



Application

17063 - 2022 Roadway Modernization

17677 - 35th St and 36th St Reconstruction

Regional Solicitation - Roadways Including Multimodal Elements

Status: Submitted

Submitted Date: 04/14/2022 12:34 PM

Primary Contact

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309 2nd Ave S #300

***:** Minneapolis Minnesota 55401
City State/Province Postal Code/Zip

Phone:* 612-673-3884
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	E 35th and 36th Streets Reconstruction
Primary County where the Project is Located	Hennepin
Cities or Townships where the Project is Located:	City of Minneapolis
Jurisdictional Agency (If Different than the Applicant):	n/a

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

The proposed project will reconstruct approximately a combined 1.25 miles of E 35th St and E 36th St, A-minor arterials, between Nicollet Ave and Park Ave in the City of Minneapolis. Existing conditions along the corridor include sidewalk on both sides of the street, two travel lanes, and two parking lanes on either side of the roadway. Land use adjacent to the corridor is primarily residential with some commercial near the node of Nicollet Ave. The project is a full reconstruction, involving the entire right-of-way and will include two travel lanes, new sidewalks, ADA pedestrian ramps, upgraded bicycle accommodations, E 35th St between 3rd Ave S and 1st Ave S, consistent with the City's All Ages and Abilities bicycle network standards, pavement, curb and gutter, and utility improvements. The project will also include signal improvements, new signage, and new pavement markings, as needed.

(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.

E 35th St and E 36th St between Nicollet Avenue and Park Avenue: Reconstruct roadway, curb and gutter, sewer, sidewalk, traffic signals, and streetscaping.

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

Project Length (Miles) 1.25

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 \$7,000,000.00

Match Amount \$20,218,820.00

Minimum of 20% of project total

Project Total \$27,218,820.00

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

Match Percentage 74.28%

Minimum of 20%

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

Source of Match Funds City of Minneapolis (Municipal State Aid, Net Debt Bonds, Special Assessment Bonds)

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-Roadways

County, City, or Lead Agency City of Minneapolis

Functional Class of Road A-minor arterial

Road System MSAS

TH, CSAH, MSAS, CO. RD., TWP. RD., CITY STREET

Road/Route No. 249251

i.e., 53 for CSAH 53

Name of Road	E 35th St and E 36th St
<i>Example; 1st ST., MAIN AVE</i>	
Zip Code where Majority of Work is Being Performed	55408
(Approximate) Begin Construction Date	04/15/2027
(Approximate) End Construction Date	11/15/2028
TERMINI:(Termini listed must be within 0.3 miles of any work)	
From: (Intersection or Address)	Nicollet Avenue
To: (Intersection or Address)	Park Avenue
<i>DO NOT INCLUDE LEGAL DESCRIPTION</i>	
Or At	
Miles of Sidewalk (nearest 0.1 miles)	1.25
Miles of Trail (nearest 0.1 miles)	0.18
Miles of Trail on the Regional Bicycle Transportation Network (nearest 0.1 miles)	0
Primary Types of Work	AGG BASE, PAVEMENT, CURB AND GUTTER, SIGNALS, SIGNS, STORM SEWER, DRIVEWAY APRON, SIDEWALKS, PED RAMPS, BIKEWAY, LIGHTING, LANDSCAPING
<i>Examples: GRADE, AGG BASE, BIT BASE, BIT SURF, SIDEWALK, CURB AND GUTTER,STORM SEWER, SIGNALS, LIGHTING, GUARDRAIL, BIKE PATH, PED RAMPS, BRIDGE, PARK AND RIDE, ETC.</i>	
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 A: Transportation System Stewardship-- Sustainable investments in the transportation system are protected by strategically preserving, maintaining, and operating system assets.

? Objective A: Efficiently preserve and maintain the regional transportation system in a state of good repair.

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.

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

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

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

? Strategies E3, E5, E6, and E7.

Limit 2,800 characters, approximately 400 words

3. The project or the transportation problem/need that the project addresses must be in a local planning or programming document. Reference the name of the appropriate comprehensive plan, regional/statewide plan, capital improvement program, corridor study document [studies on trunk highway must be approved by the Minnesota Department of Transportation and the Metropolitan Council], or other official plan or program of the applicant agency [includes Safe Routes to School Plans] that the project is included in and/or a transportation problem/need that the project addresses.

1) Minneapolis adopted 2022-2027 capital budget: includes this project (page 5 of "Capital Budget Detail for Funded Projects")

2) Minneapolis Transportation Action Plan:

35th and 36th Street E are Pedestrian Priority Network routes (page 47) and Truck routes (page 156). A portion of 35th Street E is also listed as an All Ages and Abilities bikeway network "near-term low streets bikeway" route (page 74). The plan also has an action to make safety improvements on High Injury Streets (both streets are) (page 180).

3) Minneapolis Vision Zero Action Plan:

-35th Street E and 36th Street E are identified as "High Injury Streets" to be prioritized for traffic safety improvements (pages 16-17).

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 elements in more than one funding application 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 2022 funding cycle).

Strategic Capacity (Roadway Expansion): \$1,000,000 to \$10,000,000

Roadway Reconstruction/Modernization: \$1,000,000 to \$7,000,000

Traffic Management Technologies (Roadway System Management): \$500,000 to \$3,500,000

Spot Mobility and Safety: \$1,000,000 to \$3,500,000

Bridges Rehabilitation/Replacement: \$1,000,000 to \$7,000,000

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

(TDM and Unique Project Applicants Only) The applicant is not a public agency subject to the self-evaluation requirements in Title II of the ADA.

Date plan completed: 03/22/2022

Link to plan: <http://lms.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

Roadways Including Multimodal Elements

1. All roadway and bridge projects must be identified as a principal arterial (non-freeway facilities only) or A-minor arterial as shown on the latest TAB approved roadway functional classification map.

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

Roadway Strategic Capacity and Reconstruction/Modernization and Spot Mobility projects only:

2. The project must be designed to meet 10-ton load limit standards.

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

Bridge Rehabilitation/Replacement and Strategic Capacity projects only:

3. Projects requiring a grade-separated crossing of a principal arterial freeway must be limited to the federal share of those project costs identified as local (non-MnDOT) cost responsibility using MnDOT's Cost Participation for Cooperative Construction Projects and Maintenance Responsibilities manual. In the case of a federally funded trunk highway project, the policy guidelines should be read as if the funded trunk highway route is under local jurisdiction.

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

4. The bridge must carry vehicular traffic. Bridges can carry traffic from multiple modes. However, bridges that are exclusively for bicycle or pedestrian traffic must apply under one of the Bicycle and Pedestrian Facilities application categories. Rail-only bridges are ineligible for funding.

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

Bridge Rehabilitation/Replacement projects only:

5. The length of the bridge clear span must exceed 20 feet.

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

6. The bridge must have a National Bridge Inventory Rating of 6 or less for rehabilitation projects and 4 or less for replacement projects.

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

Roadway Expansion, Reconstruction/Modernization, and Bridge Rehabilitation/Replacement projects only:

7. All roadway projects that involve the construction of a new/expanded interchange or new interchange ramps must have approval by the Metropolitan Council/MnDOT Interchange Planning Review Committee prior to application submittal. Please contact Michael Corbett at MnDOT (Michael.J.Corbett@state.mn.us or 651-234-7793) to determine whether your project needs to go through this process as described in Appendix F of the 2040 Transportation Policy Plan.

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

Requirements - Roadways Including Multimodal Elements

Specific Roadway Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Mobilization (approx. 5% of total cost)	\$1,754,000.00
Removals (approx. 5% of total cost)	\$539,620.00
Roadway (grading, borrow, etc.)	\$5,030,000.00
Roadway (aggregates and paving)	\$3,112,000.00
Subgrade Correction (muck)	\$0.00
Storm Sewer	\$1,072,000.00
Ponds	\$1,000,000.00
Concrete Items (curb & gutter, sidewalks, median barriers)	\$657,500.00
Traffic Control	\$877,000.00
Striping	\$186,000.00
Signing	\$186,000.00
Lighting	\$980,000.00
Turf - Erosion & Landscaping	\$203,000.00
Bridge	\$0.00
Retaining Walls	\$0.00
Noise Wall (not calculated in cost effectiveness measure)	\$0.00
Traffic Signals	\$4,800,000.00
Wetland Mitigation	\$0.00
Other Natural and Cultural Resource Protection	\$0.00
RR Crossing	\$0.00
Roadway Contingencies	\$5,836,000.00
Other Roadway Elements	\$0.00
Totals	\$26,233,120.00

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
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Path/Trail Construction	\$20,200.00
Sidewalk Construction	\$600,400.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$0.00
Pedestrian Curb Ramps (ADA)	\$150,100.00
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	\$215,000.00
Other Bicycle and Pedestrian Elements	\$0.00
Totals	\$985,700.00

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	\$27,218,820.00
Construction Cost Total	\$27,218,820.00
Transit Operating Cost Total	\$0.00

Measure B: Project Location Relative to Jobs, Manufacturing, and Education

Existing Employment within 1 Mile:	17983
Existing Manufacturing/Distribution-Related Employment within 1 Mile:	793
Existing Post-Secondary Students within 1 Mile:	0
Upload Map	1649727384470_Regional Economy.pdf

Please upload attachment in PDF form.

Measure C: Current Heavy Commercial Traffic

RESPONSE: Select one for your project, based on the updated 2021 Regional Truck Corridor Study:

Along Tier 1:

Miles: 0

(to the nearest 0.1 miles)

Along Tier 2:

Miles: 0

(to the nearest 0.1 miles)

Along Tier 3:

Miles: 0

(to the nearest 0.1 miles)

The project provides a direct and immediate connection (i.e., intersects) with either a Tier 1, Tier 2, or Tier 3 corridor: Yes

None of the tiers:

Measure A: Current Daily Person Throughput

Location	E 35th and E 36th Streets between 1st Ave S and Stevens Ave
Current AADT Volume	23790
Existing Transit Routes on the Project	5, 11, 18

For New Roadways only, list transit routes that will likely be diverted to the new proposed roadway (if applicable).

Upload Transit Connections Map 1649911750971_Transit Connections.pdf

Please upload attachment in PDF form.

Response: Current Daily Person Throughput

Average Annual Daily Transit Ridership	0
Current Daily Person Throughput	30927.0

Measure B: 2040 Forecast ADT

Use Metropolitan Council model to determine forecast (2040) ADT volume Yes

If checked, METC Staff will provide Forecast (2040) ADT volume

OR

Identify the approved county or city travel demand model to determine forecast (2040) ADT volume

Forecast (2040) ADT volume

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:

Within a ½ mile of the proposed project, the BIPOC community is overrepresented with 58% of people identifying as non-White or of Hispanic/Latinx origin (2020 Census). In comparison, 40% of the Minneapolis population identifies as non-White or of Hispanic/Latinx origin. Eighteen percent of the population within a half mile are low-income, while 15% of households have no access to a car, and 11% have a disability.

This project is being proposed because of findings and engagement around the Minneapolis Transportation Action Plan (TAP), Vision Zero Action Plan (VZAP), Southside Green Zone, Minneapolis Safe Routes to School plan, project engagement for the Phillips Traffic Safety Improvements project and the Little Earth Transportation Study, as well as community feedback from other venues. These 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. The Vision Zero program has continued additional engagement with residents and neighborhood organizations in the Lyndale, King Field, and Central neighborhoods. The Vision Zero program began engagement in 2021 and continues to have on-going engagement within these communities on existing High Injury Streets. The Vision Zero program has utilized social media platforms, program and project specific

Response:

webpages, digital mapping, yard signs, and program and project one-pagers that have been translated to multiple languages.

The most common concerns residents share is related to speeding or aggressive driving, parked cars making it hard to see approaching traffic and for drivers to see pedestrians and bikers. Much of the feedback is not specific to any one location, but to general deficiencies and safety concerns of 35th and 36th Streets.

(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 35th and 36th Street's project provides safety, access, and public health benefits to nearby Black, Indigenous and People of Color populations, low-income populations, children, people with disabilities, youth, and older adults.

Safety: The proposed project will redesign intersections with curb extensions, median refuges, truck aprons, and high-visibility pavement markings. These improvements will encourage safer travel speeds by reducing the overall road width and travel lanes to 10', thereby creating safer and more comfortable experience for pedestrians and bicyclists. Additionally, the project will fill an existing bikeway gap between 3rd Ave S and 1st Ave S on 35th Street.

As identified in the Minneapolis Vision Zero Action Plan, these corridors are identified as Pedestrian Crash Concentration Corridors and High Injury Streets. Identified in the Minneapolis Pedestrian Crash Study, 75% of all major pedestrian crashes occur on 5% of the streets. These corridors are also in an area of concentrated poverty and a regional environmental justice area.

Access: The project will improve access on and across 35th and 36th Streets, connecting people to destinations such as jobs, schools, health care and cultural destinations such as places of worship. The project will provide more comfortable access to these destinations for people walking, rolling, and biking. These modes are critical as 15% of households within ½ mile of the project do not have a vehicle. Because of this, the pedestrian and bicycle safety improvements will benefit under-represented populations by improving connections to existing job opportunities, including retail and restaurant businesses nearby and in adjacent areas. The project will also include a reduction in

Response:

conflict points, improve traffic operations, and ADA upgrades, removing barriers for people with disabilities.

Public Health: The proposed intersection improvements will close a gap along the All Ages and Abilities biking network and provide safety and comfort improvements for people walking through improved sidewalks, curb extensions and lighting. These improvements will encourage residents to walk and bike for daily transportation needs and recreation. The project will also improve community connections to the Richard R. Green Central Park Elementary School and Hosmer Library.

Negative Impacts: The proposed project will not have any adverse human health or environmental effects on BIPOC populations, low-income populations, children, people with disabilities or the elderly. During construction, access to housing and businesses will be maintained, detours will be established for all users, and construction nuisances such as noise, dust and traffic will be mitigated to the extent possible.

(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.

The proposed project will improve access to approximately 1,145 existing units of affordable housing within ½ mile of the project as shown on the attached Socio-Economic Conditions map. Affordable housing development locations include:

- Southside Community (48 units)
- Sabathani Senior Housing (39 units)
- PPL Foreclosure Redirection (24 units)
- PRG Portfolio I (42 units)
- Thirty-One Hundred Fourth Avenue (4 units)
- Harriet Tubman Center (43 units)
- Horn (163 units)
- Central Neighborhood Apts (12 units)
- Zoom House (22 units)
- Nicollet Condominiums (35 units)
- Chicago Corridor (10 units)
- Nicollet Square (42 units)
- 3715 Oakland Avenue South (10 units)
- 3rd Avenue Townhomes (8 units)
- Bryant (6 units)
- Lyndale (22 units)

Response:

The 35th_36th Affordable Units map, found in the "Other Attachments" section, characterizes this

area with many important destinations for residents on 35th and 36th Streets, including schools, childcare facilities, grocery stores, libraries, and religious institutions. The project will provide safer and more comfortable walking and biking facilities for residents in affordable housing, who are more likely not to own a private vehicle.

(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):	Yes
Project located in a census tract that is below the regional average for population in poverty or populations of color (Regional Environmental Justice Area):	
Upload the Socio-Economic Conditions map used for this measure.	1649953278329_Socio-Economic Conditions.pdf

Measure A: Year of Roadway Construction

Year of Original Roadway Construction or Most Recent Reconstruction	Segment Length	Calculation	Calculation 2
1961	0.625	1225.625	980.5
1963	0.625	1226.875	981.5
	1	2453	1962

Total Project Length

Total Project Length (as entered in "Project Information" form)	1.25
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Average Construction Year

Weighted Year	1962
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Total Segment Length (Miles)

Measure B: Geometric, Structural, or Infrastructure Improvements

Improved roadway to better accommodate freight movements:

Yes

Response:

Both 35th and 36th Streets are not identified by Met Council's Regional Truck Highway Corridor Study but provides direct access to the Tier 1 interstate system. Dedicated left-turn lanes and phasing will benefit freight traffic at signalized intersections to improve their level of service. Commercial vehicles will benefit along this urban corridor through targeted removal of parking to improve sight lines. Additionally, intersection radii will be designed to accommodate freight deliveries, which occurs frequently given the direct connection to the interstate system.

(Limit 700 characters; approximately 100 words)

Improved clear zones or sight lines:

Yes

Response:

Strategic redesign of intersections with curb extensions, median refuges, truck aprons, and high-visibility pavement markings will assist users in safely navigating unique intersections. The redistribution of space will improve sight lines, reinforced through design, and encourages safer turning speeds. Targeted removal of on-street parking will improve sight lines among users and provide a wider planted boulevard with pedestrian scale lighting that will narrow the cross-section. Mid-block curb extensions will be considered to better define parking areas and improve sight lines at driveway and alley access points.

(Limit 700 characters; approximately 100 words)

Improved roadway geometrics:

Yes

Response:

The street width along 35th/36th Streets varies between 36-42' in width and includes two vehicle and parking lanes. No vertical design elements exist, relying solely on pavement markings and signs to guide users. The user experience will be significantly improved through design strategies, including sidewalks adjacent to planted boulevards that will provide greater separation from vehicles and provide space for snow storage, with improved off-street bicycle facilities , for 35th St (3rd - 1st Ave S). A narrower cross-section with curb extensions, raised medians, and plantings will offer visual cues to encourage safer speeds, slow turning speeds, and encourage high yielding rates.

(Limit 700 characters; approximately 100 words)

Access management enhancements:

Yes

Staff will identify driveway and curb cut openings that do not appear to be needed and seek opportunities to remove unnecessary accesses that can result in improved safety through the reduction of conflict points. Potential access changes will be determined during the project development process to align with the city's access spacing guidelines, improve traffic operations, increase safety by reducing conflict points and create opportunities to implement safer non-motorized facilities and crossings.

Response:

(Limit 700 characters; approximately 100 words)

Vertical/horizontal alignment improvements:

Yes

Response:

Realignment of intersections with narrower cross-sections, curb extensions, median refuges, truck aprons, and high-visibility pavement markings will assist users in safely navigating intersections. These features will help ensure user safety and promote driver expectation. This project may adjust the vertical alignment to better manage storm water to minimize flood risk for the area. The proposed roadway will be adjusted to meet current State Aid roadway design standards to improve safety, accessibility, and mobility in the area, however the area surrounding the project is developed and offers limited opportunities to make significant changes to the roadway's vertical/horizontal alignment.

(Limit 700 characters; approximately 100 words)

Improved stormwater mitigation:

Yes

A majority of the project is susceptible to flooding as identified by Met Council's Localized Flood Map Screening Tool . Specific attention will be given to investigate the feasibility of stormwater mitigation strategies including green stormwater management strategies and techniques, including the introduction of streetscaping elements. Staff will collaborate with the city, park board, and the MWMO to implement best management practices (BMPs).

Response:

The project is also susceptible to extreme heat as identified by Met Council's Extreme Heat Map Screening Tool . The proposed impervious surface conditions will be reduced over existing conditions.

(Limit 700 characters; approximately 100 words)

Signals/lighting upgrades:

Yes

Response:

This project will replace and/or upgrade signals to the latest technologies, such as: dedicated left-turn phasing, signal communications, and ITS components. These improvements will allow for flexible signal operations to accommodate time of day needs. The existing lighting is inconsistent and includes different types of lights, the installation of new lighting will be consistent with the City's Street Lighting Plan. Pedestrian scale lighting will improve visibility for people walking, rolling, and biking.

(Limit 700 characters; approximately 100 words)

Other Improvements

Yes

A full reconstruction is needed to modernize aging and deteriorating infrastructure, which will allow for upgraded ADA pedestrian ramps, new signals with APS, crosswalk markings, and countdown timers. The new street will be right sized to encourage multimodal travel with a narrower cross-section to prioritize walking, rolling, and biking to eliminate all severe and fatal traffic crashes . This project will provide a wider boulevard to allow for the proper placement of signs, signal poles, overhead utilities, new green stormwater management facilities, and proper clearance for snow storage to ensure accessibility throughout the entire year.

Response:

(Limit 700 characters; approximately 100 words)

Measure A: Congestion Reduction/Air Quality

Total Peak Hour Delay Per Vehicle Without The Project (Seconds/Vehicle)	Total Peak Hour Delay Per Vehicle With The Project (Seconds/Vehicle)	Total Peak Hour Delay Per Vehicle Reduced by Project (Seconds/Vehicle)	Volume without the Project (Vehicles per hour)	Volume with the Project (Vehicles Per Hour):	Total Peak Hour Delay Reduced by the Project:	Total Peak Hour Delay Reduced by the Project:	EXPLANATION of methodology used to calculate railroad crossing delay, if applicable.	Synchro or HCM Reports

34.0	34.0	0	31046	31046	0	0	n/a
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164988041
2821_Cong
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0

Vehicle Delay Reduced

Total Peak Hour Delay Reduced	0
Total Peak Hour Delay Reduced	0

Measure B: Roadway projects that do not include new roadway segments or railroad grade-separation elements

Total (CO, NOX, and VOC) Peak Hour Emissions without the Project (Kilograms):	Total (CO, NOX, and VOC) Peak Hour Emissions with the Project (Kilograms):	Total (CO, NOX, and VOC) Peak Hour Emissions Reduced by the Project (Kilograms):
48.85	48.85	0
49	49	0

Total

Total Emissions Reduced: 0

Upload Synchro Report [1649880267226_Congestion Reduction_Air Quality_Measure B.pdf](#)

Please upload attachment in PDF form. (Save Form, then click 'Edit' in top right to upload file.)

Measure B: Roadway projects that are constructing new roadway segments, but do not include railroad grade-separation elements (for Roadway Expansion applications only):

Total (CO, NOX, and VOC) Peak Hour Emissions without the Project (Kilograms):	Total (CO, NOX, and VOC) Peak Hour Emissions with the Project (Kilograms):	Total (CO, NOX, and VOC) Peak Hour Emissions Reduced by the Project (Kilograms):
0	0	0

Total Parallel Roadway

Emissions Reduced on Parallel Roadways 0

Upload Synchro Report

Please upload attachment in PDF form. (Save Form, then click 'Edit' in top right to upload file.)

New Roadway Portion:

Cruise speed in miles per hour with the project: 0

Vehicle miles traveled with the project: 0

Total delay in hours with the project: 0

Total stops in vehicles per hour with the project: 0

Fuel consumption in gallons: 0

Total (CO, NOX, and VOC) Peak Hour Emissions Reduced or Produced on New Roadway (Kilograms): 0

EXPLANATION of methodology and assumptions used:(Limit 1,400 characters; approximately 200 words)

Total (CO, NOX, and VOC) Peak Hour Emissions Reduced by the Project (Kilograms): 0.0

Measure B: Roadway projects that include railroad grade-separation elements

Cruise speed in miles per hour without the project: 0

Vehicle miles traveled without the project: 0

Total delay in hours without the project: 0

Total stops in vehicles per hour without the project: 0

Cruise speed in miles per hour with the project: 0

Vehicle miles traveled with the project: 0

Total delay in hours with the project: 0

Total stops in vehicles per hour with the project: 0

Fuel consumption in gallons (F1) 0

Fuel consumption in gallons (F2) 0

Fuel consumption in gallons (F3) 0

Total (CO, NOX, and VOC) Peak Hour Emissions Reduced by the Project (Kilograms): 0

EXPLANATION of methodology and assumptions used:(Limit 1,400 characters; approximately 200 words)

Measure A: Roadway Projects that do not Include Railroad Grade-Separation Elements

Crash Modification Factor Used:

(Limit 700 Characters; approximately 100 words)

CMF ID 1786 for install pedestrian crossing (signed and marked with curb ramps and extensions). It is applicable to all crash types and severities.

Rationale for Crash Modification Selected:

(Limit 1400 Characters; approximately 200 words)

This CMF was found to be the most applicable for the intersection improvements. The 35th Street and 36th Street project will install curb extensions along both corridors. Although no pedestrian or bicycle crashes were reported during the analysis period (2019-2021) some crash benefit is still expected due to the potential for decreased vehicular speeds and traffic calming in and around the intersections from the curb extensions.

Project Benefit (\$) from B/C Ratio	\$19,281,763.00
Total Fatal (K) Crashes:	0
Total Serious Injury (A) Crashes:	3
Total Non-Motorized Fatal and Serious Injury Crashes:	0
Total Crashes:	100
Total Fatal (K) Crashes Reduced by Project:	0
Total Serious Injury (A) Crashes Reduced by Project:	1
Total Non-Motorized Fatal and Serious Injury Crashes Reduced by Project:	0
Total Crashes Reduced by Project:	37
Worksheet Attachment	1649880224911_Safety_Measure A.pdf

Please upload attachment in PDF form.

Roadway projects that include railroad grade-separation elements:

Current AADT volume:	0
Average daily trains:	0
Crash Risk Exposure eliminated:	0

Measure A: Pedestrian Safety

*Determine if these measures do not apply to your project. Does the project match either of the following descriptions? If either of the items are checked yes, then **score for entire pedestrian safety measure is zero**. Applicant does not need to respond to the sub-measures and can proceed to the next section.*

Project is primarily a freeway (or transitioning to a freeway) and does not provide safe and comfortable pedestrian facilities and crossings. No

Existing location lacks any pedestrian facilities (e.g., sidewalks, marked crossings, wide shoulders in rural contexts) and project does not add pedestrian elements (e.g., reconstruction of a roadway without sidewalks, that doesnt also add pedestrian crossings and sidewalk or sidepath on one or both sides). No

SUB-MEASURE 1: Project-Based Pedestrian Safety Enhancements and Risk Elements

To receive maximum points in this category, pedestrian safety countermeasures selected for implementation in projects should be, to the greatest extent feasible, consistent with the countermeasure recommendations in the Regional Pedestrian Safety Action Plan and state and national best practices. Links to resources are provided on the Regional Solicitation Resources web page.

Please answer the following two questions with as much detail as possible based on the known attributes of the proposed design. If any aspect referenced in this section is not yet determined, describe the range of options being considered, to the greatest extent available. If there are project elements that may increase pedestrian risk, describe how these risks are being mitigated.

1. Describe how this project will address the safety needs of people crossing the street at signalized intersections, unsignalized intersections, midblock locations, and roundabouts.

Treatments and countermeasures should be well-matched to the roadways context (e.g., appropriate for the speed, volume, crossing distance, and other location attributes). Refer to the Regional Solicitation Resources web page for guidance links.

Improving pedestrian safety is a priority for this project. Both 35th Street and 36th Street are identified as Pedestrian Priority Network corridors. Both streets are also Pedestrian Crash Concentration corridors as identified in the Minneapolis Pedestrian Crash Study and High Injury Streets in the Minneapolis Vision Zero Action Plan. From 2012 to 2021, there were 31 reported pedestrian crashes on these street segments, including 5 serious injuries.

To improve pedestrian safety, the project will include a number of proven pedestrian safety best practices likely including:

- Reducing pedestrian crossing distances as much as possible throughout the corridor. Existing crossing distances are typically 38'. After this project, the crossing distances likely will end up at typically 24'. Narrower crossings will be achieved mostly by including curb extensions at all corners where on-street parking is included and narrowing traffic lanes to 10'.

- Designing to support the 25 mph speed limit throughout the corridor. The current design encourages some speeding. Narrower traffic lanes will help support slower speeds. Signal progression will also be tweaked to future support speeds at or below the speed limit. And raised crosswalks with a 25 mph target speed may be considered at one or more locations (pending changes to State Aid Standards to allow).

- Adding pedestrian scale lighting throughout the corridor to ensure good nighttime visibility. The corridor does not currently have pedestrian scale lighting.

Response:

-Adding traffic signal improvements, including countdown pedestrian timers, dedicated left-turn phasing, and likely actuated leading pedestrian intervals.

(Limit 2,800 characters; approximately 400 words)

Is the distance in between signalized intersections increasing (e.g., removing a signal)?

Select one: No

If yes, describe what measures are being used to fill the gap between protected crossing opportunities for pedestrians (e.g., adding High-Intensity Activated Crosswalk beacons to help motorists yield and help pedestrians find a suitable gap for crossing, turning signal into a roundabout to slow motorist speed, etc.).

Response:

(Limit 1,400 characters; approximately 200 words)

Will your design increase the crossing distance or crossing time across any leg of an intersection? (e.g., by adding turn or through lanes, widening lanes, using a multi-phase crossing, prohibiting crossing on any leg of an intersection, pedestrian bridge requiring length detour, etc.). This does not include any increases to crossing distances solely due to the addition of bike lanes (i.e., no other through or turn lanes being added or widened).

Select one: No

*If yes,
How many intersections will likely be affected?*

Response:

Describe what measures are being used to reduce exposure and delay for pedestrians (e.g., median crossing islands, curb bulb-outs, etc.)

Existing crossing distances are typically 38'. After this project, the crossing distances likely will end up at typically 24'. Narrower crossings will be achieved mostly by including curb extensions at all corners where on-street parking is included and narrowing traffic lanes to 10'.

Response:

We also will add dedicated left-turn phasing and actuated leading pedestrian interval at most or all signalized intersections to reduce exposure.

(Limit 1,400 characters; approximately 200 words)

If grade separated pedestrian crossings are being added and increasing crossing time, describe any features that are included that will reduce the detour required of pedestrians and make the separated crossing a more appealing option (e.g., shallow tunnel that doesn't require much elevation change instead of pedestrian bridge with numerous switchbacks).

Response:

(Limit 1,400 characters; approximately 200 words)

If mid-block crossings are restricted or blocked, explain why this is necessary and how pedestrian crossing needs and safety are supported in other ways (e.g., nearest protected or enhanced crossing opportunity).

Response:

Mid-block crossings will not be blocked, although we will encourage crossing at locations with pedestrian crossing improvements. There will be clear pedestrian crossings at each intersection, which means they are spaced about every 280' through the corridor.

(Limit 1,400 characters; approximately 200 words)

2. Describe how motorist speed will be managed in the project design, both for through traffic and turning movements. Describe any project-related factors that may affect speed directly or indirectly, even if speed is not the intended outcome (e.g., wider lanes and turning radii to facilitate freight movements, adding turn lanes to alleviate peak hour congestion, etc.). Note any strategies or treatments being considered that are intended to help motorists drive slower (e.g., visual narrowing, narrow lanes, truck aprons to mitigate wide turning radii, etc.) or protect pedestrians if increasing motorist speed (e.g., buffers or other separation from moving vehicles, crossing treatments appropriate for higher speed roadways, etc.).

The current design encourages some speeding. We will design this project to achieve a target speed of 25 mph, which matches the speed limit. As such, we plan for the corridor to be calmer after reconstruction. Safer speeds will be achieved by a variety of steps likely including:

- Adding curb extension at every intersection and right-sizing lane widths.

- Raised crosswalks with a 25 mph target speed may be considered at one or more locations.

- Tightening curb radii as much as possible, including potentially including truck aprons.

We also plan to widen the boulevard between the sidewalk and the roadway to add further protection and comfort for people walking and rolling.

(Limit 2,800 characters; approximately 400 words)

If known, what are the existing and proposed design, operation, and posted speeds? Is this an increase or decrease from existing conditions?

These streets are currently posted with a 25 mph speed limit. The current roadway design is outdated and reflects a higher target and design speed for when the roadway had a higher speed limit. As such, existing speeds typically exceed the 25 mph speed limit. This redesign will have a target speed of 25 mph to match the speed limit and lower than the existing design speed.

Response:

(Limit 1,400 characters; approximately 200 words)

SUB-MEASURE 2: Existing Location-Based Pedestrian Safety Risk Factors

These factors are based on based on trends and patterns observed in pedestrian crash analysis done for the Regional Pedestrian Safety Action Plan. Check off how many of the following factors are present. Applicants receive more points if more risk factors are present.

Existing road configuration is a One-way, 3+ through lanes
or

Existing road configuration is a Two-way, 4+ through lanes

Existing road has a design speed, posted speed limit, or speed study/data showing 85th percentile travel speeds in excess of 30 MPH or more Yes

Existing road has AADT of greater than 15,000 vehicles per day

List the AADT

SUB-MEASURE 3: Existing Location-Based Pedestrian Safety Exposure Factors

These factors are based on based on trends and patterns observed in pedestrian crash analysis done for the Regional Pedestrian Safety Action Plan. Check off how many of the following existing location exposure factors are present. Applicants receive more points if more risk factors are present.

Existing road has transit running on or across it with 1+ transit stops in the project area (If flag-stop route with no fixed stops, then 1+ locations in the project area where roadside stops are allowed. Do not count portions of transit routes with no stops, such as non-stop freeway sections of express or limited-stop routes. If service was temporarily reduced for the pandemic but is expected to return to 2019 levels, consider 2019 service for this item.) Yes

Existing road has high-frequency transit running on or across it and 1+ high-frequency stops in the project area (high-frequency defined as service at least every 15 minutes from 6am to 7pm weekdays and 9am to 6pm Saturdays. If service frequency was temporarily reduced for the pandemic but is expected to return to 2019 levels, consider 2019 frequency for this item.) Yes

Existing road is within 500 of 1+ shopping, dining, or entertainment destinations (e.g., grocery store, restaurant) Yes

There is a restaurant, convenience store, and shopping at the 35th Street and Nicollet intersection.

If checked, please describe:

(Limit 1,400 characters; approximately 200 words)

Existing road is within 500 of other known pedestrian generators
(e.g., school, civic/community center, senior housing, multifamily
housing, regulatorily-designated affordable housing) Yes

There are several additional pedestrian generators
near the project, including:

- Green Central Elementary School

- Hosmer Library

If checked, please describe:

- It is a moderately high density residential area
with about a dozen multi-family housing buildings
directly on each street.

(Limit 1,400 characters; approximately 200 words)

Measure A: Multimodal Elements and Existing Connections

The project will improve the travel experience, safety, and security of transportation modes and address the safe integration of these modes:

Pedestrians: The project will provide an improved pedestrian experience by providing boulevards where feasible, enhance safety and security through pedestrian crossing treatments and better lighting, and create a more appealing and accessible corridor for accessing destinations along 35th and 36th Streets and elsewhere. The existing sidewalk is narrow with an inadequate boulevard and has multiple deficiencies including narrow or heaved sections, non-compliant pedestrian curb ramps, and conflict points at wide commercial driveways. 35th and 36th Streets are an important east-west connection that provide direct access to I-35W. These roadways provide direct connections to seven transit routes, of which five are high frequency and provide access to downtown Minneapolis, Columbia Heights, Richfield, Bloomington, including the Mall of America, Brooklyn Center, and multiple business nodes.

Response:

According to Minneapolis' ADA Transition Plan, pedestrian curb ramps for two intersections in the corridors are in "Very Poor" condition, 6 intersections are in "Good" condition or "Complete" and the remaining are in "Fair" condition but need replacement to provide greater access for users. 35th and 36th Streets are currently on the Pedestrian Priority Network as identified through the Transportation Action Plan and are identified as Pedestrian Crash Concentration Corridors and High Injury Streets in the Vision Zero Action Plan. Land uses within the project area include residential and a commercial node at Nicollet Avenue which provides important destinations for residents separated by I-35W.

Bicyclists: As a part of this project, a protected bikeway would be provided to create a safer environment for those commuting to work, school or running errands, connecting to nearby transit routes, or using the route for recreation or exercise. The 35th St route would intersect existing infrastructure on 1st Ave S and would connect to a future bikeway on 3rd Ave S. The 35th St route is on the All Ages and Abilities Network (Transportation Action Plan) as an important east-west route.

Transit: Two transit routes provide service on Nicollet Avenue, including a high-frequency route and an express commuter route with direct service to downtown Minneapolis and the South Bloomington Transit Center. Three transit routes provide service on 4th Ave S of which are high-frequency. Local route 5, provides direct service to downtown Minneapolis, the Mall of America, and Brooklyn Center. The design of the project would improve ADA access to transit through sidewalk and curb ramp improvements and allow more space for people at transit stops.

(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 project is being proposed because of findings and engagement around the Minneapolis Transportation Action Plan (TAP), Vision Zero Action Plan (VZAP), Minneapolis Safe Routes to School plan, and community feedback from other venues. Those included focused efforts to engage traditionally underrepresented communities. For the TAP and VZAP, engagement included separate dialogues in-language with members from 7 communities: African American, East African, Latino, Native American, Minneapolis Youth Congress, people with disabilities, and Southeast Asian. It also included 30 direct engagement activities done in partnership with contracted community-based organizations that focused on reaching residents in public housing, East African community members, Latino community members, college students, high school students, and residents of traditionally under representative neighborhoods. Key themes heard from the community were to "improve traffic safety, especially for pedestrians" and "improve transportation options and make travel easy". The TAP conducted community dialogues in which it identified a key theme, "improve year-round transportation options for people who do not drive" from the Latino community, of whom are highly representative of the project area within 1/2 mile.

Response:

Minneapolis has identified 35th St and 36th St as High-Injury Streets through the Vision Zero Program. Through the Vision Zero Capital Program, low-cost, quick-build safety improvements are being installed on these corridors in 2022. To engage residents, the program has created an interactive map that residents can use to report traffic safety concerns along high injury streets. The program has also provided informational one-pagers about the overall program and specific corridors to all adjacent neighborhood

organizations and provided yard signs along the corridors that residents can use to learn more about the project. A program webpage has also been created as well as individual corridor webpages. All materials have been translated to Spanish to accommodate non-native English speaking communities.

(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.

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

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):	\$27,218,820.00
Enter Amount of the Noise Walls:	\$0.00
Total Project Cost subtract the amount of the noise walls:	\$27,218,820.00
Enter amount of any outside, competitive funding:	\$0.00
Attach documentation of award:	
Points Awarded in Previous Criteria	
Cost Effectiveness	\$0.00

Other Attachments



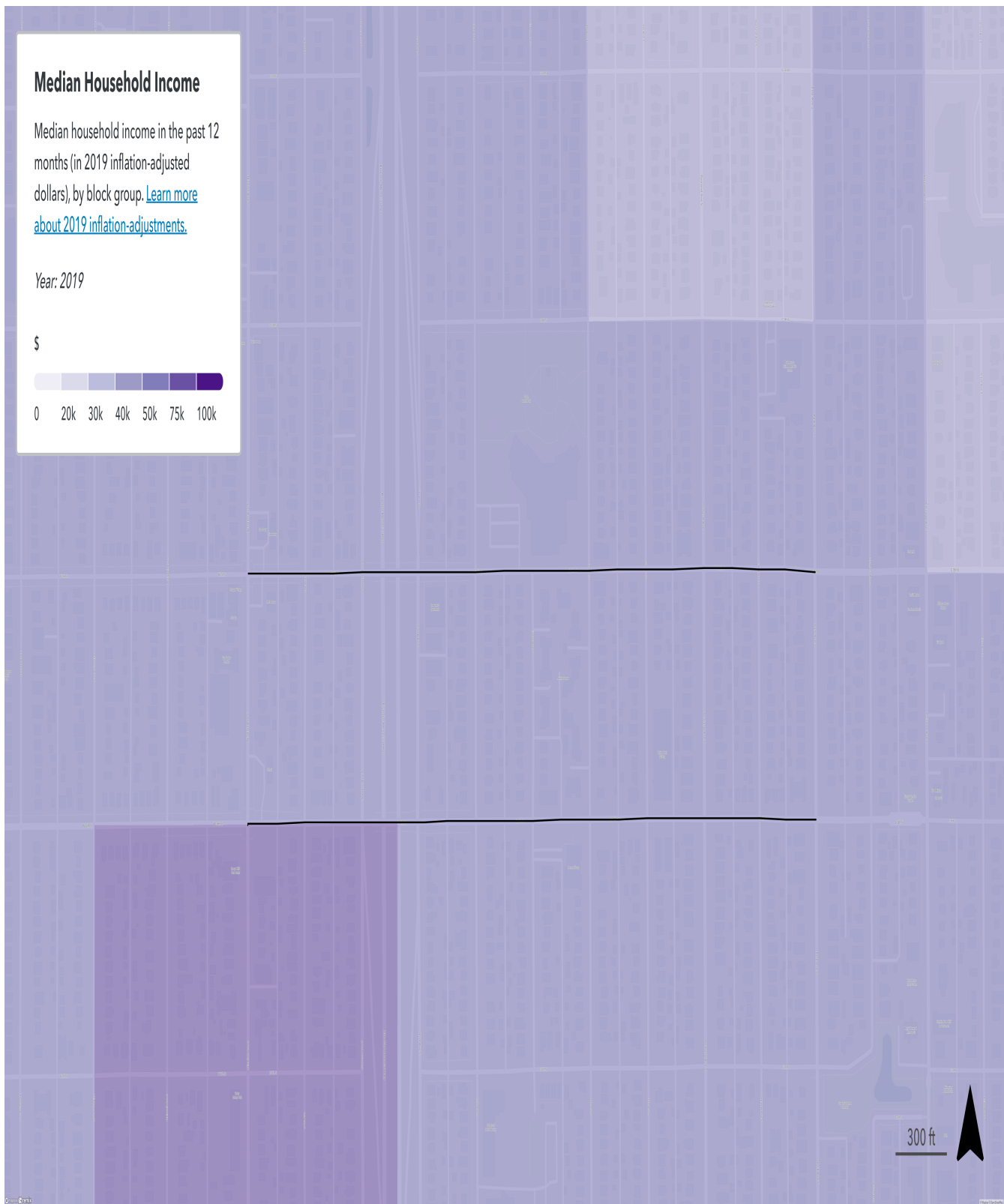
35th St Existing

3.8 MB



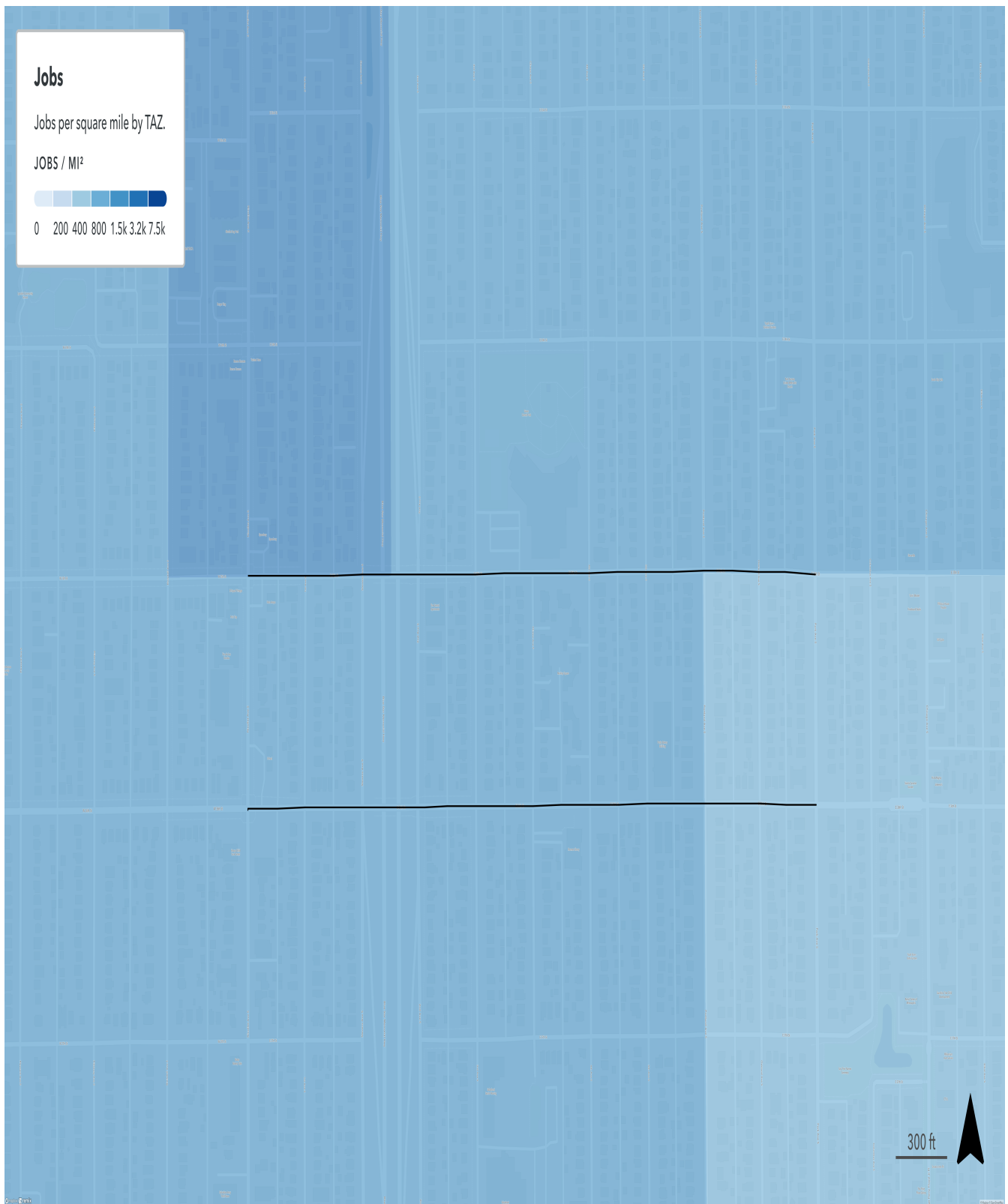
Black, Indigenous, and people of color

3.3 MB



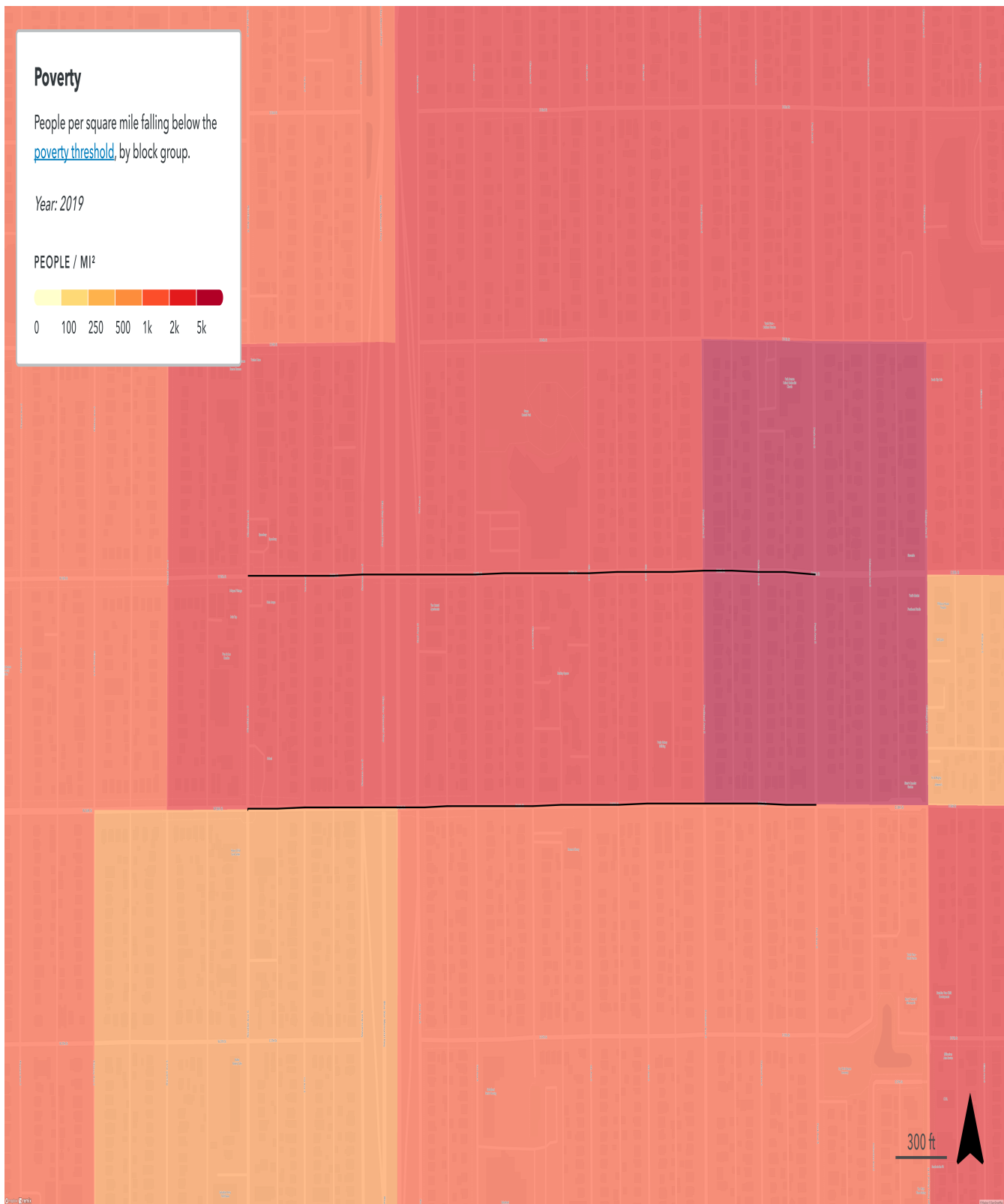
Median household income

3.3 MB



Jobs

3.5 MB



Poverty

3.5 MB

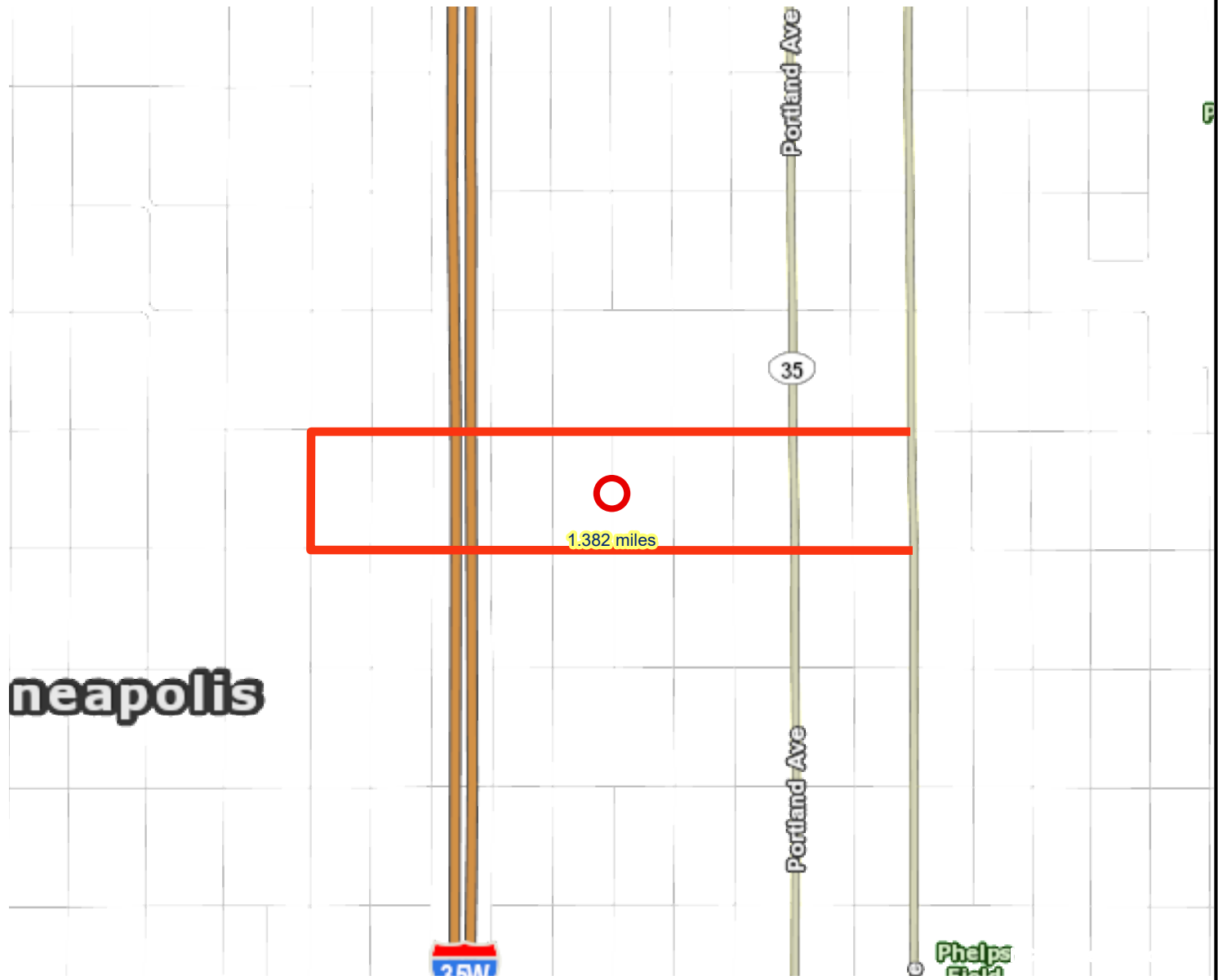
File Name	Description	File Size
10 - LOS - Minneapolis - 35th St_36th St Reconstruction Project - 2022.03.25.pdf	Hennepin County letter of support	88 KB
35th and 36th _Project Location Map.pdf	Location map	193 KB
35th St_Crash Analysis.pdf	35th St crash data analysis	66 KB
35th_36th Affordable Units.pdf	35th and 36th Streets Affordable Units, map and table	1.0 MB
35th_36th One Pager.pdf	Project one-pager	954 KB
36th St_Crash Analysis.pdf	36th St crash data analysis	67 KB
Level of Congestion.pdf	Level of congestion map	1.8 MB

Regional Economy

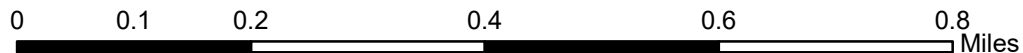
Results

WITHIN ONE MI of project:
Postsecondary Students: 0

Totals by City:
Minneapolis
Population: 56405
Employment: 17983
Mfg and Dist Employment: 793



- Project Points
- Manufacturing/Distribution Centers
- Project
- Job Concentration Centers



Transit Connections

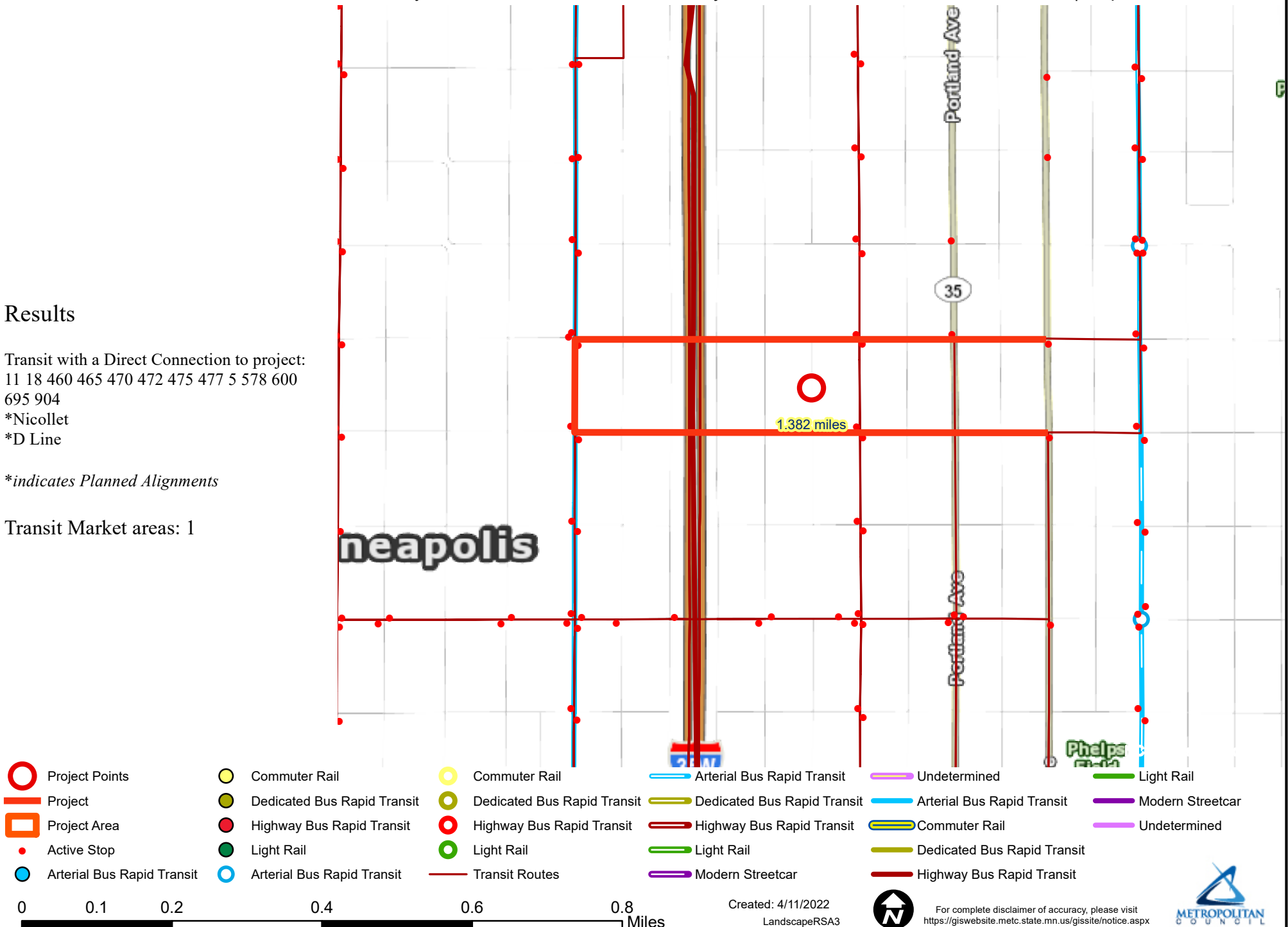
Results

Transit with a Direct Connection to project:
 11 18 460 465 470 472 475 477 5 578 600
 695 904

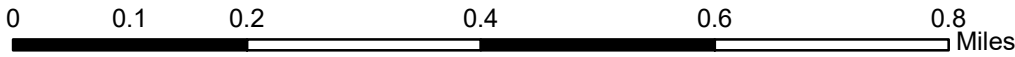
*Nicollet
 *D Line

**indicates Planned Alignments*

Transit Market areas: 1



- | | | | | | | | | | | | |
|--|----------------------------|--|-----------------------------|--|-----------------------------|--|-----------------------------|--|-----------------------------|--|---------------------------|
| | Project Points | | Commuter Rail | | Commuter Rail | | Arterial Bus Rapid Transit | | Undetermined | | Light Rail |
| | Project | | Dedicated Bus Rapid Transit | | Dedicated Bus Rapid Transit | | Dedicated Bus Rapid Transit | | Arterial Bus Rapid Transit | | Modern Streetcar |
| | Project Area | | Highway Bus Rapid Transit | | Highway Bus Rapid Transit | | Highway Bus Rapid Transit | | Commuter Rail | | Undetermined |
| | Active Stop | | Light Rail | | Light Rail | | Light Rail | | Dedicated Bus Rapid Transit | | Highway Bus Rapid Transit |
| | Arterial Bus Rapid Transit | | Arterial Bus Rapid Transit | | Transit Routes | | Modern Streetcar | | Highway Bus Rapid Transit | | |



Created: 4/11/2022
 LandscapeRSA3



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

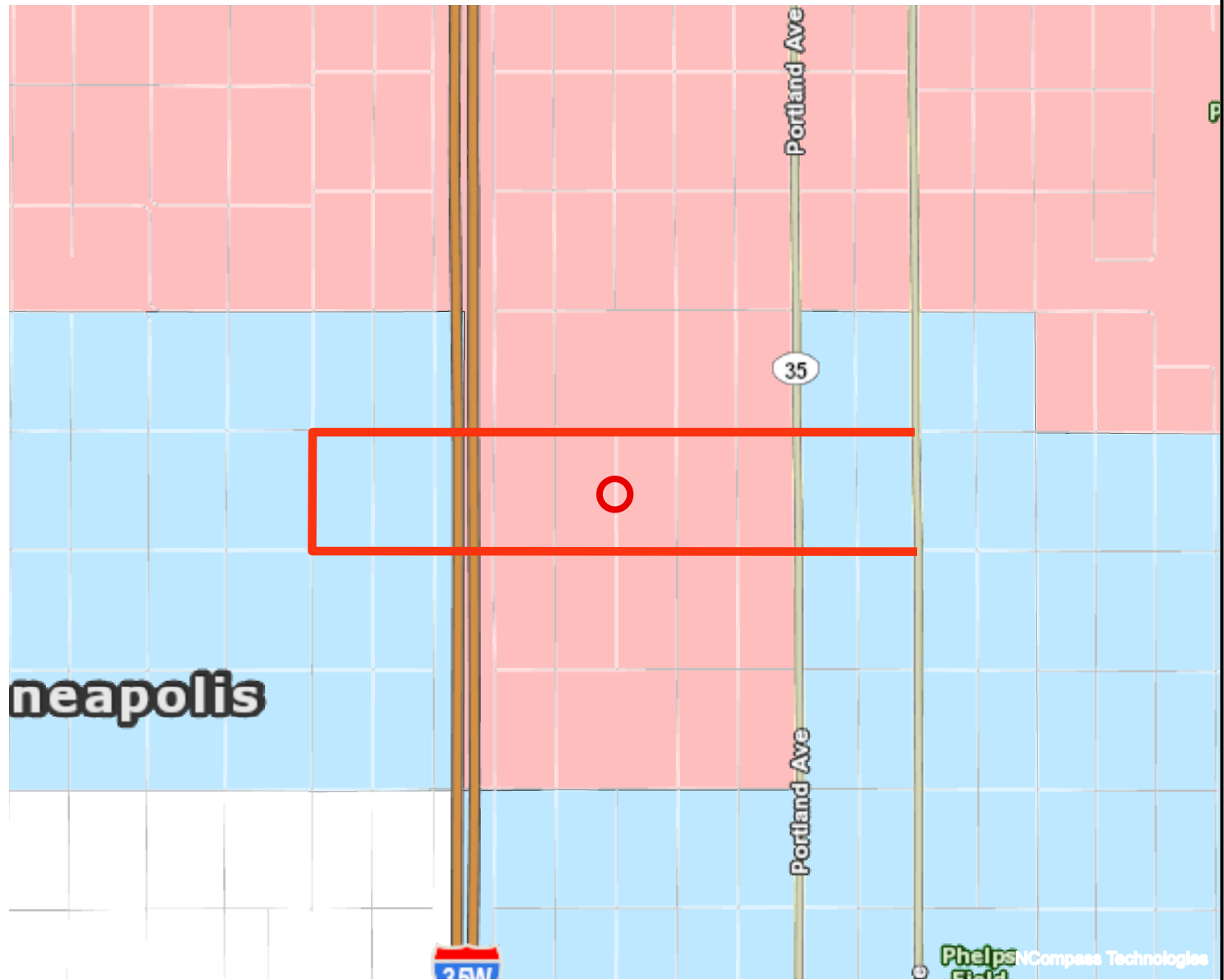






Socio-Economic Conditions

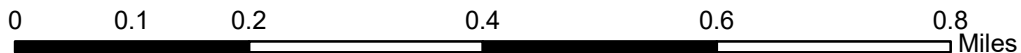
Results

Total of publicly subsidized rental housing units in census tracts within 1/2 mile: 1145

Project located IN an Area of Concentrated Poverty.



-  Points
-  Area of Concentrated Poverty
-  Lines
-  Regional Environmental Justice Area



Timings

13: 1st Av S & 36th St E

04/05/2022



Lane Group	EBT	NBT	NBR
Lane Configurations	↔↑	↑	↗
Traffic Volume (vph)	654	148	83
Future Volume (vph)	654	148	83
Lane Group Flow (vph)	782	190	105
Turn Type	NA	NA	Perm
Protected Phases	4	2	
Permitted Phases			2
Detector Phase	4	2	2
Switch Phase			
Minimum Initial (s)	10.0	7.0	7.0
Minimum Split (s)	24.5	25.5	25.5
Total Split (s)	28.0	27.0	27.0
Total Split (%)	50.9%	49.1%	49.1%
Yellow Time (s)	3.5	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5
Lead/Lag			
Lead-Lag Optimize?			
Recall Mode	Max	Max	Max
Act Effct Green (s)	22.5	21.5	21.5
Actuated g/C Ratio	0.41	0.39	0.39
v/c Ratio	0.53	0.23	0.17
Control Delay	9.3	12.2	4.2
Queue Delay	0.0	0.0	0.0
Total Delay	9.3	12.2	4.2
LOS	A	B	A
Approach Delay	9.3	9.3	
Approach LOS	A	A	
Stops (vph)	278	93	17
Fuel Used(gal)	5	1	0
CO Emissions (g/hr)	323	79	21
NOx Emissions (g/hr)	63	15	4
VOC Emissions (g/hr)	75	18	5
Dilemma Vehicles (#)	0	0	0

Intersection Summary

Cycle Length: 55

Actuated Cycle Length: 55

Offset: 13 (24%), Referenced to phase 2:NBT, Start of 1st Green

Natural Cycle: 50

Control Type: Pretimed

Maximum v/c Ratio: 0.53

Intersection Signal Delay: 9.3

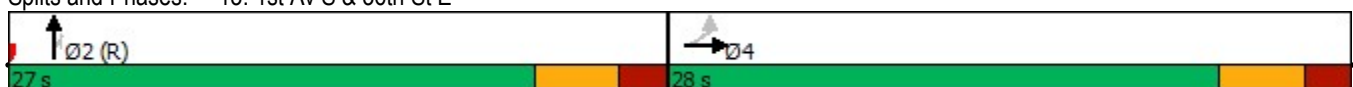
Intersection LOS: A

Intersection Capacity Utilization 48.3%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 13: 1st Av S & 36th St E



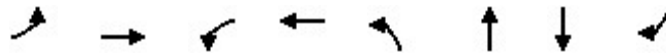
Scenario 1 Minneapolis - 35th Street and 36th Street 4:00 pm 04/01/2022

Synchro 11 Report

Timings

282: Nicollet Av S & 35th St W

04/05/2022



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBT	SBR
Lane Configurations		↕	↗	↖		↖	↖	↗
Traffic Volume (vph)	19	0	445	1237	17	243	264	29
Future Volume (vph)	19	0	445	1237	17	243	264	29
Lane Group Flow (vph)	0	91	536	1639	0	333	343	32
Turn Type	Perm	NA	Perm	NA	Perm	NA	NA	Perm
Protected Phases		4		8		2	6	
Permitted Phases	4		8		2			6
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	7.0	7.0	7.0	7.0	10.0	10.0	10.0	10.0
Minimum Split (s)	24.5	24.5	24.5	24.5	21.5	21.5	21.5	21.5
Total Split (s)	72.0	72.0	72.0	72.0	38.0	38.0	38.0	38.0
Total Split (%)	65.5%	65.5%	65.5%	65.5%	34.5%	34.5%	34.5%	34.5%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	-1.1	-1.1		-1.1	-1.1	0.0
Total Lost Time (s)		5.5	4.4	4.4		4.4	4.4	5.5
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	Max	Max	Max	Max	Max	Max	Max	Max
Act Effct Green (s)		66.5	67.6	67.6		33.6	33.6	32.5
Actuated g/C Ratio		0.60	0.61	0.61		0.31	0.31	0.30
v/c Ratio		0.25	0.67	1.29		0.68	0.59	0.07
Control Delay		10.6	13.4	152.6		36.7	41.4	20.6
Queue Delay		0.0	3.6	1.0		130.4	0.0	69.8
Total Delay		10.6	16.9	153.6		167.1	41.4	90.3
LOS		B	B	F		F	D	F
Approach Delay		10.6		119.9		167.1	45.6	
Approach LOS		B		F		F	D	
Stops (vph)		22	151	787		158	222	24
Fuel Used(gal)		1	3	50		4	5	0
CO Emissions (g/hr)		36	224	3505		290	336	28
NOx Emissions (g/hr)		7	44	682		56	65	5
VOC Emissions (g/hr)		8	52	812		67	78	7
Dilemma Vehicles (#)		0	0	0		0	0	0

Intersection Summary

Cycle Length: 110

Actuated Cycle Length: 110

Offset: 75 (68%), Referenced to phase 2:NBTL and 6:SBT, Start of 1st Green

Natural Cycle: 120

Control Type: Pretimed

Maximum v/c Ratio: 1.29

Intersection Signal Delay: 112.5

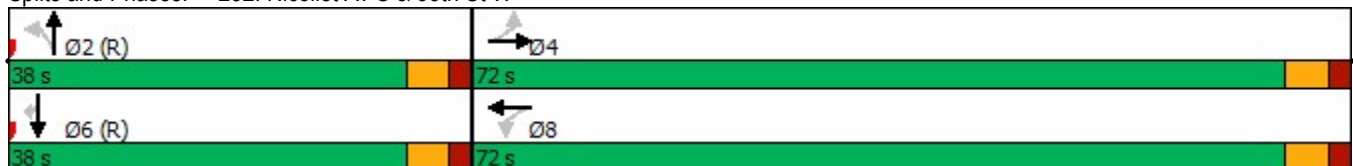
Intersection LOS: F

Intersection Capacity Utilization 112.0%

ICU Level of Service H

Analysis Period (min) 15

Splits and Phases: 282: Nicollet Av S & 35th St W



Timings

283: Nicollet Av S & 36th St E

04/05/2022



Lane Group	EBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔		↕	↗		↕	↗
Traffic Volume (vph)	454	27	233	79	155	228	375
Future Volume (vph)	454	27	233	79	155	228	375
Lane Group Flow (vph)	597	0	300	88	0	482	421
Turn Type	NA	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	4	5	2		1	6	
Permitted Phases		2		2	6		6
Detector Phase	4	5	2	2	1	6	6
Switch Phase							
Minimum Initial (s)	7.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	25.5	15.0	24.5	24.5	15.0	24.5	24.5
Total Split (s)	50.0	15.0	40.0	40.0	20.0	45.0	45.0
Total Split (%)	45.5%	13.6%	36.4%	36.4%	18.2%	40.9%	40.9%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	-1.1		-1.1	0.0		-1.1	0.0
Total Lost Time (s)	4.4		4.4	5.5		4.4	5.5
Lead/Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	Max	Max	Max	Max	Max	Max	Max
Act Effct Green (s)	45.6		46.2	34.5		55.6	39.5
Actuated g/C Ratio	0.41		0.42	0.31		0.51	0.36
v/c Ratio	0.70		0.41	0.16		0.65	0.69
Control Delay	25.9		19.5	8.3		20.9	24.4
Queue Delay	1.0		0.1	0.0		0.0	0.9
Total Delay	26.9		19.6	8.3		20.9	25.3
LOS	C		B	A		C	C
Approach Delay	26.9		17.1			22.9	
Approach LOS	C		B			C	
Stops (vph)	432		183	15		248	232
Fuel Used(gal)	7		3	1		5	5
CO Emissions (g/hr)	487		236	44		346	354
NOx Emissions (g/hr)	95		46	8		67	69
VOC Emissions (g/hr)	113		55	10		80	82
Dilemma Vehicles (#)	0		0	0		0	0

Intersection Summary

Cycle Length: 110

Actuated Cycle Length: 110

Offset: 99 (90%), Referenced to phase 2:NBTL and 6:SBTL, Start of 1st Green

Natural Cycle: 65

Control Type: Pretimed

Maximum v/c Ratio: 0.70

Intersection Signal Delay: 23.0

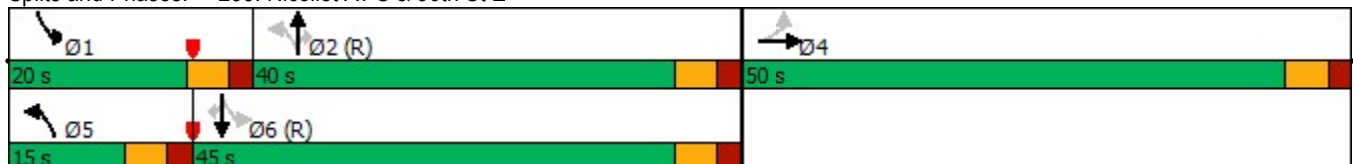
Intersection LOS: C

Intersection Capacity Utilization 81.3%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 283: Nicollet Av S & 36th St E



Timings

383: 4th Av S & 35th St E

04/05/2022



Lane Group	WBT	NBL	NBT	SBT	SBR
Lane Configurations	↔↔		↔	↑	↔
Traffic Volume (vph)	607	59	100	69	39
Future Volume (vph)	607	59	100	69	39
Lane Group Flow (vph)	774	0	191	141	44
Turn Type	NA	Perm	NA	NA	Perm
Protected Phases	2		4	4	
Permitted Phases		4			4
Detector Phase	2	4	4	4	4
Switch Phase					
Minimum Initial (s)	10.0	7.0	7.0	7.0	7.0
Minimum Split (s)	25.5	26.0	26.0	26.0	26.0
Total Split (s)	28.0	27.0	27.0	27.0	27.0
Total Split (%)	50.9%	49.1%	49.1%	49.1%	49.1%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.0	2.5	2.5	2.5	2.5
Lost Time Adjust (s)	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.5		6.0	6.0	6.0
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	Max	Max	Max	Max	Max
Act Effct Green (s)	22.5		21.0	21.0	21.0
Actuated g/C Ratio	0.41		0.38	0.38	0.38
v/c Ratio	0.57		0.31	0.20	0.09
Control Delay	10.4		13.8	12.3	11.5
Queue Delay	0.0		0.0	0.0	0.0
Total Delay	10.4		13.8	12.3	11.5
LOS	B		B	B	B
Approach Delay	10.4		13.8	12.1	
Approach LOS	B		B	B	
Stops (vph)	446		107	44	27
Fuel Used(gal)	7		1	1	0
CO Emissions (g/hr)	499		99	42	24
NOx Emissions (g/hr)	97		19	8	5
VOC Emissions (g/hr)	116		23	10	6
Dilemma Vehicles (#)	0		0	0	0

Intersection Summary

Cycle Length: 55

Actuated Cycle Length: 55

Offset: 42 (76%), Referenced to phase 2:WBTL, Start of 1st Green

Natural Cycle: 55

Control Type: Pretimed

Maximum v/c Ratio: 0.57

Intersection Signal Delay: 11.2

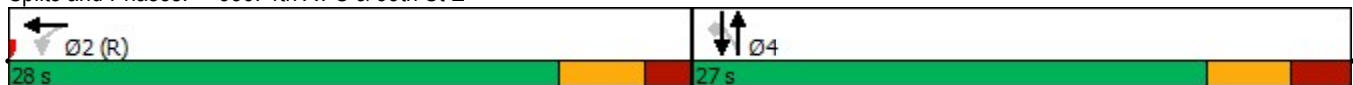
Intersection LOS: B

Intersection Capacity Utilization 65.9%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 383: 4th Av S & 35th St E



Timings

431: 3rd Av S & 35th St E

04/05/2022



Lane Group	WBT	NBL	NBT	SBT
Lane Configurations	↔		↔	↔
Traffic Volume (vph)	667	21	44	43
Future Volume (vph)	667	21	44	43
Lane Group Flow (vph)	817	0	100	157
Turn Type	NA	Perm	NA	NA
Protected Phases	2		4	4
Permitted Phases		4		
Detector Phase	2	4	4	4
Switch Phase				
Minimum Initial (s)	10.0	7.0	7.0	7.0
Minimum Split (s)	25.5	24.5	24.5	24.5
Total Split (s)	29.0	26.0	26.0	26.0
Total Split (%)	52.7%	47.3%	47.3%	47.3%
Yellow Time (s)	3.5	3.5	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0	0.0
Total Lost Time (s)	5.5		5.5	5.5
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	Max	Max	Max	Max
Act Effct Green (s)	23.5		20.5	20.5
Actuated g/C Ratio	0.43		0.37	0.37
v/c Ratio	0.58		0.16	0.23
Control Delay	5.2		12.5	6.5
Queue Delay	0.1		0.0	0.0
Total Delay	5.3		12.5	6.5
LOS	A		B	A
Approach Delay	5.3		12.5	6.5
Approach LOS	A		B	A
Stops (vph)	104		42	38
Fuel Used(gal)	5		1	1
CO Emissions (g/hr)	349		39	50
NOx Emissions (g/hr)	68		8	10
VOC Emissions (g/hr)	81		9	12
Dilemma Vehicles (#)	0		0	0

Intersection Summary

Cycle Length: 55

Actuated Cycle Length: 55

Offset: 2 (4%), Referenced to phase 2:WBTL, Start of 1st Green

Natural Cycle: 50

Control Type: Pretimed

Maximum v/c Ratio: 0.58

Intersection Signal Delay: 6.1

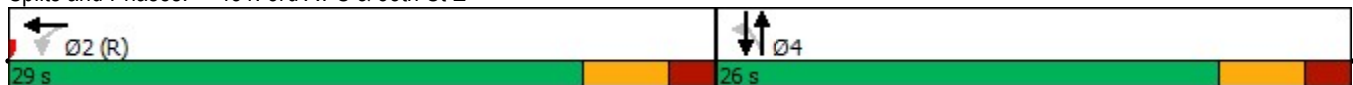
Intersection LOS: A

Intersection Capacity Utilization 53.1%

ICU Level of Service A

Analysis Period (min) 15

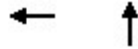
Splits and Phases: 431: 3rd Av S & 35th St E



Timings

432: 1st Av S & 35th St E

04/05/2022



Lane Group	WBT	NBT
Lane Configurations	↑↑	↑
Traffic Volume (vph)	1789	166
Future Volume (vph)	1789	166
Lane Group Flow (vph)	2264	227
Turn Type	NA	NA
Protected Phases	4	2
Permitted Phases		
Detector Phase	4	2
Switch Phase		
Minimum Initial (s)	10.0	7.0
Minimum Split (s)	22.5	24.5
Total Split (s)	80.0	30.0
Total Split (%)	72.7%	27.3%
Yellow Time (s)	3.5	3.5
All-Red Time (s)	2.0	2.0
Lost Time Adjust (s)	0.8	0.8
Total Lost Time (s)	6.3	6.3
Lead/Lag		
Lead-Lag Optimize?		
Recall Mode	Max	Max
Act Effct Green (s)	73.7	23.7
Actuated g/C Ratio	0.67	0.22
v/c Ratio	0.99	0.48
Control Delay	27.1	36.9
Queue Delay	40.5	15.9
Total Delay	67.5	52.8
LOS	E	D
Approach Delay	67.5	52.8
Approach LOS	E	D
Stops (vph)	1560	286
Fuel Used(gal)	25	4
CO Emissions (g/hr)	1748	271
NOx Emissions (g/hr)	340	53
VOC Emissions (g/hr)	405	63
Dilemma Vehicles (#)	0	0

Intersection Summary

Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 92 (84%), Referenced to phase 2:NBT, Start of 1st Green
 Natural Cycle: 90
 Control Type: Pretimed
 Maximum v/c Ratio: 0.99
 Intersection Signal Delay: 66.2
 Intersection LOS: E
 Intersection Capacity Utilization 83.9%
 ICU Level of Service E
 Analysis Period (min) 15

Splits and Phases: 432: 1st Av S & 35th St E



Scenario 1 Minneapolis - 35th Street and 36th Street 4:00 pm 04/01/2022

Synchro 11 Report

Timings

582: 4th Av S & 36th St E

04/05/2022



Lane Group	EBT	NBT	NBR	SBL	SBT
Lane Configurations	↔↔	↑	↗		↖
Traffic Volume (vph)	860	107	18	15	71
Future Volume (vph)	860	107	18	15	71
Lane Group Flow (vph)	1040	120	29	0	143
Turn Type	NA	NA	Perm	Perm	NA
Protected Phases	2	4			4
Permitted Phases			4	4	
Detector Phase	2	4	4	4	4
Switch Phase					
Minimum Initial (s)	10.0	7.0	7.0	7.0	7.0
Minimum Split (s)	25.5	26.5	26.5	26.5	26.5
Total Split (s)	27.0	28.0	28.0	28.0	28.0
Total Split (%)	49.1%	50.9%	50.9%	50.9%	50.9%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0
Total Lost Time (s)	5.5	5.5	5.5		5.5
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	Max	Max	Max	Max	Max
Act Effct Green (s)	21.5	22.5	22.5		22.5
Actuated g/C Ratio	0.39	0.41	0.41		0.41
v/c Ratio	0.76	0.16	0.05		0.18
Control Delay	5.4	11.0	2.3		11.2
Queue Delay	0.0	0.0	0.0		0.0
Total Delay	5.4	11.0	2.3		11.2
LOS	A	B	A		B
Approach Delay	5.4	9.3			11.2
Approach LOS	A	A			B
Stops (vph)	158	64	2		51
Fuel Used(gal)	7	1	0		1
CO Emissions (g/hr)	475	70	6		47
NOx Emissions (g/hr)	92	14	1		9
VOC Emissions (g/hr)	110	16	1		11
Dilemma Vehicles (#)	0	0	0		0

Intersection Summary

Cycle Length: 55

Actuated Cycle Length: 55

Offset: 17 (31%), Referenced to phase 2:EBTL, Start of 1st Green

Natural Cycle: 55

Control Type: Pretimed

Maximum v/c Ratio: 0.76

Intersection Signal Delay: 6.4

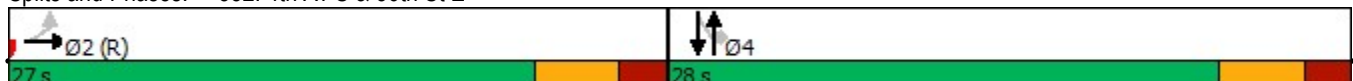
Intersection LOS: A

Intersection Capacity Utilization 75.1%

ICU Level of Service D

Analysis Period (min) 15

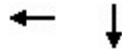
Splits and Phases: 582: 4th Av S & 36th St E



Timings

636: Portland Av S & 35th St E

04/05/2022



Lane Group	WBT	SBT
Lane Configurations	↔↑↑	↑↑↔
Traffic Volume (vph)	452	1569
Future Volume (vph)	452	1569
Lane Group Flow (vph)	597	2298
Turn Type	NA	NA
Protected Phases	4	2
Permitted Phases		
Detector Phase	4	2
Switch Phase		
Minimum Initial (s)	7.0	10.0
Minimum Split (s)	30.0	24.5
Total Split (s)	40.0	70.0
Total Split (%)	36.4%	63.6%
Yellow Time (s)	3.5	3.5
All-Red Time (s)	2.5	2.0
Lost Time Adjust (s)	0.4	0.4
Total Lost Time (s)	6.4	5.9
Lead/Lag		
Lead-Lag Optimize?		
Recall Mode	Max	Max
Act Effct Green (s)	33.6	64.1
Actuated g/C Ratio	0.31	0.58
v/c Ratio	0.58	1.17
Control Delay	10.0	92.3
Queue Delay	0.0	0.1
Total Delay	10.0	92.4
LOS	A	F
Approach Delay	10.0	92.4
Approach LOS	A	F
Stops (vph)	147	1229
Fuel Used(gal)	5	51
CO Emissions (g/hr)	317	3539
NOx Emissions (g/hr)	62	689
VOC Emissions (g/hr)	74	820
Dilemma Vehicles (#)	0	57

Intersection Summary

Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 7 (6%), Referenced to phase 2:SBT, Start of 1st Green
 Natural Cycle: 110
 Control Type: Pretimed
 Maximum v/c Ratio: 1.17
 Intersection Signal Delay: 75.4
 Intersection LOS: E
 Intersection Capacity Utilization 79.9%
 ICU Level of Service D
 Analysis Period (min) 15

Splits and Phases: 636: Portland Av S & 35th St E



Timings

660: Portland Av S & 36th St E

04/05/2022



Lane Group	EBT	SBT
Lane Configurations	↑↑	↑↑
Traffic Volume (vph)	775	1548
Future Volume (vph)	775	1548
Lane Group Flow (vph)	1053	1801
Turn Type	NA	NA
Protected Phases	4	2
Permitted Phases		
Detector Phase	4	2
Switch Phase		
Minimum Initial (s)	7.0	10.0
Minimum Split (s)	32.0	25.5
Total Split (s)	45.0	65.0
Total Split (%)	40.9%	59.1%
Yellow Time (s)	3.5	3.5
All-Red Time (s)	2.5	2.0
Lost Time Adjust (s)	-1.2	-1.2
Total Lost Time (s)	4.8	4.3
Lead/Lag		
Lead-Lag Optimize?		
Recall Mode	Max	Max
Act Effct Green (s)	40.2	60.7
Actuated g/C Ratio	0.37	0.55
v/c Ratio	0.83	0.92
Control Delay	30.7	11.4
Queue Delay	0.0	5.2
Total Delay	30.7	16.6
LOS	C	B
Approach Delay	30.7	16.6
Approach LOS	C	B
Stops (vph)	801	1075
Fuel Used(gal)	15	20
CO Emissions (g/hr)	1024	1375
NOx Emissions (g/hr)	199	267
VOC Emissions (g/hr)	237	319
Dilemma Vehicles (#)	0	119

Intersection Summary

Cycle Length: 110

Actuated Cycle Length: 110

Offset: 13 (12%), Referenced to phase 2:SBTL, Start of 1st Green

Natural Cycle: 80

Control Type: Pretimed

Maximum v/c Ratio: 0.92

Intersection Signal Delay: 21.8

Intersection LOS: C

Intersection Capacity Utilization 78.5%

ICU Level of Service D

Analysis Period (min) 15

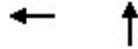
Splits and Phases: 660: Portland Av S & 36th St E



Timings

661: Park Av S & 35th St E

04/05/2022



Lane Group	WBT	NBT
Lane Configurations	↑↑	↑↑
Traffic Volume (vph)	457	937
Future Volume (vph)	457	937
Lane Group Flow (vph)	665	1094
Turn Type	NA	NA
Protected Phases	4	2
Permitted Phases		
Detector Phase	4	2
Switch Phase		
Minimum Initial (s)	7.0	10.0
Minimum Split (s)	30.0	22.0
Total Split (s)	40.0	70.0
Total Split (%)	36.4%	63.6%
Yellow Time (s)	3.5	3.5
All-Red Time (s)	2.5	1.5
Lost Time Adjust (s)	0.8	0.8
Total Lost Time (s)	6.8	5.8
Lead/Lag		
Lead-Lag Optimize?		
Recall Mode	Max	Max
Act Effct Green (s)	33.2	64.2
Actuated g/C Ratio	0.30	0.58
v/c Ratio	0.66	0.54
Control Delay	28.8	8.1
Queue Delay	0.0	0.0
Total Delay	28.8	8.1
LOS	C	A
Approach Delay	28.8	8.1
Approach LOS	C	A
Stops (vph)	299	382
Fuel Used(gal)	8	9
CO Emissions (g/hr)	534	648
NOx Emissions (g/hr)	104	126
VOC Emissions (g/hr)	124	150
Dilemma Vehicles (#)	0	38

Intersection Summary

Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 106 (96%), Referenced to phase 2:NBTL, Start of 1st Green
 Natural Cycle: 60
 Control Type: Pretimed
 Maximum v/c Ratio: 0.66
 Intersection Signal Delay: 15.9
 Intersection LOS: B
 Intersection Capacity Utilization 58.4%
 ICU Level of Service B
 Analysis Period (min) 15

Splits and Phases: 661: Park Av S & 35th St E



Timings

662: Park Av S & 36th St E

04/05/2022



Lane Group	EBT	NBT
Lane Configurations	↔↑	↑↔
Traffic Volume (vph)	693	829
Future Volume (vph)	693	829
Lane Group Flow (vph)	966	988
Turn Type	NA	NA
Protected Phases	4	2
Permitted Phases		
Detector Phase	4	2
Switch Phase		
Minimum Initial (s)	7.0	10.0
Minimum Split (s)	30.0	25.5
Total Split (s)	50.0	60.0
Total Split (%)	45.5%	54.5%
Yellow Time (s)	3.5	3.5
All-Red Time (s)	2.5	2.0
Lost Time Adjust (s)	-1.2	-1.2
Total Lost Time (s)	4.8	4.3
Lead/Lag		
Lead-Lag Optimize?		
Recall Mode	Max	Max
Act Effct Green (s)	45.2	55.7
Actuated g/C Ratio	0.41	0.51
v/c Ratio	0.66	0.58
Control Delay	15.5	20.5
Queue Delay	0.1	0.0
Total Delay	15.6	20.5
LOS	B	C
Approach Delay	15.6	20.5
Approach LOS	B	C
Stops (vph)	402	582
Fuel Used(gal)	9	12
CO Emissions (g/hr)	657	852
NOx Emissions (g/hr)	128	166
VOC Emissions (g/hr)	152	197
Dilemma Vehicles (#)	0	40

Intersection Summary

Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 14 (13%), Referenced to phase 2:NBT, Start of 1st Green
 Natural Cycle: 60
 Control Type: Pretimed
 Maximum v/c Ratio: 0.66
 Intersection Signal Delay: 18.1
 Intersection LOS: B
 Intersection Capacity Utilization 59.6%
 ICU Level of Service B
 Analysis Period (min) 15

Splits and Phases: 662: Park Av S & 36th St E



Timings

865: 3rd Av S & 36th St E

04/05/2022



Lane Group	EBT	NBT	SBL	SBT
Lane Configurations	↔↔	↔		↔
Traffic Volume (vph)	905	40	24	27
Future Volume (vph)	905	40	24	27
Lane Group Flow (vph)	1069	84	0	111
Turn Type	NA	NA	Perm	NA
Protected Phases	2	4		4
Permitted Phases			4	
Detector Phase	2	4	4	4
Switch Phase				
Minimum Initial (s)	10.0	7.0	7.0	7.0
Minimum Split (s)	26.5	26.5	26.5	26.5
Total Split (s)	28.0	27.0	27.0	27.0
Total Split (%)	50.9%	49.1%	49.1%	49.1%
Yellow Time (s)	3.5	3.5	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0
Total Lost Time (s)	5.5	5.5		5.5
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	Max	Max	Max	Max
Act Effct Green (s)	22.5	21.5		21.5
Actuated g/C Ratio	0.41	0.39		0.39
v/c Ratio	0.75	0.11		0.16
Control Delay	11.5	8.2		11.7
Queue Delay	0.2	0.0		0.0
Total Delay	11.7	8.2		11.7
LOS	B	A		B
Approach Delay	11.7	8.2		11.7
Approach LOS	B	A		B
Stops (vph)	712	23		31
Fuel Used(gal)	9	0		0
CO Emissions (g/hr)	614	30		29
NOx Emissions (g/hr)	119	6		6
VOC Emissions (g/hr)	142	7		7
Dilemma Vehicles (#)	0	0		0

Intersection Summary

Cycle Length: 55

Actuated Cycle Length: 55

Offset: 2 (4%), Referenced to phase 2:EBTL, Start of 1st Green

Natural Cycle: 55

Control Type: Pretimed

Maximum v/c Ratio: 0.75

Intersection Signal Delay: 11.5

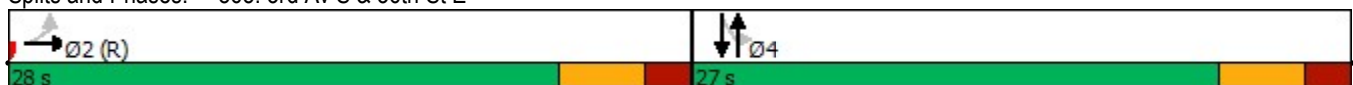
Intersection LOS: B

Intersection Capacity Utilization 57.2%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 865: 3rd Av S & 36th St E



Scenario 1 Minneapolis - 35th Street and 36th Street 4:00 pm 04/01/2022

Synchro 11 Report

Timings

994: 2nd Av S & 36th St E

04/05/2022

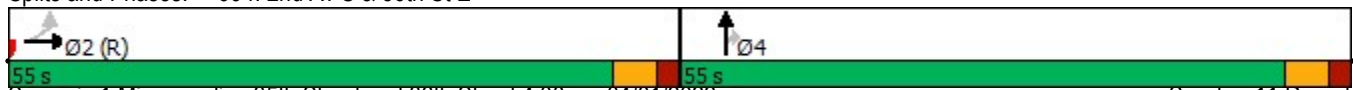


Lane Group	EBL	EBT	NBT	NBR
Lane Configurations				
Traffic Volume (vph)	722	646	536	326
Future Volume (vph)	722	646	536	326
Lane Group Flow (vph)	502	1043	767	336
Turn Type	Perm	NA	NA	Perm
Protected Phases		2	4	
Permitted Phases	2			4
Detector Phase	2	2	4	4
Switch Phase				
Minimum Initial (s)	10.0	10.0	7.0	7.0
Minimum Split (s)	27.5	27.5	27.5	27.5
Total Split (s)	55.0	55.0	55.0	55.0
Total Split (%)	50.0%	50.0%	50.0%	50.0%
Yellow Time (s)	3.5	3.5	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.5	0.5	0.5	0.5
Total Lost Time (s)	6.0	6.0	6.0	6.0
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	Max	Max	Max	Max
Act Effct Green (s)	49.0	49.0	49.0	49.0
Actuated g/C Ratio	0.45	0.45	0.45	0.45
v/c Ratio	0.74	0.71	0.53	0.48
Control Delay	31.3	27.3	23.9	24.3
Queue Delay	40.3	42.3	0.0	0.0
Total Delay	71.6	69.6	23.9	24.3
LOS	E	E	C	C
Approach Delay		70.2	24.0	
Approach LOS		E	C	
Stops (vph)	364	698	449	153
Fuel Used(gal)	6	11	10	3
CO Emissions (g/hr)	428	782	700	243
NOx Emissions (g/hr)	83	152	136	47
VOC Emissions (g/hr)	99	181	162	56
Dilemma Vehicles (#)	0	0	0	0

Intersection Summary

Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 46 (42%), Referenced to phase 2:EBTL, Start of 1st Green
 Natural Cycle: 60
 Control Type: Pretimed
 Maximum v/c Ratio: 0.74
 Intersection Signal Delay: 51.0
 Intersection Capacity Utilization 90.2%
 Analysis Period (min) 15
 Intersection LOS: D
 ICU Level of Service E

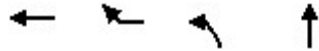
Splits and Phases: 994: 2nd Av S & 36th St E



Timings

995: 2nd Av S & 35th St E & I-35W NB Ramp

04/05/2022



Lane Group	WBT	WBR	NBL2	NBT
Lane Configurations	↑↑	↖	↗	↑↑
Traffic Volume (vph)	500	225	320	513
Future Volume (vph)	500	225	320	513
Lane Group Flow (vph)	556	316	320	1096
Turn Type	NA	Perm	Perm	NA
Protected Phases	2			4
Permitted Phases		2	4	
Detector Phase	2	2	4	4
Switch Phase				
Minimum Initial (s)	10.0	10.0	7.0	7.0
Minimum Split (s)	30.0	30.0	25.5	25.5
Total Split (s)	40.0	40.0	70.0	70.0
Total Split (%)	36.4%	36.4%	63.6%	63.6%
Yellow Time (s)	3.5	3.5	3.5	3.5
All-Red Time (s)	2.5	2.5	2.0	2.0
Lost Time Adjust (s)	0.5	0.0	0.5	0.5
Total Lost Time (s)	6.5	6.0	6.0	6.0
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	Max	Max	Max	Max
Act Effct Green (s)	33.5	34.0	64.0	64.0
Actuated g/C Ratio	0.30	0.31	0.58	0.58
v/c Ratio	0.54	0.74	0.30	0.52
Control Delay	21.9	29.6	12.6	14.2
Queue Delay	1.1	6.4	0.0	0.0
Total Delay	23.0	36.0	12.6	14.2
LOS	C	D	B	B
Approach Delay	27.7			13.8
Approach LOS	C			B
Stops (vph)	252	237	137	417
Fuel Used(gal)	5	4	3	10
CO Emissions (g/hr)	345	255	225	687
NOx Emissions (g/hr)	67	50	44	134
VOC Emissions (g/hr)	80	59	52	159
Dilemma Vehicles (#)	0	0	0	0

Intersection Summary

Cycle Length: 110

Actuated Cycle Length: 110

Offset: 5 (5%), Referenced to phase 2:WBT, Start of 1st Green

Natural Cycle: 60

Control Type: Pretimed

Maximum v/c Ratio: 0.74

Intersection Signal Delay: 19.1

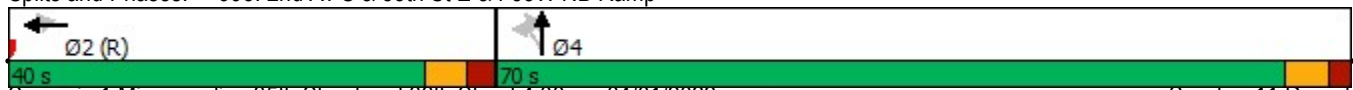
Intersection LOS: B

Intersection Capacity Utilization 57.0%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 995: 2nd Av S & 35th St E & I-35W NB Ramp



Scenario 1 Minneapolis - 35th Street and 36th Street 4:00 pm 04/01/2022

Synchro 11 Report

Timings

997: Stevens Av S & 36th St E

04/05/2022



Lane Group	EBT	SBL	SBT
Lane Configurations	↑↑	↘	↑↑
Traffic Volume (vph)	437	931	643
Future Volume (vph)	437	931	643
Lane Group Flow (vph)	860	583	1196
Turn Type	NA	Perm	NA
Protected Phases	2		4
Permitted Phases		4	
Detector Phase	2	4	4
Switch Phase			
Minimum Initial (s)	10.0	7.0	7.0
Minimum Split (s)	25.5	27.5	27.5
Total Split (s)	27.0	28.0	28.0
Total Split (%)	49.1%	50.9%	50.9%
Yellow Time (s)	3.5	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0
Lost Time Adjust (s)	0.9	-1.3	-1.3
Total Lost Time (s)	6.4	4.2	4.2
Lead/Lag			
Lead-Lag Optimize?			
Recall Mode	Max	Max	Max
Act Effct Green (s)	20.6	23.8	23.8
Actuated g/C Ratio	0.37	0.43	0.43
v/c Ratio	0.67	0.71	0.76
Control Delay	5.4	8.3	10.2
Queue Delay	1.1	2.2	1.2
Total Delay	6.6	10.6	11.5
LOS	A	B	B
Approach Delay	6.6		11.2
Approach LOS	A		B
Stops (vph)	183	260	637
Fuel Used(gal)	4	5	11
CO Emissions (g/hr)	263	353	771
NOx Emissions (g/hr)	51	69	150
VOC Emissions (g/hr)	61	82	179
Dilemma Vehicles (#)	0	0	0

Intersection Summary

Cycle Length: 55

Actuated Cycle Length: 55

Offset: 48 (87%), Referenced to phase 2:EBT, Start of 1st Green

Natural Cycle: 60

Control Type: Pretimed

Maximum v/c Ratio: 0.76

Intersection Signal Delay: 9.7

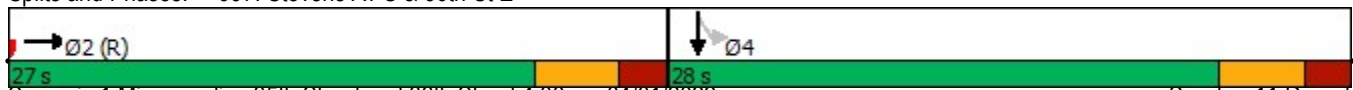
Intersection LOS: A

Intersection Capacity Utilization 85.9%

ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 997: Stevens Av S & 36th St E



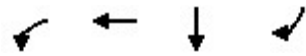
Scenario 1 Minneapolis - 35th Street and 36th Street 4:00 pm 04/01/2022

Synchro 11 Report

Timings

998: Stevens Av S & 35th St E

04/05/2022



Lane Group	WBL	WBT	SBT	SBR
Lane Configurations				
Traffic Volume (vph)	283	537	1291	1478
Future Volume (vph)	283	537	1291	1478
Lane Group Flow (vph)	310	874	2165	985
Turn Type	Perm	NA	NA	Perm
Protected Phases		2	4	
Permitted Phases	2			4
Detector Phase	2	2	4	4
Switch Phase				
Minimum Initial (s)	10.0	10.0	7.0	7.0
Minimum Split (s)	26.5	26.5	25.5	25.5
Total Split (s)	40.0	40.0	70.0	70.0
Total Split (%)	36.4%	36.4%	63.6%	63.6%
Yellow Time (s)	3.5	3.5	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	-1.3	-1.3	-1.2	-1.2
Total Lost Time (s)	4.2	4.2	4.3	4.3
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	Max	Max	Max	Max
Act Effct Green (s)	35.8	35.8	65.7	65.7
Actuated g/C Ratio	0.33	0.33	0.60	0.60
v/c Ratio	0.60	0.78	1.13	1.02
Control Delay	24.5	30.5	88.3	58.3
Queue Delay	1.2	50.9	0.3	29.5
Total Delay	25.7	81.5	88.5	87.8
LOS	C	F	F	F
Approach Delay		66.8	88.3	
Approach LOS		E	F	
Stops (vph)	170	515	1600	706
Fuel Used(gal)	3	8	55	20
CO Emissions (g/hr)	199	545	3871	1364
NOx Emissions (g/hr)	39	106	753	265
VOC Emissions (g/hr)	46	126	897	316
Dilemma Vehicles (#)	0	0	0	0

Intersection Summary

Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 11 (10%), Referenced to phase 2:WBTL, Start of 1st Green
 Natural Cycle: 120
 Control Type: Pretimed
 Maximum v/c Ratio: 1.13
 Intersection Signal Delay: 82.4
 Intersection Capacity Utilization 85.9%
 Analysis Period (min) 15
 Intersection LOS: F
 ICU Level of Service E

Splits and Phases: 998: Stevens Av S & 35th St E



Scenario 1 Minneapolis - 35th Street and 36th Street 4:00 pm 04/01/2022

Synchro 11 Report



CMF / CRF Details

CMF ID: 1786

Install pedestrian crossing (signed and marked with curb ramps and extensions)

Description:

Prior Condition: *No Prior Condition(s)*

Category: Pedestrians

Study: [Toolbox of Countermeasures and Their Potential Effectiveness to Make Intersections Safer, ITE, 2004](#)

Star Quality Rating:

[Cannot Be Rated](#)

Crash Modification Factor (CMF)

Value: 0.63

Adjusted Standard Error:

Unadjusted Standard Error:

Crash Reduction Factor (CRF)

Value: 37 (This value indicates a **decrease** in crashes)

Adjusted Standard Error:

Unadjusted Standard Error:

Applicability

Crash Type:

All

Crash Severity:

All

Roadway Types:

Not specified

Number of Lanes:

Road Division Type:

Speed Limit:

Area Type:

Traffic Volume:

Time of Day:

If countermeasure is intersection-based

Intersection Type:

Intersection Geometry:

Traffic Control:

Major Road Traffic Volume:

Minor Road Traffic Volume:

Development Details

Date Range of Data Used:

Municipality:

State:

Country:	
Type of Methodology Used:	
Sample Size Used:	

Other Details	
Included in Highway Safety Manual?	No
Date Added to Clearinghouse:	Dec-01-2009
Comments:	

This site is funded by the U.S. Department of Transportation Federal Highway Administration and maintained by the University of North Carolina Highway Safety Research Center

The information contained in the Crash Modification Factors (CMF) Clearinghouse is disseminated under the sponsorship of the U.S. Department of Transportation in the interest of information exchange. The U.S. Government assumes no liability for the use of the information contained in the CMF Clearinghouse. The information contained in the CMF Clearinghouse does not constitute a standard, specification, or regulation, nor is it a substitute for sound engineering judgment.

Traffic Safety Benefit-Cost Calculation

Highway Safety Improvement Program (HSIP) Reactive Project



A. Roadway Description

Route	35th & 36th Street	District	M	County	Hennepin
Begin RP	N/A	End RP	N/A	Miles	1.300
Location	35th Street & 36th Street between Nicollet Avenue and Park Avenue				

B. Project Description

Proposed Work	Intersection Curb Extensions		
Project Cost*	\$26,218,620	Installation Year	2027
Project Service Life	20 years	Traffic Growth Factor	1.0%

* exclude Right of Way from Project Cost

C. Crash Modification Factor

0.63	Fatal (K) Crashes	Reference	CMF ID 1786 for install pedestrian crossing (signed and marked with curb ramps and extensions)
0.63	Serious Injury (A) Crashes		
0.63	Moderate Injury (B) Crashes	Crash Type	All Types and Severities
0.63	Possible Injury (C) Crashes		
0.63	Property Damage Only Crashes		www.CMFclearinghouse.org

D. Crash Modification Factor (optional second CMF)

	Fatal (K) Crashes	Reference	
	Serious Injury (A) Crashes		
	Moderate Injury (B) Crashes	Crash Type	
	Possible Injury (C) Crashes		
	Property Damage Only Crashes		www.CMFclearinghouse.org

E. Crash Data

Begin Date	1/1/2019	End Date	12/31/2021	3 years
Data Source	MnCMAT			
Crash Severity	All Types and Severities	< optional 2nd CMF >		
K crashes	0			
A crashes	3			
B crashes	7			
C crashes	24			
PDO crashes	66			

F. Benefit-Cost Calculation

\$19,281,763	Benefit (present value)	B/C Ratio = 0.74
\$26,218,620	Cost	
Proposed project expected to reduce 13 crashes annually, 1 of which involving fatality or serious injury.		

F. Analysis Assumptions

Crash Severity	Crash Cost
K crashes	\$1,500,000
A crashes	\$750,000
B crashes	\$230,000
C crashes	\$120,000
PDO crashes	\$13,000

Link: mndot.gov/planning/program/appendix_a.html

Real Discount Rate: 0.7% Default
 Traffic Growth Rate: 1.0% Revised
 Project Service Life: 20 years Revised

G. Annual Benefit

Crash Severity	Crash Reduction	Annual Reduction	Annual Benefit
K crashes	0.00	0.00	\$0
A crashes	1.11	0.37	\$277,500
B crashes	2.59	0.86	\$198,567
C crashes	8.88	2.96	\$355,200
PDO crashes	24.42	8.14	\$105,820

\$937,087

H. Amortized Benefit

Year	Crash Benefits	Present Value
2027	\$937,087	\$937,087
2028	\$946,458	\$939,878
2029	\$955,922	\$942,678
2030	\$965,481	\$945,487
2031	\$975,136	\$948,304
2032	\$984,888	\$951,129
2033	\$994,736	\$953,962
2034	\$1,004,684	\$956,804
2035	\$1,014,731	\$959,655
2036	\$1,024,878	\$962,514
2037	\$1,035,127	\$965,381
2038	\$1,045,478	\$968,257
2039	\$1,055,933	\$971,142
2040	\$1,066,492	\$974,035
2041	\$1,077,157	\$976,937
2042	\$1,087,929	\$979,847
2043	\$1,098,808	\$982,766
2044	\$1,109,796	\$985,694
2045	\$1,120,894	\$988,631
2046	\$1,132,103	\$991,576
0	\$0	\$0
0	\$0	\$0
0	\$0	\$0
0	\$0	\$0
0	\$0	\$0
0	\$0	\$0
0	\$0	\$0
0	\$0	\$0
0	\$0	\$0
0	\$0	\$0
0	\$0	\$0
0	\$0	\$0

Total = \$19,281,763

NOTE:

This calculation relies on the real discount rate, which accounts for inflation. No further discounting is necessary.

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
35th Street & 36th Street Reconstruction Project – From Nicollet Avenue to Chicago Avenue

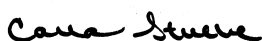
Dear Ms. Koutsoukos,

Hennepin County has been notified that the City of Minneapolis is submitting an application for funding as part of the 2022 Regional Solicitation through the Metropolitan Council. The proposed project is the reconstruction of 35th Street and 36th Street from Nicollet Avenue to Chicago Avenue and is anticipated to include new pavement, sidewalk facilities traffic signals, ADA facilities, and drainage elements.

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

At this time, Hennepin County has no funding programmed for this project in its 2022-2026 Transportation Capital Improvement Program (CIP). Therefore, county staff is currently unable to commit county cost participation in this project. Additionally, we kindly request that the City of Minneapolis includes county staff in the project development process to ensure project success. We look forward to working together to improve the accessibility, safety, and mobility of people walking, using transit, biking, and driving along 35th Street and 36th Street.

Sincerely,



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



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

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



35th St E and 36th St E Nicollet Ave to Park Ave



-  Project Location
-  Bikeway Location



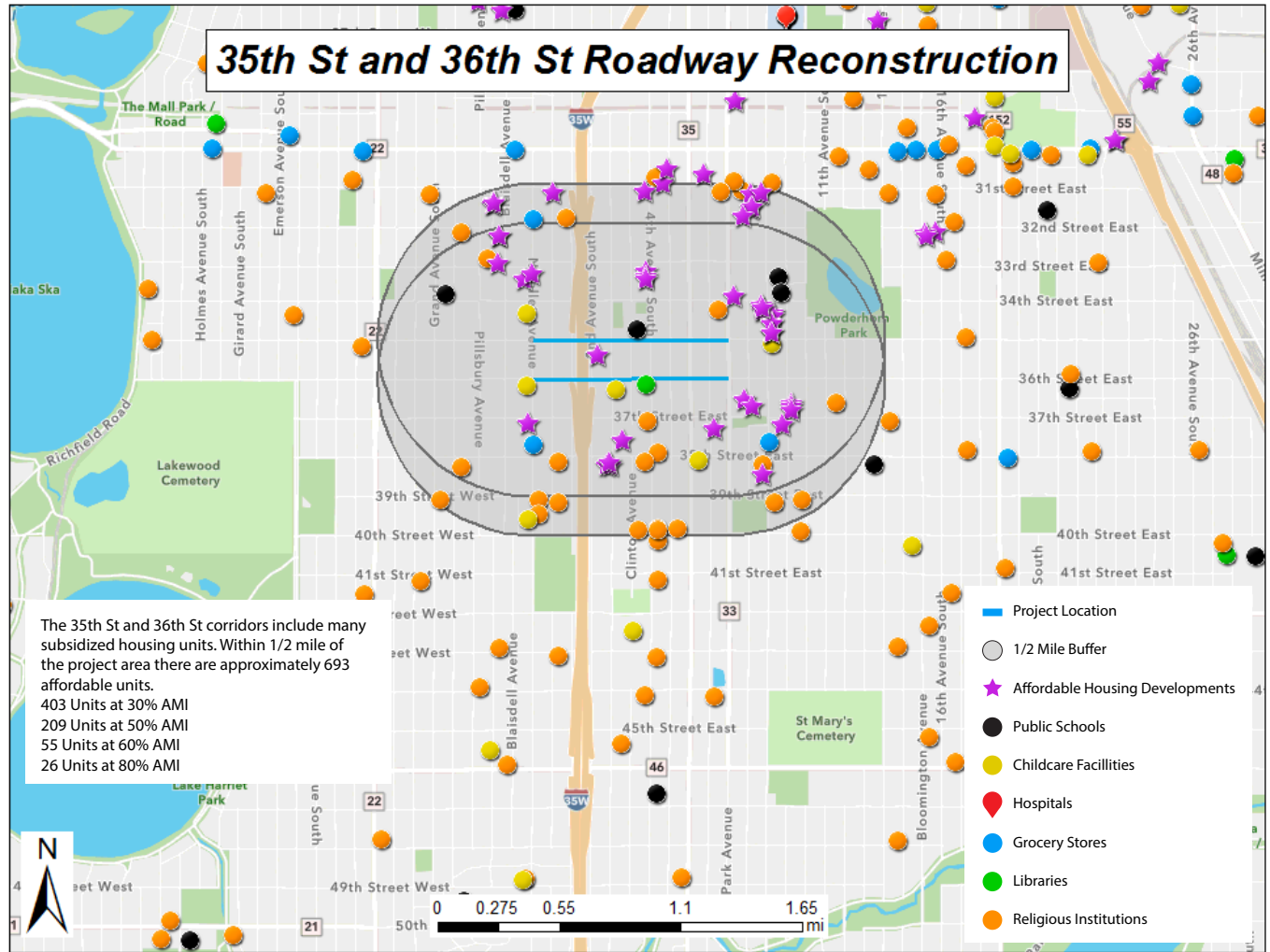
INCIDENTID	INTERSECTION	SEGMENT	NOTES	SEVERITY	MANNER OF COLLISION	ALLIANCE	DIRECTION 1	CRASH MANUEVER 1	DIRECTION 2	CRASH MANUEVER 2	UTM X	UTM Y	LATITUDE	LONGITUDE	DATE & TIME	COLLISION DIAGRAM
840610	INT 2			A	Angle	Angle	Westbound	Moving Forward	Northbound	Moving Forward	479079.4755	4976266.512	44.93953198	-93.26516632	2020/09/13-20:04	2020/09/13-20:04-DI-C-D
721597	INT 1			B	Front to Rear	Rear End	Southbound	Vehicle Stopped or Stalled in Roadway	Southbound	Slowing	478303.6243	4976272.826	44.93956557	-93.27500006	2019/05/16-10:51	2019/05/16-10:51-L-C-D
900112	INT 2			B	swipe - Same Direc	Sideswipe	Northbound	Moving Forward	Northbound	Unknown	479081.6337	4976260.137	44.93947465	-93.2651387	2021/04/10-16:50	2021/04/10-16:50-L-C-D
730043	INT 4			B	Front to Rear	Rear End	Northbound	Moving Forward	Northbound	Slowing	478177.961	4976257.452	44.93942332	-93.27659211	2019/06/28-13:30	2019/06/28-13:30-L-C-D
911554	INT 3			B	Front to Rear	Other	Westbound	Backing	Westbound	Vehicle Stopped or Stalled in Roadway	478899.694	4976266.999	44.93953105	-93.26744497	2021/06/10-14:17	2021/06/10-14:17-L-C-D
929037	INT 1			B	Angle	Angle	Westbound	Moving Forward	Southbound	Moving Forward	478274.6119	4976265.653	44.93950011	-93.27536747	2021/07/19-12:10	2021/07/19-12:10-L-C-D
835669	INT 1			C	Angle	Sideswipe	Southbound	Moving Forward	Southbound	Moving Forward	478303.6224	4976277.062	44.93960369	-93.27500027	2020/08/16-20:45	2020/08/16-20:45-DI-C-D
726684	INT 2			C	Angle	Angle	Northbound	Moving Forward	Westbound	Moving Forward	479081.5957	4976266.379	44.93953084	-93.26513944	2019/06/13-19:55	2019/06/13-19:55-L-C-D
902284	INT 5			C	Angle	Angle	Northbound	Moving Forward	Westbound	Moving Forward	478683.3767	4976267.003	44.93952463	-93.27018667	2021/04/24-23:15	2021/04/24-23:15-DI-C-D
874582	INT 7			C	Front to Rear	Rear End	Northbound	Moving Forward	Northbound	Moving Forward	478316.8115	4976269	44.93953152	-93.27483275	2021/01/11-11:32	2021/01/11-11:32-L-C-W
861665		SEG A	collision w parked car	C	-	Other	Westbound	Moving Forward	Westbound	Parked, Entering or Leaving a Parked stall	478766.8518	4976267.576	44.93953228	-93.26912869	2020/11/07-01:40	2020/11/07-01:40-DI-C-D
914417	INT 3			C	Angle	Sideswipe	Westbound	Turning Left	Westbound	Moving Forward	478894.528	4976266.999	44.9395309	-93.26751044	2021/06/25-20:54	2021/06/25-20:54-Du-C-D
805327		SEG A		C	Front to Front	Head On	Eastbound	Moving Forward	Westbound	Moving Forward	479024.3702	4976266.788	44.93953284	-93.26586476	2020/03/26-14:15	2020/03/26-14:15-L-C-D
800753	INT 1			PDO	Front to Rear	Rear End	Westbound	Moving Forward	Westbound	Unknown	478303.6225	4976276.756	44.93960094	-93.27500025	2020/02/25-20:10	2020/02/25-20:10-DI-C-D
862183	INT 1			PDO	-	Run Off Road	Southbound	Moving Forward	-	-	478303.6186	4976285.536	44.93967998	-93.27500068	2020/10/18-07:25	2020/10/18-07:25-L-C-D
885933	INT 3			PDO	Angle	Sideswipe	Westbound	Turning Left	Westbound	Moving Forward	479081.5747	4976269.973	44.9395632	-93.26513986	2021/01/22-15:15	2021/01/22-15:15-L-C-S
902123	INT 2			PDO	Angle	Angle	Eastbound	Wrong Way into Opposing Traffic	Northbound	Moving Forward	479081.5362	4976276.55	44.9396224	-93.26514062	2021/04/22-19:10	2021/04/22-19:10-L-C-D
683423	INT 3		collision w parked car due to ice	PDO	-	Other	Southbound	Turning Right	Not on Roadway	Parked, Entering or Leaving a Parked stall	478883.5274	4976264.551	44.93950853	-93.26764977	2019/02/03-22:40	2019/02/03-22:40-DI-S-S
805613	INT 3			PDO	Other	Angle	Southbound	Moving Forward	Westbound	Moving Forward	478883.2996	4976284.981	44.93969243	-93.26765351	2020/03/29-21:30	2020/03/29-21:30-DI-C-D
898231	INT 3			PDO	ideswipe - Opposin	Angle	Westbound	Moving Forward	Southbound	Moving Forward	478883.228	4976291.406	44.93975027	-93.26765469	2021/03/29-21:10	2021/03/29-21:10-DI-C-D
842822	INT 5			PDO	-	Run Off Road	Southbound	Moving Forward	Westbound	Moving Forward	478683.3851	4976262.23	44.93948167	-93.27018636	2020/09/25-20:34	2020/09/25-20:34-DI-C-D
872234	INT 6			PDO	Angle	Angle	Northbound	Moving Forward	Westbound	Moving Forward	478077.01	4976269.983	44.93953302	-93.27787214	2021/01/01-01:43	2021/01/01-01:43-DI-C-S
797801	INT 6			PDO	Angle	Sideswipe	Westbound	Changing Lanes	Westbound	Moving Forward	478103.7269	4976269.855	44.93953269	-93.27753352	2020/02/14-13:30	2020/02/14-13:30-L-C-S
784871	INT 6			PDO	swipe - Same Direc	Sideswipe	Westbound	Moving Forward	Westbound	Moving Forward	478139.743	4976269.683	44.93953224	-93.27707703	2020/02/01-12:10	2020/02/01-12:10-L-C-W
697014	INT 1			PDO	-	Run Off Road	Eastbound	Unknown	-	-	478248.5358	4976269.499	44.93953393	-93.27569813	2019/03/11-15:45	2019/03/11-15:45-L-C-W
774919		SEG A	Collision w parked car	PDO	-	Other	Westbound	Moving Forward	Westbound	Parked, Entering or Leaving a Parked stall	478260.5457	4976269.499	44.9395343	-93.27554591	2019/12/28-09:10	2019/12/28-09:10-L-C-S
969726	INT 1			PDO	Angle	Angle	Westbound	Moving Forward	Southbound	Moving Forward	478275.4436	4976269.849	44.93952991	-93.27534936	2021/10/28-10:25	2021/10/28-10:25-L-R-W
901377	INT 1			PDO	Front to Front	Left-Turn	Southbound	Moving Forward	Westbound	Turning Left	478276.2485	4976269.471	44.93953453	-93.27534689	2021/04/18-21:25	2021/04/18-21:25-DI-C-X
734079	INT 7			PDO	Angle	Angle	Eastbound	Moving Forward	Eastbound	Moving Forward	478366.8716	4976269	44.93953305	-93.27419827	2019/07/17-09:03	2019/07/17-09:03-L-C-D
814147	INT 7			PDO	Angle	Angle	Southbound	Turning Left	Westbound	Moving Forward	478368.7379	4976269	44.9395331	-93.27417462	2020/06/12-13:20	2020/06/12-13:20-L-C-D
912128	INT 7			PDO	Other	Angle	Westbound	Moving Forward	Northbound	Moving Forward	478371.9583	4976268.988	44.93953309	-93.2741338	2021/06/14-20:15	2021/06/14-20:15-L-C-W
895284	INT 7			PDO	Angle	Angle	Northbound	Moving Forward	Westbound	Moving Forward	478374.5855	4976268.976	44.93953306	-93.2741005	2021/03/11-19:00	2021/03/11-19:00-X-X-X
860365	INT 8			PDO	Rear to Side	Angle	Northbound	Moving Forward	Westbound	Moving Forward	478477.3277	4976268.506	44.93953196	-93.27279828	2020/10/30-20:32	2020/10/30-20:32-DI-C-D
739485	INT 9			PDO	Angle	Angle	Northbound	Turning Left	Westbound	Moving Forward	478577.9109	4976268.5	44.93953494	-93.27152345	2019/08/10-18:02	2019/08/10-18:02-L-C-D
976920	INT 5			PDO	Other	Angle	Westbound	Moving Forward	Westbound	Moving Forward	478682.7888	4976267.891	44.93952461	-93.27018641	2021/12/02-10:54	2021/12/02-10:54-L-C-D
981112	INT 2			PDO	-	Run Off Road	Westbound	Turning Left	-	-	478882.3394	4976267.005	44.93953059	-93.26766493	2021/12/16-16:57	2021/12/16-16:57-Du-C-W
810538	INT 3			PDO	swipe - Same Direc	Sideswipe	Westbound	Changing Lanes	Westbound	Moving Forward	478898.7668	4976266.999	44.93953102	-93.26745672	2020/05/16-22:42	2020/05/16-22:42-DI-R-W
780013		SEG A		PDO	swipe - Same Direc	Sideswipe	Westbound	Moving Forward	Westbound	Moving Forward	478945.1836	4976266.999	44.9395324	-93.26686841	2020/01/16-11:00	2020/01/16-11:00-L-C-S
969975		SEG A	collision w parked car	PDO	Front to Rear	Other	Eastbound	Backing	Eastbound	Parked, Entering or Leaving a Parked stall	479028.9968	4976268.579	44.9395411	-93.26579845	2021/10/29-10:36	2021/10/29-10:36-L-C-D
874975	INT 2			PDO	Angle	Angle	Northbound	Moving Forward	Westbound	Moving Forward	479083.713	4976266.49	44.93953191	-93.26511261	2021/01/17-14:00	2021/01/17-14:00-L-C-D
807700	INT 2			PDO	Angle	Sideswipe	Northbound	Turning Left	Northbound	Moving Forward	479088.721	4976266.465	44.93953183	-93.26504914	2020/04/21-11:45	2020/04/21-11:45-L-C-D
769940	INT 6			PDO	Other	Run Off Road	Westbound	Moving Forward	-	-	478073.4905	4976275.014	44.93957819	-93.27791697	2019/12/10-17:18	2019/12/10-17:18-L-C-S
732179	INT 1			PDO	-	Run Off Road	Westbound	Turning Left	-	-	478274.5652	4976250.735	44.93936581	-93.27536742	2019/07/08-20:36	2019/07/08-20:36-L-C-D
786427	INT 10			PDO	Angle	Angle	Westbound	Moving Forward	Northbound	Moving Forward	478781.6885	4976262.861	44.93949029	-93.26894045	2020/02/09-09:00	2020/02/09-09:00-L-S-S
971601	INT 11			PDO	Front to Front	Right-Turn	Northbound	Turning Right	Southbound	Moving Forward	478478.64	4976280.832	44.93964295	-93.27278218	2021/11/05-14:31	2021/11/05-14:31-L-C-D

35th St and 36th St Roadway Reconstruction

The 35th St and 36th St corridors include many subsidized housing units. Within 1/2 mile of the project area there are approximately 693 affordable units.

- 403 Units at 30% AMI
- 209 Units at 50% AMI
- 55 Units at 60% AMI
- 26 Units at 80% AMI

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



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
Horn	115 W 31st St 3110 Blaisdell Ave	Complete	163		162	1			163	163				100%	Public Housing
	205 W 26th St 2746 Pleasant Ave 2835 Park Ave 3044 S 5th Ave 3048 S 5th Ave 3312 4th Ave S 3521 2nd Ave S														Tax Credit Subsidized Other Tax Credit (LIHTC 4%)
Southside Community	3628 Columbus Ave	Complete	48	2	1	33	12		48	4	44			100%	Tax Credit (LIHTC 9%)
Sabathani Senior Housing	310 E 38th St	Complete	39		35	4			48		39			81%	Subsidized-Other
	1618 Glenwood Ave 3405 Penn Ave N 3601 Fremont Ave N 3824 Chicago Ave 518 Penn Ave N	Complete	24	2	22	4			24		24			100%	Subsidized-Other
PPL Foreclosure Redirection	3200 16th Ave S 3201 Bloomington Ave 3205 Bloomington Ave 3406 Chicago Ave 3408 Chicago Ave 3417 Chicago Ave 3419 Chicago Ave 3423 Chicago Ave 3429 Chicago Ave 3431 Chicago Ave 3441 Chicago Ave 3451 Chicago Ave 3633 Elliot Ave 3637 Elliot Ave 3641 Elliot Ave 3708 Elliot Ave														Tax Credit Subsidized Other
PRG Portfolio I	910 25th Ave S	Complete	42			20	22		42	15	14	13		100%	Tax Credit (LIHTC 9%)
Thirty-One Hundred Fourth Avenue	3100 4th Ave S	Complete	4						10			4		40%	Subsidized-Other
Harriet Tubman Center	3111 1st Ave S	Complete	43						43		43			100%	Subsidized-Other
Horn	3121 Pillsbury Ave S	Complete	163		162	1			163	163				100%	Public Housing
	3144 Columbus Ave S 3308 4th Ave S 3316 4th Ave S 3320 4th Ave S														
Central Neighborhood Apts	3637 Columbus Ave S	Complete	12		2	4	6		12		12			100%	Subsidized-Other
	3204 Blaisdell Ave 3206 Blaisdell Ave														
Zoom House	3244 Blaisdell Ave	Complete	22	6	16				22	16	6			100%	Subsidized-Other
	3310 Nicollet Ave														
Nicollet Condominiums	3314 Nicollet Ave	Complete	35		5	30			35		9		26	100%	Subsidized-Other
	3400 Chicago Ave 3406 Chicago Ave														
Chicago Corridor	3451 Chicago Ave	Complete	10						10			10		100%	Tax Credit Tax Credit (LIHTC 9%)
	3700 Nicollet Ave	Complete	42	42					42	42				100%	Tax Credit Subsidized-Other Tax Credit (LIHTC 9%)
Nicollet Square	3715 Oakland Ave S	Complete	10						10		10			100%	Subsidized-Other
	3806 3rd Ave S 3816 3rd Ave S	Complete	8				8		12		8			67%	Tax Credit Subsidized-Other Tax Credit (LIHTC 9%)
3rd Ave Townhomes	Bryant	Complete	6						6			6		100%	Subsidized-Other
Bryant	Lyndale	Complete	22						22			22		100%	Subsidized-Other
Lyndale		Total	693	52	405	97	48	0	712	403	209	55	26		

35th Street and 36th Street Reconstruction

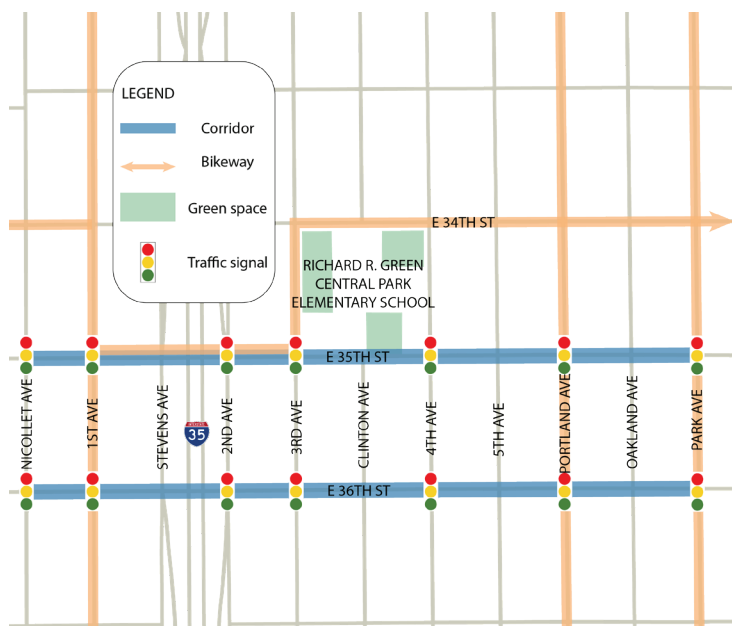
Nicollet Ave to Park Ave

Project Background

The proposed project will reconstruct E 35th and 36th Streets from Nicollet to Park Avenues. This segment of E 35th and 36th Streets provides important network connections for people walking, biking, and driving and has a land use primarily residential with some commercial at the nodes of Nicollet Avenue. The proposed project will replace deteriorating and aging infrastructure, provide safety improvements, and enhance access and mobility for all users. These corridors are also identified in the Minneapolis Vision Zero Program as High-Injury Streets.

Public Works is conducting preliminary planning work in 2022 in order to submit an application for federal transportation funding through the Metropolitan Council's Regional Solicitation.

Project Area



E 35th St

Project Scope

The Transportation Action Plan (2020), Complete Streets Policy (2021), and the City's commitment to Vision Zero (2017) provide guidance for the designs of E 35th St and E 36th St. The reconstruction project provides an opportunity for geometric changes with a design that addresses current and future needs.

- Make sidewalk and intersections accessible for all users, install durable pavement markings and crosswalks, support pedestrian activities with space for planting and furnishing zones where feasible.
- Incorporate an improved bicycle facility, E 35th St from 3rd Ave S to 1st Ave S, consistent with AAA standards
- Replace aging traffic signal and stormwater infrastructure.
- Maintain mobility and circulation for motor vehicles.

Existing Conditions

Average Number of Daily Users

- 220 - 240 pedestrians
- 360 - 400 bicyclists
- 14,800 - 15,600 motor vehicles

Existing conditions along the corridor include sidewalk on both sides of the street, two travel lanes, and parking lanes on either side of the street. Land use adjacent to the corridor is primarily residential with commercial nodes at Nicollet Avenue. 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.

	Reported Crashes	% Crashes with Injuries
	15	100
	8	100
	257	23

Reported crashes by travel mode on E 35th St between Nicollet Ave and Park Ave.

	Reported Crashes	% Crashes with Injuries
	15	93
	3	100
	415	29

Reported crashes by travel mode on E 36th St between Nicollet Ave and Park Ave.

Source: MnDOT MnCMAT (2012 - 2021)

Project Costs: \$27,218,820

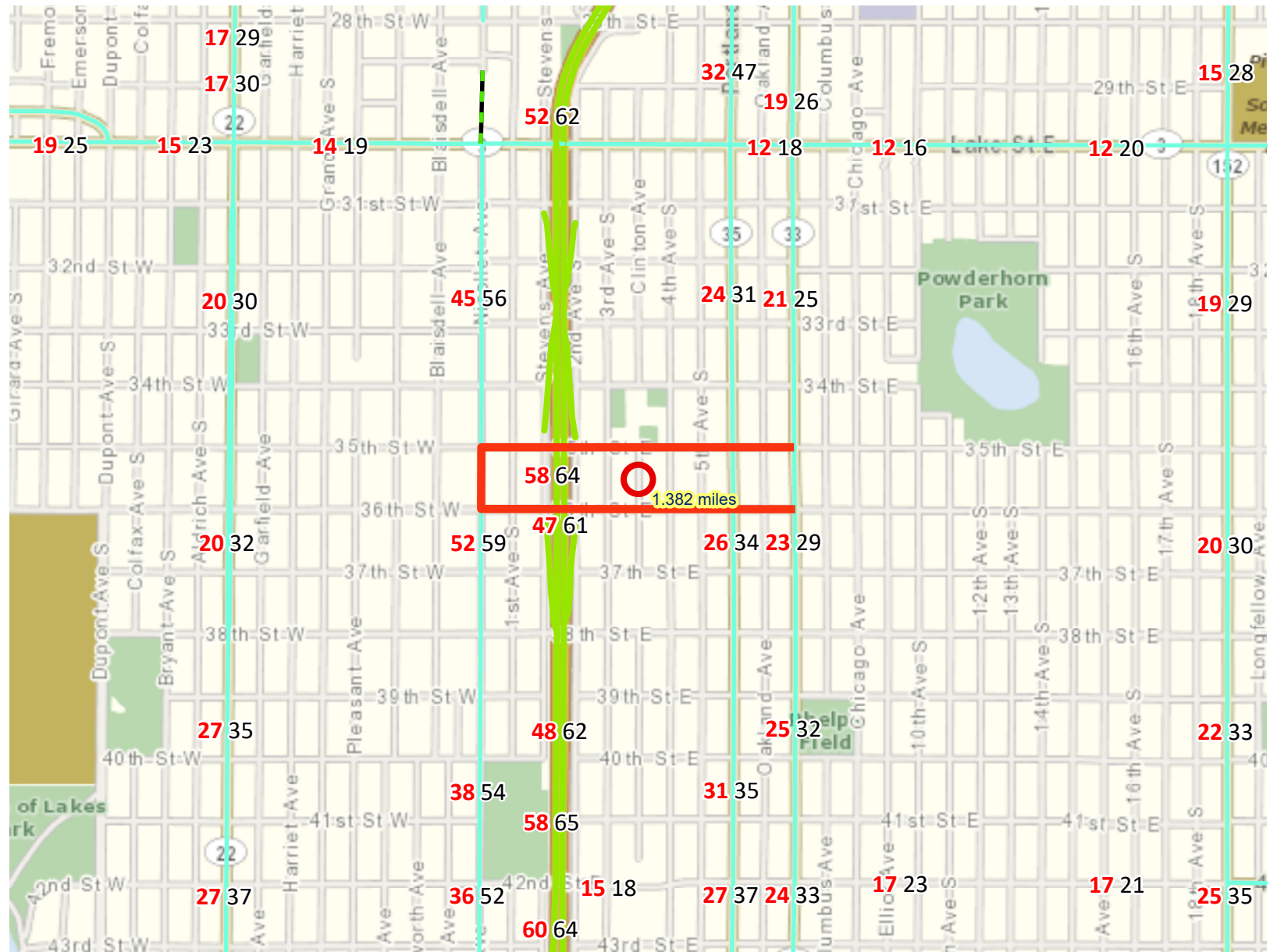
Contact:

Kristian Zimmerman // Associate Transportation Planner // Minneapolis Public Works, 612-673-5011 //

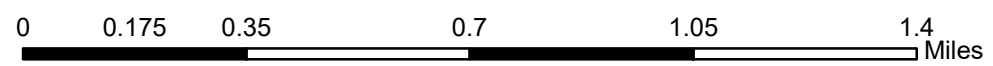
kristian.zimmerman@minneapolismn.gov

Level of Congestion

Roadway Reconstruction/Modernization Project: 35th and 36th Streets Reconstruction | Map ID: 1649725328020



- Project Points
- Project
- Principal Arterials
- - - Principal Arterials Planned
- A Minor Arterials
- - - A Minor Arterials Planned



Created: 4/11/2022
LandscapeRSA1



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

