3	0	0	9	1.8	Emotional (Depression, Angry, Disturbed, etc.)	0	0.0	
70-74	3	0	0	0	3	0.6	Asleep or Fatigued	0	0.0	
75-79	2	1	0	0	3	0.6	Has Been Drinking Alcohol	0	0.0	
80-84	1	1	0	0	2	0.4	Has Been Taking Illicit Drugs	2	0.5	
85-89	0	1	0	0	1	0.2	Has Been Taking Medications	0	0.0	
90-94	0	0	0	0	0	0.0	Other/Unknown	21	5.1	
95+	0	0	0	0	0	0.0	Not Applicable	5	1.2	
No Value	4	3	2	64	73	14.7	Total	412	100.0	
Total	244	185	4	64	497	100.0				
%	49.1	37.2	0.8	12.9	100.0	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:

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
Elliot Park Neighborhood Pedestrian Project

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 Elliot Park Neighborhood Pedestrian Project that represents the area bounded by CSAH 35 (Portland Avenue), 7th Street S, 11th Avenue S, and I-94. It's anticipated that this project will improve accessibility and safety for people walking at various intersections in this area near Downtown Minneapolis.

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. In addition, the project area includes intersections involving county roadways that have been identified as priority locations in the county's crash system.

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 through Elliot Park Neighborhood.

Sincerely,

Carla Stueve

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





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

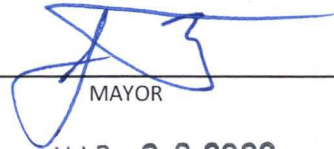
Publication: APR 01, 2022

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


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.

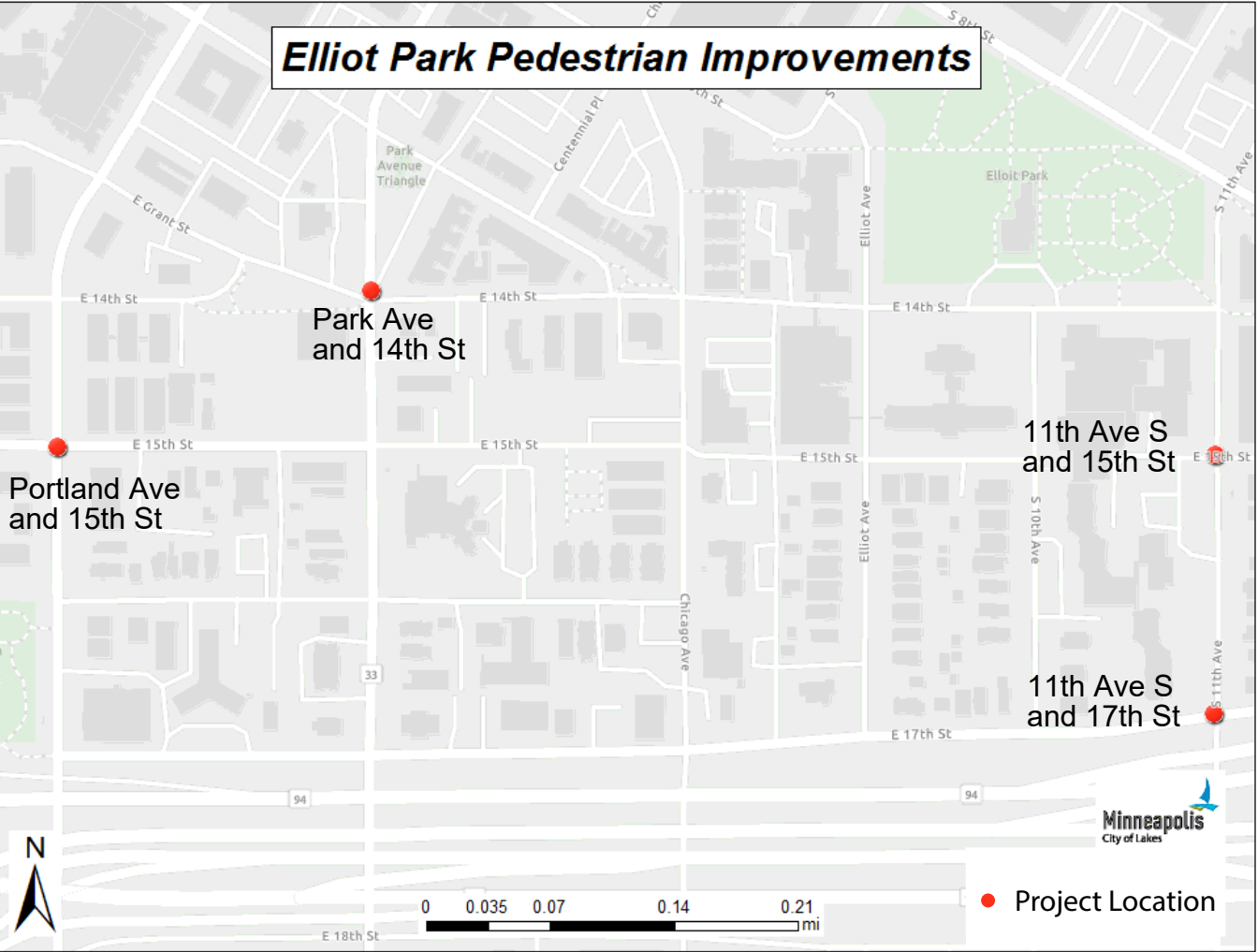
FISCAL NOTE

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

Attachments

2022 Regional Solicitation Project Map

Elliot Park Pedestrian Improvements



Portland Ave
and 15th St

Park Ave
and 14th St

11th Ave S
and 15th St

11th Ave S
and 17th St



● Project Location

Elliot Park Pedestrian Improvements

2022 Regional Solicitation Pedestrian Facilities Application

Project Background

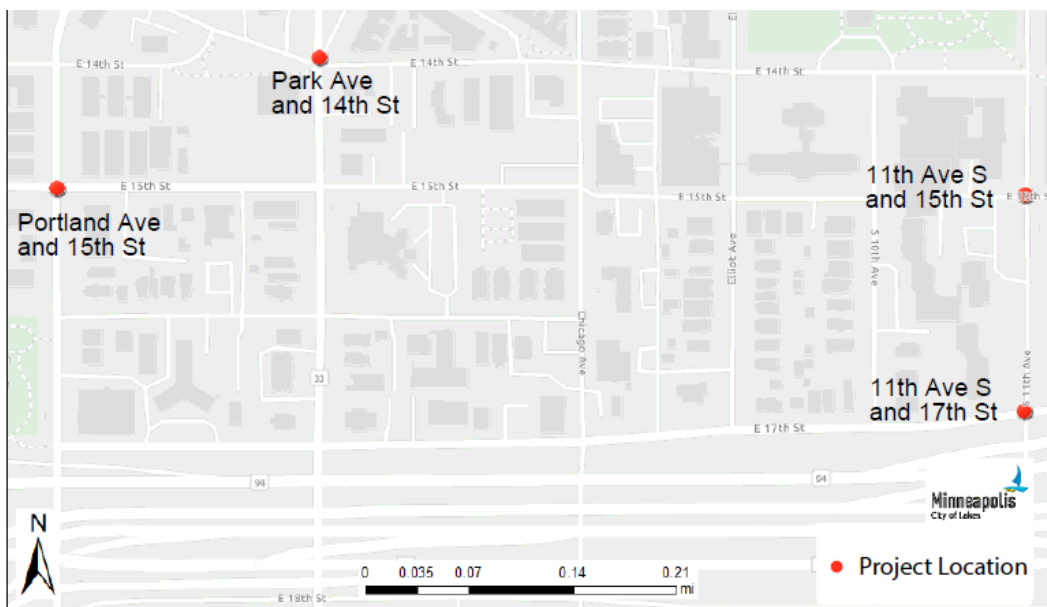
The proposed project would improve pedestrian safety and ADA access at four intersections in the Elliot Park Neighborhood of Minneapolis: Portland Avenue and 15th Street, Park Avenue and 14th Street, 11th Avenue South and 15th Street, and 11th Avenue South and 17th Street. Elliot Park is a dense neighborhood on the edge of downtown with a lot of pedestrian activity.

These four intersections have particular pedestrian safety and access opportunities and needs. Most curb ramps are not fully ADA compliant, the traffic signals are dated and do not include accessible pedestrian signals, and there are generally not curb extensions or pedestrian refuge islands. All four intersections are on identified High Injury Streets and pedestrian crash concentration corridors.

Project Scope

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

Project Location



Benefits

- Improved pedestrian, bicycle, and vehicle safety at these 4 high crash intersections.
- 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 Portland Ave and 15th Street, which had 89 crashes from 2012-2021, including 4 pedestrian injuries.



Project Cost

\$2,000,000 Regional Solicitation grant request
\$564,770 local match (22%)
\$2,564,770 total cost