



Application

19835 - 2024 Safe Routes to School Infrastructure
20262 - Hayes Street & Ulysses Street Safe Routes to School Improvements
Regional Solicitation - Bicycle and Pedestrian Facilities

Status: Submitted
Submitted Date: 12/15/2023 12:49 PM

Primary Contact

Feel free to edit your profile anytime your information changes. Create your own personal alerts using My Alerts.

Name: He/him/his Pronouns Gustave First Name Stewart Last Name
Title: Associate Transportation Planner
Department: Transportation Planning & Programming
Email: gustave.stewart@minneapolismn.gov
Address: 505 4th Avenue South, Room 410

Phone: * Minneapolis City Minnesota State/Province 55415 Postal Code/Zip
612-240-3457 Phone Ext.

Fax:
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 City Minnesota State/Province 55401 Postal Code/Zip
612-673-3884 Phone Ext.

Fax:
PeopleSoft Vendor Number 0000020971A2

Project Information

Project Name Hayes Street & Ulysses Street Safe Routes to School 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 Hayes Street NE and Ulysses Street NE Safe Routes to School project will improve bicycle and pedestrian facilities for travelers of all ages and abilities by establishing a safe and comfortable connection to Pillsbury Elementary School, Northeast Middle School, and Waite Park Elementary School. The primary objective of the City of Minneapolis' Safe Routes to School program is to improve multimodal safety and access for K-12 students and encourage active transportation. This project supports the City's equitable prioritization of multimodal improvements and its Vision Zero commitment to eliminate fatal and serious injury traffic crashes.

The proposed Safe Routes to School project will implement a neighborhood greenway, which includes pedestrian and bicycle-related improvements, along Hayes St NE from 22nd Ave NE to 33rd Ave NE, along 33rd Ave NE from Hayes St NE to Ulysses St NE, and along Ulysses St from 33rd Ave NE to Johnson St NE. Improvements may include a combination of ADA-compliant curb ramps and treatment such as, traffic circles, speed humps, speed tables, bump outs, medians, pedestrian refuge islands, diverters, signage, traffic control devices, protected bikeways, and pavement markings at select locations.

This segment of Hayes Street NE and Ulysses Street NE is identified as a near term, low stress bikeway in the City's Transportation Action Plan. The project also crosses Lowry Avenue NE and is parallel to the Johnson Street, both High Injury Streets in the City's Vision Zero Action Plan.

(Limit 2,800 characters; approximately 400 words)

TRANSPORTATION IMPROVEMENT PROGRAM (TIP) DESCRIPTION - will be used in TIP if the project is selected for funding. See MnDOT's TIP description guidance.

Hayes Street NE from 22nd Ave NE to 33rd Ave NE and Ulysses Street NE from 33rd Ave NE to MSAS 183 (Johnson St NE) in MPLS - Safe Routes to School improvements at intersections, ADA, and traffic calming

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

Project Length (Miles)

1.7

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 \$953,320.00

Match Amount \$238,330.00

Minimum of 20% of project total

Project Total \$1,191,650.00

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:

Hayes Street & Ulysses Street Safe Routes to School

(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

City Street

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

Road/Route No.

(Example: 53 for CSAH 53)

Name of Road

22nd Avenue NE

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

To:

Road System

MSAS

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

Road/Route No.

183

(Example: 53 for CSAH 53)

Name of Road

Johnson Street NE

(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

Yes

Concrete Walk

Yes

Pedestrian Bridge

Signal Revision

Landscaping

Yes

Other (do not include incidental items)

Aggregate base, sidewalk, pedestrian ramps, curb and gutter, stripping, drainage

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

55418

Approximate Begin Construction Date (MO/YR)

06/01/2028

Approximate End Construction Date (MO/YR)

11/30/2028

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.

- MPS SRTS Strategic Action Plan (https://nutritionservices.mpls.k12.mn.us/uploads/mpls_srts_strategic_action_plan_2017.pdf) - This plan provides a holistic approach to improve safety and encourage more students and families in Minneapolis to walk or bike to school and around their communities.

- Minneapolis SRTS Walking Routes for Youth Map (<https://www.minneapolismn.gov/media-wwwcontent-assets/documents/Walking-Routes-forYouth---English.pdf>) - This map provides walking routes for students throughout Minneapolis. This project aligns with the neighborhood walking route included on the map.

- Vision Zero Action Plan (<https://lms.minneapolismn.gov/Download/RCAV2/31027/18-Vision-Zero-Action-Plan-2023-2025.pdf>) - The plan identifies high injury streets as priority streets for safety improvements. The route intersects and is parallel to streets that were identified in this plan.

- Transportation Action Plan (go.minneapolismn.gov) - The All Ages and Abilities network in the TAP identifies the route as near-term low-stress bikeway.

- Racial Equity Framework for Transportation (REF) (<https://www2.minneapolismn.gov/government/departments/public-works/tpp/racial-equity-framework/>) -Included under the REF goal "Build Organizational Empathy" is Action 3.3: Build relationships with young people in Minneapolis; pilot a partnership with Minneapolis Public Schools to expose high school students to plans, programs or projects happening in the city and to garner interest in Public Works and/or public sector work as a future career option. The Safe Routes to School program, and this project in particular, is a critical element to achieving this goal by 2030.

(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. Yes

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

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

Requirements - Bicycle and Pedestrian Facilities Projects

Specific Roadway Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Mobilization (approx. 5% of total cost)	\$65,600.00
Removals (approx. 5% of total cost)	\$0.00
Roadway (grading, borrow, etc.)	\$0.00
Roadway (aggregates and paving)	\$0.00
Subgrade Correction (muck)	\$0.00
Storm Sewer	\$150,000.00
Ponds	\$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	\$100,875.00
Traffic Control	\$64,475.00
Striping	\$27,480.00
Signing	\$27,480.00
Lighting	\$0.00
Turf - Erosion & Landscaping	\$11,900.00
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	\$62,850.00
Other Roadway Elements	\$61,000.00
Totals	\$571,660.00

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	\$21,850.00
Sidewalk Construction	\$0.00
On-Street Bicycle Facility Construction	\$75,000.00
Right-of-Way	\$0.00
Pedestrian Curb Ramps (ADA)	\$159,000.00
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	\$190,700.00
Other Bicycle and Pedestrian Elements	\$173,440.00
Totals	\$619,990.00

Specific Transit and TDM Elements

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

Totals

\$0.00

Transit Operating Costs

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

PROTECT Funds Eligibility

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

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

Response:

Totals

Total Cost	\$1,191,650.00
Construction Cost Total	\$1,191,650.00
Transit Operating Cost Total	\$0.00

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

Response:

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

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

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

Equity: Equity is one of the key goals of the City's Transportation Action Plan (TAP), Racial Equity Framework, and is essential to the City's Vision Zero work. Severe and fatal traffic crashes disproportionately impact people in neighborhoods with lower incomes, Native American and Black residents, and people walking and biking. Through our work we acknowledge and are working to eliminate racial, economic, and other disparities in both traffic crashes and access to mobility options. All of this applies to students and families across Minneapolis.

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

Engineering: The City of Minneapolis has a SRTS infrastructure program that allocates about \$1M per year in infrastructure improvements near schools or along routes to schools in the 2024-2029 CIP.

(Limit 2,800 characters; approximately 400 words)

Measure A: Project Location and Impact to Disadvantaged Populations

Select one:

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

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

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

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

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

Average Percent of Student Population

14.6%

Measure B: Student Population

Student population within one mile of the school

416.0

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:

Within the project area, 23% of the population identifies as Black, Indigenous, and People of Color, 18% are under the age of 18 years, and approximately 11% of residents are living with a disability. Furthermore, 7% of the residents within the project area are under the poverty threshold and 13% are over 65 years old.

In addition to engaging residents and communities throughout the project area, Safe Routes to School projects target and prioritize engagement with students and families in schools being served. The demographics of these schools are not always reflective of the neighborhoods along the route. For example, according to MPS Student Accounting for the 2022-2023 Academic school year, at Pillsbury Elementary School, 71% of students are students of color; at Northeast Middle School, 68% of students are students of color; and at Waite Park Elementary School, 38% of students are students of color. The number of students who qualify for free or reduced lunch at each school also tells a slightly different story than neighborhood demographics alone. Nearly three quarters (73%) of all students at Pillsbury Elementary School qualify for free or reduced lunch, for example. It is critical to call attention to the complex demographics at play for projects that move through a variety of neighborhoods and communities, and that serve incredibly diverse students and families.

This project is being proposed because of findings and engagement around the Minneapolis Transportation Action Plan (TAP), Vision Zero Action Plan (VZAP), Minneapolis Safe Routes to School plan, and community feedback from other venues. These included focused efforts to engage traditionally underrepresented communities. For the TAP and VZAP, engagement included separate dialogues in-language with members from 7 communities as well as 30 direct engagement activities done in partnership with contracted community-based organizations. The key themes heard during these engagement events were the desire to improve traffic safety, especially for pedestrians; improve transit access and experience; and improve transportation options and make travel easy.

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

The Hayes & Ulysses St NE SRTS project is a direct reflection of the community input heard through these various engagement events aimed at improving the safety for people walking and biking to and from school and other community amenities.

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

Measure B: Disadvantaged Communities Benefits and Impacts

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

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

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

Acknowledge and describe any negative project impacts to Black, Indigenous, and People of Color populations, low-income populations, children, people with disabilities, youth, and older adults. Describe measures to mitigate these impacts. Unidentified or unmitigated negative impacts may result in a reduction in points.

Below is a list of potential negative impacts. This is not an exhaustive list.

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

Response:

The proposed SRTS project will improve safety, security, accessibility, community cohesion, and public health for traditionally underrepresented groups along the Hayes & Ulysses Street NE corridor by improving safety and connectivity in the project area. The project includes intersection improvements, bicycle and pedestrian network continuity, and prioritizes walking and biking through a complete streets approach. These improvements will be especially beneficial at intersections with identified High Injury Streets (Lowry Ave NE) per the 2023-2025 Vision Zero Action Plan.

According to MPS Student Accounting for the 2022-2023 Academic school year, at Waite Park Elementary School, 38% of students are students of color and 31% qualify for free or reduced cost lunch; at Northeast Middle School, 68% of students are students of color and 65% qualify for free or reduced cost lunch; and at Pillsbury Elementary School, 71% of students are students of color and 73% qualify for free or reduced cost lunch.

In addition to Waite Park Elementary School, Northeast Middle School, and Pillsbury Elementary School, the project area includes a large number of residential properties, parks, connections to Metro Transit routes 4 and 32, Windom Park, Audubon Park, Waite Park, and the Waite Park Recreation Center which hosts a variety of youth programs and events throughout the year. These facilities are all heavily utilized by populations of color and low-income families, meaning the proposed improvements will have a profound impact on the safety and comfort of those populations.

The proposed project will not create any permanent negative impacts. During construction, access to housing and community destinations will be maintained and construction activities will mitigate any associated noise, dust, traffic, and utility.

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

Measure C: Affordable Housing Access

Describe any affordable housing developments (existing, under construction, or planned) within 1/2 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 1/2 mile of the project. Benefits must relate to affordable housing residents. Examples may include:

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

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

Response:

The proposed project will prioritize the safety of residents walking and biking by implementing safety improvements at key intersections along the project route. The improvements may include curb extensions, pedestrian medians, traffic circles, diverters, chicanes, speed bumps, raised crossings and updated ADA curb ramps. This project will provide a safe route through the neighborhood that will connect residents to schools such as Waite Park Elementary School, Northeast Middle School, and Pillsbury Elementary School, businesses, and existing trails. Improvements made with this project will aim to slow vehicle speeds along the route to improve safety while still maintaining access. As outlined in the affordable housing table attachment, there are 862 affordable units within a 1/2 mile of the project area, with 468 of those affordable at the 30% AMI. This project connects residents within these housing units to schools, parks, and various amenities within the community. Destinations in the area include, but are not limited to, Metro Transit local bus routes, Windom Park, Audubon Park, Waite Park, and the Waite Park Recreation Center.

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

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):

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

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

1702658877977_Socioeconomic_Hayes Ulysses St NE SRTS Map.pdf

Measure A: Gaps, Barriers, and Continuity/Connections

Response:

The Hayes & Ulysses St NE SRTS project is located within the RBTN Tier 1 Corridor and intersects with the St. Anthony Parkway RBTN Tier 1 Alignment. The project is also identified as a near-term low-stress bikeway in the All Ages and Abilities (AAA) in the City's Transportation Action Plan. The route will connect to existing low stress bikeways on 22nd Ave NE and St. Anthony Parkway in the City's AAA network. Furthermore, it aligns with the Minneapolis Public School's Walking Routes for Youth map, which identifies priority walking routes for students.

The project will address several existing barriers along Hayes St NE. The route crosses Lowry Ave NE, which is identified as a High Injury Street, and other relatively high traffic streets such as 29th Ave NE and St. Anthony Parkway. These intersections are all within a block from the schools being impacted by this project and can be dangerous for kids and students to cross safely and comfortably.

- Lowry Ave NE is a 2-lane, 45 ft wide, 30 mph speed limit, 8,026 AADT
- 29th Ave NE is a 2-lane, 40 ft wide, 25 mph speed limit, 2,725 AADT
- St. Anthony Parkway is a 2-lane, 30 ft wide, 20mph speed limit, 3,493 AADT

The project will also serve as a lower stress route compared to Johnson Street NE, which runs parallel to Hayes St NE. The Johnson St NE is 2-lanes, 40 ft wide, and 25 mph speed limit, with an AADT ranging from 3,687 to 11,589. This street is identified on the City's High Injury Streets network.

Intersection safety improvement along the safe routes to school route may include curb extensions, pedestrian medians, and/or RRFBs to shorten crossing distance and improve visibility at these intersections. Traffic calming may include traffic circles, traffic diverters, chicanes, speed bumps, raised crossings, upgraded pedestrian curb ramps, upgraded pavement markings, and other improvements. These improvements will be focused increasing safety and visibility at higher injury intersections and provide traffic calming that will slow vehicle speeds.

As result of these improvements, the safe routes to school project will provide a safer and more comfortable route for those walking, rolling, or biking to Pillsbury Community School, Northeast Middle School, and Waite Park Community School. This fills a gap where there is currently no north-south low-stress bikeway that connects to these schools.

(Limit 2,800 characters; approximately 400 words)

Upload Map

Please upload attachment in PDF form

1702659073497_RBTN Hayes Ulysses St NE SRTS Map.pdf

Measure B: Deficiencies corrected or safety or security addressed

Response:

The project will address existing deficiencies through providing updates to curb ramps that do not satisfy ADA design standards, providing traffic calming to slow vehicle speeds, and including safety improvements at intersections. These improvements will provide a safer and more comfortable for students and kids to walk, roll, or bike to schools adjacent to the project area.

Based on 10 years of crash history (2013 - 2022), there has been a total of 21 crashes on the route:

- 7 (33%) of these crashes occurred at or near the intersection with Lowry Ave NE
- 5 (24%) of these crashes resulted in at least a possible injury or higher

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

- Median Treatment for Ped/Bike Safety (ID: 9120) has a CMF of 0.86.
- Conversion of Stop Controlled Intersection to Mini Roundabout (CMF ID: 11240) has CMF of 0.80.
- Traffic Calming countermeasure (CMF ID 128) has a CMF of 0.68.
- Install Bicycle Boulevard (CMF ID 3092) has a CMF of 0.37.

These countermeasures and others will be focused on the 22nd Ave NE (3 crashes), Lowry Ave NE (7 crashes), 29th Ave NE (3 crashes), and St. Anthony Parkway (1 crash) intersections. Additional intersections will be evaluated, which includes but is not limited to, 23rd Ave NE, 27th Ave NE, 32nd Ave NE, and 34th Ave NE. Applying these proven CMFs to these intersections will reduce crashes and result in a safer route for students to walk, roll, or bike to and from school.

Additional safety improvements will be included following national and local best practices, but do not yet have an established crash modification factor. This may include narrowing pedestrian crossing distances by installing curb extensions, tightening turning radii to slow turning speeds, and reducing lane widths.

Schools and community members along the route have also identified transportation safety concerns in the project area. Further outreach to schools and community will be done throughout the design process to identify deficiencies and determine the specific types of safety improvements.

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 (48 Percent of Points)

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

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

100%

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

50%

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

50%

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

25%

No outreach has led to the selection of this project.

0%

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

Response:

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

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

2. Layout (16 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 (10 Percent of Points)

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

Yes

100%

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

100%

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

80%

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

40%

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

0%

Project is located on an identified historic bridge

4. Right-of-Way (16 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 (10 Percent of Points)

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

Yes

100%

Signature Page

Please upload attachment in PDF form

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

50%

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

0%

Measure A: Cost Effectiveness

Total Project Cost (entered in Project Cost Form):	\$1,191,650.00
Enter Amount of the Noise Walls:	\$0.00
Total Project Cost subtract the amount of the noise walls:	\$1,191,650.00
Points Awarded in Previous Criteria	
Cost Effectiveness	\$0.00

Other Attachments

File Name	Description	File Size
1A_Hayes & Ulysses Street NE One Pager.pdf	One Pager - Hayes St & Ulysses St SRTS	769 KB
1B_Existing Condition Photos_Hayes St NE & Ulysses St NE.pdf	Existing Conditions Photos - Hayes St & Ulysses St SRTS	2.4 MB
2A_Hayes & Ulysses St NE SRTS Map.pdf	Route Map - Hayes St & Ulysses St SRTS	413 KB
2B_1_Affordable Housing Hayes & Ulysses St NE Map.pdf	Affordable Housing Map - Hayes St & Ulysses St SRTS	2.0 MB
2B_2_Affordable Housing Hayes & Ulysses St NE Table.pdf	Affordable Housing Table - Hayes St & Ulysses St SRTS	153 KB
2C_Historic_Hayes & Ulysses St NE Map.pdf	Historic Locations Map - Hayes St & Ulysses St SRTS	793 KB
2D_RBTN_Hayes & Ulysses St NE Map.pdf	RBTN Map - Hayes St & Ulysses St SRTS	2.8 MB
2E_Socioeconomic_Hayes & Ulysses St NE Map.pdf	Socioeconomic Conditions Map - Hayes St & Ulysses St SRTS	2.5 MB
3A_City of Minneapolis 2024 Regional Solicitation Letter of Support_SIGNED.pdf	City of Minneapolis Regional Solicitation Letter of Support	2.4 MB
3B_Hennepin County - Letter of Support - Hayes SRTS.pdf	Hennepin County Letter of Support - Hayes St & Ulysses St SRTS	122 KB
4A_Hayes & Ulysses St NE SRTS Travel Tally Report.pdf	Travel Tally Report - Hayes St & Ulysses St SRTS	207 KB
4B_Hayes-Ulysses SRTS Crash Data.pdf	Crash Data - Hayes St & Ulysses St NE SRTS	100 KB
4C_Proposed CMFs.pdf	Proposed CMFs - Hayes St & Ulysses St SRTS	394 KB

Hayes & Ulysses Street NE Safe Routes to School Project Travel Tally



Summary of Travel Tally

PROCEESS

- Pillsbury Elementary School and Waite Park Elementary School were asked to complete a student travel tally
- Teachers asked and reported how students traveled to and from school using the *Safe Routes to School Students Arrival and Departure Travel Sheet*
- Data were summarized for each school and combined to estimate the percentage of students that walk, bike, and/or take public transit to and from the schools located along the route

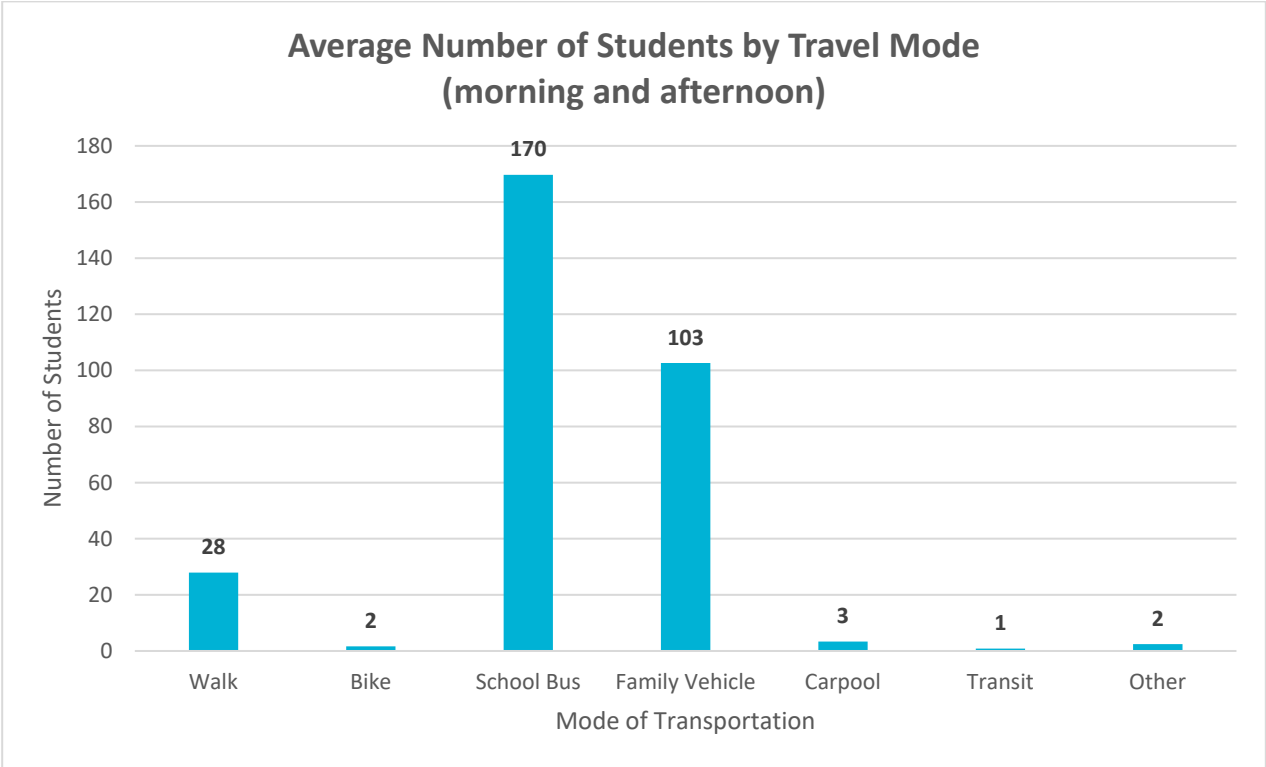
RESULTS

- ***An estimated 14.6% of students walk, bike, or take public transit across the two schools that participated in the travel tally along the Hayes & Ulysses Street NE safe routes to school project***

School	Students Participated	Students Participated – walk, bike, or public transit	Total Enrollment	Total Estimated – walk, bike, or public transit	Percent – walk, bike, or public transit
Pillsbury Elementary School	314	31	407	39	9.7%
Waite Park Elementary School	245	53	287	62	21.5%
Total	559	84	694	101	14.6%

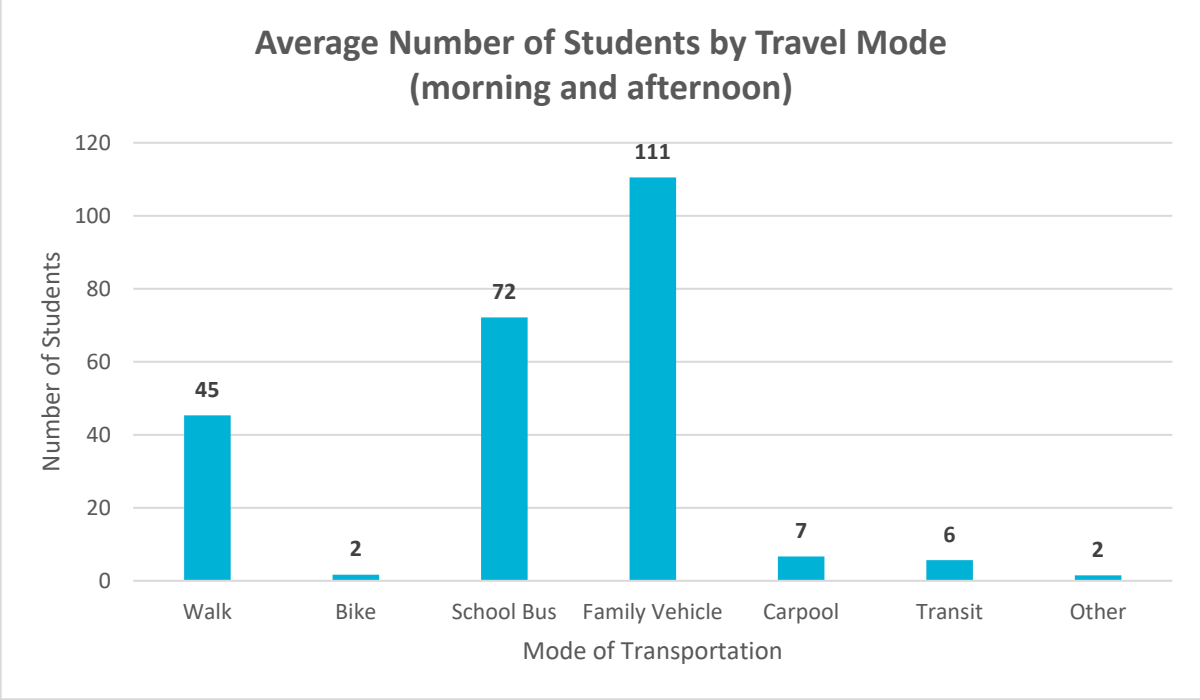
Pillsbury Elementary School

A total of 314 students participated in the travel tally the week of December 4th, 2023. On average, 28 (8.9%) students walked, 2 (0.5%) biked, 170 (54.1%) took the school bus, 103 (32.7%) rode in a family vehicle, 3 (1.1%) carpoled, 1 (0.3%) took public transit, and 2 (0.8%) took other forms of transportation to and from school. Based on these numbers, an estimated 9.7% of students walk, bike, or takes public transit to and from school.



Waite Park Elementary School

A total of 245 students participated in the travel tally the week of December 4th, 2023. On average, 45 (18.5%) students walked, 2 (0.7%) biked, 72 (29.4%) took the school bus, 111 (45.0%) rode in a family vehicle, 7 (2.7%) carpooled, 6 (2.3%) took public transit, and 2 (0.6%) took other forms of transportation to and from school. Based on these numbers, an estimated 21.5% of students walk, bike, or takes public transit to and from school.



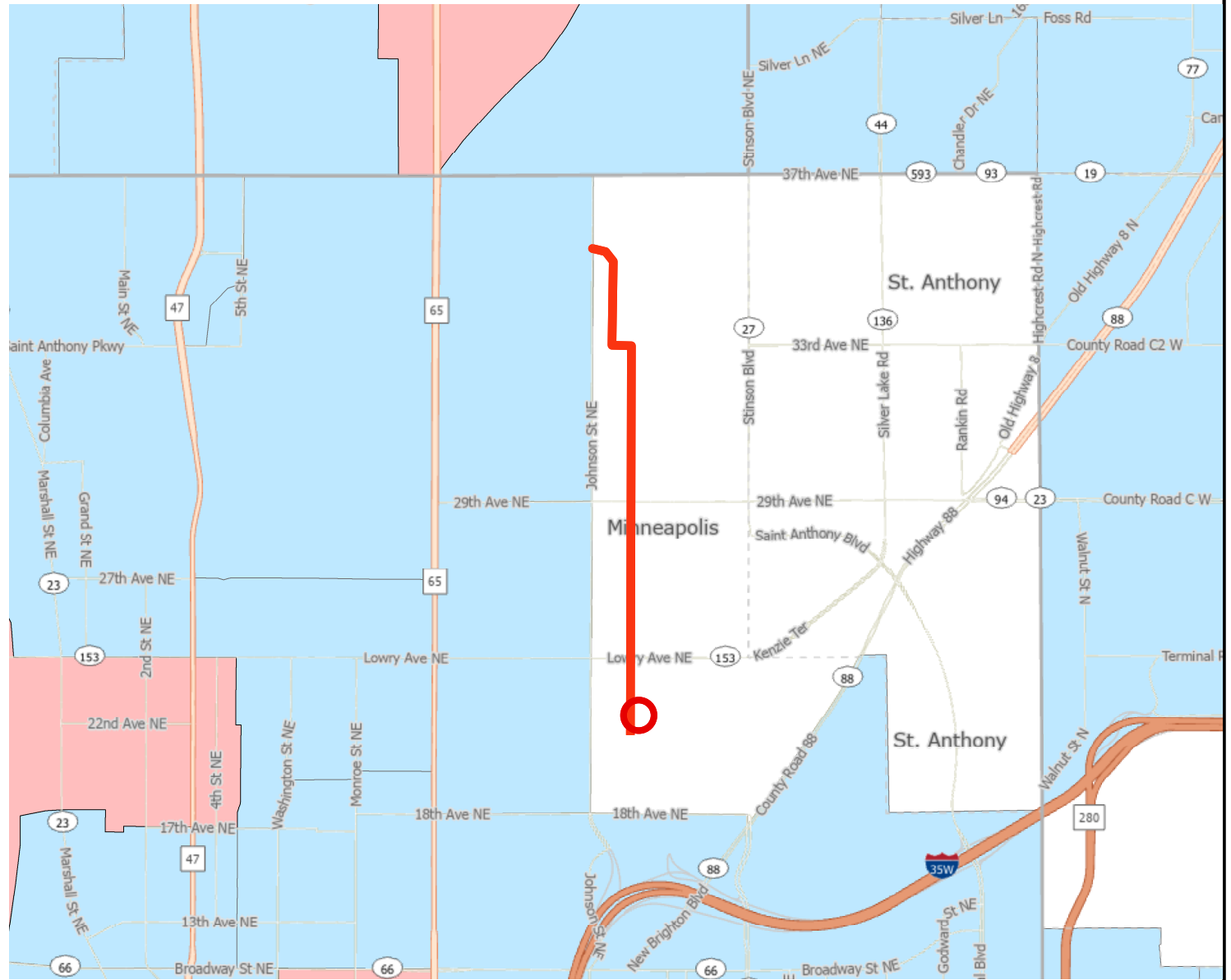
Socio-Economic Conditions

Safe Routes to Schools Project: Hayes St SRTS | Map ID: 1701461747113

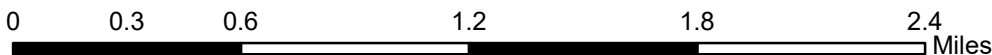
Results

Total of publicly subsidized rental housing units in census tracts within 1/2 mile: 655

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



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



Created: 12/1/2023
LandscapeRSA2

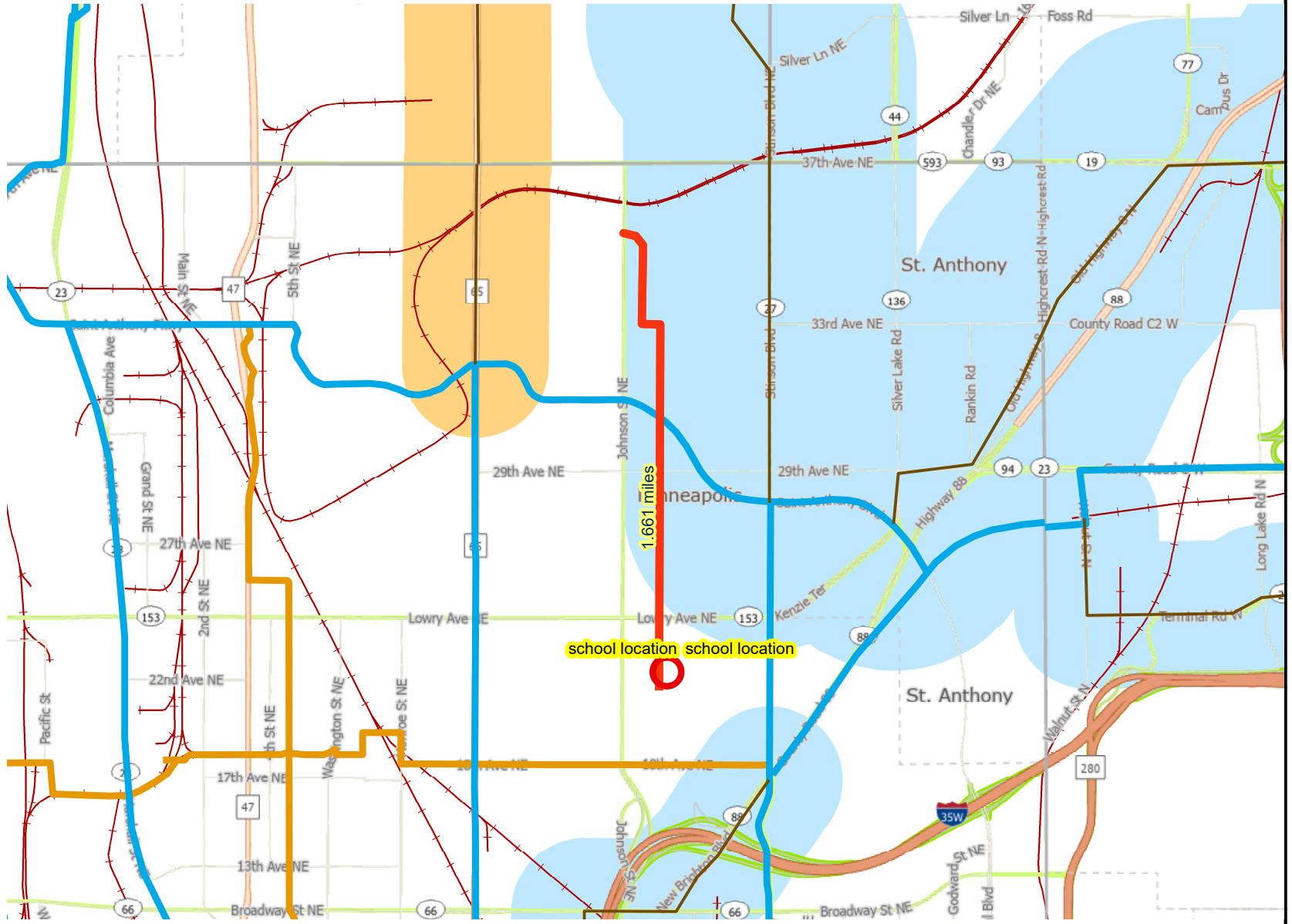


For complete disclaimer of accuracy, please visit <http://giswebsite.metc.state.mn.us/gis/site/notice.aspx>



Project to RBTN Orientation

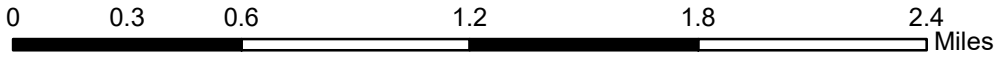
Safe Routes to Schools Project: Hayes St NE SRTS | Map ID: 1701461747113



1.661 miles

school location school location

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



Created: 12/1/2023
LandscapeRSA6



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



HAYES & ULYSSES STREET NE

SAFE ROUTES TO SCHOOL IMPROVEMENTS

A safer street for students and kids to travel to and from school and around the neighborhood

Project goals

- Make it easier to walk, bike, roll, and take the bus to schools
- Create a calmer neighborhood street for all users of all ages and abilities
- Improve access to neighborhood destinations
- Address traffic safety needs at high injury street intersections

Project route

- Identified as a near-term low-stress bikeway
- Intersects with high injury streets
- Route will connect Pillsbury Elementary School, Northeast Middle School, and Waite Park Elementary School
- Prioritize traffic calming and improve safety

Types of Improvements

- Bicycle boulevard
- Traffic calming may include traffic circles, curb bump outs, medians, diverters, signage, pavement markings, etc.
- ADA pedestrian ramps

What's next

- Community engagement
- Coordinate with partner agencies, such as Minneapolis Public Schools and Hennepin County
- Develop 30% concept layout

Project schedule



Our Goals

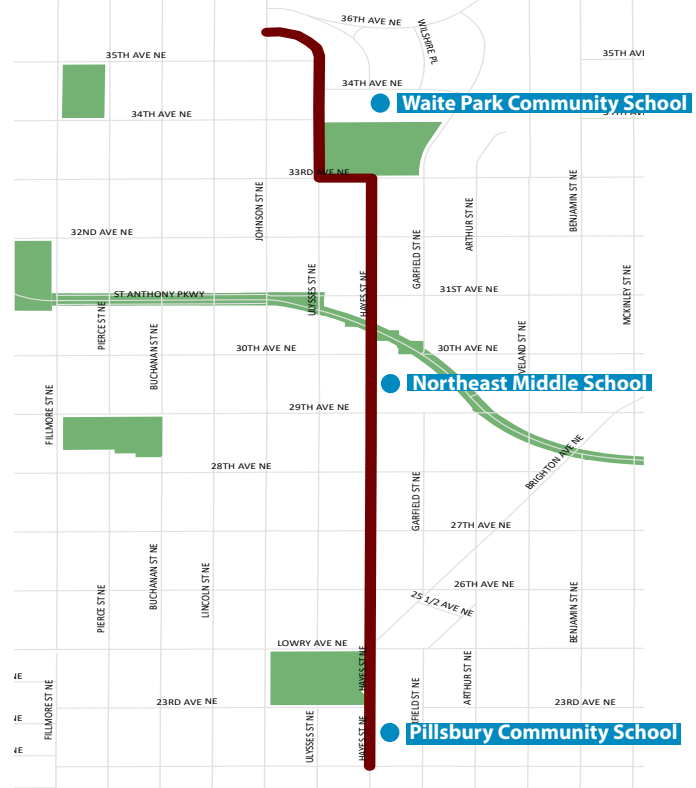


**BETTER
PATHWAYS
FOR
WALKING**



**IMPROVED
ROUTES FOR
BIKING**

HAYES ST - 22ND AVE TO 33RD AVE ULYSSES ST - 33RD AVE TO JOHNSON ST



NORTHEAST MIDDLE SCHOOL ALONG HAYES ST NE



Transportation Action Plan

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

Contact us

Bria Fast, Transportation Planner - Public Works
612-427-3461 | Bria.Fast@minneapolismn.gov

For reasonable accommodations or alternative formats:

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

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

EXISTING CONDITION PHOTOS

HAYES STREET NE & LOWRY AVENUE NE



EXISTING CONDITION PHOTOS

HAYES STREET NE & 30TH AVENUE NE

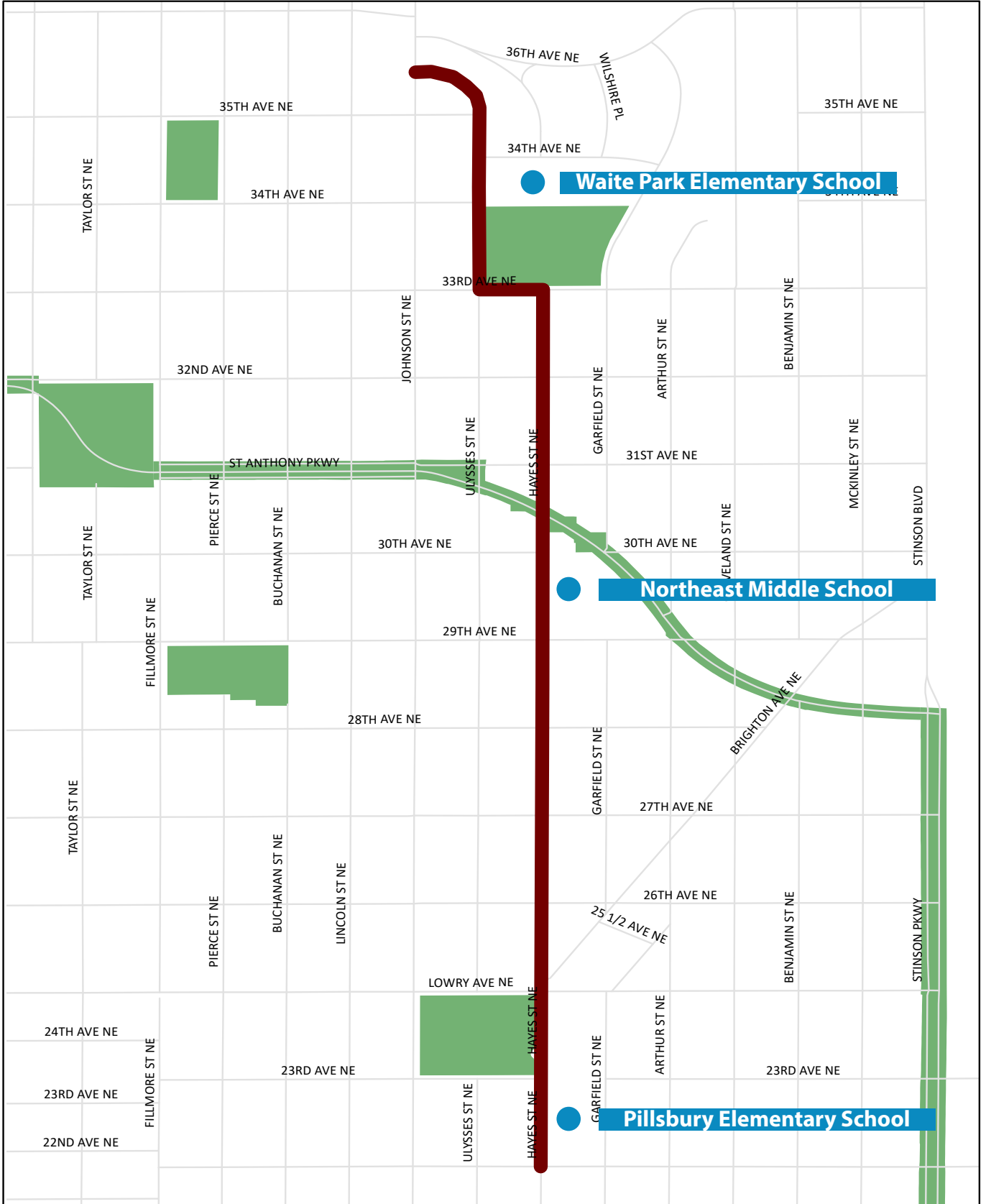


EXISTING CONDITION PHOTOS

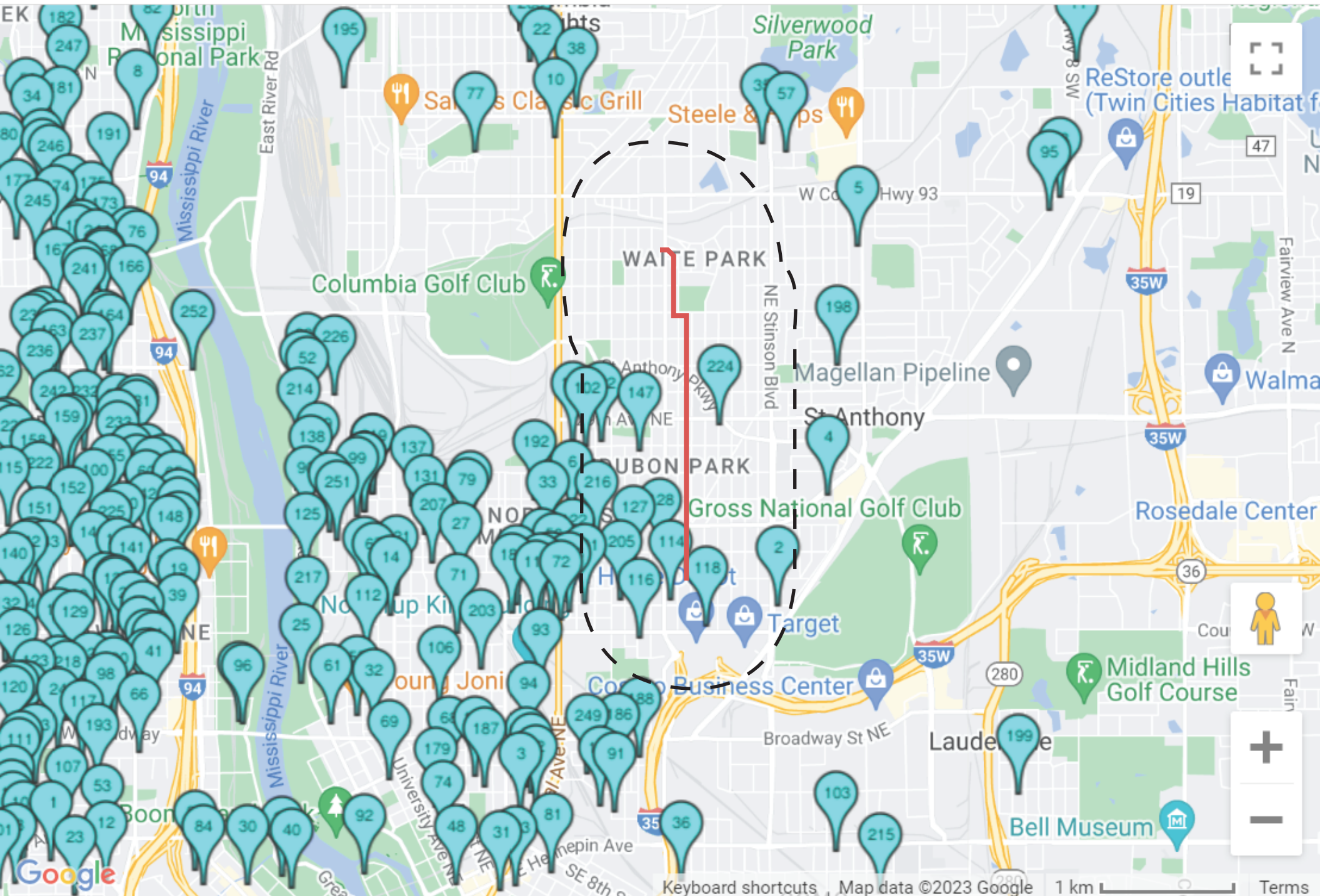
ULYSSES STREET NE & 34TH AVENUE NE



HAYES & ULYSSES STREET NE SAFE ROUTES TO SCHOOL IMPROVEMENTS MAP



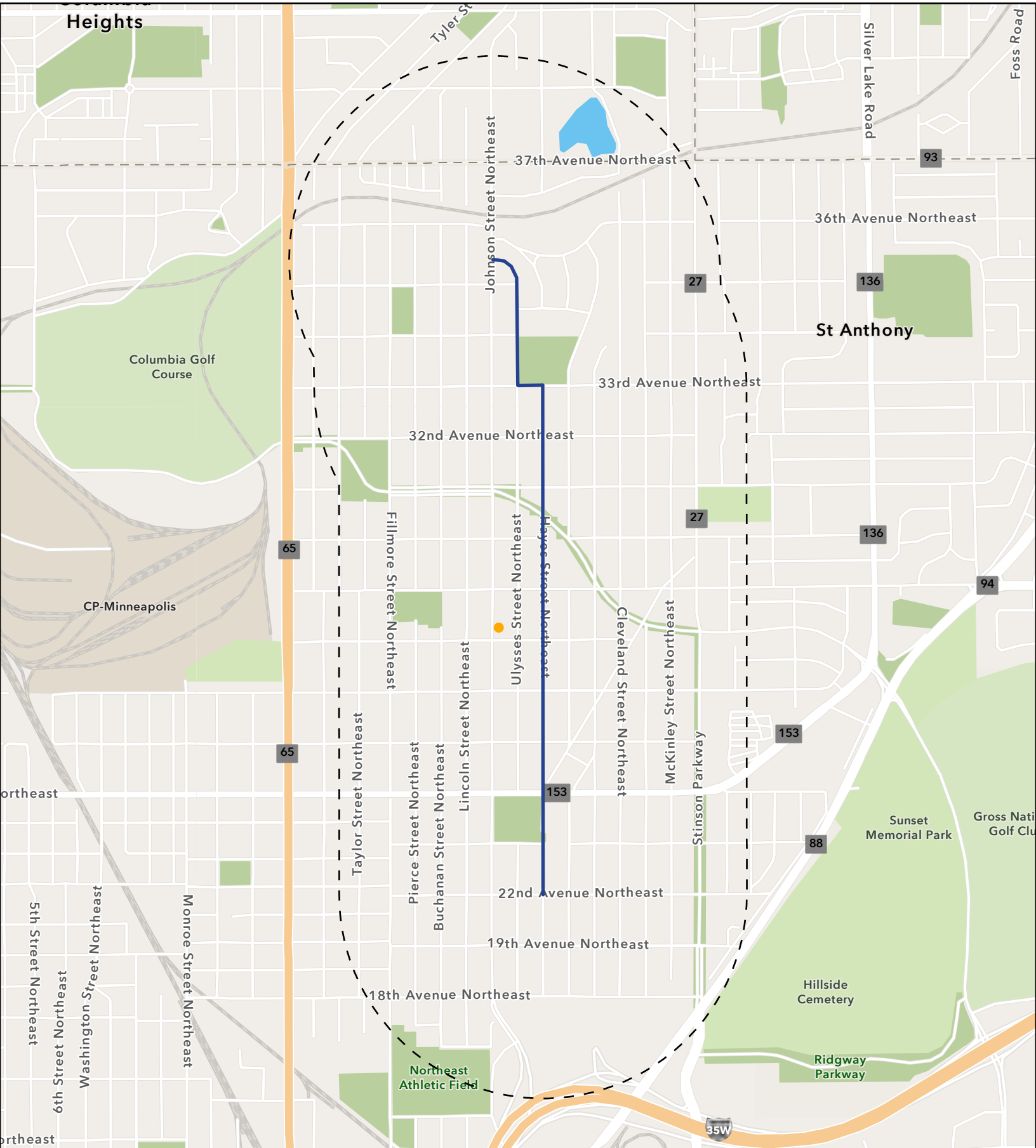
Hayes St NE SRTS
Affordable Housing within 0.5 miles



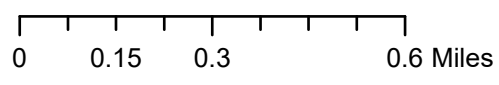
Hayes St NE SRTS															
Property_Name	Address	Development_Stage	Total_Units	Affordable_Units_Total	Affordable_OBR	Affordable_1BR	Affordable_2BR	Affordable_3BR	Affordable_4BR	Units_30AMI	Units_50AMI	Units_60AMI	Units_80AMI	Units_PctAffordable	Funding_Category
Walker Methodist Kenzie (aka Walker on Kenzie)	2626 Kenzie Terrace, St. Anthony	Complete	45	45	0	45	0	0	0	45	0	0	0	100%	Project-Based Subsidy
Legends at Silver Lake Village	2500 38th Ave NE, St. Anthony	New Construction	169	169	0	111	58	0	0	0	0	169	0	100%	Tax Credit Subsidized - Other Tax Credit (LIHTC 4%)
Heights Manor	3850 NE Stinson Blvd, Columbia Heights	New Construction	85	85	0	78	7	0	0	85	0	0	0	100%	Project-Based Subsidy
Silver Lake House	3512 Silver Lake Rd NE, St. Anthony	Preservation	4	4	0	4	0	0	0	0	4	0	0	100%	Project-Based Subsidy
Trinity Apartments	2800 31st Ave NE	Preservation	120	119	0	0	0	0	0	0	0	119	0	99%	Tax Credit (LIHTC 4%)
2833 Arthur St NE	2833 NE Arthur St	Preservation	1	1	0	0	0	0	0	0	0	1	0	100%	Local 4d
2739 Buchanan St NE	2739 Buchanan St NE	Preservation	2	1	0	0	0	0	0	0	0	1	0	50%	Local 4d
1111 28th Ave NE	1111 28th Ave NE	Preservation	1	1	0	0	0	0	0	0	0	1	0	100%	Local 4d
1018 28th Ave NE	28th Ave NE	Preservation	2	2	0	0	0	0	0	0	0	2	0	100%	Local 4d
Audubon Crossing	2510 Polk St NE 951 NE Lowry Ave	New Construction	30	30	0	7	15	8	0	6	24	0	0	100%	Tax Credit Subsidized - Other Tax Credit (LIHTC 4%) Tax Credit (LIHTC 9%)
1100 24th Ave N	1100 24th Ave N	Preservation	2	2	0	0	0	0	0	0	0	2	0	100%	Local 4d
19th & Central	1900 Central Ave NE	New Construction	51	11	0	10	1	0	0	0	11	0	0	22%	Tax Credit
951 18 1/2 Ave NE	951 18 1/2 NE	Preservation	4	2	0	0	0	0	0	0	0	2	0	50%	Local 4d
Parker Skyview	1815 Central Ave NE	Preservation	332	332	0	332	0	0	0	332	0	0	0	100%	Public housing
1711 Buchanan St NE	1711 Buchanan St NE	Preservation	2	2	0	0	0	0	0	0	0	2	0	100%	Local 4d
1906 Pierce St NE	1906 Pierce St NE	Preservation	2	2	0	0	0	0	0	0	0	2	0	100%	Local 4d
2218 Buchanan St NE	2218 Buchanan St NE	Preservation	2	2	0	0	0	0	0	0	0	2	0	100%	Local 4d
2232/2234 Johnson St NE	2232 Johnson St NE	Preservation	2	2	0	0	0	0	0	0	0	2	0	100%	Local 4d
1615 19th Ave NE	1615 19th Ave NE	Preservation	2	2	0	0	0	0	0	0	0	2	0	100%	Local 4d
Royal Apartments	1815 NE Garfield St 1825 NE Garfield St 1805 NE Garfield St	Preservation	36	24	0	0	0	0	0	0	0	24	0	67%	Local 4d
Home Share	1845 NE Stinson Blvd	Preservation	22	22	0	22	0	0	0	0	22	0	0	100%	Project-Based Subsidy
2014 Polk St NE	2014 Polk St NE	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>	
			918	862	0	609	81	8	0	468	61	333	0	90%	

Hayes St NE SRTS from 22nd Ave to 33rd Ave

Section 106 Historic Resources

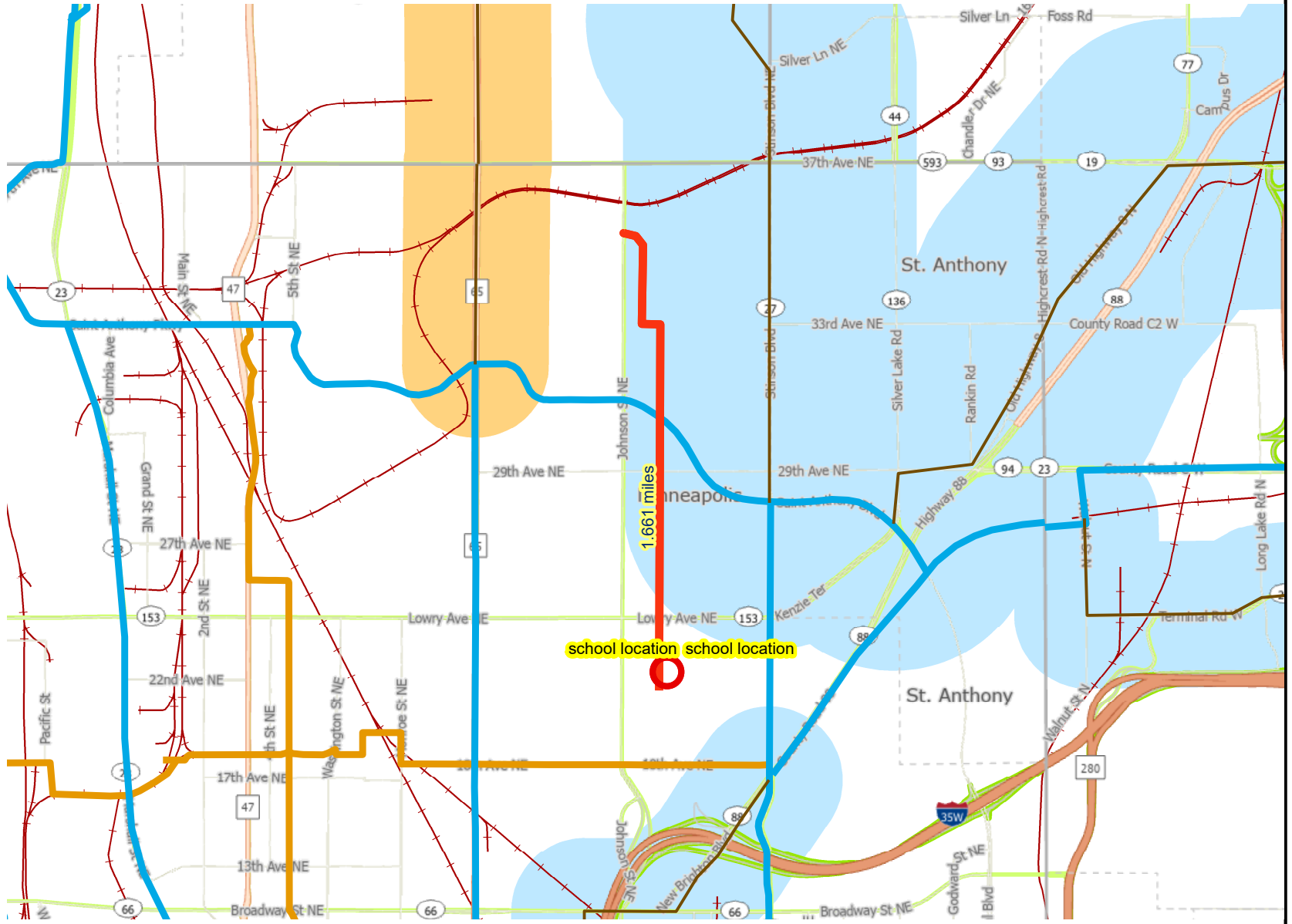


- Legend**
- Project Corridor
 - 0.5 mile project buffer
 - National Register of Historic Places District
 - National Register of Historic Places
 - National Historic Landmark













Project to RBTN Orientation

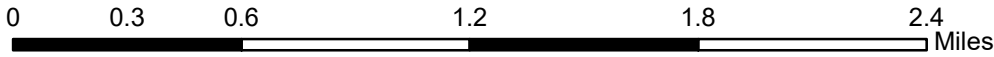
Safe Routes to Schools Project: Hayes St NE SRTS | Map ID: 1701461747113



1.661 miles

school location school location

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



Created: 12/1/2023
LandscapeRSA6



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



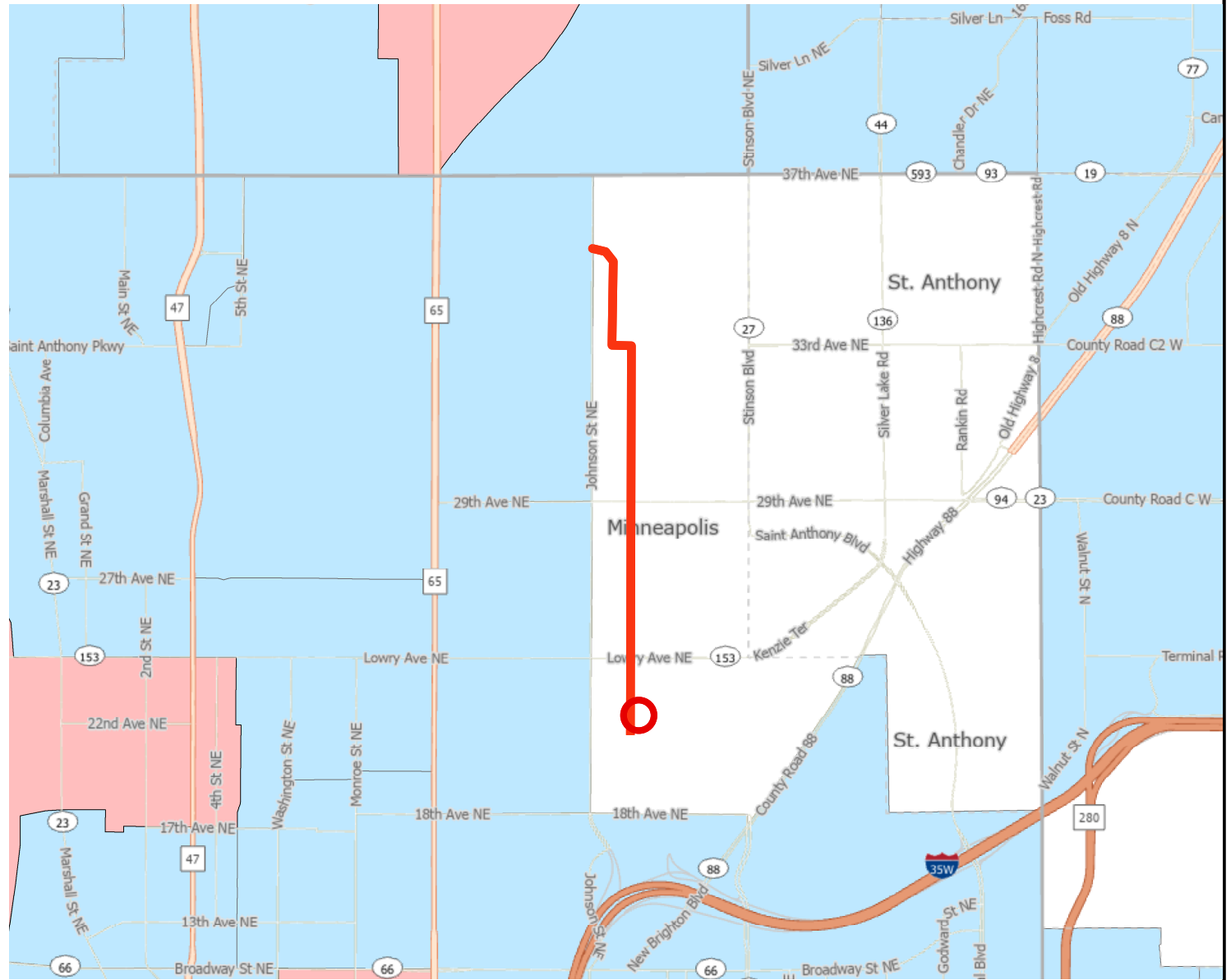
Socio-Economic Conditions





Safe Routes to Schools Project: Hayes St SRTS | Map ID: 1701461747113

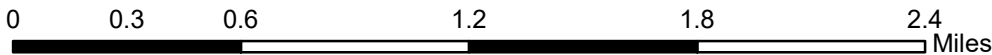
Results

Total of publicly subsidized rental housing units in census tracts within 1/2 mile: 655

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



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



Created: 12/1/2023
LandscapeRSA2



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



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			

APPROVED VETOED


MAYOR FREY

NOV 20 2023

DATE

Certified an official action of the City Council

ATTEST


CITY CLERK

NOV 16 2023

Presented to Mayor: _____

NOV 20 2023

Received from Mayor: _____

The Minneapolis City Council hereby:

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

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

Home > Legislative File 2023-01077 > RCA

ORIGINATING DEPARTMENT

Public Works

To Committee(s)

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

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

Action Item(s)

#	File Type	Subcategory	Item Description
1	Action	Grant	Authorizing the submittal of a series of applications through Metropolitan Council's 2024 Regional Solicitation Program for federal transportation funds.
2	Action	Grant	Authorizing the commitment of local funds to provide the required local match for the federal funding.

Ward / Neighborhood / Address

#	Ward	Neighborhood	Address
1.	All Wards		

Background Analysis

Public Works will prepare a series of applications for the 2024 Regional Solicitation for Federal Transportation Funds in response to the current Metropolitan Council solicitation. This request includes a summary of the eligible project areas, a brief description of proposed City projects, estimate of requested amounts, and the minimum required local match. Each project requires a minimum 20% local match for construction in addition to the costs for design, engineering, administration, any right-of-way acquisition, and any additional construction costs to fully fund the project. These applications will maximize the use of federal funding. The funding is for projects to be constructed in federal fiscal years 2028 and 2029. Grant awards for these projects are expected to be announced in summer 2024.

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

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

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

The 2024 Regional Solicitation for federal transportation funding is part of Metropolitan Council's federally-required continuing, comprehensive, and cooperative transportation planning process for the Twin Cities Metropolitan Area. The funding program and related rules and requirements are established by the U.S. Department of Transportation and administered locally through collaboration with the Federal Highway Administration, the Federal Transit Administration, and the Minnesota Department of Transportation.

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

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

Public Works is recommending the submittal of up to 12 applications, which are summarized below. Public Works is not planning to submit in categories that don't align with our goals (Strategic Capacity), where we do not have timely priority projects that fit the category criteria well (Spot Mobility and Safety and Traffic Management Technologies) or where partner agencies will be submitting projects as the project sponsor (Transit and TDM).

Project Name	Category	Maximum Federal Amount (not every project will seek max)	Minimum Local Match Required for Maximum Award (20%)*
*Amounts shown indicate minimums only. Total project cost and local match anticipated to be higher for many projects.			
7th Street S from Park Avenue to 13th Avenue S	Roadway Reconstruction/ Modernization	\$7,000,000	\$1,750,000
University Avenue NE part of section between Central Ave and 27th Ave NE	Roadway Reconstruction/ Modernization	\$7,000,000	\$1,750,000 (match provided by MnDOT)
Cedar Lake Road bridge over the BNSF railroad	Bridge Rehabilitation/Replacement	\$7,000,000	\$1,750,000
Northside Greenway Phase 2 (Irving Avenue N/Humboldt Avenue N from 26th Avenue N to 4th Avenue N/Van White Blvd)	Multiuse Trails and Bicycle Facilities	\$5,500,000	\$1,375,000
34th Street W/E neighborhood greenway from Hennepin Avenue to Hiawatha Avenue and 35th Street E neighborhood greenway from Hiawatha Avenue to West River Pkwy	Multiuse Trails and Bicycle Facilities	\$5,500,000	\$1,375,000
University Avenue/4th Street SE bikeway and safety improvements between Central Ave and I-35W	Multiuse Trails and Bicycle Facilities	\$5,500,000	\$1,375,000 (match provided by MnDOT)
Nicollet Avenue from 14th Street to 46th Street pedestrian improvements	Pedestrian Facilities	\$2,000,000	\$500,000
26th Street and 28th Street E from Nicollet Avenue to Hiawatha Avenue pedestrian improvements	Pedestrian Facilities	\$2,000,000	\$500,000
Marcy-Holmes/ Dinkytown area pedestrian improvements	Pedestrian Facilities	\$2,000,000	\$500,000
Hayes Street NE neighborhood greenway from 22nd Avenue to 33rd Avenue - Safe Routes to School	Safe Routes to School	\$1,000,000	\$250,000
Pleasant Avenue S neighborhood greenway from 50th St to 34th St – Safe Routes to School	Safe Routes to School	\$1,000,000	\$250,000
Ramp A/Glenwood Ave improvements	Unique Projects	\$2,500,000	\$625,000 (match provided by MnDOT)
Totals		\$48,000,000	\$12,000,000

Details of the proposed applications are described below.

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

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

Program Category: Roadway Reconstruction/Modernization

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

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

Program Category: Roadway Reconstruction/Modernization

Cedar Lake Road bridge over the BNSF railroad

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

Program Category: Bridge Rehabilitation/Replacement

Northside Greenway Phase 2

The proposed project will create a Neighborhood Greenway along Irving/Humboldt Avenue N for approximately 2 miles in North Minneapolis, extending from 26th Avenue N to 4th Avenue N and Van White Memorial Blvd. This segment is currently a low traffic residential street that connects several schools and parks. The corridor will receive a range of different neighborhood greenway treatments (as identified in the City's Street Design Guide) from block to block, including bicycle boulevard treatments, intersection improvements, and trail segments. The project will also include some ADA improvements to intersections. The project will extend phase 1, which will be constructed in 2026 north of 26th Avenue N.

Program Category: Multiuse Trails and Bicycle Facilities

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

The proposed project will create a Neighborhood Greenway along 34th Street from Hennepin Avenue to Hiawatha Avenue and 35th Street E from Hiawatha Avenue to West River Pkwy. These segments are generally low traffic residential streets. The route connects numerous schools and parks across South Minneapolis and will address a major gap in the east-west bikeway network. The corridor may receive a range of different neighborhood greenway treatments (as identified in the City's Street Design Guide) from block to block, including bicycle boulevard treatments, intersection improvements, and trail segments. The project will also include some ADA improvements to intersections. This project will build on the Green Central Safe Routes to School project, which will be installed in 2024, and a bikeway connection over Interstate 35W planned in coordination with the 2027 reconstruction of 35th Street East.

Program Category: Multiuse Trails and Bicycle Facilities

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

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

Program Category: Multiuse Trails and Bicycle Facilities

Nicollet Avenue pedestrian safety improvements

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

Program Category: Pedestrian Facilities

26th Street and 28th Street E pedestrian improvements

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

Program Category: Pedestrian Facilities

Marcy-Holmes/Dinkytown area pedestrian improvements

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

Program Category: Pedestrian Facilities

Hayes Street NE - Safe Routes to School

The proposed project will create a Neighborhood Greenway along Hayes Street Northeast from 33rd Ave NE to 22nd Ave NE. The project will connect to Pillsbury Elementary School, Waite Park Elementary School, and Northeast Middle School. Improvements may include ADA-compliant pedestrian curb ramps, traffic circles, speed humps, speed tables, bump outs, medians, diverters, signage, traffic control devices, protected bikeways, and pavement markings at select locations.

Program Category: Safe Routes to School

Pleasant Ave S - Safe Routes to School

The proposed project will create a Neighborhood Greenway along Pleasant Ave S from 34th Street to 50th Street. The project will connect to Lyndale Elementary School, Washburn High School, and Justice Page Middle School. Improvements may include ADA-compliant pedestrian curb ramps, traffic circles, speed humps, speed tables, bump outs, medians, diverters, signage, traffic control devices, protected bikeways, and pavement markings at select locations.

Program Category: Safe Routes to School

Ramp A/Glenwood Ave improvements

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

Program Category: Unique Projects

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

Attachment: 2024 Regional Solicitation Project Map

FISCAL NOTE

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

Attachments

2024 Regional Solicitation Project Applications Map

HENNEPIN COUNTY

MINNESOTA

December 5, 2023

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

Re: Support for 2024 Regional Solicitation Application
Hayes Street NE – Safe Routes to School Project

Dear Ms. Koutsoukos,

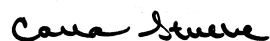
Hennepin County has been notified that the City of Minneapolis is submitting a funding application as part of the 2024 Regional Solicitation through the Metropolitan Council. The proposed project is the Hayes Street NE Safe Routes to School (SRTS) Project that will extend from 22nd Avenue to 33rd Avenue NE and connect Pillsbury Elementary, Waite Park Elementary, and Northeast Middle Schools. This project is anticipated to include accessibility improvements, traffic calming elements, traffic control devices, and protected bikeways.

As proposed, this project is anticipated to impact CSAH 153 (Lowry Avenue) that is currently under Hennepin County jurisdiction. At the time of application submittal, county staff would like to formally notify the city of the following planned improvements – understanding that these improvements, and others not yet programmed, are subject to change.

- CSAH 153 (Lowry Avenue NE) reconstruction from Johnson Street to St. Anthony Boulevard, tentatively scheduled for 2028 (CP 2141000)

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

Sincerely,



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

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

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



Hayes & Ulysses Street NE Safe Routes to School Project Travel Tally



Summary of Travel Tally

PROCEESS

- Pillsbury Elementary School and Waite Park Elementary School were asked to complete a student travel tally
- Teachers asked and reported how students traveled to and from school using the *Safe Routes to School Students Arrival and Departure Travel Sheet*
- Data were summarized for each school and combined to estimate the percentage of students that walk, bike, and/or take public transit to and from the schools located along the route

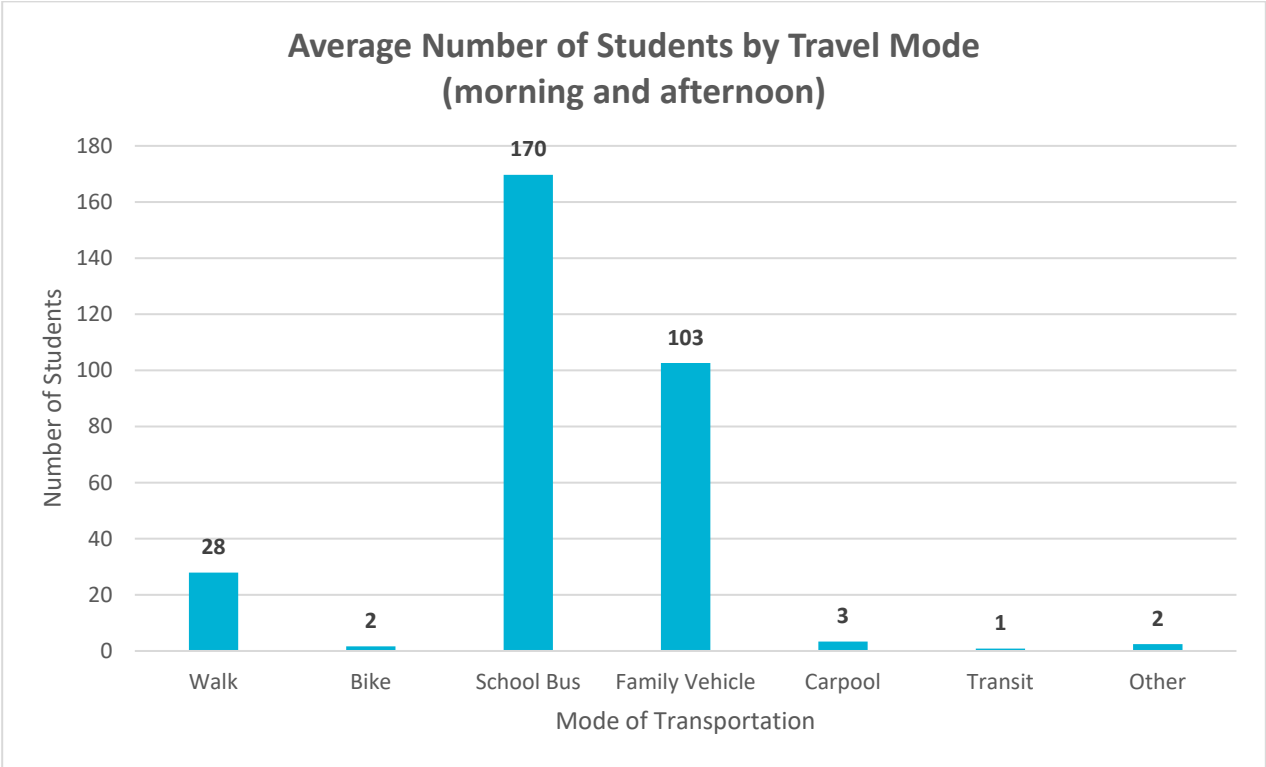
RESULTS

- ***An estimated 14.6% of students walk, bike, or take public transit across the two schools that participated in the travel tally along the Hayes & Ulysses Street NE safe routes to school project***

School	Students Participated	Students Participated – walk, bike, or public transit	Total 2022 Enrollment	Total Estimated – walk, bike, or public transit	Percent – walk, bike, or public transit
Pillsbury Elementary School	314	31	407	39	9.7%
Waite Park Elementary School	245	53	287	62	21.5%
Total	559	84	694	101	14.6%

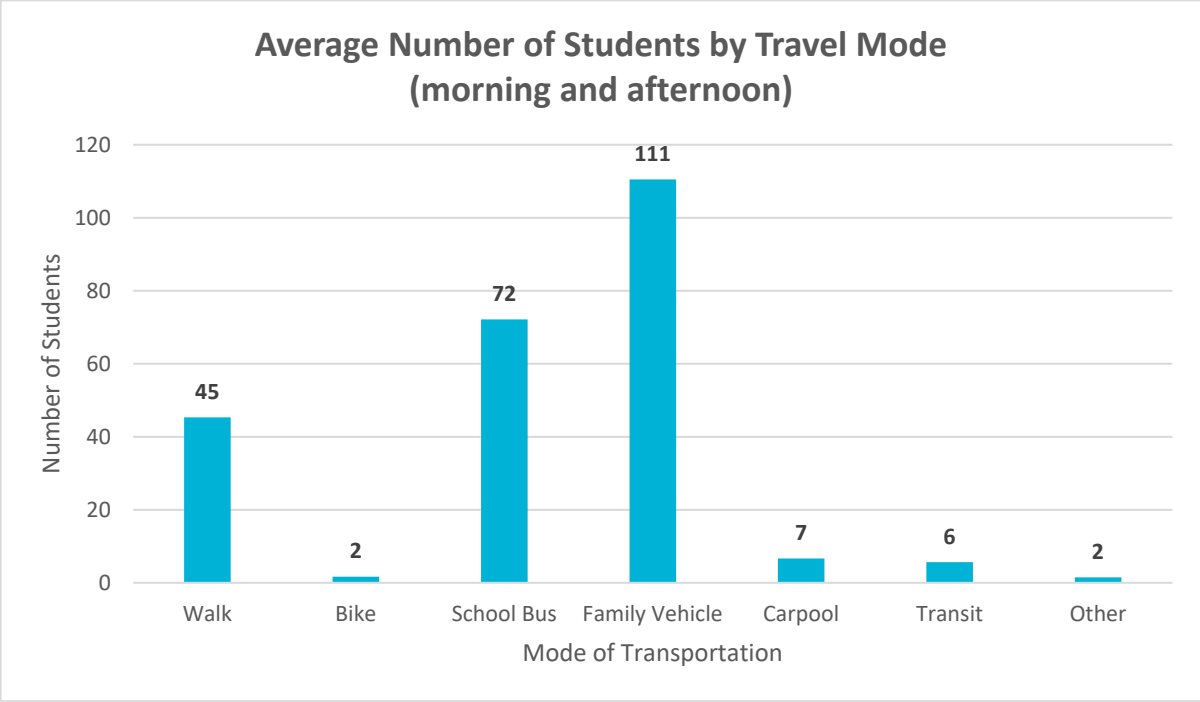
Pillsbury Elementary School

A total of 314 students participated in the travel tally the week of December 4th, 2023. On average, 28 (8.9%) students walked, 2 (0.5%) biked, 170 (54.1%) took the school bus, 103 (32.7%) rode in a family vehicle, 3 (1.1%) carpoled, 1 (0.3%) took public transit, and 2 (0.8%) took other forms of transportation to and from school. Based on these numbers, an estimated 9.7% of students walk, bike, or takes public transit to and from school.



Waite Park Elementary School

A total of 245 students participated in the travel tally the week of December 4th, 2023. On average, 45 (18.5%) students walked, 2 (0.7%) biked, 72 (29.4%) took the school bus, 111 (45.0%) rode in a family vehicle, 7 (2.7%) carpooled, 6 (2.3%) took public transit, and 2 (0.6%) took other forms of transportation to and from school. Based on these numbers, an estimated 21.5% of students walk, bike, or takes public transit to and from school.



Crash Data for Hayes St NE & Ulysses St NE SRTS Improvements Project

Crash Date	Hour	Crash Severity	Street On	Intersection Name	Type
11/19/2013	8:00 PM	Property Damage Only	LOWRY AVE NE	ULYSSES ST NE	Single Vehicle Run Off Road
6/3/2015	5:00 PM	Property Damage Only	LOWRY AVE NE	HAYES ST NE	Rear End
11/9/2015	9:00 AM	Property Damage Only	LOWRY AV	HAYES ST NE	Angle
1/23/2022	9:00 PM	Property Damage Only	LOWRY AVE NE		Single Vehicle Run Off Road
6/25/2022	12:00 AM	Property Damage Only	JOHNSON ST NE	JOHNSON ST NE	Angle
2/11/2021	3:00 AM	Property Damage Only	JOHNSON ST NE		Other
2/19/2015	4:00 PM	Possible Injury	29th Ave NE	Hayes St NE	Rear End
1/24/2015	8:00 PM	Property Damage Only	hayes st. northeast	33 avenue northeast	Sideswipe Opposing
2/28/2018	12:00 PM	Property Damage Only	34TH AVE NE		Angle
12/19/2017	2:00 PM	Property Damage Only	NE ULYSSES ST		Other
10/10/2022	8:00 AM	Minor Injury	HAYES ST NE	22ND AVE NE	Angle
10/22/2015	4:00 AM	Possible Injury	Hayes St. NE	23 Ave. SE	Single Vehicle Run Off Road
10/31/2015	6:00 PM	Property Damage Only	hayes st ne	25th av ne	Sideswipe Same Direction
6/4/2019	5:00 PM	Property Damage Only	NE HAYES ST		Rear End
12/18/2020	6:00 PM	Possible Injury	NE HAYES ST		Rear End
2/7/2014	8:00 AM	Property Damage Only			Angle
2/17/2016	8:00 PM	Property Damage Only	22ND AVE NE		Single Vehicle Run Off Road
7/29/2018	2:00 PM	Property Damage Only	NE HAYES ST		Sideswipe Opposing
7/1/2019	5:00 PM	Property Damage Only	NE HAYES ST	29TH AVE NE	Angle
2/8/2023	8:00 AM	Property Damage Only	NE HAYES ST	29TH AVE NE	Sideswipe Same Direction
12/20/2013	2:00 PM	Property Damage Only			Angle
4/17/2022	7:00 AM	Possible Injury	NE HAYES ST	31ST AV NE	Other



CRASH MODIFICATION FACTORS CLEARINGHOUSE

ABOUT THE CLEARINGHOUSE | USING CMFs | DEVELOPING CMFs | ADDITIONAL

[Home](#) » [CMF / CRF Details](#)

CMF / CRF DETAILS

CMF ID: 9120

MEDIAN TREATMENT FOR PED/BIKE SAFETY

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

PRIOR CONDITION: *NO PRIOR CONDITION(S)*

CATEGORY: ROADSIDE

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

Star Quality Rating: [\[VIEW SCORE DETAILS\]](#)

Rating Points Total: 100

Crash Modification Factor (CMF)

Value: 0.86

Adjusted Standard Error:

Unadjusted Standard Error: 0.04

Crash Reduction Factor (CRF)

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

Adjusted Standard Error:

Unadjusted Standard Error: 4

Applicability

Crash Type: All

Crash Severity: All

Roadway Types: Not specified

Street Type:

Minimum Number of Lanes:

Maximum Number of Lanes:

Number of Lanes Direction:

Number of Lanes Comment:

Crash Weather:	Not specified
Road Division Type:	Divided by Median
Minimum Speed Limit:	
Maximum Speed Limit:	
Speed Unit:	
Speed Limit Comment:	
Area Type:	Urban
Traffic Volume:	
Average Traffic Volume:	
Time of Day:	All

If countermeasure is intersection-based

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

Development Details

Date Range of Data Used:	1998 to 2016
Municipality:	
State:	MD
Country:	USA
Type of Methodology Used:	Before/after using empirical Bayes or full Bayes
Sample Size (crashes):	906 crashes after
Sample Size (sites):	18 sites before, 18 sites after
Sample Size (site-years):	54 site-years before

Other Details

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

[VIEW THE FULL STUDY DATA](#)

[EXPORT DETAIL PAGE AS PDF](#)



CRASH MODIFICATION FACTORS CLEARINGHOUSE

[ABOUT THE CLEARINGHOUSE](#) | [USING CMFs](#) | [DEVELOPING CMFs](#) | [ADDITIONAL](#)

[Home](#) » [CMF / CRF Details](#)

CMF / CRF DETAILS

CMF ID: 11240

CONVERSION OF STOP-CONTROLLED INTERSECTION TO MINI ROUNDABOUT

DESCRIPTION:

PRIOR CONDITION: TWO-WAY, STOP-CONTROLLED (TWSC) / ONE-WAY, STOP-CONTROLLED (OWSC) INTERSECTION

CATEGORY: INTERSECTION GEOMETRY

STUDY: [SAFETY EFFECTIVENESS AND THE ROLE OF GEOMETRIC, TRAFFIC, AND CRASH HISTORY-RELATED FACTORS IN CONVERTING A STOP-CONTROLLED INTERSECTION TO A MINIROUNDBABOUT, MISHRA ET AL., 2022](#)

Star Quality Rating: [\[VIEW SCORE DETAILS\]](#)

Rating Points Total: 110

Crash Modification Factor (CMF)

Value: 0.8

Adjusted Standard Error:

Unadjusted Standard Error: 0.08

Crash Reduction Factor (CRF)

Value: 20 (This value indicates a *decrease* in crashes)

Adjusted Standard Error:

Unadjusted Standard Error: 8

Applicability

Crash Type: All

Crash Severity: All

Roadway Types: All

Street Type: Two-Way

Minimum Number of Lanes:

Maximum Number of Lanes:

Number of Lanes Direction: Both Directions

Number of Lanes Comment:

Crash Weather: Not specified

Road Division Type: All

Minimum Speed Limit:

Maximum Speed Limit:

Speed Unit: mph

Speed Limit Comment:

Area Type: All

Traffic Volume:

Average Traffic Volume:

Time of Day: All

If countermeasure is intersection-based

Intersection Type: Roadway/roadway (not interchange related)

Intersection Geometry: 3-leg,4-leg

Traffic Control: Stop-controlled

Major Road Traffic Volume: Minimum of 1970 to Maximum of 14726 Annual Average Daily Traffic (AADT)

Minor Road Traffic Volume: Minimum of 386 to Maximum of 6846 Annual Average Daily Traffic (AADT)

Average Major Road Volume : 7762 Annual Average Daily Traffic (AADT)

Average Minor Road Volume : 3668 Annual Average Daily Traffic (AADT)

Development Details

Date Range of Data Used:

Municipality:

State: GA,IA,MI,MN,MO,NC,VA,WA

Country: USA

Type of Methodology Used:

Other Details

Included in Highway Safety Manual? No

Date Added to Clearinghouse: Dec 06, 2022

Comments:

[VIEW THE FULL STUDY DATA](#)

[EXPORT DETAIL PAGE AS PDF](#)



CRASH MODIFICATION FACTORS CLEARINGHOUSE

[ABOUT THE CLEARINGHOUSE](#) | [USING CMFs](#) | [DEVELOPING CMFs](#) | [ADDITIONAL](#)

[Home](#) » [CMF / CRF Details](#)

CMF / CRF DETAILS

CMF ID: 128

TRAFFIC CALMING

DESCRIPTION:

PRIOR CONDITION: *NO PRIOR CONDITION(S)*

CATEGORY: SPEED MANAGEMENT

STUDY: [HANDBOOK OF ROAD SAFETY MEASURES, ELVIK, R. AND VAA, T., 2004](#)

Star Quality Rating: [\[VIEW SCORE DETAILS\]](#)

Rating Points Total: 75

Crash Modification Factor (CMF)

Value: 0.68

Adjusted Standard Error: 0.08

Unadjusted Standard Error:

Crash Reduction Factor (CRF)

Value: 32 *(This value indicates a decrease in crashes)*

Adjusted Standard Error: 8

Unadjusted Standard Error:

Applicability

Crash Type: All

Crash Severity: All

Roadway Types: Minor Collector

Street Type:

Minimum Number of Lanes: 2

Maximum Number of Lanes: 2

Number of Lanes Direction:

Number of Lanes Comment:

Crash Weather: Not specified

Road Division Type:

Minimum Speed Limit:

Maximum Speed Limit:

Speed Unit:

Speed Limit Comment:

Area Type: Urban

Traffic Volume:

Average Traffic Volume:

Time of Day:

If countermeasure is intersection-based

Intersection Type:

Intersection Geometry:

Traffic Control:

Major Road Traffic Volume:

Minor Road Traffic Volume:

Average Major Road Volume :

Average Minor Road Volume :

Development Details

Date Range of Data Used:

Municipality:

State:

Country:

Type of Methodology Used: Meta-analysis

Other Details

Included in Highway Safety Manual? No

Date Added to Clearinghouse: Dec 01, 2009

Comments:

[VIEW THE FULL STUDY DATA](#)

[EXPORT DETAIL PAGE AS PDF](#)



CRASH MODIFICATION FACTORS CLEARINGHOUSE

[ABOUT THE CLEARINGHOUSE](#) | [USING CMFs](#) | [DEVELOPING CMFs](#) | [ADDITIONAL](#)

[Home](#) » [CMF / CRF Details](#)

CMF / CRF DETAILS

CMF ID: 3092

INSTALL BICYCLE BOULEVARD

DESCRIPTION: BICYCLE BOULEVARDS ARE TWO-WAY STREETS WITH ONE TRAVEL LANE AND ONE PARKING LANE IN EACH DIRECTION AND INCORPORATE SIGNAGE, PAVEMENT MARKINGS, AND SPECIAL BIKE CONNECTIONS.

PRIOR CONDITION: NO BICYCLE BOULEVARDS, BUT MANY TRAFFIC CALMING DEVICES WERE PREEXISTING.

CATEGORY: BICYCLISTS

STUDY: [CYCLIST SAFETY ON BICYCLE BOULEVARDS AND PARALLEL ARTERIAL ROUTES IN BERKELEY, CALIFORNIA, MINIKEL, E., 2011](#)

Star Quality Rating: [\[VIEW SCORE DETAILS\]](#)

Rating Points Total: 110

Crash Modification Factor (CMF)

Value: 0.37

Adjusted Standard Error:

Unadjusted Standard Error: 0.052

Crash Reduction Factor (CRF)

Value: 63 (This value indicates a *decrease* in crashes)

Adjusted Standard Error:

Unadjusted Standard Error: 5.2

Applicability

Crash Type: Vehicle/bicycle

Crash Severity: All

Roadway Types: Not Specified

Street Type:

Minimum Number of Lanes:

Maximum Number of Lanes:

Number of Lanes Direction:

Number of Lanes Comment:

Crash Weather:	Not specified
Road Division Type:	
Minimum Speed Limit:	
Maximum Speed Limit:	
Speed Unit:	
Speed Limit Comment:	
Area Type:	Urban and suburban
Traffic Volume:	
Average Traffic Volume:	
Time of Day:	All
<i>If countermeasure is intersection-based</i>	
Intersection Type:	
Intersection Geometry:	
Traffic Control:	
Major Road Traffic Volume:	
Minor Road Traffic Volume:	
Average Major Road Volume :	
Average Minor Road Volume :	

Development Details

Date Range of Data Used:	2003 to 2008
Municipality:	Berkeley
State:	CA
Country:	USa
Type of Methodology Used:	Non-regression cross-section
Sample Size (crashes):	2114 crashes

Other Details

Included in Highway Safety Manual?	No
Date Added to Clearinghouse:	Jul 15, 2011
Comments:	

[VIEW THE FULL STUDY DATA](#)

[EXPORT DETAIL PAGE AS PDF](#)