



Application

19841 - 2024 Pedestrian Facilities (Sidewalks, Streetscaping, and ADA)
20402 - 26th St, 27th St, and 28th St pedestrian improvements
Regional Solicitation - Bicycle and Pedestrian Facilities

Status: Submitted
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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
612-673-3884
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Fax:
PeopleSoft Vendor Number 0000020971A2

Project Information

Project Name 26th St, 27th St, and 28th St pedestrian improvements
Primary County where the Project is Located Hennepin
Cities or Townships where the Project is Located: Minneapolis
Jurisdictional Agency (If Different than the Applicant):

Brief Project Description (Include location, road name/functional class, type of improvement, etc.) The proposed project would improve pedestrian safety and ADA access at 27 intersections along 26th Street East, 27th Street East, and 28th Street East in the Phillips neighborhood of Minneapolis. This is a dense neighborhood with a lot of pedestrian activity.

The identified intersections have particular pedestrian safety and access opportunities and needs. All have pedestrian ramps that are not ADA-compliant. These intersections do not have curb extensions, medians, or pedestrian safety islands. 26th Street and 28th Street are identified as High Injury Streets in Minneapolis and are on the City's Pedestrian Priority Network. 27th Street is a local street that connects directly to Anderson Middle School and has significant traffic calming needs. These intersections had 292 total crashes from 2013-2022, including 1 fatal pedestrian crash, 7 serious injury crashes, 12 total pedestrian crashes, and 18 bicycle crashes.

The proposed project includes upgrading all non-ADA compliant curb ramps and installing pedestrian safety treatments--such as curb extensions or median islands--at key locations. It also includes traffic calming measures on 27th Street such as traffic circles or speed humps.

(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. Pedestrian improvements on 26th St E, 27th St E, and 28th St E in Minneapolis

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) 3.2

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 \$1,620,000.00

Match Amount \$405,000.00

Minimum of 20% of project total

Project Total \$2,025,000.00

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

Match Percentage 20.0%

Minimum of 20%

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

Source of Match Funds City of Minneapolis

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

Preferred Program Year

Select one: 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: 26th St E, 27th St E, and 28th St E

(example; CEDAR LAKE TRAIL)

IF TRAIL/PED FACILITY IS ADJACENT TO ROADWAY:

Road System MSAS and City Street

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

Road/Route No.

(Example: 53 for CSAH 53)

Name of Road

(Example: 1st ST., Main Ave.)

26th St E, 27th St E, and 28th St E

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

From:

Road System

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

City Street

Road/Route No.

(Example: 53 for CSAH 53)

Name of Road

(Example: 1st ST., Main Ave.)

2nd Ave S

To:

Road System

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

City Street

Road/Route No.

(Example: 53 for CSAH 53)

Name of Road

(Example: 1st ST., Main Ave.)

Longfellow Ave

In the City/Cities of:

(List all cities within project limits)

Minneapolis

IF TRAIL/PED FACILITY IS NOT ADJACENT TO ROADWAY:

Termini listed must be within 0.3 miles of any work

From:

To:

Or

At:

In the City/Cities of:

(List all cities within project limits)

Primary Types of Work (Check all that apply)

Multi-Use Trail

Reconstruct Trail

Resurface Trail

Bituminous Pavement

Concrete Walk

Yes

Pedestrian Bridge

Signal Revision

Yes

Landscaping

Other (do not include incidental items)

ADA ramps, curb extensions, median islands, and other pedestrian/bicycle intersection safety treatments

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

55407

Approximate Begin Construction Date (MOYR)

06/01/2028

Approximate End Construction Date (MOYR)

10/01/2028

Miles of Pedestrian Facility/Trail (nearest 0.1 miles):

0

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

0

Is this a new trail?

No

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. Transportation Action Plan (go.minneapolismn.gov - page 47, 74)

(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.

Multiuse Trails and Bicycle Facilities projects only:

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

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

[Upload PDF of Agreement in Other Attachments.](#)

Safe Routes to School projects only:

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

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

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

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

Requirements - Bicycle and Pedestrian Facilities Projects

Specific Roadway Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Mobilization (approx. 5% of total cost)	\$101,000.00
Removals (approx. 5% of total cost)	\$101,000.00
Roadway (grading, borrow, etc.)	\$81,000.00
Roadway (aggregates and paving)	\$162,000.00
Subgrade Correction (muck)	\$0.00
Storm Sewer	\$61,000.00
Ponds	\$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	\$142,000.00
Traffic Control	\$61,000.00
Striping	\$40,000.00
Signing	\$40,000.00
Lighting	\$0.00
Turf - Erosion & Landscaping	\$40,000.00
Bridge	\$0.00
Retaining Walls	\$0.00
Noise Wall (not calculated in cost effectiveness measure)	\$0.00
Traffic Signals	\$0.00
Wetland Mitigation	\$0.00
Other Natural and Cultural Resource Protection	\$0.00
RR Crossing	\$0.00
Roadway Contingencies	\$249,000.00
Other Roadway Elements	\$0.00
Totals	\$1,078,000.00

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES Cost

Path/Trail Construction	\$0.00
Sidewalk Construction	\$121,000.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$0.00
Pedestrian Curb Ramps (ADA)	\$607,000.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	\$0.00
Pedestrian-scale Lighting	\$0.00
Streetscaping	\$0.00
Wayfinding	\$0.00
Bicycle and Pedestrian Contingencies	\$219,000.00
Other Bicycle and Pedestrian Elements	\$0.00
Totals	\$947,000.00

Specific Transit and TDM Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Fixed Guideway Elements	\$0.00
Stations, Stops, and Terminals	\$0.00
Support Facilities	\$0.00
Transit Systems (e.g. communications, signals, controls, fare collection, etc.)	\$0.00
Vehicles	\$0.00
Contingencies	\$0.00
Right-of-Way	\$0.00
Other Transit and TDM Elements	\$0.00
Totals	\$0.00

Transit Operating Costs

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

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: Estimated costs for storm sewer (\$61,000) and turf (\$40,000) may be eligible.

Totals

Total Cost	\$2,025,000.00
Construction Cost Total	\$2,025,000.00
Transit Operating Cost Total	\$0.00

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

Existing Employment Within One-Half Mile:	44413
Existing Post-Secondary Enrollment Within One-Half Mile:	764
Upload Map	1702000593508_26th St 27th St 28th St ped Regional Economy.pdf

Please upload attachment in PDF form

Measure A: Population Summary

Existing Population Within One-Half Mile	65394
Upload Map	1702000666384_26th St 27th St 28th St ped Population Employment.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 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 project area is a diverse neighborhood in an area of concentrated poverty. This project will benefit residents who are traditionally underrepresented. Compared with the Twin Cities as a whole, the area within ½-mile of this project has many more Black residents (31% to 10%), Latino residents (22% to 7%), Native American residents (3% to 0.4%), and residents in poverty (27% to 8%), and more residents with a disability (12% to 10%) and youth residents (26% to 24%).

This project is being proposed because of feedback received around three recent efforts: 1) a Phillips pedestrian safety project (being installed in 2024) that includes intersections near those in this proposal, 2) initial traffic calming on 27th Street in 2023, and 3) the Minneapolis Transportation Action Plan (TAP) and Vision Zero Action Plan (VZAP). These included focused efforts to engage traditionally underrepresented communities.

The Phillips pedestrian safety project included a variety of engagement methods, including outreach at events in the immediate area, engagement at an East African shopping mall nearby, engagement contracts with local community-based organizations, and open houses. A common theme through that engagement was that people want more pedestrian safety and access improvements throughout the neighborhood, especially on 26th and 28th Street.

A portion of 27th Street was selected for some traffic calming in 2023 after community requests and documented speeding and crash history. To inform the 2023 work, the City hosted 2 listening sessions and mailed all nearby households. That engagement showed interest and need for additional traffic calming on other parts of 27th Street and continued community interest in improvements for 26th St and 28th St.

For the TAP and VZAP, engagement included separate dialogues in-language with members from 7 communities: African American, East African, Latino, Native American, Minneapolis Youth Congress, people with disabilities, and Southeast Asian. It also included 30 direct engagement activities done in partnership with contracted community-based organizations that focused on reaching residents in public housing, East African community members, Latino community members, college students, high school students, and residents of traditionally under representative neighborhoods. Several of those engagement activities took place within ½-mile of the project area, including Native American and Latino community focus groups. A desire to improve traffic safety, especially for pedestrians, was a key theme heard in engagement on these plans.

Additional engagement, including targeted engagement for traditionally underrepresented stakeholders in the area, is planned to help shape the final design for these intersection improvements.

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:

The project will provide benefits for the diverse population of residents and visitors to the area (as noted in measure a). It's especially worth noting that 25% of households within ½ mile of the project do not own a vehicle and 12% of residents have a disability. Potential benefits include:

- ? improved access for people with disabilities with improved curb ramps;
- ? pedestrian, bicycle, and traffic safety benefits from narrowed crossing distances and other safety improvements; and
- ? more attractive pedestrian environment that supports public health.

Potential impacts include construction impacts. The city will observe and abide by the applicable Minneapolis ordinances pertaining to permitted noise levels and hours of operation for construction equipment, and will be diligent about implementing dust mitigation. The city will coordinate with the relevant entities to develop and implement a pedestrian detour plan to maintain reliable travel during the construction period. Access to housing and community destinations will be maintained during construction.

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

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:

There are 8,007 currently existing publicly subsidized rental housing units within ½ mile of the project area. There is also a substantial amount of naturally affordable housing in the area. The median rent paid (2017-2021) was \$1,083, which is significantly lower than the regional median of \$1,244. A number of these affordable housing units are within a block of the proposed intersection improvements. 25% of households within ½ mile of the project do not own a vehicle.

In previous engagement with residents at two public housing high rises a block north of 26th Street, we heard a desire for improved pedestrian safety and access (along with other feedback such as improved transit access). This project will provide improved pedestrian, bicycle, and vehicle safety. It will also provide improved access for people with disabilities and improved connections to existing transit routes.

(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):

Upload the 'Socio-Economic Conditions' map used for this measure.

1702008476679_26th St 27th St 28th St ped Socio-Economic.pdf

Measure A: Gaps, Barriers and Continuity/Connections

Response:

There are significant pedestrian needs at these 27 intersections.

--Most curb ramps are not fully ADA compliant. 4 of the intersections are identified as tier 1 priorities for upgrades in the Minneapolis ADA Transition Plan for Public Works, 16 intersections as tier 2 priorities, and 7 as tier 3 priorities.

-- 19 of the intersections are on identified High Injury Streets and pedestrian crash concentration corridors. There were 12 pedestrian crashes at these intersections from 2013-2022, including one fatal and 1 serious injury crash. These streets, especially 26th Street and 28th Street have too-high traffic speeds that create safety and crossing challenges. Both streets are one-ways with generally 2 traffic lanes and existing flexible-delineator protected bike lanes. There are no curb extensions or pedestrian refuge islands at any of the intersections.

--These streets see a lot of traffic. Both 26th Street and 28th Street had more than 9,000 vehicles per day in 2020 during the COVID-19 pandemic (and likely have high volumes today). 27th Street is a local street with lower traffic volumes, but a 2023 speed study found notable speeding problems.

This project will address these needs at these intersections. The proposed project includes upgrading all non-ADA compliant curb ramps and installing pedestrian safety treatments--such as curb extensions or median islands--at key locations. It also includes traffic calming measures on 27th Street such as traffic circles or speed humps.

(Limit 2,800 characters; approximately 400 words)

Measure B: Deficiencies corrected or safety problems addressed

Response:

These intersections have significant pedestrian, bicycle, and traffic safety needs. 19 of the intersections are on identified High Injury Streets and pedestrian crash concentration corridors.

The project intersections had 292 total crashes from 2013-2022, including 1 fatal pedestrian crash, 7 serious injury crashes, 12 total pedestrian crashes, and 18 bicycle crashes. A detailed crash summary can be found in the attachments.

Pedestrian improvements at each intersection along this route will help to prevent future crashes and injuries. Along 26th Street and 28th Street, we plan to install curb extensions or median islands as prudent at key locations. These pedestrian improvements will be coordinated with other planned bicycle and traffic safety improvements along 26th and 28th Streets, including protected bicycle intersection elements. Along 27th Street, we plan to install additional traffic calming measures such as traffic circles and speed humps.

The following crash modification factors have been applied for anticipated reduction in crashes:

--Convert unsignalized intersection to roundabout/traffic circle (CMF ID 215): Applied a 44% crash reduction factor to 21 injury crashes at 4 intersections on 27th Street. This results in a reduction of 9 injury crashes.

--Install speed humps (CMF ID 134): Applied a 50% crash reduction to 21 injury crashes along planned treatment locations along 27th Street. This results in a reduction of 10.5 injury crashes.

Additional safety improvements will be included following national and local best practices, but do not yet have an established crash modification factor. These include:

--narrowing pedestrian crossing distances by installing curb extensions, adding crossing median islands adjacent to protected bike lanes, and reducing lane widths; and

--tightening turning radii as much as possible to slow turning speeds.

(Limit 2,800 characters; approximately 400 words)

Measure A: Multimodal Elements and Connections

Response:

The proposed project will improve safety for all modes of transportation by encouraging slower vehicle speeds, increasing pedestrian visibility, and making a more predictable environment. In addition for the need for pedestrian safety improvements in the area, there are also a high number of bicycle crashes (18). 26th Street and 28th Street are part of the Minneapolis All Ages and Abilities bikeway network and have existing flexible delineator protected bike lanes. They connect to 4 bikeways in this area, including 3 bikeways on the Regional Bicycle Transportation Network. We plan to coordinate the improvements in this proposal with bicycle safety treatments funded separately, such as curb protected bike lane intersection treatments that also serve as pedestrian median islands.

There are no bus routes directly on the streets in this proposal, but this is a transit-rich neighborhood with a number of routes stopping close to intersections in this proposal, including the D Line BRT on Chicago, future B Line BRT on Lake Street, and routes 11, 14, and 22. The intersection improvements in this proposal will enhance access to these transit routes.

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

(Limit 2,800 characters; approximately 400 words)

Transit Projects Not Requiring Construction

If the applicant is completing a transit application that is operations only, check the box and do not complete the remainder of the form. These projects will receive full points for the Risk Assessment.

Park-and-Ride and other transit construction projects require completion of the Risk Assessment below.

Check Here if Your Transit Project Does Not Require Construction

Measure A: Risk Assessment - Construction Projects

1. Public Involvement (20 Percent of Points)

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

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

100%

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

50%

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

50%

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

Yes

25%

No outreach has led to the selection of this project.

0%

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

Response:

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

- 1) engagement around a Phillips pedestrian safety project (being installed in 2024) that includes intersections near those in this proposal;
- 2) engagement around initial traffic calming on 27th Street in 2023;
- 3) engagement with residents of public housing high rises just north of 26th Street;
- 4) engagement for the Minneapolis Transportation Action Plan (TAP) and Vision Zero Action Plan (VZAP), including engagement in the immediate project area; and
- 5) significant community complaints on traffic safety on streets, including 4 formal requests for traffic calming.

(Limit 2,800 characters; approximately 400 words)

2. Layout (25 Percent of Points)

Layout includes proposed geometrics and existing and proposed right-of-way boundaries. A basic layout should include a base map (north arrow, scale; legend;* city and/or county limits; existing ROW, labeled; existing signals;* and bridge numbers*) and design data (proposed alignments; bike and/or roadway lane widths; shoulder width;* proposed signals;* and proposed ROW). An aerial photograph with a line showing the 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.

25%

Layout has not been started

Yes

0%

Attach Layout

Please upload attachment in PDF form

Additional Attachments

Please upload attachment in PDF form

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

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

100%

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

Yes

100%

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

80%

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

40%

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

0%

Project is located on an identified historic bridge

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

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

Yes

100%

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

50%

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

25%

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

0%

5. Railroad Involvement (15 Percent of Points)

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

Yes

100%

Signature Page

Please upload attachment in PDF form

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

50%

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

0%

Measure A: Cost Effectiveness

Total Project Cost (entered in Project Cost Form):	\$2,025,000.00
Enter Amount of the Noise Walls:	\$0.00
Total Project Cost subtract the amount of the noise walls:	\$2,025,000.00
Points Awarded in Previous Criteria	
Cost Effectiveness	\$0.00

Other Attachments



Existing photo
3.4 MB

File Name

2024 Regional Solicitation Letter of Support Minneapolis.pdf
26th St, 27th St, 28th St ped Bike.pdf
26th St, 27th St, 28th St ped Population Employment.pdf
26th St, 27th St, 28th St ped Regional Economy.pdf
26th St, 27th St, 28th St ped Socio-Economic.pdf
Crash Summary 26th St, 27th St, 28th St project intersections.pdf
One Pager 26th, 27th, & 28th St Pedestrian.pdf
Project Map 26th, 27th, 28th St Pedestrian.pdf

Description

Letter of support (Minneapolis)
Bike connections map
Population map
Regional economy map
Socio-economic map
Crash summary
Project summary
Project map

File Size

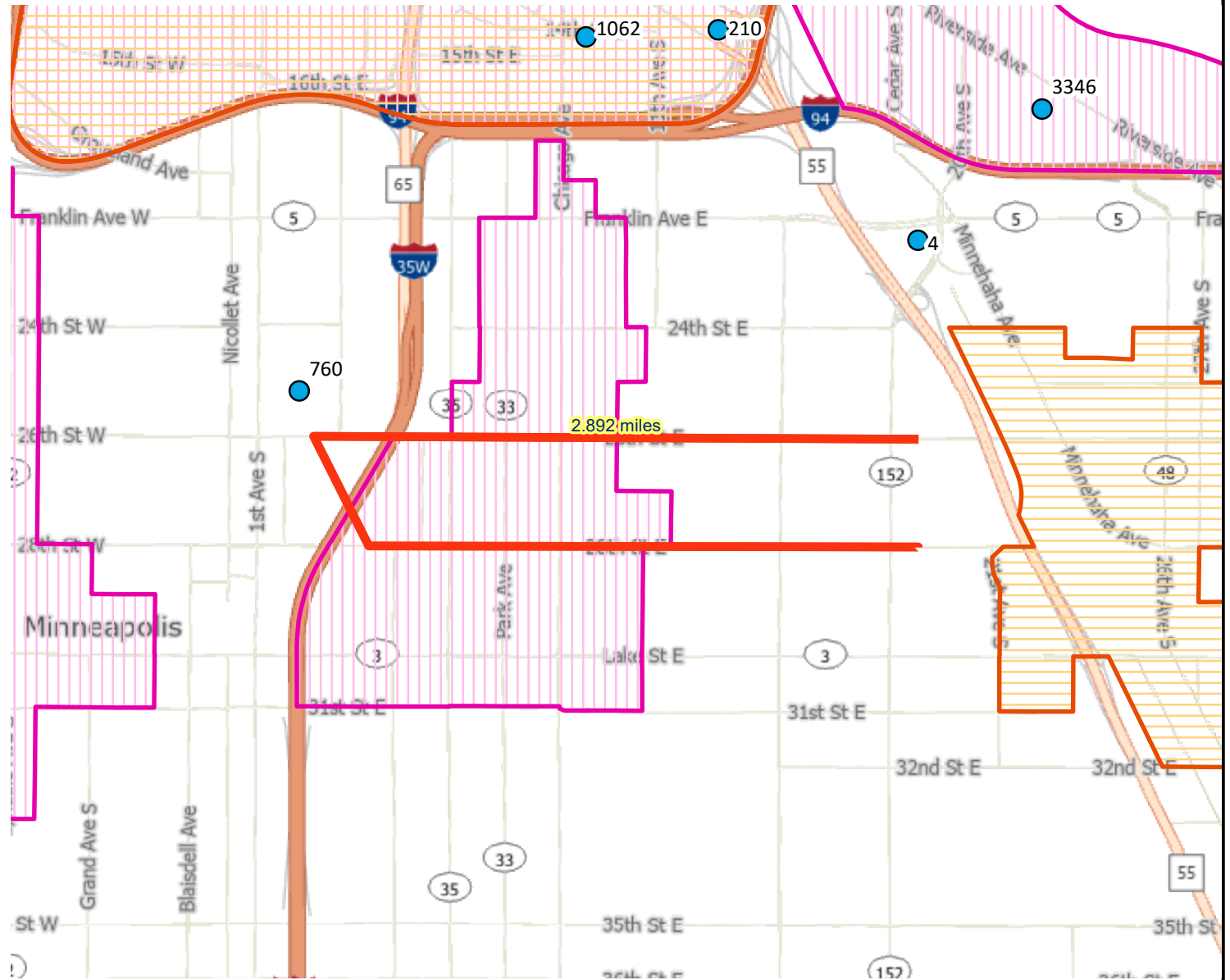
2.4 MB
4.1 MB
2.0 MB
3.6 MB
2.6 MB
399 KB
3.6 MB
1.3 MB

Regional Economy

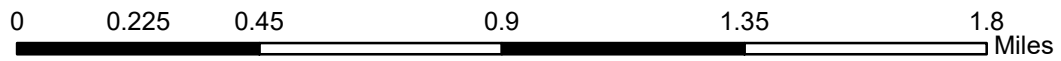
Pedestrian Facilities Project: 26th St, 27th St, and 28th St pedestrian improvements | Map ID: 1702000030417

Results

Within HALF Mi of project:
 Postsecondary Students: 764
 Total Population: 65394
 Total Employment: 44413
 Mfg and Dist Employment: 3051



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



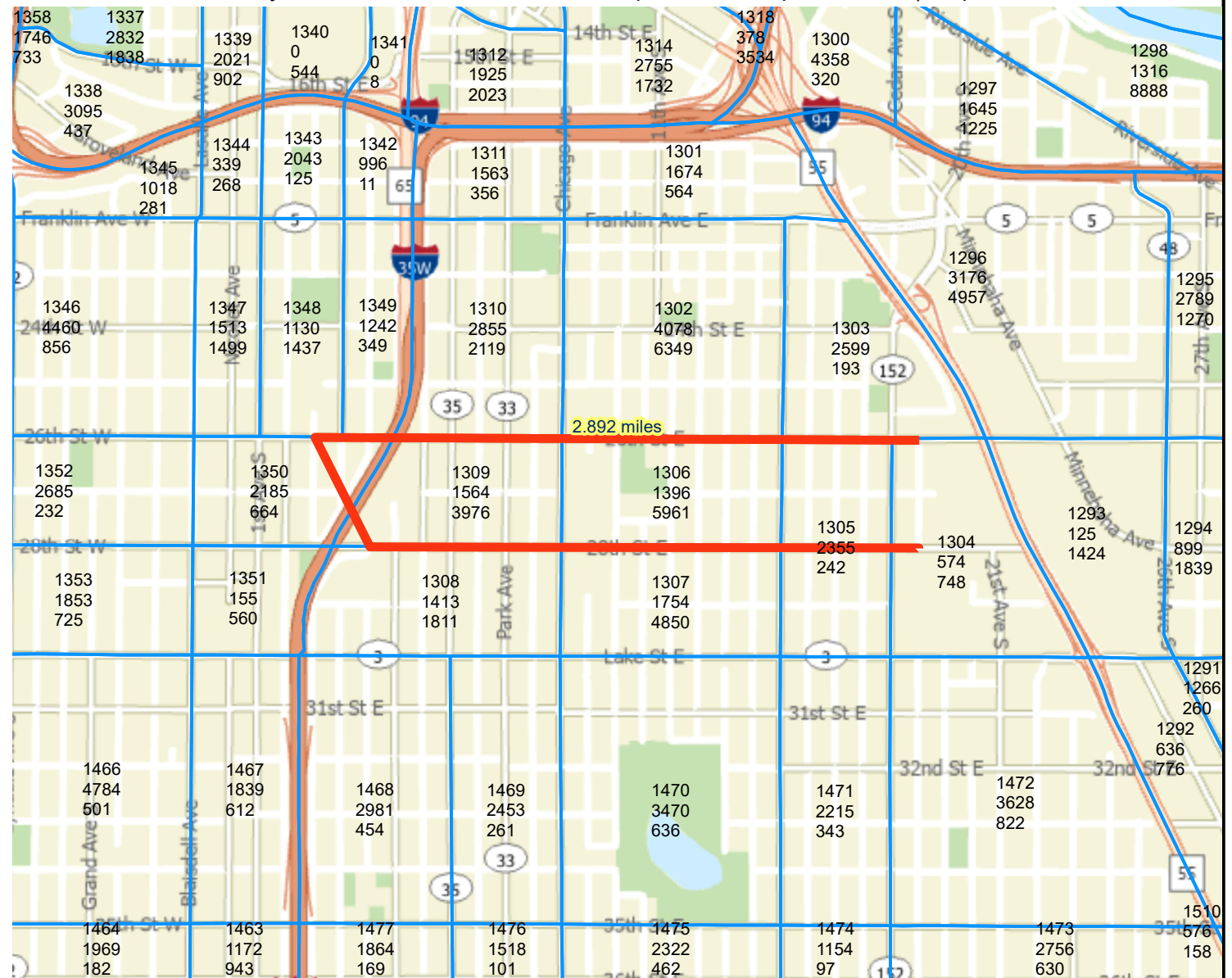
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Population/Employment Summary

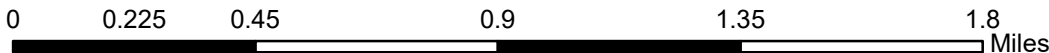
Pedestrian Facilities Project: 26th St, 27th St, and 28th St pedestrian improvements | Map ID: 1702000030417

Results

Within HALF Mile of project:
Total Population: 65394



-  Project Points
-  Project Area
-  Project
-  2016 TAZ



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LandscapeRSA4



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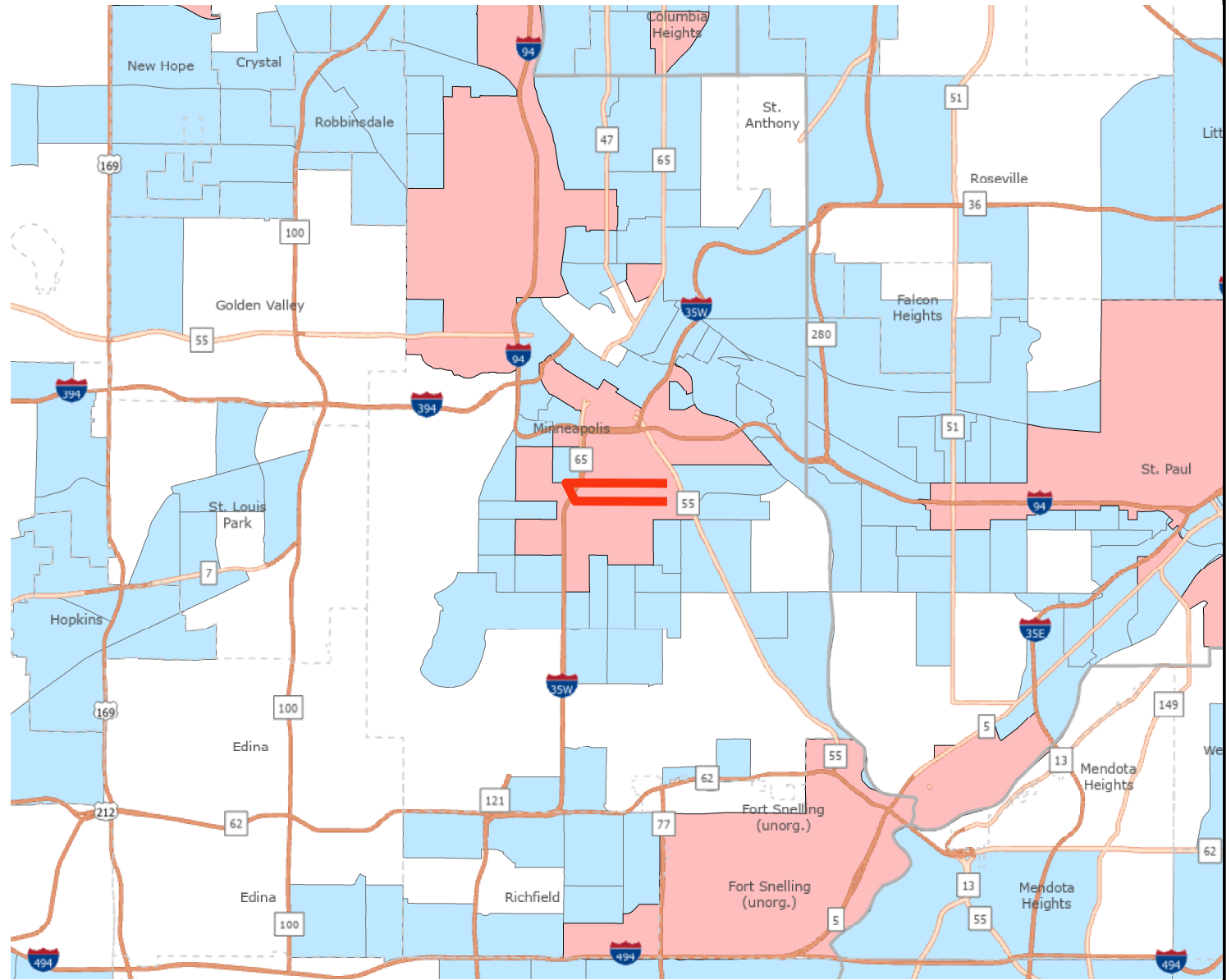


Socio-Economic Conditions

Results

Total of publicly subsidized rental housing units in census tracts within 1/2 mile: 8007

Project located IN an Area of Concentrated Poverty.



— Lines

Regional Environmental Justice Area

Area of Concentrated Poverty



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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".

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 Coordinator, Transportation Planning and Programming
STAFF: 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

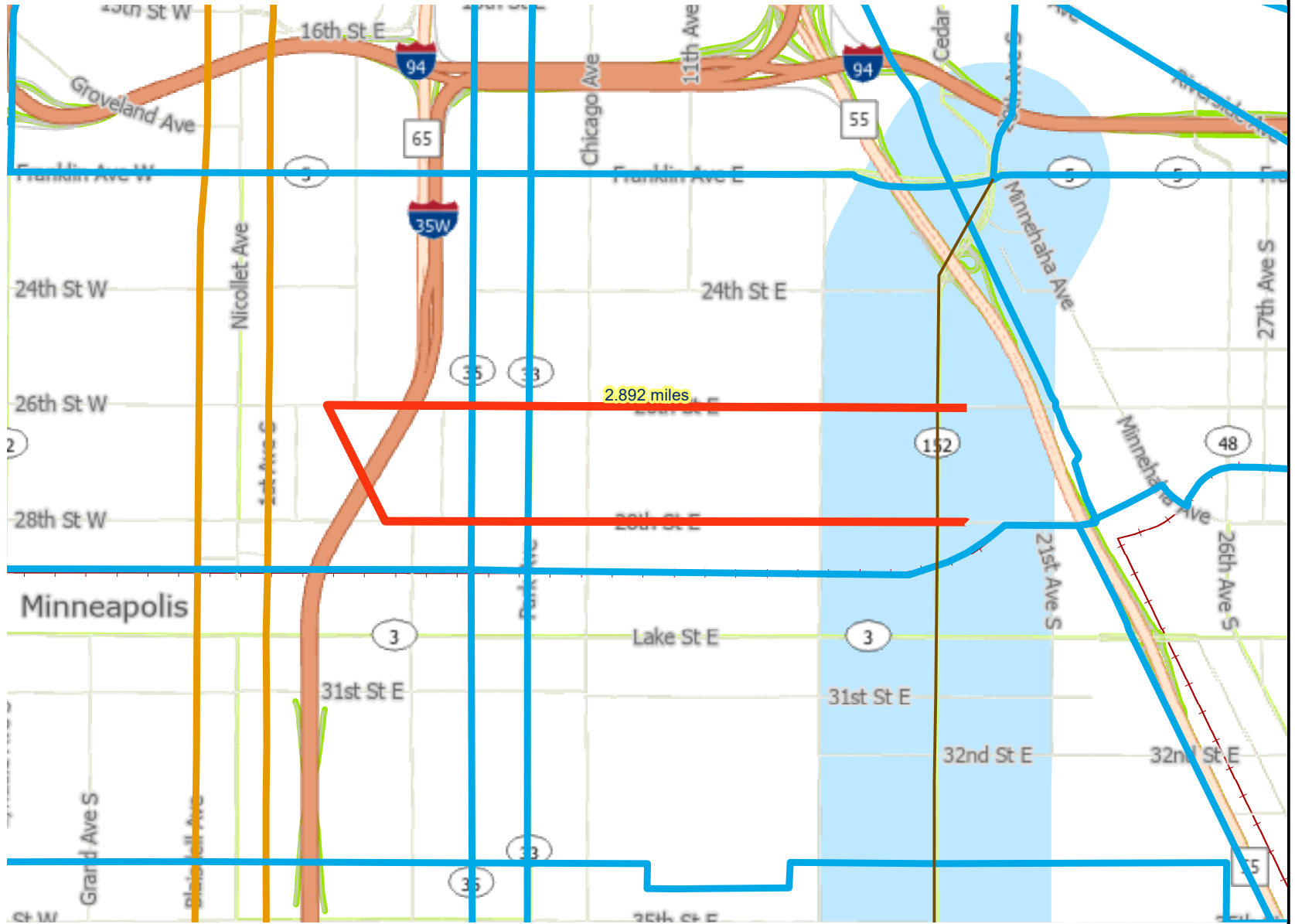
- Grant applications for 2024 Metropolitan Council Regional Solicitation for federal transportation funds - Fiscal Note

Attachments

2024 Regional Solicitation Project Applications Map

Project to RBTN Orientation

Pedestrian Facilities Project: 26th St, 27th St, and 28th St pedestrian improvements | Map ID: 1702000030417



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



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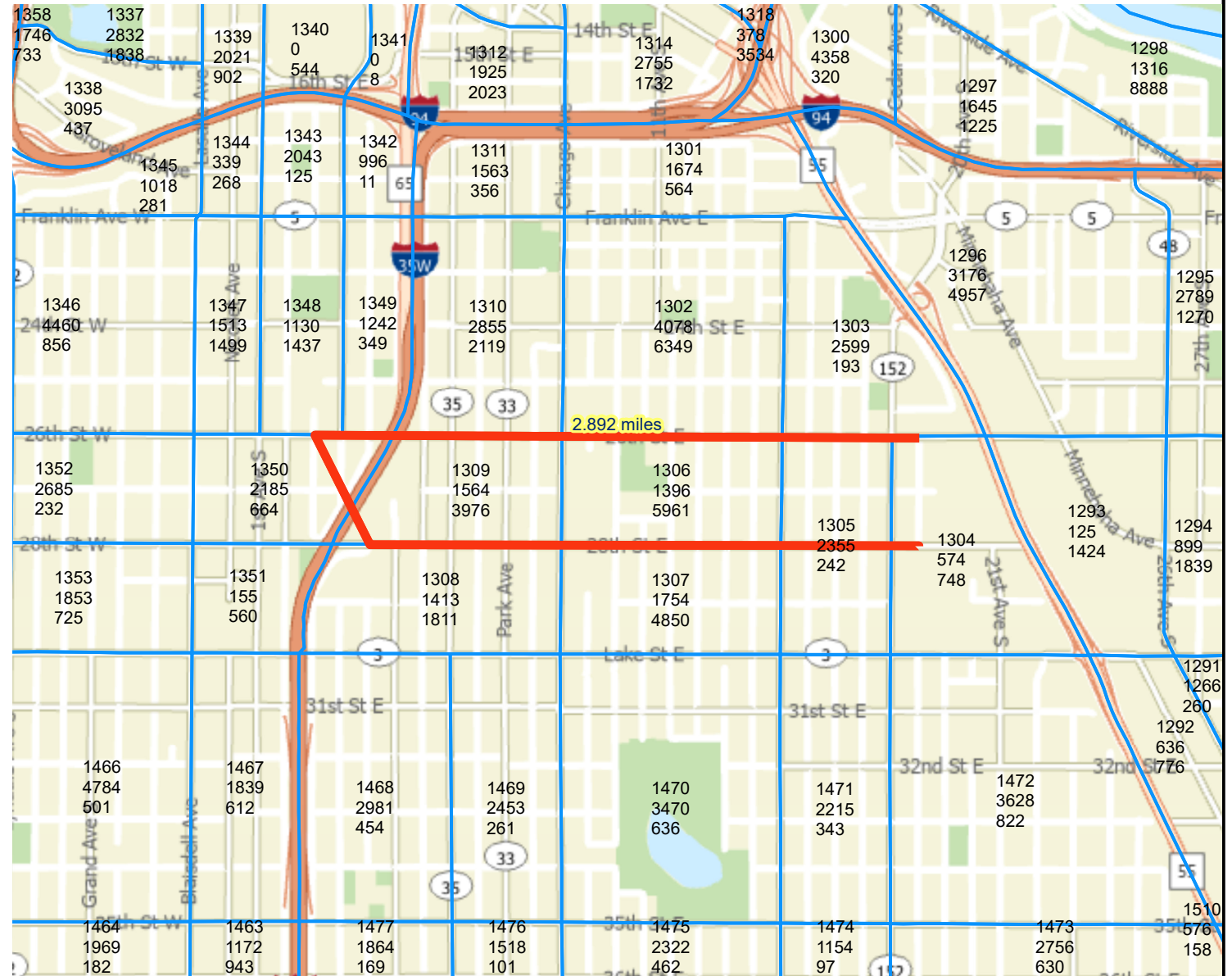


Population/Employment Summary

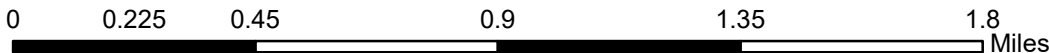
Pedestrian Facilities Project: 26th St, 27th St, and 28th St pedestrian improvements | Map ID: 1702000030417

Results

Within HALF Mile of project:
Total Population: 65394



- Project Points
- Project Area
- Project
- 2016 TAZ



Created: 12/7/2023
LandscapeRSA4



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

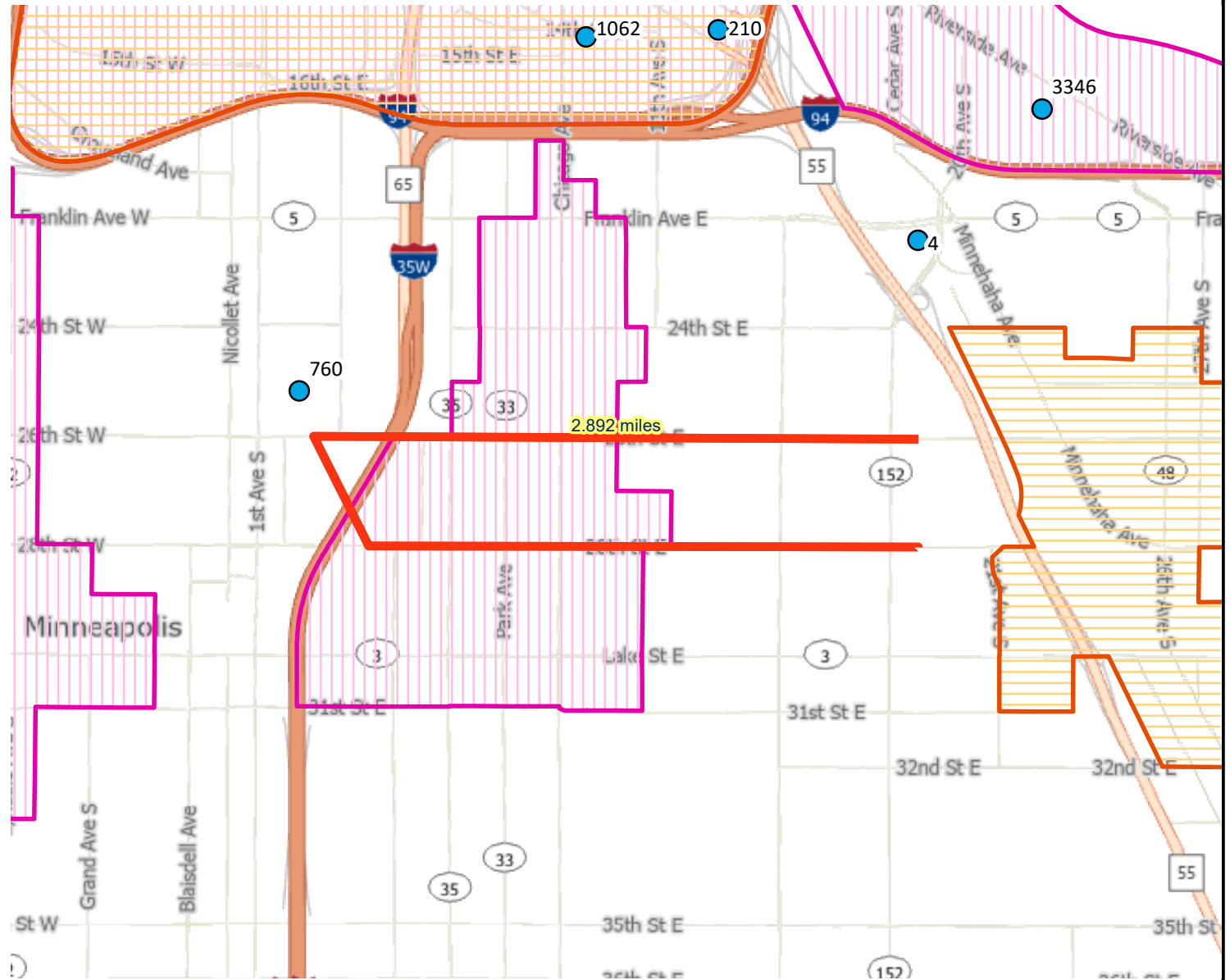


Regional Economy

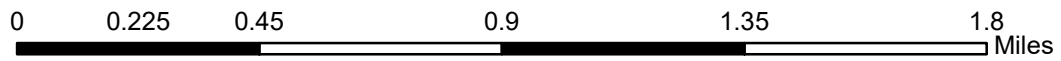
Pedestrian Facilities Project: 26th St, 27th St, and 28th St pedestrian improvements | Map ID: 1702000030417

Results

Within HALF Mi of project:
 Postsecondary Students: 764
 Total Population: 65394
 Total Employment: 44413
 Mfg and Dist Employment: 3051



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



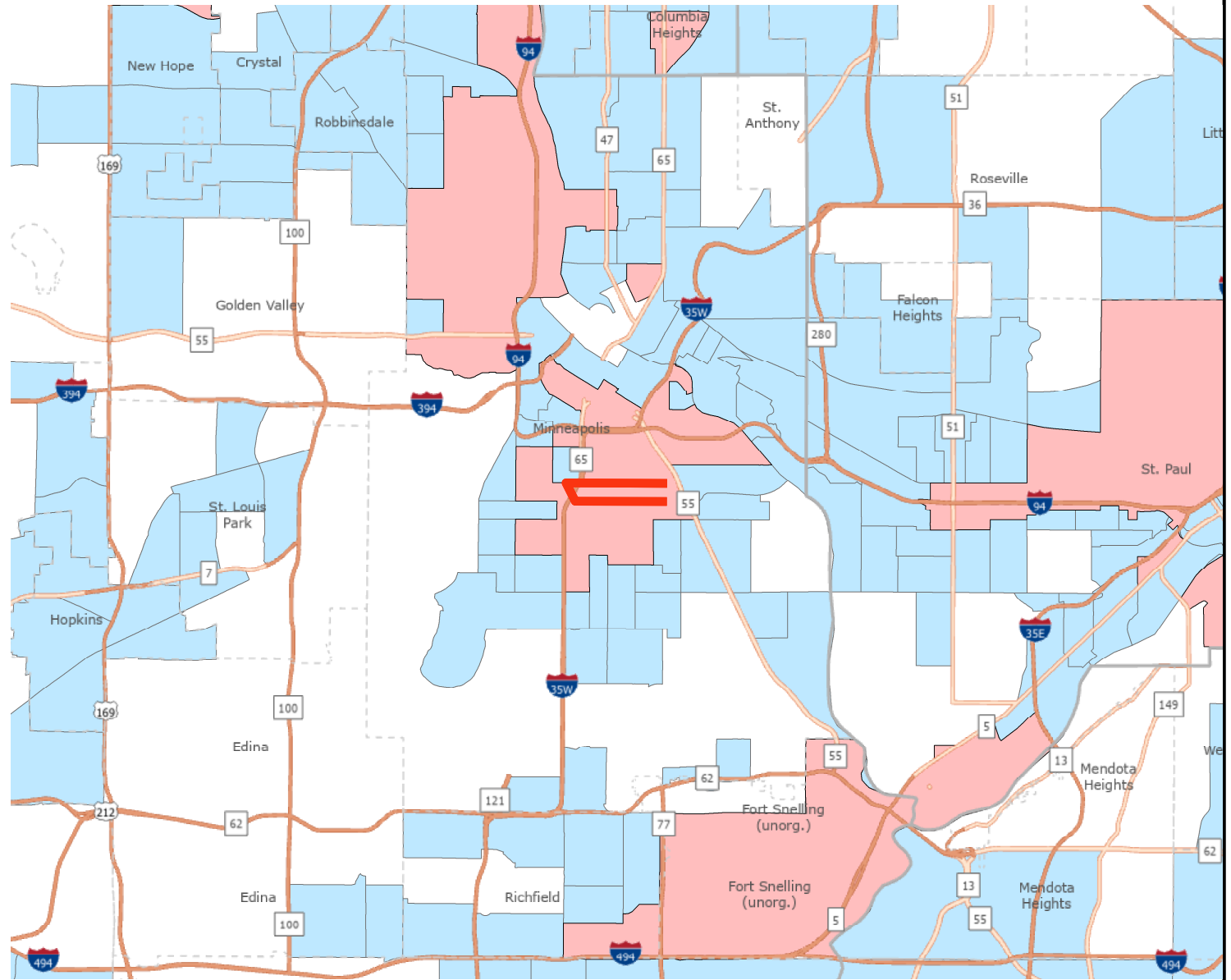
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 LandscapeRSA5

Socio-Economic Conditions

Results

Total of publicly subsidized rental housing units in census tracts within 1/2 mile: 8007

Project located IN an Area of Concentrated Poverty.



— Lines

Regional Environmental Justice Area

Area of Concentrated Poverty



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Crash Summary

26th, 27th, 28th St RS Project

Crash Severity/Crash Year												
Crash Severity	Total	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
K - Fatal	1	0	0	0	0	0	1	0	0	0	0	0
A - Serious Injury	7	2	0	1	1	0	0	0	0	0	3	0
B - Minor Injury	32	2	3	3	1	8	3	4	2	1	3	2
C - Possible Injury	70	5	8	14	5	12	1	12	3	6	2	2
N - Prop Dmg Only	191	18	28	20	17	24	12	22	17	9	19	5
Total	301	27	39	38	24	44	17	38	22	16	27	9

Crash Severity/Number of Vehicles					
Crash Severity	Total	0	1	2	3+
K - Fatal	1	0	1	0	0
A - Serious Injury	7	0	3	3	1
B - Minor Injury	32	0	10	21	1
C - Possible Injury	70	0	15	51	4
N - Prop Dmg Only	191	0	17	154	20
Total	301	0	46	229	26

Basic Type Summary			Total	%
Pedestrian			12	4.0
Bike			18	6.0
Single Vehicle Run Off Road			15	5.0
Single Vehicle Other			2	0.7
Sideswipe Same Direction			37	12.3
Sideswipe Opposing			11	3.7
Rear End			27	9.0
Head On			3	1.0
Left Turn			8	2.7
Angle			105	34.9
Other			63	20.9
Total			301	100.0

First Harmful Event Summary			Total	%
Pedestrian			10	3.3
Bicyclist			16	5.3
Motor Vehicle In Transport			222	73.8
Parked Motor Vehicle			35	11.6
Train			0	0.0
Deer/Animal			0	0.0
Other - Non Fixed Object			0	0.0
Collision Fixed Object			16	5.3
Non-Collision Harmful Events			0	0.0
Other/Unknown			2	0.7
Total			301	100.0

Relationship to Intersection Summary		Total	%
Not at Intersection/Interchange		52	17.3
Four-Way Intersection		175	58.1
T or Y Intersection		8	2.7
Five-Way Intersection or More		0	0.0
Roundabout		0	0.0
Intersection Related		43	14.3
Driveway Access Related		3	1.0
At School Crossing		0	0.0
Railway Grade Crossing		0	0.0
Shared Use Path or Trail		0	0.0
Interchange or Ramp		1	0.3
Crossover Related		0	0.0
Acceleration/Deceleration Lane		0	0.0
Other/Unknown		19	6.3
Total		301	100.0

Weather 1 Summary		Total	%
Clear		202	67.1
Cloudy		60	19.9
Rain		15	5.0
Snow		7	2.3
Sleet, Hail (Freezing Rain/Drizzle)		1	0.3
Fog/Smog/Smoke		0	0.0
Blowing Sand/Soil/Dirt/Snow		1	0.3
Severe Crosswinds		0	0.0
Other/Unknown		15	5.0
Total		301	100.0

Light Condition Summary		Total	%
Daylight		206	68.4
Sunrise		5	1.7
Sunset		14	4.7
Dark (Str Lights On)		64	21.3
Dark (Str Lights Off)		1	0.3
Dark (No Str Lights)		0	0.0
Dark (Unknown Light)		2	0.7
Other/Unknown		9	3.0
Total		301	100.0



Crash Summary

26th, 27th, 28th St RS Project

Time of Day/Day of Week														
From To	00:00 01:59	02:00 03:59	04:00 05:59	06:00 07:59	08:00 09:59	10:00 11:59	12:00 13:59	14:00 15:59	16:00 17:59	18:00 19:59	20:00 21:59	22:00 23:59	Total	%
SUN	2	1	2	2	2	8	7	5	3	3	2	1	38	12.6
MON	2	3	1	1	6	2	6	7	8	4	2	2	44	14.6
TUE	1	0	0	2	5	2	6	8	16	5	2	0	47	15.6
WED	0	1	0	3	4	2	8	5	11	3	2	4	43	14.3
THU	0	0	2	3	1	4	3	8	6	5	4	6	42	14.0
FRI	2	3	1	0	3	4	8	3	12	5	3	4	48	15.9
SAT	4	2	2	1	1	3	2	11	7	1	4	1	39	13.0
Total	11	10	8	12	22	25	40	47	63	26	19	18	301	100.0
%	3.7	3.3	2.7	4.0	7.3	8.3	13.3	15.6	20.9	8.6	6.3	6.0	100.0	100.0

Driver & Non-Motorist Age/Gender Summary							
Age	M	F	NR	No Value	Total	%	
<14	4	2	0	2	8	1.3	
14	0	0	0	0	0	0.0	
15	1	0	0	0	1	0.2	
16	1	0	0	0	1	0.2	
17	3	2	0	0	5	0.8	
18	3	2	0	0	5	0.8	
19	8	4	0	0	12	1.9	
20	6	6	0	0	12	1.9	
21-24	29	21	0	0	50	8.1	
25-29	35	34	0	0	69	11.1	
30-34	51	25	0	1	77	12.4	
35-39	32	22	1	0	55	8.9	
40-44	36	12	1	0	49	7.9	
45-49	19	13	0	0	32	5.2	
50-54	21	8	0	0	29	4.7	
55-59	12	6	0	0	18	2.9	
60-64	12	9	0	0	21	3.4	
65-69	3	3	0	0	6	1.0	
70-74	4	5	0	0	9	1.5	
75-79	1	0	0	0	1	0.2	
80-84	1	0	0	0	1	0.2	
85-89	0	0	0	0	0	0.0	
90-94	0	0	0	0	0	0.0	
95+	0	0	0	0	0	0.0	
No Value	8	2	2	146	158	25.5	
Total	290	176	4	149	619	100.0	
%	46.8	28.4	0.6	24.1	100.0	100.0	

Month Summary		Total	%
January		32	10.6
February		20	6.6
March		28	9.3
April		22	7.3
May		33	11.0
June		25	8.3
July		22	7.3
August		25	8.3
September		27	9.0
October		30	10.0
November		20	6.6
December		17	5.6
Total		301	100.0

Physical Condition Summary		Total	%
Apparently Normal (Including No Drugs/Alcohol)		406	85.8
Physical Disability (Short Term or Long Term)		0	0.0
Medical Issue (Ill, Sick or Fainted)		0	0.0
Emotional (Depression, Angry, Disturbed, etc.)		1	0.2
Asleep or Fatigued		0	0.0
Has Been Drinking Alcohol		6	1.3
Has Been Taking Illicit Drugs		0	0.0
Has Been Taking Medications		0	0.0
Other/Unknown		53	11.2
Not Applicable		7	1.5
Total		473	100.0

Selection Filter:

WORK AREA: County('659472') - FILTER: City('2395345'), Route System('03','04','05','10','21','30','52','') - SPATIAL FILTER APPLIED

Analyst:
Ethan Fawley

Notes:

Project Background

The proposed project would improve pedestrian safety and ADA access at 27 intersections along 26th Street East, 27th Street East, and 28th Street East in the Phillips neighborhood of Minneapolis. This is a dense neighborhood with a lot of pedestrian activity. The locations have significant pedestrian needs, including curb ramps that are not fully ADA compliant and pedestrian safety challenges. These streets also have speeding challenges.

Project Scope

The proposed project includes upgrading all non-ADA compliant curb ramps and installing pedestrian safety treatments—such as curb extensions or median islands—at key locations. It also includes traffic calming measures on 27th Street such as traffic circles or speed humps.

Benefits

- Upgrade curb ramps to be accessible to all.
- Improve safety for all, especially pedestrians.
- Install traffic calming.
- Coordinate with planned bicycle and safety improvements.

Project Area



Existing Conditions

Existing conditions along 26th St and 28th St generally include 2 one-way traffic lanes, parking on one side, and a flexible delineator protected bike lane with sidewalks on both sides. 27th Street is a local street with 2-way traffic and parking on both sides. Destinations in the project area include Anderson Middle School, Abbott Northwestern Hospital, Children's Hospital, and Stewart Park.

28th Street East at 14th Avenue

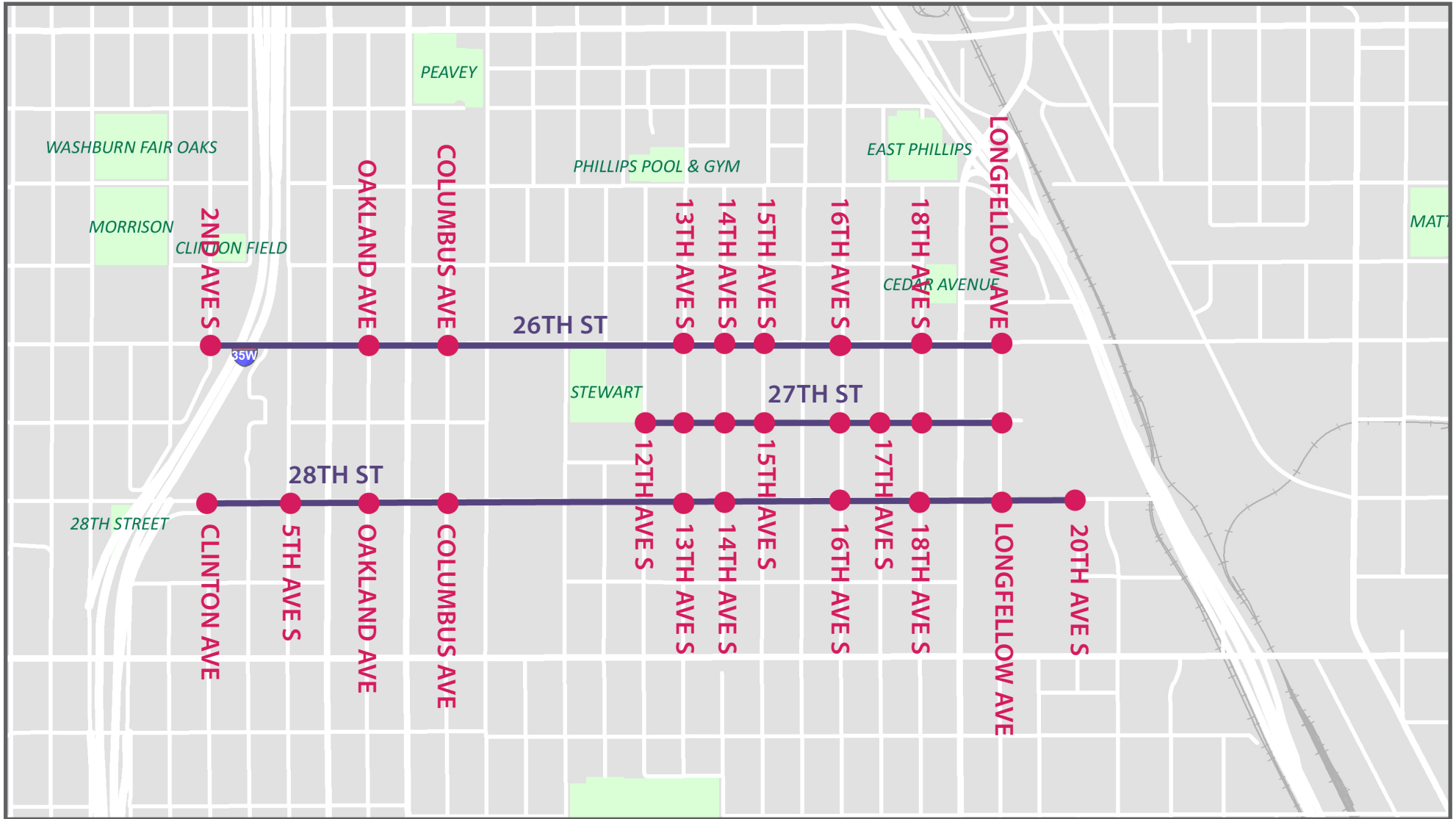


	Reported Crashes	Crashes with Injuries
	12	12
	18	17
	271	89

Reported crashes from 2013-2022 from MnDOT MnCMAT.

26th St., 27th St., & 28th St.

Pedestrian Improvements



● Project Location

Updated December, 8 2023

