



Application

19841 - 2024 Pedestrian Facilities (Sidewalks, Streetscaping, and ADA)  
20409 - Marcy-Holmes Dinkytown Pedestrian Improvements  
Regional Solicitation - Bicycle and Pedestrian Facilities

Status: Submitted  
Submitted Date: 12/15/2023 1:58 PM

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## Primary Contact

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**Name:** He/him/his Andrew Schmitz  
Pronouns First Name Middle Name Last Name

**Title:** Associate Transportation Planner

**Department:** Public Works

**Email:** andrew.schmitz@minneapolismn.gov

**Address:** 2829 41st Ave

**Phone:** \* Minneapolis Minnesota 55406  
City State/Province Postal Code/Zip

512-577-4172  
Phone Ext.

**Fax:**

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

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## Organization Information

**Name:** MINNEAPOLIS, CITY OF

**Jurisdictional Agency (if different):**

**Organization Type:** City

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

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

**County:** Hennepin

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

612-673-3884  
Ext.

**Fax:**

**PeopleSoft Vendor Number** 0000020971A2

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## Project Information

**Project Name** Marcy-Holmes Dinkytown 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 within a contiguous area of the Marcy-Holmes neighborhood of Minneapolis bounded by I-35W Frontage Road East to the west and 15th Avenue Southeast to the east, north of 4th Street Southeast and south of the BNSF railroad line. Improvements would be located within those bounds on the following streets: 5th, 6th, 7th, and 8th Streets Southeast; I-35W Frontage Road East; 10th, 11th, 12th, 13th, 14th, and 15th Avenues Southeast.

This area of the Marcy-Holmes neighborhood east of Interstate 35W is adjacent to the University of Minnesota campus and houses a large student population as well as a dense commercial and mixed-use district known as Dinkytown. These population and land use characteristics result in heavy pedestrian activity in the area and a corresponding need to prioritize pedestrian safety and accessibility. The area is further prioritized by the City of Minneapolis's Transportation Action Plan, which identifies 10th Avenue Southeast, 15th Avenue Southeast, 8th Street Southeast, and parts of 5th Street Southeast in its Pedestrian Priority Network.

There are many needs for pedestrian improvements within the project area. Currently, the majority of pedestrian ramps are not ADA-compliant, and a few midblock crossings are without ramps at all, creating accessibility issues. Several intersections also have traffic safety concerns that could be improved for pedestrians with design changes to shorten crossing distances, control vehicle turning movements, improve visibility, and provide other forms of traffic calming.

These traffic safety concerns are illustrated by the area's crash data which shows 335 crashes in the previous ten-year period, including 11 involving pedestrians and 34 involving bicyclists. The area also includes one identified High Injury Street - 15th Avenue Southeast. This important pedestrian corridor provides access to a high frequency transit route and is undergoing the addition of multiple high-density housing developments.

The proposed project would address these pedestrian safety and accessibility priorities by replacing ADA non-compliant pedestrian ramps and by adding pedestrian safety treatments at key locations such as curb bump-outs, medians, refuge islands, new or upgraded pedestrian crossing signals/RRFBs, and replacing or adding needed sidewalk panels.

*(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.**

Marcy-Holmes Dinkytown Pedestrian Improvements

*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)**

3.7

*to the nearest one-tenth of a mile*

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**Project Funding**

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

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

**Federal Amount** \$1,508,000.00

**Match Amount** \$377,000.00

*Minimum of 20% of project total*

**Project Total** \$1,885,000.00

*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.

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**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:

Marcy Holmes Neighborhood / Dinkytown

(example; CEDAR LAKE TRAIL)

**IF TRAIL/PED FACILITY IS ADJACENT TO ROADWAY:**

**Road System**

(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.)

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

**From:**

**Road System**

(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.)

**To:**

**Road System**

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

**Road/Route No.**

(Example: 53 for CSAH 53)

**Name of Road**

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

**In the City/Cities of:**

Minneapolis

(List all cities within project limits)

**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:**

(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

Landscaping

Other (do not include incidental items)

ADA ramps, curb extensions, medians, pedestrian refuge islands, RRFB pedestrian crossing signals, crosswalk markings, sidewalk panels

**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 55414

Approximate Begin Construction Date (MOYR) 04/01/2028

Approximate End Construction Date (MOYR) 11/01/2028

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

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## 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. 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)	\$94,000.00
Removals (approx. 5% of total cost)	\$94,000.00
Roadway (grading, borrow, etc.)	\$38,000.00
Roadway (aggregates and paving)	\$113,000.00
Subgrade Correction (muck)	\$0.00
Storm Sewer	\$283,000.00

Ponds	\$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	\$123,000.00
Traffic Control	\$57,000.00
Striping	\$28,000.00
Signing	\$28,000.00
Lighting	\$0.00
Turf - Erosion & Landscaping	\$38,000.00
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	\$268,000.00
Other Roadway Elements	\$0.00
<b>Totals</b>	<b>\$1,164,000.00</b>

## Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	\$45,000.00
Sidewalk Construction	\$75,000.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$0.00
Pedestrian Curb Ramps (ADA)	\$315,000.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	\$120,000.00
Pedestrian-scale Lighting	\$0.00
Streetscaping	\$0.00
Wayfinding	\$0.00
Bicycle and Pedestrian Contingencies	\$166,000.00
Other Bicycle and Pedestrian Elements	\$0.00
<b>Totals</b>	<b>\$721,000.00</b>

## 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
<b>Totals</b>	<b>\$0.00</b>

## 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 \(dot.gov\)](https://www.fhwa.dot.gov/transportation/protection/protect_formula_program_implementation_guidance.dot.gov).

**Response:**

## Totals

Total Cost	\$1,885,000.00
Construction Cost Total	\$1,885,000.00
Transit Operating Cost Total	\$0.00

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

Existing Employment Within One-Half Mile:	38325
Existing Post-Secondary Enrollment Within One-Half Mile:	52017
Upload Map	1702419683956_RegionalEconomy_MarcyDinky.pdf

Please upload attachment in PDF form

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### Measure A: Population Summary

Existing Population Within One-Half Mile	35494
Upload Map	1702420582576_PopEmploy_MarcyDinky.pdf

Please upload attachment in PDF form

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### Measure A: Engagement

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

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

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

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 in a low-income neighborhood that is identified by the City of Minneapolis's transportation planning efforts as a high equity priority area. Compared with the Twin Cities as a whole, this project area is home to a similar proportion of residents of color (25% to 26%), but with many more households below the poverty line (45% to 8%). The project area also has a much higher proportion of renting households (82% compared to metro average of 29%), a segment of population that is traditionally underrepresented in engagement efforts. By measures of racial demographics and income, as well as several other measures of transportation equity, the two census tracts where the project is located are both classified as a Tier 2 equity priority areas based on the City of Minneapolis's Transportation Equity Priority score (Tiers 1 and 2 combined are roughly equivalent to the Metropolitan Council's defunct ACP50 measure).

This project is being proposed in part based on findings and engagement around the Vision Zero Action Plan (VZAP), Transportation Action Plan (TAP), the Racial Equity Framework for Transportation (REF). Each of these adopted plans included focused efforts to engage traditionally underrepresented communities. For the TAP and VZAP, engagement included separate dialogues in-language with members from 7 communities: African American, East African, Latino, Native American, Minneapolis Youth Congress, people with disabilities, and Southeast Asian. It also included 30 direct engagement activities done in partnership with contracted community-based organizations that focused on reaching residents in public housing, East African community members, Latino community members, college students, high school students, and residents of traditionally under representative neighborhoods. For the REF, community input came through collaboration with the Community Equity Workgroup, whose members represented a diverse cross section of residents and people with ties to various cultural communities in Minneapolis.

In the TAP and VZAP engagement, the City heard a strong desire to improve traffic safety, especially for pedestrians. In the engagement for the REF, community input informed the need for an equity prioritization method, the specifics of its measures, and its use in determining how resources should be allocated to transportation projects. The outcome of this engagement is reflected in the classification of the project area as a Tier 2 priority area.

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

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## 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, including a high proportion of people in lower income households. The project area also has a high proportion of households without access to a vehicle (27% compared to metro area average of 7%), which is one of the metrics used by the City of Minneapolis in its Transportation Equity Priority score to identify areas of high equity priority.

Benefits of the project will include better access for pedestrians (including people with disabilities) with improved curb ramps, sidewalk network, and accessible pedestrian signals. This accessibility improvement will extend to the area's three transit routes which includes a high-frequency (and future BRT) route - important for the area's large proportion of households that are low-income and lack vehicle access. Project improvements will also benefit these residents with increases to pedestrian and traffic safety from narrowed crossing distances and other traffic calming improvements.

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):*

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### **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 831 affordable housing units within the ½ mile project area radius, with most of these units falling directly on streets that would receive improvements through the project. The pedestrian improvements would increase the direct access and safety of travel from these affordable housing locations to the University of Minnesota campus, the Dinkytown commercial area, and high-frequency transit on 15th Avenue. The Met Council's Socio-Economic Conditions map also shows a total of 2,958 publicly subsidized rental housing units within the ½ mile radius.

In addition to the existing affordable and subsidized housing in the area, there is a great need for additional affordable housing within the area. The percentage of households that are housing cost-burdened (greater than 30% of income towards housing) is more than double that of the metro-wide average (55% compared to 27%). For similar reasons as those in affordable housing, this majority of area residents would also greatly benefit from the proposed improvements to pedestrian safety and access to nearby employment and education opportunities.

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

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## Measure D: BONUS POINTS

Project is located in an Area of Concentrated Poverty:

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

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

Upload the "Socio-Economic Conditions" map used for this measure. 1702503736723\_PopEmploy\_MarcyDinky.pdf

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

Response:

The overall goal of this project would be to provide a better-connected pedestrian network within the project area and to its many surrounding destinations. Current barriers within the existing pedestrian network include:

- intersections that lack adequate safety measures to ensure the safety of pedestrian crossings - including those along 10th Avenue, 15th Avenue, and 8th Street that feature longer crossing distances, higher speed vehicle traffic, and outdated pedestrian signals;
- dozens of pedestrian ramps that do not meet ADA compliance and additional locations where ramps are not present that inhibit the use of pedestrian facilities by those with disabilities or otherwise requiring mobility assistance; and
- a sidewalk gap on 13th Ave north of 8th St that denies residents and visitors to a large apartment direct access to the sidewalk network.

Each of these barriers would be addressed by the improvements of the project. The ramp, sidewalk, and pedestrian crossing signal improvements specifically would also address prioritized infrastructure needs identified in the City's ADA Transition Plan.

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

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## Measure B: Deficiencies corrected or safety problems addressed

Response:

Crash data for the project area demonstrates a need for improving traffic safety. The previous 10 years of MnCMAT data show 335 total crashes within the project area, including 34 involving bicyclists and 11 involving pedestrians. Crashes have occurred disproportionately at intersections along the corridors of 10th Avenue, 8th Street, and 15th Avenue - the last of which was identified by the City of Minneapolis as a High Injury Street in its Vision Zero Action Plan.

In addition to the ramp replacements, the project will make targeted safety improvements to key intersections within the project area. The options for improvements at these locations include corner curb extensions, medians, and pedestrian refuge islands. These interventions are aimed at controlling vehicular turning movements to avoid conflicts with crossing pedestrians, shortening crossing distances and times for pedestrians, increasing visibility of pedestrians, and adding traffic calming effects to slow vehicle traffic.

These intersection design elements have been successfully used by the City of Minneapolis to increase pedestrian safety at many locations throughout the city. They are further identified by multiple authoritative agencies such as NACTO and the FHWA as proven safety countermeasures (see links below). Adding raised medians to pedestrian crossings has a Crash Reduction Factor (CRF) of 46 (CMF ID: 175) and a pedestrian crossing with ramps and curb extensions has a CRF of 37 (CMF ID: 1786).

<https://nacto.org/publication/urban-street-design-guide/street-design-elements/curb-extensions/>

<https://nacto.org/publication/urban-bikeway-design-guide/intersection-treatments/median-refuge-island/>

<https://highways.dot.gov/safety/proven-safety-countermeasures/medians-and-pedestrian-refuge-islands-urban-and-suburban-areas>

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

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## Measure A: Multimodal Elements and Connections

### Response:

This project, though focused on pedestrian travel, would make improvements for all modes of transportation. As an area with many student residents and low household vehicle ownership, both bicycle and transit use are common (only 54% of workers used a personal vehicle to commute, compared to a metro average of 78%). These residents would benefit from improvements to all modes of travel, particularly walking, biking, rolling, and transit.

There are four bike routes in the project area - bike lanes on 8th Street, a bike boulevard on 5th Street, and bollard-protected bike lanes on 10th and 15th Avenues. The additions of safety improvements like curb extensions and medians would benefit bicyclists at intersections with bike facilities. Curb extensions specifically would double as protected bikeway intersection treatments at those locations and the addition of these elements to a bike boulevard would increase the traffic calming effect of the existing treatments.

For riders of the three bus routes through the area - two on 10th Avenue and a high-frequency, future BRT route on 15th Avenue - any pedestrian accessibility and safety improvements would aid in first/last mile travel between transit stops and destinations in the area. The proposed improvement to ADA-compliance through the project would especially benefit users of transit who are much more likely to have mobility-related disabilities.

Lastly, safety improvements made to intersections through the additions of curb extensions or medians would also improve the safety of vehicular travel. Although traffic collisions pose a much higher risk of injury to vulnerable streets users like pedestrians and bicyclists, most crashes that occur in the area are between motor vehicles. The traffic calming effect of added safety improvements would lower the risk and severity of these incidents.

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

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## 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.**

25%

Yes

**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, it has been informed by engagement for several citywide planning efforts. A large portion of this project would be dedicated to improving the ADA-compliance of pedestrian ramps and thereby increasing accessibility for people with mobility-related disabilities, which is prioritized by the City's ADA Transition Plan. The community engagement conducted for this plan involved several methods of direct and indirect communication with community members, with specific efforts to reach those identifying as having a disability. Minneapolis Public Works staff met with partner agencies, stakeholder groups and received feedback from the general public. From the public, the City received 313 completed surveys and 472 unique comments via a dedicated website and hosted an in-person open house attended by 20 people.

Additional project elements aimed at pedestrian safety at intersections are informed by the City's Transportation Action Plan (TAP) and Vision Zero Action Plan (VZAP), which both prioritize the need to make these types of improvements. Community engagement for the TAP received 2,200 public comments, 3,000 completed surveys, and hosted over 30 events. The most recent update to the VZAP received 170 online comments.

*(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%

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### Measure A: Cost Effectiveness

Total Project Cost (entered in Project Cost Form):	\$1,885,000.00
Enter Amount of the Noise Walls:	\$0.00
Total Project Cost subtract the amount of the noise walls:	\$1,885,000.00
Points Awarded in Previous Criteria	
Cost Effectiveness	\$0.00

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### Other Attachments



Photo of the intersection of 10th Ave SE and 7th St SE showing ADA non-compliant pedestrian ramps and a wide, difficult to cross street.  
174 KB

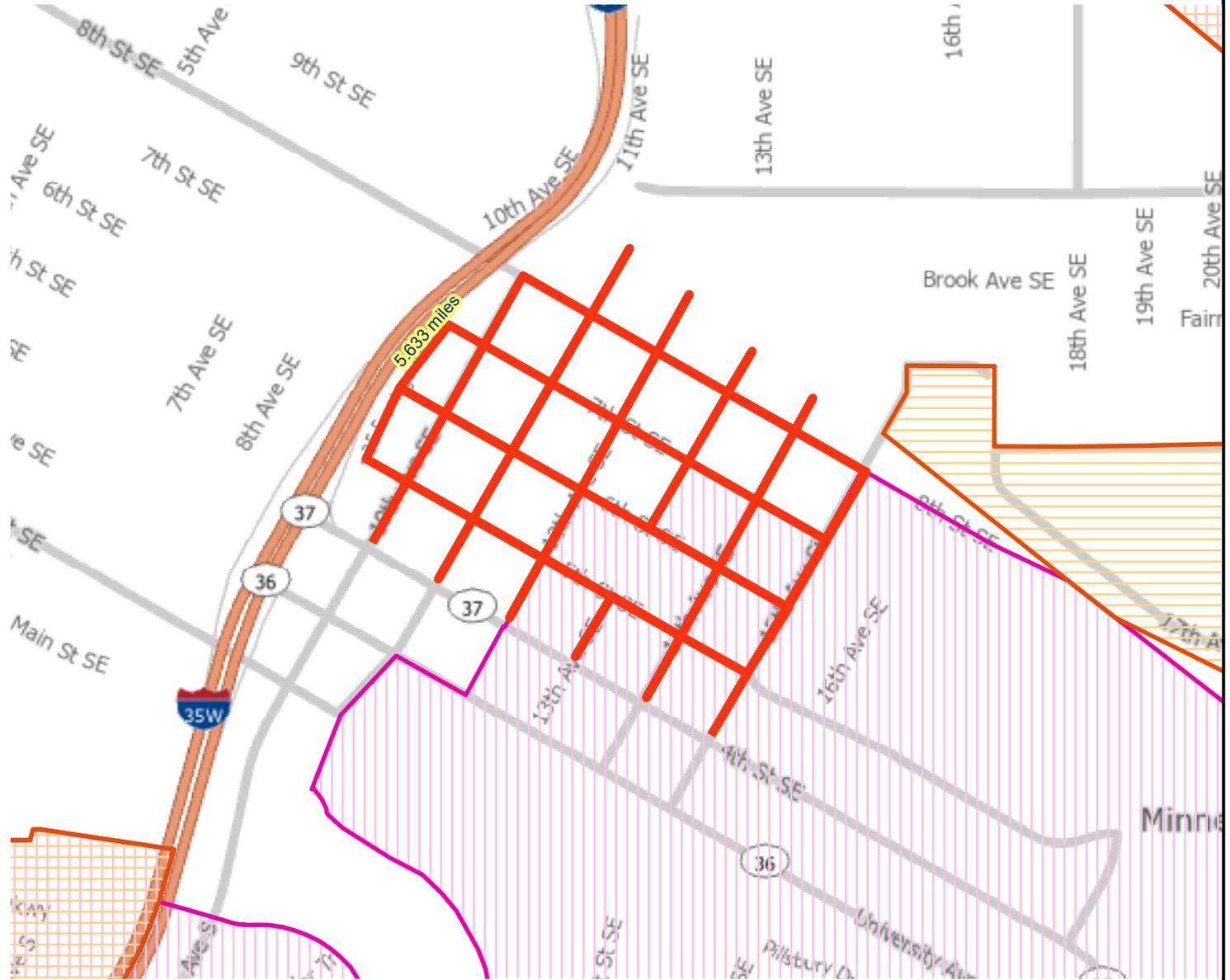
File Name	Description	File Size
2024_Regional_Solicitation_Letter_of_Support_Minneapolis.pdf	Letter of support - City of Minneapolis Public Works	2.4 MB
2024_RegionalSolicitation_AffordableHousing_MarcyHolmes.pdf	Summary list of affordable housing units	122 KB
Crash_Summary_20231215.pdf	MnCMAT 10-year crash data for project area	400 KB
Dinkytown Ped RS_One-pager Summary.pdf	Project Summary/One-pager	394 KB
PopEmploy_MarcyDinky.pdf	Population/Employment Map	6.1 MB
ProjectMap.pdf	Project map showing streets included in the project area and intersections with known ADA non-compliant pedestrian ramps	1.8 MB
RBTN_MarcyDinky.pdf	Regional bicycle trail network map	4.6 MB
RegionalEconomy_MarcyDinky.pdf	Regional Economy map	3.4 MB
SocioEcon_MarcyDinky.pdf	Socio-Economic map	3.5 MB

# Regional Economy

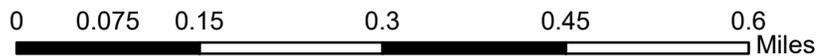
Pedestrian Facilities | Map ID: 1702419375248

## Results

Within HALF Mi of project:  
Postsecondary Students: 52017  
Total Population: 35494  
Total Employment: 38325  
Mfg and Dist Employment: 3436



-  Project
-  Job Concentration Centers
-  Manufacturing/Distribution Centers



Created: 12/12/2023  
LandscapeRSA5



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

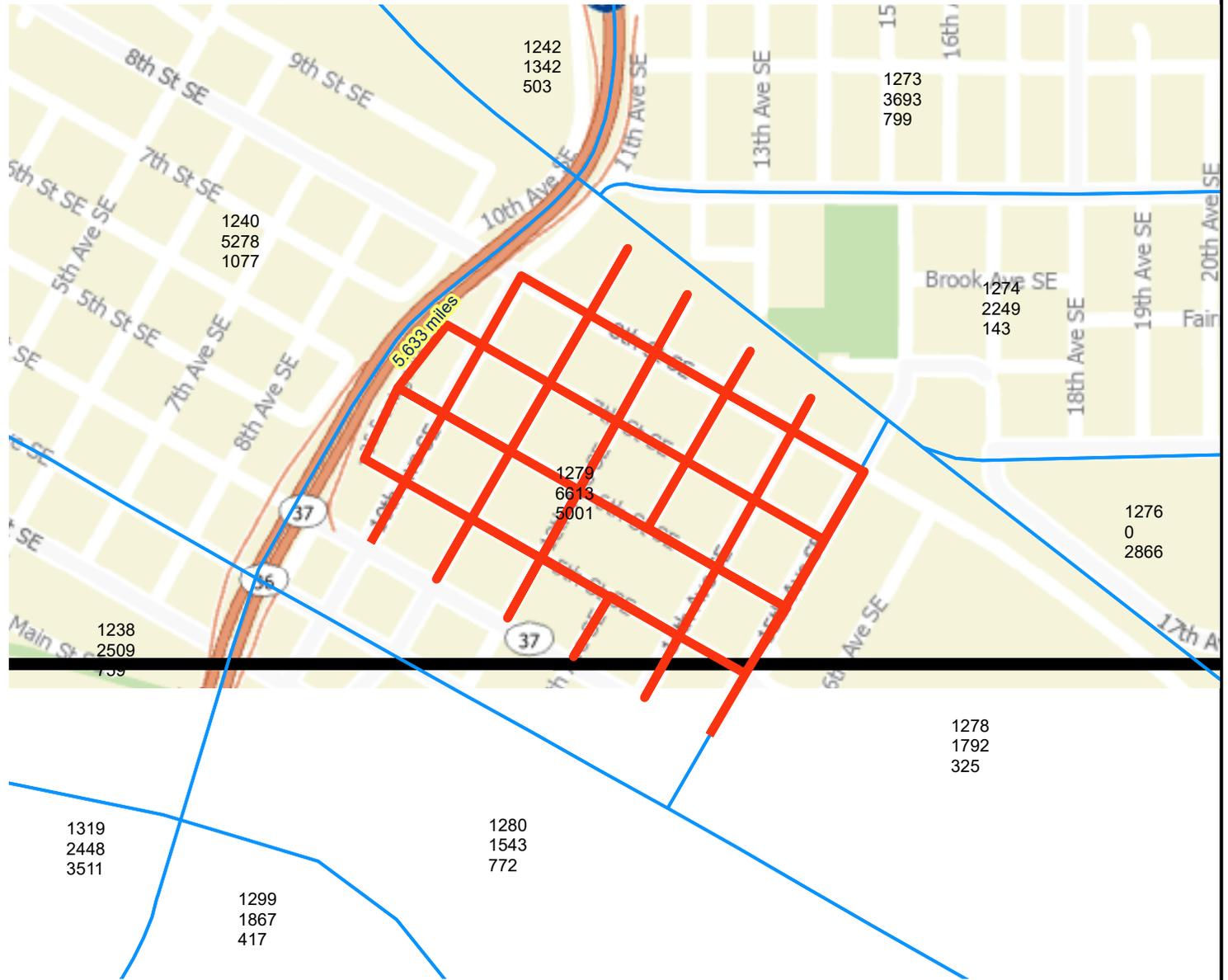


# Population/Employment Summary

Pedestrian Facilities | Map ID: 1702419375248

## Results

Within HALF Mile of project:  
Total Population: 35494



- Project Points
- Project Area
- Project
- 2016 TAZ



Created: 12/12/2023  
LandscapeRSA4



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











# 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

Marcy-Holmes/Dinkytown Area Pedestrian Improvements (various intersections)															
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
Van Cleve Apartments East	1201 SE Brook Ave	New Construction	35	35	0	8	18	9	0	0	0	35	0	100%	Tax Credit (LIHTC 4%) Tax Credit (LIHTC 9%)
Van Cleve Apartments West	919 12th Ave SE	New Construction	50	50	0	11	26	13	0	12	38	0	0	100%	Tax Credit Subsidized - Other Tax Credit (LIHTC 4%) Tax Credit (LIHTC 9%)
Maya Commons	937 13th Ave SE 1220 SE Brook Ave	New Construction	50	50	25	15	10	0	0	12	38	0	0	100%	Tax Credit Subsidized - Other Tax Credit (LIHTC 9%)
Van Cleve - Habitat for Humanity	917 13th Ave SE	New Construction	5	5	0	0	0	5	0	0	5	0	0	100%	Subsidized - Other
8th on Campus	325 SE 8th Ave	Preservation	17	17	0	0	0	0	0	0	0	17	0	100%	Local 4d
Limelight	811 4th St SE 817 4th St SE	New Construction	12	1	0	0	1	0	0	0	0	0	1	8%	Subsidized - Other
Cabrini House	1025 6th St SE	Preservation	23	23	23	0	0	0	0	23	0	0	0	100%	Subsidized - Other
Fieldhouse Dinkytown	801 15th Ave SE	Preservation	330	64	0	0	0	0	0	0	0	64	0	19%	Subsidized - Other
Riverton Community Housing Project	2300 E Franklin Ave 2525 Cole Ave SE 425 13th Ave SE	Preservation	345	215	10	70	101	27	7	0	33	51	131	62%	Subsidized - Other
Riverton Community Housing Hrb Reissue 2006	2300 E Franklin Ave 1000 SE 8th St 700 10th Ave SE 1405 5th St SE 1227 4th St SE	Preservation	320	254	21	149	84	0	0	0	69	0	185	79%	Subsidized - Other
4th Street Apartments; the Doyle	1307 4th St SE	Preservation	92	17	0	0	0	0	0	0	0	17	0	18%	Subsidized - Other
Dinkytown Mixed Use	405 15th Ave SE	Preservation	369	67	0	0	0	0	0	0	0	67	0	18%	Subsidized - Other
Talmage Green	1030 11th Ave SE 1058 11th Ave SE 504 SE 2nd Ave 506 SE 2nd Ave 1026 11th Ave SE 1018 11th Ave SE 1020 11th Ave SE 1036 11th Ave SE 1040 11th Ave SE 1048 11th Ave SE 1050 11th Ave SE 201 5th Ave SE 203 5th Ave SE 1010 11th Ave SE	Preservation	26	26	0	0	13	9	4	0	0	26	0	100%	Project-Based Subsidy Tax Credit Subsidized - Other Tax Credit (LIHTC 4%) Tax Credit (LIHTC 9%)
701 5th Street Se	701 5th St SE	Preservation	5	5	0	0	0	0	0	0	0	5	0	100%	Local 4d
1095 23rd Avenue Se	1095 23rd Ave SE	Preservation	2	2	0	0	0	0	0	0	0	2	0	100%	Local 4d
			<i>Sum Total Units</i>	<i>Sum Affordable Units</i>	<i>Sum Affordable OBR</i>	<i>Sum Affordable 1BR</i>	<i>Sum Affordable 2BR</i>	<i>Sum Affordable 3BR</i>	<i>Sum Affordable 4BR</i>	<i>Sum Units at 30% AMI</i>	<i>Sum Units at 50% AMI</i>	<i>Sum Units at 60% AMI</i>	<i>Sum Units at 80% AMI</i>	<i>Average Percent Affordable</i>	
			<b>1,681</b>	<b>831</b>	<b>79</b>	<b>253</b>	<b>253</b>	<b>63</b>	<b>11</b>	<b>47</b>	<b>183</b>	<b>284</b>	<b>317</b>	<b>74%</b>	



# Crash Summary

## Marcy Dinky

Crash Severity/Crash Year												
Crash Severity	Total	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
K - Fatal	0	0	0	0	0	0	0	0	0	0	0	0
A - Serious Injury	6	0	0	0	1	0	0	1	2	1	0	1
B - Minor Injury	29	5	3	5	3	4	1	5	0	1	2	0
C - Possible Injury	46	10	9	7	2	4	1	5	1	3	3	1
N - Prop Dmg Only	254	33	28	32	14	23	24	36	19	22	17	6
<b>Total</b>	<b>335</b>	<b>48</b>	<b>40</b>	<b>44</b>	<b>20</b>	<b>31</b>	<b>26</b>	<b>47</b>	<b>22</b>	<b>27</b>	<b>22</b>	<b>8</b>

Crash Severity/Number of Vehicles					
Crash Severity	Total	0	1	2	3+
K - Fatal	0	0	0	0	0
A - Serious Injury	6	0	3	2	1
B - Minor Injury	29	0	18	10	1
C - Possible Injury	46	0	20	21	5
N - Prop Dmg Only	254	0	33	196	25
<b>Total</b>	<b>335</b>	<b>0</b>	<b>74</b>	<b>229</b>	<b>32</b>

Relationship to Intersection Summary		Total	%
Not at Intersection/Interchange		117	34.9
Four-Way Intersection		122	36.4
T or Y Intersection		17	5.1
Five-Way Intersection or More		0	0.0
Roundabout		0	0.0
Intersection Related		31	9.3
Driveway Access Related		13	3.9
At School Crossing		0	0.0
Railway Grade Crossing		0	0.0
Shared Use Path or Trail		0	0.0
Interchange or Ramp		0	0.0
Crossover Related		0	0.0
Acceleration/Deceleration Lane		0	0.0
Other/Unknown		35	10.4
<b>Total</b>		<b>335</b>	<b>100.0</b>

Basic Type Summary		Total	%
Pedestrian		11	3.3
Bike		34	10.1
Single Vehicle Run Off Road		18	5.4
Single Vehicle Other		13	3.9
Sideswipe Same Direction		27	8.1
Sideswipe Opposing		10	3.0
Rear End		58	17.3
Head On		9	2.7
Left Turn		14	4.2
Angle		63	18.8
Other		78	23.3
<b>Total</b>		<b>335</b>	<b>100.0</b>

Weather 1 Summary		Total	%
Clear		232	69.3
Cloudy		57	17.0
Rain		22	6.6
Snow		11	3.3
Sleet, Hail (Freezing Rain/Drizzle)		3	0.9
Fog/Smog/Smoke		0	0.0
Blowing Sand/Soil/Dirt/Snow		0	0.0
Severe Crosswinds		0	0.0
Other/Unknown		10	3.0
<b>Total</b>		<b>335</b>	<b>100.0</b>

First Harmful Event Summary		Total	%
Pedestrian		7	2.1
Bicyclist		29	8.7
Motor Vehicle In Transport		184	54.9
Parked Motor Vehicle		94	28.1
Train		0	0.0
Deer/Animal		0	0.0
Other - Non Fixed Object		3	0.9
Collision Fixed Object		17	5.1
Non-Collision Harmful Events		0	0.0
Other/Unknown		1	0.3
<b>Total</b>		<b>335</b>	<b>100.0</b>

Light Condition Summary		Total	%
Daylight		172	51.3
Sunrise		5	1.5
Sunset		10	3.0
Dark (Str Lights On)		120	35.8
Dark (Str Lights Off)		2	0.6
Dark (No Str Lights)		4	1.2
Dark (Unknown Light)		9	2.7
Other/Unknown		13	3.9
<b>Total</b>		<b>335</b>	<b>100.0</b>



# Crash Summary

## Marcy Dinky

Time of Day/Day of Week														Total	%
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			
SUN	12	6	1	1	2	0	8	5	5	4	6	3	53	15.8	
MON	1	0	1	1	8	4	6	4	8	5	4	2	44	13.1	
TUE	2	1	0	1	7	4	5	7	4	7	5	1	44	13.1	
WED	2	2	0	3	1	4	7	4	2	6	3	4	38	11.3	
THU	7	1	0	2	4	1	5	7	7	11	6	2	53	15.8	
FRI	9	0	1	3	4	0	5	4	3	5	6	7	47	14.0	
SAT	5	6	0	0	2	6	4	7	4	9	6	7	56	16.7	
<b>Total</b>	38	16	3	11	28	19	40	38	33	47	36	26	335	100.0	
<b>%</b>	11.3	4.8	0.9	3.3	8.4	5.7	11.9	11.3	9.9	14.0	10.7	7.8	100.0	100.0	

Driver & Non-Motorist Age/Gender Summary							Month Summary		Total	%
Age	M	F	NR	No Value	Total	%				
<14	1	0	2	2	5	0.7	January		22	6.6
14	0	0	0	0	0	0.0	February		26	7.8
15	0	0	0	0	0	0.0	March		18	5.4
16	1	0	0	0	1	0.1	April		25	7.5
17	0	1	0	0	1	0.1	May		26	7.8
18	2	3	0	0	5	0.7	June		28	8.4
19	15	16	0	1	32	4.6	July		31	9.3
20	19	23	0	0	42	6.1	August		28	8.4
21-24	84	78	1	0	163	23.6	September		46	13.7
25-29	32	26	0	2	60	8.7	October		30	9.0
30-34	27	9	0	0	36	5.2	November		29	8.7
35-39	20	9	0	0	29	4.2	December		26	7.8
40-44	7	5	0	0	12	1.7	<b>Total</b>		335	100.0
45-49	15	9	0	0	24	3.5	<b>Physical Condition Summary</b>			
50-54	10	5	0	0	15	2.2	Apparently Normal (Including No Drugs/Alcohol)		390	84.1
55-59	9	9	1	1	20	2.9	Physical Disability (Short Term or Long Term)		0	0.0
60-64	13	3	0	0	16	2.3	Medical Issue (Ill, Sick or Fainted)		0	0.0
65-69	3	2	0	0	5	0.7	Emotional (Depression, Angry, Disturbed, etc.)		0	0.0
70-74	1	1	0	0	2	0.3	Asleep or Fatigued		1	0.2
75-79	0	0	0	0	0	0.0	Has Been Drinking Alcohol		11	2.4
80-84	1	0	0	0	1	0.1	Has Been Taking Illicit Drugs		0	0.0
85-89	1	0	0	0	1	0.1	Has Been Taking Medications		0	0.0
90-94	0	0	0	0	0	0.0	Other/Unknown		46	9.9
95+	1	0	0	0	1	0.1	Not Applicable		16	3.4
No Value	7	0	3	210	220	31.8	<b>Total</b>		464	100.0
<b>Total</b>	269	199	7	216	691	100.0				
<b>%</b>	38.9	28.8	1.0	31.3	100.0	100.0				

Selection Filter:

WORK AREA: County('659472') - SPATIAL FILTER APPLIED

Analyst:

Andrew Schmitz

Notes:

# Marcy-Holmes Dinkytown Pedestrian Improvements

Location: City of Minneapolis

Applicant: City of Minneapolis Public Works



**Project Area:** A contiguous area of the Marcy-Holmes neighborhood of Minneapolis bounded by I-35W Frontage Road East to the west and 15th Avenue Southeast to the east, north of 4th Street Southeast and south of the BNSF railroad line.

**Requested Award Amount:** \$1,508,000

**Total Project Cost:** \$1,885,000

**Project Overview:** The proposed project would improve pedestrian safety and ADA access within a contiguous area of the Marcy-Holmes neighborhood of Minneapolis. This area of the Marcy-Holmes neighborhood east of Interstate 35W is adjacent to the University of Minnesota campus and houses a large student population as well as a dense commercial and mixed-use district known as Dinkytown. These population and land use characteristics result in heavy pedestrian activity in the area and a corresponding need to prioritize pedestrian safety and accessibility.

There are many needs for pedestrian improvements within the project area. Currently, the majority of pedestrian ramps are not ADA-compliant, and a few midblock crossings are without ramps at all, creating accessibility issues. Several intersections also have traffic safety concerns that could be improved for pedestrians with design changes to shorten crossing distances, control vehicle turning movements, improve visibility, and provide other forms of traffic calming.

The proposed project would address these pedestrian safety and accessibility priorities by replacing ADA non-compliant pedestrian ramps and by adding pedestrian safety treatments at key locations such as curb extensions, medians, refuge islands, new or upgraded pedestrian crossing signals/RRFBs, and replacing or adding needed sidewalk panels.

# Population/Employment Summary

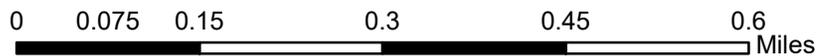
Pedestrian Facilities | Map ID: 1702419375248

## Results

Within HALF Mile of project:  
Total Population: 35494



- Project Points
- Project Area
- Project
- 2016 TAZ



Created: 12/12/2023  
LandscapeRSA4



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









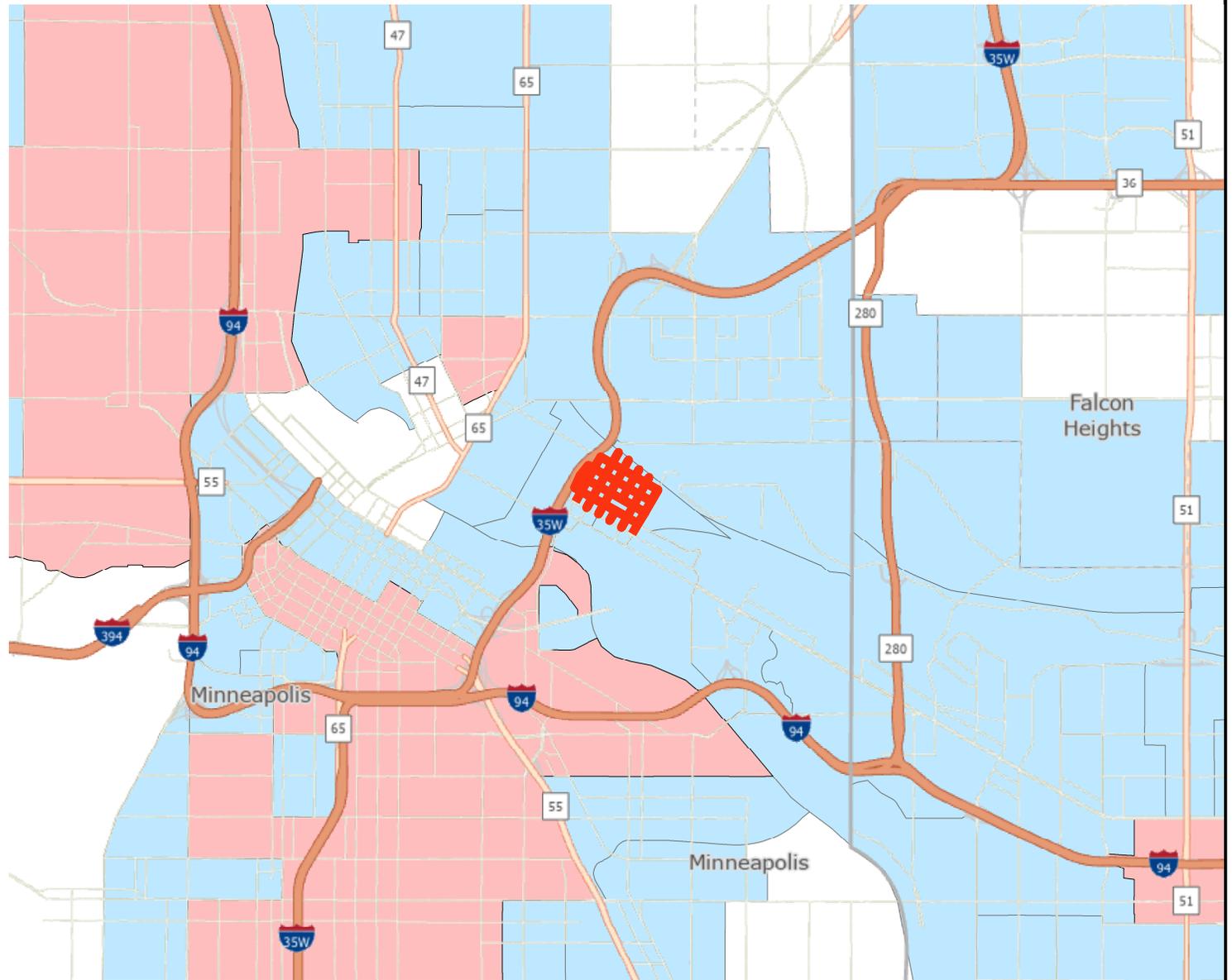
# Socio-Economic Conditions

Pedestrian Facilities | Map ID: 1702666426504

## Results

Total of publicly subsidized rental housing units in census tracts within 1/2 mile: 2958

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



— Lines

Regional Environmental Justice Area

Area of Concentrated Poverty

0 0.5 1 2 3 4 Miles

Created: 12/15/2023  
LandscapeRSA2



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

