



Application

17069 - 2022 Safe Routes to School Infrastructure

17558 - South & Folwell Safe Routes to School Improvements

Regional Solicitation - Bicycle and Pedestrian Facilities

Status: Submitted  
Submitted Date: 04/14/2022 2:49 PM

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## Primary Contact

**Name:\*** She/her/her Amy Barnstorff  
Pronouns First Name Middle Name Last Name

**Title:** Transportation Planner

**Department:**

**Email:** amy.barnstorff@minneapolismn.gov

**Address:** 505 4th Ave S  
Room 410

**\*** Minneapolis Minnesota 55414  
City State/Province Postal Code/Zip

**Phone:\*** 612-673-2129  
Phone Ext.

**Fax:**

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

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## 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

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## Project Information

**Project Name** South & Folwell Safe Routes to School Improvements  
**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):**

The South & Folwell Safe Routes to School project will improve bicycle and pedestrian facilities along 21st Avenue South for travelers of all ages and abilities by establishing a safe and comfortable connection to South High School and Folwell Elementary School, the Midtown Greenway, other bikeway facilities, parks and key destinations in the project area. The primary objective of the City of Minneapolis' Safe Routes to School program is to improve multimodal safety and access for K-12 students and encourage active transportation. These schools were selected as a Safe Routes to School focus area by the City through a data-driven process that focused on school demographics, potential users, and known pedestrian safety issues. This project supports the City's equitable prioritization of multimodal improvements and its Vision Zero commitment to eliminate fatal and serious injury traffic crashes within 10 years.

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

The proposed Safe Routes to School project will implement pedestrian and bicycle-related improvements along 21st Avenue South between the Midtown Greenway/28th Street East and 43rd Street East. Improvements may include crossing improvements to narrow the road (e.g. intersection bumpouts, bicycle/pedestrian medians), resulting in reduced time a pedestrian is exposed to traffic, increased pedestrian visibility, and traffic calming benefits; installation of ADA-compliant curb ramps to enhance pedestrian safety and comfort; and additional roadway traffic calming features (e.g. traffic circle, traffic diverter, chicanes, speed bumps, raised crossings) to promote safety and air quality by minimizing the amount of motor vehicle traffic traveling along the SRTS route.

This segment of 21st Avenue South is identified as a near-term, low stress bikeway in the City's Transportation Action Plan, and this alignment

crosses several High Injury Streets (28th Street East, Lake Street East, 35th Street East, 38th Street East, and 42nd Street East) as identified in the City's Vision Zero Action Plan.

*(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.**

South & Folwell Safe Routes to School Improvements along 21st Avenue South between the Midtown Greenway/28th Street East and 43rd Street East

*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)** 1.8

*to the nearest one-tenth of a mile*

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## Project Funding

**Are you applying for competitive funds from another source(s) to implement this project?** No

**If yes, please identify the source(s)**

**Federal Amount** \$1,000,000.00

**Match Amount** \$378,850.00

*Minimum of 20% of project total*

**Project Total** \$1,378,850.00

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

**Match Percentage** 27.48%

*Minimum of 20%*

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

**Source of Match Funds** City of Minneapolis

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

## Preferred Program Year

**Select one:** 2026

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

## Additional Program Years:

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

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## Project Information

**County, City, or Lead Agency** City of Minneapolis

**Zip Code where Majority of Work is Being Performed** 55407



**(Approximate) Begin Construction Date** 06/01/2026

**(Approximate) End Construction Date** 11/27/2026

**Name of Trail/Ped Facility:** South & Folwell Safe Routes to School  
*(i.e., CEDAR LAKE TRAIL)*

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

**From:** 21st Avenue South at Midtown Greenway/28th Street East  
**(Intersection or Address)**

**To:** 21st Avenue South at 43rd Street East  
**(Intersection or Address)**

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

**Or At:**

**Miles of trail (nearest 0.1 miles):** 0

**Miles of trail on the Regional Bicycle Transportation Network  
(nearest 0.1 miles):** 0

**Is this a new trail?** No

**Primary Types of Work** AGG BASE, BIT SURF, SIDEWALK, PED RAMPS, CURB  
AND GUTTER, STRIPING, DRAINAGE, LANDSCAPING

*Examples: GRADE, AGG BASE, BIT BASE, BIT SURF,  
SIDEWALK, SIGNALS, LIGHTING, GUARDRAIL, BIKE PATH,  
PED RAMPS, BRIDGE, PARK AND RIDE, ETC.*

**BRIDGE/CULVERT PROJECTS (IF APPLICABLE)**

**Old Bridge/Culvert No.:**

**New Bridge/Culvert No.:**

**Structure is Over/Under**  
**(Bridge or culvert name):**

**Requirements - All Projects**

**All Projects**

1. The project must be consistent with the goals and policies in these adopted regional plans: Thrive MSP 2040 (2014), the 2040 Transportation Policy Plan (2018), the 2040 Regional Parks Policy Plan (2018), and the 2040 Water Resources Policy Plan (2015).

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

2. The project must be consistent with the 2040 Transportation Policy Plan. Reference the 2040 Transportation Plan goals, objectives, and strategies that relate to the project.

Goal B: Safety and Security (p. 2.5)

- Objective A: Reduce fatal and serious injury crashes and improve safety and security for all modes of passenger travel and freight transport. (p. 2.5)

- Strategy B6. Regional transportation partners will use best practices to provide and improve facilities for safe walking and bicycling, since pedestrians and bicyclists are the most vulnerable users of the transportation system. (p. 2.8)

Goal C: Access to Destinations (p. 2.10)

- Objective A: Increase the availability of multimodal travel options, especially in congested highway corridors. (p. 2.10)

- 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 underrepresented populations. (p. 2.10)

- Strategy C1: Regional transportation partners will continue to work together to plan and implement transportation systems that are multimodal and provide connections between modes. The Metropolitan Council will prioritize regional projects that are multimodal and cost-effective and encourage investments to include appropriate provisions for bicycle and pedestrian travel. (p. 2.10)

- Strategy C2: Local units of government should provide a network of interconnected roadways, bicycle facilities, and pedestrian facilities to meet local travel needs using Complete Streets principles. (p. 2.11)

Goal E: Healthy and Equitable Communities (p. 2.30)

**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. (p. 2.30)

- 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. (p. 2.30)

- Strategy E3: Regional transportation partners will plan and implement a transportation system that considers the needs of all potential users, including children, senior citizens, and persons with disabilities, and that promotes active lifestyles and cohesive communities. A special emphasis should be placed on promoting the environmental and health benefits of alternatives to single-occupant vehicle travel. (p. 2.31)

Goal F: Leveraging Transportation Investments to Guide Land Use (p. 2.35)

- Objective C: Encourage local land use design that integrates highways, streets, transit, walking, and bicycling. (p. 2.35)

- Strategy F5: Local governments should adopt policies, develop partnerships, identify resources, and apply regulatory tools to support and specifically address the opportunities and challenges of creating walkable, bikeable, and transit-friendly places. (p. 2.37)

*(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.*

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

- MPS SRTS Strategic Action Plan  
([https://nutritionservices.mpls.k12.mn.us/uploads/mps\\_srts\\_strategic\\_action\\_plan\\_2017.pdf](https://nutritionservices.mpls.k12.mn.us/uploads/mps_srts_strategic_action_plan_2017.pdf) - no specific page number)

- Vision Zero Action Plan  
(<https://www.minneapolismn.gov/media/-www-content-assets/documents/VZ-Action-Plan-2020-22.pdf> - page 22)

- Transportation Action Plan  
([go.minneapolismn.gov](http://go.minneapolismn.gov) - page 47, 63, 86)  
- Minneapolis SRTS Walking Routes for Youth Map  
(<https://www.minneapolismn.gov/media/-www-content-assets/documents/Walking-Routes-for-Youth---English.pdf>)

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

4. The project must exclude costs for studies, preliminary engineering, design, or construction engineering. Right-of-way costs are only eligible as part of transit stations/stops, transit terminals, park-and-ride facilities, or pool-and-ride lots. Noise barriers, drainage projects, fences, landscaping, etc., are not eligible for funding as a standalone project, but can be included as part of the larger submitted project, which is otherwise eligible. Unique project costs are limited to those that are federally eligible.

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

5. Applicant is a public agency (e.g., county, city, tribal government, transit provider, etc.) or non-profit organization (TDM and Unique Projects applicants only). Applicants that are not State Aid cities or counties in the seven-county metro area with populations over 5,000 must contact the MnDOT Metro State Aid Office prior to submitting their application to determine if a public agency sponsor is required.

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

6. Applicants must not submit an application for the same project in more than one funding sub-category.

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

7. The requested funding amount must be more than or equal to the minimum award and less than or equal to the maximum award. The cost of preparing a project for funding authorization can be substantial. For that reason, minimum federal amounts apply. Other federal funds may be combined with the requested funds for projects exceeding the maximum award, but the source(s) must be identified in the application. Funding amounts by application category are listed below in Table 1. For unique projects, the minimum award is \$500,000 and the maximum award is the total amount available each funding cycle (approximately \$4,000,000 for the 2020 funding cycle).

**Multituse Trails and Bicycle Facilities:** \$250,000 to \$5,500,000

**Pedestrian Facilities (Sidewalks, Streetscaping, and ADA):** \$250,000 to \$2,000,000

**Safe Routes to School:** \$250,000 to \$1,000,000

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

8. The project must comply with the Americans with Disabilities Act (ADA).

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

9. In order for a selected project to be included in the Transportation Improvement Program (TIP) and approved by USDOT, the public agency sponsor must either have a current Americans with Disabilities Act (ADA) self-evaluation or transition plan that covers the public right of way/transportation, as required under Title II of the ADA. The plan must be completed by the local agency before the Regional Solicitation application deadline. For the 2022 Regional Solicitation funding cycle, this requirement may include that the plan is updated within the past five years.

The applicant is a public agency that employs 50 or more people and has a completed ADA transition plan that covers the public right of way/transportation. Yes

Date plan completed: 03/10/2022

Link to plan: <https://www2.minneapolismn.gov/media/content-assets/www2-documents/departments/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

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## Requirements - Bicycle and Pedestrian Facilities Projects

1. All projects must relate to surface transportation. As an example, for multiuse trail and bicycle facilities, surface transportation is defined as primarily serving a commuting purpose and/or that connect two destination points. A facility may serve both a transportation purpose and a recreational purpose; a facility that connects people to recreational destinations may be considered to have a transportation purpose.

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

### Multiuse Trails on Active Railroad Right-of-Way:

2. All multiuse trail projects that are located within right-of-way occupied by an active railroad must attach an agreement with the railroad that this right-of-way will be used for trail purposes.

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

Upload Agreement PDF

Check the box to indicate that the project is not in active railroad right-of-way. Yes

**Multiuse Trails and Bicycle Facilities projects only:**

3.All applications must include a letter from the operator of the facility confirming that they will remove snow and ice for year-round bicycle and pedestrian use. The Minnesota Pollution Control Agency has a resource for best practices when using salt. Upload PDF of Agreement in Other Attachments.

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

Upload PDF of Agreement in Other Attachments.

**Safe Routes to School projects only:**

4.All projects must be located within a two-mile radius of the associated primary, middle, or high school site.

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

5.All schools benefitting from the SRTS program must conduct after-implementation surveys. These include the student travel tally form and the parent survey available on the National Center for SRTS website. The school(s) must submit the after-evaluation data to the National Center for SRTS within a year of the project completion date. Additional guidance regarding evaluation can be found at the MnDOT SRTS website.

Check the box to indicate that the applicant understands this requirement and will submit data to the National Center for SRTS within one year of project completion. Yes

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## Requirements - Bicycle and Pedestrian Facilities Projects

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### Specific Roadway Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Mobilization (approx. 5% of total cost)	\$93,000.00
Removals (approx. 5% of total cost)	\$66,050.00
Roadway (grading, borrow, etc.)	\$36,000.00
Roadway (aggregates and paving)	\$70,250.00
Subgrade Correction (muck)	\$0.00
Storm Sewer	\$490,600.00
Ponds	\$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	\$130,200.00
Traffic Control	\$47,000.00
Striping	\$49,400.00
Signing	\$13,200.00
Lighting	\$0.00
Turf - Erosion & Landscaping	\$10,000.00

Bridge	\$0.00
Retaining Walls	\$0.00
Noise Wall (not calculated in cost effectiveness measure)	\$0.00
Traffic Signals	\$0.00
Wetland Mitigation	\$0.00
Other Natural and Cultural Resource Protection	\$0.00
RR Crossing	\$0.00
Roadway Contingencies	\$302,000.00
Other Roadway Elements	\$0.00
<b>Totals</b>	<b>\$1,307,700.00</b>

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## Specific Bicycle and Pedestrian Elements

<b>CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES</b>	<b>Cost</b>
Path/Trail Construction	\$0.00
Sidewalk Construction	\$0.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$0.00
Pedestrian Curb Ramps (ADA)	\$54,150.00
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	\$17,000.00
Other Bicycle and Pedestrian Elements	\$0.00
<b>Totals</b>	<b>\$71,150.00</b>

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## Specific Transit and TDM Elements

<b>CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES</b>	<b>Cost</b>
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
<b>Totals</b>	<b>\$0.00</b>

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### 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

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### Totals

Total Cost	\$1,378,850.00
Construction Cost Total	\$1,378,850.00
Transit Operating Cost Total	\$0.00

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### Measure 1A: Relationship Between Safe Routes to School Program Elements



Evaluation: Minneapolis Public Works conducts safety reviews at all schools within Minneapolis, focusing specifically on the operations immediately adjacent to schools. In addition, there are ongoing evaluation efforts focused on SRTS such as travel tallies, parent surveys, and focus groups during individual school SRTS planning efforts.

Education: MPS has a goal of universal bike education for all 4th and 5th graders which the City of Minneapolis supports through the TAP and the Vision Zero Action Plan. This includes TAP Walking action 2.6 and Bicycling actions 10.3 and 10.4 and Safe People Strategy 2 in the Vision Zero Action - all of these are aimed at supporting bike education, specifically noting universal bike education for 4th and 5th graders. The City also supports MPS' Walk! Bike! Fun! Program and the traveling bike fleets that are used to teach students how to ride a bike, rules of the road, and how to maintain a bicycle.

Response:

Encouragement: The majority of schools across Minneapolis participate in the fall, winter, and spring Walk and Bike to School days. In addition, MPS schools host Bus Stop and Walk days that results in 3,000+ extra students walking to school each week in the fall and spring. Several families across Minneapolis participate in walking school buses which is another way to encourage students to walk to school while making it a fun and enjoyable group activity.

Equity: Equity is one of the key goals of the City's Transportation Action Plan (TAP) and is essential to the City's Vision Zero work. Severe and fatal traffic crashes disproportionately impact people in neighborhoods with lower incomes, Native

American and Black residents, and people walking and biking. Through our work we acknowledge and are working to eliminate racial, economic, and other disparities in both traffic crashes and access to mobility options. All of this applies to students and families across Minneapolis.

Engagement: During the development of the TAP, City staff engaged members of the Minneapolis Youth Congress which is made up of high school aged youth. Through this workshop, students were able to address their specific thoughts, concerns, and desires for transportation in Minneapolis. This input was reflected in updates to the strategies and actions within the TAP, specially actions focused on increasing the access and safety for more walking, biking, and taking transit. Beyond the engagement work completed through the development of the TAP, the City of Minneapolis engages students in all SRTS projects during the project development phase.

Engineering: The City of Minneapolis has a SRTS infrastructure program that allocates a minimum of \$400,000 per year for infrastructure improvements near schools or along routes to schools.

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

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## **Measure A: Project Location and Impact to Disadvantaged Populations**

### **Select one:**

**The project, or the issue/barrier being addressed by the project, is specifically named in an adopted Safe Routes to School plan\***

*\* The Minnesota Department of Transportation has a grant award program for Safe Routes to School Planning.*

**The project, while not specifically named, is consistent with an adopted Safe Routes to School plan highlighting at least one of the school(s) to which it is meant to provide access**

The project is identified in a locally adopted transportation/mobility plan or study and would make a safety improvement, reduce traffic or improve air quality at or near a school

Yes

The school(s) in question do not have Safe Routes to School plan(s)

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## Measure A: Average share of student population that bikes or walks

Average Percent of Student Population

47.19%

Documentation Attachment

1649090679935\_South & Folwell Student Travel Data.pdf

Please upload attachment in PDF form.

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## Measure B: Student Population

Student population within one mile of the school

482.0

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## 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, there is a higher concentration of Black, Indigenous, and People of Color (41.8%) than Minneapolis wide (39.6%). The population within this area also includes a greater percentage of young people (24.6%) than Minneapolis as a whole (19.1%). Within the project area, approximately 11% of residents are living with a disability which is equivalent to the percentage for all Minneapolis residents. Furthermore, 16% of the residents within a ½ mile of the project area are under the poverty threshold and 9% are over 65 years old.

**Response:**

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, and 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 underrepresented neighborhoods. The key themes heard during these engagement events were the desire to improve traffic safety, especially for pedestrians; improve transit access and experience; and improve transportation options and make travel easy.

Engagement for the Southside Green Zone

gathered input on a variety of areas including transportation. The engagement was predominately focused on reaching traditionally underrepresented communities as the Green Zone initiative's goal is to address disproportionate impacts for low-income communities, Indigenous communities, and communities of color. Pedestrian safety and transit access were key themes heard during this engagement.

Engagement for the Minneapolis SRTS plan included focus groups at four schools, an online survey shared via the MPS SRTS email list, and outreach at school conferences and in school cafeterias. Staff also spoke with families at the MPS-wide National African American Parent Involvement Day event at Roller Garden.

The South & Folwell SRTS project is a direct reflection of the community input heard through these various engagement events aimed at improving the safety for people walking and biking to and from school and other community amenities and improving mobility options throughout the community.

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

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## **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 proposed SRTS project will improve safety, security, accessibility, community cohesion, and public health for traditionally underrepresented groups along the 21st Avenue South corridor by improving safety and connectivity in the project area. The project includes intersection improvements, bicycle and pedestrian network continuity, and giving preference to people walking or biking through a complete streets approach. These improvements will be especially beneficial at intersections with identified High Injury Streets (E 28th St, E Lake St, E 35th St, E 38th St, and E 42nd St) per the Vision Zero Action Plan.

According to MPS Student Accounting for the 2021-2022 Academic school year, 82.3% of students at Folwell Elementary are students of color, 86.7% qualify for free or reduced cost lunch, and 33% are English Learners. At South High School, 65.7% of students are students of color, 52.3% qualify for free or reduced cost lunch, and 21% are English Learners.

**Response:**

The project area also includes Transition Plus, a center that provides services to students with educational disabilities and transition needs in post-secondary education and training, employment, and independent living to promote a successful transition from high school to adult life. For the 2021-2022 school year, 71.8% of the student population at Transition Plus are students of color and 67.5% of students qualify for free or reduced cost lunch.

In addition to Folwell Elementary School, South High School, and Transition Plus, the project area includes a large number of residential properties, parks, connection to the future METRO B Line arterial bus rapid transit on Lake St, the Midtown Greenway, YWCA, Hi-Lake Shopping Center, and

numerous religious institutions. These facilities are all heavily utilized by populations of color and low-income families, meaning the proposed improvements will have a profound impact on the safety and comfort of those populations. As shown in Appendix G, the Socio-Economic Conditions map, this project is in both an Area of Concentrated Poverty as well as a Regional Environmental Justice Area.

The proposed project will not create any permanent negative impacts. During construction, access to housing and community destinations will be maintained and construction activities will mitigate any associated noise, dust, traffic, and utility disruptions. In addition, sidewalk users will be directed to alternative routes with easy to follow detour signing.

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

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## **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 project's benefits to current and future affordable housing residents within ½ mile of the project. Benefits must relate to affordable housing residents. Examples may include:*

*This is not an exhaustive list. Since residents of affordable housing are more likely not to own a private vehicle, higher points will be provided to roadway projects that include other multimodal access improvements. A full response will support the benefits claimed, identify benefits specific to residents of affordable housing, identify benefits addressing a transportation issue affecting residents of affordable housing specifically identified through engagement, and substantiate benefits with data.*

**Response:**

The proposed project will prioritize the safety of residents walking and biking by implementing safety improvements at key intersections along the project route. The improvements may include curb extensions, pedestrian medians, traffic circles, diverters, chicanes, speed bumps, raised crossings and updated ADA curb ramps. This project will provide a safe route through the neighborhood that will connect residents to schools such as Folwell Elementary, South High School, and Transition Plus, businesses, and existing trails. Improvements made with this project will aim to slow vehicle speeds along the route to improve safety while still maintaining access.

As outlined in Appendix G, there are 2,646 publicly subsidized rental housing units within a ½ mile of the project area. This project connects residents within these housing units to schools, parks, and various amenities within the community as shown in Appendix D.

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

---

## **Measure D: BONUS POINTS**

<b>Project is located in an Area of Concentrated Poverty:</b>	Yes
<b>Projects census tracts are above the regional average for population in poverty or population of color (Regional Environmental Justice Area):</b>	Yes
<b>Project located in a census tract that is below the regional average for population in poverty or populations of color (Regional Environmental Justice Area):</b>	
<b>Upload the Socio-Economic Conditions map used for this measure.</b>	1649917503309_AppendixG_South&FolwellSRTS_2022_socioeconomic map.pdf

---

## **Measure A: Gaps, Barriers, and Continuity/Connections**



The South High School SRTS project intersects three RBTN Tier 1 alignments as shown in the attached "Project to RBTN Orientation" Map: the Midtown Greenway, E 34th St, and E 40th St. In addition, 21st Ave S is identified as a near-term low stress bikeway in the All Ages and Abilities (AAA) Bicycle Network in the City's Transportation Action Plan. 21st Ave S is also an identified walking route for students on the MPS Walking Routes for Youth map.

This project will address several existing barriers along 21st Ave S and allow this route to be a low-stress, accessible route for students to get to and from school as well as other community amenities. It will provide opportunity to improve crossings at intersecting High Injury Streets, identified through the City's Vision Zero Action Plan, including E 28th St, E Lake St, E 35th St, E 38th St, and E 42nd St. Several of these intersecting High Injury Streets are 4 lane, undivided roadways - a proven dangerous cross section for people walking, biking, and driving. Characteristics of the intersecting High Injury Streets include:

**Response:**

- E 28th St: 4 lane undivided roadway; 6200 AADT; 25 mph posted speed limit
- E Lake St: 4 lane undivided roadway; 11000 AADT; 30 mph posted speed limit
- E 35th St: 2 vehicle lanes, 40' wide roadway; 4400 AADT; 25 mph posted speed limit
- E 38th St: 2 vehicle lanes, 44' wide roadway; 6500 AADT; 25 mph posted speed limit
- E 42nd St: 2 vehicle lanes and bike lanes; 10000

AADT; 30 mph posted speed limit

Potential traffic calming and safety improvements along this route may include curb extensions to shorten crossing distances and improve visibility at intersections, pedestrian refuge medians, traffic circles, traffic diverters, chicanes, speed bumps, raised crossings, upgraded pedestrian curb ramps and upgraded pavement markings. Improvements will be focused on High Injury Street intersections along 21st Ave, along with traffic calming treatments along the corridor to slow vehicle speeds and improve the safety and comfort for people walking and biking.

The nearest parallel bicycle facility is approximately a ½ mile from the proposed project route, however, it does not provide a connection to South High School and Folwell Elementary.

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

**Upload Map**

1649919412532\_AppendixF\_South&FolwellSRTS\_2022\_RBT  
N map.pdf

*Please upload attachment in PDF form.*

---

**Measure B:Deficiencies corrected or safety or security addressed**

The South & Folwell SRTS project will improve the safety of people walking and biking by addressing intersection crossings at High Injury Streets and implementing traffic calming treatments along 21st Ave S. Potential intersection treatments include upgraded ADA curb ramps, curb extensions to shorten crossings and make pedestrians more visible, pedestrian refuge medians, traffic circles, chicanes, speed bumps, raised crossings and upgraded pavement markings.

The proposed project alignment along 21st Ave S between E 28th St and E 43rd St includes the following intersections on High Injury Streets:

- E 28th St & 21st Ave S: From 2012 through 2021, this intersection had six crashes involving a pedestrian, five of which resulted in injury.

- E Lake St & 21st Ave S: From 2012 through 2021, this intersection had eight crashes involving pedestrians and bicyclists, seven of which resulted in injury.

- E 35th St & 21st Ave S: No bicycle or pedestrian crashes at this intersection from between 2011 through 2021.

- E 38th St & 21st Ave S: From 2012 through 2021, this intersection had one crash involving a bicyclist which resulted in injury.

- E 42nd St & 21st Ave S: No bicycle or pedestrian crashes at this intersection from between 2012 through 2021.

Even where crashes have not occurred in the past 10 years, the designation as a High Injury Street indicates that these streets and intersections have high-risk features correlated with injury crashes.

Response:

Therefore, improvements at these intersections will help to prevent future crashes and injuries.

Based on 10 years of crash history (2012-2021), 21st Ave S had:

- A total of 126 crashes, which included 7 crashes involving pedestrians and 13 crashes involving bicyclists.

- A total of 45 crashes (36%) resulted in injury; However, 18 of the 20 crashes that involved pedestrians and bicyclists (90%) resulted in injury. Pedestrians and bicycles are significantly over-represented in the injury crashes, making up 16% of all crashes but 40% of the injury crashes.

The following crash modification factors have been applied to the existing crash data resulting in expected reductions in crashes:

- Median Refuge (CMF ID 9120): CMF of .91 applied to 3 of the high injury streets above (E 35th St, E 38th St) which included 2 minor injury crashes (1 bicycle crash) = reduction of 1.82 crashes

- Raised Bicycle Crossing (CMF ID 4039): CMF of .49 applied to 4 Bike/Vehicle crashes at E 28th St = reduction of 1.96

*(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.**

Yes

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.**

25%

**No outreach has led to the selection of this project.**

0%

*Describe the type(s) of outreach selected for this project (i.e., online or in-person meetings, surveys, demonstration projects), the method(s) used to announce outreach opportunities, and how many people participated. Include any public website links to outreach opportunities.*

**Response:**

This project route was identified through various outreach related to the Transportation Action Plan, Vision Zero Action Plan, Southside Green Zone, and Safe Routes to School. 21st Avenue South is identified on the City's All Ages and Abilities network in the Transportation Action plan as a near-term low-stress bikeway. 21st Avenue South is also identified as a student walking route on the Walking Routes for Youth Map that was developed in conjunction with MPS, the health department, and MPS students and families across the district. The types of improvements identified for this project are aimed at traffic calming and increasing the traffic safety for people walking and biking - City staff heard these as strong themes and needs of the community through the TAP and VZAP engagement. Beyond this, City staff meets monthly with agency partners including MPS, Hennepin County, and MnDOT staff as part of the Minneapolis Public Schools Safe Routes to School Work Group to discuss safe routes to school efforts across the district. This project was discussed during several of these monthly meetings and received full support from this work group. This project was also brought forward to the Minneapolis Bicycle Advisory Committee (BAC) and Minneapolis Pedestrian Advisory Committee (PAC) for community input.

Looking forward, City staff plans to engage a full cross-section of the community throughout the design process. Project managers will strategically choose engagement and notification methods that target residents, families, students and school staff that use the corridor. Project managers will focus on strategies that meet these populations where they are at and ensure the project is informed by and meeting the needs of the community.

## 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](mailto: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

Yes

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 Yes

100%

Right-of-way, permanent or temporary easements, and/or MnDOT agreement/limited-use permit required - plat, legal descriptions, or official map complete

50%

Right-of-way, permanent or temporary easements, and/or MnDOT agreement/limited-use permit required - parcels identified

25%

Right-of-way, permanent or temporary easements, and/or MnDOT agreement/limited-use permit required - parcels not all identified

0%

#### 5.Railroad Involvement (15 Percent of Points)

No railroad involvement on project or railroad Right-of-Way agreement is executed (include signature page, if applicable) Yes

100%

#### Signature Page

Please upload attachment in PDF form.

Railroad Right-of-Way Agreement required; negotiations have begun

50%

Railroad Right-of-Way Agreement required; negotiations have not begun.

0%

---

### Measure A: Cost Effectiveness

Total Project Cost (entered in Project Cost Form): \$1,378,850.00

Enter Amount of the Noise Walls: \$0.00

Total Project Cost subtract the amount of the noise walls: \$1,378,850.00

Points Awarded in Previous Criteria



## Other Attachments

File Name	Description	File Size
2022 Regional Solicitation Letter of Support Signed.pdf	Minneapolis Letter of Support	2.7 MB
21 - LOS - Minneapolis - 21st Ave SRTS Project - 2022.03.25.pdf	Hennepin County Letter of Support	87 KB
AppendixA_South&FolwellSRTS_1pager.pdf	South & Folwell SRTS project summary	824 KB
AppendixB_South&FolwellSRTS_ExistingConditions.pdf	Existing Conditions Photo	419 KB
AppendixC_South&Folwell_ProjectMap.pdf	South & Folwell SRTS Project Map	609 KB
AppendixD_South&FolwellSRTS_PublicHousing&Access to Amenities.pdf	Public Housing & Access to Amenities	166 KB
AppendixE_South&FolwellSRTS_StudentTravelTally.pdf	South & Folwell Student Travel Tally	174 KB
AppendixF_South&FolwellSRTS_2022_RBTN map.pdf	RBTN Map	5.6 MB
AppendixG_South&FolwellSRTS_2022_socioeconomic map.pdf	Socio economic map	5.0 MB
Certificate of Council and Mayor Action 2022 Regional Solicitation.pdf	Signed Council and Mayoral Action	700 KB
PedMedian_CMF.pdf	CMF Used - Ped Median	146 KB
RaisedCrossing_CMF.pdf	CMF Used - Raised Crossing	143 KB
RCA 2022 Regional Solicitation applications.pdf	RCA for Minneapolis Regional Solicitation Projects	204 KB
South&FolwellSRTS_crash data.pdf	2012-2021 Crash Data	120 KB
South&FolwellSRTS_demographicmaps.pdf	Supplemental Demographic Maps	639 KB

# South & Folwell Safe Routes to School Project

2022 TAB Regional Solicitation for Federal Funding in FFYs 2026 and 2027



## Travel Tally and Parent Survey Results

According to Minneapolis Public School's student travel data from fall 2021, 47.19% of students at South High School walk or bike to school and 6.82% of students at Folwell Elementary School walk or bike to school.

## Contact

**Amy Barnstorff**, *Transportation Planner*

Transportation Planning and Programming - Public Works

City of Minneapolis

612-673-2129

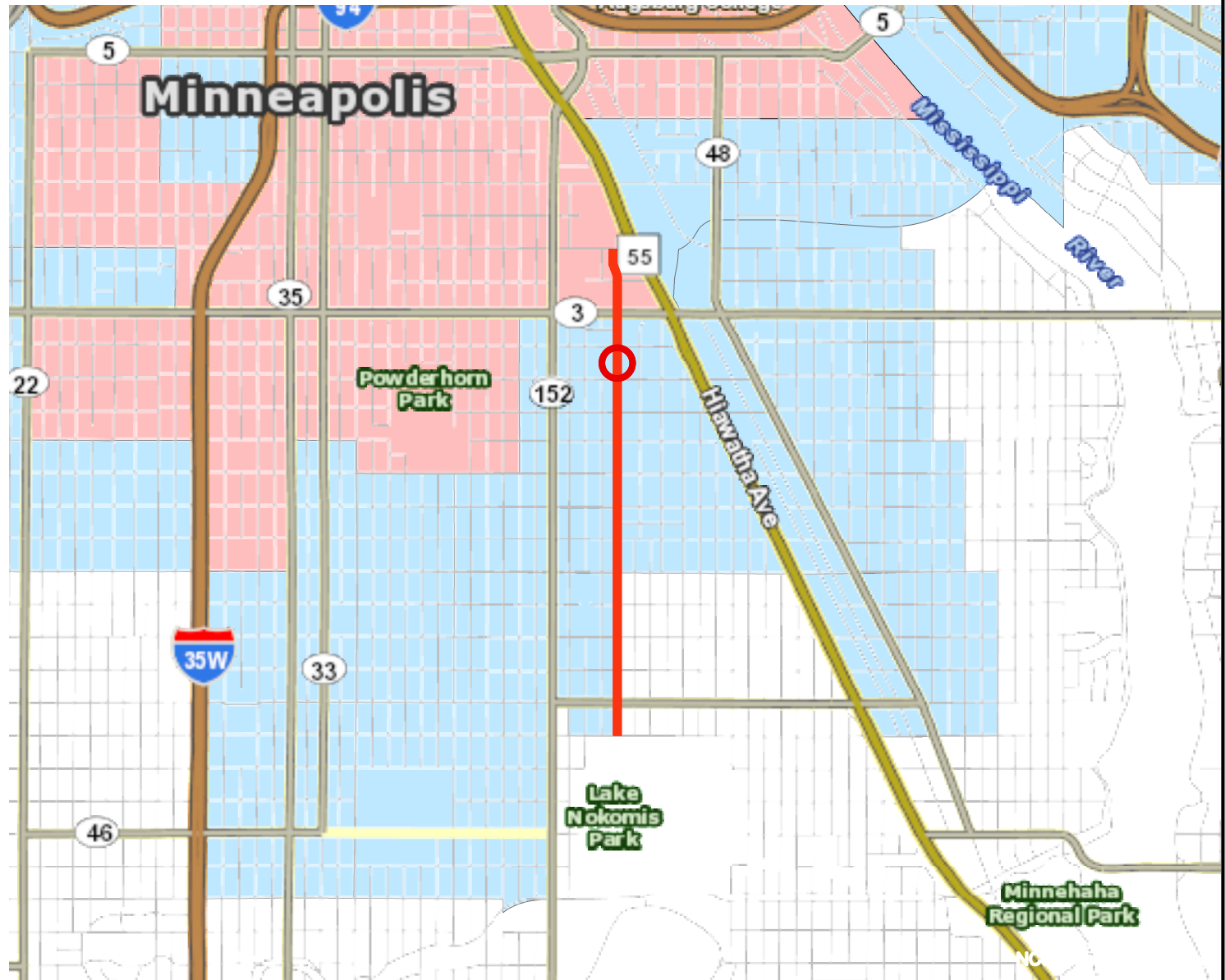
[amy.barnstorf@minneapolismn.gov](mailto:amy.barnstorf@minneapolismn.gov)





# Socio-Economic Conditions

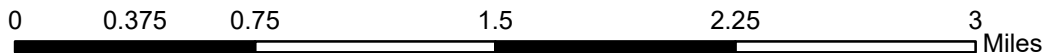
## Results

Total of publicly subsidized rental housing units in census tracts within 1/2 mile: 2646

Project located IN an Area of Concentrated Poverty.



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



Created: 3/15/2022  
LandscapeRSA2



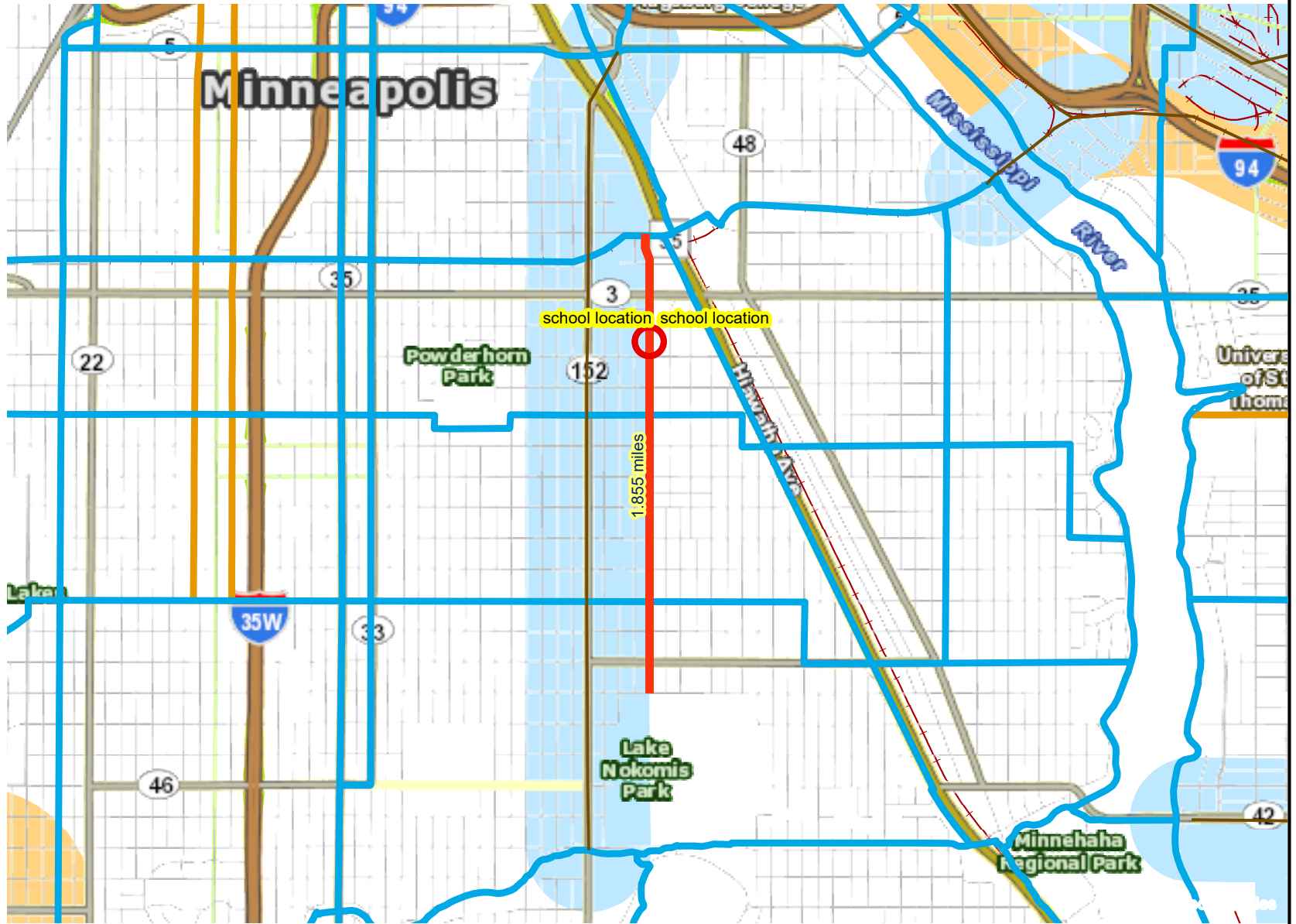
For complete disclaimer of accuracy, please visit <http://giswebsite.metc.state.mn.us/gissite/notice.aspx>



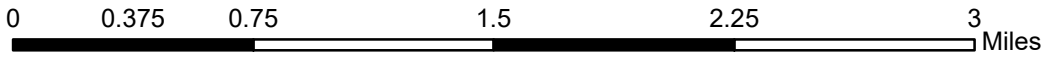
# Project to RBTN Orientation

## Results

Project IN TIER 1  
Bicycle Transport Corridor.



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



Created: 3/15/2022  
LandscapeRSA6



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





April 1, 2022

Ms. Elaine Koutsoukos  
 Metropolitan Council  
 390 North Robert Street  
 St. Paul, Minnesota 55101

Re: 2022 Regional Solicitation Applications

Dear Ms. Koutsoukos,

The City of Minneapolis Department of Public Works is submitting a series of applications for the 2022 Regional Solicitation for Federal Transportation Funds. The applications and the required matching funds have been authorized by the Minneapolis City Council as described in the Official Proceedings of the Council meetings on March 24, 2022. The City is submitting applications for 14 projects, as listed in the table below, and commits to operate and maintain these facilities through their design life.

<b>Project Name</b>	<b>Regional Solicitation Category</b>
7th Street N from 10th Street to Lyndale Avenue	Roadway Reconstruction/ Modernization
35th Street E and 36th Street E from Nicollet Avenue to Park Avenue	Roadway Reconstruction/ Modernization
26th Street E and Hiawatha Avenue intersection	Spot Mobility and Safety
Intelligent Transportation System Upgrades and Enhancements	Traffic Management Technologies
Nicollet Avenue S Bridge over Minnehaha Creek	Bridge Rehabilitation/Replacement
5th Street Transit Center	Transit Modernization
Northside Greenway (Humboldt/Irving Avenue N from 26th Avenue N to 44th Avenue N)	Multiuse Trails and Bicycle Facilities
2nd Street N protected bikeway from Plymouth Avenue N to Dowling Avenue N	Multiuse Trails and Bicycle Facilities
9th Street S and 10th Street S protected bikeway from Park Avenue to Hennepin Avenue	Multiuse Trails and Bicycle Facilities
42nd Street E pedestrian safety improvements	Pedestrian Facilities
1st Avenue N from Washington Avenue to 8th Street N pedestrian improvements	Pedestrian Facilities
Elliot Park neighborhood pedestrian improvements	Pedestrian Facilities
21st Avenue S - Safe Routes to School	Safe Routes to School
Whittier International Elementary – Safe Routes to School	Safe Routes to School

The specific applications are described in the attached "Request for City Council Committee Action." Thank you for the opportunity to submit these applications.

Sincerely,

DocuSigned by:

*Margaret Anderson Kelliher*

B599A2DA0E77408...

Margaret Anderson Kelliher  
Director of Public Works



Council Action No. 2022A-0248

City of Minneapolis

File No. 2022-00268

Committee: PWI

Public Hearing: None

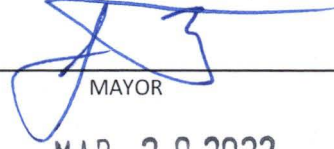
Passage: Mar 24, 2022

Publication: APR 01, 2022

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

MAYOR ACTION

APPROVED  VETOED

  
MAYOR

MAR 28 2022

DATE

*Certified an official action of the City Council*

ATTEST:

  
CITY CLERK

Presented to Mayor: MAR 24 2022

Received from Mayor: MAR 30 2022

The Minneapolis City Council hereby:

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

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

Home > Legislative File 2022-00268 > RCA

### ORIGINATING DEPARTMENT

Public Works Department

### To Committee(s)

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

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

### Action Item(s)

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

### Ward / Neighborhood / Address

#	Ward	Neighborhood	Address
1.	All Wards		

### Background Analysis

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

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



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

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

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

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

---

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

Details of the proposed applications are described below.

7th Street North from 10th Street North to Lyndale Avenue

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

*Program Category: Roadway Reconstruction/Modernization*

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

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

*Program Category: Roadway Reconstruction/Modernization*

#### 26th Street East and Hiawatha Avenue intersection

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

*Program Category: Spot Mobility and Safety.*

#### Intelligent Transportation System Upgrades & Enhancements

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

*Program Category: Traffic Management Technologies*

#### Nicollet Avenue South Bridge over Minnehaha Creek

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

*Program Category: Bridge Rehabilitation/Replacement*

#### 5th St Transit Center (Ramp B)

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

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

*Program Category: Transit Modernization*

Northside Greenway Phase 1

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

*Program Category: Multiuse Trails and Bicycle Facilities*

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

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

*Program Category: Multiuse Trails and Bicycle Facilities*

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

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

*Program Category: Multiuse Trails and Bicycle Facilities*

42nd Street East pedestrian safety improvements

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

*Program Category: Pedestrian Facilities*

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

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

*Program Category: Pedestrian Facilities*

Elliot Park neighborhood pedestrian improvements

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

*Program Category: Pedestrian Facilities*

21st Avenue South - Safe Routes to School

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

*Program Category: Safe Routes to School*

Whittier International Elementary - Safe Routes to School

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

*Program Category: Safe Routes to School*

#### Mobility Hubs

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

#### **FISCAL NOTE**

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

#### **Attachments**

2022 Regional Solicitation Project Map

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  
21st Avenue Safe Routes to School Project – From 43rd Street to 21st Avenue

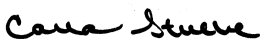
Dear Ms. Koutsoukos,

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 21st Avenue Safe Routes to School (SRTS) Project that is anticipated to improve walking along and across 21st Avenue.

As proposed, it is anticipated that the project will impact two roadways under county jurisdiction: CSAH 3 (Lake Street) and CSAH 42 (42nd Street). Hennepin County supports this funding application and agrees to operate and maintain the roadway facilities along CSAH 3 (Lake Street) and CSAH 42 (42nd Street) for the useful life of improvements.

At this time, Hennepin County has no funding programmed for this project in its 2022-2026 Transportation Capital Improvement Program (CIP). Therefore, county staff is currently unable to commit county cost participation in this project. Additionally, we kindly request that the City of Minneapolis includes county staff in the project development process to ensure project success. We look forward to working together to improve the accessibility, safety, and mobility of people walking along and across 21st Avenue.

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



# South & Folwell Safe Routes to School Project

2022 TAB Regional Solicitation for Federal Funding in FFYs 2026 and 2027

## Project Overview

The City of Minneapolis is requesting a federal grant to fund the South & Folwell Safe Routes to School project. This project will implement pedestrian and bicycle-related improvements along 21st Avenue South between East 28th Street/Midtown Greenway and East 43rd Street. Improvements may include:

- Crossing improvements to narrow the road
- Installation of ADA-compliant curb ramps
- Traffic calming treatments such as traffic circles, traffic diverters, chicanes, curb extensions, pedestrian refuge medians, speed bumps, raised crossings

## Benefits

The South & Folwell Safe Routes to School project will improve pedestrian and bicycle facilities for travelers of all ages and abilities by establishing a safe and comfortable connection to South High School, Folwell Elementary School, the Midtown Greenway, other bikeway facilities, parks, and key destinations in the project area.

## Project Schedule



If selected, improvements would be implemented in 2026 or 2027. Minneapolis Public Works will be installing temporary improvements at select High Injury Street intersections prior to project implementation.

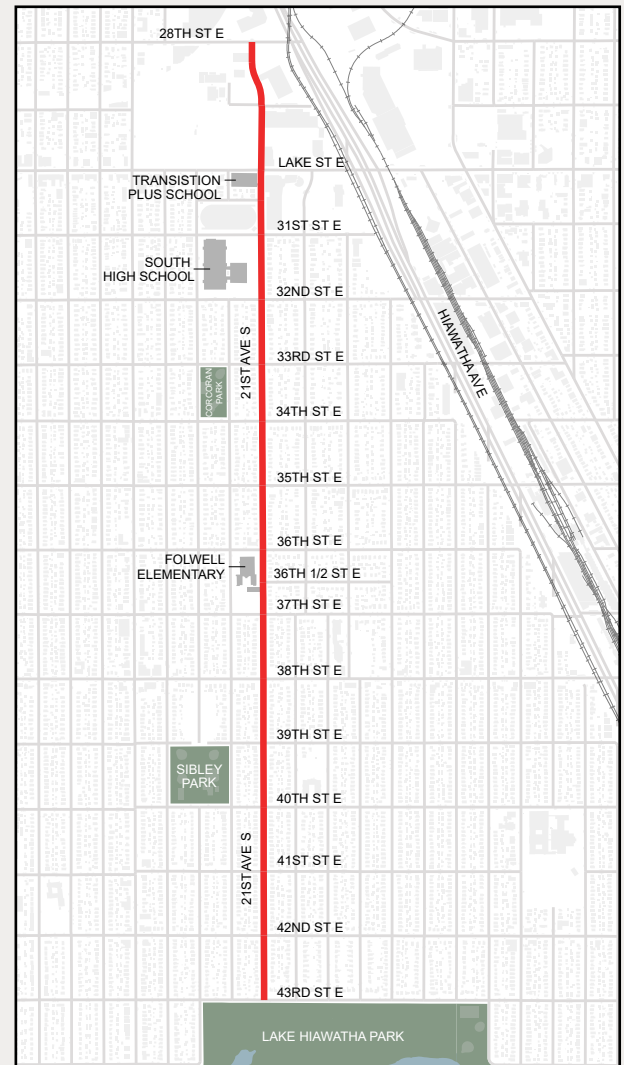
**Requested Federal Amount:** \$1,000,000

**Total Project Cost:** \$1,378,850

## Contact

**Amy Barnstorff**, *Transportation Planner*  
Transportation Planning and Programming - Public Works  
City of Minneapolis  
612-673-2129  
amy.barnstorf@minneapolismn.gov

## Project Area



— Project Location



## Existing Conditions on 21st Avenue South





# South & Folwell Safe Routes to School Project

Existing Conditions: 21st Avenue South & E 37th St





# South & Folwell Safe Routes to School Project

2022 TAB Regional Solicitation for Federal Funding in FFYs 2026 and 2027

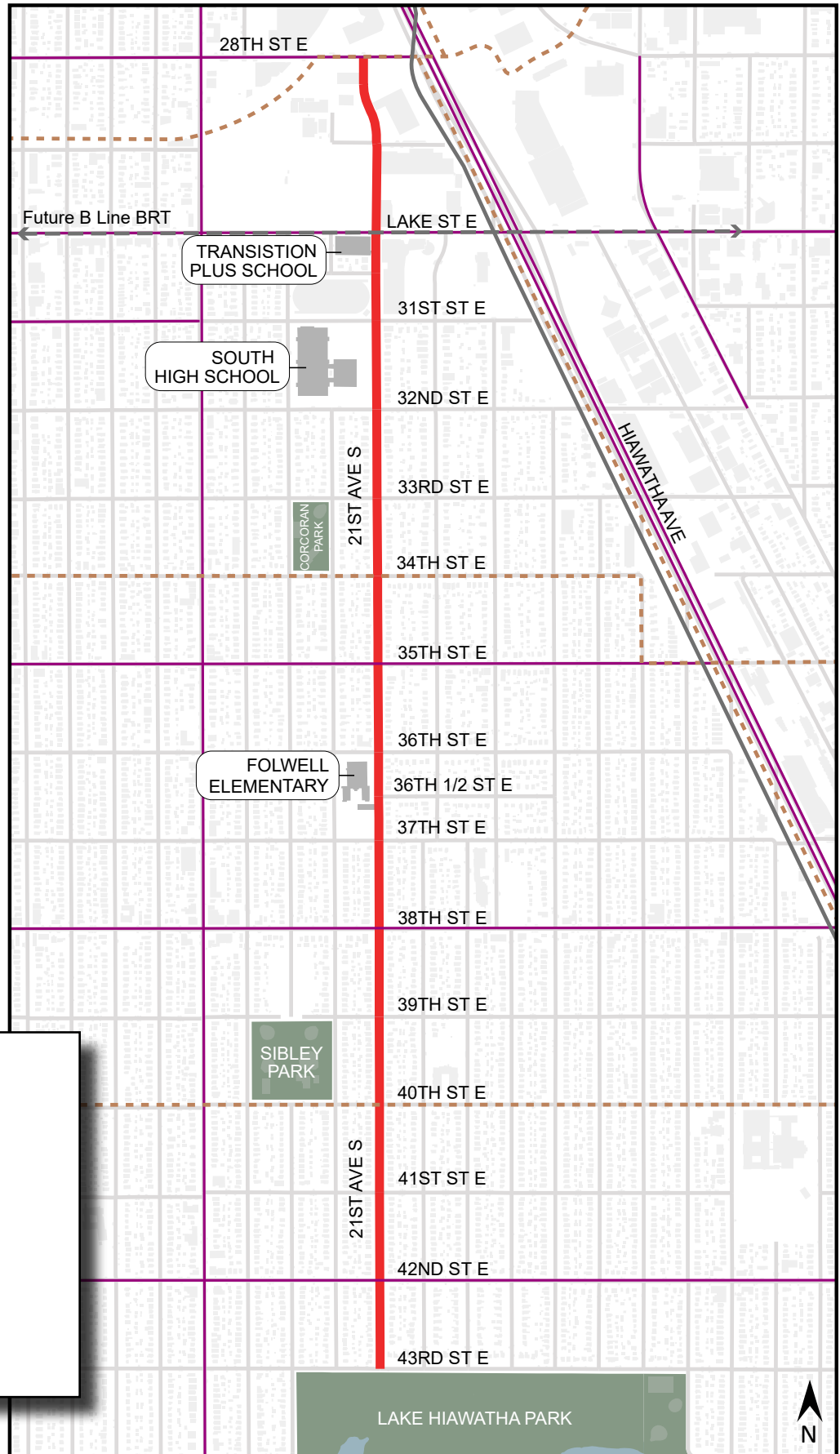
## Project Area Characteristics

21st Avenue South is identified in the City of Minneapolis' [Transportation Action Plan](#) (2020) as a near-term low stress bikeway on the All Ages and Abilities Network (AAA). It is also on the Minneapolis Public Schools Safe Routes to Schools [Walking Routes for Youth](#).

The project alignment crosses several High Injury Streets which were identified in the [Vision Zero Action Plan](#) (East 28th Street, East Lake Street, East 35th Street, East 38th Street, East 42nd St), creating opportunities to implement bicycle and pedestrian crossing treatments at these intersections in the project area.

According to the Minneapolis Public School's data, [an estimated 47.2%](#) of South High School students and [6.8%](#) of Folwell Elementary students [walk or bike to school daily](#).

Improvements along this corridor may include crossing improvements to narrow the roadway, ADA ramp upgrades, and traffic calming treatments such as traffic circles, traffic diverters, chicanes, curb extensions, speed bumps, raised crossings, and pedestrian refuge medians.



# South & Folwell Safe Routes to School Project

Public Housing and Access to Amenities

## SNAP Retailer Supermarkets

Locations of SNAP-authorized retailer supermarkets in the United States, operating in 2020.

 SNAP-Authorized Supermarket

## Health Facilities

Labels Off/On: Labels Off

-  Hospital
-  Urgent Care Facility
-  Veterans Health Medical Facility
-  Pharmacy
-  Public Health Department
-  Nursing Home

## Schools

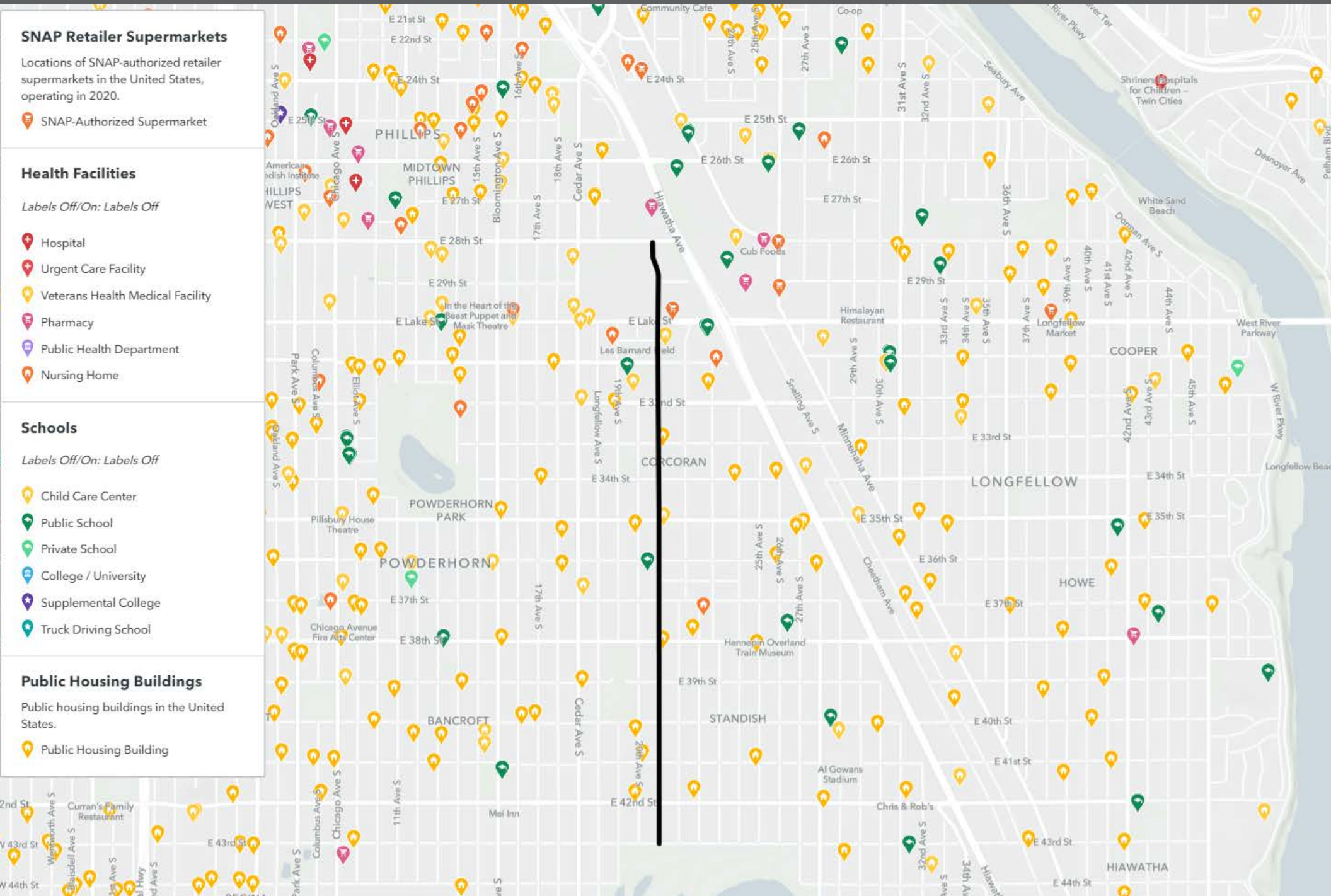
Labels Off/On: Labels Off

-  Child Care Center
-  Public School
-  Private School
-  College / University
-  Supplemental College
-  Truck Driving School

## Public Housing Buildings

Public housing buildings in the United States.

 Public Housing Building



# South & Folwell Safe Routes to School Project

2022 TAB Regional Solicitation for Federal Funding in FFYs 2026 and 2027



## Travel Tally and Parent Survey Results

Student Travel Tallies and Parent Surveys were not able to be conducted for this application due to the COVID-19 pandemic and the Minneapolis Public School's teacher strike.

According to Minneapolis Public School's student travel data from fall 2021, 47.19% of students at South High School walk or bike to school and 6.82% of students at Folwell Elementary School walk or bike to school.

## Contact

**Amy Barnstorff**, *Transportation Planner*

Transportation Planning and Programming - Public Works

City of Minneapolis

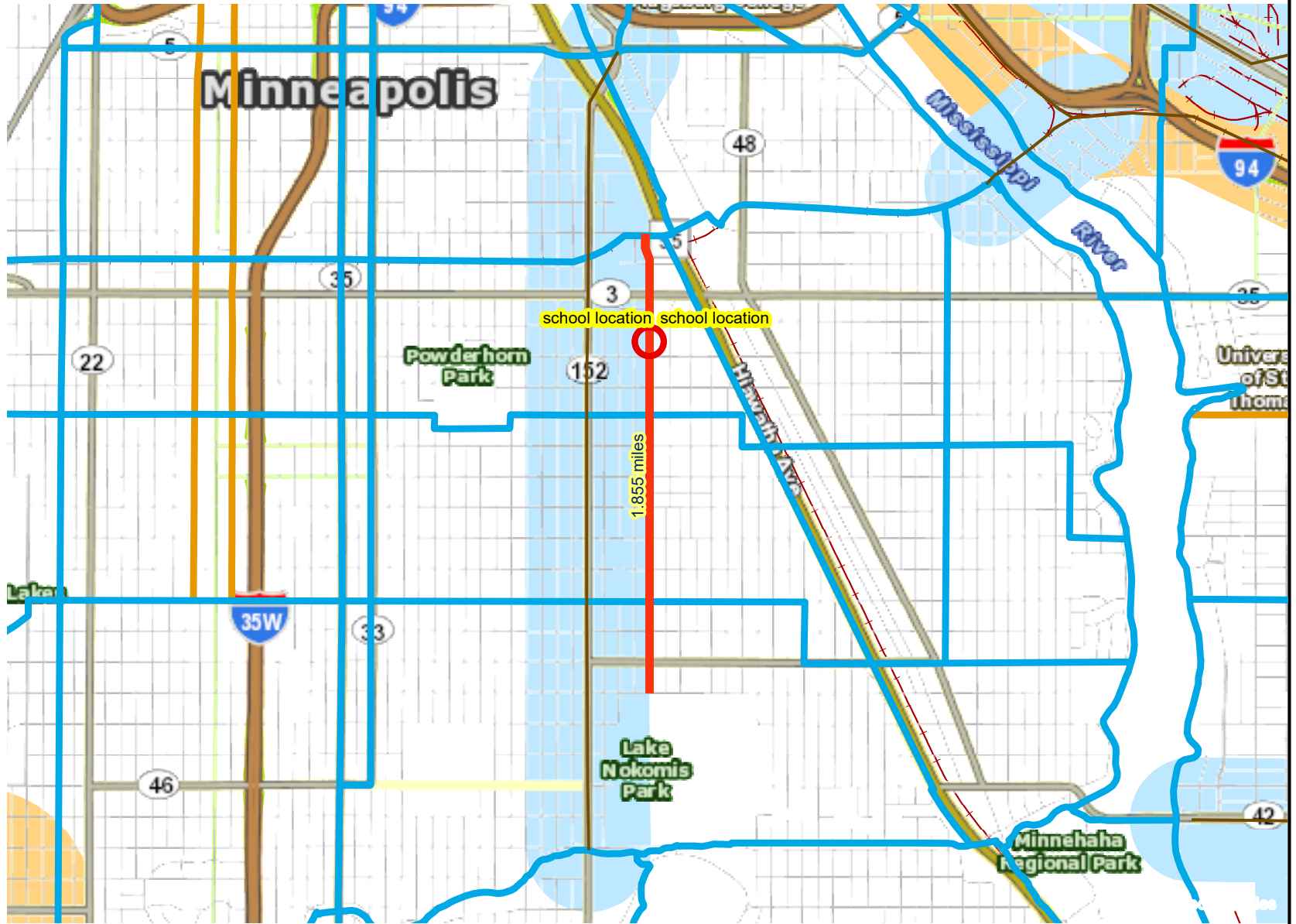
612-673-2129

[amy.barnstorff@minneapolismn.gov](mailto:amy.barnstorff@minneapolismn.gov)

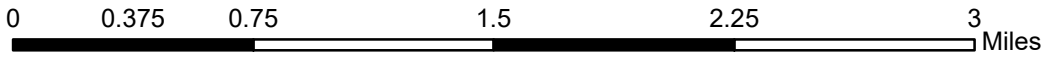
# Project to RBTN Orientation

## Results

Project IN TIER 1  
Bicycle Transport Corridor.



- Project Points
- RBTN Tier 1 Alignment
- RBTN Tier 2 Alignment
- RBTN Corridor Centerlines
- Minor Arterials
- Principal Arterials
- +— Railroads
- RBTN Tier 1
- RBTN Tier 2



Created: 3/15/2022  
LandscapeRSA6



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









# Socio-Economic Conditions

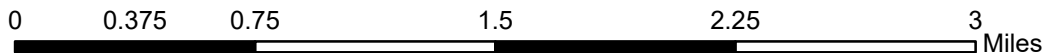
## Results

Total of publicly subsidized rental housing units in census tracts within 1/2 mile: 2646

Project located IN an Area of Concentrated Poverty.



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



Created: 3/15/2022  
LandscapeRSA2



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





Council Action No. 2022A-0248

City of Minneapolis

File No. 2022-00268

Committee: PWI

Public Hearing: None

Passage: Mar 24, 2022

Publication: APR 01, 2022

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

MAYOR ACTION

APPROVED

VETOED

MAYOR

MAR 28 2022

DATE

*Certified an official action of the City Council*

ATTEST:

CITY CLERK

Presented to Mayor: MAR 24 2022

Received from Mayor: MAR 30 2022

The Minneapolis City Council hereby:

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



## CRASH MODIFICATION FACTORS CLEARINGHOUSE

### CMF / CRF DETAILS

CMF ID: 9120

#### MEDIAN TREATMENT FOR PED/BIKE SAFETY

DESCRIPTION: INSTALL VARIOUS MEDIAN TREATMENT: MEDIAN FENCING, SIDEWALK FENCING, MEDIAN BRICK PLANTERS, PEDESTRIAN ISLANDS

PRIOR CONDITION: *NO PRIOR CONDITION(S)*

CATEGORY: ROADSIDE

STUDY: [ANALYZING THE IMPACT OF MEDIAN TREATMENTS ON PEDESTRIAN/BICYCLIST SAFETY, ZHANG ET AL., 2017](#)

Star Quality Rating: [VIEW SCORE DETAILS]

Rating Points Total: 100

#### Crash Modification Factor (CMF)

Value: 0.86

Adjusted Standard Error:

Unadjusted Standard Error: 0.04

#### Crash Reduction Factor (CRF)

Value: 14 (This value indicates a *decrease* in crashes)

Adjusted Standard Error:

Unadjusted Standard Error: 4

#### Applicability

Crash Type: All

Crash Severity: All

Roadway Types: Not specified

Number of Lanes:

Road Division Type: Divided by Median

Speed Limit:

Area Type: Urban

Traffic Volume:

Average Traffic Volume:

Time of Day: All

*If countermeasure is intersection-based*

Intersection Type:
Intersection Geometry:
Traffic Control:
Major Road Traffic Volume:
Minor Road Traffic Volume:
Average Major Road Volume :
Average Minor Road Volume :

**Development Details**

Date Range of Data Used:	1998 to 2016
Municipality:	
State:	MD
Country:	USA
Type of Methodology Used:	2
Sample Size (crashes):	906 crashes after
Sample Size (sites):	18 sites before, 18 sites after
Sample Size (site-years):	54 site-years before

**Other Details**

Included in Highway Safety Manual?	No
Date Added to Clearinghouse:	Jan-17-2018
Comments:	For all crashes, not just ped/bike related.

[VIEW THE FULL STUDY DATA](#)[EXPORT DETAIL PAGE AS A PDF](#)

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

For more information, contact Karen Scurry at karen.scurry@dot.gov

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.





## CRASH MODIFICATION FACTORS CLEARINGHOUSE

### CMF / CRF DETAILS

CMF ID: 4039

#### INSTALLATION OF RAISED BICYCLE CROSSING OR OTHER SPEED REDUCING MEASURE FOR VEHICLES ENTERING OR LEAVING THE SIDE ROAD

DESCRIPTION: INSTALLATION OF RAISED BICYCLE CROSSING OR OTHER SPEED REDUCING MEASURE FOR VEHICLES ENTERING OR LEAVING THE SIDE ROAD. INSTALLATIONS ARE AT INTERSECTIONS WITH CYCLIST PRIORITY OVER THE SIDE

PRIOR CONDITION: NO RAISED BICYCLE CROSSING OR OTHER SPEED REDUCING MEASURE PRESENT

CATEGORY: BICYCLISTS

STUDY: [ROAD FACTORS AND BICYCLE-MOTOR VEHICLE CRASHES AT UNSIGNALIZED PRIORITY INTERSECTIONS, SCHEPERS ET AL., 2011](#)

Star Quality Rating: [VIEW SCORE DETAILS]

Rating Points Total: 80

#### Crash Modification Factor (CMF)

Value: 0.49

Adjusted Standard Error:

Unadjusted Standard Error: 0.114

#### Crash Reduction Factor (CRF)

Value: 51 (This value indicates a *decrease* in crashes)

Adjusted Standard Error:

Unadjusted Standard Error: 11.4

#### Applicability

Crash Type: Vehicle/bicycle

Crash Severity: All

Roadway Types: All

Number of Lanes:

Road Division Type: All

Speed Limit:

Area Type: Urban and suburban

Traffic Volume:

Average Traffic Volume:

Time of Day:

*If countermeasure is intersection-based*

<b>Intersection Type:</b>	Roadway/roadway (not interchange related)
<b>Intersection Geometry:</b>	
<b>Traffic Control:</b>	
<b>Major Road Traffic Volume:</b>	
<b>Minor Road Traffic Volume:</b>	
<b>Average Major Road Volume :</b>	
<b>Average Minor Road Volume :</b>	2200 Annual Average Daily Traffic (AADT)

**Development Details**

<b>Date Range of Data Used:</b>	2005 to 2008
<b>Municipality:</b>	
<b>State:</b>	
<b>Country:</b>	Netherlands
<b>Type of Methodology Used:</b>	7
<b>Sample Size (site-years):</b>	852 site-years

**Other Details**

<b>Included in Highway Safety Manual?</b>	No
<b>Date Added to Clearinghouse:</b>	Jun-04-2012
<b>Comments:</b>	

[VIEW THE FULL STUDY DATA](#)

[EXPORT DETAIL PAGE AS A PDF](#)

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

Home > Legislative File 2022-00268 > RCA

## ORIGINATING DEPARTMENT

Public Works Department

## To Committee(s)

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

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

## Action Item(s)

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

## Ward / Neighborhood / Address

#	Ward	Neighborhood	Address
1.	All Wards		

## Background Analysis

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

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

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

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

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

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

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

Details of the proposed applications are described below.

7th Street North from 10th Street North to Lyndale Avenue

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

*Program Category: Roadway Reconstruction/Modernization*

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

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

*Program Category: Roadway Reconstruction/Modernization*

#### 26th Street East and Hiawatha Avenue intersection

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

*Program Category: Spot Mobility and Safety.*

#### Intelligent Transportation System Upgrades & Enhancements

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

*Program Category: Traffic Management Technologies*

#### Nicollet Avenue South Bridge over Minnehaha Creek

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

*Program Category: Bridge Rehabilitation/Replacement*

#### 5th St Transit Center (Ramp B).

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

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

*Program Category: Transit Modernization*

### Northside Greenway Phase 1

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

*Program Category: Multiuse Trails and Bicycle Facilities*

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

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

*Program Category: Multiuse Trails and Bicycle Facilities*

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

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

*Program Category: Multiuse Trails and Bicycle Facilities*

### 42nd Street East pedestrian safety improvements

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

*Program Category: Pedestrian Facilities*

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

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

*Program Category: Pedestrian Facilities*

### Elliot Park neighborhood pedestrian improvements

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

*Program Category: Pedestrian Facilities*

### 21st Avenue South - Safe Routes to School

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

*Program Category: Safe Routes to School*

### Whittier International Elementary - Safe Routes to School

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

*Program Category: Safe Routes to School*

### Mobility Hubs

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

### **FISCAL NOTE**

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

### **Attachments**

2022 Regional Solicitation Project Map



Crash Data for Whittier SRTS Improvements Project

Key:	Crash
	Crash Relevant to CMF

Crash Date and Time	Crash Year	Crash Severity	Street On	Intersection Name	Crash Type	Unit 1 Type	Vehicle 1 Type	Pre-Crash Manuever - Vehicle 1	Contributing Factor - Unit 1	Unit 2 Type	Vehicle 2 Type	Pre-Crash Manuever - Vehicle 2	Contributing Factor - Unit 2				
2/4/2012 15:25	2012	Serious Injury	E LAKE ST	21st Ave S & Lake St E	Bike	Motor Vehicle in Transport	Automobile	Moving Forward	No Clear Contributing Action	Bicycle	Bicyclist	Turning Left	Failure to Yield Right of Way				
6/6/2012 7:30	2012	Property Damage Only			Unknown	Motor Vehicle in Transport	Automobile	Turning Left	Unknown	Unknown	Unknown	Wrong Way into Opposing Traffic	Unknown				
7/7/2012 19:32	2012	Property Damage Only	LAKE ST E	21st Ave S & Lake St E	Left Turn	Motor Vehicle in Transport	Automobile	Moving Forward	No Clear Contributing Action	Motor Vehicle in Transport	Automobile	Turning Left	Failure to Yield Right of Way				
11/3/2012 18:00	2012	Minor Injury	Lake St E	21st Ave S & Lake St E	Rear End	Motor Vehicle in Transport	Automobile	Moving Forward	Failure to Obey Traffic Signs or Signals	Motor Vehicle in Transport	Automobile	Vehicle Stopped in Traffic	No Clear Contributing Action				
12/2/2012 17:30	2012	Property Damage Only	21 Av S	21st Ave S & Lake St E	Left Turn	Motor Vehicle in Transport	Automobile	Moving Forward	Wrong Side or Wrong Way	Motor Vehicle in Transport	Automobile	Moving Forward	Failure to Yield Right of Way				
8/9/2012 17:40	2012	Property Damage Only	Lake St E	21st Ave S & Lake St E	Unknown	Motor Vehicle in Transport	Automobile	Changing Lanes	Improper Passing	Motor Vehicle in Transport	Automobile	Vehicle Stopped in Traffic	No Clear Contributing Action				
5/16/2012 20:30	2012	Property Damage Only			Other	Motor Vehicle in Transport	Automobile	Moving Forward	Unknown	Motor Vehicle in Transport	Automobile	Turning Left	Unknown				
1/25/2012 13:15	2012	Property Damage Only	28TH ST E	21st Ave S & E 28th St	Unknown	Motor Vehicle in Transport	Automobile	Moving Forward	Failure to Yield Right of Way	Motor Vehicle in Transport	Automobile	Moving Forward	No Clear Contributing Action				
8/2/2012 14:45	2012	Property Damage Only	28TH ST E	21st Ave S & E 28th St	Angle	Hit and Run Vehicle or Unknown Driver	Automobile	Moving Forward	No Clear Contributing Action	Motor Vehicle in Transport	Automobile	Turning Left	No Clear Contributing Action				
4/18/2012 1:00	2012	Property Damage Only	28th ST E	21st Ave S & E 28th St	Single Vehicle Run Off Road	Hit and Run Vehicle or Unknown Driver	Automobile	Unknown	Unknown	Unknown	Unknown	Unknown	Unknown				
8/16/2012 13:45	2012	Property Damage Only	32ND ST E	21st Ave S & E 32nd St	Unknown	Motor Vehicle in Transport	Semi-Truck	Turning Right	No Clear Contributing Action	Motor Vehicle in Transport	Automobile	Turning Right	No Clear Contributing Action				
10/15/2012 9:20	2012	Property Damage Only	21 AV S	21st Ave S & Lake St E	Rear End	Motor Vehicle in Transport	Automobile	Moving Forward	Inattentive or Distracted	Motor Vehicle in Transport	Automobile	Vehicle Stopped in Traffic	No Clear Contributing Action				
6/7/2012 10:50	2012	Possible Injury	21 AV S	21st Ave S & Lake St E	Bike	Motor Vehicle in Transport	Automobile	Moving Forward	No Clear Contributing Action	Bicycle	Bicyclist	Unknown	Wrong Side or Wrong Way				
10/15/2012 4:00	2012	Property Damage Only	21ST AVE S	21st Ave S & E 39th St	Rear End	Hit and Run Vehicle or Unknown Driver	Unknown	Moving Forward	No Clear Contributing Action	Parked or Stalled Motor Vehicle	Automobile	Vehicle Parked Legally	No Clear Contributing Action				
2/2/2012 8:10	2012	Property Damage Only	31ST ST E	21st Ave S & E 31st st	Sideswipe Opposing Direction	Unknown	Unknown	Unknown	Unknown	Unknown	Automobile	Unknown	Unknown				
12/17/2012 8:10	2012	Property Damage Only	21 AV S	21st Ave S & E 36th 1/2 St	Angle	Motor Vehicle in Transport	Automobile	Moving Forward	No Clear Contributing Action	Motor Vehicle in Transport	Automobile	Moving Forward	Failure to Yield Right of Way				
1/23/2012 5:30	2012	Property Damage Only	21st ave s	21st Ave S & E 33rd St	Rear End	Motor Vehicle in Transport	Automobile	Moving Forward	Unknown	Parked or Stalled Motor Vehicle	Automobile	Vehicle Parked Legally	No Clear Contributing Action				
9/6/2013 17:20	2013	Minor Injury	Lake St E	21st Ave S & Lake St E	Rear End	Motor Vehicle in Transport	Automobile	Moving Forward	Failure to Obey Traffic Signs or Signals	Motor Vehicle in Transport	Automobile	Moving Forward	No Clear Contributing Action				
7/31/2013 15:35	2013	Possible Injury	32ND ST E	21st Ave S & E 32nd St	Single Vehicle Run Off Road	Motor Vehicle in Transport	Automobile	Moving Forward	Wrong Side or Wrong Way	Unknown	Unknown	Unknown	Unknown				
9/5/2013 5:30	2013	Property Damage Only			Single Vehicle Other	Parked or Stalled Motor Vehicle	Automobile	Vehicle Parked Legally	Unknown	Unknown	Unknown	Unknown	Unknown				
8/15/2013 16:22	2013	Possible Injury	21st Ave S	21st Ave S & E 32nd St	Bike	Bicycle	Bicyclist	Moving Forward	No Clear Contributing Action	Parked or Stalled Motor Vehicle	Automobile	Vehicle Parked Legally	No Clear Contributing Action				
8/19/2013 18:11	2013	Property Damage Only	31st St. E	21st Ave S & E 31st St	Angle	Motor Vehicle in Transport	Automobile	Moving Forward	No Clear Contributing Action	Motor Vehicle in Transport	Automobile	Moving Forward	Unknown				
12/6/2013 9:31	2013	Property Damage Only	21 AVE S	21st Ave S & E 29th St	Angle	Motor Vehicle in Transport	Automobile	Moving Forward	No Clear Contributing Action	Motor Vehicle in Transport	Unknown	Turning Left	Failure to Yield Right of Way				
4/3/2013 8:00	2013	Property Damage Only	33 ST E	21st Ave S & E 33rd St	Other	Hit and Run Vehicle or Unknown Driver	Unknown	Unknown	Unknown	Parked or Stalled Motor Vehicle	Automobile	Vehicle Parked Legally	No Clear Contributing Action				
11/15/2014 13:01	2014	Property Damage Only	LAKE ST E	21st Ave S & Lake St E	Left Turn	Hit and Run Vehicle or Unknown Driver	Automobile	Turning Left	Improper Turn/Merge	Motor Vehicle in Transport	Automobile	Moving Forward	No Clear Contributing Action				
11/12/2014 17:47	2014	Property Damage Only	31 ST E	21st Ave S & 31st St E	Rear End	Motor Vehicle in Transport	Automobile	Vehicle Entering Parked Position	Unknown	Unknown	Automobile	Unknown	Unknown				
2/24/2014 15:10	2014	Property Damage Only	28 ST E	21st Ave S & E 28th St	Angle	Motor Vehicle in Transport	Automobile	Moving Forward	Failure to Yield Right of Way	Motor Vehicle in Transport	Automobile	Moving Forward	No Clear Contributing Action				
12/10/2014 11:50	2014	Property Damage Only	21 AV S	21st Ave S & E 31st St	Unknown	Hit and Run Vehicle or Unknown Driver	Automobile	Vehicle Merging	Failure to Yield Right of Way	Motor Vehicle in Transport	Automobile	Moving Forward	No Clear Contributing Action				
3/3/2014 12:10	2014	Property Damage Only	21 AV S	21st Ave S & Lake St E	Other	Motor Vehicle in Transport	Automobile	Turning Right	Wrong Side or Wrong Way	Motor Vehicle in Transport	Semi-Truck	Vehicle Stopped in Traffic	No Clear Contributing Action				
3/18/2014 15:12	2014	Possible Injury	21 AV S	21st Ave S & E 28th St	Bike	Hit and Run Vehicle or Unknown Driver	Automobile	Vehicle Starting in Traffic	Failure to Yield Right of Way	Bicycle	Bicyclist	Unknown	No Clear Contributing Action				
8/22/2014 15:29	2014	Possible Injury	21 AV S	21st Ave S & E 28th St	Other	Motor Vehicle in Transport	Automobile	Turning Right	Failure to Yield Right of Way	Motor Vehicle in Transport	Automobile	Moving Forward	No Clear Contributing Action				
12/9/2014 23:23	2014	Property Damage Only	21st Ave S	21st Ave S & E 28th St	Head On	Motor Vehicle in Transport	Automobile	Moving Forward	No Clear Contributing Action	Motor Vehicle in Transport	Automobile	Moving Forward	Wrong Side or Wrong Way				
1/10/2014 11:04	2014	Property Damage Only	21 ave s	21st Ave S & E 38th St	Sideswipe Opposing Direction	Motor Vehicle in Transport	Automobile	Wrong Way into Opposing Traffic	Wrong Side or Wrong Way	Parked or Stalled Motor Vehicle	Automobile	Vehicle Parked Legally	No Clear Contributing Action				
8/19/2014 18:04	2014	Property Damage Only	21 Ave S	21st Ave S & E Lake St	Single Vehicle Run Off Road	Motor Vehicle in Transport	Automobile	Vehicle Straight from Parked	No Clear Contributing Action	Unknown	Unknown	Unknown	Unknown				
1/12/2015 8:30	2015	Possible Injury	lake	21st Ave S & Lake St E	Angle	Motor Vehicle in Transport	Automobile	Moving Forward	Unknown	Motor Vehicle in Transport	Automobile	Turning Left	Failure to Yield Right of Way				
6/10/2015 15:00	2015	Possible Injury	28TH ST E	21st Ave S & E 28th St	Bike	Motor Vehicle in Transport	Automobile	Moving Forward	Unknown	Bicycle	Bicyclist	Unknown	Unknown				
8/20/2015 18:30	2015	Possible Injury	28 ST E	21st Ave S & E 28th St	Bike	Bicycle	Bicyclist	Moving Forward	Failure to Yield Right of Way	Motor Vehicle in Transport	Automobile	Turning Right	No Clear Contributing Action				
11/7/2015 12:16	2015	Property Damage Only	21ST AVE S	21st Ave S & E 31st St	Head On	Hit and Run Vehicle or Unknown Driver	Automobile	Unknown	Unknown	Parked or Stalled Motor Vehicle	Automobile	Vehicle Parked Legally	No Clear Contributing Action				
5/22/2015 19:25	2015	Property Damage Only			Sideswipe Opposing Direction	Motor Vehicle in Transport	Automobile	Moving Forward	Unknown	Motor Vehicle in Transport	Automobile	Making a U Turn	Unknown				
7/16/2015 17:10	2015	Possible Injury	21st ave s	21st Ave S & Lake St E	Angle	Motor Vehicle in Transport	Automobile	Moving Forward	No Clear Contributing Action	Motor Vehicle in Transport	Automobile	Turning Left	Failure to Yield Right of Way				
1/3/2015 12:55	2015	Serious Injury	21 AV S	21st Ave S & E 29th St	Bike	Motor Vehicle in Transport	Automobile	Moving Forward	No Clear Contributing Action	Bicycle	Bicyclist	Moving Forward	No Clear Contributing Action				

6/22/2015 0:00	2015	Possible Injury				Bike	Motor Vehicle in Transport	Automobile	Turning Left	Unknown	Bicycle	Bicyclist	Unknown	Unknown				
7/10/2015 15:05	2015	Property Damage Only	37 ST E	21st Ave S & E 37th St	Angle	Motor Vehicle in Transport	Automobile	Moving Forward	Following too Closely	Motor Vehicle in Transport	Automobile	Moving Forward	No Clear Contributing Action					
9/25/2016 2:45	2016	Minor Injury	E LAKE ST	21st Ave S & Lake St E	Single Vehicle Run Off Road	Motor Vehicle in Transport	Automobile	Moving Forward	Wrong Side or Wrong Way	Unknown	Unknown	Unknown	Unknown					
8/7/2016 17:30	2016	Property Damage Only	E LAKE ST	21st Ave S & Lake St E	Unknown	Hit and Run Vehicle or Unknown Driver	Unknown	Changing Lanes	Unknown	Motor Vehicle in Transport	Automobile	Moving Forward	No Clear Contributing Action					
2/22/2016 13:17	2016	Possible Injury	E 28TH ST	21st Ave S & E 28th St	Bike	Motor Vehicle in Transport	Automobile	Turning Right	Wrong Side or Wrong Way	Bicycle	Unknown	Unknown	Dart/Dash					
10/8/2016 16:00	2016	Property Damage Only	21ST AVE S	Midblock	Pedestrian	Hit and Run Vehicle or Unknown Driver	Unknown	Moving Forward	Unknown	Pedestrian	Unknown	Unknown	Wrong Side or Wrong Way					
10/11/2016 14:30	2016	Minor Injury	21ST AVE S	Midblock	Pedestrian	Motor Vehicle in Transport	Automobile	Turning Right	Wrong Side or Wrong Way	Unknown	Unknown	Unknown	No Improper Action					
6/3/2016 12:13	2016	Property Damage Only	21ST AVE S	21st Ave S & E 28th St	Left Turn	Motor Vehicle in Transport	Automobile	Moving Forward	No Clear Contributing Action	Motor Vehicle in Transport	Automobile	Turning Left	Failure to Yield Right of Way					
10/15/2016 19:05	2016	Minor Injury	21ST AVE S	Midblock	Bike	Hit and Run Vehicle or Unknown Driver	Unknown	Moving Forward	Unknown	Bicycle	Unknown	Unknown	Wrong Side or Wrong Way					
7/4/2016 23:10	2016	Minor Injury	21ST AVE S	Midblock	Other	Motor Vehicle in Transport	Automobile	Moving Forward	No Clear Contributing Action	Parked or Stalled Motor Vehicle	Automobile	Parked or Entering or Leaving a Parked Position	Unknown					
5/9/2016 10:00	2016	Property Damage Only	E 31ST ST	21st Ave S & E 31st St	Other	Hit and Run Vehicle or Unknown Driver	Automobile	Unknown	Unknown	Parked or Stalled Motor Vehicle	Automobile	Parked or Entering or Leaving a Parked Position	Unknown					
10/9/2016 11:10	2016	Possible Injury	21ST AVE S	Midblock	Angle	Motor Vehicle in Transport	Automobile	Moving Forward	Ran Red Light	Motor Vehicle in Transport	Automobile	Moving Forward	No Clear Contributing Action					
10/19/2016 16:01	2016	Possible Injury	21ST AVE S	Midblock	Rear End	Motor Vehicle in Transport	Automobile	Moving Forward	Wrong Side or Wrong Way	Motor Vehicle in Transport	Automobile	Vehicle Stopped or Stalled in Roadway	Wrong Side or Wrong Way					
10/25/2017 8:00	2017	Property Damage Only	E LAKE ST	21st Ave S & Lake St E	Head On	Motor Vehicle in Transport	Automobile	Moving Forward	Improper Turn/Merge	Motor Vehicle in Transport	Automobile	Moving Forward	No Clear Contributing Action					
10/25/2017 8:00	2017	Property Damage Only	E LAKE ST	21st Ave S & Lake St E	Head On	Motor Vehicle in Transport	Automobile	Moving Forward	Improper Turn/Merge	Motor Vehicle in Transport	Automobile	Moving Forward	No Clear Contributing Action					
5/11/2017 18:35	2017	Property Damage Only	E 28TH ST	21st Ave S & E 28th St	Rear End	Hit and Run Vehicle or Unknown Driver	Automobile	Moving Forward	Unknown	Motor Vehicle in Transport	Automobile	Moving Forward	Wrong Side or Wrong Way					
7/1/2017 17:25	2017	Minor Injury	E 28TH ST	21st Ave S & E 28th St	Single Vehicle Run Off Road	Motor Vehicle in Transport	Automobile	Negotiating Curve	Wrong Side or Wrong Way	Unknown	Unknown	Unknown	Unknown					
10/27/2017 20:20	2017	Possible Injury	E 28TH ST	21st Ave S & E 28th St	Rear End	Motor Vehicle in Transport	Automobile	Moving Forward	Wrong Side or Wrong Way	Motor Vehicle in Transport	Automobile	Moving Forward	No Clear Contributing Action					
12/6/2017 0:35	2017	Property Damage Only	E 32ND ST	21st Ave S & E 32nd St	Other	Hit and Run Vehicle or Unknown Driver	Unknown	Unknown	Unknown	Parked or Stalled Motor Vehicle	Automobile	Parked or Entering or Leaving a Parked Position	Unknown					
5/3/2017 11:00	2017	Property Damage Only	21ST AVE S	Midblock	Other	Hit and Run Vehicle or Unknown Driver	Unknown	Moving Forward	Unknown	Motor Vehicle in Transport	Automobile	Parked or Entering or Leaving a Parked Position	No Clear Contributing Action					
11/6/2017 0:00	2017	Property Damage Only	21ST AVE S	Midblock	Angle	Motor Vehicle in Transport	Automobile	Changing Lanes	Wrong Side or Wrong Way	Motor Vehicle in Transport	Automobile	Moving Forward	No Clear Contributing Action					
11/3/2017 17:15	2017	Property Damage Only	21ST AVE S	Midblock	Rear End	Motor Vehicle in Transport	Automobile	Vehicle Stopped or Stalled in Roadway	No Clear Contributing Action	Hit and Run Vehicle or Unknown Driver	Unknown	Moving Forward	Unknown					
10/2/2017 7:45	2017	Property Damage Only	21ST AVE S	Midblock	Other	Motor Vehicle in Transport	Automobile	Turning Left	No Clear Contributing Action	Hit and Run Vehicle or Unknown Driver	Automobile	Moving Forward	Unknown					
9/6/2017 15:57	2017	Property Damage Only	21ST AVE S	Midblock	Bike	Motor Vehicle in Transport	Automobile	Moving Forward	Wrong Side or Wrong Way	Bicycle	Unknown	Unknown	Wrong Side or Wrong Way					
1/25/2017 17:30	2017	Property Damage Only	E 33RD ST	21st Ave S & E 33rd St	Rear End	Hit and Run Vehicle or Unknown Driver	Automobile	Slowing	Wrong Side or Wrong Way	Motor Vehicle in Transport	Automobile	Moving Forward	No Clear Contributing Action					
4/14/2017 1:26	2017	Property Damage Only	21ST AVE S	Midblock	Other	Motor Vehicle in Transport	Automobile	Moving Forward	Wrong Side or Wrong Way	Parked or Stalled Motor Vehicle	Automobile	Parked or Entering or Leaving a Parked Position	Unknown					
5/27/2018 8:52	2018	Possible Injury	E LAKE ST	21st Ave S & Lake St E	Pedestrian	Hit and Run Vehicle or Unknown Driver	Automobile	Unknown	Unknown	Pedestrian	Unknown	Unknown	Wrong Side or Wrong Way					
1/1/2018 11:35	2018	Possible Injury	E LAKE ST	21st Ave S & Lake St E	Rear End	Motor Vehicle in Transport	Automobile	Moving Forward	No Clear Contributing Action	Motor Vehicle in Transport	Automobile	Moving Forward	No Clear Contributing Action					
1/29/2018 11:24	2018	Property Damage Only	E LAKE ST	21st Ave S & Lake St E	Rear End	Motor Vehicle in Transport	Automobile	Moving Forward	No Clear Contributing Action	Motor Vehicle in Transport	Automobile	Slowing	No Clear Contributing Action					
1/8/2018 17:35	2018	Property Damage Only	E 28TH ST	21st Ave S & E 28th St	Angle	Motor Vehicle in Transport	Automobile	Moving Forward	No Clear Contributing Action	Motor Vehicle in Transport	Automobile	Turning Left	Wrong Side or Wrong Way					
2/8/2018 9:45	2018	Property Damage Only	E 35TH ST	21st Ave S & E 35th St	Angle	Motor Vehicle in Transport	Automobile	Moving Forward	Ran Stop Sign	Motor Vehicle in Transport	Automobile	Moving Forward	No Clear Contributing Action					
5/26/2018 11:20	2018	Property Damage Only	21ST AVE S	Midblock	Rear End	Motor Vehicle in Transport	Automobile	Slowing	Wrong Side or Wrong Way	Motor Vehicle in Transport	Automobile	Vehicle Stopped or Stalled in Roadway	No Clear Contributing Action					
8/20/2018 17:25	2018	Minor Injury	21ST AVE S	Midblock	Angle	Motor Vehicle in Transport	Automobile	Moving Forward	Wrong Side or Wrong Way	Motor Vehicle in Transport	Automobile	Turning Left	Wrong Side or Wrong Way					
7/27/2018 18:29	2018	Property Damage Only	21ST AVE S	Midblock	Rear End	Hit and Run Vehicle or Unknown Driver	Automobile	Moving Forward	Unknown	Motor Vehicle in Transport	Automobile	Moving Forward	No Clear Contributing Action					
10/20/2018 12:38	2018	Property Damage Only	21ST AVE S	Midblock	Other	Motor Vehicle in Transport	Automobile	Moving Forward	Wrong Side or Wrong Way	Parked or Stalled Motor Vehicle	Automobile	Parked or Entering or Leaving a Parked Position	Unknown					
2/13/2018 9:15	2018	Minor Injury	21ST AVE S	Midblock	Pedestrian	Pedestrian	Unknown	Unknown	No Improper Action	Hit and Run Vehicle or Unknown Driver	Unknown	Unknown	Unknown					
1/16/2018 14:12	2018	Property Damage Only	21ST AVE S	Midblock	Angle	Motor Vehicle in Transport	Automobile	Moving Forward	Failure to Yield Right of Way	Motor Vehicle in Transport	Automobile	Slowing	No Clear Contributing Action					
12/16/2018 19:44	2018	Property Damage Only	21ST AVE S	Midblock	Other	Hit and Run Vehicle or Unknown Driver	Unknown	Unknown	Unknown	Parked or Stalled Motor Vehicle	Automobile	Parked or Entering or Leaving a Parked Position	Unknown					

11/9/2018 8:20	2018	Property Damage Only	21ST AVE S	Midblock	Angle	Motor Vehicle in Transport	Automobile	Moving Forward	No Clear Contributing Action	Motor Vehicle in Transport	Automobile	Slowing	Wrong Side or Wrong Way				
1/8/2018 14:30	2018	Property Damage Only	21ST AVE S	Midblock	Angle	Motor Vehicle in Transport	Automobile	Moving Forward	Wrong Side or Wrong Way	Motor Vehicle in Transport	Automobile	Moving Forward	Wrong Side or Wrong Way				
11/7/2019 10:15	2019	Property Damage Only	E LAKE ST	21st Ave S & Lake St E	Other	Parked or Stalled Motor Vehicle	Transit Bus	Parked or Entering or Leaving a Parked Position	No Clear Contributing Action	Hit and Run Vehicle or Unknown Driver	Automobile	Moving Forward	Wrong Side or Wrong Way				
5/24/2019 7:30	2019	Property Damage Only	E LAKE ST	21st Ave S & Lake St E	Left Turn	Motor Vehicle in Transport	Automobile	Turning Left	Failure to Yield Right of Way	Motor Vehicle in Transport	Automobile	Moving Forward	No Clear Contributing Action				
8/3/2019 16:45	2019	Minor Injury	E LAKE ST	21st Ave S & Lake St E	Bike	Motor Vehicle in Transport	Automobile	Turning Right	No Clear Contributing Action	Bicycle	Unknown	Unknown	Wrong Side or Wrong Way				
2/4/2019 17:29	2019	Possible Injury	E 28TH ST	21st Ave S & E 28th St	Rear End	Motor Vehicle in Transport	Automobile	Moving Forward	No Clear Contributing Action	Motor Vehicle in Transport	Automobile	Moving Forward	No Clear Contributing Action				
1/17/2019 16:52	2019	Property Damage Only	E 28TH ST	21st Ave S & E 28th St	Unknown	Hit and Run Vehicle or Unknown Driver	Automobile	Moving Forward	Unknown	Motor Vehicle in Transport	Automobile	Turning Right	Wrong Side or Wrong Way				
9/25/2019 20:30	2019	Property Damage Only	21ST AVE S	Midblock	Other	Hit and Run Vehicle or Unknown Driver	Automobile	Backing	Unknown	Parked or Stalled Motor Vehicle	Automobile	Parked or Entering or Leaving a Parked Position	Unknown				
9/6/2019 18:09	2019	Minor Injury	21ST AVE S	Midblock	Pedestrian	Motor Vehicle in Transport	Automobile	Moving Forward	No Clear Contributing Action	Pedestrian	Unknown	Unknown	Dart/Dash				
4/8/2019 0:30	2019	Property Damage Only	21ST AVE S	Midblock	Other	Motor Vehicle in Transport	Automobile	Moving Forward	No Clear Contributing Action	Motor Vehicle in Transport	Automobile	Moving Forward	Wrong Side or Wrong Way				
5/22/2019 11:05	2019	Serious Injury	21ST AVE S	Midblock	Other	Motor Vehicle in Transport	Automobile	Turning Left	Failure to Yield Right of Way	Motor Vehicle in Transport	Automobile	Moving Forward	No Clear Contributing Action				
4/22/2019 15:50	2019	Minor Injury	21ST AVE S	21st Ave S & Lake St E	Rear End	Motor Vehicle in Transport	Automobile	Moving Forward	Wrong Side or Wrong Way	Motor Vehicle in Transport	Automobile	Moving Forward	No Clear Contributing Action				
6/7/2019 17:04	2019	Property Damage Only	21ST AVE S	Midblock	Head On	Motor Vehicle in Transport	Automobile	Turning Left	Failure to Yield Right of Way	Motor Vehicle in Transport	Automobile	Turning Right	Wrong Side or Wrong Way				
2/4/2019 13:06	2019	Property Damage Only	21ST AVE S	Midblock	Rear End	Hit and Run Vehicle or Unknown Driver	Unknown	Moving Forward	Unknown	Motor Vehicle in Transport	Automobile	Moving Forward	No Clear Contributing Action				
2/4/2019 15:08	2019	Possible Injury	21ST AVE S	21st Ave S & E 28th St	Angle	Motor Vehicle in Transport	Automobile	Turning Right	No Clear Contributing Action	Motor Vehicle in Transport	Automobile	Turning Left	No Clear Contributing Action				
8/27/2019 16:18	2019	Property Damage Only	21ST AVE S	Midblock	Left Turn	Motor Vehicle in Transport	Automobile	Turning Left	No Clear Contributing Action	Motor Vehicle in Transport	Automobile	Moving Forward	No Clear Contributing Action				
10/15/2019 11:10	2019	Property Damage Only	E 29TH ST	21st Ave S & E 29th St	Single Vehicle Run Off Road	Motor Vehicle in Transport	Heavy Truck	Backing	No Clear Contributing Action	Unknown	Unknown	Unknown	Unknown				
5/17/2019 8:00	2019	Property Damage Only	21ST AVE S	Midblock	Other	Hit and Run Vehicle or Unknown Driver	Unknown	Unknown	Unknown	Parked or Stalled Motor Vehicle	Automobile	Parked or Entering or Leaving a Parked Position	Unknown				
4/3/2019 0:54	2019	Minor Injury	21ST AVE S	Midblock	Rear End	Motor Vehicle in Transport	Automobile	Moving Forward	Wrong Side or Wrong Way	Parked or Stalled Motor Vehicle	Automobile	Parked or Entering or Leaving a Parked Position	Unknown				
3/11/2019 13:40	2019	Minor Injury	21ST AVE S	Midblock	Other	Motor Vehicle in Transport	Automobile	Moving Forward	Wrong Side or Wrong Way	Motor Vehicle in Transport	Automobile	Moving Forward	No Clear Contributing Action				
2/25/2019 15:25	2019	Property Damage Only	21ST AVE S	Midblock	Sideswipe Opposing Direction	Motor Vehicle in Transport	Automobile	Moving Forward	No Clear Contributing Action	Motor Vehicle in Transport	School Bus	Vehicle Stopped or Stalled in Roadway	No Clear Contributing Action				
4/16/2019 10:38	2019	Property Damage Only	21ST AVE S	Midblock	Other	Hit and Run Vehicle or Unknown Driver	Automobile	Parked or Entering or Leaving a Parked Position	Unknown	Parked or Stalled Motor Vehicle	Automobile	Parked or Entering or Leaving a Parked Position	Unknown				
2/25/2019 15:23	2019	Property Damage Only	21ST AVE S	Midblock	Sideswipe Opposing Direction	Motor Vehicle in Transport	School Bus	Moving Forward	No Clear Contributing Action	Hit and Run Vehicle or Unknown Driver	Heavy Truck	Moving Forward	Unknown				
3/11/2019 9:53	2019	Property Damage Only	21ST AVE S	Midblock	Rear End	Motor Vehicle in Transport	Automobile	Slowing	Wrong Side or Wrong Way	Motor Vehicle in Transport	Automobile	Turning Left	Wrong Side or Wrong Way				
2/22/2019 8:15	2019	Possible Injury	21ST AVE S	Midblock	Pedestrian	Hit and Run Vehicle or Unknown Driver	Unknown	Moving Forward	Unknown	Pedestrian	Unknown	Unknown	No Improper Action				
5/19/2020 14:15	2020	Possible Injury	E LAKE ST	21st Ave S & Lake St E	Rear End	Motor Vehicle in Transport	Automobile	Slowing	Following too Closely	Motor Vehicle in Transport	Automobile	Vehicle Stopped or Stalled in Roadway	No Clear Contributing Action				
6/4/2020 23:00	2020	Property Damage Only	E LAKE ST	21st Ave S & Lake St E	Single Vehicle Run Off Road	Motor Vehicle in Transport	Automobile	Moving Forward	No Clear Contributing Action	Unknown	Unknown	Unknown	Unknown				
7/28/2020 17:45	2020	Possible Injury	E LAKE ST	21st Ave S & Lake St E	Rear End	Hit and Run Vehicle or Unknown Driver	Automobile	Moving Forward	Unknown	Motor Vehicle in Transport	Automobile	Moving Forward	No Clear Contributing Action				
4/7/2020 11:24	2020	Possible Injury	E LAKE ST	21st Ave S & Lake St E	Rear End	Motor Vehicle in Transport	Automobile	Moving Forward	Wrong Side or Wrong Way	Motor Vehicle in Transport	Automobile	Moving Forward	No Clear Contributing Action				
1/28/2020 7:15	2020	Property Damage Only	E 31ST ST	21st Ave S & E 31st St	Other	Motor Vehicle in Transport	Automobile	Moving Forward	Wrong Side or Wrong Way	Parked or Stalled Motor Vehicle	Automobile	Parked or Entering or Leaving a Parked Position	Unknown				
2/26/2020 7:50	2020	Property Damage Only	21ST AVE S	Midblock	Other	Motor Vehicle in Transport	Light Truck	Moving Forward	Wrong Side or Wrong Way	Parked or Stalled Motor Vehicle	Automobile	Parked or Entering or Leaving a Parked Position	Unknown				
4/17/2020 10:00	2020	Property Damage Only	21ST AVE S	Midblock	Other	Hit and Run Vehicle or Unknown Driver	Automobile	Moving Forward	Unknown	Parked or Stalled Motor Vehicle	Automobile	Parked or Entering or Leaving a Parked Position	Unknown				
2/29/2020 13:50	2020	Possible Injury	21ST AVE S	Midblock	Angle	Motor Vehicle in Transport	Automobile	Moving Forward	Run Stop Sign	Motor Vehicle in Transport	Automobile	Moving Forward	No Clear Contributing Action				
2/13/2020 7:51	2020	Property Damage Only	21ST AVE S	Midblock	Angle	Motor Vehicle in Transport	Automobile	Moving Forward	No Clear Contributing Action	Motor Vehicle in Transport	Automobile	Turning Right	No Clear Contributing Action				
10/21/2020 8:15	2020	Possible Injury	21ST AVE S	Midblock	Angle	Motor Vehicle in Transport	Automobile	Moving Forward	No Clear Contributing Action	Motor Vehicle in Transport	Automobile	Moving Forward	Wrong Side or Wrong Way				
6/19/2020 21:00	2020	Property Damage Only	21ST AVE S	Midblock	Single Vehicle Run Off Road	Hit and Run Vehicle or Unknown Driver	Automobile	Moving Forward	Unknown	Unknown	Unknown	Unknown	Unknown				

7/15/2020 22:00	2020	Property Damage Only	21ST AVE S	Midblock	Other	Hit and Run Vehicle or Unknown Driver	Automobile	Moving Forward	Wrong Side or Wrong Way	Parked or Stalled Motor Vehicle	Automobile	Parked or Entering or Leaving a Parked Position	No Clear Contributing Action				
8/14/2020 0:00	2020	Property Damage Only	21ST AVE S	Midblock	Rear End	Hit and Run Vehicle or Unknown Driver	Automobile	Unknown	Unknown	Motor Vehicle in Transport	Automobile	Vehicle Stopped or Stalled in Roadway	No Clear Contributing Action				
9/13/2021 12:58	2021	Possible Injury	E LAKE ST	21st Ave S & Lake St E	Bike	Motor Vehicle in Transport	Automobile	Moving Forward	No Clear Contributing Action	Bicycle	Unknown	Unknown	No Improper Action				
9/5/2021 0:15	2021	Property Damage Only	E 35TH ST	21st Ave S & E 35th St	Other	Parked or Stalled Motor Vehicle	Automobile	Parked or Entering or Leaving a Parked Position	Unknown	Motor Vehicle in Transport	Unknown	Backing	Wrong Side or Wrong Way				
8/17/2021 8:26	2021	Property Damage Only	21ST AVE S	21st Ave S & Lake St E	Angle	Motor Vehicle in Transport	Automobile	Moving Forward	Wrong Side or Wrong Way	Motor Vehicle in Transport	Automobile	Turning Left	Wrong Side or Wrong Way				
5/6/2021 20:15	2021	Property Damage Only	21ST AVE S	Midblock	Single Vehicle Run Off Road	Motor Vehicle in Transport	Automobile	Moving Forward	Wrong Side or Wrong Way	Unknown	Unknown	Unknown	Unknown				
6/4/2021 12:48	2021	Possible Injury	21ST AVE S	Midblock	Angle	Motor Vehicle in Transport	Automobile	Moving Forward	Wrong Side or Wrong Way	Hit and Run Vehicle or Unknown Driver	Automobile	Turning Left	Unknown				
8/31/2021 18:56	2021	Unknown	21ST AVE S	Midblock	Other	Hit and Run Vehicle or Unknown Driver	Automobile	Moving Forward	Unknown	Parked or Stalled Motor Vehicle	Automobile	Parked or Entering or Leaving a Parked Position	Unknown				
4/25/2021 17:51	2021	Serious Injury	21ST AVE S	Midblock	Pedestrian	Motor Vehicle in Transport	Automobile	Turning Right	Wrong Side or Wrong Way	Pedestrian	Unknown	Unknown	Wrong Side or Wrong Way				

# South & Folwell Safe Routes to School Project

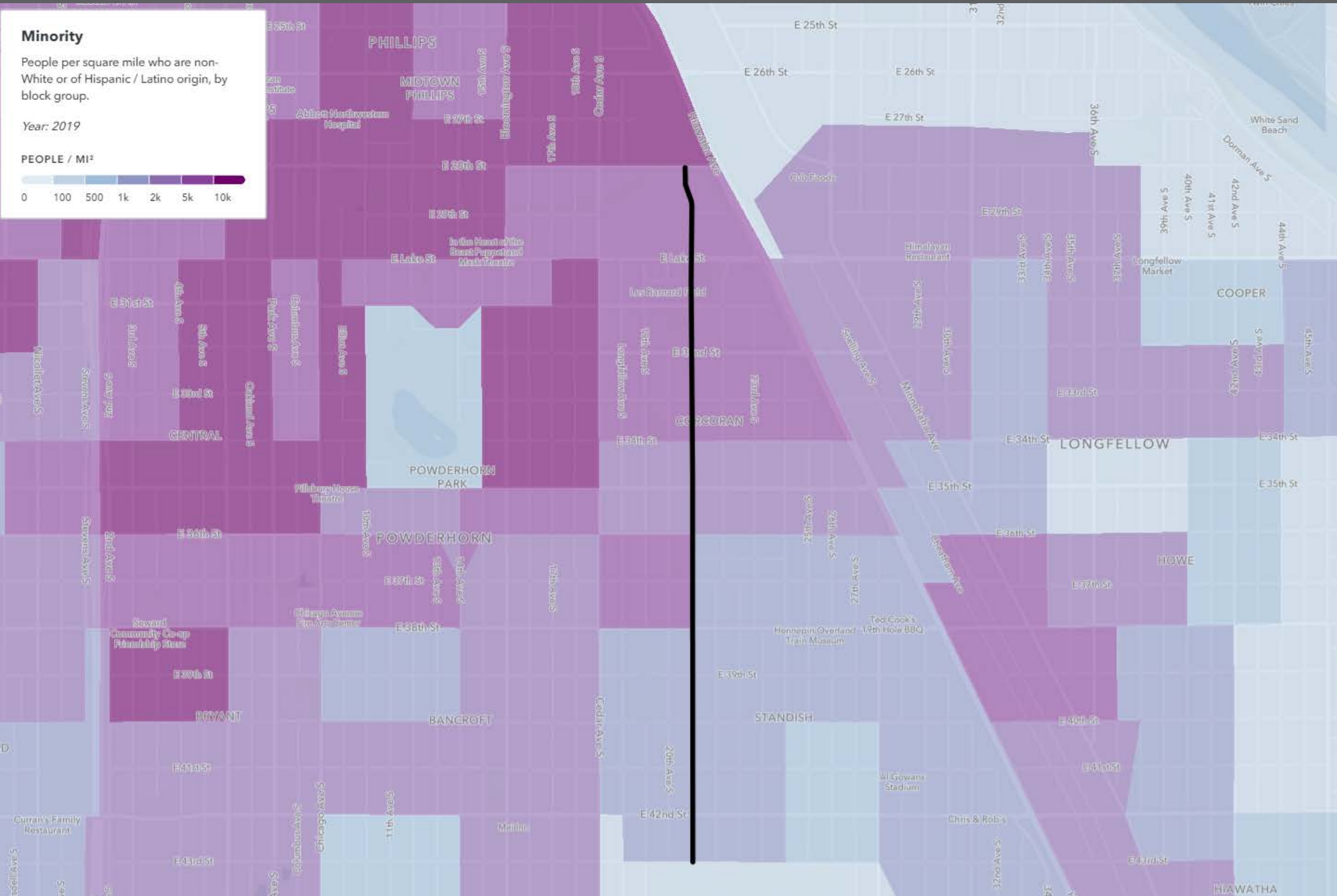
Demographics: Black, Indigenous, People of Color Populations

## Minority

People per square mile who are non-White or of Hispanic / Latino origin, by block group.

Year: 2019

PEOPLE / MI<sup>2</sup>



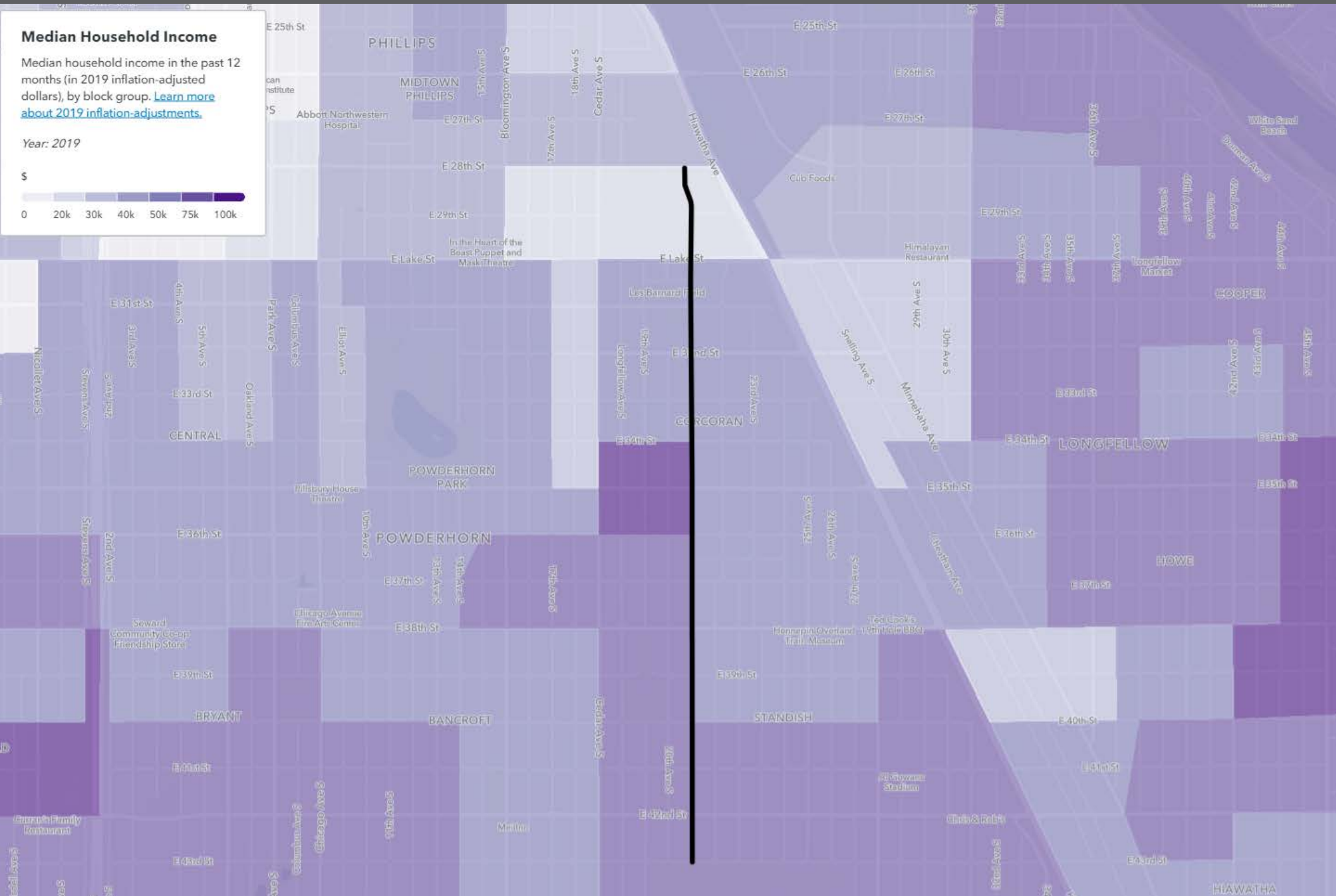
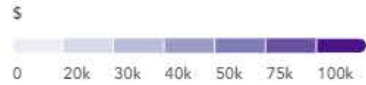
# South & Folwell Safe Routes to School Project

Demographics: Median Household Income

## Median Household Income

Median household income in the past 12 months (in 2019 inflation-adjusted dollars), by block group. [Learn more about 2019 inflation-adjustments.](#)

Year: 2019





# South & Folwell Safe Routes to School Project

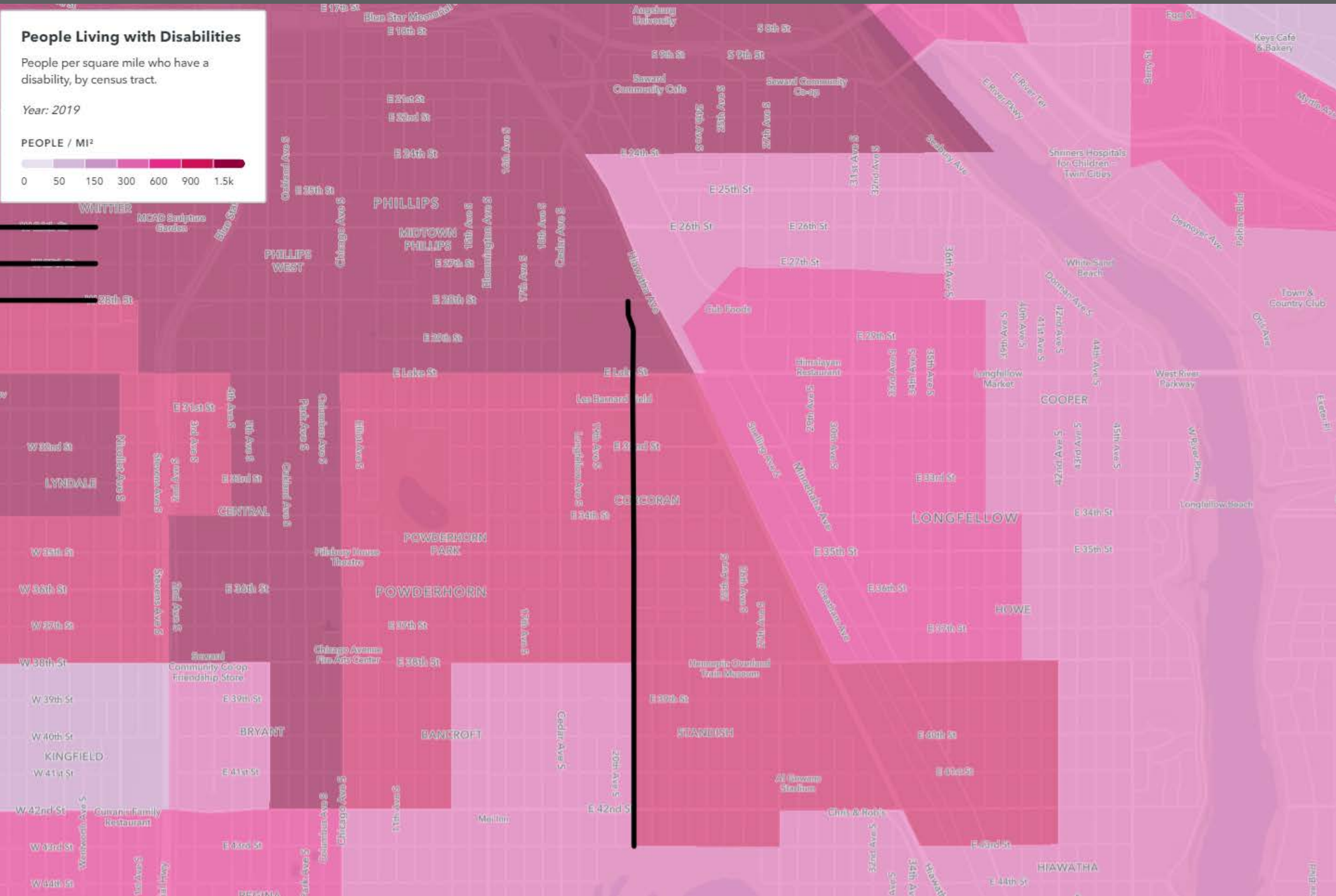
Demographics: People with Disabilities

## People Living with Disabilities

People per square mile who have a disability, by census tract.

Year: 2019

PEOPLE / MI<sup>2</sup>



# South & Folwell Safe Routes to School Project

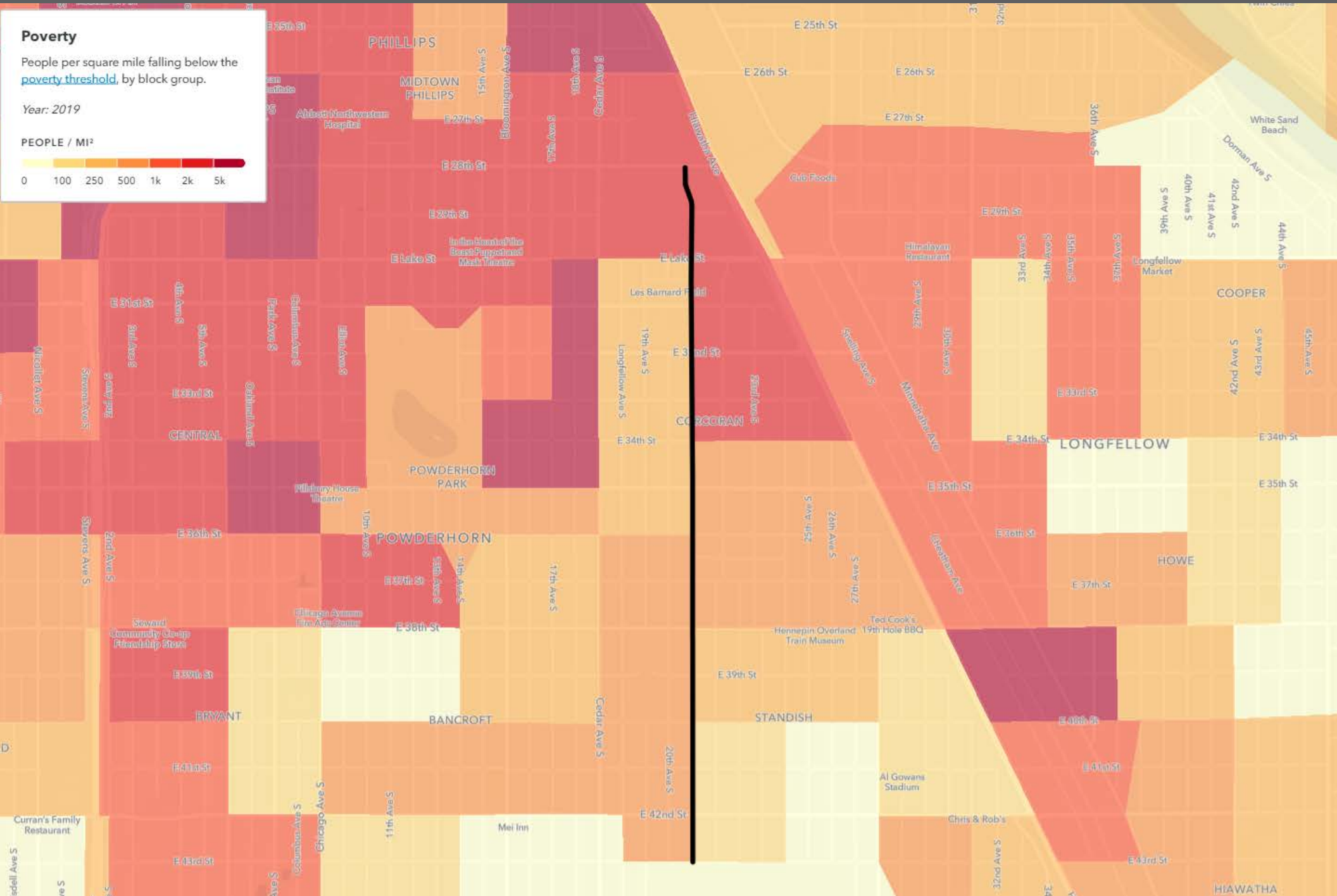
Jobs Per Square Mile





# South & Folwell Safe Routes to School Project

Demographics: Populations below the poverty threshold



# South & Folwell Safe Routes to School Project

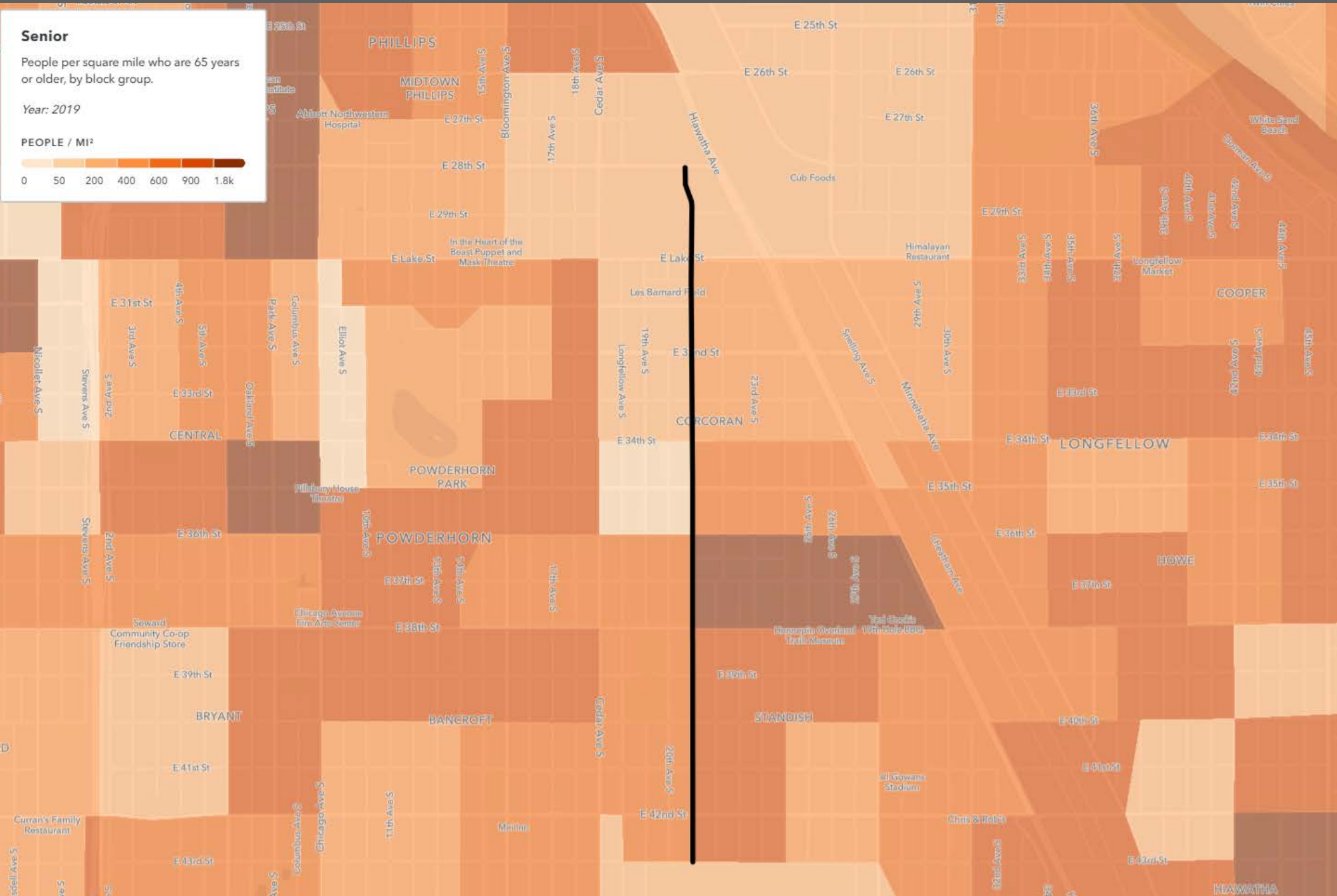
Demographics: Senior (65+) Populations

## Senior

People per square mile who are 65 years or older, by block group.

Year: 2019

PEOPLE / MI<sup>2</sup>



# South & Folwell Safe Routes to School Project

Demographics: Youth (under 18) Populations

## Youth

People per square mile who are under the age of 18, by block group.

Year: 2019

PEOPLE / MI<sup>2</sup>

