



Application

19842 - 2024 Multiuse Trails and Bicycle Facilities
20235 - Northside Greenway Phase 2
Regional Solicitation - Bicycle and Pedestrian Facilities

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Primary Contact

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

Organization Information

Name: MINNEAPOLIS, CITY OF

Jurisdictional Agency (if different):

Organization Type: City

Organization Website: <http://www.ci.minneapolis.mn.us/>

Address: DEPT OF PUBLIC WORKS
309 2ND AVE S #300

County: Hennepin

Phone: * MINNEAPOLIS Minnesota 55401
City State/Province Postal Code/Zip

Fax:

PeopleSoft Vendor Number 0000020971A2

Project Information

Project Name Northside Greenway Phase 2

Primary County where the Project is Located Hennepin

Cities or Townships where the Project is Located: Minneapolis

Jurisdictional Agency (If Different than the Applicant):

Brief Project Description (Include location, road name/functional class, type of improvement, etc.) The Northside Greenway Phase 2 will create a new bikeway with pedestrian improvements and traffic calming along Irving Avenue North, Elwood Avenue North, and Humboldt Avenue North. The project extends approximately 1.85 miles from 26th Ave N to 4th Ave N/Van White Memorial Boulevard. The route is on the Regional Bicycle Transportation Network and will serve as both a regional and neighborhood low-stress walking and bicycle connection. The Northside Greenway route can be coordinated with trail connections that are proposed as part of the METRO Blue Line Extension project.

This segment is currently a low traffic residential street that connects several schools and parks. The corridor will receive a range of different neighborhood greenway treatments, including bicycle boulevard treatments, intersection improvements, curb protected bikeway, and trail segments. Improvements will include ADA pedestrian ramps and treatment such as pedestrian/bicycle median refuges, RRFBs, curb bump outs, striping, signage, signal improvements, and traffic circles to provide traffic calming, improve safety, and provide a low-stress place to walk, roll, or bike. The project will extend phase 1, located on Humboldt Ave N and Irving Ave N from 44th Ave N to 26th Ave, which has a planned construction start date in 2026.

This application is shaped by years of deep community engagement using a variety of approaches to ensure feedback is heard from all community voices. Additional community engagement is planned to start in 2024 to help shape the final design of the Northside Greenway.

(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. HUMBOLDT AVE N, ELWOOD AVE N, 4th AVE N, and IRVING AVE N FROM MSAS 240 (26TH AVE N) TO MSAS 457 (VAN WHITE MEMORIAL BLVD) IN MPLS - CONSTRUCT NORTHSIDE GREENWAY MULTIUSE TRAIL

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

Project Length (Miles) 1.85
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 \$2,865,490.00

Match Amount \$716,373.00

Minimum of 20% of project total

Project Total \$3,581,863.00

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: 2028

Select 2026 or 2027 for TDM and Unique projects only. For all other applications, select 2028 or 2029.

Additional Program Years:

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

Project Information

If your project has already been assigned a State Aid Project # (SAP or SP)

Please indicate here SAP/SP#.

Location

County, City, or Lead Agency City of Minneapolis

Name of Trail/Ped Facility:	Northside Greenway
<i>(example: CEDAR LAKE TRAIL)</i>	
IF TRAIL/PED FACILITY IS ADJACENT TO ROADWAY:	
Road System	
<i>(TH, CSAH, MSAS, CO. RD., TWP. RD., CITY STREET)</i>	
Road/Route No.	
<i>(Example: 53 for CSAH 53)</i>	
Name of Road	
<i>(Example: 1st ST., Main Ave.)</i>	
TERMINI: Termini listed must be within 0.3 miles of any work	
From:	
Road System	MSAS
<i>(TH, CSAH, MSAS, CO. RD., TWP. RD., CITY STREET)</i>	
Road/Route No.	240
<i>(Example: 53 for CSAH 53)</i>	
Name of Road	26th Ave N
<i>(Example: 1st ST., Main Ave.)</i>	
To:	
Road System	MSAS
<i>DO NOT INCLUDE LEGAL DESCRIPTION; INCLUDE NAME OF ROADWAY IF MAJORITY OF FACILITY RUNS ADJACENT TO A SINGLE CORRIDOR</i>	
Road/Route No.	457
<i>(Example: 53 for CSAH 53)</i>	
Name of Road	Van White Memorial Boulevard
<i>(Example: 1st ST., Main Ave.)</i>	
In the City/Cities of:	Minneapolis
<i>(List all cities within project limits)</i>	
IF TRAIL/PED FACILITY IS NOT ADJACENT TO ROADWAY:	
Termini: Termini listed must be within 0.3 miles of any work	
From:	
To:	
Or	
At:	
In the City/Cities of:	
<i>(List all cities within project limits)</i>	
Primary Types of Work (Check all that apply)	
Multi-Use Trail	
Reconstruct Trail	
Resurface Trail	
Bituminous Pavement	Yes
Concrete Walk	Yes
Pedestrian Bridge	
Signal Revision	
Landscaping	Yes
Other (do not include incidental items)	Bicycle boulevard, bike trail, traffic calming, ADA curb ramps, pedestrian and bicycle crossing improvements
BRIDGE/CULVERT PROJECTS (IF APPLICABLE)	
Old Bridge/Culvert No.:	
New Bridge/Culvert No.:	
Structure is Over/Under (Bridge or culvert name):	
Zip Code where Majority of Work is Being Performed	55411
Approximate Begin Construction Date (MO/YR)	04/15/2028
Approximate End Construction Date (MO/YR)	11/15/2028
Miles of Pedestrian Facility/Trail (nearest 0.1 miles):	1.85
Miles of trail on the Regional Bicycle Transportation Network (nearest 0.1 miles):	1.85
Is this a new trail?	Yes

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 B: Safety and Security (p 2.5)

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

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

Goal C: Access to Destinations (p 2.10)

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

- Objective E: Improve the availability of and quality of multimodal travel options for people of all ages and abilities to connect to jobs and other opportunities, particularly for historically underrepresented populations. (p 2.10)

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

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

Goal E: Healthy and Equitable Communities (p 2.30)

- Objective C. Increase the availability and attractiveness of transit, bicycling, and walking to encourage healthy communities through the use of active transportation options. (p 2.30)

- Objective D. Provide a transportation system that promotes community cohesion and connectivity for people of all ages and abilities, particularly for historically under-represented populations. (p 2.30)

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

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

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

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

Strategies E3, E6, and E7.

(Limit 2,800 characters; approximately 400 words)

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

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

City of Minneapolis Capital Improvement Program (CIP) - The Northside Greenway Phase 1 project has funding allocated to it in 2026. The Northside Greenway Phase 2 project is included under the City of Minneapolis' BIK28 - Protected Bikeways program.

City of Minneapolis Transportation Action Plan - The Northside Greenway is identified on the All Ages and Abilities bikeway networks as a "near term low stress bikeway" (<https://go.minneapolismn.gov/final-plan/bicycling/all-ages-and-abilities-network>). It is specifically identified in Bicycling 1.1 action of the plan.

City of Minneapolis Vision Zero Action Plan - The City of Minneapolis has identified high injury streets that intersect the Northside Greenway Phase 2 project, which include W Broadway, Plymouth Ave N, and Olson Memorial Highway. Safety improvements will be made at these Northside Greenway intersections.

(Limit 2,800 characters; approximately 400 words)

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

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

Yes

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

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

Yes

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

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

Yes

7. The requested funding amount must be more than or equal to the minimum award and less than or equal to the maximum award. The cost of preparing a project for funding authorization can be substantial. For that reason, minimum federal amounts apply. Other federal funds may be combined with the requested funds for projects exceeding the maximum award, but the source(s) must be identified in the application. Funding amounts by application category are listed below in Table 1. For unique projects, the minimum award is \$500,000 and the maximum award is the total amount available each funding cycle (approximately \$4,000,000 for the 2024 funding cycle).

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

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

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

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

Yes

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

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

Yes

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

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

Yes

Date plan completed:

03/10/2022

Link to plan:

<https://www2.minneapolismn.gov/media/content-assets/www2-documents/departments/2022-ADA-Transition-Plan-Update-V2.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. This includes assurance of year-round use of bicycle, pedestrian, and transit facilities, per FHWA direction established 8/27/2008 and updated 4/15/2019. Unique projects are exempt from this qualifying requirement.

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

Yes

12. The project must represent a permanent improvement with independent utility. The term "independent utility" means the project provides benefits described in the application by itself and does not depend on any construction elements of the project being funded from other sources outside the regional solicitation, excluding the required non-federal match.

Projects that include traffic management or transit operating funds as part of a construction project are exempt from this policy.

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

Yes

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

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

Yes

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

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

Yes

Requirements - Bicycle and Pedestrian Facilities Projects

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

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

Yes

Multiuse Trails on Active Railroad Right-of-Way:

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

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

[Upload Agreement PDF](#)

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

Yes

Multiuse Trails and Bicycle Facilities projects only:

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

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

Yes

Upload PDF of Agreement in Other Attachments.

Safe Routes to School projects only:

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

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

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

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

Requirements - Bicycle and Pedestrian Facilities Projects

Specific Roadway Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES

	Cost
Mobilization (approx. 5% of total cost)	\$180,300.00
Removals (approx. 5% of total cost)	\$0.00
Roadway (grading, borrow, etc.)	\$0.00
Roadway (aggregates and paving)	\$0.00
Subgrade Correction (muck)	\$0.00
Storm Sewer	\$277,000.00

Ponds	\$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	\$330,950.00
Traffic Control	\$157,250.00
Striping	\$21,600.00
Signing	\$21,600.00
Lighting	\$0.00
Turf - Erosion & Landscaping	\$36,600.00
Bridge	\$0.00
Retaining Walls	\$0.00
Noise Wall (not calculated in cost effectiveness measure)	\$0.00
Traffic Signals	\$0.00
Wetland Mitigation	\$0.00
Other Natural and Cultural Resource Protection	\$0.00
RR Crossing	\$0.00
Roadway Contingencies	\$201,150.00
Other Roadway Elements	\$91,500.00
Totals	\$1,317,950.00

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	\$659,863.00
Sidewalk Construction	\$0.00
On-Street Bicycle Facility Construction	\$332,550.00
Right-of-Way	\$0.00
Pedestrian Curb Ramps (ADA)	\$620,100.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	\$171,800.00
Pedestrian-scale Lighting	\$19,800.00
Streetscaping	\$0.00
Wayfinding	\$0.00
Bicycle and Pedestrian Contingencies	\$459,800.00
Other Bicycle and Pedestrian Elements	\$0.00
Totals	\$2,263,913.00

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

PROTECT Funds Eligibility

One of the new federal funding sources is Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT). Please describe which specific elements of your project and associated costs out of the Total TAB-Eligible Costs are eligible to receive PROTECT funds. Examples of potential eligible items may include: storm sewer, ponding, erosion control/landscaping, retaining walls, new bridges over floodplains, and road realignments out of floodplains.

INFORMATION: [Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation \(PROTECT\) Formula Program Implementation Guidance \(dot.gov\)](#).

Response:

Totals

Total Cost	\$3,581,863.00
Construction Cost Total	\$3,581,863.00
Transit Operating Cost Total	\$0.00

Measure A: Project Location Relative to the RBTN

Select one:

Tier 1, Priority RBTN Corridor

Tier 1, RBTN Alignment

Tier 2, RBTN Corridor

Tier 2, RBTN Alignment

Yes

Direct connection to an RBTN Tier 1 corridor or alignment

Direct connection to an RBTN Tier 2 corridor or alignment

OR

Project is not located on or directly connected to the RBTN but is part of a local system and identified within an adopted county, city or regional parks implementing agency plan.

Upload Map

1701551694019_Bike_NorthsideGreenway.pdf

Please upload attachment in PDF form

Measure A: Population Summary

Existing Population Within One Mile (Integer Only)

77024

Existing Employment Within One Mile (Integer Only)

50639

Upload the "Population Summary" map

1701551744627_PopEmploy_NorthsideGreenway.pdf

Please upload attachment in PDF form

Measure A: Engagement

i. Describe any Black, Indigenous, and People of Color populations, low-income populations, disabled populations, youth, or older adults within a ½ mile of the proposed project. Describe how these populations relate to regional context. Location of affordable housing will be addressed in Measure C.

ii. Describe how Black, Indigenous, and People of Color populations, low-income populations, persons with disabilities, youth, older adults, and residents in affordable housing were engaged, whether through community planning efforts, project needs identification, or during the project development process.

iii. Describe the progression of engagement activities in this project. A full response should answer these questions:

1. What engagement methods and tools were used?
2. How did you engage specific communities and populations likely to be directly impacted by the project?
3. What techniques did you use to reach populations traditionally not involved in community engagement related to transportation projects?
4. How were the project's purpose and need identified?
5. How was the community engaged as the project was developed and designed?
6. How did you provide multiple opportunities for of Black, Indigenous, and People of Color populations, low-income populations, persons with disabilities, youth, older adults, and residents in affordable housing to engage at different points of project development?
7. How did engagement influence the project plans or recommendations? How did you share back findings with community and re-engage to assess responsiveness of these changes?
8. If applicable, how will NEPA or Title VI regulations will guide engagement activities?

Response:

The Northside Greenway will serve an area designated as an ACP50 by the Metropolitan Council. All Census tracts served by this project are home to communities where 40% or more of the residents have incomes lower than 185% of the federal poverty level, where more than 50% of residents are People of Color. The Northside Greenway will serve neighborhoods that are home to 73% People of Color, 17% foreign born, 12% with limited English, 15% with a disability, 18% without access to a vehicle, and 31% below 18 years old.

As the vision for the Northside Greenway grew, City departments used increasingly targeted outreach, working to reflect all community members interests, not just the most vocal. The City spent over a decade building trust with community partners and we are committed to moving forward with community input at the project core.

The Northside Greenway had six engagement periods, all building on prior efforts. The first survey (2011) voicing support for a neighborhood greenway in North Minneapolis reached a racially diverse audience (75% People of Color), but it was not clear how many respondents lived in the potential project corridor. Successive engagement focused reaching a more representative range of residents adjacent to the corridor. People who responded to surveys to identify a preferred greenway route grew from 53% to 70% Northside residents between 2012 and 2013.

In 2014-2015 key project partners deepened community connections by funding 20 community-based organizations to talk with residents about the greenway concept and gather feedback. These organizations used existing connections and culturally relevant communication methods to widen the greenway conversation. For example, outreach included a podcast to reach Hmong audiences who have a rich history of oral communication over written, a youth-led zine created with Juxtaposition Arts, and other creative approaches. Key partners also supported six resident "community connectors" in engaging with populations who were still underrepresented in project feedback, specifically African American and Asian residents, people with disabilities, renters, and transit riders.

A temporary greenway pilot in 2016-2017 gave residents the opportunity to try out different greenway designs along the proposed route. Afterwards 73% of survey respondents living on or within one block of the greenway wanted some form of greenway on their street, and 57% of residents living directly on the temporary greenway were interested in a permanent full greenway.

Project partners regularly assessed public sentiment on the demonstration projects and engagement efforts. They showed continued support over time for moving forward with the project.

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

Measure B: Disadvantaged Communities Benefits and Impacts

Describe the project's benefits to Black, Indigenous, and People of Color populations, low-income populations, children, people with disabilities, youth, and older adults. Benefits could relate to:

- ? pedestrian and bicycle safety improvements;
- ? public health benefits;
- ? direct access improvements for residents or improved access to destinations such as jobs, school, health care, or other;
- ? travel time improvements;
- ? gap closures;
- ? new transportation services or modal options;
- ? leveraging of other beneficial projects and investments;
- ? and/or community connection and cohesion improvements.

This is not an exhaustive list. A full response will support the benefits claimed, identify benefits specific to Disadvantaged communities residing or engaged in activities near the project area, identify benefits addressing a transportation issue affecting Disadvantaged communities 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.

- ? Decreased pedestrian access through sidewalk removal / narrowing, placement of barriers along the walking path, increase in auto-oriented curb cuts, etc.
- ? Increased speed and/or cut-through traffic.
- ? Removed or diminished safe bicycle access.
- ? Inclusion of some other barrier to access to jobs and other destinations.

Response:

Project benefits include improved connections to schools and local businesses, positive public health outcomes from increased active transportation, social and mental health benefits from increased access to greenspace, improved traffic safety from traffic calming measures, improved connections to the regional bicycle network and parks, and greater climate resiliency.

These benefits are greatly needed in North Minneapolis, which is home to the some of the City's largest communities of color and environmental justice communities. According to the Metropolitan Council's Growing Shade tool, areas along the project corridor score high on both environmental justice and public health priority scores, averaging 9.94 and 7.42 out of 10, respectively. These figures highlight that residents along the route have historically been more likely to face negative outcomes from land use decisions and could see improved health outcomes from additional green space.

Feedback from multiple rounds of community engagement identified benefits that residents see in the Northside Greenway. Residents were excited about a safer place to walk and bike (especially for kids), less pollution/more green space, improved health, and places to connect with community members. Many noted the opportunity for biking and walking separated from cars, safer intersection crossings, and traffic calming that could prevent speeding on neighborhood streets. Others envisioned space for community amenities like pocket parks and community gardens, with increased green space for flood mitigation. Overall, the project was seen as a benefit for Northside residents, as well as a draw for visitors to the neighborhood.

Some residents also voiced concern for potential negative impacts from the project. Concerns included the risk of gentrification, along with operational and access considerations that vary by greenway type. While there was strong support for a full greenway option, there were also some residents worried about parking and access for people with disabilities, deliveries, and guests. Parking concerns were of particular note for Hmong families on the route, concerned about accommodating multigenerational households.

This proposal for the Northside Greenway is responsive to both the positive feedback and concerns heard during engagement. We assume that vehicle access and parking will be retained on most if not all blocks. We will work to maximize protection for the bikeway, ADA improvements, and greening to respond to feedback. The City will work with residents to shape the final designs on a block-by-block basis. The City will continue to use a variety of creative engagement techniques to ensure that we reach and respond to feedback from traditionally underrepresented community members.

Measure C: Affordable Housing Access

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

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

- ? specific direct access improvements for residents
- ? improved access to destinations such as jobs, school, health care or other;
- ? new/transportation services or modal options;
- ? and/or community connection and cohesion improvements.

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

Response:

The proposed Northside Greenway would create a vital active transportation link between residents of affordable housing and a host of community destinations. Within a half mile of the project route there are over 3,700 units of affordable housing, with 1,710 deeply affordable units at 30% AML. These residents have the most to gain in reducing their transportation and healthcare cost burdens by engaging in more active transportation.

The Northside Greenway provides a north-south connection between residential communities and important commercial, educational and institutional facilities in North Minneapolis. Much of North Minneapolis is considered to be a food desert lacking adequate access to nutritious food. Northside Greenway Phase 1 will connect the North Market (grocery store and community center) at the north end, and adding Phase 2 will continue this connection further south.

The Northside Greenway will also make accessing schools in North Minneapolis easier for students and families living in affordable housing, with North Community High School, Bethune Community School, River Bend Education Center, and Mona Moede Early Learning Center directly on or within a few blocks of the route. Jerry Gamble Boys & Girls Club and Phyllis Wheatley Community Center are also prominent destinations for youth on or near the Northside Greenway route.

Improved public health outcomes are also a likely benefit for residents of affordable housing along and near the Northside Greenway. Providing a convenient and comfortable option for active transportation will encourage residents to run local errands or connect to further away job centers via biking or walking. Increased access to green space also encourages greater recreational activity, and the Northside Greenway will connect the community to the Grand Rounds parkway and trail network. All of these opportunities for physical activity help reduce the risk of cardiovascular disease and a variety of health concerns (including mental health), which is highly beneficial for affordable housing residents for whom healthcare costs can be a significant financial burden.

Increased active transportation opportunities also provide a more reliable form of commute mode for many. Affordable housing residents working jobs in the service industry or positions outside of a traditional "9-to-5" may see increased commute reliability from being able to bike to work rather than depending on an additional transit connection outside of peak service times.

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

Measure D: BONUS POINTS

Project is located in an Area of Concentrated Poverty: Yes

Project?s census tracts are above the regional average for population in poverty or population of color (Regional Environmental Justice Area):

Project located in a census tract that is below the regional average for population in poverty or populations of color (Regional Environmental Justice Area):

Measure A: Bikeway Network Gaps, Physical Barriers, and Continuity of Bicycle Facilities

PART 1: Qualitative assessment of project narrative discussing how the project will close a bicycle network gap, create a new or improved physical bike barrier crossing, and/or improve continuity and connections between jurisdictions.

Specifically, describe how the project would accomplish the following: Close a transportation network gap, provide a facility that crosses or circumvents a physical barrier, and/or improve continuity or connections between jurisdictions.

Bike system gap improvements include the following:

- Providing a missing link between existing or improved segments of a local transportation network or regional bicycle facility (i.e., regional trail or RBTN alignment);
- Improving bikeability to better serve all ability and experience levels by:
 - Providing a safer, more protected on-street facility or off-road trail;
 - Improving safety of bicycle crossings at busy intersections (e.g., through signal operations, revised signage, pavement markings, etc.); OR
 - Providing a trail adjacent or parallel to a highway or arterial roadway or improving a bike route along a nearby and parallel lower-volume neighborhood collector or local street.

Physical bicycle barrier crossing improvements include grade-separated crossings (over or under) of rivers and streams, railroad corridors, freeways and expressways, and multi-lane arterials, or enhanced routes to circumvent the barrier by channeling bicyclists to existing safe crossings or grade separations. Surface crossing improvements (at-grade) of major highway and rail barriers that upgrade the bicycle facility treatment or replace an existing facility at the end of its useful life may also be considered as bicycle barrier improvements. (For new barrier crossing projects, distances to the nearest parallel crossing must be included in the application to be considered for the full allotment of points under Part 1).

Examples of continuity/connectivity improvements may include constructing a bikeway across jurisdictional lines where none exists or upgrading an existing bicycle facility treatment so that it connects to and is consistent with an adjacent jurisdiction's bicycle facility.

Response:

The Northside Greenway will fill a significant gap in the City's All Ages and Abilities (AAA) Bikeway Network and provide safety improvements at intersections and throughout the corridor. The goal of the All Ages and Abilities Bikeway Network is to create safe, comfortable bicycle facilities that anyone can feel confident using, regardless of age or physical ability. Currently in North Minneapolis there are a very limited number of protected bike lanes, trails, or neighborhood greenways, the facilities considered to be low stress bikeways contributing to the AAA Network. In Minneapolis' Transportation Action Plan (2020), the Northside Greenway route is identified as a near-term low-stress bikeway.

Phase 2 of the Northside Greenway will connect the 26th Ave N greenway to Van White Memorial Boulevard, which hosts a trail connection to downtown. This phase of the project will also connect to the recently completed 16th Ave N Safe Routes to School project and future potential trails on 21st Ave N, with the future Blue Line Extension project, and Olson Memorial Highway, with MnDOT's current multi-modal corridor study. Filling this gap will play an important role for residents looking to make local connections around their neighborhood and around the city. Overall, the Northside Greenway is an important network connection for helping the City reach their goal of achieving 10% of trips taken by bicycle or micromobility by 2030.

This project will also provide safety improvements and reduce barriers on cross streets on the City's High Injury Streets network, which represent 9% of the city streets but 66% of the fatal and severe crashes. Phase 2 crosses three streets located on this network, which includes W Broadway, Plymouth Ave N, and Olson Memorial Highway. The Northside Greenway will coordinate with other projects to and include safety improvements at these intersections and others along the route. These safety improvements will reduce barriers to crossing higher volume and crash streets.

The Northside Greenway will also create an important connection to the regional bicycle network. The project route is identified as a Tier 2 alignment in the Regional Bicycle Transportation Network. Phase 2 will connect with Phase 1, creating a linkage that connects with the Grand Rounds Trail system at the north, and several RBTN Tier 1 corridors such as Plymouth Ave N and Glenwood Ave N. Phase 2 will also support multi-modal travel to several regional trails at the south such as Cedar Lake, Luce Line, and Hennepin-Dunwoody. The Northside Greenway will be a robust, "backbone" arterial trail network for active transportation and recreation purposes in North Minneapolis.

PART 2: Regional Bicycle Barrier Crossing Improvements and Major River Bicycle Barrier Crossings

DEFINITIONS:

Regional Bicycle Barrier Crossing Improvements include crossings of barrier segments within the "Regional Bicycle Barrier Crossing Improvement Areas" as updated in the 2019 Technical Addendum to the Regional Bicycle Barriers Study and shown in the RBBS online map (insert link to forthcoming RBBS Online Map). Projects must create a new regional barrier crossing, replace an existing regional barrier crossing at the end of its useful life, or upgrade an existing barrier crossing to a higher level of bike facility treatment, to receive points for Part 2.

Major River Bicycle Barrier Crossings include all existing and planned highway and bicycle/pedestrian bridge crossings of the Mississippi, Minnesota and St. Croix Rivers as identified in the 2018 update of the 2040 Transportation Policy Plan. Projects must create a new major river bicycle barrier crossing, replace an existing major river crossing at the end of its useful life, or upgrade the crossing to a higher level of bike facility treatment, to receive points for Part 2.

Projects that construct new or improve existing Regional Bicycle Barrier Crossings or Major River Bicycle Barrier Crossings will be assigned points as follows: (select one)

Tier 1 Yes

Tier 1 Regional Bicycle Barrier Crossing Improvement Area segments & any Major River Bicycle Barrier Crossings

Tier 2

Tier 2 Regional Bicycle Barrier Crossing Improvement Area segments

Tier 3

Tier 3 Regional Bicycle Barrier Crossing Improvement Area segments

Non-tiered

Crossings of non-tiered Regional Bicycle Barrier segments

No improvements

No Improvements to barrier crossings

If the project improves multiple regional bicycle barriers, check box.

Multiple

Projects that improve crossing of multiple regional bicycle barriers receive bonus points (except Tier 1 & MRBBCs)

Measure B: Deficiencies corrected or safety problems addressed

Response:

The project will address existing deficiencies by addressing curb ramps that do not satisfy ADA design standards, providing traffic calming to slow vehicle speeds, and providing safety improvements at intersections. These improvements will provide a safer and more comfortable for people to walk, bike, and/or roll along the route.

Based on 10 years of crash history (2013 - 2022), there has been a total of 224 crashes on the route:

- 67 (29.9%) of these crashes resulted in a possible, minor, or serious injury
- 19 (8.5%) of these crashes were pedestrian or bicyclist
- 124 (55.4%) of these crashes were intersection related

Referencing crash modifying factors, the project would include countermeasures that would result in crash reductions along the corridor. The countermeasures below and others will be considered and evaluated in the design process:

- Median Treatment for Ped/Bike Safety (ID: 9120) has a CMF of 0.86.
- Rectangular Rapid Flashing Beacon (RRFB) (CMF ID: 11158) has a CMF of 0.31.
- Conversion of Stop Controlled Intersection to Mini Roundabout (CMF ID: 11240) has CMF of 0.80.
- Traffic Calming countermeasure (CMF ID 128) has a CMF of 0.68.
- Install Bicycle Boulevard (CMF ID 3092) has a CMF of 0.37.
- Install Shared Path (CMF ID: 9250) has a CMF of 0.75.
- Install Bicycle Lanes (CMF ID: 10738) has a CMF of 0.51.

These countermeasures listed above will be located throughout the project length and targeted at specific high-crash intersections. These intersections include, but are not limited to, 26th Ave N (16 crashes), W Broadway (35 crashes), Golden Valley Rd (19 crashes), Plymouth Ave N (9 crashes), and Olson Memorial Highway (38 crashes). Other intersection will also be evaluated for safety improvements along the route.

Additional safety improvements will be included following national and local best practices, but do not yet have an established crash modification factor. This may include narrowing pedestrian crossing distances by installing curb extensions, adding crossing median islands adjacent to protected bike lanes, tightening turning radii to slow turning speeds, and reducing lane widths. Bicycle boulevard, half greenway, and full greenway concepts will provide traffic calming, bicycle lanes, and shared use paths, which will result in separation from vehicle traffic, reducing crashes along the corridor.

(Limit 2,800 characters; approximately 400 words)

Measure A: Multimodal Elements

Response:

The Northside Greenway will deliver multimodal benefits for people walking, biking, using micromobility, and driving. The extent to which each mode is served will depend on the final greenway type applied on a block-by-block basis. However, all three options (full linear park, half-and half greenway, and bicycle boulevard) provide increased traffic calming, ADA upgrades, and benefits for all right-of-way users.

At a minimum, implementing the Northside Greenway as a bicycle boulevard would provide traffic calming and safety improvements for people walking and biking. This option could include slowing cars by adding chicanes along the roadway, adding traffic circles at low-volume intersections, or adding mid-block speed humps. A bicycle boulevard would create safer crossing opportunities by adding refuge islands and bumpouts, or adding traffic diverters to allow bicycles to pass safely. All of these improvements contribute to safer conditions for all roadway users.

Portions of the Northside Greenway that are implemented as a half-and-half greenway would provide added comfort and safety for people walking, biking, using micromobility and accessing transit. This option would create an off-street trail and reduce automotive traffic to one lane (one-way) with one-sided parking. This arrangement could include many of the same traffic calming and crossing improvements as the bicycle boulevard, while introducing separation from vehicular traffic. A half-and-half greenway would also create more greenspace.

Depending on engagement, some blocks may also be implemented as a trail with full greenspace and vehicle access through existing alleys or side streets. This full greenway option would provide the most comfortable experience possible in an urban environment for people walking, biking, and using micromobility.

Irving and Humboldt Avenues North do not host transit routes in their current or proposed condition. However, the route will intersect with two high-frequency transit corridors. The Northside Greenway Phase 2 will provide a direct connection to the Blue Line Extension's proposed James Avenue Station and to the existing Metro Transit C Line. The Metro Transit D Line is a few blocks from the route, and provides frequent transit service to the corridor.

(Limit 2,800 characters; approximately 400 words)

Upload Transit map

1702501689631_Transit_NorthsideGreenway.pdf

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. Yes

100%

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

50%

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

50%

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

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:

Since the Northside Greenway concept emerged from the community in 2011, multiple City departments, community partners, and residents collaborated on a series of engagement efforts to ensure that community interests kept this project moving. The initial project concept was a result of 10 workshops held by Twin Cities Greenways and Bike Walk Twin Cities in 2011. The workshops introduced residents to the idea of a neighborhood greenway and provided a survey to gather feedback. Survey results (75% People of Color) showed that 89% of 171 respondents thought a greenway would be an asset to the community.

From 2012 to 2013 the Minneapolis Health Department (MHD) recognized the community interest and active living potential in a Northside Greenway. MHD created a steering committee, held five neighborhood meetings and two open houses, two online surveys (366 and 371 respondents respectively), meetings with high school students, and MHD staff attended at community events. Surveys did not collect demographic data, but garnered a larger response from Northside residents in the second round (70%) compared to the first round (53%).

In 2013 MHD and Minneapolis Public Works received funding from Blue Cross for additional outreach and partnered with the Alliance for Metropolitan Stability. In 2014 the Greenway Outreach Steering Committee (composed of residents and local organization representatives) led a process to fund 13 community-based organizations to share the greenway concept/designs and gather feedback in culturally relevant ways. This approach led to 2,040 survey responses. Meanwhile Public Works convened a Technical Advisory Committee and had a consultant undergo a feasibility study of the proposed greenway.

In 2015 partners conducted prioritized outreach to engage with residents who were underrepresented in prior feedback (African American and Asian residents, people with disabilities, and renters). Partners subcontracted with 17 community organizations and six community connectors (hosted by the Northside Resident Redevelopment Council) who put on sod block parties, collaborated with youth on a zine, and created informative podcasts.

In 2016 the City launched a pilot temporary greenway on five blocks of the project corridor. A follow-up survey for residents found that 73% of respondents wanted some form of greenway on their street, and 57% wanted a full greenway implemented.

The City has started pre-engagement efforts for Phase 1 of the Northside Greenway and will continue public engagement efforts through 2024 and 2025 for the entire Northside Greenway. These ongoing efforts will ensure that the final concept meaningfully serves Northside residents.

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 project's termini does not suffice and will be awarded zero points. *If applicable*

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

100%

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

100%

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

75%

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

50%

Layout has been started but is not complete. A PDF of the layout must be attached to receive points.

Yes

25%

Layout has not been started

0%

Attach Layout

1702503277422_Northside Greenway preliminary concept from 2014 feasibility study.pdf

Please upload attachment in PDF form

Additional Attachments

1702503277411_Northside Greenway preliminary map from 2014 feasibility study.pdf

Please upload attachment in PDF form

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

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

Yes

100%

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

100%

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

80%

Historic/archeological property impacted; determination of ?adverse effect? anticipated

40%

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

0%

Project is located on an identified historic bridge

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

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

Yes

100%

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

50%

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

25%

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

0%

5. Railroad Involvement (15 Percent of Points)

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

Yes

100%

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

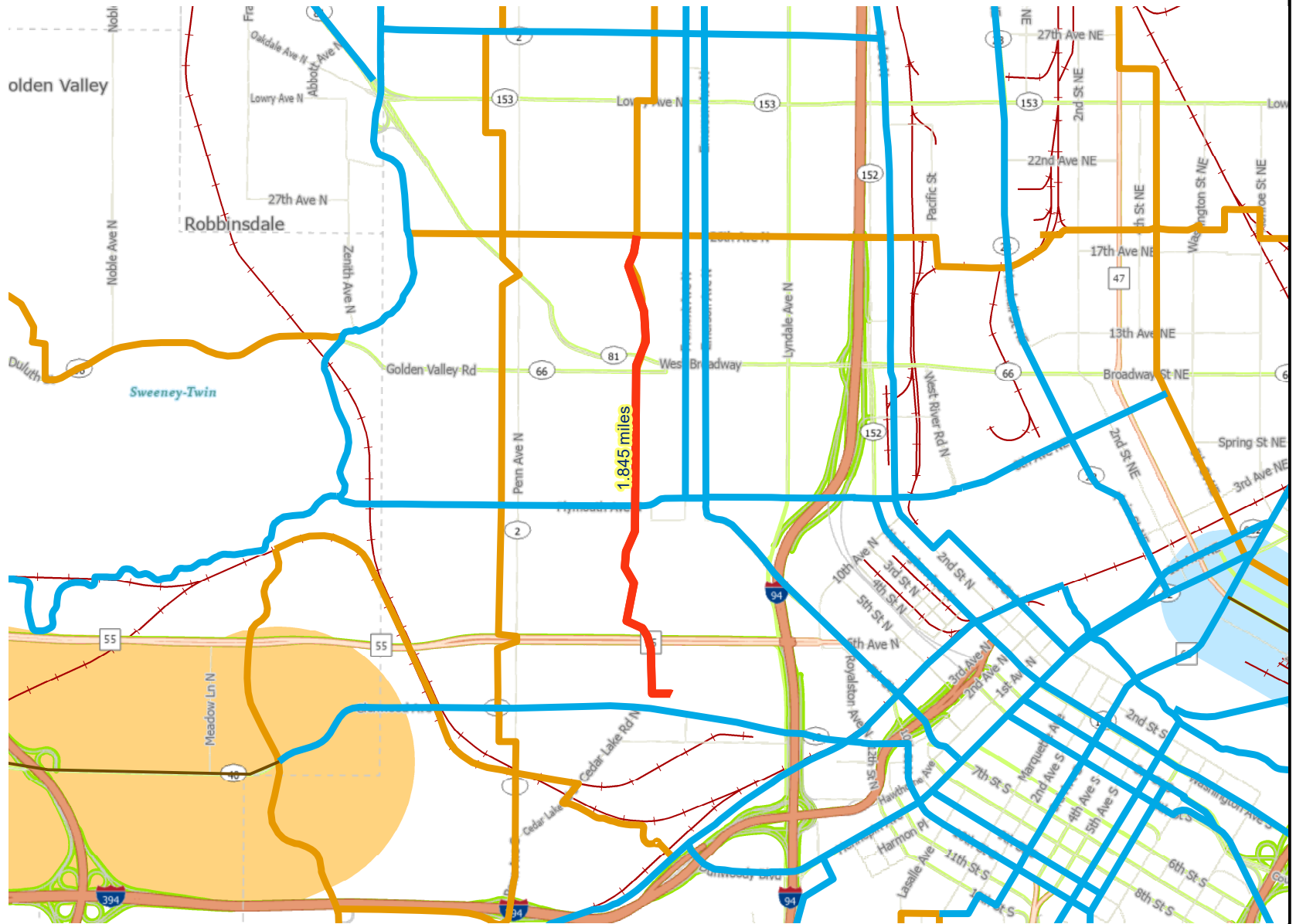
Total Project Cost (entered in Project Cost Form):	\$3,581,863.00
Enter Amount of the Noise Walls:	\$0.00
Total Project Cost subtract the amount of the noise walls:	\$3,581,863.00
Points Awarded in Previous Criteria	
Cost Effectiveness	\$0.00

Other Attachments

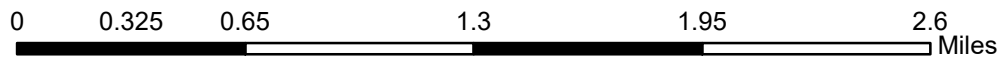
File Name	Description	File Size
01 One-page project summary of the proposed Northside Greenway Phase 2.pdf	One-page project summary of the proposed Northside Greenway Phase 2	2.0 MB
02 Northside Greenway Phase 2 existing conditions photos.pdf	Northside Greenway Phase 2 existing conditions photos	7.9 MB
03 Northside Greenway preliminary map from 2014 feasibility study.pdf	Northside Greenway preliminary map from 2014 feasibility study	1.4 MB
04 Northside Greenway preliminary concept from 2014 feasibility study.pdf	Northside Greenway preliminary concept from 2014 feasibility study	4.8 MB
05 Corridor transit map for the Northside Greenway Phase 2.pdf	Corridor transit map for the Northside Greenway Phase 2	3.6 MB
06 Section106 Historic Resources Map for Northside Greenway Phase 2.pdf	Section106 Historic Resources Map for Northside Greenway Phase 2	924 KB
07 Northside Greenway Phase 2 affordable housing map.pdf	Northside Greenway Phase 2 affordable housing map	2.3 MB
08 Northside Greenway Phase 2 affordable housing list.pdf	Northside Greenway Phase 2 affordable housing list	204 KB
09 Engagement summary of the Northside Greenway 2011-2019 engagement work.pdf	Engagement summary of the Northside Greenway 2011-2019 engagement work	1.4 MB
10 Minneapolis (City Council and Public Works) support for the Northside Greenway Phase 2.pdf	Minneapolis (City Council and Public Works) support for the Northside Greenway Phase 2	2.4 MB
11 Hennepin County letter of support for the Northside Greenway Phase 2.pdf	Hennepin County letter of support for the Northside Greenway Phase 2	100 KB
12 MPRB letter of support for the Northside Greenway Phase 2.pdf	MPRB letter of support for the Northside Greenway Phase 2	1.5 MB
13 Minneapolis Public Works confirmation of snow and ice removal for the Northside Greenway.pdf	Minneapolis Public Works confirmation of snow and ice removal for the Northside Greenway	198 KB

Project to RBTN Orientation

Multiuse Trails and Bicycle Facilities Project: Northside Greenway Phase 2 | Map ID: 1701467620011



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



Created: 12/1/2023
LandscapeRSA6



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

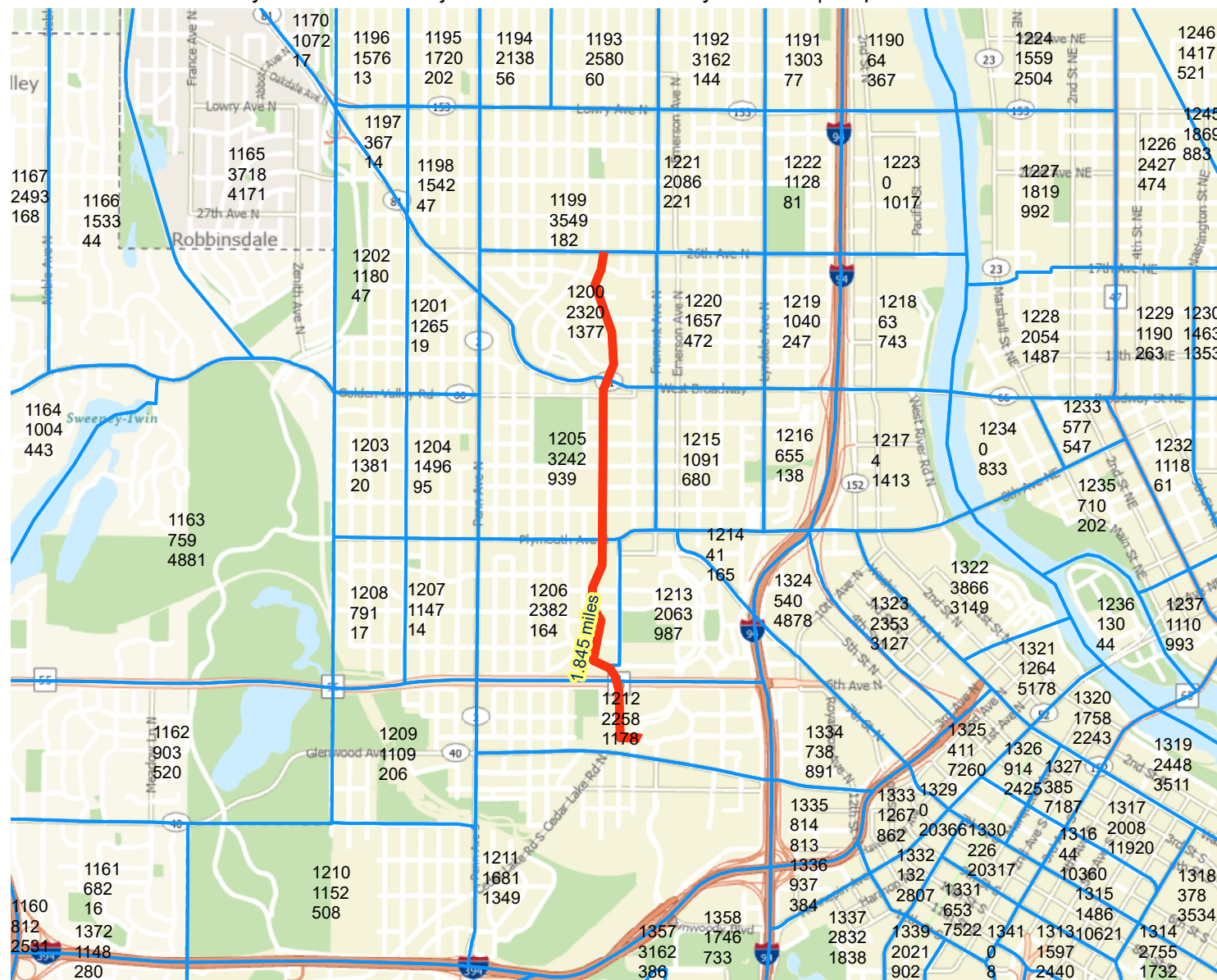


Population/Employment Summary

Results

Within ONE Mile of project:
Total Population: 77024
Total Employment: 50639

Multiuse Trails and Bicycle Facilities Project: Northside Greenway Phase 2 | Map ID: 1701467620011



- Project Points
- Project Area
- Project
- 2016 TAZ

0 0.325 0.65 1.3 1.95 2.6 Miles

Created: 12/1/2023
LandscapeRSA4



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



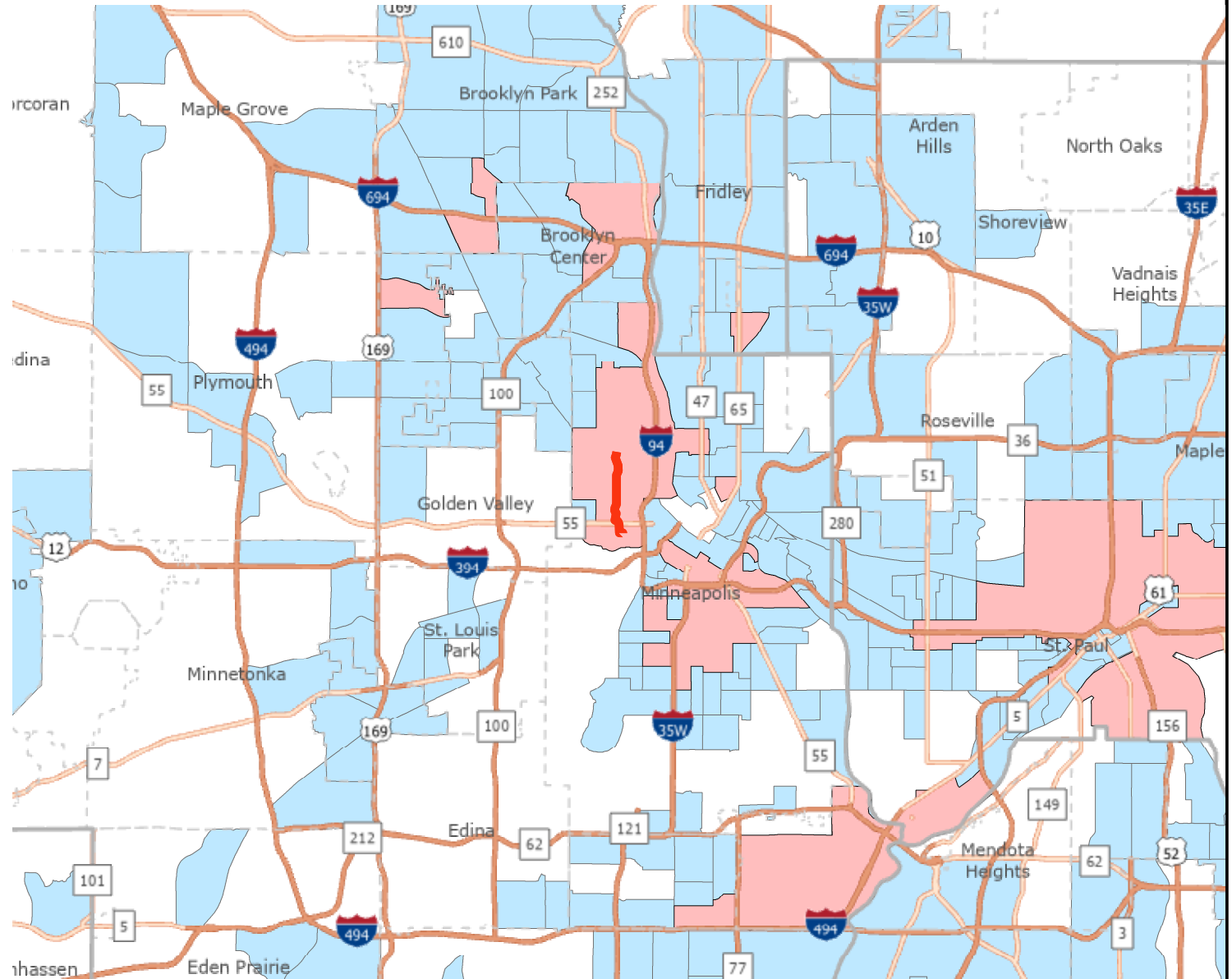
Socio-Economic Conditions

Multiuse Trails and Bicycle Facilities Project: Northside Greenway Phase 2 | Map ID: 1701467620011

Results

Total of publicly subsidized rental housing units in census tracts within 1/2 mile: 5074

Project located IN an Area of Concentrated Poverty.



— Lines



Regional Environmental Justice Area



Area of Concentrated Poverty

0 2 4 8 12 16 Miles

Created: 12/1/2023
LandscapeRSA2



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



Transit Connections

Multiuse Trails and Bicycle Facilities Project: Northside Greenway Phase 2 | Map ID: 1701467620011

Results

Transit with a Direct Connection to project:

14 30 5 7 755 9 923

*West Broadway/Cedar

*Blue Line Extension

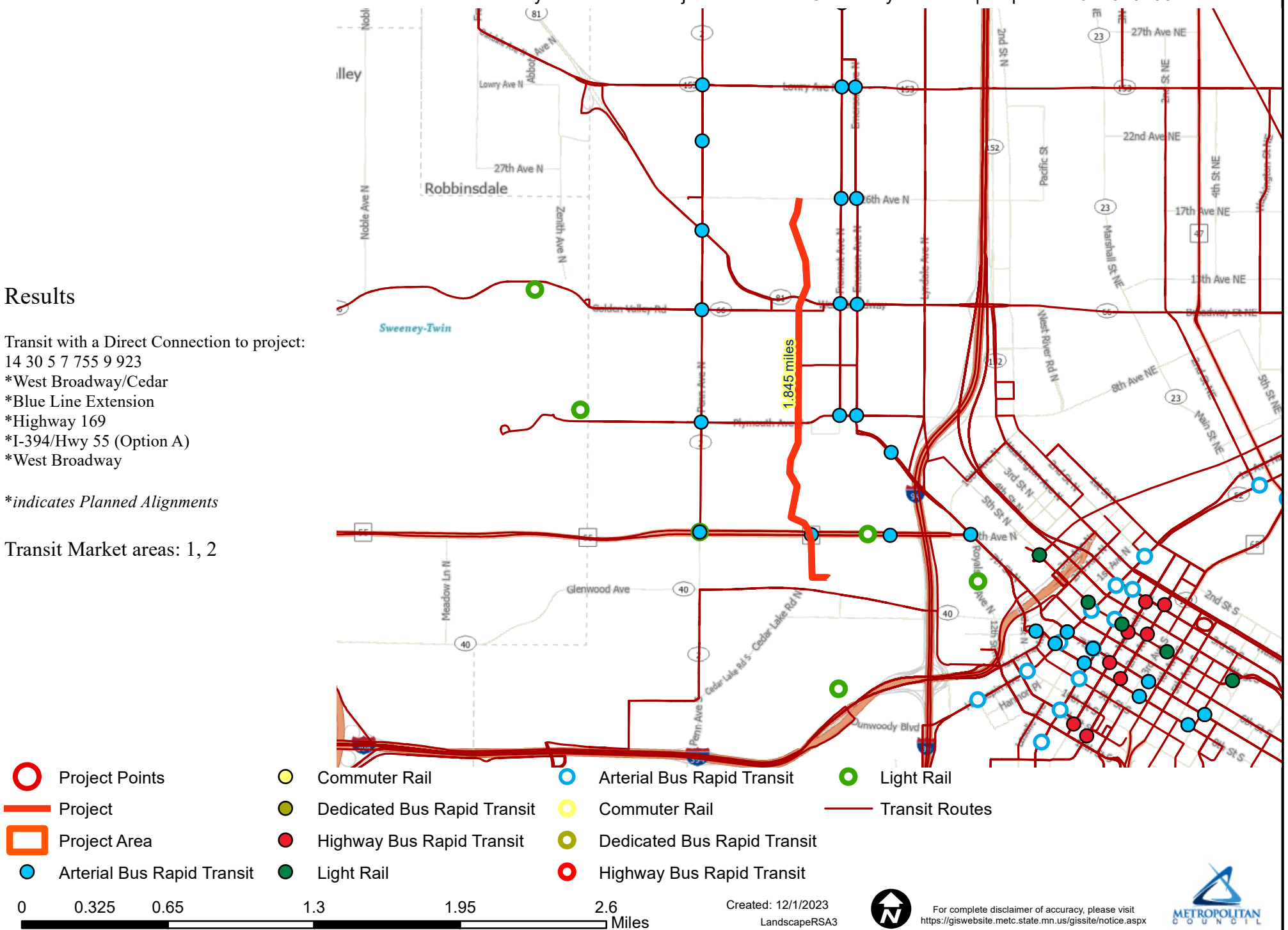
*Highway 169

*I-394/Hwy 55 (Option A)

*West Broadway

**indicates Planned Alignments*

Transit Market areas: 1, 2

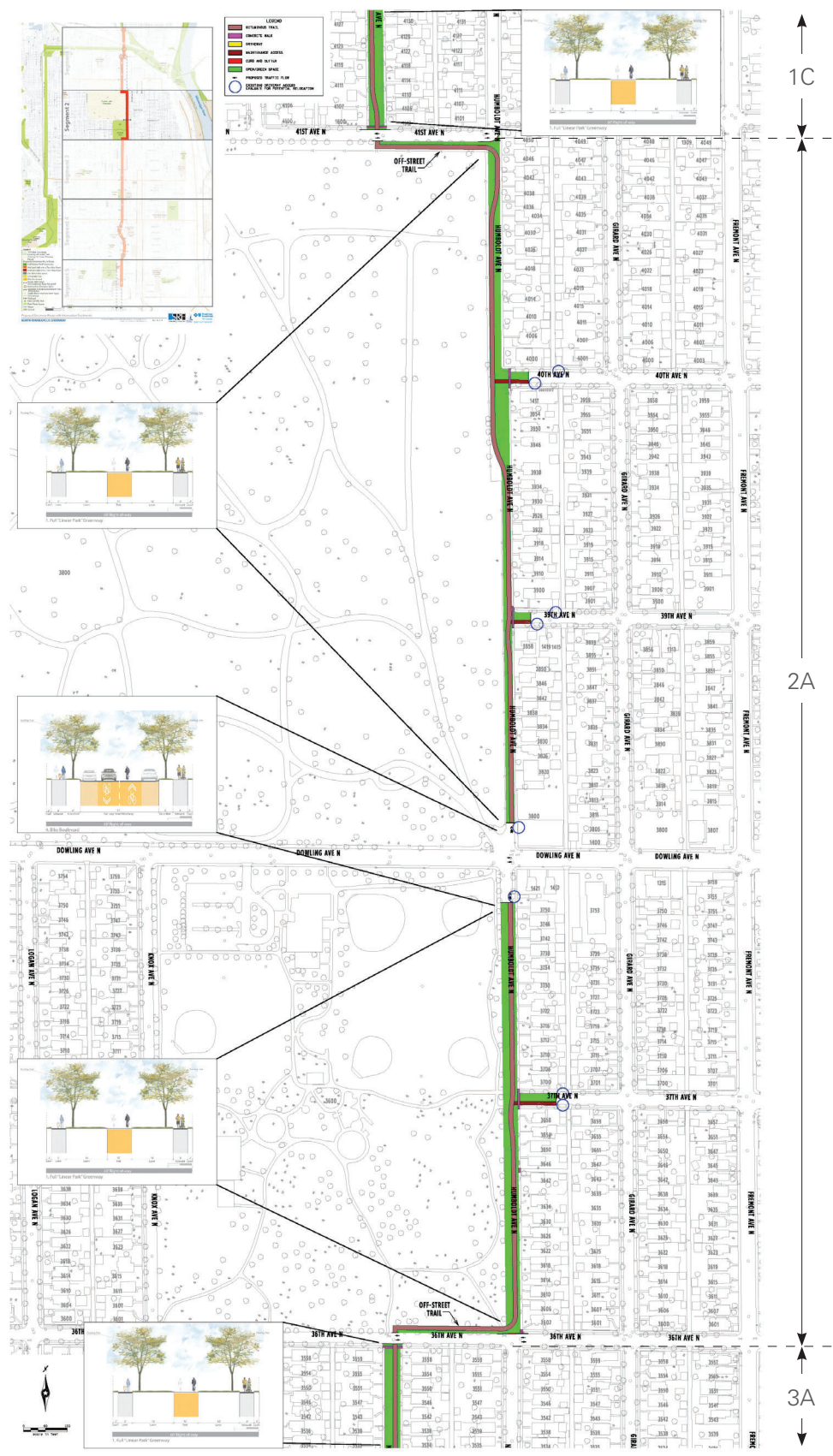


APPENDIX A PROPOSED GREENWAY: CONCEPTUAL LAYOUT

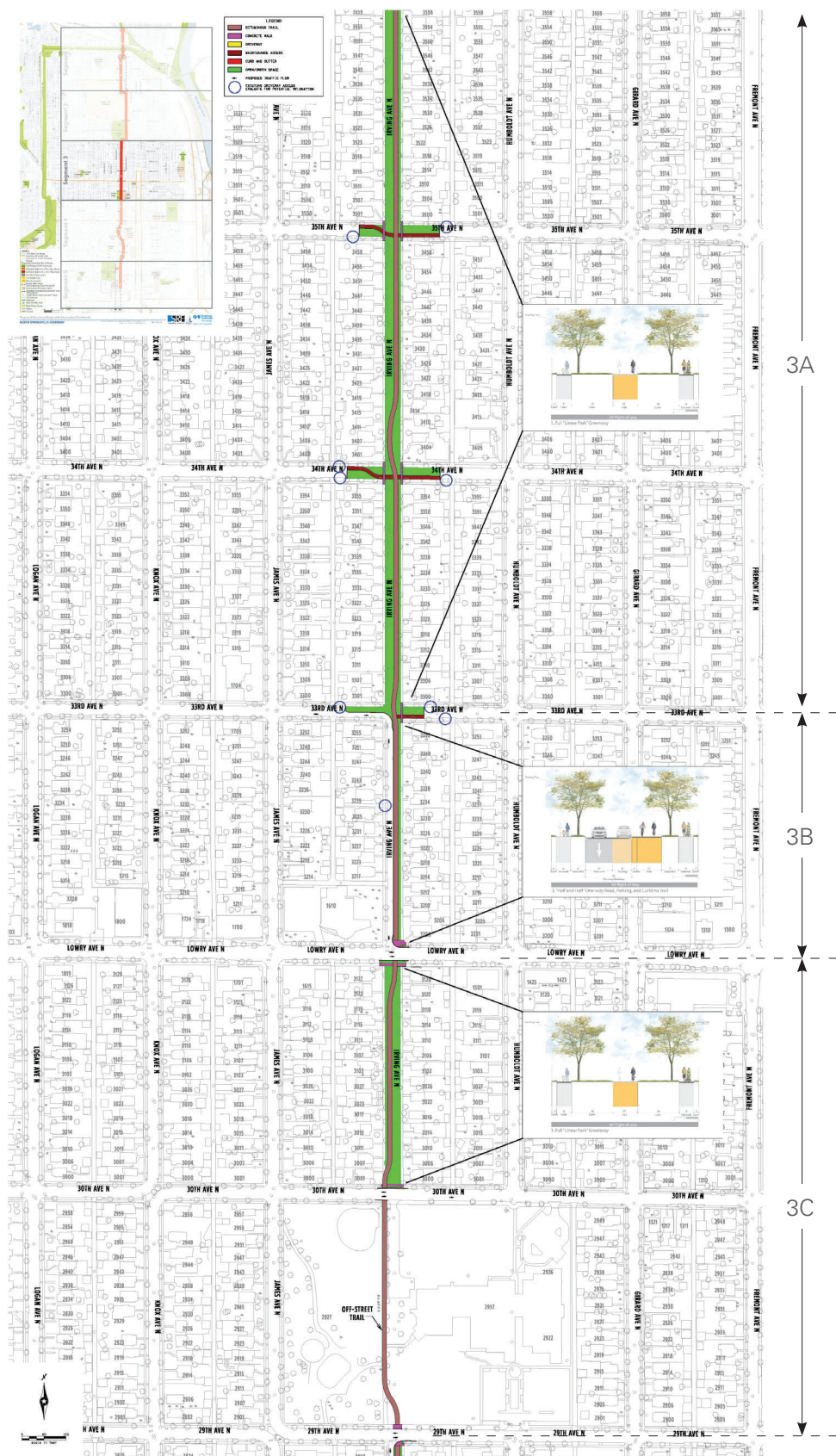
Proposed Greenway Layout: Segment 1



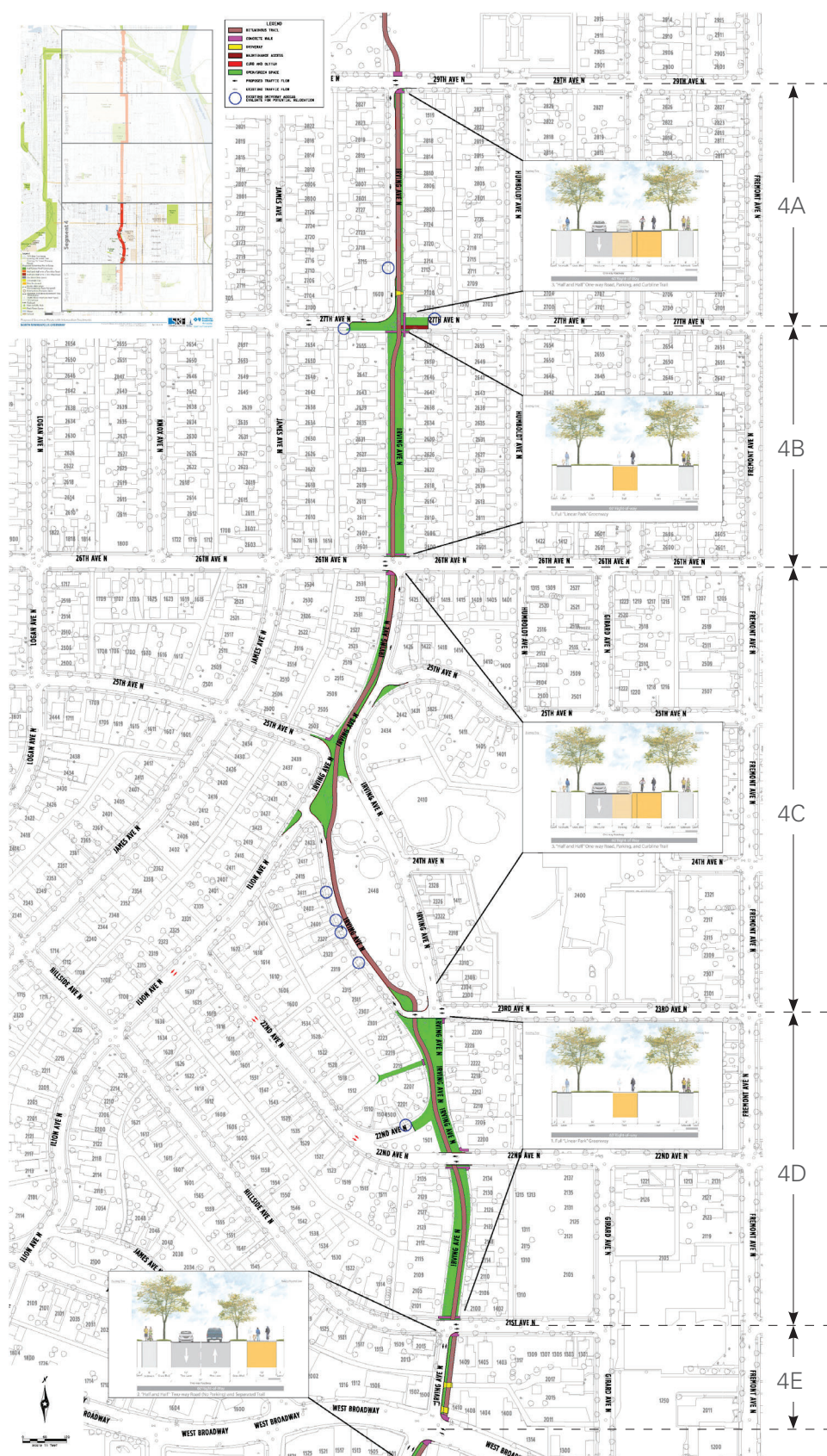
Proposed Greenway Layout: Segment 2



Proposed Greenway Layout: Segment 3



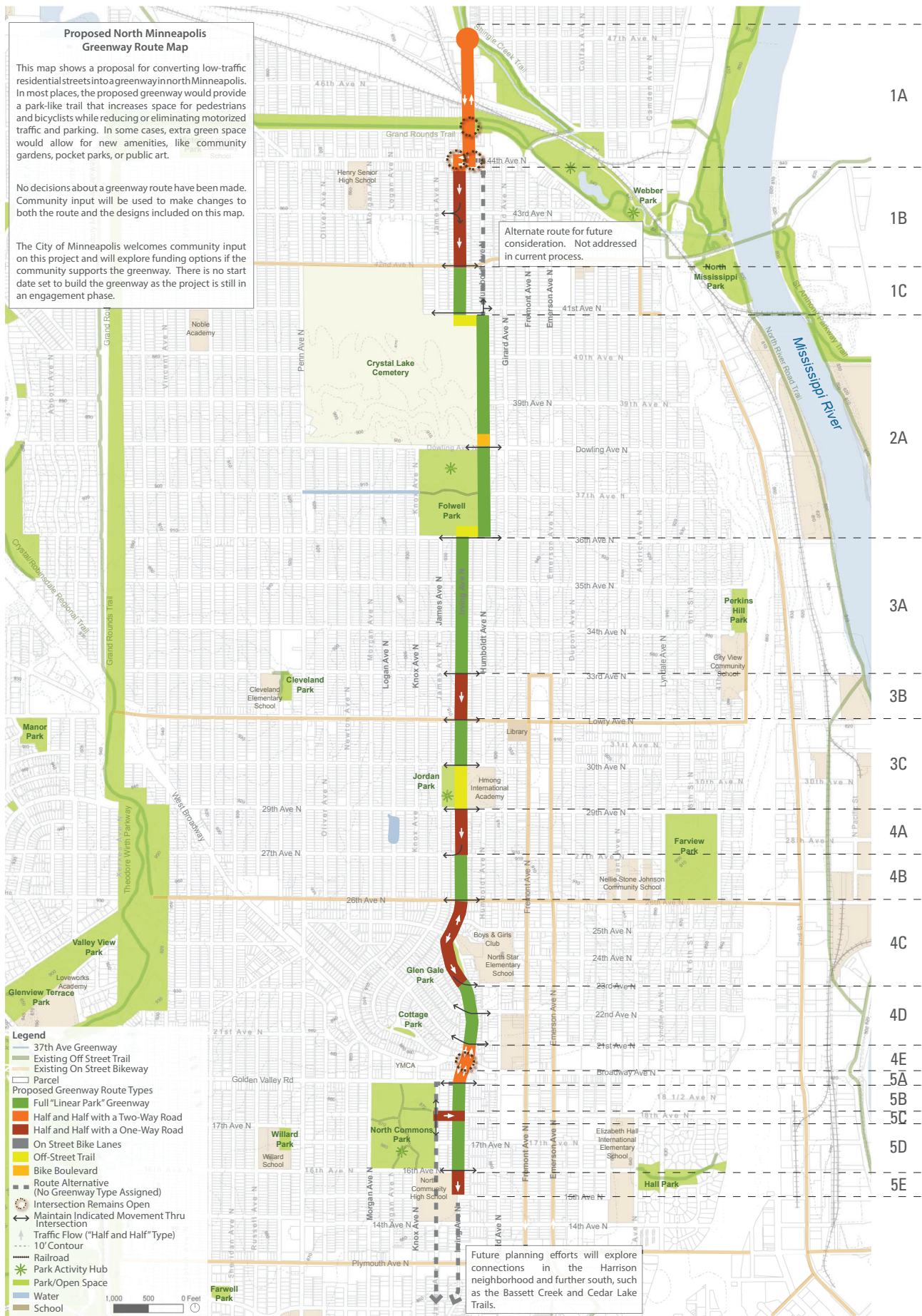
Proposed Greenway Layout: Segment 4



Proposed Greenway Layout: Segment 5



FIGURE I PROPOSED GREENWAY ROUTES AND INTERSECTION TREATMENTS



NORTHSIDE GREENWAY PHASE 2

Fostering a safer, healthier, and more connected community.



Project vision

- Advance **health equity** in Minneapolis
- Create a **low-stress place for people to walk and bike**
- Provide **green urban space** as an area for recreation and community connection
- **Engage and work with the community** throughout the planning process

Overview

- Phase 2 of the Northside Greenway is a 1.9 mile route on Irving Ave N, Humboldt Ave N, and Elwood Ave N from 26th Ave N to 4th Ave N/Van White Memorial Blvd
- Traffic calming and safety improvements to slow car speeds
- Includes walking and biking improvements and green space

What's next

- Build a community engagement plan that centers underinvested communities in planning process
- Provide a space for people to share their thoughts, feedback, and experience
- Help shape the design through community input

Phase 2 Project schedule

2024-2026	2026-2027	2028
Planning	Design	Construction

Goals



**BETTER
PATHWAYS
FOR
WALKING**



**IMPROVED
ROUTES
FOR
BIKING**



**SAFER,
HEALTHIER
STREETS**



**COMMUNITY
GREEN
URBAN SPACE**

Transportation Action Plan

This project is aligned with the Transportation Action Plan, the city's vision for safer, greener and more modern streets that serve all people and all the ways they want to get around.

Contact us

Peter Bennett, Transportation Planner - Public Works
📞 612-289-5282 📧 peter.bennett@minneapolismn.gov

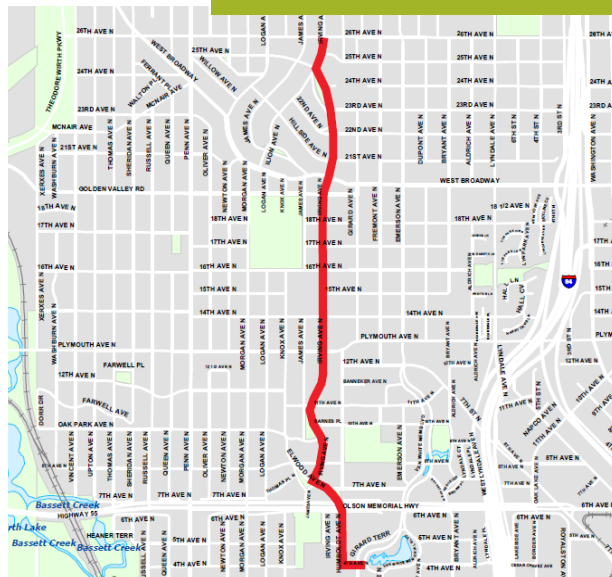
Gustave Stewart, Associate Transportation Planner - Public Works
📞 612-240-3457 📧 gustave.stewart@minneapolismn.gov

For reasonable accommodations or alternative formats:

People who are deaf or hard of hearing can use a relay service to call 311 at 612-673-3000. TTY users call 612-673-2157.

Para asistencia 612-673-2700 - Rau kev pab 612-673-2800
- Hadii aad Caawimaad u baahantahay 612-673-3500.

NORTHSIDE GREENWAY PHASE 2



IRVING AVE N NEXT TO NORTH COMMUNITY HIGH SCHOOL



Learn more & stay engaged

Visit our webpage online at:

MinneapolisMN.gov/northsidegreenway

NORTHSIDE GREENWAY

Fostering a safer, healthier, and more connected community.



Greenway Examples

The pictures below show examples of what the greenway could look like. The Northside Greenway may include blocks that are a full greenway, half greenway, or a bicycle boulevard. Community input will help shape the concept and design.

FULL GREENWAY



- Dedicated walking and biking space
- Substantial greenery added
- No car traffic allowed
- Includes spaces to meet-up and play
- Creates safer walking and biking environment throughout the street block and intersection

HALF GREENWAY



- Dedicated walking and biking space
- Moderate amount of greenery added
- Includes traffic calming to slow cars
- Designed to limit car traffic
- Creates safer walking and biking environment throughout the street block and intersection

BIKE BOULEVARD



- Largely maintains street design
- Small amount of greenery added
- Includes traffic calming to slow cars
- Creates safer walking and biking environment at intersections

Contact us

Peter Bennett, Transportation Planner - Public Works
📞 612-289-5282 📧 peter.bennett@minneapolismn.gov

Gustave Stewart, Associate Transportation Planner - Public Works
📞 612-240-3457 📧 gustave.stewart@minneapolismn.gov

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Para asistencia 612-673-2700 - Rau kev pab 612-673-2800
- Hadii aad Caawimaad u baahantahay 612-673-3500.

NORTHSIDE GREENWAY

Fostering a safer, healthier, and more connected community.



Project History

The Northside Greenway is a result of multiple rounds of public engagement focused on reaching the diversity of the community. Since 2011, Northside residents and the City have been exploring options for a neighborhood greenway. Engagement has included:

- Six surveys
- A year-long demonstration project
- Numerous community events and conversations
- Two rounds of sponsoring community-based organization to conduct culturally relevant outreach

Throughout engagement, a strong majority of residents supported the greenway. More engagement is planned to start in 2024 to shape the final concept and design.



Contact us

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For reasonable accommodations or alternative formats:

People who are deaf or hard of hearing can use a relay service to call 311 at 612-673-3000. TTY users call 612-673-2157.

Para asistencia 612-673-2700 - Rau kev pab 612-673-2800
- Hadii aad Caawimaad u baahantahay 612-673-3500.

EXISTING CONDITION PHOTOS

IRVING AVENUE N & 22ND AVENUE N



EXISTING CONDITION PHOTOS

IRVING AVENUE N & NORTH COMMUNITY HIGH SCHOOL

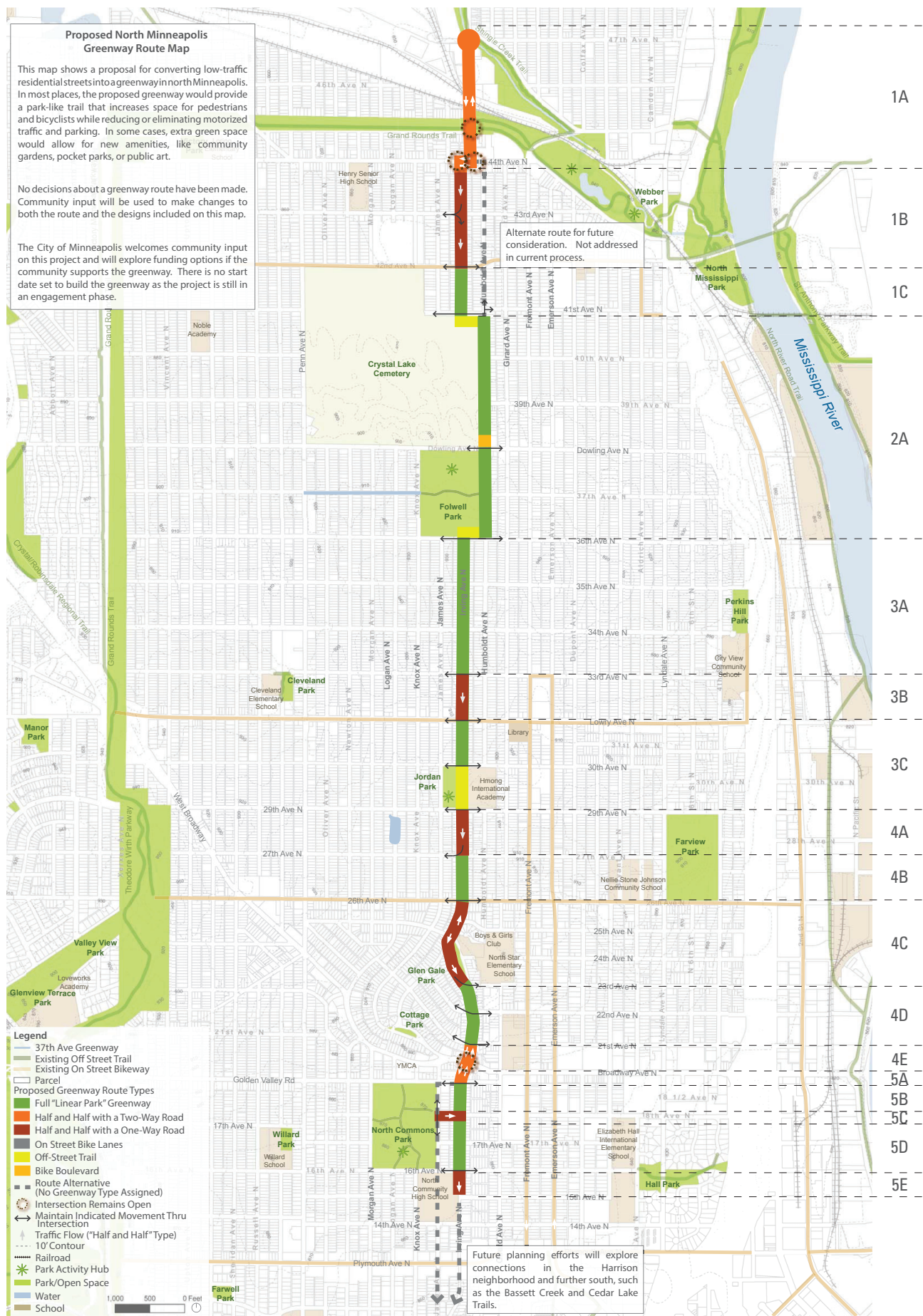


EXISTING CONDITION PHOTOS

IRVING AVENUE N & 25TH AVENUE N



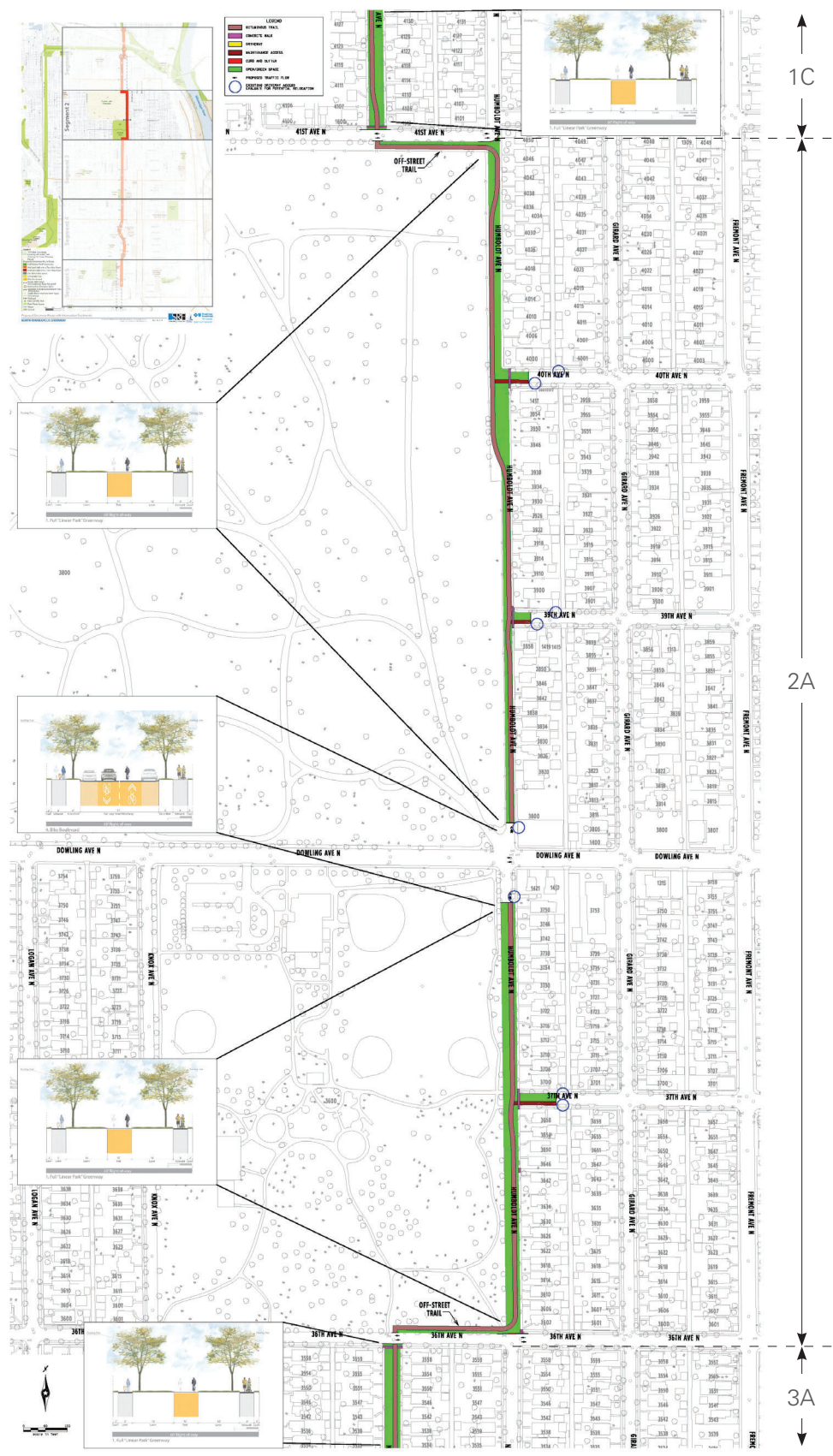
FIGURE I PROPOSED GREENWAY ROUTES AND INTERSECTION TREATMENTS



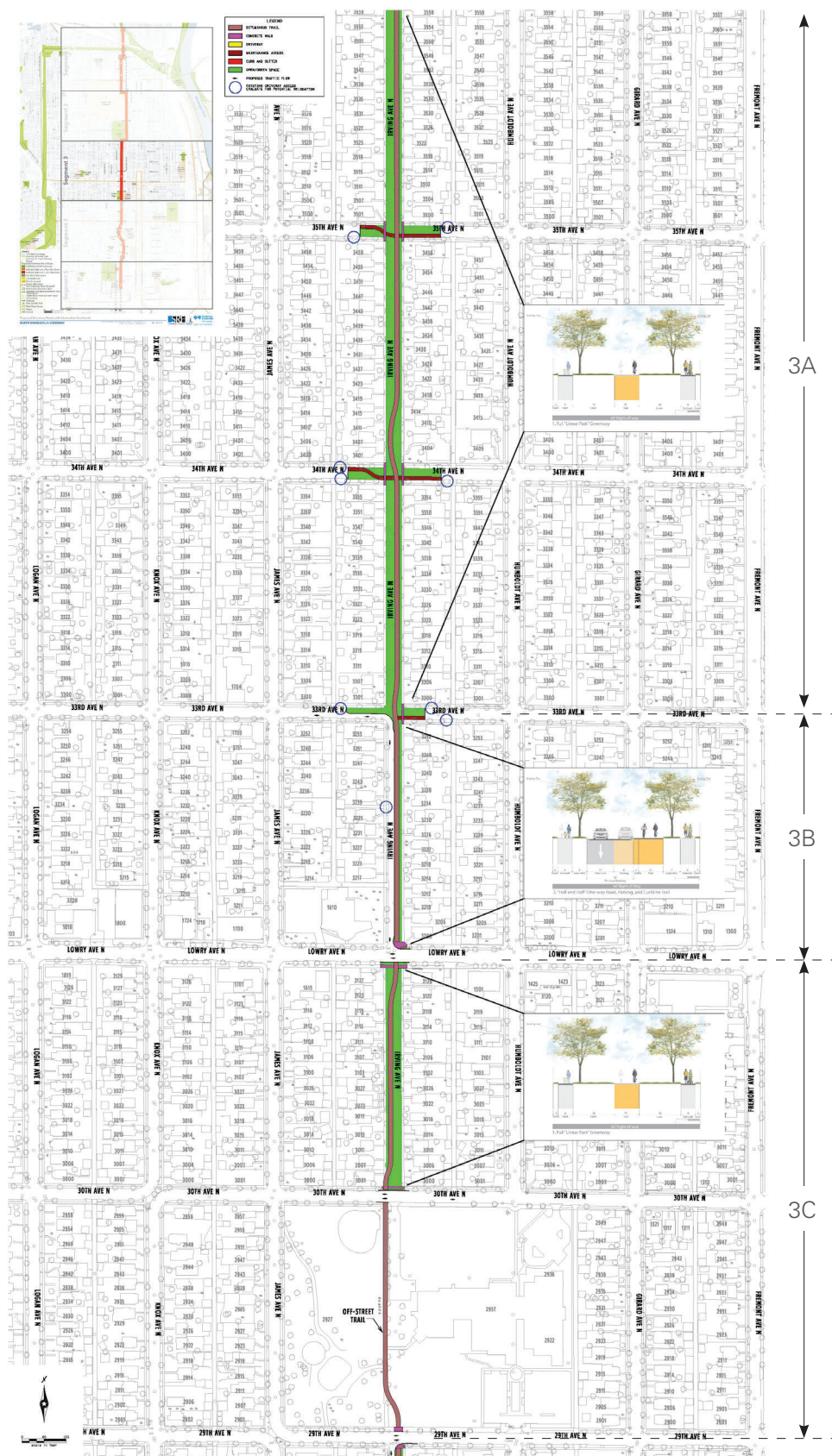
Proposed Greenway Layout: Segment 1



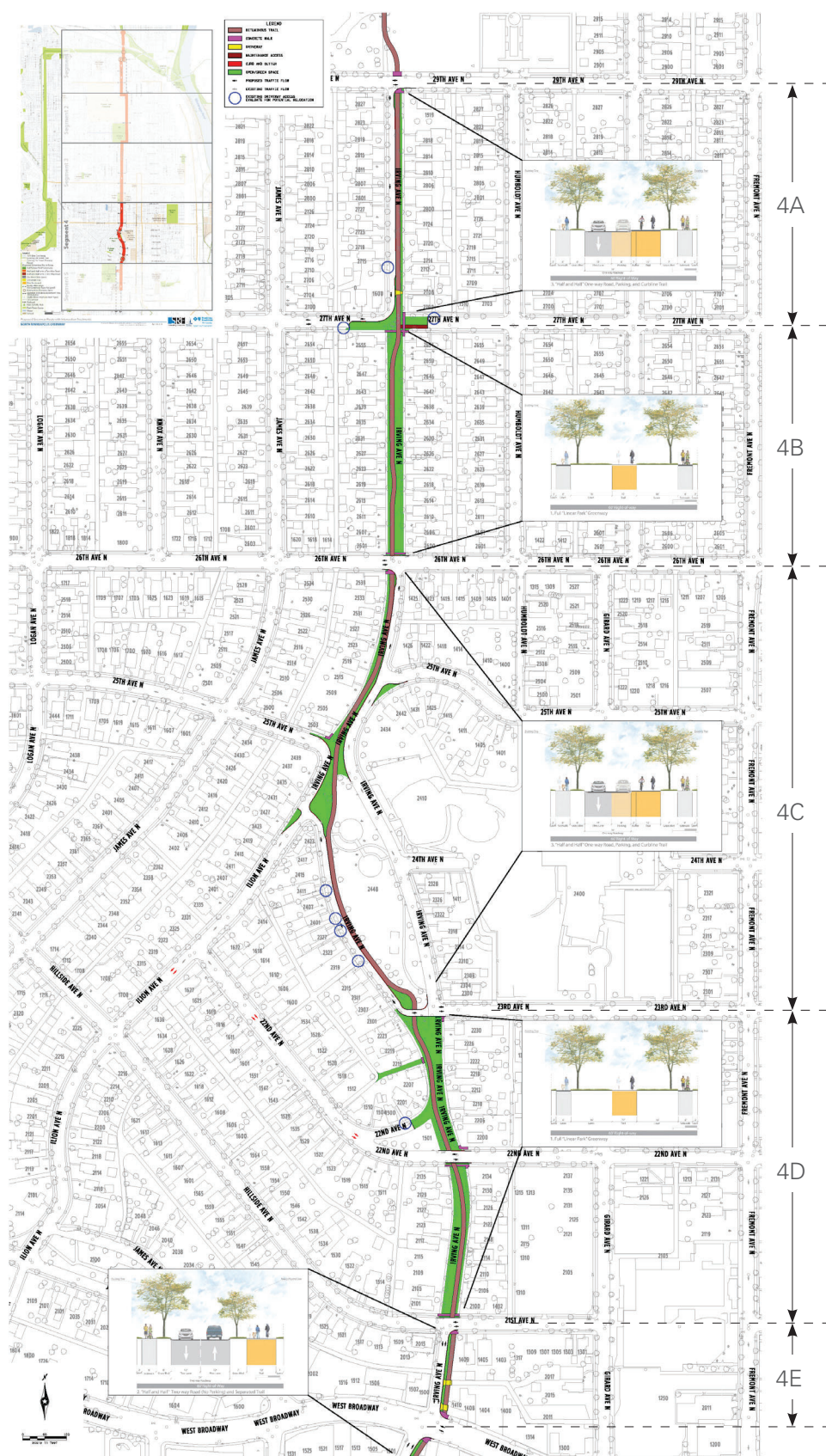
Proposed Greenway Layout: Segment 2



Proposed Greenway Layout: Segment 3



Proposed Greenway Layout: Segment 4



Proposed Greenway Layout: Segment 5



Transit Connections

Multiuse Trails and Bicycle Facilities Project: Northside Greenway Phase 2 | Map ID: 1701467620011

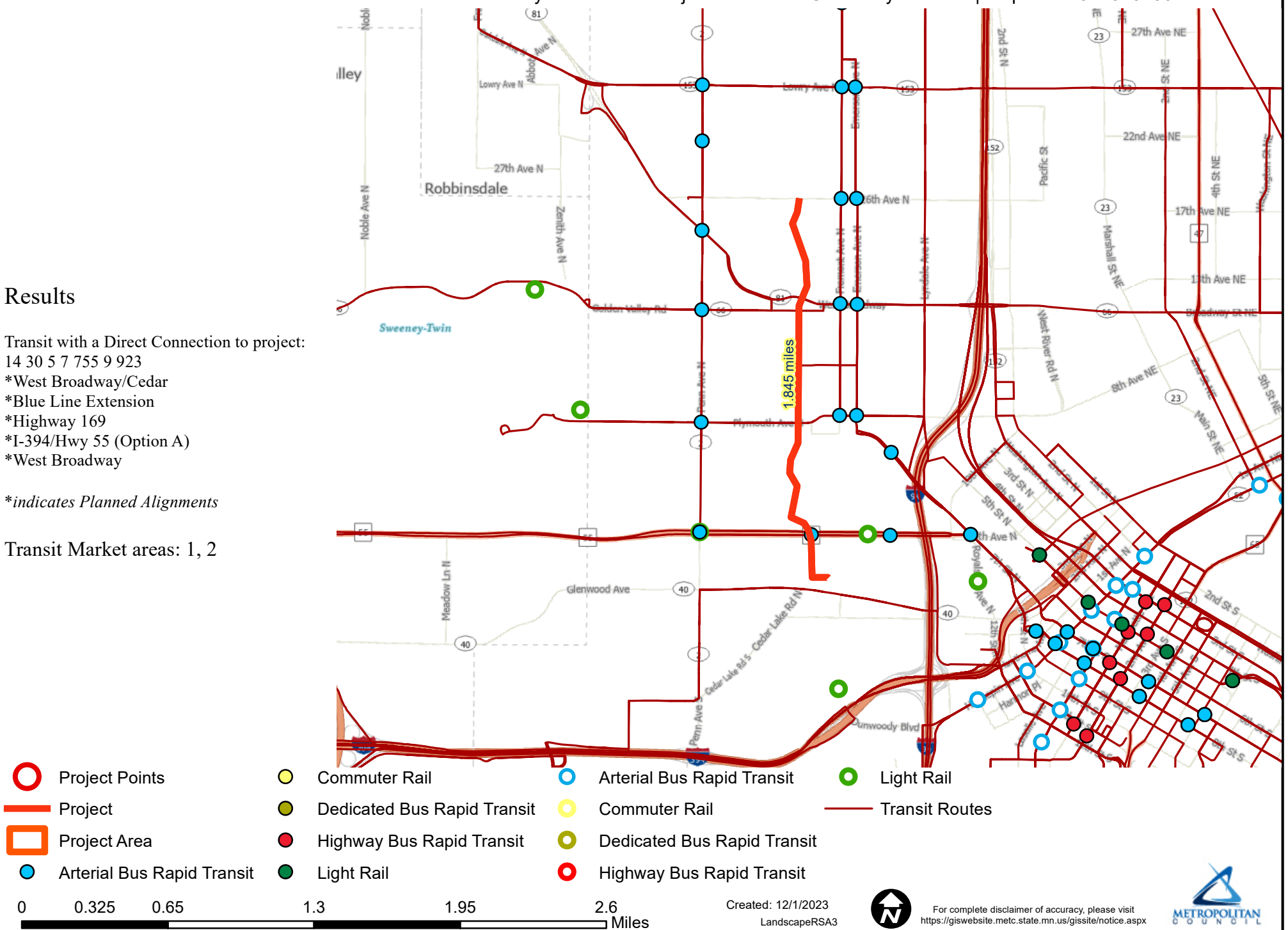
Results

Transit with a Direct Connection to project:
14 30 5 7 755 9 923

- *West Broadway/Cedar
- *Blue Line Extension
- *Highway 169
- *I-394/Hwy 55 (Option A)
- *West Broadway

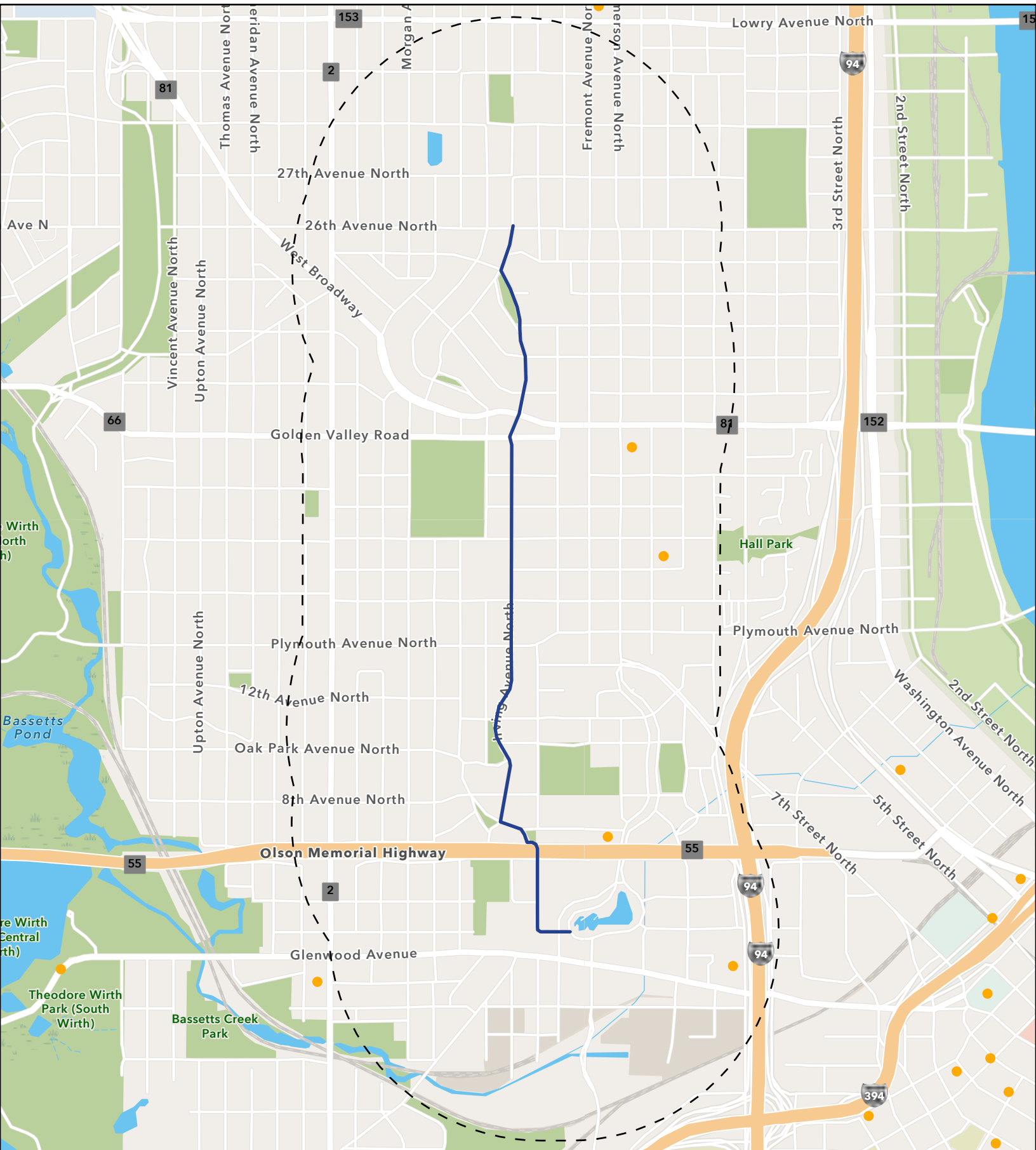
**indicates Planned Alignments*

Transit Market areas: 1, 2



Northside Greenway Phase 2

Section 106 Historic Resources



Legend

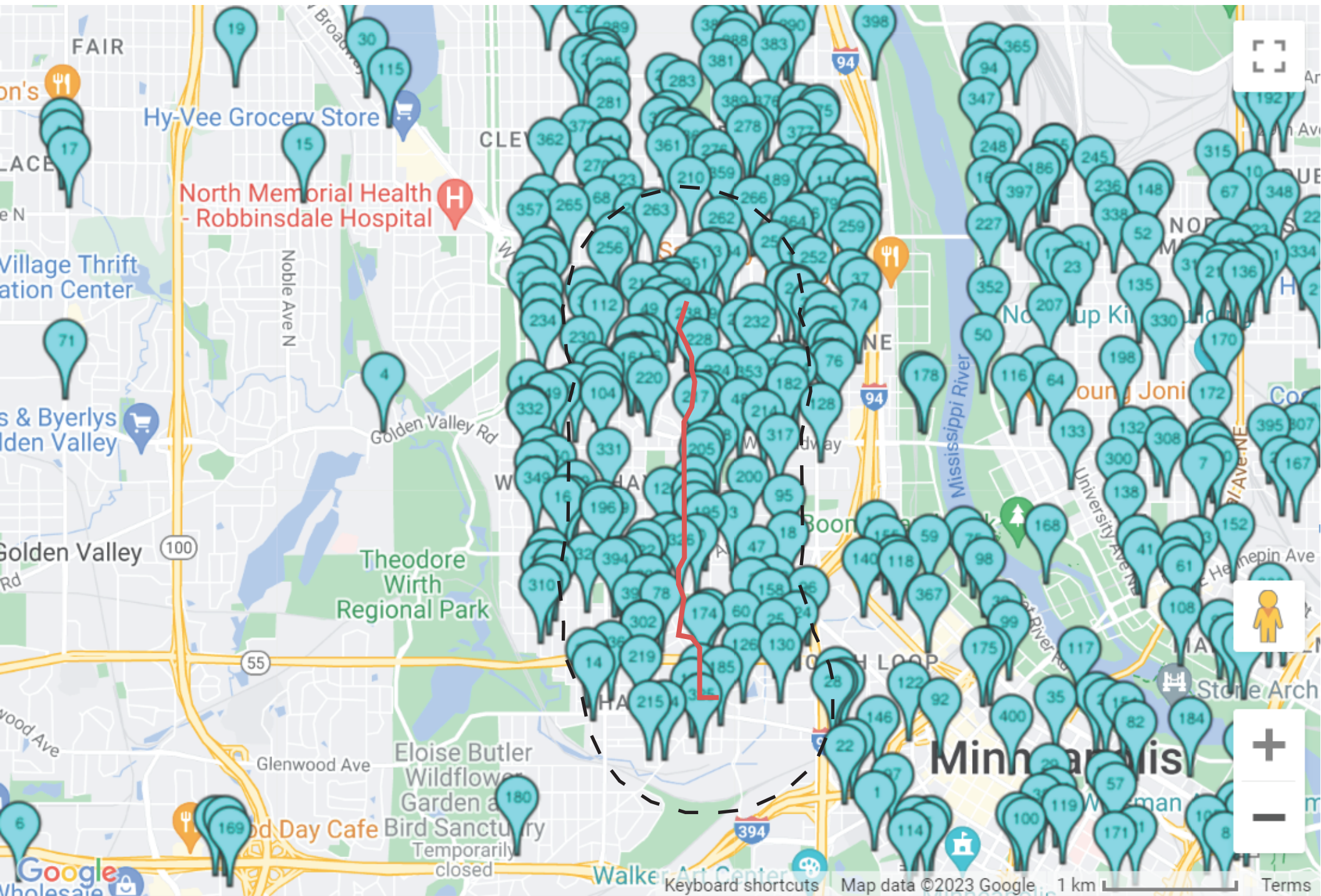
-  Project Corridor
-  0.5 mile project buffer
-  National Register of Historic Places
-  National Historic Landmark
-  National Register of Historic Places District

0 0.15 0.3 0.6 Miles

N



Northside Greenway Phase 2
Affordable Housing within 0.5 miles



Keyboard shortcuts

Map data ©2023 Google

1 km

Terms

Northside Greenway Phase 2															
Property_Name	Address	Development_Stage	Total_Units	Affordable_Units_Total	Affordable_OBR	Affordable_1BR	Affordable_2BR	Affordable_3BR	Affordable_4BR	Units_30AMI	Units_50AMI	Units_60AMI	Units_80AMI	Units_PctAffordable	Funding_Category
North - 3116 Oliver Ave N	3116 Oliver Ave N	Preservation	31	31	0	31	0	0	0	31	0	0	0	100%	Public Housing
1615 Lowry	1615 Lowry Ave N	Preservation	4	4	0	0	0	0	0	0	0	4	0	100%	Local 4d
1001 Lowry Ave N	1001 Lowry Ave N	Preservation	10	10	0	0	0	0	0	0	0	10	0	100%	Local 4d
Hawthorne Ecovillage Apts	3113 N 6th St	New Construction	75	75	10	40	21	4	0	4	71	0	0	100%	Tax Credit Subsidized - Other Tax Credit (LIHTC 4%)
	3117 N 6th St														
	3121 N 6th St														
	3119 N 6th St														
Lowry Towers	315 Lowry Ave N	Preservation	192	192	0	192	0	0	0	192	0	0	0	100%	Public Housing
Penn Avenue Apts	3003 Penn Ave N	Preservation	11	11	0	11	0	0	0	8	0	3	0	100%	Subsidized - Other
2942 Newton Ave N	2942 Newton Ave N	Preservation	2	2	0	0	0	0	0	0	0	2	0	100%	Local 4d
2939 Logan Ave N	2939 Logan Ave N	Preservation	1	1	0	0	0	0	0	0	0	1	0	100%	Local 4d
2919 Girard Ave N	2919 Girard Ave N	Preservation	2	2	0	0	0	0	0	0	0	2	0	100%	Local 4d
3006 Emerson Ave N	3006 Emerson Ave N	Preservation	2	2	0	0	0	0	0	0	0	2	0	100%	Local 4d
2912 Bryant Ave N	2912 N Bryant Ave	Preservation	2	2	0	0	0	0	0	0	0	2	0	100%	Local 4d
2934 Aldrich Ave N	2934 Aldrich Ave N	Preservation	1	1	0	0	0	0	0	0	0	1	0	100%	Local 4d
PPL Foreclosure Redirection Program	2521 Girard Ave N	Preservation	20	20	1	12	7	0	0	0	20	0	0	100%	Subsidized - Other
	3546 Fremont Ave N														
	1310 Lowry Ave N														
	3627 Penn Ave N														
3021 3rd Street N	3021 N 3rd St	Preservation	2	2	0	0	0	0	0	0	0	2	0	100%	Local 4d
3001 3rd St N	3001 N 3rd St	Preservation	8	8	0	0	0	0	0	0	0	8	0	100%	Local 4d
2909 3rd St N	2909 N 3rd St	Preservation	2	2	0	0	0	0	0	0	0	2	0	100%	Local 4d
2900 4th St N	2900 4th St N	Preservation	2	2	0	0	0	0	0	0	0	2	0	100%	Local 4d
2819 Oliver Ave N	2819 Oliver Ave N	Preservation	1	1	0	0	0	0	0	0	0	1	0	100%	Local 4d
2708/2710 Penn Ave N	2708 Penn Ave N	Preservation	5	5	0	0	0	0	0	0	0	5	0	100%	Local 4d
2703 Humboldt Avenue N	2703 Humboldt Ave N	Preservation	2	2	0	0	0	0	0	0	0	2	0	100%	Local 4d
2708 Humboldt Ave N	2708 Humboldt Ave N	Preservation	2	2	0	0	0	0	0	0	0	2	0	100%	Local 4d
2706 Girard Ave N	2706 Girard Ave N	Preservation	2	2	0	0	0	0	0	0	0	2	0	100%	Local 4d
2727 Colfax Ave N	2727 N Colfax Ave	Preservation	1	1	0	0	0	0	0	0	0	1	0	100%	Local 4d
2709 Aldrich Avenue North	2711 N Aldrich Ave	Preservation	2	2	0	0	0	0	0	0	0	2	0	100%	Local 4d
Urban Homeworks Inc/2653 Lyndale Ave No	2709 Aldrich Ave N	Preservation	10	10	0	0	0	0	0	0	0	10	0	100%	Local 4d
	2653 N Lyndale Ave														
2622 4th St N	2622 N 4th St	Preservation	2	2	0	0	0	0	0	0	0	2	0	100%	Local 4d
Castle Townhomes	316 N 26th Ave	New Construction	11	11	0	0	0	10	1	0	0	11	0	100%	Tax Credit Tax Credit (LIHTC 9%)
	300 N 26th Ave														
1907 26th Ave N	1907 26th Ave N	Preservation	1	1	0	0	0	0	0	0	0	1	0	100%	Local 4d
1717 26th Ave N	1717 N 26th Ave	Preservation	8	8	0	0	0	0	0	0	0	8	0	100%	Local 4d
1716 26th Ave N	1716 26th Ave N	Preservation	1	1	0	0	0	0	0	0	0	1	0	100%	Local 4d
1615 26th Ave N	1615 N 26th Ave	Preservation	6	6	0	0	0	0	0	0	0	6	0	100%	Local 4d
2524 Bryant Ave N	2524 Bryant Ave N	Preservation	1	1	0	0	0	0	0	0	0	1	0	100%	Local 4d
2523 Aldrich Ave N	2523 N Aldrich Ave	Preservation	1	1	0	0	0	0	0	0	0	1	0	100%	Local 4d
2517 Aldrich Avenue North	2517 Aldrich Ave N	Preservation	2	2	0	0	0	0	0	0	0	2	0	100%	Local 4d
2235 West Broadway	2235 W Broadway	Preservation	1	1	0	0	0	0	0	0	0	1	0	100%	Local 4d
Broadway Flats	2423 Penn Ave N	New Construction	103	103	10	78	15	0	0	0	43	60	0	100%	Tax Credit Subsidized - Other Tax Credit (LIHTC 4%)
	2511 Penn Ave N														
	2413 Penn Ave N														
	2419 Penn Ave N														
	2503 Penn Ave N														
	2507 Penn Ave N														
	2512 Queen Ave N														
	2505 Penn Ave N														
Lowell Curve	2220 W Broadway Ave														
	1916 N Willow Ave	New Construction	14	13	0	0	2	5	5	0	8	3	2	93%	Subsidized - Other
	1915 24th Ave N														
	1917 24th Ave N														
	1918 N Willow Ave														
	2321 Logan Ave N														
	2325 Logan Ave N														
	2339 Logan Ave N														
	2343 Logan Ave N														
	2351 Logan Ave N														
	2355 Logan Ave N														
	2359 Logan Ave N														
2444 Logan Ave N	2444 Logan Ave N	Preservation	4	3	0	0	0	0	0	0	0	3	0	75%	Local 4d
2415-2417 James Ave N	2417 N James Ave	Preservation	2	2	0	0	0	0	0	0	0	2	0	100%	Local 4d
2423 Irving Ave No	2423 Irving Ave N	Preservation	2	2	0	0	0	0	0	0	0	2	0	100%	Local 4d
2417 Irving Ave N	2417 Irving Ave N	Preservation	2	2	0	0	0	0	0	0	0	2	0	100%	Local 4d
910 24th Avenue North	910 24th Ave N	Preservation	2	2	0	0	0	0	0	0	0	2	0	100%	Local 4d
2316 Fremont Ave No	2316 Fremont Ave N	Preservation	2	2	0	0	0	0	0	0	0	2	0	100%	Local 4d
2312 Emerson	2312 Emerson Ave N	Preservation	2	2	0	0	0	0	0	0	0	2	0	100%	Local 4d
2414 Emerson Ave N	2414 Emerson Ave N	Preservation	1	1	0	0	0	0	0	0	0	1	0	100%	Local 4d
Dup 5	2423 Lyndale Ave N	Preservation	2	1	0	0	0	0	0	0	0	1	0	50%	Local 4d
610 24th Avenue N	610 N 24th Ave	Preservation	2	2	0	0	0	0	0	0	0	2	0	100%	Local 4d
Urban Homeworks Rental: Reclaim Phase 1	1727 Emerson Ave N	Preservation	12	10	0	1	6	3	0	0	10	0	0	83%	Subsidized - Other
	2200 N 6th St														
2211 6th St N	620 N 23rd Ave	Preservation	2	2	0	0	0	0	0	0	0	2	0	100%	Local 4d
	2211 N 6th St	Preservation	2	2	0	0	0	0	0	0	0	2	0	100%	Local 4d

Urban Homeworks Rental: Reclaim, Phase 3	1815 Emerson Ave N 2616 Blaisdell Ave 2025 Emerson Ave N 3351 Park Ave 2902 Bryant Ave N 3104 Chicago Ave 3105 Columbus Ave S 2634 14th Ave S 3030 Oakland Ave 3129 Columbus Ave S 3106 Chicago Ave 3131 Columbus Ave S 2206 N 6th St	Preservation	36	25	1	7	5	12	0	0	25	0	0	69%	Subsidized - Other
North - 2415 3rd St N	2415 N 3rd St	Preservation	62	62	0	62	0	0	0	62	0	0	0	100%	Public housing
2201 Irving Ave N	2201 Irving Ave N	Preservation	2	2	0	0	0	0	0	0	0	2	0	100%	Local 4d
2024 Queen Ave N	2024 Queen Ave N	Preservation	1	1	0	0	0	0	0	0	0	1	0	100%	Local 4d
2011 Penn Ave N	2011 Penn Ave N	Preservation	1	1	0	0	0	0	0	0	0	1	0	100%	Local 4d
Commons At Penn	2201 Golden Valley Rd 2213 Golden Valley Rd 2217 Golden Valley Rd 2221 Golden Valley Rd 2205 Golden Valley Rd 1823 Penn Ave N	New Construction	47	47	0	12	22	13	0	0	47	0	0	100%	Tax Credit Subsidized - Other Tax Credit (LIHTC 4%) Tax Credit (LIHTC 9%)
Lindquist Apartments	1931 W Broadway Ave	New Construction	26	24	0	26	1	24	0	0	0	24	0	92%	Project-Based Subsidy
West Broadway West Building	1920 W Broadway Ave	New Construction	92	92	0	15	29	48	0	0	59	13	20	100%	Project-Based Subsidy Tax Credit Subsidized - Other
2129 James Avenue N	2129 N James Ave	Preservation	2	2	0	0	0	0	0	0	0	2	0	100%	Local 4d
1916 Morgan Ave N	1916 N Morgan Ave	Preservation	2	2	0	0	0	0	0	0	0	2	0	100%	Local 4d
2017 Girard Ave N	2017 Girard Ave N	Preservation	10	10	0	0	0	0	0	0	0	10	0	100%	Local 4d
D0832 - No Name Provided	1834 Irving Ave N 1832 Irving Ave N	Preservation	8	8	0	0	0	0	0	0	0	8	0	100%	Subsidized - Other
Mcglory Properties (fka 1407 Golden Valley Road)	1407 Golden Valley Rd	Preservation	9	9	0	0	0	0	0	0	0	9	0	100%	Subsidized - Other
Urban Homeworks Rental: Reclaim, Phase 4	1312 N 16th Ave 2129 Emerson Ave N 2701 Lyndale Ave N 1811 Emerson Ave N 1514 Irving Ave N 1516 Irving Ave N 2026 Fremont Ave N	Preservation	16	16	0	0	5	11	0	0	16	0	0	100%	Subsidized - Other
2017 Emerson Ave N	2017 Emerson Ave N	Preservation	11	11	0	0	0	0	0	0	0	11	0	100%	Local 4d
Urban Homeworks Inc/2100 Dupont Ave No	2100 Dupont Ave N	Preservation	2	2	0	0	0	0	0	0	0	2	0	100%	Local 4d
Satori Boutique Apartments	821 W Broadway 825 W Broadway Ave	New Construction	112	23	0	0	0	0	0	0	23	0	0	21%	Tax Credit Subsidized - Other
801 21st Ave N	801 N 21st Ave	Preservation	18	18	0	0	0	0	0	0	0	18	0	100%	Local 4d
Urban Homeworks Rental: Reclaim, Phase 5	2618 Dupont Ave 2115 Lyndale Ave N 2605 Colfax Ave N 2810 Emerson Ave N 2607 N Colfax Ave 2111 N 6th St	Preservation	17	15	1	8	6	0	0	0	15	0	0	88%	Subsidized - Other Local 4d
D7565 - No Name Provided	2104 N 6th St	Preservation	2	2	0	0	0	0	0	0	2	0	0	100%	Subsidized - Other
Cecil Newman Apts	701 Emerson Ave N 729 N Emerson Ave 713 Emerson Ave N 705 Emerson Ave N 709 Emerson Ave N 725 N Emerson Ave 717 Emerson Ave N 721 Emerson Ave N 703 Emerson Ave N	Preservation	64	64	0	8	28	28	0	0	12	52	0	100%	Project-Based Subsidy Tax Credit Subsidized - Other Tax Credit (LIHTC 4%) Tax Credit (LIHTC 9%)
Parkview Apts Aka Bethune Pk	1121 N 12th Ave 1221 N 12th Ave 1201 N 12th Ave	Preservation	223	223	0	143	80	0	0	0	222	1	0	100%	Project-Based Subsidy Subsidized - Other Tax Credit (LIHTC 4%)
Heritage Park - Heritage Park (phase ii)	941 11th Ave N 725 Aldrich Ave N 1047 Aldrich Ave N 946 Aldrich Ave N 1041 Aldrich Ave N 1000 Aldrich Ave N 930 Aldrich Ave N 901 Lyndale Pl 900 Aldrich Ave N 1001 N 11th Ave 945 N 11th Ave 947 Lyndale Pl 950 Aldrich Ave N 1032 Aldrich Ave N 1102 Van White Memorial Blvd 1028 Aldrich Ave N 1040 Aldrich Ave N 1055 N 7th St 941 Lyndale Ave N 947 N 11th Ave 1045 27th Ave SE 1101 N 7th St	New Construction	113	108	0	14	41	20	6	108	0	0	0	96%	Public housing Tax Credit Subsidized - Other Tax Credit (LIHTC 4%)
1823 Irving Ave N	1823 Irving Ave N	Preservation	2	2	0	0	0	0	0	0	0	2	0	100%	Local 4d
Emerson Townhomes	1000 Emerson Ave N 914 Emerson Ave N	New Construction	12	6	0	0	6	0	0	0	0	0	6	50%	Subsidized - Other

Fremont Flats	1822 Fremont Ave N 1814 Fremont Ave N	Preservation	10	10	0	0	10	0	0	10	0	0	0	100%	Subsidized - Other
Lyndale Manor	600 18th Ave N	Preservation	238	238	0	238	0	0	0	238	0	0	0	100%	Public Housing Subsidized - Other
1723 Dupont Ave N	1723 Dupont Ave	Preservation	2	2	0	0	0	0	0	0	0	2	0	100%	Local 4d
Urban Homeworks Inc/900 16th Ave No	900 N 16th Ave	Preservation	4	4	0	0	0	0	0	0	0	4	0	100%	Local 4d
1605 Girard Ave No	1605 Girard Ave N	Preservation	2	2	0	0	0	0	0	0	0	2	0	100%	Local 4d
Urban Homeworks Inc/1415 16th Ave No	1415 N 16th Ave	Preservation	2	2	0	0	0	0	0	0	0	2	0	100%	Local 4d
1508 Irving Avenue N	1508 N Irving Ave	Preservation	2	2	0	0	0	0	0	0	0	2	0	100%	Local 4d
1508 Penn Ave N	1508 N Penn Ave	Preservation	1	1	0	0	0	0	0	0	0	1	0	100%	Local 4d
1225 Penn Ave N	1225 Penn Ave N	Preservation	2	2	0	0	0	0	0	0	0	2	0	100%	Local 4d
1229 Oliver Ave No	1229 Oliver Ave N	Preservation	2	2	0	0	0	0	0	0	0	2	0	100%	Local 4d
Friendship Manor	1710 Plymouth Ave N	Preservation	84	84	0	83	1	0	0	84	0	0	0	100%	Public Housing
1337 Irving Avenue N	1337 Irving Ave N	Preservation	2	2	0	0	0	0	0	0	0	2	0	100%	Local 4d
Plymouth Stevens House	1500 Plymouth Ave N	Preservation	207	192	0	59	106	27	0	192	0	0	0	93%	Project-Based Subsidy Tax Credit (LIHTC 4%) Tax Credit (LIHTC 9%)
1227 Irving Avenue N	1227 Irving Ave N	Preservation	2	2	0	0	0	0	0	0	0	2	0	100%	Local 4d
1201 Humboldt Ave N	1201 N Humboldt Ave	Preservation	2	2	0	0	0	0	0	0	0	2	0	100%	Local 4d
1317 Emerson Ave No	1317 Emerson Ave N	Preservation	2	2	0	0	0	0	0	0	0	2	0	100%	Local 4d
Heritage Park - Heritage Park 1b	725 Aldrich Ave N 842 Gertrude Brown Pl 841 Gertrude Brown Pl 719 Aldrich Ave N 832 Gertrude Brown Pl 736 Aldrich Ave N 831 Gertrude Brown Pl 712 Olson Memorial Hwy 718 Aldrich Ave N 734 Aldrich Ave N 724 Olson Memorial Hwy 700 Olson Memorial Hwy 854 Olson Memorial Hwy 850 Gertrude Brown Pl 849 Gertrude Brown Pl 723 Aldrich Ave N 626 Bryant Ave N 840 Gertrude Brown Pl 740 Aldrich Ave N 751 Lyndale Ave N 742 Aldrich Ave N 746 Aldrich Ave N 839 Gertrude Brown Pl 736 Olson Memorial Hwy 725 Lyndale Ave N 645 Lyndale Ave N 713 Lyndale Ave N 749 Lyndale Pl 817 Lyndale Pl	New Construction	120	111	0	0	0	0	0	111	0	0	0	93%	Tax Credit Subsidized - Other Tax Credit (LIHTC 4%)
915 Queen Ave N	915 Queen Ave N	Preservation	1	1	0	0	0	0	0	0	0	1	0	100%	Local 4d
907 Oliver Ave N	907 Oliver Ave N	Preservation	2	2	0	0	0	0	0	0	0	2	0	100%	Local 4d
906 Oliver Ave N	906 Oliver Ave N	Preservation	2	1	0	0	0	0	0	0	0	1	0	50%	Local 4d
929 Morgan	929 N Morgan Ave	Preservation	4	4	0	0	0	0	0	0	0	4	0	100%	Local 4d
1008 Morgan Ave N	1008 Morgan Ave N	Preservation	2	2	0	0	0	0	0	0	0	2	0	100%	Local 4d
1031 Knox Ave No	1031 Knox Ave N	Preservation	4	4	0	0	0	0	0	0	0	4	0	100%	Local 4d
1027 James Ave N	1027 James Ave N	Preservation	1	1	0	0	0	0	0	0	0	1	0	100%	Local 4d
Lovell Square	1419 N 11th Ave 1012 Irving Ave N 1014 Irving Ave N 1042 Irving Ave N 1425 N 11th Ave 1205 N Humboldt Ave 1421 N 11th Ave 1115 N Humboldt Ave 1427 N 11th Ave	Preservation	18	14	0	1	0	12	1	0	14	0	0	78%	Subsidized - Other
Great River Landing	813 N 5th St	New Construction	72	72	72	0	0	0	0	54	18	0	0	100%	Subsidized - Other Tax Credit (LIHTC 9%)
The Redwell	1020 N 3rd St 1020 N 3rd St, St Paul 1000 N 3rd St	New Construction	109	109	26	68	15	0	0	22	87	0	0	100%	Tax Credit Tax Credit (LIHTC 4%)
Minneapolis Portfolio Preservation Project (mp3)	901 N 3rd St	Preservation	33	33	0	33	0	0	0	33	0	0	0	100%	Project-Based Subsidy
The Cameron	756 N 4th St 730 N 4th St	Preservation	44	44	23	17	4	0	0	0	17	27	0	100%	Tax Credit Subsidized - Other Tax Credit (LIHTC 4%)

Heritage Park - Heritage Park 1a	725 Aldrich Ave N 842 Gertrude Brown Pl 841 Gertrude Brown Pl 719 Aldrich Ave N 832 Gertrude Brown Pl 736 Aldrich Ave N 831 Gertrude Brown Pl 712 Olson Memorial Hwy 718 Aldrich Ave N 734 Aldrich Ave N 724 Olson Memorial Hwy 700 Olson Memorial Hwy 854 Olson Memorial Hwy 850 Gertrude Brown Pl 849 Gertrude Brown Pl 723 Aldrich Ave N 626 Bryant Ave N 840 Gertrude Brown Pl 740 Aldrich Ave N 751 Lyndale Ave N 742 Aldrich Ave N 746 Aldrich Ave N 839 Gertrude Brown Pl 736 Olson Memorial Hwy 725 Lyndale Ave N 836 Olson Memorial Hwy 645 Lyndale Ave N 749 Lyndale Pl 624 N Bryant Ave	New Construction	119	119	0	0	0	0	0	119	0	0	0	100%	Public housing Tax Credit Subsidized - Other Tax Credit (LIHTC 4%)
Scattered Sites - Sumner Field Townhome	907 N 8th Ave 3501 Bloomington Ave 710 N Bryant Ave 716 Van White Memorial Blvd	Preservation	20	20	0	0	0	0	0	20	0	0	0	100%	Public Housing
Heritage Park Iii	1000 Olson Memorial Hwy	New Construction	120	64	0	30	61	36	0	0	0	64	0	53%	Tax Credit (LIHTC 4%) Tax Credit (LIHTC 9%)
Northside Community	1230 N Morgan Ave 1220 N Morgan Ave 1123 Logan Ave N 914 Oliver Ave N 909 Oliver Ave N 913 Oliver Ave N 1119 Logan Ave N 920 Oliver Ave N 1027 N Morgan Ave 610 Logan Ave N	Preservation	62	62	6	20	33	3	0	0	62	0	0	100%	Tax Credit Subsidized - Other Tax Credit (LIHTC 4%) Tax Credit (LIHTC 9%)
726 Morgan Ave N	726 Morgan Ave N	Preservation	2	2	0	0	0	0	0	0	0	2	0	100%	Local 4d
612 Newton Ave N	612 Newton Ave N	Preservation	1	1	0	0	0	0	0	0	0	1	0	100%	Local 4d
North - 800 5th Ave N	800 5th Ave N	Preservation	66	66	0	66	0	0	0	66	0	0	0	100%	Public Housing
Heritage Park - Heritage Park (phase iii)	506 N Bryant Ave 501 Lyndale Pl 500 Van White Memorial Blvd 519 Lyndale Pl 700 N 5th Ave 810 N 5th Ave 900 N 5th Ave 514 N Bryant Ave 504 N Bryant Ave 1016 N 5th Ave 509 Lyndale Pl 502 Van White Memorial Blvd 829 Olson Memorial Hwy 851 Olson Memorial Hwy 1004 N 5th Ave 513 Lyndale Pl 804 N 5th Ave 823 Olson Memorial Hwy 701 Olson Memorial Hwy 908 N 5th Ave	New Construction	95	95	0	6	14	25	10	95	0	0	0	100%	Public Housing Tax Credit Subsidized - Other Tax Credit (LIHTC 9%)

Olson Towne Homes	400 N Humboldt Ave 401 Girard Terrace 411 Girard Terrace 418 N Humboldt Ave 436 N Humboldt Ave 445 Girard Terrace 446 N Humboldt Ave 459 Girard Terrace 500 N Humboldt Ave 518 N Humboldt Ave 536 N Humboldt Ave 550 N Humboldt Ave 461 Girard Terrace 1249 Olson Memorial Hwy 1263 Olson Memorial Hwy 1283 Olson Memorial Hwy 413 N Girard Ave 431 N Girard Ave 455 Girard Terrace 457 Girard Terrace 483 Girard Terrace 485 Girard Terrace 499 Girard Terrace 1201 Olson Memorial Hwy 501 Girard Terrace	New Construction	92	92	0	2	77	13	0	0	82	10	0	100%	Project-Based Subsidy Subsidized - Other Tax Credit (LIHTC 4%) Tax Credit (LIHTC 9%)
Park Plaza Apts Phase 1	525 N Humboldt Ave 505 N Humboldt Ave 1315 Olson Memorial Hwy 507 N Humboldt Ave 527 N Humboldt Ave	Preservation	250	250	0	30	32	26	4	50	76	124	0	100%	Project-Based Subsidy Tax Credit Subsidized - Other Tax Credit (LIHTC 9%)
Park Plaza Apartments (phase ii)	1315 Olson Memorial Hwy 527 N Humboldt Ave 525 N Humboldt Ave	Preservation	134	134	0	62	59	13	0	0	0	134	0	100%	Project-Based Subsidy Tax Credit (LIHTC 9%)
501 N Morgan Ave N #505	501 N Morgan Ave	Preservation	1	1	0	0	0	0	0	0	0	1	0	100%	Local 4d
2111 4th Ave N	2111 N 4th Ave	Preservation	1	1	0	0	0	0	0	0	0	1	0	100%	Local 4d
2300 Glenwood Ave N	2300 Glenwood Ave N	Preservation	4	3	0	0	0	0	0	0	0	3	0	75%	Local 4d
Ripley Gardens	311 Penn Ave N 310 Queen Avenue North 305 Penn Ave N 301 Penn Ave N 2215 Glenwood Ave 308 Queen Avenue North 312 Queen Avenue North 300 Queen Avenue North	New Construction	52	38	6	12	13	7	0	6	32	0	0	73%	Project-Based Subsidy Tax Credit Subsidized - Other Tax Credit (LIHTC 4%) Tax Credit (LIHTC 9%)
1907 Glenwood Ave No	1907 Glenwood Ave N	Preservation	12	12	0	0	0	0	0	0	0	12	0	100%	Local 4d
260/62 Irving Ave N	260 Irving Ave N	Preservation	4	4	0	0	0	0	0	0	0	4	0	100%	Local 4d
Harrison Housing - Deco 265 Apartments	265 N Girard Ave	Preservation	100	8	0	0	0	0	0	0	0	8	0	8%	Subsidized - Other
Northside Artspace Lofts	1515 2nd Ave N 229 N Irving Ave	New Construction	100	100	24	32	18	26	0	10	20	70	0	100%	Tax Credit Subsidized - Other Tax Credit (LIHTC 4%) Tax Credit (LIHTC 9%)
Currie Commons	187 N Humboldt Ave 1475 Currie Ave W	New Construction	187	187	0	110	38	28	0	45	61	81	0	100%	Subsidized - Other Tax Credit (LIHTC 4%)
110 Cedar Lake Rd N	110 Cedar Lake Rd N	Preservation	2	1	0	0	0	0	0	0	0	1	0	50%	Local 4d
1814 Chestnut Ave W	1814 Chestnut Ave W	Preservation	4	3	0	0	0	0	0	0	0	3	0	75%	Local 4d
Heritage Commons	350 Van White Memorial Blvd	Preservation	102	102	0	0	0	0	0	102	0	0	0	100%	Public Housing
Thomas Feeney Manor	314 Hennepin Ave 901 N 4th Ave	Preservation	48	48	0	48	0	0	0	48	0	0	0	100%	Public Housing
			Sum Total Units	Sum Affordable Units	Sum Affordable 0BR	Sum Affordable 1BR	Sum Affordable 2BR	Sum Affordable 3BR	Sum Affordable 4BR	Sum Units at 30% AMI	Sum Units at 50% AMI	Sum Units at 60% AMI	Sum Units at 80% AMI	Average Percent Affordable	
			4,022	3,708	180	1,577	755	394	27	1,710	1,042	928	28	95%	

The Northside Greenway: Building a Community-Engaged Outreach Campaign for a Proposed Greenway

Summary of Work Completed through the Active Living for All Initiative

In 2011, a group of North Minneapolis residents working with the nonprofit Twin Cities Greenways expressed interest in converting a section of low-traffic streets in their neighborhood into a greenway, a stretch of land that can be used for walking, biking, and other recreational purposes. Since then, the project has grown from an idea to a more fully developed proposal encompassing priorities around community and space and shaped by resident input.

In 2013, the greenway project, led by the City of Minneapolis Health Department (MHD), Public Works, and the Alliance for Metropolitan Stability (the Alliance), was one of nine proposals that received funding from the Center for Prevention at Blue Cross and Blue Shield of Minnesota (the Center) through the Active Living for All (ALfA) initiative. Funding supported a multi-year community outreach process to gather resident input and determine technical feasibility of the project. This process was designed as a response to historic actions by municipalities in communities of color, where residents' voices have not been included in planning efforts.

This summary describes work completed through the ALfA initiative during the past five years, including accomplishments, factors that contributed to the project's success, challenges, and plans for the future.

Key milestones

Because changes in transportation infrastructure can have a significant impact on the physical, economic, and social characteristics of a neighborhood, the organizations involved in leading the project sought input from residents through a multi-year engagement process. This project has also involved partnerships across city agencies and local organizations, and the development of a resident-led steering committee. Over time, leadership shifted to the committee to ensure the project was community-driven. In each phase, the organizations and residents considered whether there was support among community members to continue moving the work forward.

In 2012, the MHD recognized the potential of the greenway project to advance health equity by increasing opportunities for biking and walking in North Minneapolis. Between 2012 and 2013, MHD created a steering committee, held a series of community meetings and open houses, attended events, and surveyed Minneapolis residents to gather input. A survey of residents showed people preferred a full greenway over two other design options (a half-greenway/half-street design or a bicycle boulevard) and helped define the route (see Figures 1 and 2). However, the survey did not collect demographic information beyond residence, and project partners felt more information was needed to ensure they were hearing from a representative sample of North Minneapolis residents.



Bike boulevard

2. The proposed route for the Northside greenway



The project receives funding through the ALfA initiative. In 2013, MHD and Public Works received funding from the Center to explore the technical feasibility of the project and to conduct a more extensive engagement campaign that would address some of the limitations of earlier efforts. The city departments also invited the Alliance, a nonprofit coalition whose mission is to advance racial, economic, and environmental justice in growth and development patterns in the Twin Cities, to support the outreach campaign. In October 2014, these three partners convened a Greenway Outreach Steering Committee, comprised of residents and representatives of local organizations, to support and guide the outreach efforts. In this summary, these four entities are collectively referred to as the “key partners.”

2014 outreach efforts. In 2014, the key partners contracted with 13 community-based organizations to administer a survey and build awareness about the greenway concept. A committee of Northside residents, steering committee members, and additional organizational partners selected these organizations. The survey results showed a majority (70%) of North Minneapolis residents who completed the survey supported the greenway concept.¹ That same year, Public Works convened a Technical Advisory Committee and hired a consultant to complete a feasibility study of the proposed greenway to better understand potential use, traffic and parking impacts, and construction costs.



Gathering resident input on the proposed Northside greenway

The Northside Greenway Council is formed. In late 2014, the steering committee ended and a more autonomous Northside Greenway Council (NGC) was established. The NGC created by laws and elected chairs with the goal of ultimately shifting leadership for the project from MHD and the Alliance to the council.

¹ A full report of findings from the survey can be found at [City of Minneapolis report \(http://www.minneapolismn.gov/www/groups/public/@health/documents/webcontent/wcms1p-144926.pdf\)](http://www.minneapolismn.gov/www/groups/public/@health/documents/webcontent/wcms1p-144926.pdf)

2015 outreach efforts. The key partners expanded and deepened their 2015 outreach efforts in multiple ways. They prioritized outreach with residents who had not been reached by earlier efforts, gathered qualitative information to better understand residents' questions, concerns, and desires for the greenway, and began outreach efforts to explore resident interest in extending the greenway south of Plymouth Avenue. The key partners sub-contracted with 17 local organizations, eight of whom had participated in the outreach process in 2014, to gather feedback from community residents. They also piloted a "community connectors" program that trained and supported six community residents to do targeted outreach with populations who had been less represented in previous outreach efforts (i.e., African American and Asian residents, people with disabilities, renters, and transit riders). Through these efforts, the key partners were able to hear more about residents' concerns for the project, especially around public safety, cost, and gentrification.



A sod block party developed by one of the subcontracted organizations as part of the 2015 outreach efforts

The temporary greenway is launched. By the end of 2015, the key partners felt that evidence in support of the proposed greenway provided a rationale to test the concept with a one-year demonstration project. In 2016, a temporary greenway² was installed along five blocks, with one block as a full greenway, three blocks as a bicycle boulevard with community spaces, and one block as a half-and-half greenway. Planters, benches, paint, signs, and barricades were also added. However, after vocal dissent from some residents, the design was scaled back on three of the blocks. Throughout the demonstration project, Public Works gathered data on snow removal, impacts on traffic in surrounding areas, and other factors. Toward the end of the demonstration project, the key partners worked with Wilder Research to survey residents living on the greenway and within one block of it. Findings showed the majority of survey respondents (73%) want some form of greenway on their street, and that more than half of residents living along the temporary greenway (57%) were interested in seeing a full greenway permanently installed.³ In 2016, the key partners worked with a student group from the University of Minnesota to complete a study of potential impacts on gentrification.

² The temporary greenway was funded through several sources, including the Center, the Minnesota Department of Health through funds from the Centers for Disease Control and Prevention, and the City of Minneapolis.

³ A full report of findings can be found at [City of Minneapolis report](http://www.minneapolismn.gov/www/groups/public/@health/documents/webcontent/wcmssp-212550.pdf) (<http://www.minneapolismn.gov/www/groups/public/@health/documents/webcontent/wcmssp-212550.pdf>)



The temporary greenway

Northside Greenway Now! is established. In 2017, Northside Greenway Now! was formalized as an initiative under Pillsbury United Communities. The organization was developed from the Northside Greenway Council, with more latitude to engage in advocacy efforts, shifting away from more neutral information gathering. A former Northside Greenway Council member was hired as the organization's lead, and the organization has continued to engage in advocacy and outreach for the project.

Factors that contributed to success

Working with local partners and using multiple outreach strategies was critical for hearing from the diverse population of North Minneapolis residents. The key partners reflected that working with local organizations and the community connectors helped build trust and interest in the project and helped reach the diverse cultural communities living in North Minneapolis. Organizations based in North Minneapolis seemed to be more effective than the culturally specific organizations that worked with North Minneapolis residents but that were based outside of the area. Likewise, community connectors were effective at reaching residents not engaged through earlier efforts.

The sub-contracted organizations and community connectors used traditional approaches, like surveying, as well as informal and creative methods to reach residents. The project team found that white residents predominately completed online surveys, while surveys completed through other methods (i.e., community events, door-knocking campaigns, informal one-on-one outreach, zines, and podcasts) increased response rates among culturally diverse residents, resulting in a sample that was more reflective of North Minneapolis.

I think with any outreach and engagement, it is really understanding your target audience. [...] Basically you are putting that community member at the center and approaching the outreach [or] engagement with that community member in mind, rather than a typical top down approach, where things may be created from the city level and then kind of trickles down to the community.

– Community connector

Collecting demographic information, including home address, helped make sure residents most impacted by the project were being heard. Throughout the project, the key partners remained committed to reaching as many people as possible and making sure they were hearing from those who might be most impacted. In 2014 and 2015, they did so by collecting information about race and ethnicity, language spoken at home, residence in relation to the proposed route, and homeownership status (to ensure they were hearing from both renters and homeowners). These data were compared to demographics for North Minneapolis to get a better picture of who to target for further outreach efforts. Likewise, surveying efforts at the end of the demonstration project were targeted toward those living on the five-block temporary greenway or one block away. The key partners were able to calculate response rates for each block to get a better understanding of who they had reached and how people living on different sections of the temporary greenway felt about the project. This information provided evidence that the majority of those living on block with the full greenway supported making a full greenway permanent.

Having data about resident support for the greenway also provided a broader picture of the levels of community support for the project. Opposition was sometimes quite vocal, and having a representative sample of survey data helped the key partners better understand the levels of support for the project, as well as where residents had concerns.

The key partners began with a multi-year community input process to make sure the project was community-driven. From the beginning, the key partners emphasized that the city would not move forward with the project without a strong mandate from the community. Efforts managed by MHD (in partnership with the Alliance and the steering committee, and later the NGC) focused on facilitating resident input rather than advocating for the greenway. Establishing a neutral position proved to be more challenging than the city anticipated; some in the community still felt that institutions with more power were forcing the project on them. However, the key partners tried to maintain neutrality until several rounds of surveying showed overall support for the project, which led to the creation of Northside Greenway Now! and a clear advocacy focus.

Being responsive to those opposed to the project and giving people time to get used to the project helped build trust among community members. Actively listening and responding to concerns about the project helped the project partners demonstrate they were valuing all resident input.

Folks cared about what was going on in the community... Some people just had a different idea of what it should be. That is fair game in engagement. – Community connector

When some residents voiced strong opposition about some of the features of the demonstration project, the key partners adjusted the design on three of the blocks. Likewise, after the demonstration project, and while leadership for the project was transitioning to Northside Greenway Now!, there was a pause in activity as the new organizational structure was set up. A representative from Northside Greenway Now! noted that this pause helped ease some of the tensions that had built up during the demonstration project.

That cool-off period is also something I learned about engagement. Sometimes you have to throw everything out there and have people process it. I notice some of the people who were negative now are like, 'I want this option if we have one of them.' I would like more projects to have a cooling down period. — Northside Greenway Now! representative

The key partners remained committed to centering equity in all phases of the project. From the beginning, the greenway project was grounded in principles of equity and a belief that all people should have access to green space for walking, biking, and other physical activity. The key partners were committed to building in equitable processes, from sub-contracting with local organizations and community connectors to do outreach, to using multiple outreach and engagement strategies to ensure they were hearing from those most likely to be impacted. The steering committee guided the work, and over time, leadership for the project transitioned to the community-led NGC. Throughout the project, the organizations considered ways that the project could exacerbate or reduce economic inequities, gentrification, displacement, and health disparities. The key partners actively explored strategies to ensure that any economic benefits stayed in the community, such as through jobs and entrepreneurship opportunities or signing community benefit agreements with any contractors.

MHD's partnership with a community development organization helped increase its capacity for effective community outreach. The city began working with the Alliance in 2013 based on the Alliance's past experience leading community engagement efforts along the Green Line LRT through the Corridors of Opportunity project. The model used in the Corridors of Opportunity work, especially sub-contracting with local organizations to do outreach, informed many of the early outreach strategies for the greenway project. This partnership also led to the creation of the steering committee. A representative from MHD noted that this project increased their ability to do effective outreach, and increased commitment among city agencies for doing community engagement on future projects.

Challenges and lessons learned

Project stakeholders sometimes struggled to walk the line between outreach and advocacy. Before the project formally moved into advocacy in 2017, the key partners struggled with public perception that community input was not guiding the project, rather than city agencies and local advocates. NGC struggled with the perception that they were an advocacy group. Although the key partners tried to be clear in their messaging that no final decisions have been made, they acknowledged community members might experience the project differently. They suggested the disconnect stemmed from multiple factors, including the fact that in the past, decisions about their community have been led by outside agencies and advocates without resident input, the need for clearer communication about the project, and some blurring of the lines between building awareness for the project and advocacy by NGC members and other project representatives.

The key partners faced challenges engaging with residents who oppose the greenway. All outreach activities were intended to gather feedback from residents, including those who had concerns about the greenway concept. NGC also invited public participation in its monthly meetings to hear feedback from residents. The key partners noted that they invited residents who were interested in a constructive dialogue about their concerns, but struggled with how to respond to residents who were critical of the project and its engagement process. The partners found it particularly challenging to determine how to respond to comments posted on Facebook in ways that were both transparent and constructive.

Key partners had mixed opinions about whether enough engagement had been done to move forward with the project. Throughout the project, the key partners discussed whether enough residents had been heard, and if there was enough evidence of community support to move forward with the project. NGC revisited this question regularly. Some members felt the project was moving too slowly, especially given the longer timelines needed to secure funding and implement capital projects. Other members felt additional outreach was needed to ensure the project represented the interests of the community.

To me, personally, I feel torn between this obligation to reach people who haven't been reached, but an obligation to people who have and gave their opinion, almost two years ago now and said 'this is what I want.' We have to honor who we talk to. We are also honoring the fact that there are still people out there that need to be reached.

– MHD representative

Moving forward

Northside Greenway Now! is currently developing a steering committee and seeking funding sources to support the organization's administration. As the organization becomes more established, it will continue its outreach efforts to increase awareness and support for the project. The organization is also building relationships with local leaders, including city council members, park board members, neighborhood associations, and the city's Community Planning & Economic Development department (tasked with developing city master plans). In 2019, Northside Greenway Now! is also planning to ask the Capital Long-Range Improvement committee to recommend the project for inclusion in the city's budget as part of the 2020-2024 Capital Improvement Program.

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For more information

For more information about this report, contact
Amanda Hane at Wilder Research, 651-280-2661.

Author: Amanda Hane

January 2019

December 4, 2023

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

Re: 2024 Regional Solicitation Applications

Dear Ms. Koutsoukos,

The City of Minneapolis Department of Public Works is submitting a series of applications for the 2024 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 November 16, 2023. The City is submitting applications for 12 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 S from Park Avenue to 13th Avenue S	Roadway Reconstruction/ Modernization
University Avenue NE from Central Avenue to 9 th Avenue	Roadway Reconstruction/ Modernization
Cedar Lake Road Bridge over the BNSF railroad	Bridge Rehabilitation/Replacement
Northside Greenway Phase 2 (Humboldt/Irving Avenue N from 26th Avenue N to 4 th Ave N/Van White Blvd)	Multiuse Trails and Bicycle Facilities
34 th St W/E neighborhood greenway from Hennepin Avenue to Hiawatha Avenue	Multiuse Trails and Bicycle Facilities
University Avenue/4 th Street SE bikeway and safety improvements between Central Avenue and I-35W	Multiuse Trails and Bicycle Facilities
Nicollet Avenue from 14th Street to 46th Street pedestrian improvements	Pedestrian Facilities
26th Street E, 27 th Street E, and 28th Street E pedestrian improvements	Pedestrian Facilities
Marcy-Holmes/ Dinkytown area pedestrian improvements	Pedestrian Facilities
Hayes Street NE neighborhood greenway	Safe Routes to School
Pleasant Avenue S neighborhood greenway	Safe Routes to School
Ramp A Mobility Hub	Unique Projects

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

Sincerely,

A handwritten signature in cursive script that reads "Margaret Anderson Kelliher". The ink is dark and the signature is fluid, with a large loop at the end of the last name.

Margaret Anderson Kelliher
Director of Public Works



Council Action No. 2023A-0801

City of Minneapolis

File No. 2023-01077

Committee: PWI

Public Hearing: None

Passage: Nov 16, 2023

Publication: NOV 25 2023

RECORD OF COUNCIL VOTE				
COUNCIL MEMBER	AYE	NAY	ABSTAIN	ABSENT
Payne	X			
Wonsley	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 FREY

NOV 20 2023

DATE

Certified an official action of the City Council

ATTEST

CITY CLERK

NOV 16 2023

Presented to Mayor: _____

NOV 20 2023

Received from Mayor: _____

The Minneapolis City Council hereby:

1. Authorizes the submittal of a series of applications through Metropolitan Council's 2024 Regional Solicitation Program for federal transportation funds.
2. Authorizes the commitment of local funds to provide the required local match for the federal funding.

Grant applications for 2024 Metropolitan Council Regional Solicitation for federal transportation funds (RCA-2023-01091)

Home > Legislative File 2023-01077 > RCA

ORIGINATING DEPARTMENT

Public Works

To Committee(s)

#	Committee Name	Meeting Date
1	Public Works & Infrastructure Committee	Nov 9, 2023

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

Action Item(s)

#	File Type	Subcategory	Item Description
1	Action	Grant	Authorizing the submittal of a series of applications through Metropolitan Council's 2024 Regional Solicitation Program for federal transportation funds.
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 2024 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 required 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 2028 and 2029. Grant awards for these projects are expected to be announced in summer 2024.

This action does not include the package of projects being pursued by Metro Transit, Hennepin County, and MnDOT. Due to the increase in federal surface transportation funding available via the passage of the Infrastructure Investment and Jobs Act (IIJA) in 2021, as well as the availability of new Regional Sales Tax funds for counties and Metro Transit, partner agencies are aggressively pursuing larger packages of projects that is putting additional pressure on local agencies to financially participate on these projects via cost participation policies. Public Works is closely evaluating the proposed city applications and those of partner agencies to

understand the broader impact on and the overall capacity of the City's capital improvement program. Public Works is recommending the submittal of up to 12 applications, the final submittal will be influenced by the evaluation of the overall impact and capacity of the City's capital improvement program.

Public Works identifies projects that meet the eligibility requirements for federal funding and will be competitive, 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, Vision Zero, and Racial Equity Framework for Transportation).

The 2024 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 12 applications, which are summarized below. Public Works is not planning to submit in categories that don't align with our goals (Strategic Capacity), where we do not have timely priority projects that fit the category criteria well (Spot Mobility and Safety and Traffic Management Technologies) 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 S from Park Avenue to 13th Avenue S	Roadway Reconstruction/ Modernization	\$7,000,000	\$1,750,000
University Avenue NE part of section between Central Ave and 27th Ave NE	Roadway Reconstruction/ Modernization	\$7,000,000	\$1,750,000 (match provided by MnDOT)
Cedar Lake Road bridge over the BNSF railroad	Bridge Rehabilitation/Replacement	\$7,000,000	\$1,750,000
Northside Greenway Phase 2 (Irving Avenue N/Humboldt Avenue N from 26th Avenue N to 4th Avenue N/Van White Blvd)	Multiuse Trails and Bicycle Facilities	\$5,500,000	\$1,375,000
34th Street W/E neighborhood greenway from Hennepin Avenue to Hiawatha Avenue and 35th Street E neighborhood greenway from Hiawatha Avenue to West River Pkwy	Multiuse Trails and Bicycle Facilities	\$5,500,000	\$1,375,000
University Avenue/4th Street SE bikeway and safety improvements between Central Ave and I-35W	Multiuse Trails and Bicycle Facilities	\$5,500,000	\$1,375,000 (match provided by MnDOT)
Nicollet Avenue from 14th Street to 46th Street pedestrian improvements	Pedestrian Facilities	\$2,000,000	\$500,000
26th Street and 28th Street E from Nicollet Avenue to Hiawatha Avenue pedestrian improvements	Pedestrian Facilities	\$2,000,000	\$500,000
Marcy-Holmes/ Dinkytown area pedestrian improvements	Pedestrian Facilities	\$2,000,000	\$500,000
Hayes Street NE neighborhood greenway from 22nd Avenue to 33rd Avenue - Safe Routes to School	Safe Routes to School	\$1,000,000	\$250,000
Pleasant Avenue S neighborhood greenway from 50th St to 34th St – Safe Routes to School	Safe Routes to School	\$1,000,000	\$250,000
Ramp A/Glenwood Ave improvements	Unique Projects	\$2,500,000	\$625,000 (match provided by MnDOT)
Totals		\$48,000,000	\$12,000,000

Details of the proposed applications are described below.

7th Street S from Park Avenue to 13th Avenue S

The proposed project is a complete reconstruction of 7th Street North from Park Avenue to 13th Avenue South, approximately 0.4 miles. 7th Street South 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, and a Transit Priority Project. This segment is not yet programmed in the City's Capital Improvement Program (CIP). The proposed project will reconstruct the pavement surface, curb and gutter, signage, storm drains, driveway approaches, traffic signals, striping, lighting, street trees, sidewalks, and pedestrian curb ramps. The project will also provide an opportunity for safety enhancements along the street, improvements to the pedestrian realm, and infrastructure to support transit.

Program Category: Roadway Reconstruction/Modernization

University Avenue NE portion of section between Central Ave and 27th Ave NE

This proposed project is a complete reconstruction of a portion of University Avenue NE between Central Ave and 27th Ave NE. University Avenue NE is a Minnesota Department of Transportation (MnDOT) roadway--Highway 47. MnDOT and Public Works are finalizing details on this project, including what section of University Ave NE will be included. University Ave NE has been identified as a reconstruction candidate due to aging and deteriorating infrastructure and safety challenges (it is a High Injury Street). The proposed project will reconstruct the pavement surface, curb and gutter, signage, storm drains, driveway approaches, traffic signals, striping, lighting, street trees, sidewalks, and pedestrian curb ramps, while adding safety and pedestrian realm improvements. MnDOT will provide the required local match for this project and the City may be required to cost participate per MnDOT policy.

Program Category: Roadway Reconstruction/Modernization

Cedar Lake Road bridge over the BNSF railroad

This project is a replacement of the Cedar Lake Road bridge over the BNSF railroad in the Bryn Mawr neighborhood. The current bridge was built in 1941 and is in need of replacement. It is also an opportunity to improve pedestrian and bicycle access across the bridge. This project is programmed in the City's CIP for 2027.

Program Category: Bridge Rehabilitation/Replacement

Northside Greenway Phase 2

The proposed project will create a Neighborhood Greenway along Irving/Humboldt Avenue N for approximately 2 miles in North Minneapolis, extending from 26th Avenue N to 4th Avenue N and Van White Memorial Blvd. This segment is currently a low traffic 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 will extend phase 1, which will be constructed in 2026 north of 26th Avenue N.

Program Category: Multiuse Trails and Bicycle Facilities

34th Street W/E & 35th St E neighborhood greenway from Hennepin Avenue to West River Pkwy

The proposed project will create a Neighborhood Greenway along 34th Street from Hennepin Avenue to Hiawatha Avenue and 35th Street E from Hiawatha Avenue to West River Pkwy. These segments are generally low traffic residential streets. The route connects numerous schools and parks across South Minneapolis and will address a major gap in the east-west bikeway network. The corridor may 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. This project will build on the Green Central Safe Routes to School project, which will be installed in 2024, and a bikeway connection over Interstate 35W planned in coordination with the 2027 reconstruction of 35th Street East.

Program Category: Multiuse Trails and Bicycle Facilities

University Avenue/4th Street SE bikeway and safety improvements between Central Ave and I-35W

The proposed project will include a curb protected bike lane, pedestrian safety and access improvements, and potentially some signal upgrades on University Avenue SE and 4th Street SE from Central Avenue to Interstate 35W. University Ave and 4th St SE in this section are MnDOT roadways. MnDOT and Public Works are collaborating on this project; MnDOT will provide the required local match and the City may be required to cost participate per MnDOT policy.

Program Category: Multiuse Trails and Bicycle Facilities

Nicollet Avenue pedestrian safety improvements

The proposed project would include the implementation of pedestrian focused safety and access improvements at select intersections along Nicollet Avenue between 14th Street and 46th Street. Nicollet Avenue is a High Injury Street and the improvements will build on other planned safety treatments in the area. Intersection improvements may include ADA-compliant pedestrian curb ramps, bump outs, medians, signage, traffic control devices, and pavement markings at select locations. Complimentary bikeway improvements may be considered as well. This street was also included as part of the City's 2023 Safe Streets for All federal grant application. If that application is successful, Public Works does not anticipate advancing this application in the Regional Solicitation.

Program Category: Pedestrian Facilities

26th Street and 28th Street E pedestrian improvements

The proposed project would improve pedestrian safety and access at select intersections along 26th Street and 28th Street from Nicollet Avenue to Hiawatha Avenue. Both streets are High Injury Streets and have many pedestrian curb ramps that are not fully ADA compliant. Intersection improvements may include ADA-compliant pedestrian curb ramps, bump outs, medians, signage, traffic control devices, and pavement markings at select locations. Complimentary bikeway improvements may be considered as well. These streets were included as part of the City's 2023 Safe Streets for All federal grant application. If that application is successful, Public Works will still advance the Regional Solicitation application with the intent of further augmenting that work.

Program Category: Pedestrian Facilities

Marcy-Holmes/Dinkytown area pedestrian improvements

The proposed project would improve pedestrian safety and access at select intersections in the Marcy-Holmes neighborhood near Dinkytown. Intersection improvements may include ADA-compliant pedestrian curb ramps, bump outs, medians, traffic circles, signage, traffic control devices, and pavement markings at select locations. This project will be coordinated with street resurfacing currently planned for 2027.

Program Category: Pedestrian Facilities

Hayes Street NE - Safe Routes to School

The proposed project will create a Neighborhood Greenway along Hayes Street Northeast from 33rd Ave NE to 22nd Ave NE. The project will connect to Pillsbury Elementary School, Waite Park Elementary School, and Northeast Middle School. Improvements may include ADA-compliant pedestrian 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

Pleasant Ave S - Safe Routes to School

The proposed project will create a Neighborhood Greenway along Pleasant Ave S from 34th Street to 50th Street. The project will connect to Lyndale Elementary School, Washburn High School, and Justice Page Middle School. Improvements may include ADA-compliant pedestrian 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

Ramp A/Glenwood Ave improvements

Ramp A is a State-owned parking ramp that goes over Glenwood Avenue between 10th St and 7th Street. Ramp construction was completed over 30 years ago and the State and City have a long-term contractual relationship for the City to manage, operate, and maintain the ramp. The proposed project is a renovation of the interior and exterior areas at the ground level of Ramp A at Glenwood Ave. It will improve interior environments by removing storage area walls, painting ramp undersides, improving pedestrian lighting, providing wayfinding to nearby destinations through ceiling and pavement gestures, designating carshare and motorcycle areas, adding bike lockers and secure storage, improving bike lanes, and adding wall art. Exterior improvements will be made to enhance pedestrian access, add landmark stair features for a sense of destination, and support 9th St. Plaza activation. The Minnesota Department of Transportation (MnDOT) will provide the required local match for this project.

Program Category: Unique Projects

The proposed projects were presented to the Pedestrian Advisory Committee on October 23, 2023, and to the Bicycle Advisory Committee on November 8, 2023.

Attachment: 2024 Regional Solicitation Project Map

FISCAL NOTE

- Grant applications for 2024 Metropolitan Council Regional Solicitation for federal transportation funds - Fiscal Note

Attachments

2024 Regional Solicitation Project Applications Map

HENNEPIN COUNTY

MINNESOTA

December 5, 2023

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

Re: Support for 2024 Regional Solicitation Application
Northside Greenway Phase 2 Project

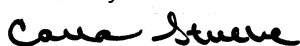
Dear Ms. Koutsoukos,

Hennepin County has been notified that the City of Minneapolis is submitting a funding application as part of the 2024 Regional Solicitation through the Metropolitan Council. The proposed project is the Northside Greenway Phase 2 Project that will extend along Irving Avenue and Humboldt Avenue for approximately two miles and connect to several schools and parks between Van White Boulevard and 26th Avenue. Specific improvements are anticipated to include bicycle boulevards, multi-use trails, and intersection improvements, including ADA upgrades.

As proposed, this project is anticipated to impact CSAH 66 (Golden Valley Road) and CSAH 81 (West Broadway Avenue), which are currently under Hennepin County jurisdiction. At the time of application submittal, county staff would like to notify city staff that the preferred alignment for the Blue Line Extension is anticipated to extend along CSAH 81 (West Broadway Avenue)/21st Avenue, suggesting that coordination with applicable stakeholders is needed for the Northside Greenway Phase 2 Project.

Hennepin County supports this funding application and agrees to operate and maintain the impacted county roadway facilities for the useful life of improvements. At this time, Hennepin County has no funding programmed for this project in its 2023-2027 Transportation Capital Improvement Program (CIP). Therefore, county staff is currently unable to commit county cost participation in this project. Additionally, we kindly request that the city includes county staff in the project development process for the Northside Greenway Phase 2 to ensure success. We look forward to working together to improve the accessibility, safety, and mobility of people walking and biking in Minneapolis.

Sincerely,



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

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

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





Minneapolis
Park & Recreation Board

Administrative Offices
2117 West River Road North
Minneapolis, MN 55411-2227

Northside Operations Center
4022 1/2 North Washington Avenue
Minneapolis, MN 55412-1742

Southside Operations Center
3800 Bryant Avenue South
Minneapolis, MN 55409-1000

Phone
612-230-6400

Fax
612-230-6500

www.minneapolisparks.org

12/07/2023

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

Re: Northside Greenway

Dear Ms. Koutsoukos:

The Minneapolis Park and Recreation Board (MPRB) strongly supports the city's efforts to construct phase 2 of the Northside Greenway, which would run mostly on Irving Avenue North from 26th Avenue southward. This greenway would connect neighborhoods to multiple parks, including Glen Gale, North Commons, Lovell Square, and Harrison. Furthermore, with pending development of the Blue Line Extension light rail and redevelopment of the lower Bassett Creek Valley, this corridor will link transit, jobs, and new homes to these parks.

The MPRB-adopted North Service Area Master Plan, which guides improvements in this part of town, specifically calls to "Support the implementation of the North Side Greenway..." (Guiding Principle 10c). This critical corridor is shown on that plan's "connections and gaps" map. (This page is attached for your reference.)

In conclusion, MPRB believes the North Side Greenway is a strong candidate for regional solicitation funding. If the project is successful, the City can be confident that MPRB will be an active partner in integrating park and city infrastructure and programs.

President
Meg Forney

Vice President
Cathy Abene, P.E.

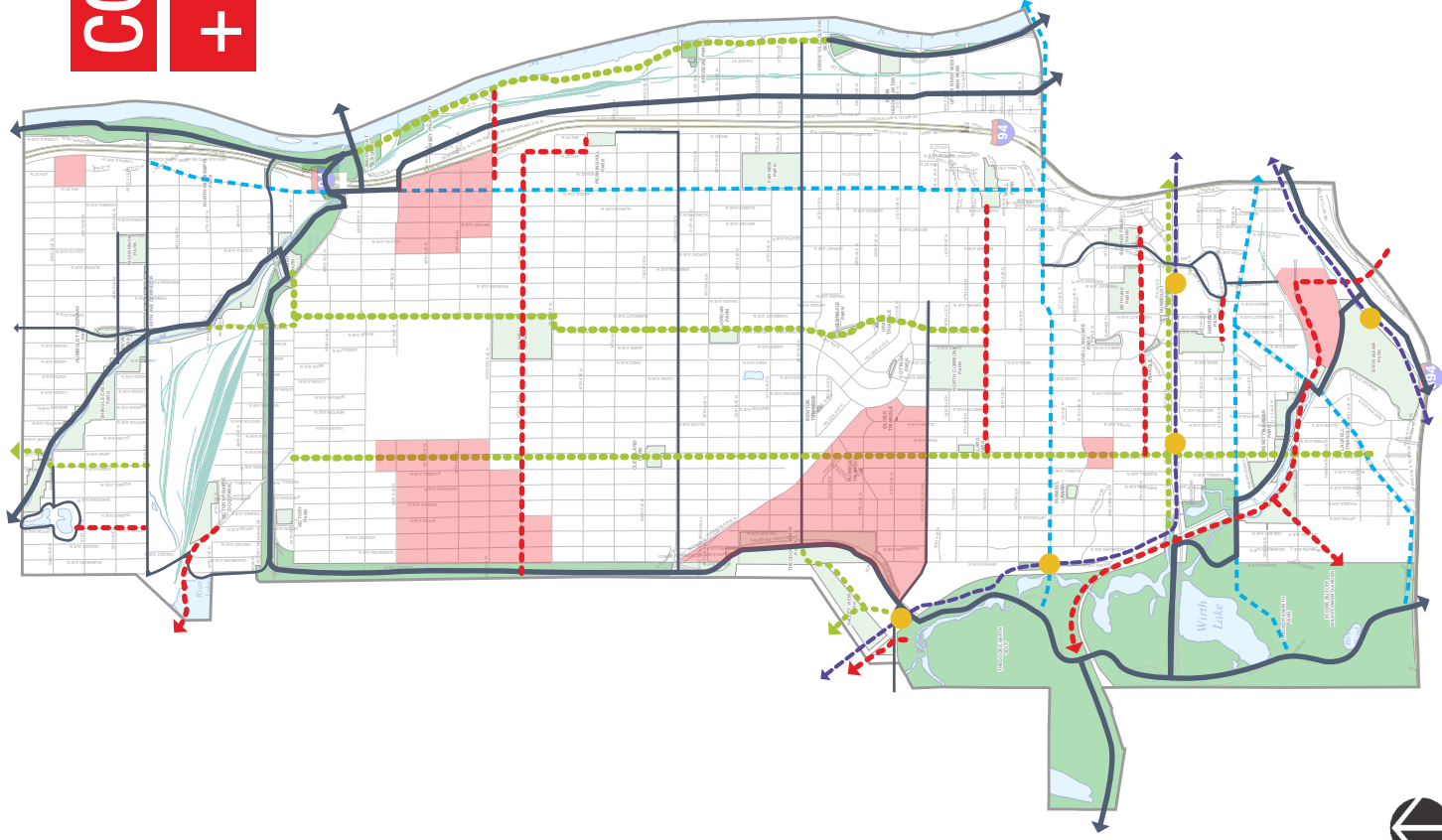
Commissioners
Becky Alper
Billy Menz
Steffanie Musich
Tom Olsen
Charles Rucker
Elizabeth Shaffer
Becka Thompson

Superintendent
Al Bangoura

Secretary to the Board
Jennfier B. Ringold

Sincerely,

Michael Schroeder
Assistant Superintendent for Planning Services
Minneapolis Park and Recreation Board



CONNECTIONS

+ GAPS

8. Create more opportunities for **arts, music, and performance** that reflect the north side community—both programmed and spontaneous.
 - a. Include performances spaces in parks throughout the north side.
 - b. Incorporate visual art (sculpture, painting, mosaic, etc.) wherever possible.
9. Seek **additional parkland** or private land available for public use in key locations [reference map].
 - a. The northwestern area of the service area, west of the cemetery, where no active recreation parks currently exist.
 - b. The triangle bounded by Broadway Avenue, Golden Valley Road, and Wirth Parkway, which lacks any play areas.
 - c. The area north of Dowling Avenue just west of I-94, which will be served by the development of parks at the Upper Harbor Terminal and a high quality connection along Dowling.
 - d. The park connection area north of Anwatin School, to create a connection between Wirth Park and the Bassett's Creek Valley.
 - e. The Bassett's Creek Valley corridor east of Cedar Lake Road, as the city-owned land in the area redevelops.
 - f. The Lincoln School site, owned by Minneapolis Public Schools, which could provide programming opportunities but not likely ownership or management by MPRB.



December 4, 2023

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

Re: Letter confirming snow and ice removal for year-round bicycle and pedestrian use for Minneapolis multiuse trails and bicycle facilities applications

Dear Ms. Koutsoukos,

The City of Minneapolis is committed to providing year-round maintenance services to provide access for all users for the multiuse trails and bicycle facilities applications below. This is consistent with the level of service for bikeways across the city.

- Northside Greenway phase 2
- 34th St W/E neighborhood greenway
- University Ave/4th St SE bikeway

Sincerely,



Jeni Hager
Director, Transportation Planning and Programming
Minneapolis Public Works