Application

17070 - 2022 Roadway System Management

17654 - City of Minneapolis ITS Upgrades and Enhancements

Regional Solicitation - Roadways Including Multimodal Elements

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What Grant Programs are you most interested in?	Regional Solicitation - Roadways Including Multimodal Elements			

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

Project Information

Project Name	City of Minneapolis ITS Upgrades and Enhancements
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):	

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

The proposed project will upgrade and enhance existing traffic management and intelligent transportation systems (ITS) in areas throughout the city of Minneapolis. The City of Minneapolis is collaborating with Hennepin County, MnDOT, and Metro Transit to enhance the city's traffic control system, with a focus on Cedar Avenue. The City's ITS currently serves roadway users throughout the metro area, providing services such as arterial dynamic message signs (DMS), realtime surveillance cameras (CCTV), and transit signal priority (TSP) capabilities. Upgrades to ITS, such as expanded remote access and operations, installing new traffic signal controllers and cabinets, conflict monitors, video detection system, Accessible Pedestrian Signals (APS), additional CCTV devices, vehicle-to infrastructure (V2I) devices, improvements to the Traffic Management Center (video server, video wall), dedicated short range communications (DSRC) radio or 5G cellular communications (high-volume wireless data transmission), and investing in fiber optic cable to increase bandwidth and reliability, will result in a nimble traffic control system that supports Minneapolis' Smart Cities initiatives and has the ability to adapt to daily and non-recurring traffic events. Once implemented, ITS enhancements will improve interfacing among the Police, Public Works, and Public Safety officials, integrating traffic monitoring with safety. In this way, upgrades will help keep the city's street and highway network functioning efficiently and with more flexibility and multipurpose use.

The focus on Cedar Avenue will improve operations on a key multimodal arterial connecting south Minneapolis to downtown, increasing safety and efficiency for transit, freight, bicycle, pedestrian, and general traffic. The focus area is separated into two segments to blend with Hennepin County's proposed reconstruction project along Cedar

Avenue from 24th St E to Lake St E. The ITS improvements proposed within this application could be successfully integrated with Hennepin County's project regardless of either project's final delivery timeline.

(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.

Upgrade traffic management systems citywide with a focus on Cedar Avenue and city's intelligent transportation system (ITS) capabilities. Includes traffic signal controllers/cabinets, advanced detection systems, CCTV devices, and fiber optic cable.

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) 4.3

to the nearest one-tenth of a mile

Project Funding

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

If yes, please identify the source(s)

Federal Amount $2,400,000.00

Match Amount $600,000.00

Minimum of 20% of project total

Project Total $3,000,000.00

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

Match Percentage 20.0%

Minimum of 20%
Compute the match percentage by dividing the match amount by the project total

Source of Match Funds City of Minneapolis

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

Preferred Program Year

Select one: 2026

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

Additional Program Years: 2025

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

Project Information: Roadway Projects

County, City, or Lead Agency City of Minneapolis

Functional Class of Road A-Minor Augmentor

Road System CSAH

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

Road/Route No. 152

i.e., 53 for CSAH 53

Name of Road Cedar Ave

Example; 1st ST., MAIN AVE

Zip Code where Majority of Work is Being Performed 55407

(Approximate) Begin Construction Date 03/02/2026

(Approximate) End Construction Date 10/30/2026

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

From:
(Intersection or Address)

To:
(Intersection or Address)

DO NOT INCLUDE LEGAL DESCRIPTION

Or At Various locations throughout Minneapolis

Miles of Sidewalk (nearest 0.1 miles) 0

Miles of Trail (nearest 0.1 miles) 0

Miles of Trail on the Regional Bicycle Transportation Network (nearest 0.1 miles) 0

Primary Types of Work SIGNALS

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

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.

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

Goal A: Transportation System Stewardship--Sustainable investments in the transportation system are protected by strategically preserving, maintaining, and operating system assets.

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

Goal B: Safety and Security - The regional transportation system is safe and secure for all users.

--Objective A: Reduce crashes and improve safety and security for all modes of passenger travel and freight transport.

Goal C: Access to Destinations - People and businesses prosper by using a reliable, affordable, and efficient multimodal transportation system that connects them to destinations throughout the region and beyond.

--Strategy C9

Goal D: Competitive Economy - The regional transportation system supports the economic competitiveness, vitality, and prosperity of the region and state.
--Objective A: Improve multimodal access to regional job concentrations identified in Thrive MSP 2040.
--Objective B: Invest in a multimodal transportation system to attract and retain businesses and residents.
--Objective C: Support the region?s economic competitiveness through the efficient movement of freight.

--Strategies D4 and D5.

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.

Minneapolis Transportation Action Plan includes a chapter on strategies to invite new technology to advance transportation options (page 130). This includes a specific action to invest in upgrading traffic signal system technology and capacity to support technological improvements that support mobility and access (page 134).

Limit 2,800 characters, approximately 400 words

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

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

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

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

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

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

7.The requested funding amount must be more than or equal to the minimum award and less than or equal to the maximum award. The cost of preparing a project for funding authorization can be substantial. For that reason, minimum federal amounts apply. Other federal funds may be combined with the requested funds for projects exceeding the maximum award, but the source(s) must be identified in the application. Funding amounts by application category are listed below in Table 1. For unique projects, the minimum award is $500,000 and the maximum award is the total amount available each funding cycle (approximately $4,000,000 for the 2022 funding cycle).
Strategic Capacity (Roadway Expansion): *$1,000,000 to $10,000,000*
Roadway Reconstruction/Modernization: *$1,000,000 to $7,000,000*
Traffic Management Technologies (Roadway System Management): *$500,000 to $3,500,000*
Spot Mobility and Safety: *$1,000,000 to $3,500,000*
Bridges Rehabilitation/Replacement: *$1,000,000 to $7,000,000*

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

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

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

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

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

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

Date plan completed: 03/10/2022

Link to plan: http://lims.minneapolismn.gov/Download/RCAV2/26538/2022-ADA-Transition-Plan-Update.pdf

The applicant is a public agency that employs fewer than 50 people and has a completed ADA self-evaluation that covers the public right of way/transportation.

Date self-evaluation completed:

Link to plan:

Upload plan or self-evaluation if there is no link

Upload as PDF

10.The project must be accessible and open to the general public.

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

11.The owner/operator of the facility must operate and maintain the project year-round for the useful life of the improvement, per FHWA direction established 8/27/2008 and updated 6/27/2017. Unique projects are exempt from this qualifying requirement.

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

12.The project must represent a permanent improvement with independent utility. The term independent utility means the project provides benefits described in the application by itself and does not depend on any construction elements of the project being funded from other sources outside the regional solicitation, excluding the required non-federal match. Projects that include traffic management or transit operating funds as part of a construction project are exempt from this policy.

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

13.The project must not be a temporary construction project. A temporary construction project is defined as work that must be replaced within five years and is ineligible for funding. The project must also not be staged construction where the project will be replaced as part of future stages. Staged construction is eligible for funding as long as future stages build on, rather than replace, previous work.

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

14.The project applicant must send written notification regarding the proposed project to all affected state and local units of government prior to submitting the application.

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

Roadways Including Multimodal Elements

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

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

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

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

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

Bridge Rehabilitation/Replacement and Strategic Capacity projects only:

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

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

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

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

Bridge Rehabilitation/Replacement projects only:

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

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

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

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

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

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

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

Requirements - Roadways Including Multimodal Elements

Specific Roadway Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Mobilization (approx. 5% of total cost)	$150,000.00
Removals (approx. 5% of total cost)	$150,000.00
Roadway (grading, borrow, etc.)	$0.00
Roadway (aggregates and paving)	$0.00
Subgrade Correction (muck)	$0.00
Storm Sewer	$0.00
Ponds	$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	$0.00
Traffic Control	$150,000.00
Striping	$0.00
Signing	$0.00

Lighting	$0.00
Turf - Erosion & Landscaping	$0.00
Bridge	$0.00
Retaining Walls	$0.00
Noise Wall (not calculated in cost effectiveness measure)	$0.00
Traffic Signals	$2,200,000.00
Wetland Mitigation	$0.00
Other Natural and Cultural Resource Protection	$0.00
RR Crossing	$0.00
Roadway Contingencies	$150,000.00
Other Roadway Elements	$0.00
Totals	**$2,800,000.00**

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	$0.00
Sidewalk Construction	$0.00
On-Street Bicycle Facility Construction	$0.00
Right-of-Way	$0.00
Pedestrian Curb Ramps (ADA)	$100,000.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	$100,000.00
Pedestrian-scale Lighting	$0.00
Streetscaping	$0.00
Wayfinding	$0.00
Bicycle and Pedestrian Contingencies	$0.00
Other Bicycle and Pedestrian Elements	$0.00
Totals	**$200,000.00**

Specific Transit and TDM Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Fixed Guideway Elements	$0.00
Stations, Stops, and Terminals	$0.00
Support Facilities	$0.00

Transit Systems (e.g. communications, signals, controls, fare collection, etc.)	$0.00
Vehicles	$0.00
Contingencies	$0.00
Right-of-Way	$0.00
Other Transit and TDM Elements	$0.00
Totals	**$0.00**

Transit Operating Costs

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

Totals

Total Cost	$3,000,000.00
Construction Cost Total	$3,000,000.00
Transit Operating Cost Total	$0.00

Measure A: Functional Classification of Project

The majority of the project funds will be invested on the principal arterial system:

(50 points)

The majority of the project funds will be invested on the A-minor arterial system: Yes

(25 points)

The majority of the project funds will be invested on the collector or local system with some investment either on the principal arterial or A-minor arterial system:

(0 points)

Measure 1B: Regional Truck Corridor Tiers

RESPONSE (Select one for your project, based on the updated 2021 Regional Truck Corridors):

The majority of the project funds will be invested on either a Tier 1, Tier 2, or Tier 3 corridor:

(50 Points)

Miles (to the nearest 0.1 miles): *If box above is checked, fill in length.*	0
A majority of the project funds will NOT be invested on a Tier 1, Tier 2, or Tier 3 corridor, but at least 10 percent of the funds will be invested on these corridors: *(25 Points)*	Yes
Miles (to the nearest 0.1 miles): *If box above is checked, fill in length.*	1.0
No project funds will be invested on a Tier 1, Tier 2, or Tier 3 corridor: *(0 Points)*	

Measure C: Integration within existing traffic management systems

The City of Minneapolis currently operates and maintains over 820 traffic signals. Most of these are connected to the city's Traffic Management Center (TMC). The City has a long history of updating the traffic control devices and communication network so it can support advancements in technology.

Prior grants successfully awarded to the City supported the City in building the framework for a new, fiber-based traffic control system. As part of this project, the City will build on past investments and continue to deploy new fiber communication where obsolete copper interconnect exists today. The fiber has higher bandwidth, which allows for more CCTV deployments and is more reliable than the copper connections.

Response:

City staff actively manage a majority of signal controllers remotely at the TMC using central traffic control system software. Traffic signal controller technology has rapidly evolved over the past ten years and this project will replace obsolete controllers with new ones meeting the Advanced Transportation Controller (ATC) standard. The City is in the process of converting inductive loops to video detection, which can detect bicyclists and requires less maintenance.

By increasing the city's bandwidth and installing new CCTV cameras, city staff will be better prepared to identify and efficiently and effectively respond to incidents on the roadways and will be better able to respond to events that may change typical existing traffic patterns.

(Limit 2,800 characters; approximately 400 words)

Measure D: Coordination with other agencies

Response:	The project enhances coordination among City, County, MnDOT, and Transit operations and operating units. The City of Minneapolis will reinvest in parts of its existing traffic management system, and enhance the system improving information sharing and coordination among City departments (Public Works, Police, and Public Safety) and with stakeholder partners (County, MnDOT, and Metro Transit).

(Limit 2,800 characters; approximately 400 words)

Measure A: Current Daily Person Throughput

Location	Cedar Ave south of 42nd St E
Current AADT Volume	16800.0
Existing transit routes at the location noted above	14, 21, 22, 23, 27, 46
Select all transit routes that apply.	
Upload "Transit Connections" map	1649859171547_TransitConnnections Combined.pdf
Please upload attachment in PDF form.	

Response - Daily Person Throughput

Average Annual Daily Transit Ridership	0
Current Daily Person Throughput	21840.0

Measure B: 2040 Forecast ADT

Use Metropolitan Council model to determine forecast (2040) ADT volume	Yes
If checked, METC Staff will provide Forecast (2040) ADT volume	
OR	
Identify the approved county or city travel demand model to determine forecast (2040) ADT volume	
Forecast (2040) ADT volume	

Measure A: Engagement

i.Describe any Black, Indigenous, and People of Color populations, low-income populations, disabled populations, youth, or older adults within a ½ mile of the proposed project. Describe how these populations relate to regional context. Location of affordable housing will be addressed in Measure C.
ii.Describe how Black, Indigenous, and People of Color populations, low-income populations, persons with disabilities, youth, older adults, and residents in affordable housing were engaged, whether through community planning efforts, project needs identification, or during the project development process.
iii.Describe the progression of engagement activities in this project. A full response should answer these questions:

Response:

Populations are shown in the Socio-economic map and additional attached graphics. Minneapolis has a richly diverse population within ½-mile of this city-wide project.

Recent engagement was done as part of the City of Minneapolis Transportation Action Plan (TAP), which includes a Technology section and strategy to "Harness technological advancements for citywide benefits, ensuring newly adopted technologies that support safe street operations and focus on human-centered design." The TAP process leveraged 68 events, online survey, website, and social media over more than 1 year. More than half of the events and activities focused on engaging with traditionally underrepresented communities, including dialogues in-language with members from 7 communities and 30 direct engagement activities in partnership with community-based organizations reaching residents in public housing, African American, East African, Latino, Southeast Asian, and Native community members, college and high school students, people with disabilities, and residents of traditionally under represented neighborhoods. Engagement results were used to identify specific transportation technology needs and projects.

Key overall comment themes related to technology are reflected in this project: a desire to have technology work to support City goals, including safety, equity, efficiency, and promoting walking, biking, and transit.

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

Measure B: Equity Population Benefits and Impacts

Describe the projects benefits to Black, Indigenous, and People of Color populations, low-income populations, children, people with disabilities, youth, and older adults. Benefits could relate to:
This is not an exhaustive list. A full response will support the benefits claimed, identify benefits specific to Equity populations residing or engaged in activities near the project area, identify benefits addressing a transportation issue affecting Equity populations specifically identified through engagement, and substantiate benefits with data.
Acknowledge and describe any negative project impacts to Black, Indigenous, and People of Color populations, low-income populations, children, people with disabilities, youth, and older adults. Describe measures to mitigate these impacts. Unidentified or unmitigated negative impacts may result in a reduction in points.
Below is a list of potential negative impacts. This is not an exhaustive list.

The project improves mobility on and accessibility along a major transportation corridor, benefitting people with low incomes, of color, children, persons with disabilities, the elderly, and the general public. Upgrades along the two Cedar Avenue corridor segments directly benefit census tracts with: a high proportion of households below 30% of the Area Medium Income (AMI); census tracts with a proportion of concentrated poverty higher than 40%; census tracts with proportion of residents age 0 to 17 up to 40%; census tracts with up to 34.8 % of people age 65 and over; and census tracts that have up to 39.7% of residents with any disabilities. The Cedar Avenue corridor was identified in the 2020 City of Minneapolis Vision Zero Action Plan as part of the High Injury Network, or part of the nine percent of Minneapolis streets that contain 70 percent of all severe injury and fatal crashes.

Response:

Emissions, traffic congestion affecting transit, and infrastructure reinvestment priorities affecting safe travel have historically disproportionately negatively affected residents in these and other areas of concentrated poverty within the City. These proposed improvements reduce transit travel delays, which disproportionately affect people who rely on transit in and traveling to and from daily needs like jobs, education, health care, and food. Providing better traffic flow results in more reliable arrival times, transit connections, and access to major destinations, thus further strengthening the regional transit and transportation system. Reducing congestion also reduces the risk of crashes resulting from stop-and-go operations.

Improved inter-agency coordination also benefits residents across the City. When there is a crash or an incident, better collaboration between traffic management staff and emergency responders means faster response times. It also means the city

is better able to handle large volumes of event or construction traffic that congest local streets and are a burden to local residents and workers.

Anticipated negative externalities with these improvements are temporary inconveniences related to construction. While infrastructure is being reconstructed, the City and partners will ensure that fully accessible, alternative routes are provided for residents connecting to local and regional destinations. Any lane restrictions will be in off-peak hours. Staff will monitor traffic operations and make signal timing adjustments as needed to avoid or minimize impacts on travelers.

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

Measure C: Affordable Housing Access

Describe any affordable housing developmentsexisting, under construction, or plannedwithin ½ mile of the proposed project. The applicant should note the number of existing subsidized units, which will be provided on the Socio-Economic Conditions map. Applicants can also describe other types of affordable housing (e.g., naturally-occurring affordable housing, manufactured housing) and under construction or planned affordable housing that is within a half mile of the project. If applicable, the applicant can provide self-generated PDF maps to support these additions. Applicants are encouraged to provide a self-generated PDF map describing how a project connects affordable housing residents to destinations (e.g., childcare, grocery stores, schools, places of worship).

Describe the projects benefits to current and future affordable housing residents within ½ mile of the project. Benefits must relate to affordable housing residents. Examples may include:

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

Response:

Numerous subsidized affordable housing developments exist near the project corridor of Cedar Avenue, with concentration towards segment 1 (Washington Ave/15th Ave to 24th Street) and the north end of segment 2 (Lake St to W Lake Nokomis Pkwy) of the corridor. These are shown in Figure 1 and summarized in Table 1 (Cedar Avenue Affordable Housing Developments), which shows number of units, AMI, affordability guarantee, and more. Both references are attached to this application. Altogether, there are 92 addresses that have affordable housing developments within approximately ½ mile of the project area, totaling approximately 3,470 units. The project area also includes portions of census tracts that have a median income at or below 30% AMI, in addition to passing through a number of other census tracts that are at or below 50% AMI, as well as higher proportions of people of color, elderly populations, children, and individuals with disabilities. While it is challenging to know precisely how many unsubsidized, naturally-occurring affordable housing developments are within the project area, these census tracts are more likely to have lower-cost housing available to residents at lower income levels. According to Census data, the median estimated gross rent (2015-2019) of the census tracts within a quarter-mile radius of the project corridor is $1,106.6, which is on par with the average for the region ($1,102). Furthermore, the median estimated market value of owner-occupied homes (2019) is $257,450, which is on par with the total region, showing the inherent affordability of the surrounding project area.

Emissions, traffic congestion affecting transit, and infrastructure reinvestment priorities affecting safe travel have historically disproportionately negatively affected residents in low-income areas within the City. The proposed improvements reduce travel delays, emissions, and crashes which

disproportionately affect people who rely on transit. Providing better traffic flow results in more reliable arrival times, transit connections, and access to major destinations, thus strengthening the regional transit system. Reducing congestion also reduces the risk of resulting from stop-and-go traffic. Improved traffic flow also improves access and safety for bicyclists and pedestrians which will positively impact low-income households which are less likely to own a vehicle.

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

Measure D: BONUS POINTS

Project is located in an Area of Concentrated Poverty:	Yes
Projects census tracts are above the regional average for population in poverty or population of color (Regional Environmental Justice Area):	Yes
Project located in a census tract that is below the regional average for population in poverty or populations of color (Regional Environmental Justice Area):	
Upload the Socio-Economic Conditions map used for this measure.	1649901473524_SocioEconomic Combined wTable.pdf

Measure A: Upgrades to obsolete equipment

RESPONSE:

Within the project area, obsolete controllers will be replaced with updated models that will provide better functionality. The average age of the controllers being replaced is approximately 15 years; these controllers have obsolete operating systems with firmware that is no longer supported with software updates. Much of the existing communication system is over 40-year old copper within asbestos conduits. The city has begun upgrade to a fiber communication system in new conduits which has higher bandwidth and is more reliable than the old copper-based system. New technologies relying on video and deployment of more CCTV cameras makes upgrading to fiber very important to attain necessary bandwidth. In addition to upgrading controllers, video detection at signalized intersections will replace existing inductive loop detection. Video detection is more reliable and requires less downtime when replacement is needed.

(Limit 2,800 characters; approximately 400 words)

Measure A: Congested Roadway

RESPONSE:

Corridor:	Cedar Avenue
Corridor Start and End Points:	
Start Point:	Lake Street E
End Point:	W Lake Nokomis Pkwy
Free-Flow Travel Speed:	41
Free-Flow Travel Speed is black number.	
Peak Hour Travel Speed:	25.0
Peak Hour Travel Speed is red number.	
Percentage Decrease in Travel Speed in Peak Hour Compared to Free-Flow (online calculation):	39.02%
Upload the "Level of Congestion" map used for this measure.	1649868546387_LevelCongestion Combined.pdf

Measure 5B: Emissions and congestion benefits of project

Improved traffic management strategies reduce congestion and related greenhouse gas emissions. With better real-time data and operations control, the city can better progress traffic through traffic signals to yield more fuel-efficient travel speeds and efficient use of existing street capacity. More sophisticated traffic management technologies allow the city to better respond to stresses on the roadway system, such as those created by large one-time events and crashes or other incidents.

Response:

This greater control improves travel time and travel time reliability for local residents, regional commuters, transit, and freight. Real time data provides better traveler information updates, which local travelers and commuters can use to make informed decisions about route and mode choice. As a result, reduced congestion means fewer idling vehicles stuck in traffic, as well as regional economic benefits resulting from improved freight travel time and increased access to industrial, commercial, and employment centers.

(Limit 2,800 characters; approximately 400 words)

Measure A: Benefit of Crash Reduction

Install Adaptive Signal Control (10559) CMF 0.948;

Crash Modification Factor Used:

Modify Signal Phasing (Implement a Leading Pedestrian Interval) (9901) CMF 0.90.

(Limit 700 Characters; approximately 100 words)

Implementation of modern traffic signal controllers and improved detection and intersection monitoring capabilities will allow the city to operate the signals to be traffic-responsive. Leading pedestrian intervals can also be implemented concurrent with signal controller modernization and infrastructure upgrades as included in the project.

Rationale for Crash Modification Selected:

(Limit 1400 Characters; approximately 200 words)

Project Benefit ($) from B/C Ratio	$26,189,554.00
Total Fatal (K) Crashes:	2
Total Serious Injury (A) Crashes:	3
Total Non-Motorized Fatal and Serious Injury Crashes:	2
Total Crashes:	211
Total Fatal (K) Crashes Reduced by Project:	0
Total Serious Injury (A) Crashes Reduced by Project:	0
Total Non-Motorized Fatal and Serious Injury Crashes Reduced by Project:	0
Total Crashes Reduced by Project:	29
Worksheet Attachment	1649963373295_Cedar_Safety B-C and CMF_Updated.pdf

Upload Crash Modification Factors and B/C Worksheet in PDF form.

Measure 6B: Safety issues in project area

Response:

The project will improve safety issues within the project area by allowing the City to have improved traffic-responsive timing and control at intersections and will also provide leading pedestrian signals to improve bicycle and pedestrian crossing safety.

The 2020-2022 Vision Zero Action Plan (City of Minneapolis) identifies Cedar Ave as a High Injury Street with among the highest instances of severe or fatal crashes in the city during the study years 2007-2016. The northern portion of the corridor is also in an area of concentrated poverty which are shown to experience higher rates of crashes and increased crash severity. Proposed Vision Zero improvements include the addition of leading pedestrian or bicycle intervals, both of which are proposed as part of this project. Additionally, Vision Zero sets a specific strategy to implement a comprehensive update to traffic signals operations to support safety and other City goals (pg. 19) which this project proposes to achieve.

The project is also supportive of the 2040 Hennepin County Transportation Mobility Plan, meeting the goals of preserving and modernizing the transportation system and of improving safety, reliability, and comfort for all transportation users (pg 2-14 - 2-15). While the work in this project is to be completed by City of Minneapolis, Cedar Ave is a county road and upgrading ITS and signal components will improve interagency signal coordination to mutually improve safety in the project area.

(Limit 2,800 characters; approximately 400 words)

Measure A: Multimodal Elements and Existing Connections

The project includes elements benefiting bicyclists, pedestrians, and transit. Existing inductive loops typically cannot detect bicyclists; the project's video detection elements will consistently detect bicyclists. The project's new controllers will have additional features to assist bicycle- and pedestrian-supportive traffic signal programming. Leading Pedestrian Intervals (LPI) are supported by modern controllers and Accessible Pedestrian Signals, and are expected to be implemented as a targeted safety strategy. The CCTV cameras will improve safety for all modes by integrating bicycle and pedestrian monitoring capabilities with improved general traffic flow. Improvements will target key intersections used by pedestrians, bicyclists, and motorists, improving safety at high-traffic crossings.

Response:

The project's new controllers will also be capable of transit signal priority. Minneapolis City Council and Public Works Department have partnered with Metro Transit to deploy TSP to support bus transit along four corridors to-date and will continue to partner on future projects. Transit Signal Priority improves the performance of specific bus routes, the overall regional transit system, and reduces delay for individuals using transit.

Finally, the project will result in better coordination among Public Works, Police, and Public Safety, resulting in improved security for pedestrians, cyclists, and people using transit. Pedestrian, Regional Bicycle Transportation Network (RBTN) Alignments and Corridors, Regional Trails, and transit routes within the study area are too numerous to list comprehensively; however some examples include the city's sidewalk network, many of the RBTN alignments and corridors in Minneapolis, much of the high-frequency bus network within Minneapolis, existing and planned

arterial BRT lines: C Line, D Line, E Line, F Line, and H Line.

(Limit 2,800 characters; approximately 400 words)

Transit Projects Not Requiring Construction

If the applicant is completing a transit application that is operations only, check the box and do not complete the remainder of the form. These projects will receive full points for the Risk Assessment.
Park-and-Ride and other transit construction projects require completion of the Risk Assessment below.

Check Here if Your Transit Project Does Not Require Construction

Measure A: Risk Assessment - Construction Projects

1.Public Involvement (20 Percent of Points)

Projects that have been through a public process with residents and other interested public entities are more likely than others to be successful. The project applicant must indicate that events and/or targeted outreach (e.g., surveys and other web-based input) were held to help identify the transportation problem, how the potential solution was selected instead of other options, and the public involvement completed to date on the project. The focus of this section is on the opportunity for public input as opposed to the quality of input. NOTE: A written response is required and failure to respond will result in zero points.

Multiple types of targeted outreach efforts (such as meetings or online/mail outreach) specific to this project with the general public and partner agencies have been used to help identify the project need.

100%

At least one meeting specific to this project with the general public has been used to help identify the project need.

50%

At least online/mail outreach effort specific to this project with the general public has been used to help identify the project need.

Yes

50%

No meeting or outreach specific to this project was conducted, but the project was identified through meetings and/or outreach related to a larger planning effort.

25%

No outreach has led to the selection of this project.

0%

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

Response:

The Minneapolis Vision Zero Action Plan and Minneapolis Transportation Action Plan include strategies and actions that directly reflect this project. MnDOT and Hennepin County were engaged through the development of these plans, are aware of the strategies and actions related to signals that were developed based on feedback gathered during engagement for the plans.

The Vision Zero Action Plan had a public comment phase in September and October 2019. More than 400 people commented on the draft plan online or at one of 3 in-person engagement activities. 304 people commented on the section of the draft plan that included the signal strategy. The broader strategy received significant support and comments were overwhelmingly supportive on the signal strategy specifically.

The public comment period for the Transportation Action Plan was from March through May 2020. The plan includes the strategy "Align traffic signal operations with the Complete Streets Policy" and several actions that reflect this proposal. The City received over 50 unique comments regarding signal-related strategies or actions; with the majority of comments in support of leveraging signalization to support walking, biking, and transit goals. There were 1 in person and 3 online open houses for the Transportation Action Plan.

The City also maintains project websites for ongoing traffic safety and traffic management system upgrade efforts. This project would expand on those ongoing efforts citywide.

(Limit 2,800 characters; approximately 400 words)

2.Layout (25 Percent of Points)

Layout includes proposed geometrics and existing and proposed right-of-way boundaries. A basic layout should include a base map (north arrow; scale; legend; city and/or county limits; existing ROW, labeled; existing signals;* and bridge numbers*) and design data (proposed alignments; bike and/or roadway lane widths; shoulder width;* proposed signals;* and proposed ROW). An aerial photograph with a line showing the projects termini does not suffice and will be awarded zero points. *If applicable*

Layout approved by the applicant and all impacted jurisdictions (i.e., cities/counties/MnDOT. If a MnDOT trunk highway is impacted, approval by MnDOT must have occurred to receive full points. A PDF of the layout must be attached along with letters from each jurisdiction to receive points.

100%

A layout does not apply (signal replacement/signal timing, stand-alone streetscaping, minor intersection improvements). Applicants that are not certain whether a layout is required should contact Colleen Brown at MnDOT Metro State Aid colleen.brown@state.mn.us.

100%

For projects where MnDOT trunk highways are impacted and a MnDOT Staff Approved layout is required. Layout approved by the applicant and all impacted local jurisdictions (i.e., cities/counties), and layout review and approval by MnDOT is pending. A PDF of the layout must be attached along with letters from each jurisdiction to receive points.

75%

Layout completed but not approved by all jurisdictions. A PDF of the layout must be attached to receive points. Yes

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

0%

Attach Layout

Please upload attachment in PDF form.

Additional Attachments

Please upload attachment in PDF form.

3.Review of Section 106 Historic Resources (15 Percent of Points)

No known historic properties eligible for or listed in the National Register of Historic Places are located in the project area, and project is not located on an identified historic bridge

100%

There are historical/archeological properties present but determination of no historic properties affected is anticipated. Yes

100%

Historic/archeological property impacted; determination of no adverse effect anticipated

80%

Historic/archeological property impacted; determination of adverse effect anticipated

40%

Unsure if there are any historic/archaeological properties in the project area.

0%

Project is located on an identified historic bridge

4.Right-of-Way (25 Percent of Points)

Right-of-way, permanent or temporary easements, and MnDOT agreement/limited-use permit either not required or all have been acquired — Yes

100%

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

50%

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

25%

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

0%

5.Railroad Involvement (15 Percent of Points)

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

100%

Signature Page

Please upload attachment in PDF form.

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

50%

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

0%

Measure A: Cost Effectiveness

Total Project Cost (entered in Project Cost Form):	$3,000,000.00
Enter Amount of the Noise Walls:	$0.00
Total Project Cost subtract the amount of the noise walls:	$3,000,000.00
Enter amount of any outside, competitive funding:	$0.00
Attach documentation of award:	

Points Awarded in Previous Criteria	
Cost Effectiveness	$0.00

Other Attachments

File Name	Description	File Size
1_ProjectSummary.pdf	One-page project summary	482 KB
2_ExistingConditionsPhoto.pdf	Existing Condition Photo	141 KB
3_ProjectConceptLayoutFINAL.pdf	Project concept layout	1.6 MB
4_2022 Regional Solicitation Letter of Commitment.pdf	Minneapolis PW letter of support and city council official action	2.7 MB
5_HC Letter of Support.pdf	Hennepin County letter of support	87 KB
6_Cedar Crashes All Signals 2019_2021.pdf	List of all corridor crashes at signalized intersections	75 KB

Transit Connections

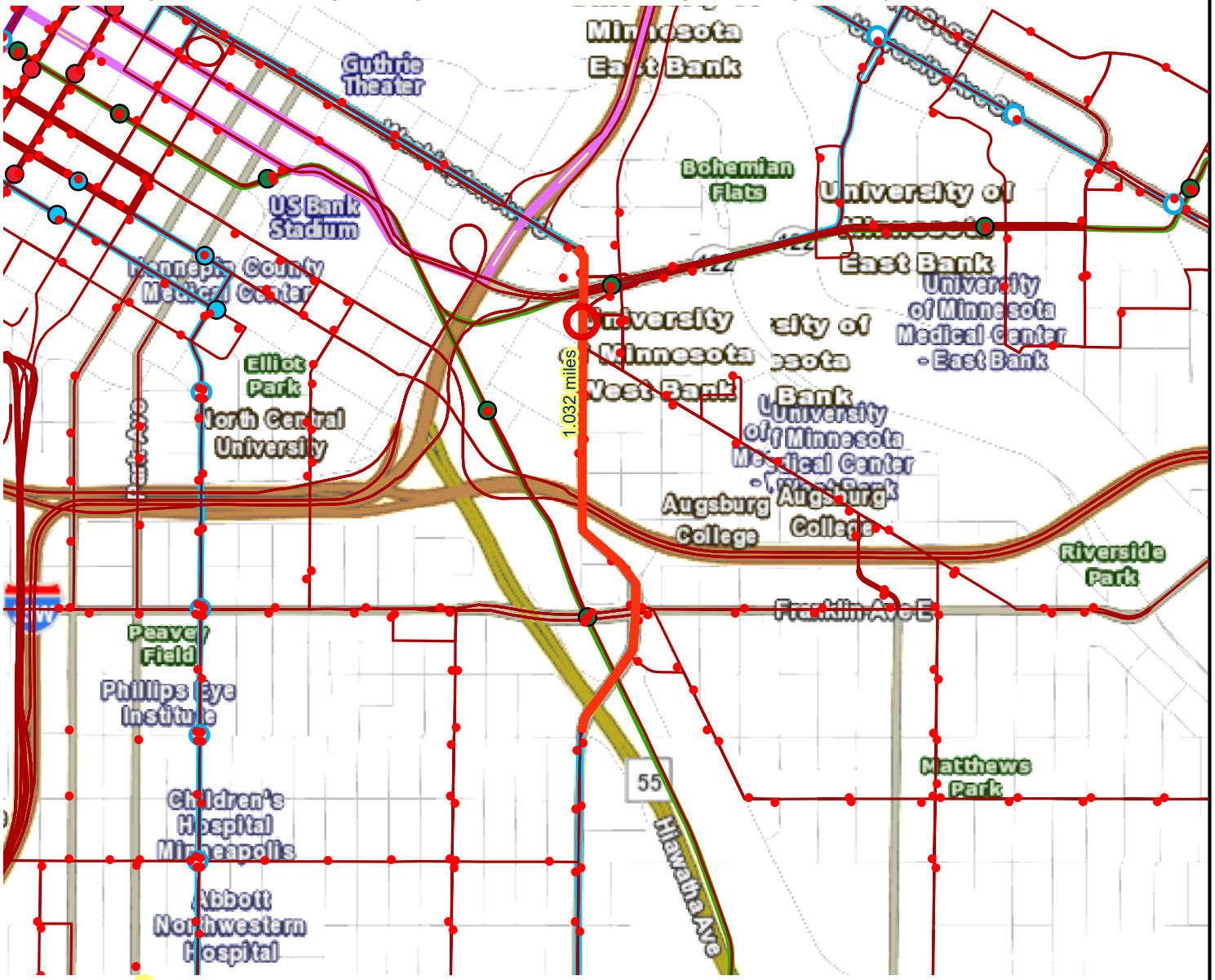
Traffic Management Technologies Project: Minneapolis ITS Upgrades Segment 1 | Map ID: 1649857681866

Results

Transit with a Direct Connection to project:
113 114 115 121 122 123 2 22 252 3 353
363 465 475 490 67 695 698 7 774 789 795
9 901 902 94
*West Broadway/Cedar
*H Line
*Highway 36
*I-35 W North

**indicates Planned Alignments*

Transit Market areas: 1



Project Points
Project
Project Area
Active Stop
Arterial Bus Rapid Transit

Commuter Rail
Dedicated Bus Rapid Transit
Highway Bus Rapid Transit
Light Rail
Arterial Bus Rapid Transit

Commuter Rail
Dedicated Bus Rapid Transit
Highway Bus Rapid Transit
Light Rail
Transit Routes

Arterial Bus Rapid Transit
Dedicated Bus Rapid Transit
Highway Bus Rapid Transit
Light Rail
Modern Streetcar

Undetermined
Arterial Bus Rapid Transit
Commuter Rail
Dedicated Bus Rapid Transit
Highway Bus Rapid Transit

Light Rail
Modern Streetcar
Undetermined

0 0.175 0.35 0.7 1.05 1.4 Miles

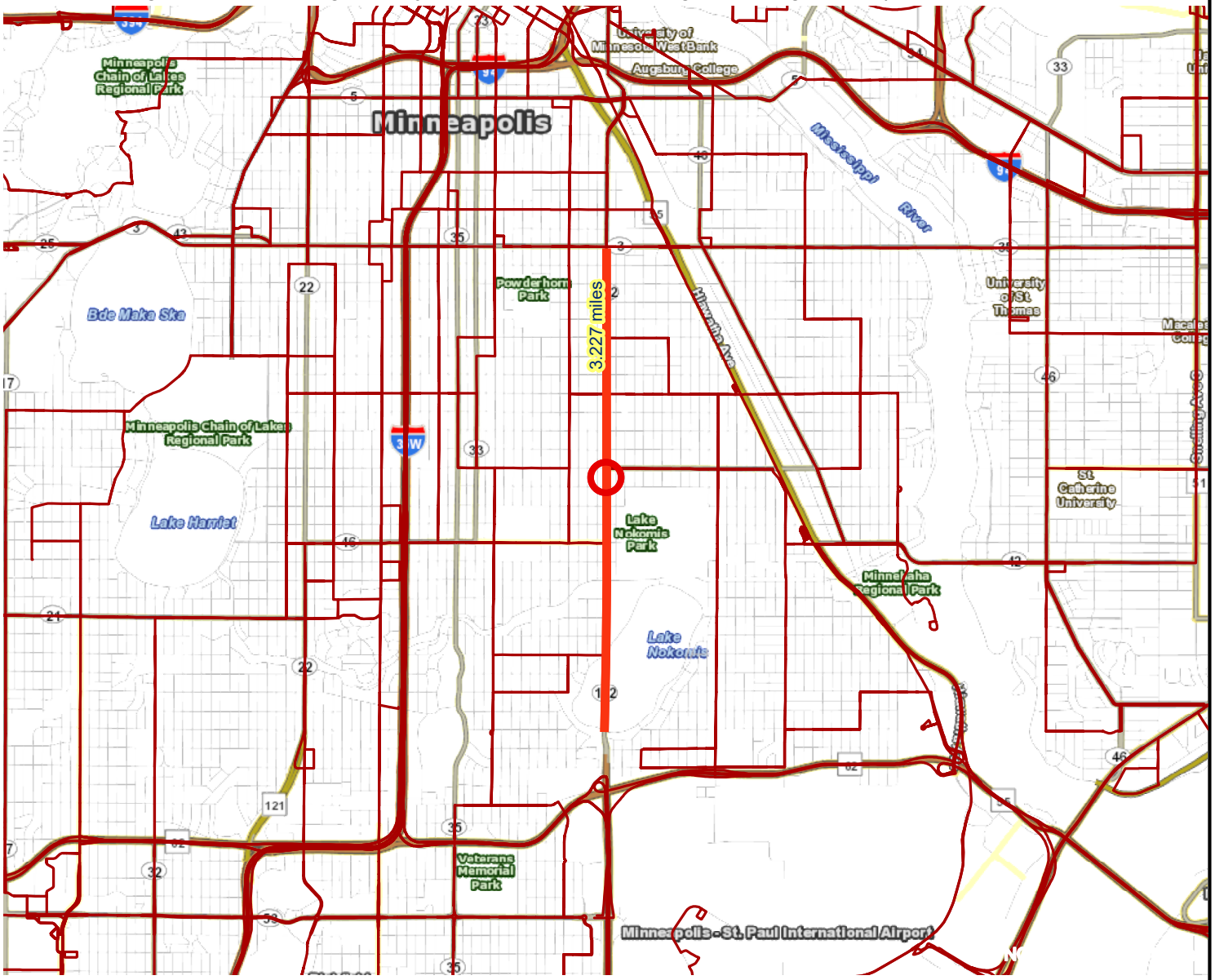
Created: 4/13/2022
LandscapeRSA3

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

METROPOLITAN COUNCIL

Transit Connections

Traffic Management Technologies Project: Minneapolis ITS Upgrades Segment 2 | Map ID: 1649858143094



Results

Transit with a Direct Connection to project:
14 21 22 23 27 46
*West Broadway/Cedar
*B Line

**indicates Planned Alignments*

Transit Market areas: 1, 2

Project Points — Transit Routes

Project

Project Area

0 0.5 1 2 3 4 Miles

Created: 4/13/2022
LandscapeRSA3

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

METROPOLITAN COUNCIL

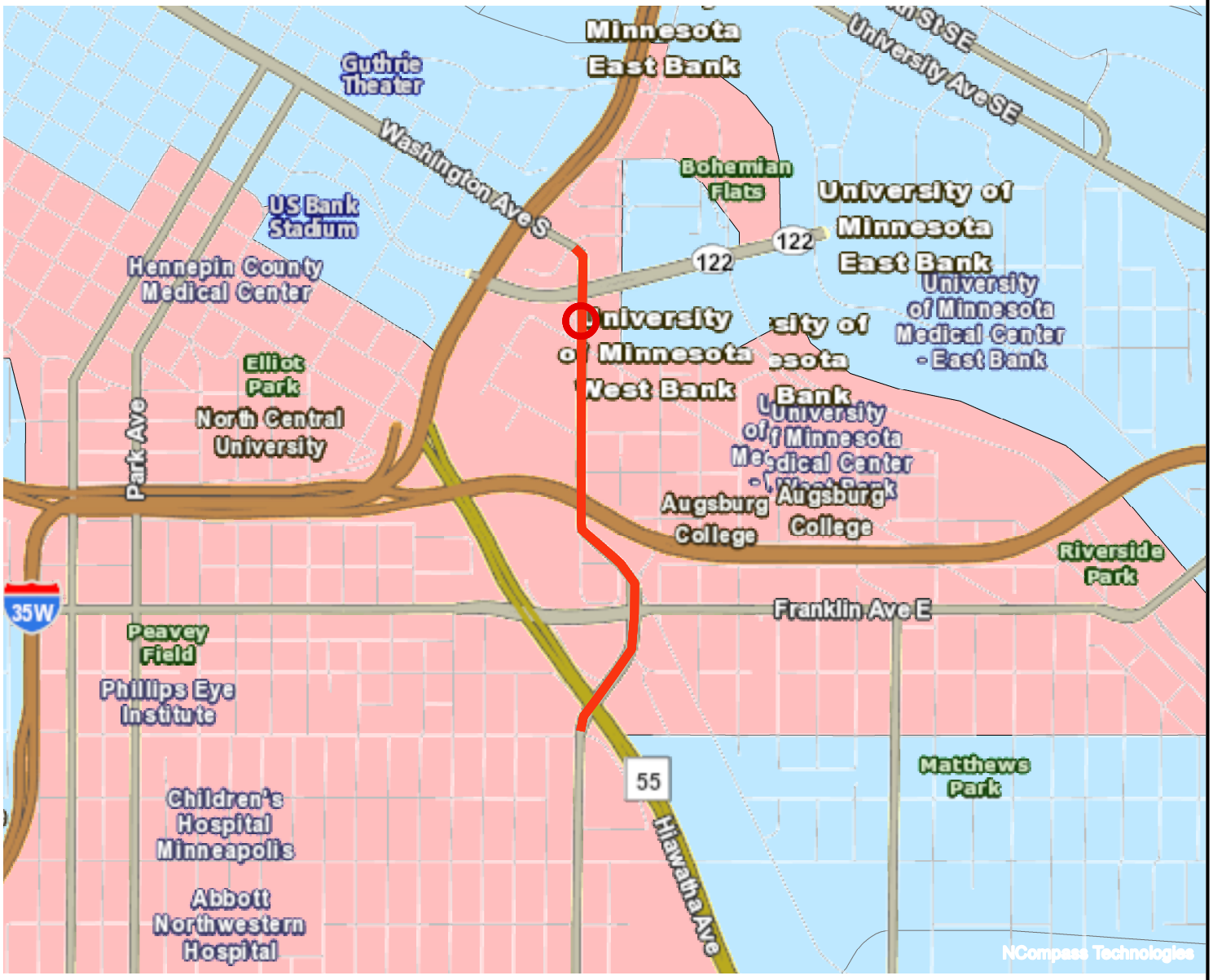
Socio-Economic Conditions

Traffic Management Technologies Project: Minneapolis ITS Upgrades Segment 1 | Map ID: 1649857681866

Results

Total of publicly subsidized rental housing units in census tracts within 1/2 mile: 7216

Project located IN an Area of Concentrated Poverty.



Points
Lines
Area of Concentrated Poverty
Regional Environmental Justice Area

0 0.175 0.35 0.7 1.05 1.4 Miles

Created: 4/13/2022
LandscapeRSA2

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

METROPOLITAN COUNCIL

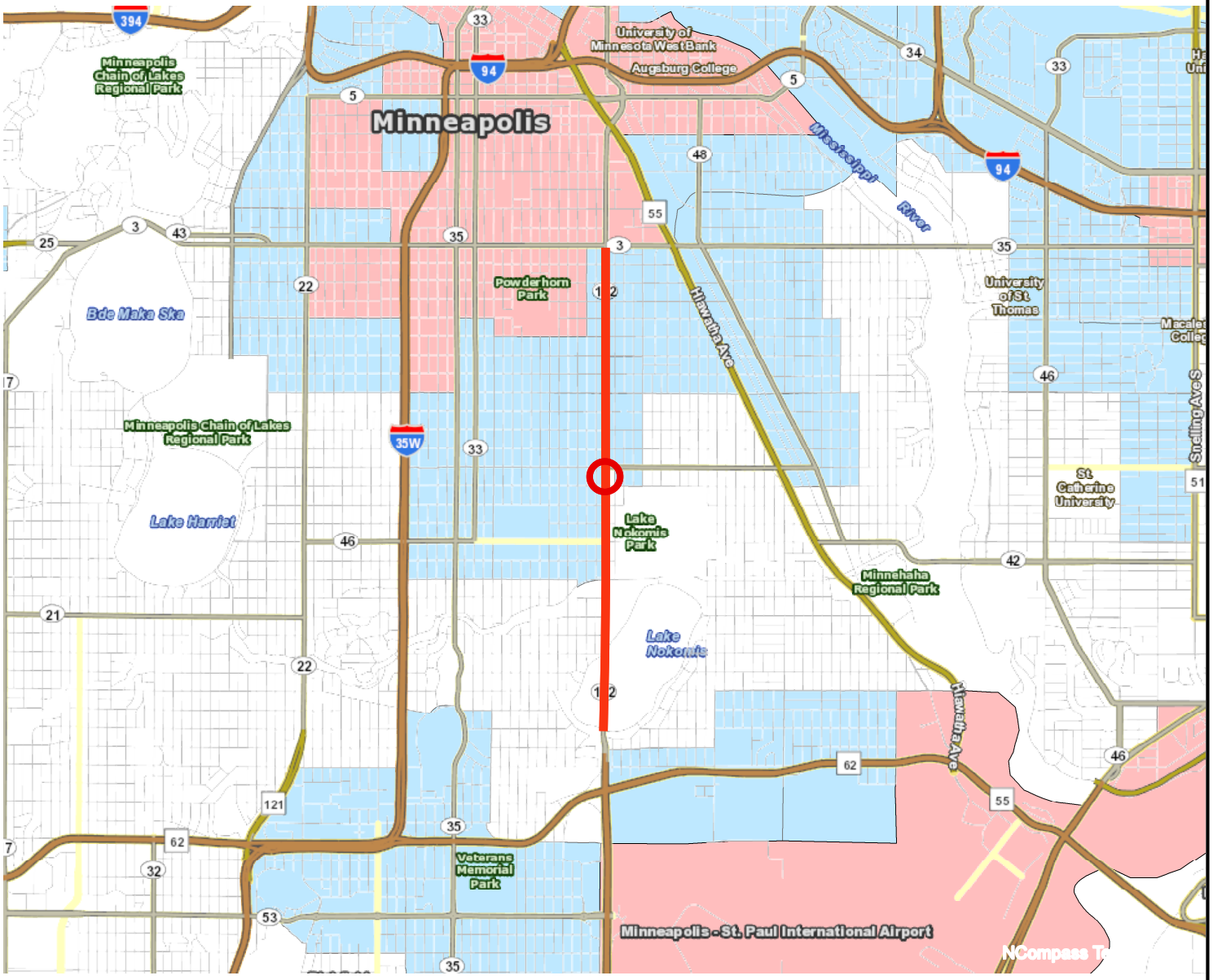
Socio-Economic Conditions

Traffic Management Technologies Project: Minneapolis ITS Upgrades Segment 2 | Map ID: 1649858143094

Results

Total of publicly subsidized rental housing units in census tracts within 1/2 mile: 108

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



Points

Lines

Area of Concentrated Poverty

Regional Environmental Justice Area

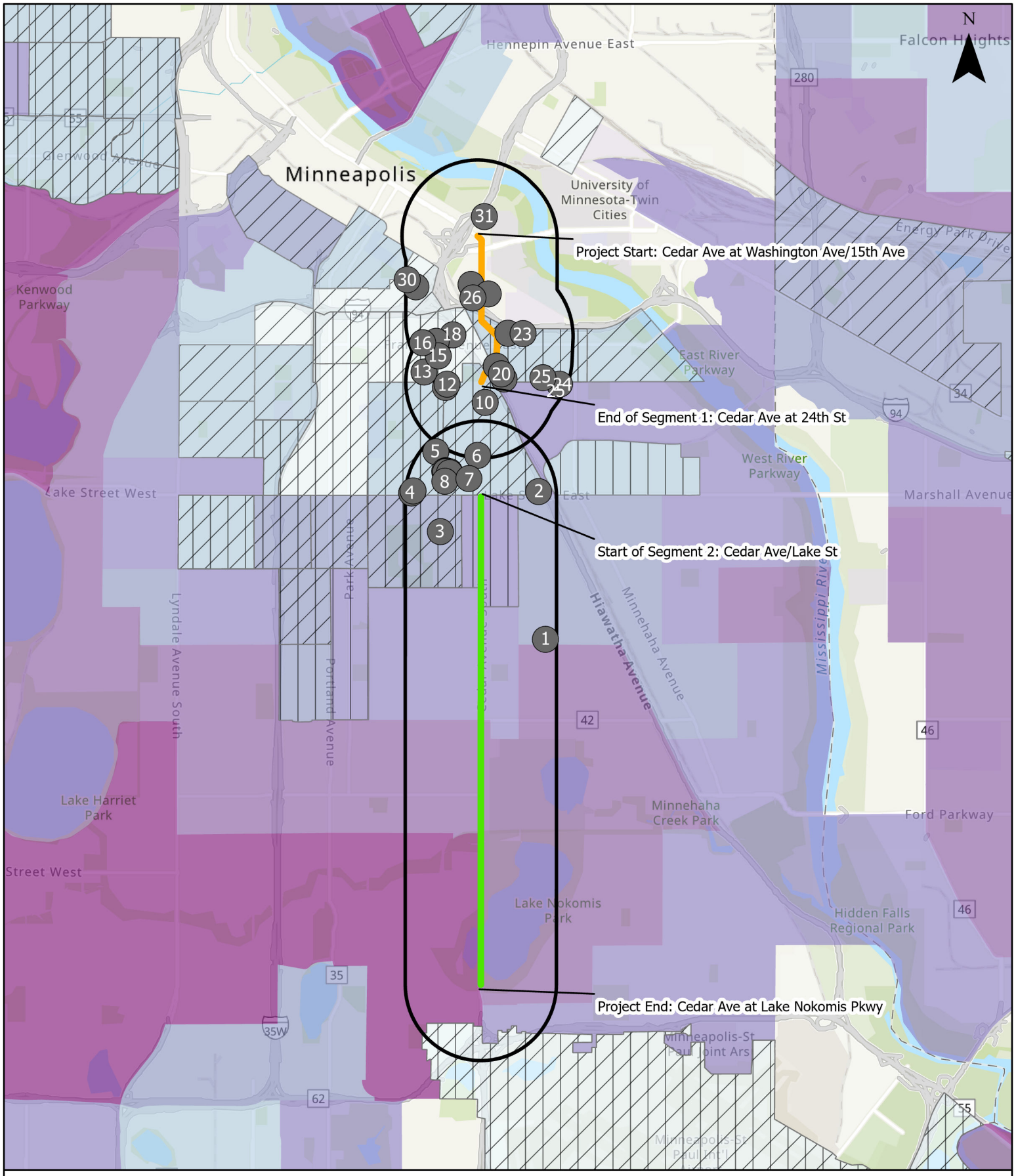
0 0.5 1 2 3 4 Miles

Created: 4/13/2022

LandscapeRSA2

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

METROPOLITAN COUNCIL



Legend

Project Corridor

- Segment 1
- Segment 2
- 1/2 Mile Radius

- Concentrated Poverty
- People of Color > 50%
- Affordable Housing Development

Median Household Income

- < 30% AMI
- 30-50% AMI
- 50-60% AMI
- 60-80% AMI
- 80-100% AMI
- > 100% AMI

Notes:
1. Concentrated Poverty is where the proportion of people whose family income is less than 185% of the federal poverty threshold is greater than or equal to 0.40
2. Area Median Income (AMI) thresholds based on household size of 4
3. Affordable Housing Developments from: www.housinglink.org
4.Census Tract data retrieved from MET Council Equity Considerations for Place-Based Decisions and Advocacy

0 0.5 1 Mi.

Ref #	Property Name	Address	Latest Activity	# Affordable Units	0 BR	1 BR	2 BR	3 BR	4 BR	Total Units	# Units 30% AMI	# Units 50% AMI	# Units 60% AMI	# Units 80% AMI	% Affordable	Funding Category
1	Nokomis Senior Housing	3733 23rd Ave S	New Construction	16	0	16	0	0	0	77	0	16	0	0	21%	Tax Credit Subsidized-Other
2	Lake Street Station	2220 E Lake St 2230 E Lake St	New Construction	64	0	53	11	0	0	64	0	0	64	0	100%	Tax Credit Subsidized-Other Tax Credit (LIHTC 4%) Tax Credit (LIHTC 9%)
3	Ford House	3154 Bloomington Ave	Preservation	11	0	11	0	0	0	11	0	11	0	0	100%	Project-Based Subsidy
4	Spirit On Lake	1238 E Lake St 2930 13th Ave S	New Construction	46	0	29	17	0	0	46	5	41	0	0	100%	Tax Credit Subsidized-Other Tax Credit (LIHTC 4%) Tax Credit (LIHTC 9%)
5	Cedar28	2750 Cedar Ave S	New Construction	5	0	2	3	0	0	15	0	3	1	1	33%	Subsidized-Other
6	St Pauls Home	2735 S 15th Ave	Preservation	53	17	36	0	0	0	53	53	0	0	0	100%	Project-Based Subsidy
7	29XX 18th Avenue South	2904 18th Ave S	Preservation	12	0	2	10	0	0	12	0	0	12	0	100%	Subsidized-Other
8	East Phillips Commons	2909 Bloomington Ave	New Construction	34	0	6	19	9	0	34	0	0	34	0	100%	Tax Credit Subsidized-Other Tax Credit (LIHTC 4%) Tax Credit (LIHTC 9%)
9	Greenway	2839 Bloomington Ave 2840 16th Ave S 2843 Bloomington Ave 2844 16th Ave S 2845 Bloomington Ave	New Construction	42	0	0	16	22	4	42	0	42	0	0	100%	Tax Credit Subsidized-Other Tax Credit (LIHTC 4%) Tax Credit (LIHTC 9%)

Ref #	Property Name	Address	Latest Activity	# Affordable Units	0 BR	1 BR	2 BR	3 BR	4 BR	Total Units	# Units 30% AMI	# Units 50% AMI	# Units 60% AMI	# Units 80% AMI	% Affordable	Funding Category
10	Little Earth (phase Vi)	1900 EM Stately St 1918 EM Stately St 2400 Ogema Pl 2401 18th Ave S 2430 Ogema Pl 2432 Ogema Pl 2434 Ogema Pl 2435 18th Ave S 2437 18th Ave S 2438 Ogema Pl 2472 Ogema Pl 2483 18th Ave S 2499 18th Ave S 2499 Ogema Pl 2501 Cedar Ave 2503 Cedar Ave 2517 Cedar Ave 2518 Ogema Pl 2558 Ogema Pl	Preservation	212	20	28	30	88	18	212	0	78	134	0	100%	Project-Based Subsidy Subsidized-Other
11	Bii Di Gain Dash Anwebi Elder Housing	2400 Bloomington Ave 2415 Bloomington Ave	New Construction	47	0	47	0	0	0	47	0	0	47	0	100%	Project-Based Subsidy Tax Credit Subsidized-Other
12	Village in Phillips (phase 1)	1529 E 24th St 1535 E 24th St 1539 E 24th St 1601 E 24th St 1619 E 24th St 2406 16th Ave S 2408 16th Ave S 2409 16th Ave S	New Construction	18	0	0	4	14	0	28	0	8	10	0	64%	Tax Credit Subsidized-Other
13	Maynidoowahdak Odena	1321 E 23rd St 1251 E 23rd St	New Construction	15	4	3	2	3	3	15	0	15	0	0	100%	Subsidized-Other
14	Hiawatha Towers	1700 E 22nd St 2019 16th Ave S 2121 16th Ave S	Preservation	281	0	279	2	0	0	281	281	0	0	0	100%	Public Housing
15	Village At Franklin Station Fka 2100 Bloomington	2100 Bloomington Ave	Preservation	90	-	-	-	-	-	90	90	0	0	0	100%	Project-Based Subsidy

																Tax Credit (LIHTC 4%) Tax Credit (LIHTC 9%)
Ref #	**Property Name**	**Address**	**Latest Activity**	**# Affordable Units**	**0 BR**	**1 BR**	**2 BR**	**3 BR**	**4 BR**	**Total Units**	**# Units 30% AMI**	**# Units 50% AMI**	**# Units 60% AMI**	**# Units 80% AMI**	**% Affordable**	**Funding Category**
16	Many Rivers West	1400 E Franklin Ave 1410 E Franklin Ave 1915 14th Ave S 1921 14th Ave S	New Construction	28	0	8	6	14	0	28	3	9	8	8	28%	Tax Credit Subsidized-Other Tax Credit (LIHTC 4%)
17	Many Rivers East	1500 E Franklin Ave 1518 E Franklin Ave 1829 S 5th Ave	New Construction	40	3	11	26	13	0	53	0	30	10	0	75%	Tax Credit Subsidized-Other Tax Credit (LIHTC 4%)
18	Anishinabe Bii Gii Wiin (Anishinabe Wakiagun)	1600 E 19th St 1600 E Franklin Ave	New Construction	77	77	0	0	0	0	77	25	52	0	0	100%	Tax Credit Subsidized-Other Tax Credit (LIHTC 4%) Tax Credit (LIHTC 9%)
19	Rising Cedar Apts	2308 Snelling Ave 2310 Snelling Ave	New Construction	40	0	40	0	0	0	40	20	20	0	0	100%	Tax Credit Subsidized-Other Tax Credit (LIHTC 4%) Tax Credit (LIHTC 9%)
20	Snelling Apts	2304 Snelling Ave	New Construction	60	0	60	0	0	0	60	0	60	0	0	100%	Tax Credit Subsidized-Other Tax Credit (LIHTC 4%)
21	Snelling Avenue Apts	2200 Snelling Ave	New Construction	60	0	60	0	0	0	128	0	60	0	0	47%	Project-Based Subsidy Tax Credit Subsidized-Other Tax Credit (LIHTC 4%) Tax Credit (LIHTC 9%)

Ref #	Property Name	Address	Latest Activity	# Affordable Units	0 BR	1 BR	2 BR	3 BR	4 BR	Total Units	# Units 30% AMI	# Units 50% AMI	# Units 60% AMI	# Units 80% AMI	% Affordable	Funding Category
22	Kosciolek House	2001 S 9th St	Preservation	11	0	7	4	0	0	15	0	0	11	0	73%	Project-Based Subsidy Tax Credit (LIHTC 4%)
23	Seward Square	2121 S 9th St	Preservation	81	0	19	62	0	0	81	81	0	0	0	100%	Project-Based Subsidy Tax Credit Subsidized-Other Tax Credit (LIHTC 4%) Tax Credit (LIHTC 9%)
24	Matthews Park Cooperative	2406 25th Ave S 2410 25th Ave S 2413 25th Ave S 2415 E 24th St 2431 25th Ave S	New Construction	24	0	3	8	13	1	24	24	0	0	0	100%	Project-Based Subsidy Subsidized-Other
25	Milwaukee Townhomes	2317 23rd Ave S	Preservation	12	-	-	-	-	-	12	12	0	0	0	100%	Project-based Subsidy
26	Cedar High Apts	1611 S 6th St 1627 S 6th St 620 Cedar Ave	Preservation	347	0	346	1	0	0	347	347	0	0	0	100%	Public Housing Subsidized-Other
27	Riverside Plaza	1515 S 4th St 1530 S 6th St 1600 S 6th St 1601 S 6th St 1615 S 4th St 1630 S 6th St	Preservation	1303	192	511	534	58	8	1303	0	669	634	0	100%	Project-Based Subsidy Subsidized-Other Tax Credit (LIHTC 4%) Tax Credit (LIHTC 9%)
28	Blue Goose Apts	1815 S 6th St 1818 S 7th St 1825 S 5th St 2601 S 6th St 601 26th Ave S 723 26th Ave S 725 26th Ave S	Preservation	38	12	12	7	7	0	38	0	10	28	0	100%	Tax Credit Subsidized-Other Tax Credit (LIHTC 4%) Tax Credit (LIHTC 9%)

Ref #	Property Name	Address	Latest Activity	# Affordable Units	0 BR	1 BR	2 BR	3 BR	4 BR	Total Units	# Units 30% AMI	# Units 50% AMI	# Units 60% AMI	# Units 80% AMI	% Affordable	Funding Category
29	Elliot Twins	1212 S 9th St 1225 S 8th St	Preservation	184	92	92	0	0	0	184	19	0	155	10	100%	Public Housing Tax Credit Subsidized-Other
30	East Village North Apts	1105 8th St S 1133 8th St S	New Construction	70	0	30	0	9	1	0	0	0	70	0	100%	Subsidized-Other Tax Credit (LIHTC 4%) Tax Credit (LIHTC 9%)
31	Seven Corners	1400 S 2nd St	Preservation	149	21	58	63	7	0	248	0	0	49	100	60%	Subsidized-Other
	TOTAL:			3470	438	1769	825	257	35	3665	960	1124	1267	119		

Table 1: Cedar Avenue Affordable Housing Developments (Housing Link)

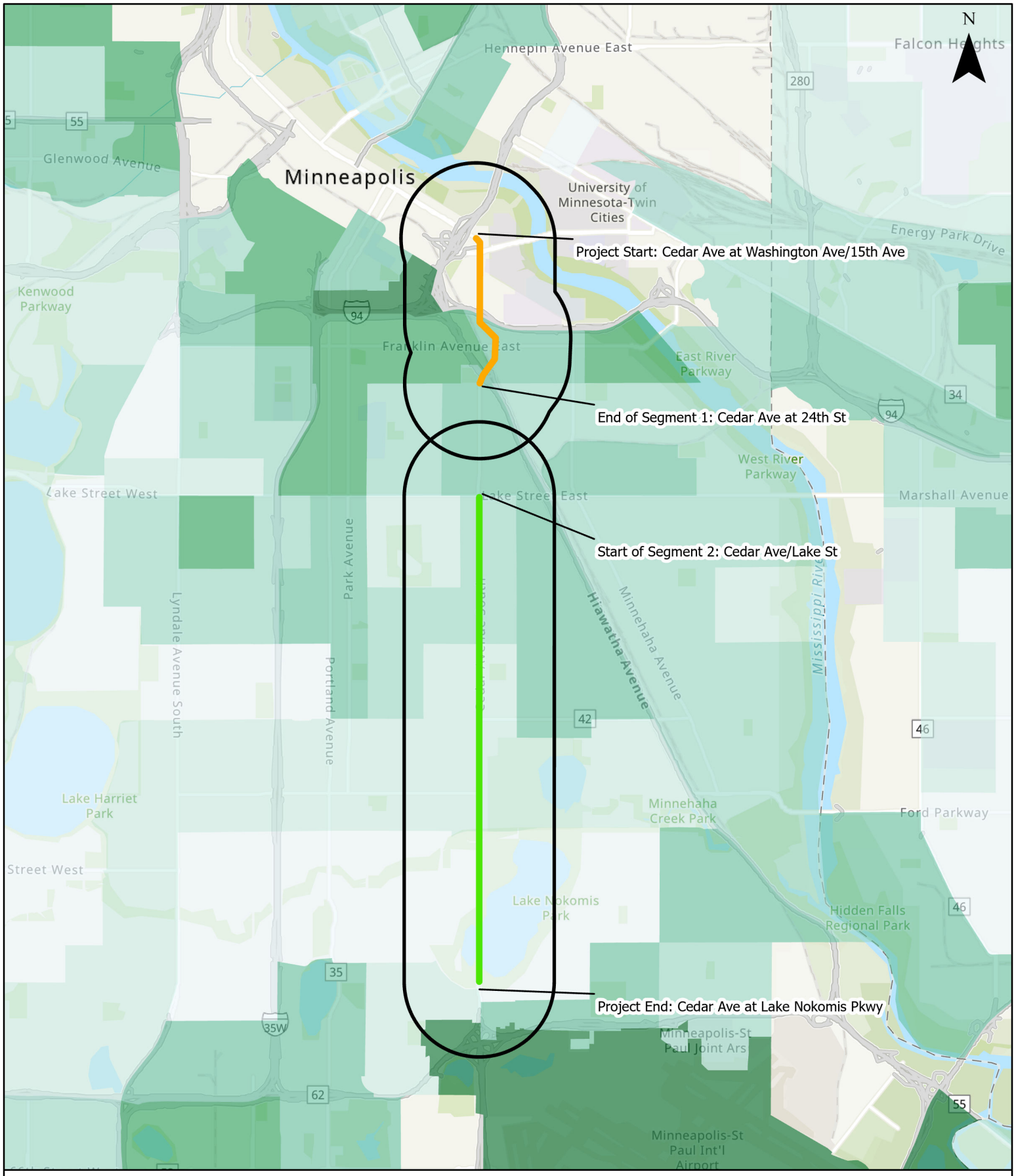

N
Project Start: Cedar Ave at Washington Ave/15th Ave
End of Segment 1: Cedar Ave at 24th St
Start of Segment 2: Cedar Ave/Lake St
Project End: Cedar Ave at Lake Nokomis Pkwy
Minneapolis
Hennepin Avenue East
University of Minnesota-Twin Cities
Glenwood Avenue
Kenwood Parkway
Franklin Avenue East
East River Parkway
Energy Park Drive
West River Parkway
Marshall Avenue
Lake Street West
Lake Street East
Park Avenue
Lyndale Avenue South
Portland Avenue
Hiawatha Avenue
Minnehaha Avenue
Mississippi River
Lake Harriet Park
Minnehaha Creek Park
Ford Parkway
Lake Nokomis Park
Hidden Falls Regional Park
Minneapolis-St Paul Joint Ars
Minneapolis-St Paul Int'l Airport
Falcon Heights
Legend
Project Corridor
Segment 1
Segment 2
1/2 Mile Radius
Proportion With Any Disability
0.034 - 0.062
0.062 - 0.086
0.086 - 0.119
0.119 - 0.164
0.164 - 0.241
0.241 - 0.397
Notes:
1.Census Tract data retrieved from MET Council Equity Considerations for Place-Based Decisions and Advocacy
0
0.5
1 Mi.

Figure 2

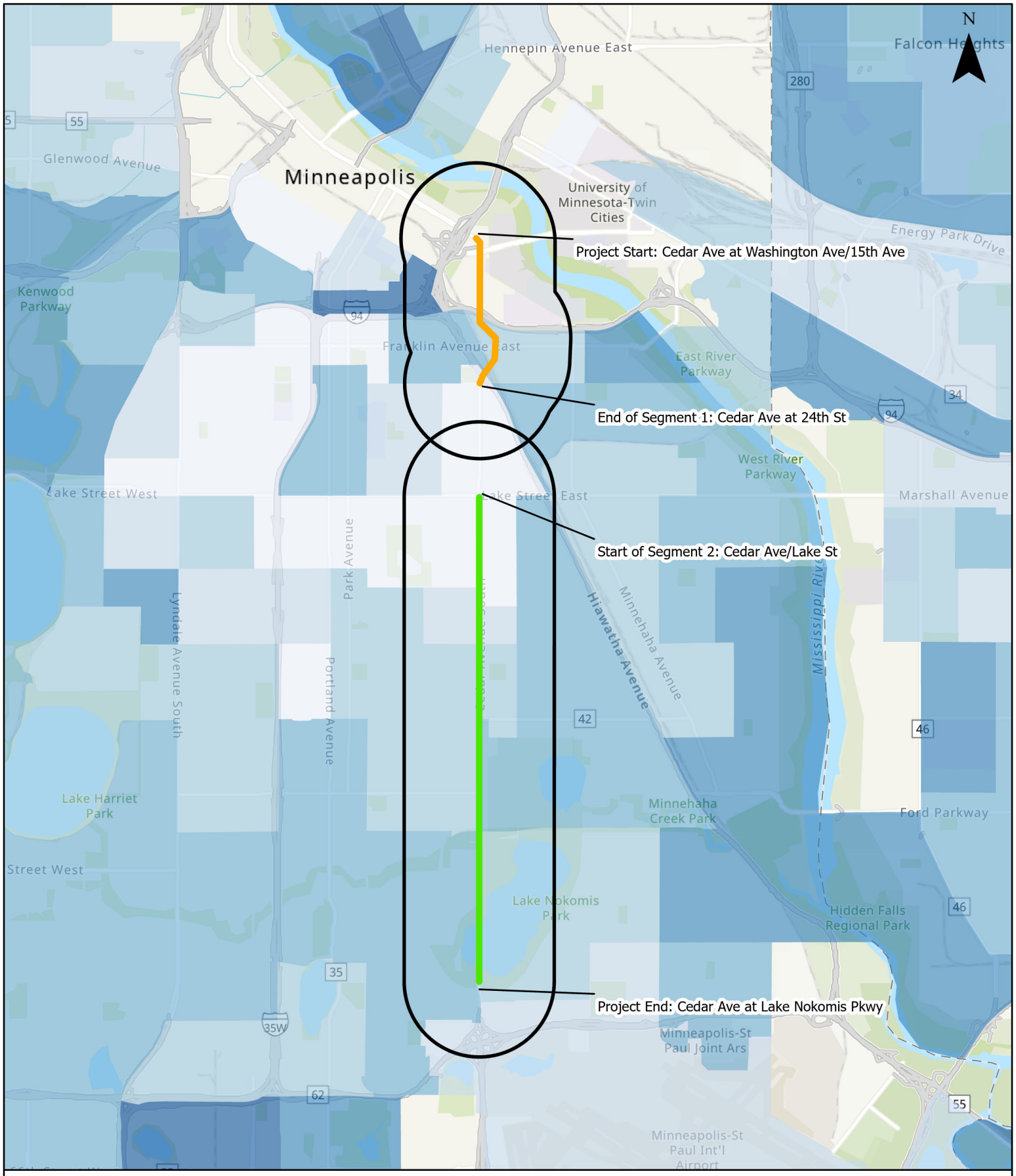

N
Project Start: Cedar Ave at Washington Ave/15th Ave
End of Segment 1: Cedar Ave at 24th St
Start of Segment 2: Cedar Ave/Lake St
Project End: Cedar Ave at Lake Nokomis Pkwy
Minneapolis
Hennepin Avenue East
University of Minnesota-Twin Cities
Glenwood Avenue
Kenwood Parkway
Franklin Avenue East
East River Parkway
Energy Park Drive
West River Parkway
Marshall Avenue
Lake Street West
Lake Street East
Park Avenue
Portland Avenue
Lyndale Avenue South
Hiawatha Avenue
Minnehaha Avenue
Mississippi River
Lake Harriet Park
Minnehaha Creek Park
Ford Parkway
Lake Nokomis Park
Hidden Falls Regional Park
Minneapolis-St Paul Joint Ars
Minneapolis-St Paul Int'l Airport
Falcon Heights
55
280
94
34
42
46
35
35W
62
Legend
Project Corridor
Segment 1
Segment 2
1/2 Mile Radius
Proportion of Residents Age 65+
0.013 - 0.050
0.050 - 0.078
0.078 - 0.112
0.112 - 0.163
0.163 - 0.242
0.242 - 0.348
Notes:
1.Census Tract data retrieved from MET Council Equity Considerations for Place-Based Decisions and Advocacy
0
0.5
1 Mi.

Figure 3

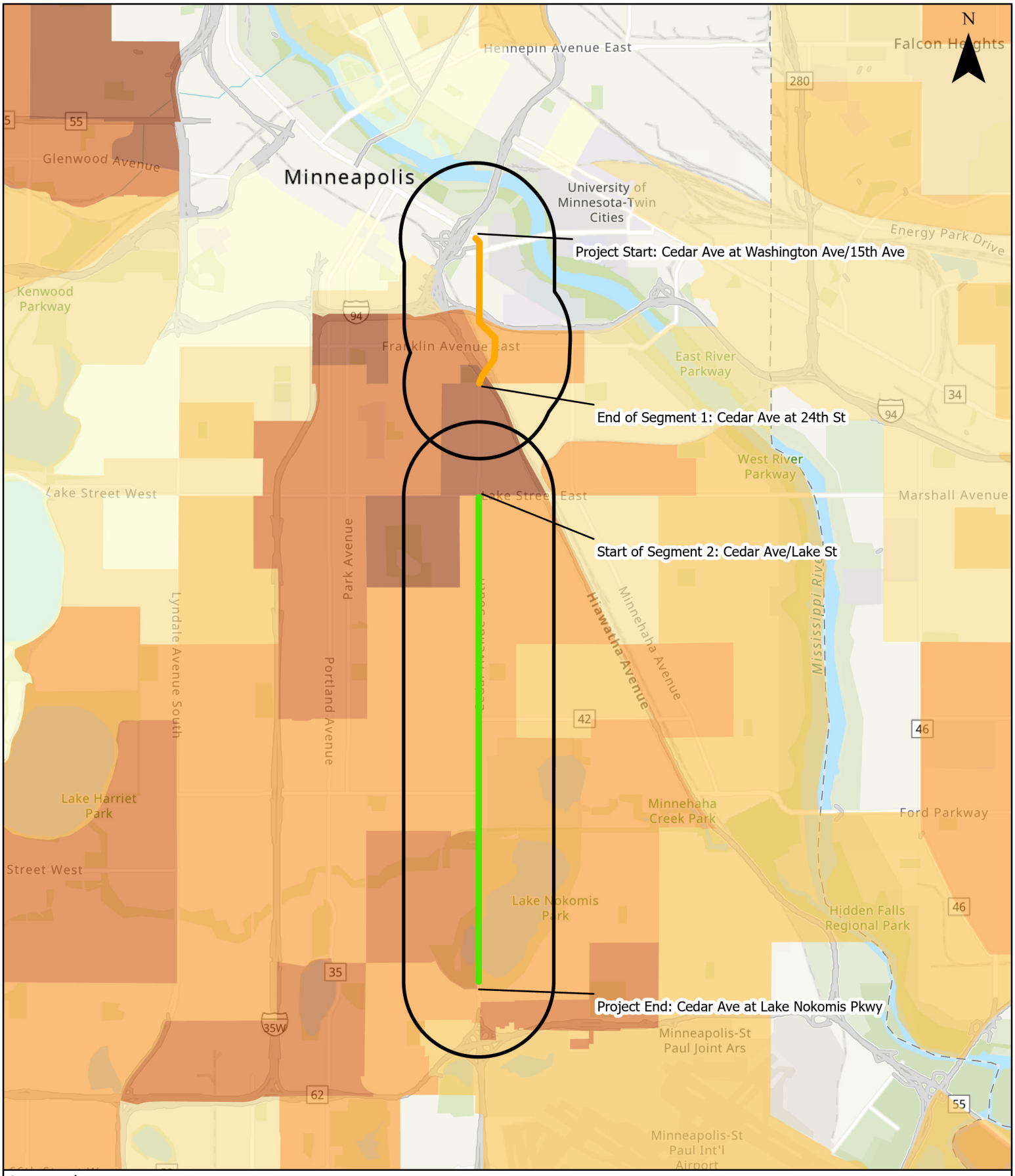
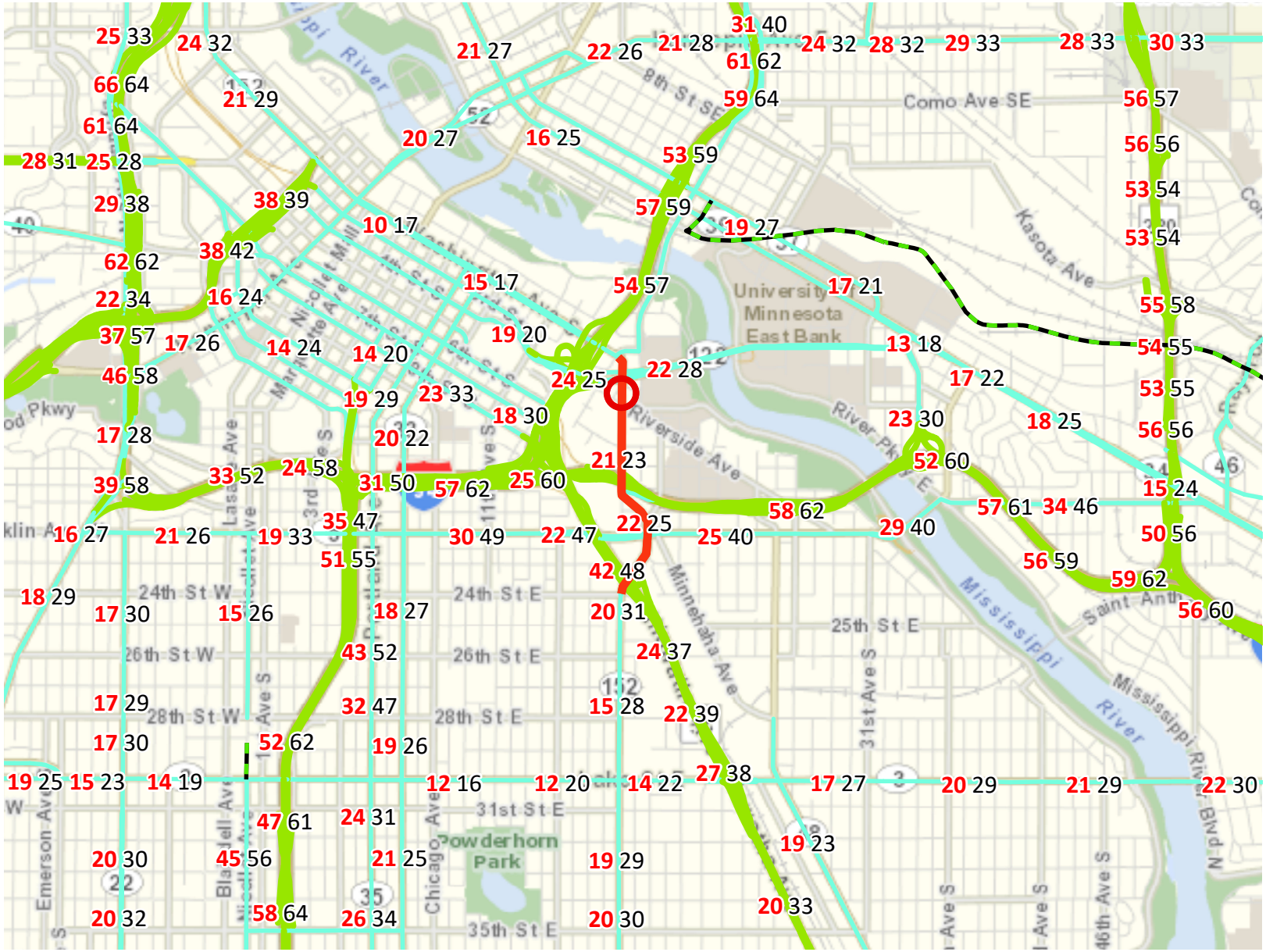

N
Project Start: Cedar Ave at Washington Ave/15th Ave
End of Segment 1: Cedar Ave at 24th St
Start of Segment 2: Cedar Ave/Lake St
Project End: Cedar Ave at Lake Nokomis Pkwy
Minneapolis
Falcon Heights
Hennepin Avenue East
University of Minnesota-Twin Cities
Energy Park Drive
Glenwood Avenue
Kenwood Parkway
Franklin Avenue East
East River Parkway
West River Parkway
Lake Street West
Lake Street East
Marshall Avenue
Park Avenue
Lyndale Avenue South
Portland Avenue
Hiawatha Avenue
Minnehaha Avenue
Mississippi River
Lake Harriet Park
Minnehaha Creek Park
Ford Parkway
Lake Nokomis Park
Hidden Falls Regional Park
Minneapolis-St Paul Joint Ars
Minneapolis-St Paul Int'l Airport
Legend
Project Corridor
Segment 1
Segment 2
1/2 Mile Radius
Proportion of Residents Age 0 - 17
0.005 - 0.081
0.081 - 0.139
0.139 - 0.195
0.195 - 0.249
0.249 - 0.321
0.321 - 0.400
Notes:
1.Census Tract data retrieved from MET Council Equity Considerations for Place-Based Decisions and Advocacy
0
0.5
1 Mi.

Figure 4

Level of Congestion

Traffic Management Technologies Project: Minneapolis ITS Upgrades Segment 1 | Map ID: 1649857681866



0 0.375 0.75 1.5 2.25 3 Miles

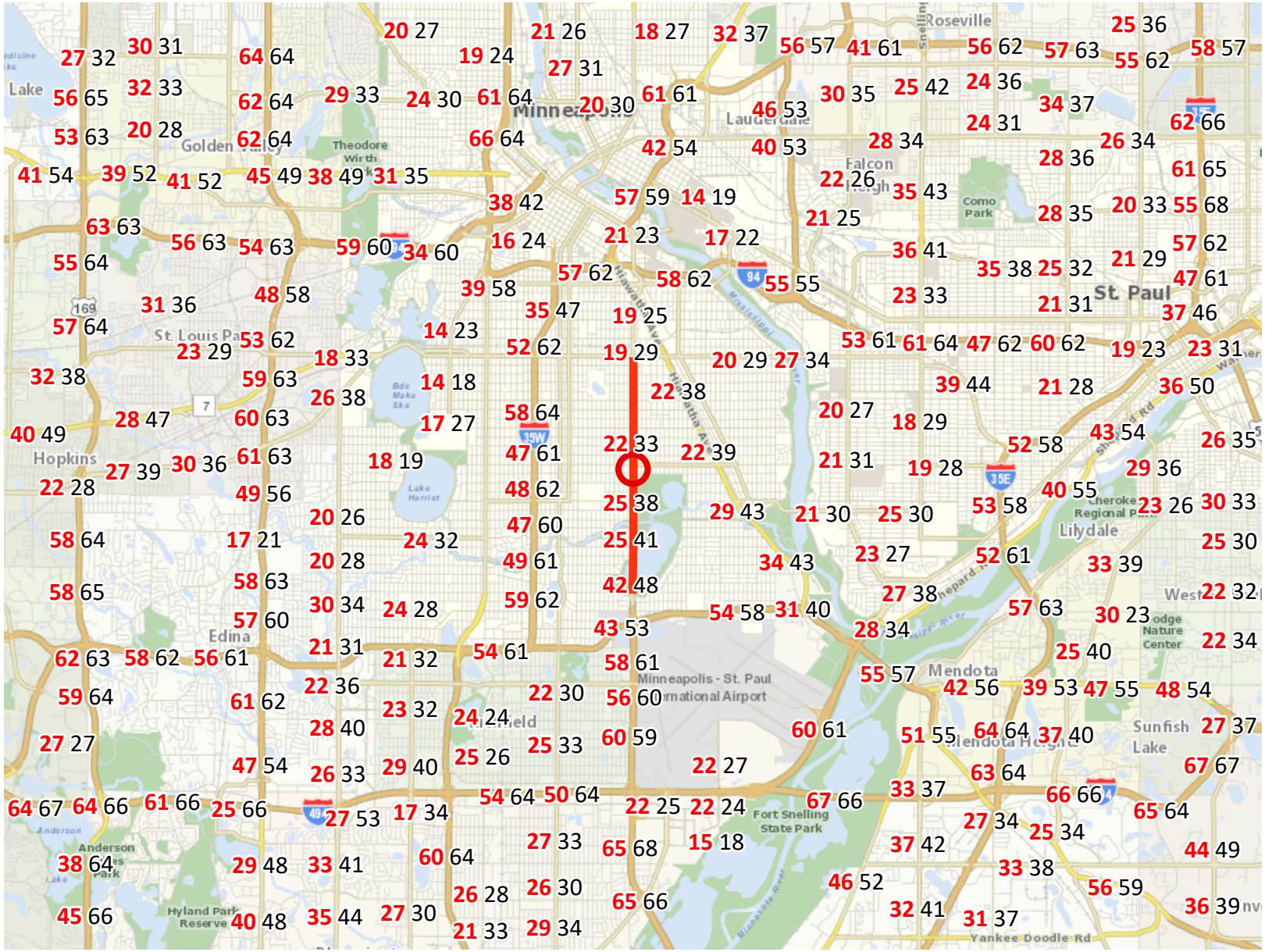
Created: 4/13/2022
LandscapeRSA1

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

METROPOLITAN COUNCIL

Level of Congestion

Traffic Management Technologies Project: Minneapolis ITS Upgrades Segment 2 | Map ID: 1649858143094



Traffic Safety Benefit-Cost Calculation

Highway Safety Improvement Program (HSIP) Reactive Project

DEPARTMENT OF TRANSPORTATION

A. Roadway Description

Route	CSAH 152	**District**	Metro	**County**	Hennepin
Begin RP	12+00.355 14+00.145	**End RP**	13+00.403 17+00.393	**Miles**	4.259
Location	Cedar Ave (CSAH 152), Washington Ave/15th Ave to 24th St and Lake St (CSAH 3) to W Lake Nokomis Pkwy				

B. Project Description

Proposed Work	Replace obsolete traffic signal controllers with new ones meeting the Advanced Transportation Controller standard, including increasing bandwith and install new CCTV cameras.		
Project Cost*	$3,000,000	**Installation Year**	2026
Project Service Life	30 years	**Traffic Growth Factor**	0.3%

** exclude Right of Way from Project Cost*

C. Crash Modification Factor

0.95	**Fatal (K) Crashes**	**Reference**	CMF ID: 10559
0.95	**Serious Injury (A) Crashes**		
0.95	**Moderate Injury (B) Crashes**	**Crash Type**	All Intersection Crashes
0.95	**Possible Injury (C) Crashes**		
0.95	**Property Damage Only Crashes**		www.CMFclearinghouse.org

D. Crash Modification Factor (optional second CMF)

0.90	**Fatal (K) Crashes**	**Reference**	CMF ID: 9901
0.90	**Serious Injury (A) Crashes**		
0.90	**Moderate Injury (B) Crashes**	**Crash Type**	All intersection crashes
0.90	**Possible Injury (C) Crashes**		
0.90	**Property Damage Only Crashes**		www.CMFclearinghouse.org

E. Crash Data

Begin Date 1/1/2019 **End Date** 12/31/2021 3 years

Data Source

Crash Severity	All Intersection Crashes	All intersection crashes
K crashes	2	2
A crashes	3	3
B crashes	24	24
C crashes	50	50
PDO crashes	132	132

F. Benefit-Cost Calculation

$26,189,554	**Benefit (present value)**	**B/C Ratio = 8.73**
$3,000,000	**Cost**	

Proposed project expected to reduce 11 crashes annually, 1 of which involving fatality or serious injury.

F. Analysis Assumptions

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

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

Real Discount Rate:	0.7%	Default
Traffic Growth Rate:	0.3%	**Revised**
Project Service Life:	30 years	**Revised**

G. Annual Benefit

Crash Severity	Crash Reduction	Annual Reduction	Annual Benefit
K crashes	0.30	0.10	$150,000
A crashes	0.45	0.15	$112,500
B crashes	3.60	1.20	$276,000
C crashes	7.50	2.50	$300,000
PDO crashes	19.80	6.60	$85,800
			$924,300

H. Amortized Benefit

Year	Crash Benefits	Present Value
2026	$924,300	$924,300
2027	$927,073	$920,629
2028	$929,854	$916,972
2029	$932,644	$913,329
2030	$935,442	$909,701
2031	$938,248	$906,088
2032	$941,063	$902,489
2033	$943,886	$898,904
2034	$946,718	$895,333
2035	$949,558	$891,777
2036	$952,406	$888,234
2037	$955,264	$884,706
2038	$958,129	$881,192
2039	$961,004	$877,692
2040	$963,887	$874,205
2041	$966,778	$870,733
2042	$969,679	$867,274
2043	$972,588	$863,829
2044	$975,506	$860,398
2045	$978,432	$856,980
2046	$981,367	$853,576
2047	$984,311	$850,185
2048	$987,264	$846,808
2049	$990,226	$843,445
2050	$993,197	$840,094
2051	$996,176	$836,757
2052	$999,165	$833,434
2053	$1,002,162	$830,123
2054	$1,005,169	$826,826
2055	$1,008,184	$823,541
0	$0	$0

Total = $26,189,554

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

CRASH MODIFICATION FACTORS CLEARINGHOUSE

CMF / CRF DETAILS

CMF ID: 10559

INSTALL ADAPTIVE TRAFFIC SIGNAL CONTROL

DESCRIPTION: ATSC IS A TRAFFIC MANAGEMENT STRATEGY IN WHICH TRAFFIC SIGNAL TIMINGS CHANGE, OR ADAPT, BASED ON OBSERVED TRAFFIC DEMAND. THESE SYSTEMS UTILIZE INCREASED DETECTION TO CONTINUALLY COLLECT DAT DEMAND, AND SIGNAL TIMINGS ARE THEN RE-OPTIMIZED BASED ON CURRENT DATA.

PRIOR CONDITION: *NO PRIOR CONDITION(S)*

CATEGORY: INTERSECTION TRAFFIC CONTROL

STUDY: *DEVELOPING FLORIDA-SPECIFIC MOBILITY ENHANCEMENT FACTORS (MEFS) AND CRASH MODIFICATION FACTORS (CMFS) FOR TSM&O STRATEGIES*, ALLURI ET AL., 202(

Star Quality Rating:	★★★★☆ [VIEW SCORE DETAILS]
Rating Points Total:	130

Crash Modification Factor (CMF)

Value:	0.948
Adjusted Standard Error:	
Unadjusted Standard Error:	0.003

Crash Reduction Factor (CRF)

Value:	5.2 *(This value indicates a **decrease** in crashes)*
Adjusted Standard Error:	
Unadjusted Standard Error:	0.3

Applicability

Crash Type:	All
Crash Severity:	All
Roadway Types:	Principal Arterial Other
Number of Lanes:	
Road Division Type:	
Speed Limit:	
Area Type:	
Traffic Volume:	
Average Traffic Volume:	
Time of Day:	

	If countermeasure is intersection-based
Intersection Type:	Roadway/roadway (not interchange related)
Intersection Geometry:	
Traffic Control:	Signalized
Major Road Traffic Volume:	
Minor Road Traffic Volume:	
Average Major Road Volume :	
Average Minor Road Volume :	

Development Details

Date Range of Data Used:	2011 to 2018
Municipality:	
State:	FL
Country:	USA
Type of Methodology Used:	2
Sample Size (crashes):	1374 crashes before, 843 crashes after
Sample Size (sites):	42 sites before, 42 sites after

Other Details

Included in Highway Safety Manual?	No
Date Added to Clearinghouse:	Dec-17-2020
Comments:	

VIEW THE FULL STUDY DETA

EXPORT DETAIL PAGE AS A P

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

CRASH MODIFICATION FACTORS CLEARINGHOUSE

CMF / CRF DETAILS

CMF ID: 9901

MODIFY SIGNAL PHASING (IMPLEMENT A LEADING PEDESTRIAN INTERVAL)

DESCRIPTION:

PRIOR CONDITION: SIGNAL PHASING WITHOUT LEADING PEDESTRIAN INTERVAL

CATEGORY: INTERSECTION TRAFFIC CONTROL

STUDY: *SAFETY EVALUATION OF PROTECTED LEFT-TURN PHASING AND LEADING PEDESTRIAN INTERVALS ON PEDESTRIAN SAFETY*, GOUGHNOUR ET AL., 2018

Star Quality Rating:	★★★★★ [VIEW SCORE DETAILS]
Rating Points Total:	150

Crash Modification Factor (CMF)

Value:	0.9
Adjusted Standard Error:	
Unadjusted Standard Error:	0.027

Crash Reduction Factor (CRF)

Value:	10 *(This value indicates a **decrease** in crashes)*
Adjusted Standard Error:	
Unadjusted Standard Error:	2.7

Applicability

Crash Type:	All
Crash Severity:	All
Roadway Types:	All
Number of Lanes:	
Road Division Type:	
Speed Limit:	
Area Type:	Urban and suburban
Traffic Volume:	
Average Traffic Volume:	
Time of Day:	All

If countermeasure is intersection-based

Intersection Type:	Roadway/roadway (not interchange related)
Intersection Geometry:	Not specified
Traffic Control:	Signalized
Major Road Traffic Volume:	Minimum of 6650 to Maximum of 32363 Annual Average Daily Traffic (AADT)
Minor Road Traffic Volume:	Minimum of 1850 to Maximum of 25883 Annual Average Daily Traffic (AADT)
Average Major Road Volume :	16407 Annual Average Daily Traffic (AADT)
Average Minor Road Volume :	8544 Annual Average Daily Traffic (AADT)

Development Details

Date Range of Data Used:	2005 to 2014
Municipality:	Chicago
State:	IL
Country:	
Type of Methodology Used:	2
Sample Size (crashes):	1875 crashes before, 1472 crashes after
Sample Size (sites):	56 sites before, 56 sites after

Other Details

Included in Highway Safety Manual?	No
Date Added to Clearinghouse:	Mar-11-2019
Comments:	Crash Type = Total Crashes. This CMF is for sites where LPIs were implemented either at all crossings (across major a roads) or only for crossings across the minor road (parallel to the major road).

VIEW THE FULL STUDY DETA

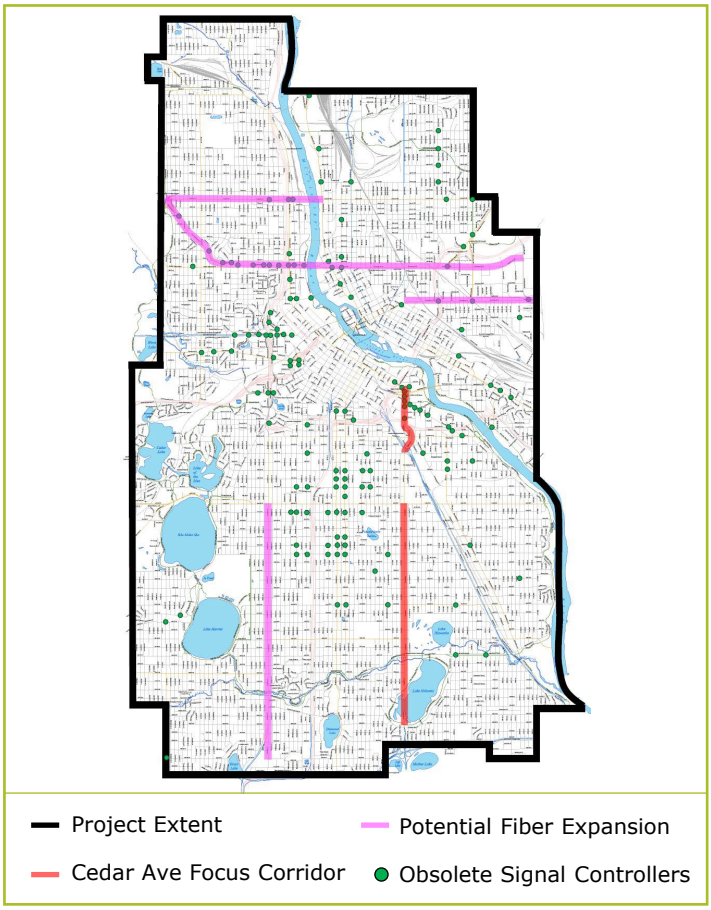
EXPORT DETAIL PAGE AS A P

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

Minneapolis ITS Upgrades and Enhancements

PROJECT MAP:



EXISTING CONDITION PHOTO:

PROJECT BENEFITS:

- Improves operational efficiency for all modes of travel
- Improves safety for all users
- Improves functionality of Minneapolis ITS Network
- Prepares the city for connected vehicle technology

APPLICANT:

City of Minneapolis

PROJECT AREA:

- Minneapolis Citywide
- Focus Corridor: Cedar Avenue

CITY WHERE PROJECT IS LOCATED:

Minneapolis

COUNTY WHERE PROJECT IS LOCATED:

Hennepin

REQUESTED AWARD AMOUNT:

$2,400,000

TOTAL PROJECT COST:

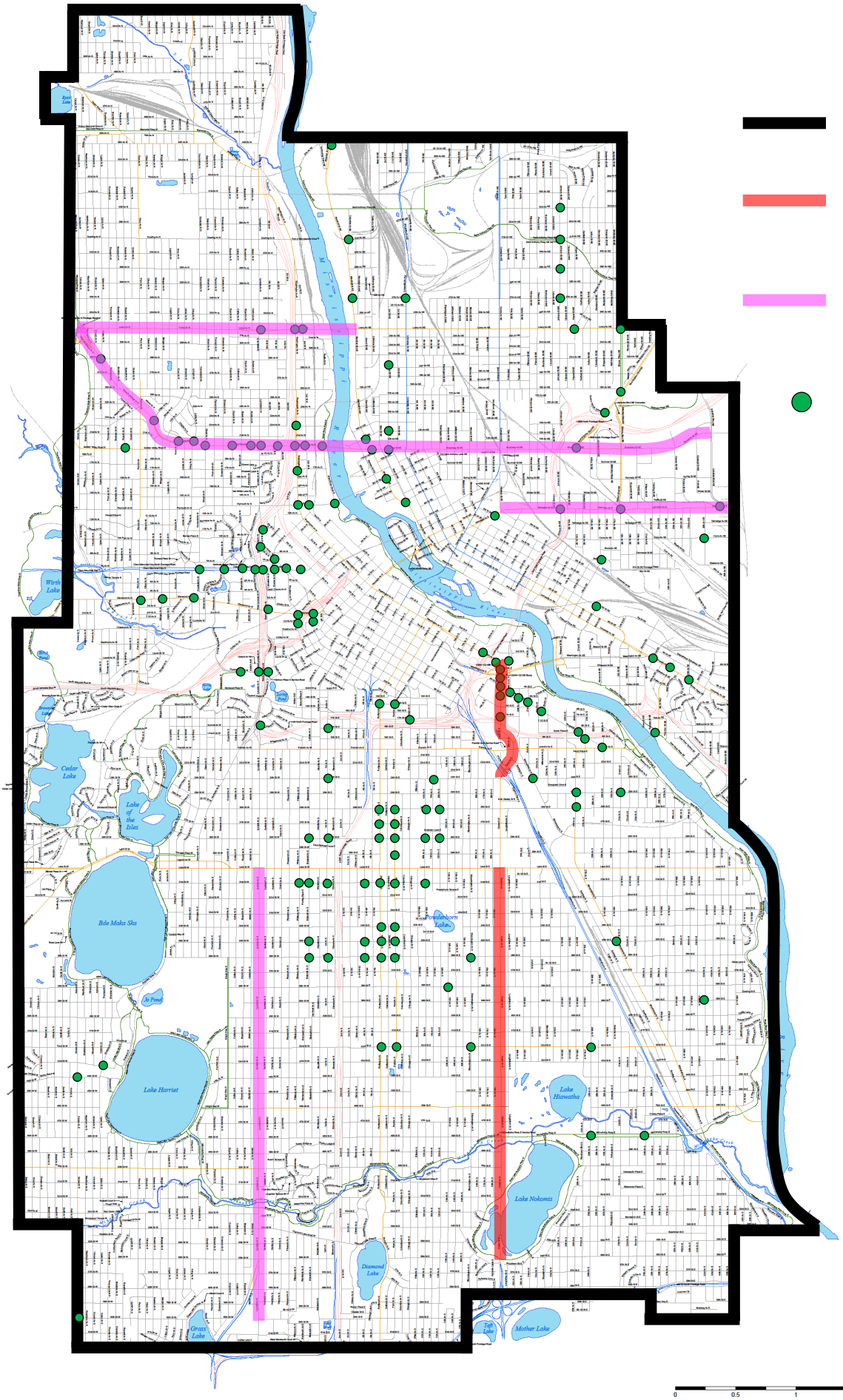
$3,000,000

PROJECT DESCRIPTION:

The proposed project will upgrade and enhance existing traffic management and intelligent transportation systems (ITS) in areas throughout the city of Minneapolis. The City of Minneapolis is collaborating with Hennepin County, MnDOT, and Metro Transit to enhance the city's traffic control system, with a focus on Cedar Avenue. The City's ITS currently serves roadway users throughout the metro area, providing services such as arterial dynamic message signs (DMS), realtime surveillance cameras (CCTV), and transit signal priority (TSP) capabilities. Upgrades to ITS, such as expanded remote access and operations, installing new traffic signal controllers and cabinets, conflict monitors, video detection system, Accessible Pedestrian Signals (APS), additional CCTV devices, vehicle-to infrastructure (V2I) devices, improvements to the Traffic Management Center (video server, video wall), dedicated short range communications (DSRC) radio or 5G cellular communications (high-volume wireless data transmission), and investing in fiber optic cable to increase bandwidth and reliability, will result in a nimble traffic control system that supports Minneapolis' Smart Cities initiatives and has the ability to adapt to daily and non-recurring traffic events. Once implemented, ITS enhancements will improve interfacing among the Police, Public Works, and Public Safety officials, integrating traffic monitoring with safety. In this way, upgrades will help keep the city's street and highway network functioning efficiently and with more flexibility and multipurpose use.

The focus on Cedar Avenue will improve operations on a key multimodal arterial connecting south Minneapolis to downtown, increasing safety and efficiency for transit, freight, bicycle, pedestrian, and general traffic. The focus area is separated into two segments to blend with Hennepin County's proposed reconstruction project along Cedar Avenue from 24th St E to Lake St E. The ITS improvements proposed within this application could be successfully integrated with Hennepin County's project regardless of either project's final delivery timeline.


727



City of Minneapolis ITS Upgrades and Enhancements

Project Concept Layout

Minneapolis
City of Lakes

Minneapolis
City of Lakes

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

April 1, 2022

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

Re: 2022 Regional Solicitation Applications

Dear Ms. Koutsoukos,

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

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

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

Sincerely,

DocuSigned by:
Margaret Anderson Kelliher
B599A2DA0E77408...

Margaret Anderson Kelliher
Director of Public Works

Council Action No. 2022A-0248 **City of Minneapolis** **File No. 2022-00268**

Committee: PWI Public Hearing: None Passage: Mar 24, 2022 Publication: APR 0 1 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 2 8 2022

DATE

Certified an official action of the City Council

ATTEST:

CITY CLERK

Presented to Mayor: MAR 2 4 2022

Received from Mayor: MAR 3 0 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)

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.

<u>7th Street North from 10th Street North to Lyndale Avenue</u>

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 30, 2022

Elaine Koutsoukos - TAB Coordinator
Metropolitan Council
390 North Robert Street
St. Paul, MN 55101

Re: Support for 2022 Regional Solicitation Application
CSAH 152 (Cedar Avenue) Traffic Management Technologies Project
From Lake Nokomis Parkway (S JCT) to 15th Avenue South

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 CSAH 152 (Cedar Avenue) Traffic Management Technologies Project that is anticipated to upgrade various traffic signal components, signal communications, and video monitoring systems. These improvements will assist in reducing emissions and delay; especially during the morning and afternoon peak periods. In addition, this project will complement the potential arterial Bus Rapid Transit (BRT) service that's been identified for Route 22 along CSAH 152 (Cedar Avenue) as part of Metro Transit's Network Next study.

Hennepin County supports this funding application and agrees to operate and maintain the roadway facilities along CSAH 152 (Cedar Avenue) for the useful life of improvements. At this time, Hennepin County has no funding programmed for this project in its 2022-2026 Transportation Capital Improvement Program (CIP). Therefore, county staff is currently unable to commit county cost participation in this project. Please note that county staff will soon begin the design process for a reconstruction project along CSAH 152 (Cedar Avenue) that will extend from CSAH 3 (Lake Street) to 24th Street.

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 safety and mobility of users along CSAH 152 (Cedar Avenue).

Sincerely,

Carla Stueve

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

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

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

Hennepin

INCIDENTID	COUNTY_S	CITY_NAM	LOCALID	ACCIDENT_NUM	CRASH_MON	CRASH_DA	CRASH_YE	CRASH_DA	CRASH_HO	DIVIDEDRD	CRASHSEVI	NUMBERKI	NUMBERO	MANNERO	FIRSTHARM	RELATIONT	LIGHTCONI	WEATHERP	WEATHERS	RDWYSURF	WORKZON	ROADWAY_	INTERSECT	LATITUDE	LONGITUDI
906637	27	Minneapol	21-106919	211390113	5	19	2021	Wed	20	98	5	0	2	5	10	25	4	3		2	98	HIAWATHA	AVE	44.95997	-93.2465
726104	27	Minneapol	19-167909	191620072	6	11	2019	Tue	13	98	5	0	2	12	10	10	1	3		2	98	HIAWATHA	AVE	44.95991	-93.2465
873696	27	Minneapol	21-005369	210080158	1	8	2021	Fri	14	E	5	0	2	10	10	2	1	2		2	98	E LAKE	ST	44.94841	-93.2477
740364	27	Minneapol	19-243252	192260117	8	14	2019	Wed	18	E	5	0	2	12	10	2	1	1	2	1	98	E LAKE	ST	44.94841	-93.2477
753950	27	Minneapol	19-308915	192840178	10	11	2019	Fri	22	E	5	0	2	12	10	2	4	5		2	98	E LAKE	ST	44.94841	-93.2476
811001	27	Minneapol	MP20-1341	201410066	5	20	2020	Wed	0		4	0	2	90	10	3	4	1		1	98	E LAKE	ST	44.94841	-93.2474
723040	27	Minneapol	19-152460	191490130	5	29	2019	Wed	15	E	5	0	2	12	10	3	1	1		1	98	E LAKE	ST CEDAR AVE	44.94841	-93.2474
745867	27	Minneapol	19-272102	192510068	9	8	2019	Sun	16	E	5	0	2	90	10	3	1	1		1	98	E LAKE	ST CEDAR AVE	44.94841	-93.2474
753654	27	Minneapol	MP19-3077	192830176	10	10	2019	Thu	18	98	5	0	2	5	10	3	4	3		2	98	E LAKE	ST	44.94841	-93.2474
839593	27	2395345	20-233318	202520022	9	8	2020	Tue	12	98	5	0	2	10	10	3	1	2		1	98	E LAKE	ST	44.94841	-93.2473
862895	27	Minneapol	20-287576	203170015	11	12	2020	Thu	8		4	0	2	5	10	3	1	1		1	98	E LAKE	ST	44.94841	-93.2474
897983	27	Minneapol	MP21-0634	210860114	3	27	2021	Sat	22		5	0	3	12	10	2	4	2		2	98	E LAKE	ST	44.94841	-93.2474
967422	27	Minneapol	21-239354	212900038	10	17	2021	Sun	12		4	0	3	5	10	3	1	1		1	98	E LAKE	ST CEDAR AVE	44.94841	-93.2474
749741	27	Minneapol	19-290417	192670103	9	24	2019	Tue	13	98	5	0	2	5	10	3	1	1		1	98	E LAKE	ST	44.94841	-93.2473
808239	27	Minneapol	20-109994	201170051	4	26	2020	Sun	18	98	5	0	2	10	10	3	1	1		1	98	E LAKE	ST	44.94841	-93.2473
976376	27	2395345	21-274401	213330123	11	29	2021	Mon	20		1	1	2	5	10	3	4	2		1	98	E LAKE	ST CEDAR AVE	44.94839	-93.2473
719212	27	Minneapol	19-132841	191310022	5	11	2019	Sat	6		3	0	1		8	3	1	1		1	98	E LAKE	ST CEDAR AVE	44.94841	-93.2473
722070	27	Minneapol	19-146864	191440062	5	24	2019	Fri	14		5	0	2	12	10	3	1	2		1	98	E LAKE	ST	44.94841	-93.2472
746026	27	Minneapol	19-272855	192520044	9	9	2019	Mon	11	98	3	0	1		8	3	1	3		1	98	E LAKE	ST	44.94841	-93.2472
804407	27	Minneapol	20-072069	200770089	3	17	2020	Tue	23	98	5	0	2	12	10	3	4	1		1	98	E LAKE	ST	44.94841	-93.247
936708	27	Minneapol	21-193466	212380105	8	26	2021	Thu	19		2	0	1		8	3	4	3		6	98	E FRANKLIN	AVE	44.96276	-93.2455
888511	27	Minneapol	21-025859	210360161	2	5	2021	Fri	22		5	0	2	12	10	3	4	1		1	98	E FRANKLIN	AVE	44.96276	-93.2454
864932	27	Minneapol	MP20-2954	203280040	11	23	2020	Mon	12		4	0	2	5	10	3	1	1		1	98	E FRANKLIN	AVE	44.96279	-93.2451
929982	27	Minneapol	21-163623	212040107	7	23	2021	Fri	15		4	0	3	5	10	6	1	1		1	98	E FRANKLIN	CEDAR AVE	44.96279	-93.2451
892689	27	Minneapol	MPD 21-03	210550008	2	24	2021	Wed	1	W	2	0	1		8	3	4	1		2	98	E FRANKLIN	CEDAR AVE	44.96279	-93.2451
980425	27	Minneapol	MP21-2859	213480064	12	14	2021	Tue	13	98	5	0	2	5	10	10	1	1		1	98	E FRANKLIN	AVE	44.9628	-93.245
872482	27	Minneapol	21-001156	210020066	1	2	2021	Sat	16	98	5	0	2	90	10	3	1	1		3	98	E FRANKLIN	AVE	44.9628	-93.2449
748695	27	Minneapol	19-285341	192620205	9	19	2019	Thu	23	E	4	0	1		9	3	4	99		99	98	E FRANKLIN	CEDAR AVE	44.9628	-93.2449
763944	27	Minneapol	19-346168	193240098	11	20	2019	Wed	16	E	5	0	2	12	10	3	4	1		1	98	E FRANKLIN	AVE	44.96254	-93.2455
905147	27	Minneapol	21-099605	211310164	5	11	2021	Tue	16	E	5	0	2	12	10	3	1	1		1	98	E FRANKLIN	AVE	44.96254	-93.2454
698686	27	Minneapol	19-077443	190770124	3	18	2019	Mon	20	E	5	0	2	12	10	3	4	2		1	98	E FRANKLIN	AVE	44.96254	-93.2454
705138	27	Minneapol	19-111260	191100073	4	20	2019	Sat	19	E	3	0	1	13	10	10	1	1		1	98	E FRANKLIN	AVE	44.96254	-93.2453
937907	27	Minneapol	MP21-1987	212440095	9	1	2021	Wed	17		5	0	2	5	10	3	1	99		99	98	E FRANKLIN	AVE	44.96254	-93.2453
930177	27	Minneapol	MPLS PD 21	212050108	7	23	2021	Fri	15		5	0	2	12	10	10	1	1		1	98	E FRANKLIN	CEDAR AVE	44.96255	-93.2453
819064	27	Minneapol	MP20-1821	201930035	7	11	2020	Sat	13		5	0	2	12	10	3	1	1		1	98	E FRANKLIN	AVE	44.96256	-93.2452
802550	27	Minneapol	MP 20-059	200650150	3	5	2020	Thu	19	S	5	0	2	5	10	3	4	2	3	2	98	E FRANKLIN	AVE	44.96257	-93.2451
937927	27	Minneapol	MP21-1988	212440112	9	1	2021	Wed	18		5	0	2	5	10	3	1	1		1	98	E FRANKLIN	CEDAR AVE	44.96257	-93.2451
799037	27	Minneapol	20-044518	200490378	2	18	2020	Tue	19	N	4	0	2	12	10	3	4	2		5	98	E FRANKLIN	AVE	44.96257	-93.245
916142	27	Minneapol	MPD 21-14	211850043	7	4	2021	Sun	16	N	4	0	2	5	10	3	1	1		1	98	E FRANKLIN	CEDAR AVE	44.96258	-93.245
731175	27	Minneapol	19007525	191840033	6	20	2019	Thu	15	E	5	0	2	13	10	3	1	3	2	2	98	E FRANKLIN	AVE	44.96258	-93.245
800156	27	Minneapol	20-048631	200540003	2	23	2020	Sun	0	98	3	0	1		9	10	4	1		5	98	E FRANKLIN	AVE	44.9627	-93.2443
673619	27	Minneapol	19-002453	190030073	1	3	2019	Thu	12		4	0	1	90	10	3	1	1		2	98	E 42ND ST	CEDAR AVE	44.92687	-93.2473
910738	27	Minneapol	MP21-1247	211590091	6	8	2021	Tue	16	E	5	0	2	13	10	3	1	1		1	98	E 42ND ST		44.92687	-93.2472
802735	27	Minneapol	MP20-0608	200660138	3	6	2020	Fri	19	98	5	0	2	5	10	3	3	1		1	98	E 46TH ST		44.91972	-93.2475
736351	27	Minneapol	19-221240	192070171	7	26	2019	Fri	21	E	5	0	2	12	10	3	7	99		99	98	E 46TH ST	CEDAR AVE	44.91972	-93.2474
703466	27	2395345	19-102564	191020055	4	12	2019	Fri	12		5	0	2	10	10	2	1	2		2	98	WASHINGTON	AVE S	44.97309	-93.2477
766298	27	2395345	19-354403	193330123	11	29	2019	Fri	16	98	4	0	3	5	10	3	1	2		2	98	WASHINGT	15TH AVE S	44.97309	-93.2477
753799	27	2395345	19-308298	192840041	10	11	2019	Fri	11	98	4	0	2	12	10	10	1	2		1	98	CEDAR	AVE 824	44.97134	-93.2473
942603	27	2395345	MP-20-286	203150575	11	10	2020	Tue	10		4	0	2	12	10	2	1	1		1	98	CEDAR AVE	RIVERSIDE	44.97034	-93.2472
862238	27	2395345	MP20-2862	203150034	11	10	2020	Tue	10	N	4	0	2	12	10	3	1	2	4	2	98	CEDAR AVE	S	44.97023	-93.2472
674853	27	2395345	19-007894	190090001	1	8	2019	Tue	21	98	5	0	2	13	10	3	4	2		1	98	CEDAR AVE	RIVERSIDE	44.97016	-93.2472
771584	27	Minneapol	19-367760	193490015	12	15	2019	Sun	8	S	5	0	2	12	10	3	1	1		5	98	CEDAR AVE	S	44.97025	-93.2472
743215	27	Minneapol	MP 19-220	192070323	7	26	2019	Fri	14	S	5	0	2	12	10	3	1	1		1	98	CEDAR AVE	S	44.97023	-93.2472
930027	27	2395345	21-164114	212050007	7	24	2021	Sat	1	98	5	0	2	10	10	3	4	1		1	98	CEDAR AVE	S	44.96786	-93.2473
688720	27	2395345	18-045032	190460164	2	15	2019	Fri	14	E	5	0	2	10	10	3	1	4		3	98	CEDAR AVE	S	44.96773	-93.2473
862772	27	2395345	20-287162	203160196	11	11	2020	Wed	16	98	3	0	2	12	10	99	1	1		2	98	CEDAR AVE	S 6TH ST	44.96772	-93.2473
687706	27	2395345	19-042686	190440061	2	13	2019	Wed	8	98	4	0	2	10	10	2	1	7		3	98	CEDAR AVE	S	44.9677	-93.2473
942737	27	2395345	21-219363	212670137	9	24	2021	Fri	17	98	3	0	1		8	3	1	1		1	98	CEDAR AVE	6TH ST S	44.96768	-93.2473
764827	27	2395345	19-349731	193280019	11	24	2019	Sun	9		5	0	2	99	10	2	1	1		1	98	CEDAR AVE	S	44.96759	-93.2473
938071	27	2395345	7 ST S / CE	212380244	8	26	2021	Thu	10		5	0	4	11	10	2	1	1		1	98	CEDAR AVE	S	44.96675	-93.2473
869669	27	2395345	20-317383	203580089	12	23	2020	Wed	13		5	0	2	10	10	2	1	7		3	98	CEDAR AVE	S	44.9666	-93.2473
733776	27	Minneapol	19-208382	191970016	7	16	2019	Tue	7		5	0	2	10	10	4	1	1		1	98	CEDAR AVE	S	44.9666	-93.2473
774668	27	Minneapol	19017715	193620013	12	28	2019	Sat	0	S	5	0	2	12	10	4	4	2		99	98	CEDAR AVE	7TH ST S	44.9666	-93.2473
780788	27	2395345	20-015322	200180189	1	18	2020	Sat	16		3	0	2	12	10	2	1	1		5	98	CEDAR AVE	S	44.96548	-93.2473
680652	27	2395345	MP19-0279	190290133	1	29	2019	Tue	11	S	5	0	2	12	10	2	1	1		3	98	CEDAR AVE	S	44.96536	-93.2473
770929	27	2395345	19-366085	193470022	12	13	2019	Fri	7		5	0	2	11	10	2	1	2		3	98	CEDAR AVE	S	44.96524	-93.2473
681773	27	2395345	19-030348	190320001	2	1	2019	Fri	0		4	0	2	13	10	5	4	4		5	98	MINNEHAH	CEDAR AVE	44.96496	-93.2473
704415	27	Minneapol	MPD 19-10	191060134	4	16	2019	Tue	18	S	5	0	2	12	10	2	1	1		1	98	CEDAR AVE	S	44.96524	-93.2473

699191	27	2395345	MP19-0771	190770222	3	18	2019	Mon	15	N		3	0	2	10	10	2	1	1		2	98	CEDAR AVE S	44.9629	-93.2453
815195	27	2395345	20-163293	201700072	6	18	2020	Thu	15		98	5	0	2		11	99	1	99		99	98	CEDAR AVE S	44.96277	-93.2453
707419	27	2395345	MP 19-123	191220133	5	2	2019	Thu	18	S		3	0	2	5	10	3	1	2		1	98	CEDAR AVE S	44.96277	-93.2453
785726	27	Minneapol	20-032569	200360131	2	5	2020	Wed	19	N		4	0	1		8	3	4	1		1	98	CEDAR AVE S	44.96297	-93.245
806354	27	2395345	20-091146	200980040	4	7	2020	Tue	14			5	0	2	5	10	3	1	1		1	98	CEDAR AVE S	44.96261	-93.2453
755103	27	2395345	19-312220	192880244	10	15	2019	Tue	19	S		5	0	2	5	10	3	3	1		1	98	CEDAR AVE S	44.96254	-93.2453
746650	27	2395345	19-275547	192540171	9	11	2019	Wed	18			4	0	1		8	3	1	1		1	98	CEDAR AVE S	44.96281	-93.245
748870	27	2395345	19-285772	192630113	9	20	2019	Fri	10			5	0	2	5	10	3	1	1		1	98	CEDAR AVE S	44.96279	-93.245
817114	27	2395345	20-172846	201820002	6	30	2020	Tue	1	W		3	0	1		8	3	4	3		2	98	CEDAR AVE S	44.96279	-93.245
697305	27	Minneapol	19-071009	190710132	3	12	2019	Tue	19			4	0	1		8	3	4	3		2	98	CEDAR AVE E FRANKLIN	44.9628	-93.245
702198	27	2395345	19-098149	190970082	4	7	2019	Sun	17	N		5	0	2	5	10	3	1	1		1	98	CEDAR AVE S	44.96268	-93.245
869404	27	Minneapol	20-316503	203570016	12	22	2020	Tue	9			5	0	2	5	10	3	1	2		1	98	CEDAR AVE S	44.96269	-93.245
784215	27	2395345	2020-2524	200290046	1	29	2020	Wed	9	S		4	0	2	5	10	3	1	2		1	98	CEDAR AVE S	44.96258	-93.245
804586	27	2395345	20-073580	200790055	3	19	2020	Thu	14			4	0	1		75	3	1	3		2	98	CEDAR AVE S	44.96251	-93.245
690689	27	2395345	MP19-0514	190530033	2	22	2019	Fri	6	N		5	0	2	10	10	3	4	1		2	98	CEDAR AVE S	44.96248	-93.245
840589	27	2395345	20-237082	202570063	9	13	2020	Sun	0		98	1	1	1	90	10	3	4	2		1	98	CEDAR AVE S	44.96248	-93.245
984822	27	2395345	21-297275	213640046	12	30	2021	Thu	10		98	4	0	2	12	10	3	1	1		2	98	CEDAR AVE S	44.96246	-93.245
768394	27	2395345	19-359593	193390129	12	5	2019	Thu	18			4	0	2	13	10	10	4	1		1	98	CEDAR AVE RAMP946	44.96053	-93.246
696478	27	2395345	19-067774	190680196	3	9	2019	Sat	22	N		5	0	1	90	10	2	4	4		3	98	CEDAR AVE S	44.96052	-93.246
728865	27	2395345	19-181809	191740091	6	23	2019	Sun	17	N		3	0	2	13	10	3	1	3		2	98	CEDAR AVE RAMP950	44.96049	-93.246
822951	27	2395345	20-200353	202140040	8	1	2020	Sat	13			5	0	2	5	10	3	1	1		1	98	CEDAR AVE S	44.96049	-93.246
674572	27	2395345	2019-0064	190070102	1	7	2019	Mon	15			5	0	2	13	10	27	1	1		1	98	CEDAR AVE S	44.96048	-93.2461
777943	27	2395345	20-006580	200080049	1	8	2020	Wed	13	S		4	0	2	5	10	27	1	2		1	98	CEDAR AVE S	44.96044	-93.2461
754420	27	Minneapol	19-310855	192870017	10	14	2019	Mon	8		98	4	0	2	5	10	3	1	1		1	98	CEDAR AVE S	44.9604	-93.2461
706587	27	2395345	MP19-1196	191180067	4	28	2019	Sun	16		98	5	0	2	13	10	3	1	1		1	98	CEDAR AVE RAMP682	44.96034	-93.2462
810661	27	2395345	20503587	201090088	4	18	2020	Sat	18	E		5	0	2	12	10	2	1	2		1	98	CEDAR AVE S	44.96022	-93.2463
748385	27	2395345	19-284029	192610174	9	18	2019	Wed	21		98	4	0	2	10	10	25	4	1		1	98	CEDAR AVE S	44.95978	-93.2471
774673	27	2395345	19-377702	193610151	12	27	2019	Fri	15			5	0	2	5	10	3	1	1		1	98	CEDAR AVE S	44.95976	-93.2471
704808	27	2395345	19-109085	191080144	4	18	2019	Thu	19	N		3	0	2	5	10	3	1	1	2	1	98	CEDAR AVE S	44.95998	-93.2465
808807	27	Minneapol	20-115293	201220058	5	1	2020	Fri	18	W		5	0	1		9	4	1	1		1	98	CEDAR AVE S	44.95964	-93.2472
689681	27	2395345	19-048365	190500084	2	19	2019	Tue	11		98	4	0	2	5	10	3	1	1		1	98	CEDAR AVE S	44.95959	-93.2469
984862	27	2395345	21009046	213510371	12	17	2021	Fri	13			5	0	2	5	10	3	1	4		3	98	CEDAR AVE S	44.95915	-93.2473
727584	27	2395345	19-173593	191670128	6	16	2019	Sun	14			5	0	2	5	10	3	1	1		1	98	CEDAR AVE S	44.95909	-93.2473
729265	27	Minneapol	19-183789	191760069	6	25	2019	Tue	13			5	0	2	13	10	3	1	1		1	1	CEDAR AVE S	44.9591	-93.2473
774185	27	Minneapol	19-376116	193590014	12	25	2019	Wed	10		98	5	0	2	10	10	2	1	6		2	98	CEDAR AVE S	44.95909	-93.2473
866468	27	2395345	20-303110	203390014	12	4	2020	Fri	8	N		5	0	2	12	10	2	1	1		1	98	CEDAR AVE S	44.9486	-93.2473
807043	27	2395345	20-097777	201050047	4	14	2020	Tue	14		98	5	0	2	5	10	3	1	2		2	98	CEDAR AVE S	44.94846	-93.2473
871994	27	2395345	20-322333	203660012	12	31	2020	Thu	1	N		5	0	2	10	10	3	4	4		3	98	CEDAR AVE S	44.94843	-93.2473
891984	27	2395345	21-036445	210520004	2	21	2021	Sun	0	N		5	0	2	5	10	3	4	1		5	98	CEDAR AVE S	44.94841	-93.2473
901809	27	2395345	21-083578	211120005	4	22	2021	Thu	1	W		5	0	2	5	10	3	4	1		1	98	CEDAR AVE S	44.94839	-93.2473
797288	27	2395345	20002748	200430125	2	12	2020	Wed	13	W		5	0	2	10	10	3	1	2		2	98	CEDAR AVE S	44.94838	-93.2473
912138	27	2395345	21-129996	211650168	6	14	2021	Mon	18		98	4	0	2	90	10	3	1	1		1	98	CEDAR AVE S	44.94839	-93.2473
703601	27	2395345	MPD 19-10	191020150	4	12	2019	Fri	17	N		5	0	2	12	10	2	1	2		1	98	CEDAR AVE S	44.94828	-93.2473
746668	27	Minneapol	MP19-2754	192540187	9	11	2019	Wed	18		98	5	0	2	12	10	3	1	3		2	98	CEDAR AVE S	44.9486	-93.2473
766799	27	Minneapol	19-355675	193350011	12	1	2019	Sun	5		98	4	0	2	99	10	3	4	4		2	98	CEDAR AVE S	44.94844	-93.2473
905709	27	Minneapol	21-102562	211350001	5	15	2021	Sat	0		98	3	0	2	5	10	3	4	1		1	98	CEDAR AVE S	44.94843	-93.2473
908991	27	Minneapol	21-117414	211510096	5	31	2021	Mon	18			5	0	2	12	10	3	1	1		1	98	CEDAR AVE S	44.94837	-93.2473
704171	27	Minneapol	MP19-1059	191050122	4	15	2019	Mon	20		98	5	0	2		11	2	4	1		1	98	CEDAR AVE S	44.9482	-93.2473
929343	27	2395345	MP21-160(	212000201	7	19	2021	Mon	15		98	5	0	2	5	10	3	1	1		1	98	CEDAR AVE S	44.94656	-93.2473
968050	27	2395345	21-241889	212930059	10	20	2021	Wed	12	E		4	0	1		9	3	1	2	3	2	98	CEDAR AVE S	44.94477	-93.2473
908711	27	2395345	21-115485	211490104	5	29	2021	Sat	11	S		3	0	2	13	10	3	1	1		1	98	CEDAR AVE S	44.94472	-93.2473
764741	27	2395345	19-349082	193270092	11	23	2019	Sat	17	E		3	0	1		8	10	4	1		1	98	CEDAR AVE S	44.94467	-93.2473
728226	27	Minneapol	19178185	191710120	6	20	2019	Thu	15	N		5	0	2	5	10	3	1	3		2	98	CEDAR AVE S	44.94472	-93.2473
782254	27	2395345	20-018816	200220059	1	22	2020	Wed	11	S		5	0	2	10	10	3	1	2		2	98	CEDAR AVE S	44.94139	-93.2473
823162	27	2395345	20-201231	202150075	8	2	2020	Sun	15			4	0	1	5	10	10	1	2		1	98	CEDAR AVE S	44.93962	-93.2474
754674	27	Minneapol	MP19-3116	192880053	10	15	2019	Tue	6	N		5	0	2	13	10	3	2	2		2	98	CEDAR AVE S	44.93966	-93.2474
755922	27	Minneapol	19-317221	192930112	10	20	2019	Sun	22			5	0	2	13	10	3	4	1		1	98	CEDAR AVE S	44.93964	-93.2474
800273	27	Minneapol	20-049059	200540065	2	23	2020	Sun	15			4	0	2		11	2	1	1		2	98	CEDAR AVE S	44.9396	-93.2474
696006	27	2395345	MPD 19-06	190670018	3	8	2019	Fri	7	N		5	0	3	12	10	2	1	2		1	98	CEDAR AVE S	44.93792	-93.2473
741012	27	2395345	19-246773	192290096	8	17	2019	Sat	19		98	5	0	2	12	10	3	1	1	2	1	98	CEDAR AVE S	44.93776	-93.2473
774371	27	Minneapol	19-376882	193600061	12	26	2019	Thu	14			4	0	2	12	10	3	1	2		2	98	CEDAR AVE S	44.93412	-93.2474
931111	27	2395345	21-168986	212100080	7	29	2021	Thu	16		98	5	0	2	90	10	3	1	1		1	98	CEDAR AVE S	44.93045	-93.2473
982330	27	2395345	21-291109	213550068	12	21	2021	Tue	10		98	5	0	2	5	10	3	1	4		5	98	CEDAR AVE S	44.92686	-93.2473
937616	27	2395345	MPLS 21-19	212430016	8	31	2021	Tue	8			5	0	4	12	10	2	1	1		1	98	CEDAR AVE S	44.92667	-93.2473
904943	27	Minneapol	21-098935	211300114	5	10	2021	Mon	21	N		5	0	2	12	10	3	4	1		1	98	CEDAR AVE E 42ND ST	44.92693	-93.2473
838064	27	2395345	20-226018	202430085	8	30	2020	Sun	20	E		5	0	1		30	3	4	3		2	98	CEDAR AVE S	44.91972	-93.2473
778213	27	Minneapol	20-007749	200090120	1	9	2020	Thu	18	E		5	0	2	12	10	2	4	1		4	98	CEDAR AVE S	44.91618	-93.2474
898301	27	Minneapol	MP21-0651	210890025	3	30	2021	Tue	11		98	5	0	2	5	10	3	1	1		1	98	CEDAR AVE S	44.91609	-93.2474
847171	27	2395345	20-268074	202930002	10	19	2020	Mon	0			3	0	2	12	10	3	4	1		1	98	CEDAR AVE S	44.90884	-93.2474

705147	27	Minneapol	19-111177	191100078	4	20	2019	Sat	18	N		5	0	2	12	10	2	1	1			1	98	CEDAR AVE S		44.90888	-93.2474
739147	27	2395345	MPLS 19-2	192200161	8	8	2019	Thu	21			5	0	2	12	10	3	4	1			1	98	CEDAR AVE S		44.90136	-93.2476
975526	27	2395345	21-270415	213280033	11	24	2021	Wed	10			5	0	2	12	10	3	1	1			1	98	CEDAR AVE	W LAKE NC	44.90137	-93.2476
904152	27	2395345	21-095058	211260061	5	6	2021	Thu	13		98	3	0	2	90	10	2	1	1			1	98	CEDAR AVE S		44.90091	-93.2476
866206	27	2395345	20-301705	203370054	12	2	2020	Wed	12			4	0	2	12	10	5	1	1			1	98	CEDAR AVE S		44.90071	-93.2476
673705	27	Minneapol	19-002699	190030135	1	3	2019	Thu	17	S		5	0	2	10	10	3	4	1			1	98	RIVERSIDE AVE S		44.97022	-93.2472
912586	27	2395345	MP21-1318	211670132	6	16	2021	Wed	23			5	0	2	13	10	3	4	1			1	98	RIVERSIDE	CEDAR AVE	44.97021	-93.2472
968633	27	Minneapol	MP21-2442	212960005	10	23	2021	Sat	2		98	5	0	2	12	10	3	4	1			1	98	RIVERSIDE AVE S		44.97022	-93.2472
932850	27	Minneapol	21-177105	212190083	8	7	2021	Sat	18			3	0	2	12	10	2	1	1			1	98	E 32ND ST		44.94476	-93.2474
720130	27	Minneapol	MP19-1375	191350153	5	15	2019	Wed	17		98	5	0	2	10	10	3	1	1			1	98	E 32ND ST	CEDAR AVE	44.94476	-93.2474
821999	27	Minneapol	20-195850	202090089	7	27	2020	Mon	15		98	4	0	2	12	10	90	1	1			1	98	E 32ND ST	CEDAR AVE	44.94476	-93.2474
821790	27	Minneapol	20-194998	202080042	7	26	2020	Sun	17			3	0	1		8	3	1	1			1	98	E 35TH ST		44.93962	-93.2474
944827	27	Minneapol	21-204359	212500275	9	7	2021	Tue	23	S		5	0	3	90	10	2	4	1			1	98	E 36TH ST		44.93781	-93.2474
753573	27	Minneapol	19-307559	192830113	10	10	2019	Thu	15	N		5	0	2	12	10	3	1	2	99		2	98	E 36TH ST		44.93781	-93.2473
724411	27	Minneapol	19006285	191550101	6	4	2019	Tue	16	E		5	0	2	5	10	3	1	3	2		2	98	E 38TH ST	CEDAR AVE	44.9341	-93.2474
900385	27	Minneapol	21-076831	211020110	4	12	2021	Mon	20	N		5	0	2		11	2	4	2			1	98	E 38TH ST		44.9341	-93.2474
723128	27	Minneapol	19-153157	191500020	5	30	2019	Thu	6	S		5	0	2	90	10	3	1	1			1	98	E 38TH ST		44.9341	-93.2474
765927	27	Minneapol	19-353493	193320010	11	28	2019	Thu	3	E		5	0	1		25	2	4	4			5	98	E 42ND ST		44.92688	-93.2477
688003	27	Minneapol	19-043121	190440221	2	13	2019	Wed	17	E		5	0	2	12	10	3	3	1			2	98	E 42ND ST		44.92688	-93.2474
974539	27	2395345	MPLS 21-2	213220131	11	18	2021	Thu	13			5	0	2	5	10	10	1	1			1	98	E 42ND ST	CEDAR AVE	44.92686	-93.2474
862551	27	Minneapol	20-286863	203160036	11	11	2020	Wed	7			5	0	3	12	10	2	1	1			5	98	E 24TH ST		44.95915	-93.2476
823339	27	Minneapol	20-201942	202160086	8	3	2020	Mon	13	E		5	0	2	12	10	3	1	1			1	98	E 24TH ST		44.95916	-93.2474
751654	27	Minneapol	19-299335	192750109	10	2	2019	Wed	16			5	0	2	12	10	3	1	3			2	98	E 24TH ST		44.95916	-93.2474
811272	27	Minneapol	20-137604	201430072	5	22	2020	Fri	21	N		5	0	2	10	10	2	4	1			1	98	E 24TH ST		44.95916	-93.2474
849565	27	Minneapol	20-273901	203000114	10	26	2020	Mon	16		98	4	0	1		8	3	1	99			1	98	E 24TH ST		44.95916	-93.2473
822226	27	Minneapol	20-196892	202100109	7	28	2020	Tue	18	S		4	0	2	13	10	3	1	1			1	98	E 31ST ST		44.94658	-93.2473
968544	27	Minneapol	21-243736	212950083	10	22	2021	Fri	14			5	0	3	12	10	2	1	1			1	98	CEDAR AVE	33RD ST E	44.94658	-93.2473
809336	27	Minneapol	20-120549	201270054	5	6	2020	Wed	17		98	4	0	2	12	10	3	1	1			1	98	E 31ST ST		44.94658	-93.2472
908693	27	Minneapol	21-115971	211490092	5	29	2021	Sat	22	E		4	0	2	5	10	3	4	1			1	98	E 31ST ST		44.94658	-93.2472
886458	27	Minneapol	21-017254	210250017	1	25	2021	Mon	9		98	5	0	2	12	10	3	1	1			5	98	7TH ST S		44.96661	-93.2473
915498	27	Minneapol	21-143789	211810169	6	30	2021	Wed	21	S		3	0	2	12	10	3	4	1			1	98	S 6TH ST	CEDAR AVE	44.96773	-93.2473
748958	27	Minneapol	MP19-2865	192630184	9	20	2019	Fri	22	S		4	0	3	12	10	2	7	1			1	90	S 6TH ST		44.96774	-93.2473
905711	27	Minneapol	21-102471	211340121	5	14	2021	Fri	23		98	5	0	2	15	10	3	4	1			1	1	S 6TH ST	CEDAR AVE	44.96774	-93.2473
802706	27	Minneapol	20-060686	200660105	3	6	2020	Fri	16		98	4	0	1		8	3	1	1			1	98	S 6TH ST		44.96774	-93.2474
822002	27	Minneapol	MP20-1959	202090092	7	27	2020	Mon	18	W		5	0	2		11	3	1	1			1	98	S 6TH ST		44.96774	-93.2474
719796	27	Minneapol	19-136203	191340049	5	14	2019	Tue	13	E		4	0	1	5	10	10	1	2			1	98	S 6TH ST		44.96774	-93.2474
803056	27	Minneapol	MP20-0633	200690011	3	9	2020	Mon	7	E		4	0	1		8	10	2	1			1	98	S 6TH ST		44.96774	-93.2475
912466	27	Minneapol	21-130701	211660229	6	15	2021	Tue	15			4	0	1		9	3	1	1			1	98	S 6TH ST		44.96774	-93.2475
734643	27	Minneapol	19-212683	192000100	7	19	2019	Fri	14	W		5	0	4		11	3	1	1			1	98	6TH ST S		44.96773	-93.2473
842803	27	Minneapol	20-248480	202690092	9	25	2020	Fri	19	S		5	0	3	5	10	3	3	99			1	98	6TH ST S		44.96773	-93.2473
849070	27	Minneapol	20-272696	202990002	10	24	2020	Sat	22	S		5	0	1		83	2	4	1			1	98	CEDAR AVE S		44.96498	-93.2473
936932	27	Minneapol	21-194380	212390145	8	27	2021	Fri	19		98	3	0	2	12	10	3	1	2	3		2	98	E 34TH ST		44.94139	-93.2474
892926	27	2395345	21-039561	210560022	2	25	2021	Thu	10			5	0	2	13	10	3	1	1			1	98	E 34TH ST		44.94137	-93.247
934380	27	Minneapol	21-183703	212270050	8	15	2021	Sun	12			5	0	2	12	10	3	1	1			1	98	E MINNEHA	M-2120	44.91612	-93.2476
900931	27	Minneapol	21-078252	211050091	4	15	2021	Thu	5	E		4	0	2	5	10	3	2	1			1	98	E MINNEHAHA PKWY		44.91612	-93.2474
815709	27	Minneapol	20-165897	201730055	6	21	2020	Sun	17		98	5	0	2	5	10	3	1	3			2	98	E MINNEHAHA PKWY		44.91612	-93.2473
835428	27	Minneapol	20-212592	202280048	8	15	2020	Sat	13			5	0	1		69	99	1	1			1	98	E 52ND ST	CEDAR AVE	44.90886	-93.2475
908990	27	Minneapol	21-117305	211510095	5	31	2021	Mon	16	S		5	0	2	90	10	3	1	1			1	98	E LAKE NOKOMIS PKW		44.90136	-93.2476
838337	27	Minneapol	20-227288	202450029	9	1	2020	Tue	10	N		5	0	2	11	10	2	1	1			1	98	S 4TH ST		44.9703	-93.2475
756991	27	Minneapol	19-319592	192970155	10	24	2019	Thu	15	W		5	0	2	12	10	3	1	1			1	98	S 4TH ST		44.97023	-93.2473
841735	27	Minneapol	20-239063	202590193	9	15	2020	Tue	10	S		3	0	2	13	10	3	1	1			1	98	OGEMA PL		44.95916	-93.2473
806038	27	Minneapol	20-087887	200940089	4	3	2020	Fri	21		98	5	0	1		28	3	4	1			1	98	19TH AVE S		44.96064	-93.2463
914534	27	Minneapol	21-140185	211770052	6	26	2021	Sat	14			5	0	1	90	10	3	1	3			2	98	19TH AVE S		44.96065	-93.2463
696783	27	Minneapol	19-068577	190690207	3	10	2019	Sun	21	S		5	0	2	5	10	3	4	1			2	98	M-2283		44.96067	-93.2464
869509	27	Minneapol	20510732	203500144	12	15	2020	Tue	23	W		5	0	1		75	2	4	1			1	98	WB 94 TO CEDAR AVE		44.96633	-93.2474
759339	27	Minneapol	19-330124	193070057	11	3	2019	Sun	14	S		4	0	2	5	10	3	1	1			1	98	RAMP865		44.95979	-93.2471
738474	27	Minneapol	19508553	191930315	7	12	2019	Fri	17	S		3	0	4	12	10	2	1	1			1	98	RAMP723		44.96004	-93.2474
867199	27	Minneapol	20-306610	203440005	12	9	2020	Wed	6			5	0	2	12	10	3	4	1			1	98	RAMP723		44.95985	-93.2472
935069	27	Minneapol	21507543	212220238	8	10	2021	Tue	21	S		5	0	2	5	10	3	4	1			1	98	CEDAR AVE TO GO EB (		44.96522	-93.2472
981586	27	Minneapol	21512319	213510231	12	17	2021	Fri	14	E		4	0	1		30	25	1	2			1	98	RAMP977		44.96519	-93.247
728325	27	Minneapol	19-178596	191710194	6	20	2019	Thu	22	N		4	0	2	13	10	3	4	1			2	98	RAMP682		44.96035	-93.2461
811167	27	Minneapol	20-136411	201420082	5	21	2020	Thu	21	N		2	0	1	90	10	25	4	1			1	98	RAMP682		44.96035	-93.2462
861631	27	Minneapol	MPLS 20-2	203110126	11	6	2020	Fri	20	N		5	0	2	12	10	2	4	1			1	98	RAMP682		44.96034	-93.2461
913708	27	Minneapol	21-136569	211730057	6	22	2021	Tue	12	N		3	0	3	13	10	26	1	1			1	98	RAMP682		44.9603	-93.246
741837	27	Minneapol	19-250921	192330045	8	21	2019	Wed	11		98	4	0	3	12	10	10	1	1			1	98	RAMP707	CEDAR AVE	44.97217	-93.2473
967503	27	Minneapol	21-239520	212900101	10	17	2021	Sun	16			4	0	3		11	3	1	1			1	98	RAMP946		44.96054	-93.2461
754319	27	Minneapol	19-310463	192860078	10	13	2019	Sun	18	S		5	0	2	5	10	3	3	1			1	98	RAMP946		44.96063	-93.2462
1011956	27	Minneapol	20507254	202440254	8	31	2020	Mon	7	N		5	0	1		28	3	1	3			2	98	RAMP950	CEDAR AVE	44.9603	-93.2457
979388	27	Minneapol	21-282993	213440154	12	10	2021	Fri	14		98	5	0	2		28	3	1	4			4	98	RAMP950		44.96048	-93.246

907312	27	Minneapol	MC210035	211430043	5	23	2021	Sun	13		5	0	2	5	10	27	1	1		1	98	RAMP950			44.9605	-93.246
727291	27	Minneapol	19-173814	191670061	6	16	2019	Sun	18		4	0	2	5	10	3	1	1		1	98	RAMP56			44.97222	-93.2472
700998	27	Minneapol	19004000	190890106	3	30	2019	Sat	21	N	5	0	2	11	10	3	4	1	99	1	98	RAMP56	CEDAR AVE		44.97222	-93.2472
907044	27	Minneapol	21504462	211410129	5	21	2021	Fri	17	E	5	0	2	12	10	2	1	1		1	98	WB 94 TO	CEDAR AVE		44.96599	-93.2467
786634	27	Minneapol	20401218	200410006	2	10	2020	Mon	1		5	0	2	5	10	3	4	2		1	98	RAMP665			44.96625	-93.2472

Totals by severity:	K	2
	A	3
	B	24
	C	50
	O	132