Application

19835 - 2024 Safe Routes to School Infrastructure
20263 - Pleasant Avenue Safe Routes to School Improvements
Regional Solicitation - Bicycle and Pedestrian Facilities

Status: Submitted
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Primary Contact

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

Organization Information

Name: MINNEAPOLIS,CITY OF
Jurisdictional Agency (if different):
Organization Type: City
Organization Website: http://www.ci.minneapolis.mn.us/
Address: DEPT OF PUBLIC WORKS
309 2ND AVE S #300

* MINNEAPOLIS (City) Minnesota (State/Province) 55401 (Postal Code/Zip)

County: Hennepin
Phone:* 612-673-3884 (Ext.)

Fax:
PeopleSoft Vendor Number 0000020971A2

Project Information

Project Name Pleasant Avenue 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 Pleasant Avenue S 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 Lyndale Elementary School, Washburn High School, and Justice Page Middle 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 Pleasant Avenue S from 34th Street W to 49th Street W and along 49th Street W from Pleasant Avenue S to Nicollet Avenue. Improvements will include a combination of ADA-compliant curb ramps and treatments such as, traffic circles, speed humps, speed tables, bump outs, medians, pedestrian safety islands, diverters, signage, traffic control devices, protected bikeways, and pavement markings at select locations.

This segment on Pleasant Avenue S is identified as a near term, low stress bikeway in the City's Transportation Action Plan. The project also crosses 36th Street W and 38th Street W and is parallel to the Lyndale Avenue S, all identified as 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.

Pleasant Avenue S from 34th Street W to 49th Street W and 49th Street W from Pleasant Ave S to MSAS 430 (Nicollet Ave) 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)

2.1

to the nearest one-tenth of a mile

Project Funding

Are you applying for competitive funds from another source(s) to implement this project?

No

If yes, please identify the source(s)

Federal Amount

$1,000,000.00

Match Amount

$269,100.00

Minimum of 20% of project total

Project Total

$1,269,100.00

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

Match Percentage

21.2%

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:

2029

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:

Pleasant Avenue 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** *(TH, CSAH, MSAS, CO. RD., TWP. RD., CITY STREET)*	City Street
Road/Route No. *(Example: 53 for CSAH 53)*	
Name of Road *(Example: 1st ST., Main Ave.)*	34th Street W
To: **Road System** *DO NOT INCLUDE LEGAL DESCRIPTION; INCLUDE NAME OF ROADWAY IF MAJORITY OF FACILITY RUNS ADJACENT TO A SINGLE CORRIDOR*	MSAS
Road/Route No. *(Example: 53 for CSAH 53)*	430
Name of Road *(Example: 1st ST., Main Ave.)*	Nicollet Avenue
In the City/Cities of: *(List all cities within project limits)*	Minneapolis

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	55409
Approximate Begin Construction Date (MO/YR)	06/01/2029
Approximate End Construction Date (MO/YR)	11/30/2029
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/mps_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 identifies priority walking routes for students throughout Minneapolis. The project is aligned with the neighborhood walking route on this map.

- Vision Zero Action Plan (https://lims.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)	$75,650.00
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	$51,000.00
Ponds	$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	$148,000.00
Traffic Control	$52,850.00
Striping	$25,165.00
Signing	$25,165.00
Lighting	$0.00
Turf - Erosion & Landscaping	$9,500.00
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	$37,300.00
Other Roadway Elements	$30,500.00
Totals	**$455,130.00**

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	$0.00
Sidewalk Construction	$0.00
On-Street Bicycle Facility Construction	$85,000.00
Right-of-Way	$0.00
Pedestrian Curb Ramps (ADA)	$254,400.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	$171,800.00
Pedestrian-scale Lighting	$0.00
Streetscaping	$0.00
Wayfinding	$0.00
Bicycle and Pedestrian Contingencies	$235,300.00
Other Bicycle and Pedestrian Elements	$67,470.00
Totals	**$813,970.00**

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	$1,269,100.00
Construction Cost Total	$1,269,100.00
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	Yes
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	
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	32.0%

Documentation Attachment

Please upload attachment in PDF form

1702656326895_Pleasant Ave S SRTS Travel Tally Report.pdf

Measure B: Student Population

Student population within one mile of the school 1001.0

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 of Black, Indigenous, and People of Color populations, low-income populations, persons with disabilities, youth, older adults, and residents in affordable housing to engage at different points of project development?*
7. *How did engagement influence the project plans or recommendations? How did you share back findings with community and re-engage to assess responsiveness of these changes?*
8. *If applicable, how will NEPA or Title VI regulations will guide engagement activities?*

Response:

Within the project area, about a third of the population consists of Black, Indigenous, and People of Color (29%), a fifth consists of youth under the age of 18 years (20%), and a tenth of residents are living with a disability (10%). Furthermore, 11% of the residents within the project area are under the poverty threshold and 11% are over 65 years old. A more detailed look at demographics along this route shows that the two northern census tracts have 22% and 17% of their residents under the poverty threshold, and the southernmost census tracts have a much higher percentage of youth under the age of 18 (28%) and adults 65+ (17%).

The Safe Routes to School projects also target and prioritize engagement with students and families in schools being served. According to MPS Student Accounting for the 2022-2023 Academic school year, at Lyndale Elementary School, 76% of students are students of color; at Washburn High School, 42% of students are students of color; and at Justice Page Middle School, 39% of students are students of color. Nearly three quarters (74%) of all students at Lyndale Elementary School qualify for free or reduced lunch. 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 Pleasant Ave 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 and improving mobility options throughout the community.

(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 Pleasant Avenue S SRTS route 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 (W 36th St, W 38th St) and previously identified High Injury Streets (W 42nd St) per the 2023-2025 Vision Zero Action Plan.

According to MPS Student Accounting for the 2022-2023 Academic school year, at Lyndale Elementary School, 76% of students are students of color and 74% qualify for free or reduced cost lunch; at Washburn High School, 42% of students are students of color and 37% qualify for free or reduced cost lunch; and at Justice Page Middle School, 39% of students are students of color and 33% qualify for free or reduced cost lunch. The project will provide safety and connectivity improvements for these students traveling to and from schools along the route.

In addition to Lyndale Elementary School, Washburn High School, and Justice Page Middle School, the project area includes a large number of residential properties, parks, connections to Metro Transit routes 18, 23, 46 and 11, Blaisdell YMCA, Painter Park, Rev. Dr. Martin Luther King, Jr. Park, and the Center for Performing Arts Minneapolis which hosts a variety of youth programs throughout the year. In addition to the three Minneapolis Public Schools along the route, this corridor also passes Lake Country Montessori School serving children and families Pre-K-Junior High and Venture Academy, serving students and families grades 6-12. 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. As shown in the Socio-Economic Conditions map, this project is in a Regional Environmental Justice Area.

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

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

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

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

Response:

The proposed 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 Lyndale Elementary, Washburn High School, and Justice Page Middle 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 767 affordable units within a ½ mile of the project area, with 411 of those units 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, Blaisdell YMCA, Painter Park, Rev. Dr. Martin Luther King, Jr. Park, and the Center for Performing Arts Minneapolis.

(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):	Yes
Project located in a census tract that is below the regional average for population in poverty or populations of color (Regional Environmental Justice Area):	
Upload the ?Socio-Economic Conditions? map used for this measure.	1702657448505_Socioeconomic_Pleasant Avenue S SRTS Project.pdf

Measure A: Gaps, Barriers, and Continuity/Connections

Response:

The Pleasant Avenue S safe routes to school project intersects with the two RBTN Tier 1 Alignments located on 34th St W and 40th St W. 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. This route will connect to the existing 40th Street and near-term 34th Street and 43rd Street low stress bikeways on the AAA network. Furthermore, the route 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 Pleasant Ave S. The route crosses 36th St, 38th St and 42nd St, which have been identified as a High Injury Street, and other relatively high traffic streets such as 35th St and 46th St. These streets serve as a barrier for students and kids to walk, roll, or bike to school and around their neighborhood. These streets have the following characteristics which present challenges for kids and students traveling along the route:

- 35th St W is a 2-lane, 35 ft wide, 25 mph speed limit, 4,800 AADT

- 36th St W is a 2-lane, 45 ft wide, 25 mph speed limit, 8,600 AADT

- 38th St W is a 2-lane, 45 ft wide, 25 mph speed limit, 4,700 AADT

- 40th St W is a 2-lane, 42 ft wide, 25 mph speed limit, 2,400 AADT

- 46th St W is a 2-lane, 45 ft wide, 30 mph speed limit, 7,600 AADT

The project will serve as a lower stress route compared to Lyndale Ave or Nicollet Ave, which runs parallel to Pleasant Ave. Lyndale Ave is 2-lanes, 40 ft wide, and 30 mph speed limit, with an AADT ranging from 16,400 to 21,900, and Nicollet Ave is 2-lanes, 50 ft wide, and 25 mph speed limit, with an AADT ranging from 8,700 to 10,700. Both streets are 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 intersections and provide traffic calming to slow vehicle speeds.

These improvements will provide a safer and more comfortable route for students and kids walking, rolling, or biking to Lyndale Elementary School, Washburn High School, and Justice Page Middle School.

(Limit 2,800 characters; approximately 400 words)

Upload Map

1702657609780_Bikeway Gaps-Barriers-Connections_Pleasant Avenue S SRTS Project.pdf

Please upload attachment in PDF form

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 to reduce crashes. These improvements will provide a safer and more comfortable route for students and kids to walk, roll, or bike to schools on the route.

Based on 10 years of crash history (2013 - 2022), there has been a total of 65 crashes on the route:

- 30 (46%) of these crashes were located at an intersection

- 15 (23%) of these crashes resulted in a minor or possible injury

- 4 (6.1%) of these crashes were pedestrian or bicyclist related, all of them resulting in at least a possible injury

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.

- Rectangular Rapid Flashing Beacon (RRFB) (CMF ID: 11158) has a CMF of 0.31.

- Conversion of Stop Controlled Intersection to Mini Roundabout (CMF ID: 11240) has CMF of 0.80.

- Traffic Calming countermeasure (CMF ID 128) has a CMF of 0.68.

- Install Bicycle Boulevard (CMF ID 3092) has a CMF of 0.37.

These countermeasures listed above will be located throughout the project length and targeted at specific high-crash intersections, such as 35th Street (11 crashes) and 36th St (7 crashes) intersections. Additional intersections that will be evaluated for safety improvements include, but are not limited to, Pleasant Ave and 37th St (4 crashes), 38th St (1 crash), 42nd St (3 crashes), 46th St (3 crashes), 48th St (3 crashes), and 49th St (4 crashes) and 49th St and Nicollet Ave (7 crashes). Applying 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.

(Limit 2,800 characters; approximately 400 words)

Transit Projects Not Requiring Construction

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

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

Check Here if Your Transit Project Does Not Require Construction

Measure A: Risk Assessment - Construction Projects

1. Public Involvement (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 Pleasant Ave S route is identified on the City's All Ages and Abilities network in the Transportation Action plan as near-term low-stress bikeway. Pleasant Ave S and 49th St W 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.

(Limit 2,800 characters; approximately 400 words)

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):	$1,269,100.00
Enter Amount of the Noise Walls:	$0.00
Total Project Cost subtract the amount of the noise walls:	$1,269,100.00
Points Awarded in Previous Criteria	

Cost Effectiveness	$0.00

Other Attachments

File Name	Description	File Size
1A_Pleasant Avenue S One Pager.pdf	SRTS One Pager - Pleasant Ave SRTS	866 KB
1B_Images of Existing Conditions_Pleasant Ave S.pdf	Images of Existing Conditions - Pleasant Ave SRTS	1.9 MB
2A_Pleasant Ave S SRTS Map.pdf	Pleasant Ave SRTS Map	407 KB
2B_1_AffordableHousing_Pleasant Ave S Map.pdf	Affordable Housing Map - Pleasant Ave SRTS	2.7 MB
2B_2_AffordableHousing Pleasant Ave S Table.pdf	Affordable Housing Table - Pleasant Ave SRTS	164 KB
2C_RTBN_Pleasant Ave S.pdf	RTBN Map - Pleasant Ave SRTS	1.6 MB
2D_Historic_Pleasant Ave S.pdf	Historic Locations Map - Pleasant Ave SRTS	176 KB
2E_Socioeconomic_PleasantAve S.pdf	Socioeconomic Conditions Map - Pleasant Ave SRTS	1.4 MB
3A_City of Minneapolis 2024 Regional Solicitation Letter of Support_SIGNED.pdf	City of Minneapolis 2024 Regional Solicitation Letter of Support	2.4 MB
3B_Hennepin County Letter of Support - Pleasant Ave SRTS.pdf	Hennepin County Letter of Support - Pleasant Ave SRTS	99 KB
4A_Pleasant Ave S SRTS Travel Tally Report.pdf	Travel Tally Report - Pleasant Ave SRTS	211 KB
4B_Crash Data Pleasant Ave S SRTS Improvements Project.pdf	Crash Data - Pleasant Ave SRTS	103 KB
4C_Proposed CMFs.pdf	Proposed CMFs	679 KB

Pleasant Avenue S Safe Routes to School Project Travel Tally

Summary of Travel Tally

PROCEESS

- Lyndale Elementary School, Justice Page Middle School, and Washburn High 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

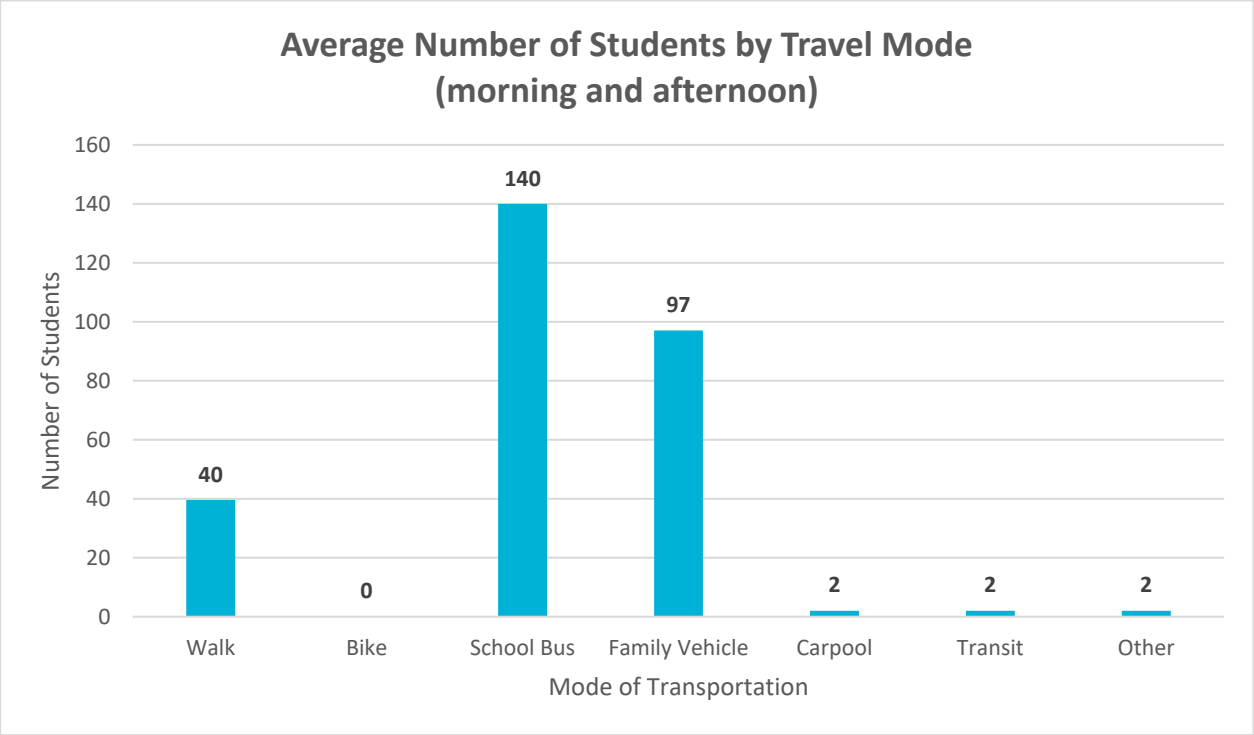
RESULTS

- ***An estimated 32.0% of students walk, bike, or take public transit across all three schools along the Pleasant Ave S 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
Lyndale Community School	285	42	513	75	14.6%
Washburn High School	337	147	1,531	665	43.5%
Justice Page Middle School	46	11	928	212	22.8%
Total	**668**	**200**	**2,973**	**952**	**32.0%**

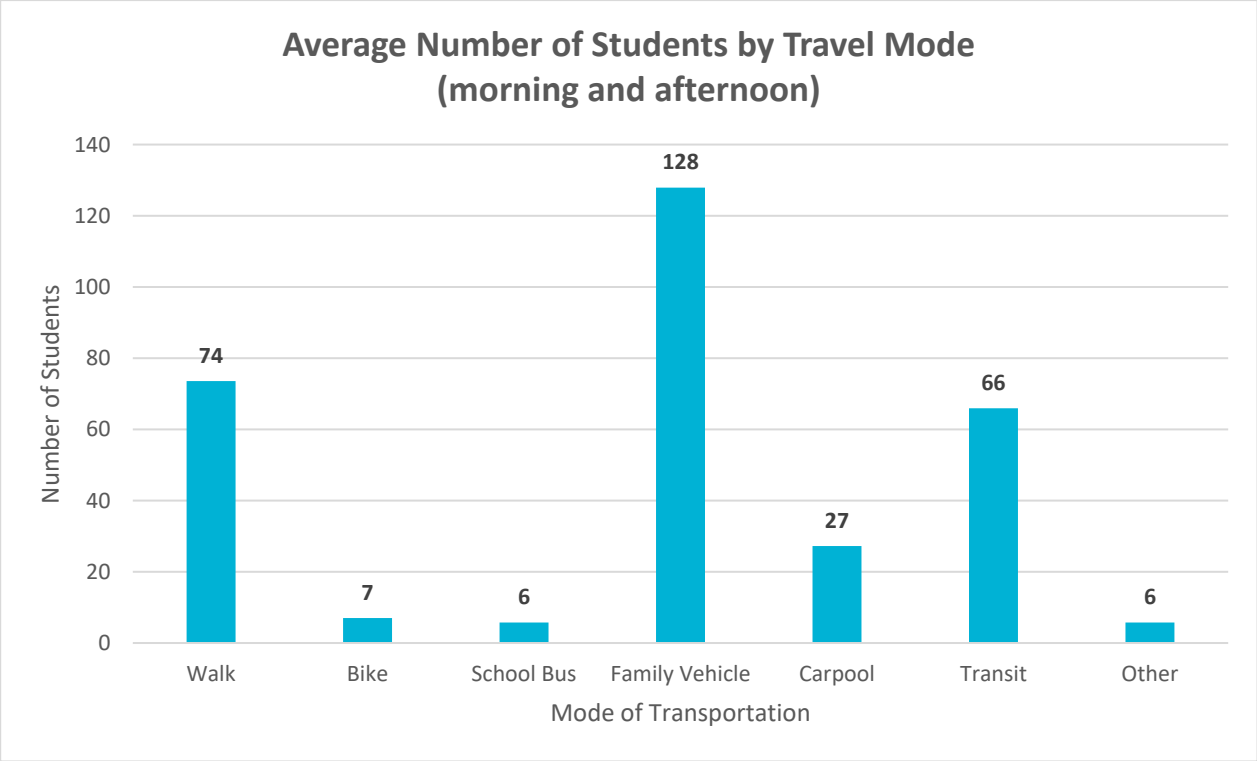
Lyndale Elementary School

A total of 285 students participated in the travel tally the week of December 4th, 2023. On average, 40 (13.9%) students walked, 140 (49.2%) took the school bus, 97 (34.1%) rode in a family vehicle, 2 (0.7%) carpooled, 2 (0.7%) took public transit, and 2 (0.7%) took other forms of transportation to and from school. Based on these numbers, an estimated 14.6% of students walk, bike, or takes public transit to and from school.



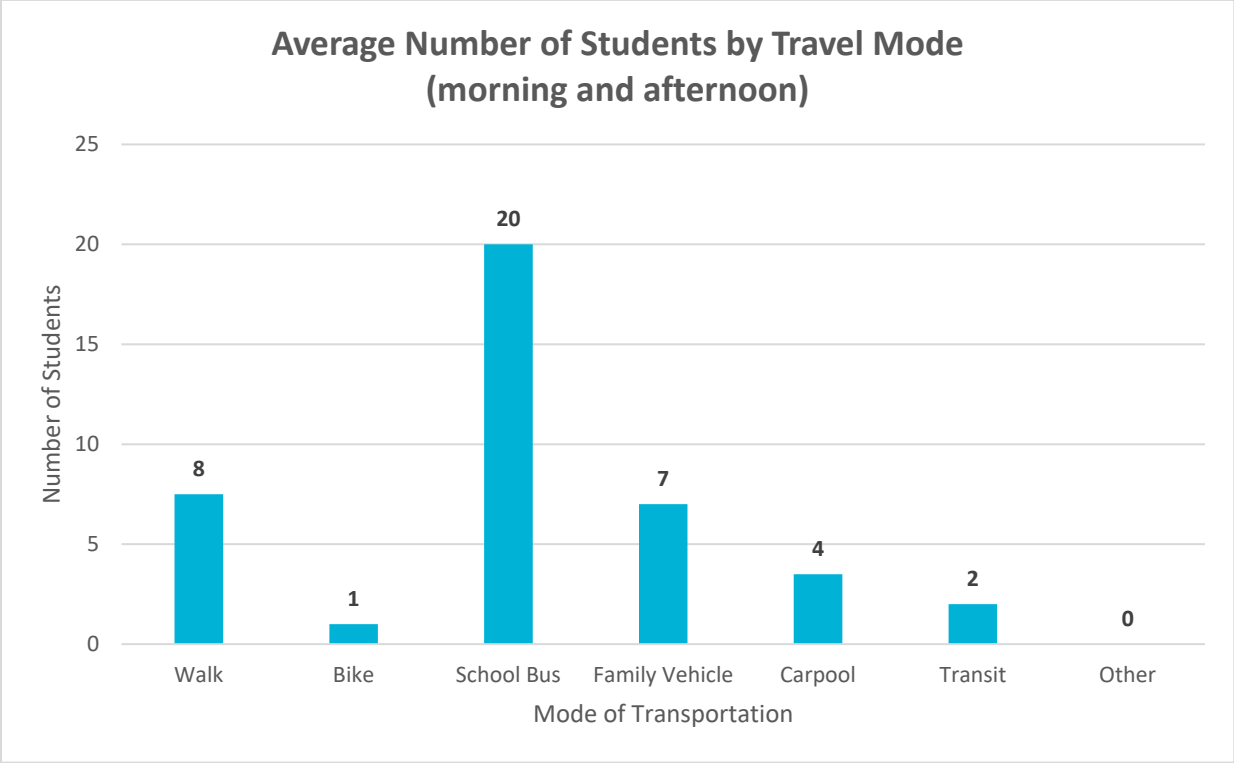
Washburn High School

A total of 337 students participated in the travel tally the week of December 4th, 2023. On average, 74 (21.9%) students walked, 7 biked (2.1%), 6 (1.7%) took the school bus, 128 (38.0%) rode in a family vehicle, 27 (8.1%) carpooled, 66 (19.6%) took public transit, and 6 (1.7%) took other forms of transportation to and from school. Based on these numbers, an estimated 43.5% of students walk, bike, or takes public transit to and from school.



Justice Page Middle School

A total of 46 students participated in the travel tally the week of December 4th, 2023. On average, 8 (16.3%) students walked, 1 biked (2.2%), 20 (43.5%) took the school bus, 7 (15.2%) rode in a family vehicle, 4 (7.6%) carpooled, and 2 (4.3%) took public transit. Based on these numbers, an estimated 22.8% of students walk, bike, or takes public transit to and from school.

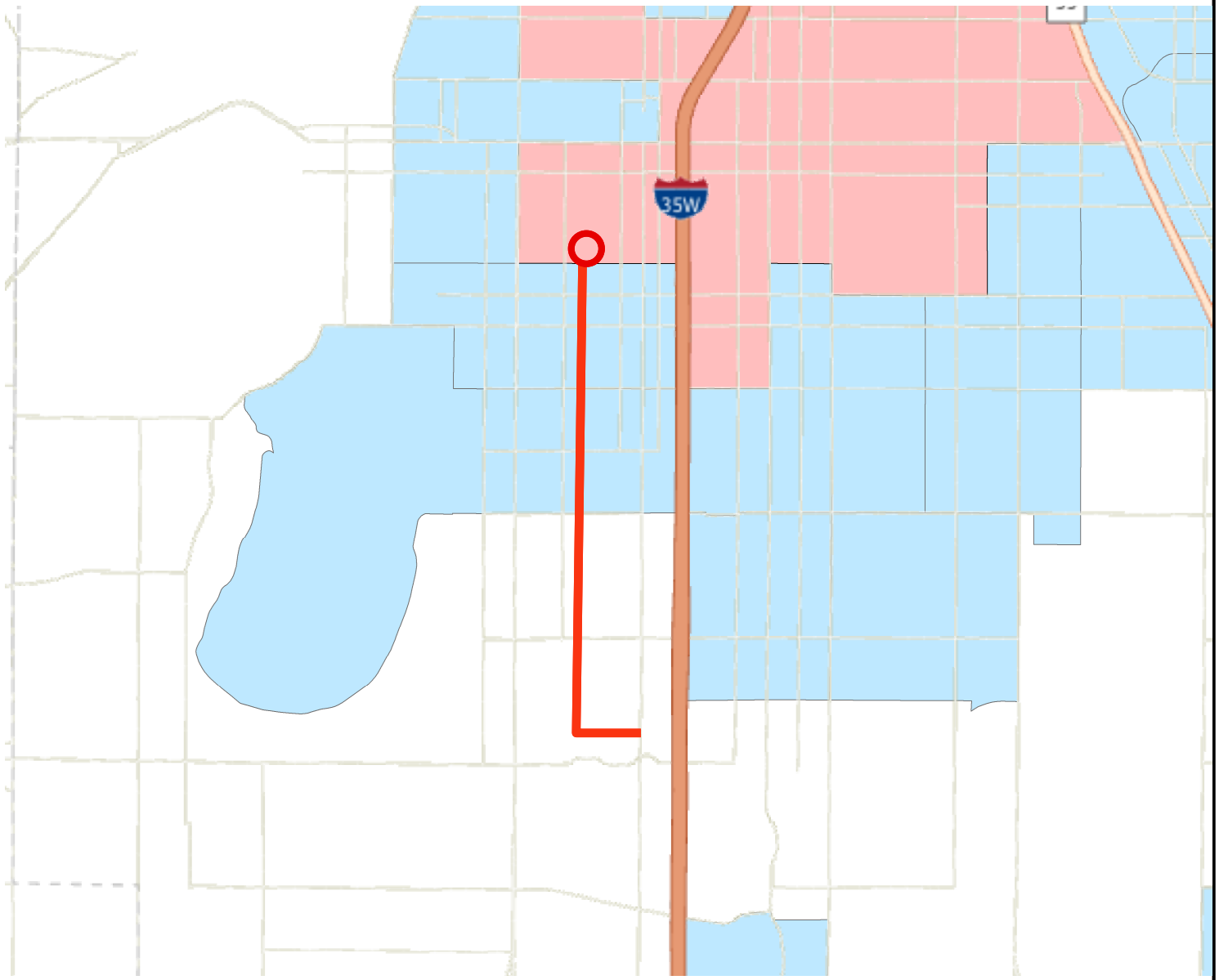


Socio-Economic Conditions

Safe Routes to Schools Project: Pleasant Ave S SRTS from 49th to 34th | Map ID: 1702580819935

Results

Total of publicly subsidized rental housing units in census tracts within 1/2 mile: 1571



Points
Lines
Area of Concentrated Poverty
Regional Environmental Justice Area

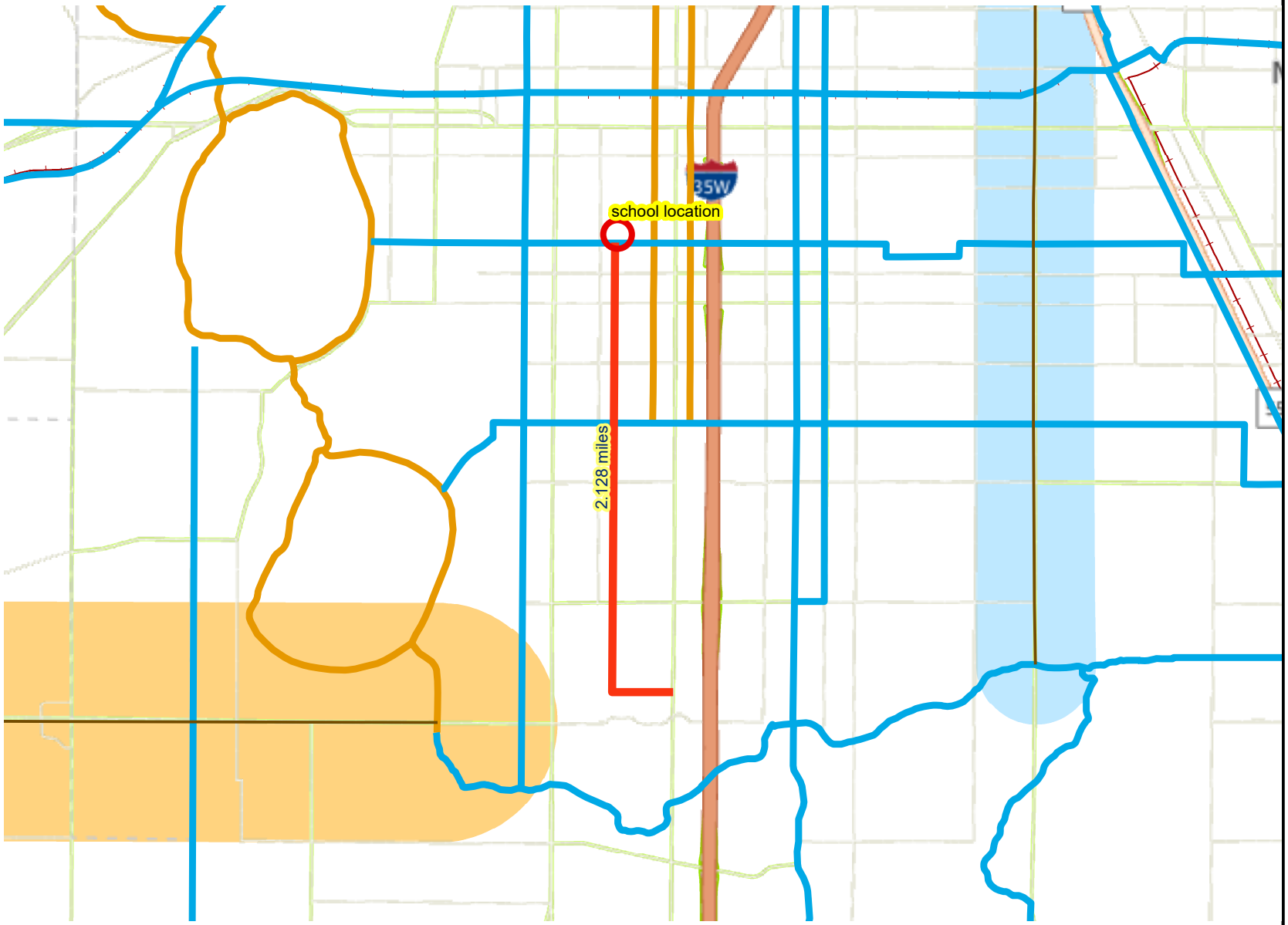
0 0.375 0.75 1.5 2.25 3 Miles

Created: 12/14/2023
LandscapeRSA2

METROPOLITAN COUNCIL

Project to RBTN Orientation

Safe Routes to Schools Project: Pleasant Ave S SRTS from 49th to 34th | Map ID: 1702498322081



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

0 0.375 0.75 1.5 2.25 3 Miles

Created: 12/13/2023
LandscapeRSA6

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

METROPOLITAN COUNCIL

PLEASANT AVENUE S
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

Here's what we know

- Identified as a near-term low-stress bikeway and intersects with high injury streets
- Route will connect Lyndale Elementary School, Justice Page Middle School, and Washburn High School
- Focus on traffic calming and improving 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
- Begin developing concept layout

Project schedule

2025-2026	2027-2028	2029	2030

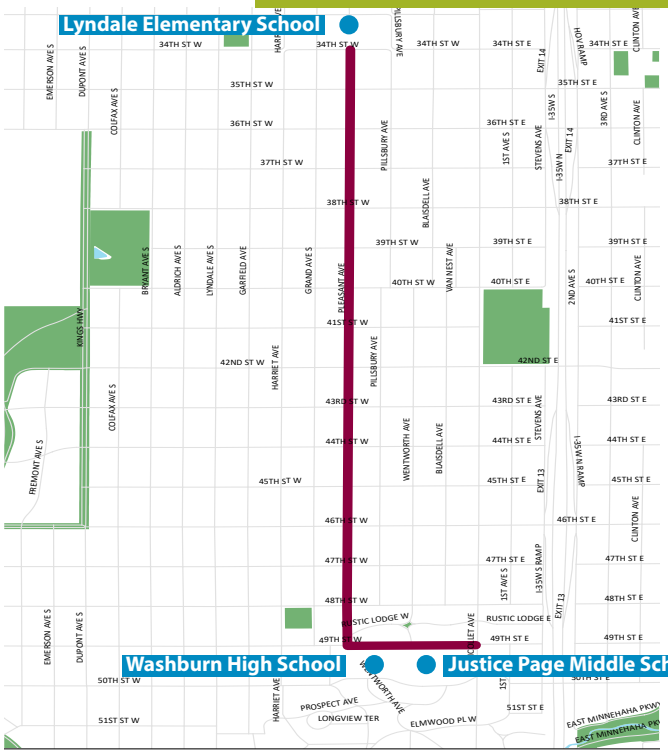
Planning > Design > Construction > Completion

Our Goals

BETTER PATHWAYS FOR WALKING

IMPROVED ROUTES FOR BIKING

PLEASANT AVE S FROM 34TH TO 49TH STREET



EXISTING PLEASANT AVE S

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
PLEASANT AVENUE S & 38TH STREET W

Minneapolis
City of Lakes

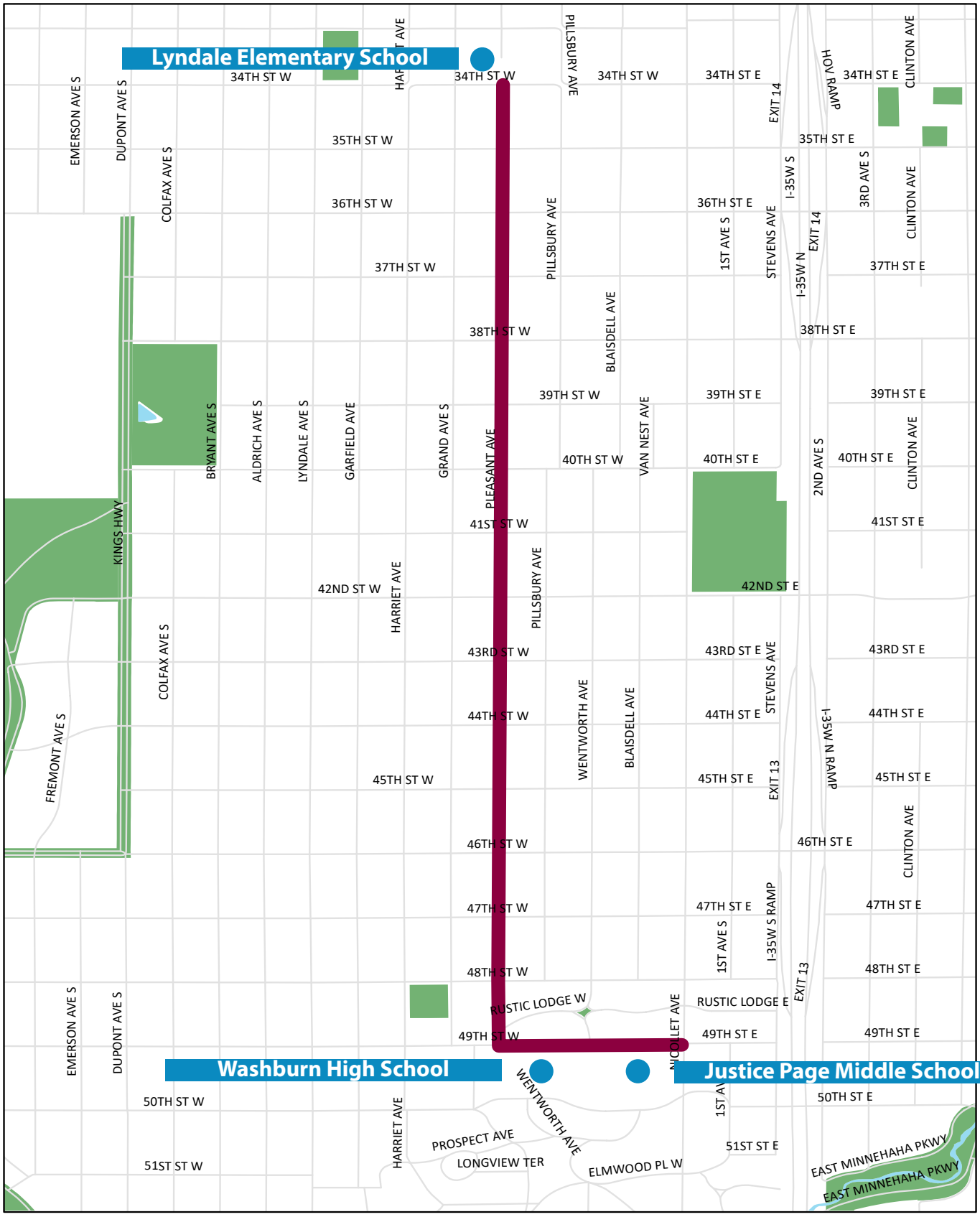
EXISTING CONDITION PHOTOS

PLEASANT AVENUE S BETWEEN 47TH ST W & 48TH ST W

Minneapolis
City of Lakes

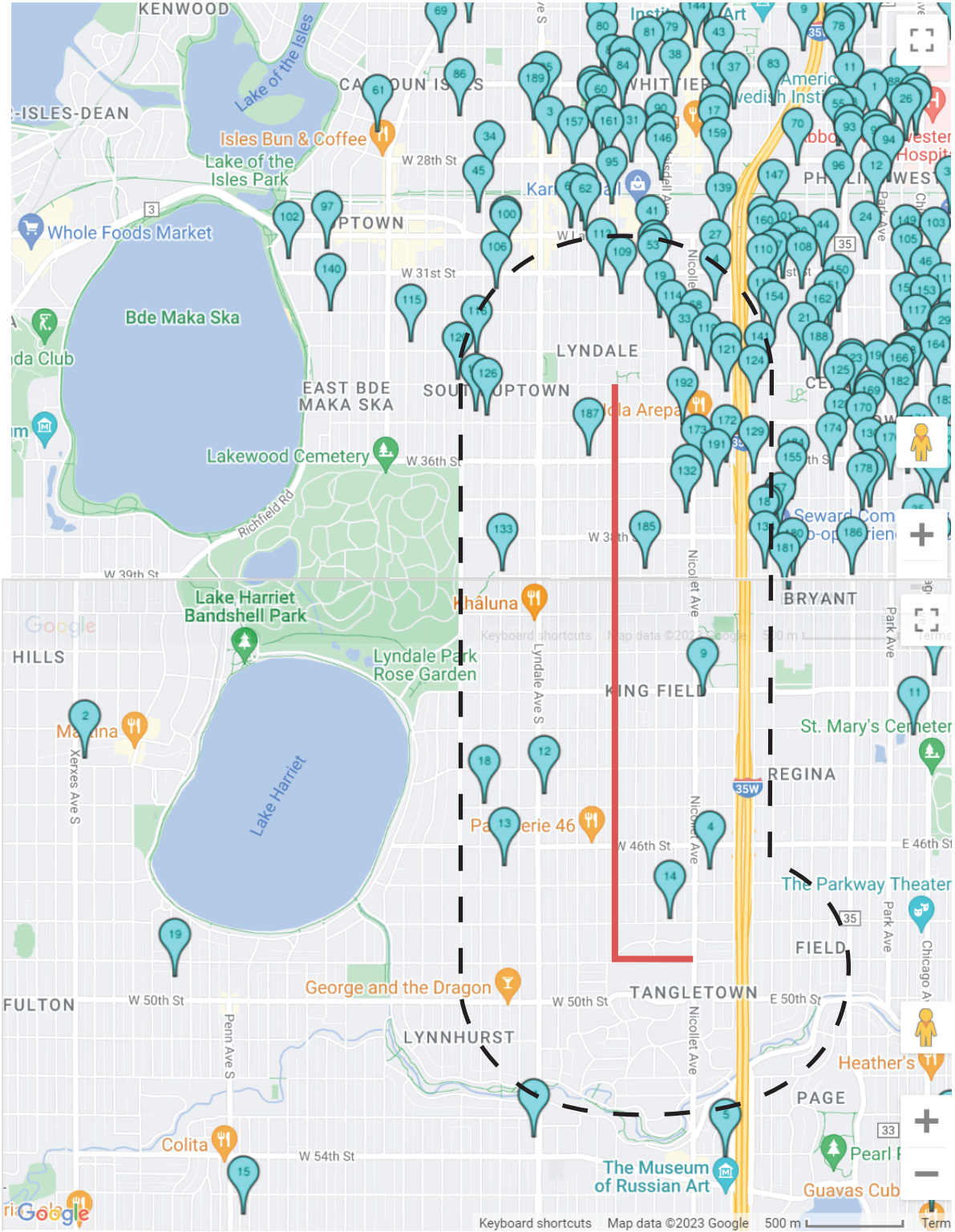
PLEASANT AVENUE S
SAFE ROUTES TO SCHOOL IMPROVEMENTS MAP

Minneapolis
City of Lakes



Pleasant Ave S SRTS

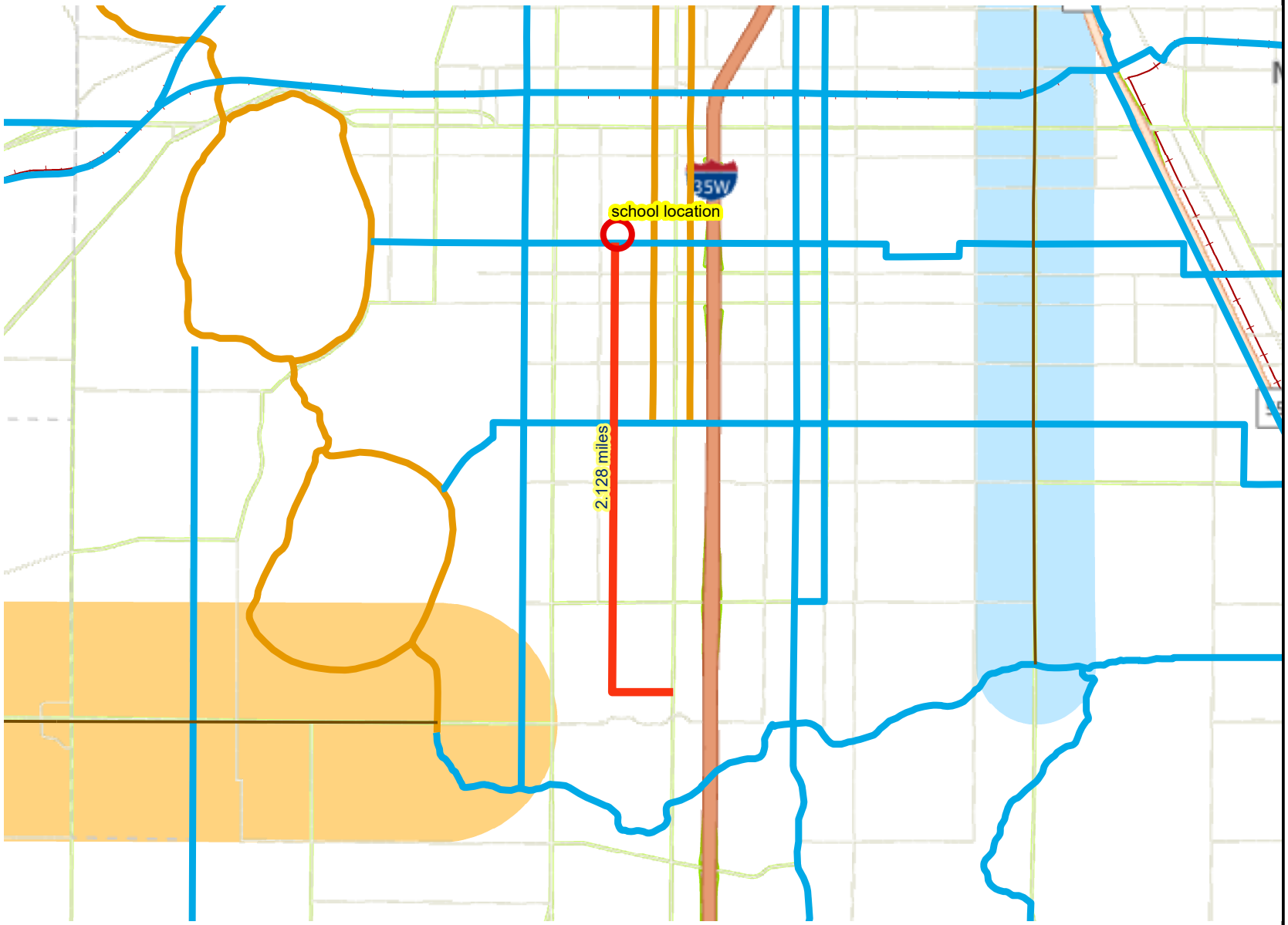
Affordable Housing within 0.5 miles



Pleasant Ave S SRTS from 49th to 34th															
Property_Name	**Address**	**Development_Stage**	**Total_Units**	**Affordable_Units_Total**	**Affordable_0BR**	**Affordable_1BR**	**Affordable_2BR**	**Affordable_3BR**	**Affordable_4BR**	**Units_30AMI**	**Units_50AMI**	**Units_60AMI**	**Units_80AMI**	**Units_PctAffordable**	**Funding_Category**
3024 3rd Avenue S	3024 3rd Ave S	Preservation	2	2	0	0	0	0	0	0	0	2	0	100%	Local 4d
3036 3rd Ave S	3036 3rd Ave S	Preservation	4	4	0	0	0	0	0	0	0	4	0	100%	Local 4d
3128 3rd Ave So	3128 3rd Ave S	Preservation	2	1	0	0	0	0	0	0	0	1	0	50%	Local 4d
3224 3rd Avenue S	3224 3rd Ave S	Preservation	2	2	0	0	0	0	0	0	0	2	0	100%	Local 4d
3245 3rd Ave S	3245 3rd Ave S	Preservation	4	3	0	0	0	0	0	0	0	3	0	75%	Local 4d
212 34th St E	212 34th St E	Preservation	2	2	0	0	0	0	0	0	0	2	0	100%	Local 4d
3249 2nd Ave S	3249 2nd Ave S	Preservation	2	2	0	0	0	0	0	0	0	2	0	100%	Local 4d
3621 2nd Avenue S	3621 2nd Ave S	Preservation	2	1	0	0	0	0	0	0	0	1	0	50%	Local 4d
Harriet Tubman Center	3111 1st Ave S	New Construction	43	43	0	0	0	0	0	0	43	0	0	100%	Subsidized - Other
Exodus Rental Homes	3131 1st Ave S 108 E 32nd St 106 E 32nd St 107 W 32nd St 3133 1st Ave S 3137 1st Ave S 3145 1st Ave S 3139 1st Ave S 3143 1st Ave S	Preservation	12	12	0	0	8	4	0	0	3	9	0	100%	Tax Credit Subsidized - Other Tax Credit (LIHTC 4%) Tax Credit (LIHTC 9%)
3350 Stevens Ave S	3350 Stevens Ave	Preservation	1	1	0	0	0	0	0	0	0	1	0	100%	Local 4d
3408 Stevens Ave S	3408 Stevens Ave	Preservation	6	6	0	0	0	0	0	0	0	6	0	100%	Local 4d
3600 Stevens Ave	3600 Stevens Ave	Preservation	4	4	0	0	0	0	0	0	0	4	0	100%	Local 4d
3635 1st Ave S	3635 1st Ave S	Preservation	7	7	0	0	0	0	0	0	3	4	0	100%	Subsidized - Other
3336 1st Avenue S	3336 1st Ave S	Preservation	2	2	0	0	0	0	0	0	0	2	0	100%	Local 4d
3301 Nicollet	3301 Nicollet Ave	New Construction	64	64	50	14	0	0	0	24	40	0	0	100%	Tax Credit Subsidized - Other Tax Credit (LIHTC 9%)
Albright Townhomes	110 W 31st St 3051 Pillsbury Ave S	Preservation	89	89	0	10	79	0	0	0	68	21	0	100%	Project-Based Subsidy Tax Credit Subsidized - Other Tax Credit (LIHTC 4%) Tax Credit (LIHTC 9%)
Horn - 115 W 31st	3110 Blaisdell Ave 115 W 31st St	Preservation	163	163	0	162	1	0	0	163	0	0	0	100%	Public Housing
Horn - 3121 Pillsbury	3121 Pillsbury Ave S	Preservation	163	163	0	162	1	0	0	163	0	0	0	100%	Public Housing
Zoom House	3244 Blaisdell Ave 3204 Blaisdell Ave 3206 Blaisdell Ave	Preservation	22	22	6	16	0	0	0	16	6	0	0	100%	Subsidized - Other
3235-3237 Blaisdell Ave So	3237 Blaisdell Ave 3235 Blaisdell Ave	Preservation	3	3	0	0	0	0	0	0	0	3	0	100%	Local 4d
3110 Nicollet Condominiums	3114 Nicollet Ave 3110 Nicollet Ave	New Construction	35	35	0	5	30	0	0	0	9	0	26	100%	Subsidized - Other
7 and 11 W 35th St	7 W 35th St	Preservation	8	7	0	0	0	0	0	0	0	7	0	88%	Subsidized - Other
3127 Pleasant Ave	3127 Pleasant Ave	Preservation	17	5	0	0	0	0	0	0	0	5	0	29%	Local 4d
323 W 31st St	323 W 31st St	Preservation	11	11	0	0	0	0	0	0	0	11	0	100%	Local 4d
3031 Bryant Ave S	3031 Bryant Ave S	Preservation	4	4	0	0	0	0	0	0	0	4	0	100%	Local 4d
3120 Bryant Ave S	3120 Bryant Ave S	Preservation	4	4	0	0	0	0	0	0	0	4	0	100%	Local 4d
3300 Colfax Ave So	3300 Colfax Ave S	Preservation	14	4	0	0	0	0	0	0	0	4	0	29%	Local 4d
3340 Colfax Ave So	3440 Colfax Ave S	Preservation	8	4	0	0	0	0	0	0	0	4	0	50%	Local 4d
3447 Colfax Ave S	3447 Colfax Ave S	Preservation	8	7	0	0	0	0	0	0	0	7	0	88%	Local 4d
408-410 West 36th St	408 W 36th St	Preservation	4	4	0	0	0	0	0	0	0	4	0	100%	Local 4d
3613 Nicollet Ave S	3613 Nicollet Ave S	Preservation	1	1	0	0	0	0	0	0	0	1	0	100%	Local 4d
Nicollet Square	3700 Nicollet Ave	New Construction	42	42	42	0	0	0	0	42	0	0	0	100%	Tax Credit Subsidized - Other Tax Credit (LIHTC 9%)
3724 Nicollet Ave S	3724 Nicollet Ave	Preservation	3	3	0	0	0	0	0	0	0	3	0	100%	Local 4d
3853 Pillsbury Ave	3853 Pillsbury Ave	Preservation	2	2	0	0	0	0	0	0	0	2	0	100%	Local 4d
3853 Bryant Ave So	3853 Bryant Ave S	Preservation	5	1	0	0	0	0	0	0	0	1	0	20%	Local 4d
4207 Nicollet Ave	4201 Nicollet Ave	Preservation	79	5	0	0	0	0	0	0	0	5	0	6%	Subsidized - Other
3rd Avenue Townhomes	3816 3rd Ave S 3806 3rd Ave S	New Construction	12	8	0	0	0	8	0	0	8	0	0	67%	Tax Credit Subsidized - Other Tax Credit (LIHTC 9%)
3854-3856 3rd Avenue S	3856 3rd Ave S 3854 3rd Ave S	Preservation	2	1	0	0	0	0	0	0	0	1	0	50%	Local 4d
4453 Colfax Ave S	4453 Colfax Ave S	Preservation	2	1	0	0	0	0	0	0	0	1	0	50%	Local 4d
4437 Lyndale Ave S	4437 Lyndale Ave S	Preservation	2	1	0	0	0	0	0	0	0	1	0	50%	Local 4d
4631 Bryant Ave	4631 Bryant Ave S	Preservation	2	1	0	0	0	0	0	0	0	1	0	50%	Local 4d
4748 Blaisdell Avenue S	4748 Blaisdell Ave	Preservation	4	4	0	0	0	0	0	0	0	4	0	100%	Local 4d
Structured Independent Living	4308 29th Ave S 4226 Portland Ave S 5521 S 32nd Ave 5612 46th Ave S 4632 1st Ave S	Preservation	16	16	16	0	0	0	0	3	13	0	0	100%	Subsidized - Other
			Sum Total Units **884**	*Sum Affordable Units* **767**	*Sum Affordable 0BR* **114**	*Sum Affordable 1BR* **369**	*Sum Affordable 2BR* **119**	*Sum Affordable 3BR* **12**	*Sum Affordable 4BR* **0**	*Sum Units at 30% AMI* **411**	*Sum Units at 50% AMI* **193**	*Sum Units at 60% AMI* **137**	*Sum Units at 80% AMI* **26**	*Average Percent Affordable* **83%**	

Project to RBTN Orientation

Safe Routes to Schools Project: Pleasant Ave s Neighborhood Greenway from 49th to 34th | Map ID: 1702498322081

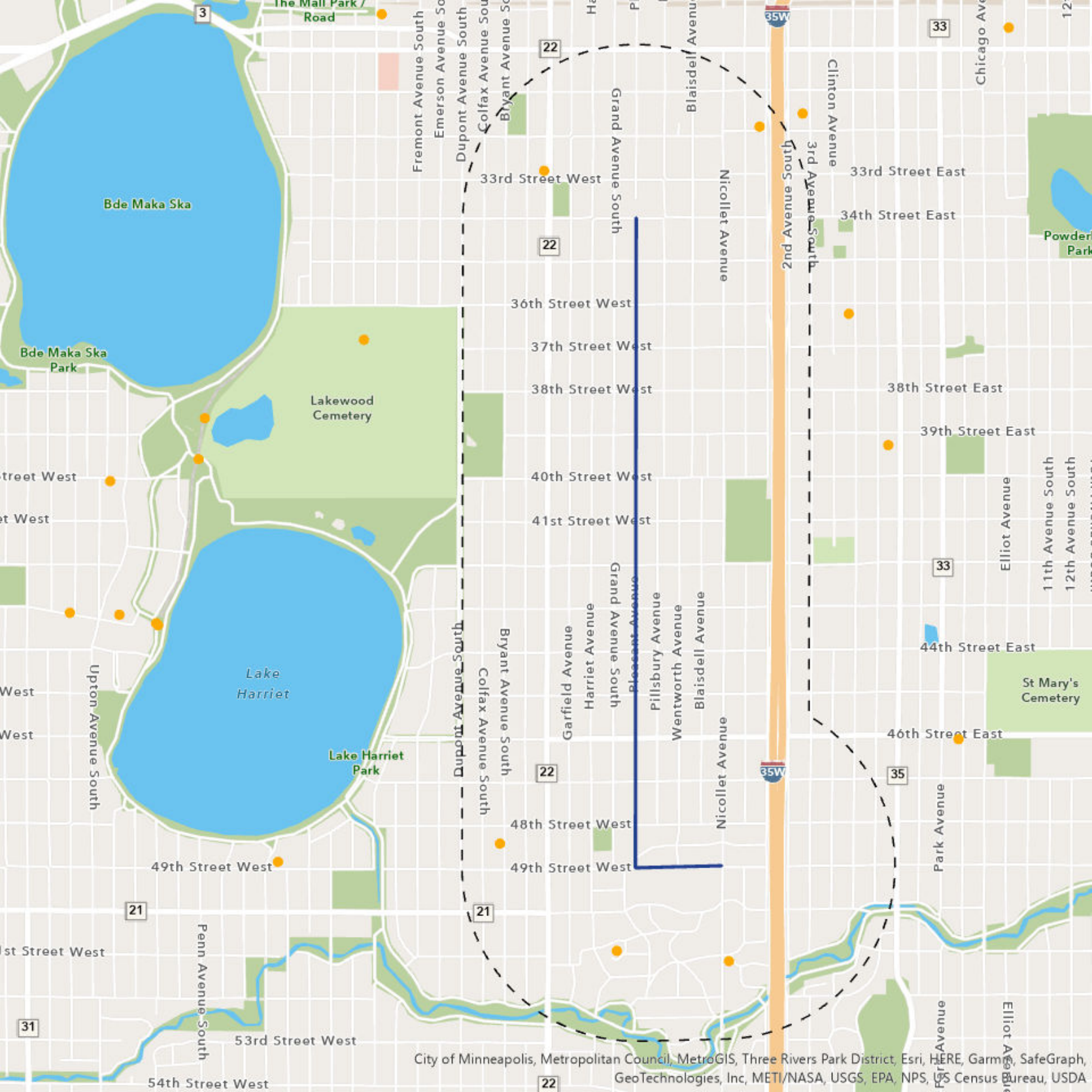


Project Points
Project
RBTN Corridor Centerlines
RBTN Tier 1 Alignment
RBTN Tier 2 Alignment
Principal Arterials
Minor Arterials
Railroads
RBTN Tier 1
RBTN Tier 2

0 0.375 0.75 1.5 2.25 3 Miles

Created: 12/13/2023
LandscapeRSA6

METROPOLITAN COUNCIL


Bde Maka Ska
Bde Maka Ska Park
Lakewood Cemetery
Lake Harriet
Lake Harriet Park
St Mary's Cemetery
Powderhorn Park
The Mall Park / Road
Fremont Avenue South
Emerson Avenue South
Dupont Avenue South
Colfax Avenue South
Bryant Avenue South
Grand Avenue South
Blaisdell Avenue
Nicollet Avenue
2nd Avenue South
3rd Avenue South
Clinton Avenue
Chicago Avenue
Garfield Avenue
Harriet Avenue
Pleasant Avenue
Pillsbury Avenue
Wentworth Avenue
Elliot Avenue
11th Avenue South
12th Avenue South
Upton Avenue South
Penn Avenue South
Park Avenue
33rd Street West
34th Street West
36th Street West
37th Street West
38th Street West
40th Street West
41st Street West
48th Street West
49th Street West
53rd Street West
54th Street West
33rd Street East
34th Street East
38th Street East
39th Street East
44th Street East
46th Street East
35W
City of Minneapolis, Metropolitan Council, MetroGIS, Three Rivers Park District, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, US Census Bureau, USDA

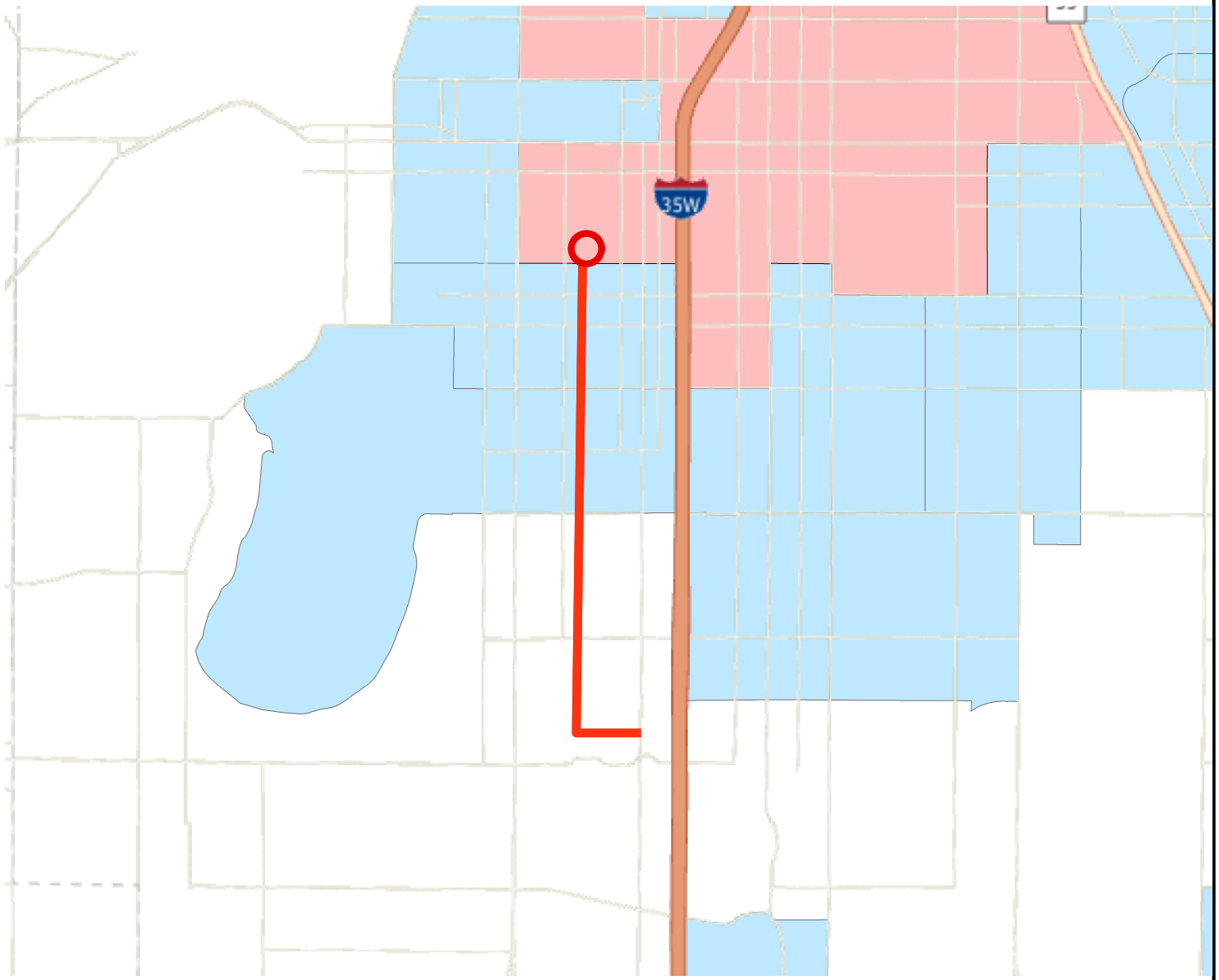
Socio-Economic Conditions

Safe Routes to Schools Project: Pleasant Ave S Neighborhood Greenway from 49th to 34th | Map ID: 1702580819935

Results

Total of publicly subsidized rental housing units in census tracts within 1/2 mile: 1571

Project located IN an Area of Concentrated Poverty.



Points
Lines
Area of Concentrated Poverty
Regional Environmental Justice Area

0 0.375 0.75 1.5 2.25 3 Miles

Created: 12/14/2023
LandscapeRSA2

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

METROPOLITAN COUNCIL

Minneapolis
City of Lakes

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

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 9th 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 4th Ave N/Van White Blvd)	Multiuse Trails and Bicycle Facilities
34th St W/E neighborhood greenway from Hennepin Avenue to Hiawatha Avenue	Multiuse Trails and Bicycle Facilities
University Avenue/4th 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, 27th 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,

Margaret Anderson Kelliher

Margaret Anderson Kelliher
Director of Public Works

Council Action No. 2023A-0801 **City of Minneapolis** **File No. 2023-01077**

Committee: PWI Public Hearing: None Passage: Nov 16, 2023 Publication: NOV 25 2023

RECORD OF COUNCIL VOTE				
COUNCIL MEMBER	AYE	NAY	ABSTAIN	ABSENT
Payne	X			
Wonsley	X			
Rainville	X			
Vetaw	X			
Ellison	X			
Osman	X			
Goodman	X			
Jenkins	X			
Chavez	X			
Chughtai	X			
Koski	X			
Johnson	X			
Palmisano	X			

MAYOR ACTION

☑ APPROVED ☐ VETOED

MAYOR FREY

NOV 20 2023

DATE

Certified an official action of the City Council

ATTEST

CITY CLERK

Presented to Mayor: NOV 16 2023

Received from Mayor: NOV 20 2023

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)

ORIGINATING DEPARTMENT

Public Works

To Committee(s)

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

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

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

Action Item(s)

#	File Type	Subcategory	Item Description
1	Action	Grant	Authorizing the submittal of a series of 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.

<u>7th Street S from Park Avenue to 13th Avenue S</u>

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
Pleasant Avenue – 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 Pleasant Avenue Safe Routes to School (SRTS) Project. The project is anticipated to create a neighborhood greenway along Pleasant Avenue from 50th Street to 34th Street, and will connect Lyndale Elementary, Washburn High, and Justice Page Middle Schools. Project elements may include accessibility improvements, traffic calming elements, traffic control devices, and protected bikeways.

As proposed, this project is anticipated to impact CSAH 46 (46th Street) that is currently under Hennepin County jurisdiction. At the time of application submittal, county staff is not aware of any planned improvements in the vicinity of the Pleasant Avenue SRTS Project; noting that the programming of new projects is subject to change.

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 for the Pleasant Avenue SRTS project to ensure success. We look forward to working together to improve the accessibility, safety, and mobility of people walking and biking in Minneapolis.

Sincerely,

Carla Stueve

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

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

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

Hennepin

Pleasant Avenue S Neighborhood Greenway
Safe Routes to School Travel Tally

Minneapolis
City of Lakes

Summary of Travel Tally

PROCEESS

- Lyndale Elementary School, Justice Page Middle School, and Washburn High 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

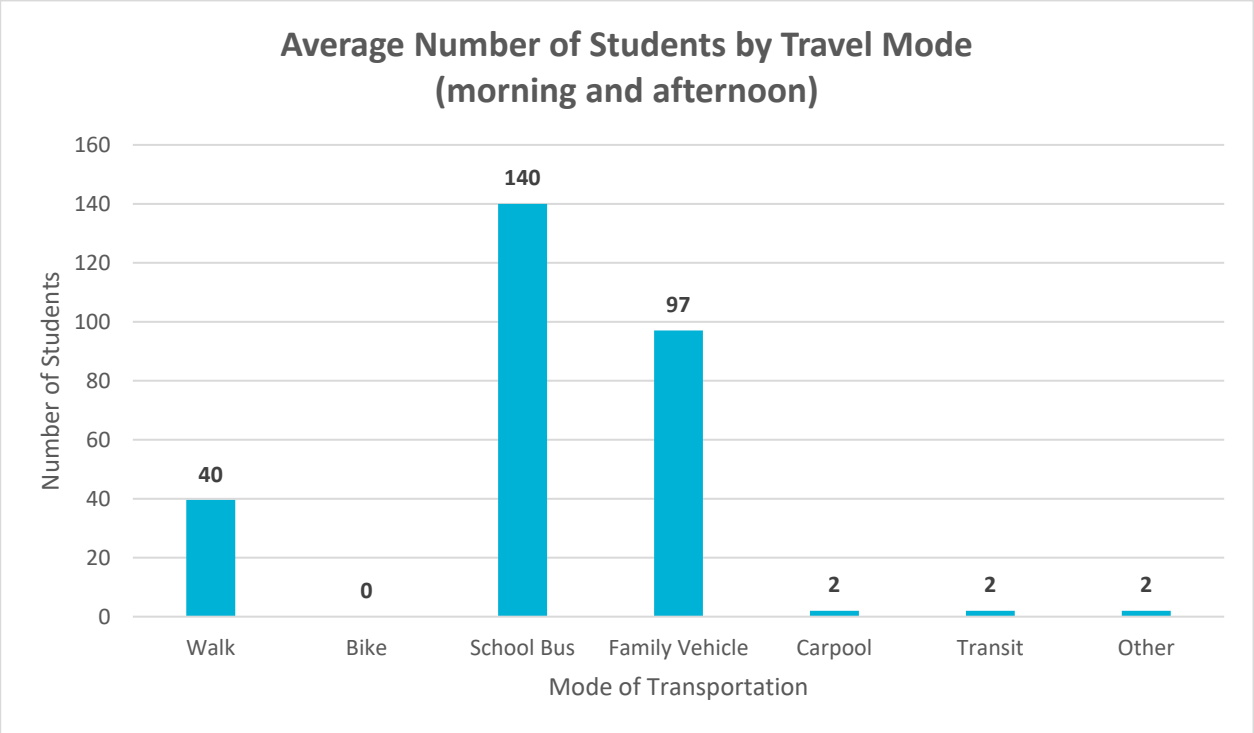
RESULTS

- ***An estimated 32.0% of students walk, bike, or take public transit across all three schools along the Pleasant Ave S neighborhood greenway 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
Lyndale Community School	285	42	513	75	14.6%
Washburn High School	337	147	1,531	665	43.5%
Justice Page Middle School	46	11	928	212	22.8%
Total	**668**	**200**	**2,973**	**952**	**32.0%**

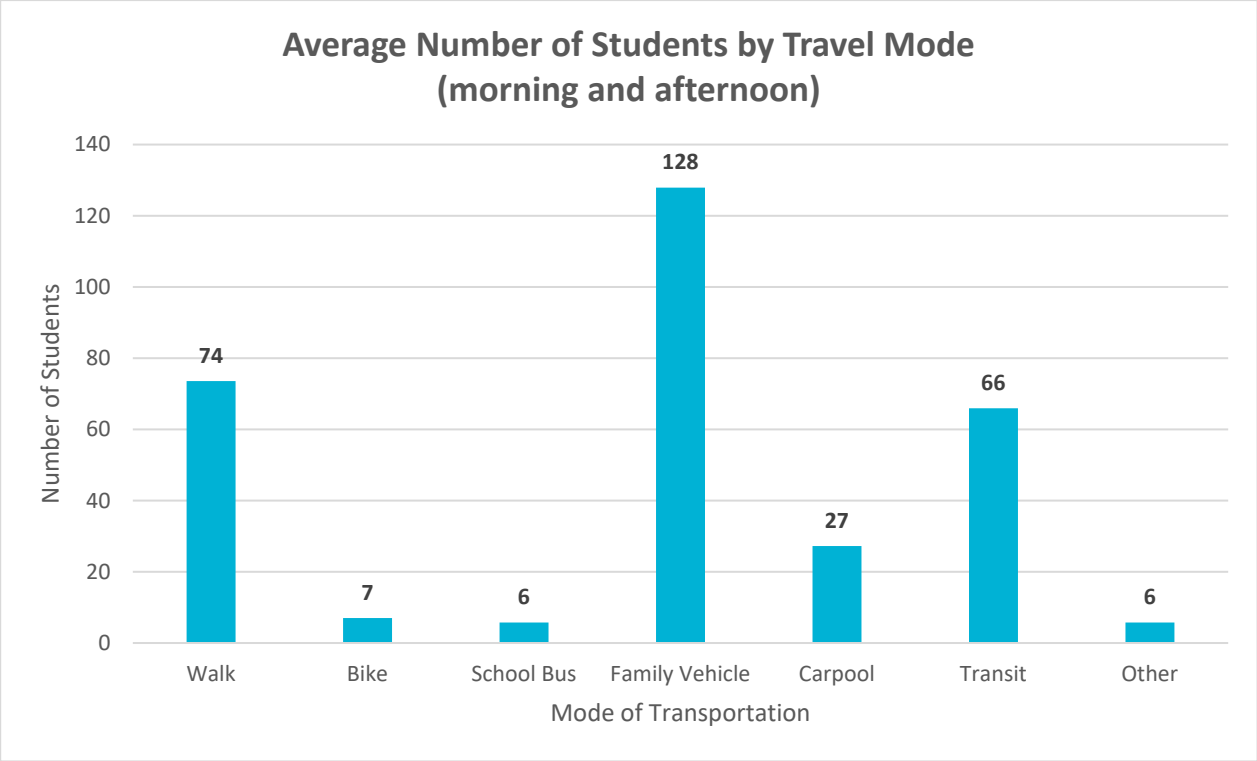
Lyndale Elementary School

A total of 285 students participated in the travel tally the week of December 4th, 2023. On average, 40 (13.9%) students walked, 140 (49.2%) took the school bus, 97 (34.1%) rode in a family vehicle, 2 (0.7%) carpooled, 2 (0.7%) took public transit, and 2 (0.7%) took other forms of transportation to and from school. Based on these numbers, an estimated 14.6% of students walk, bike, or takes public transit to and from school.



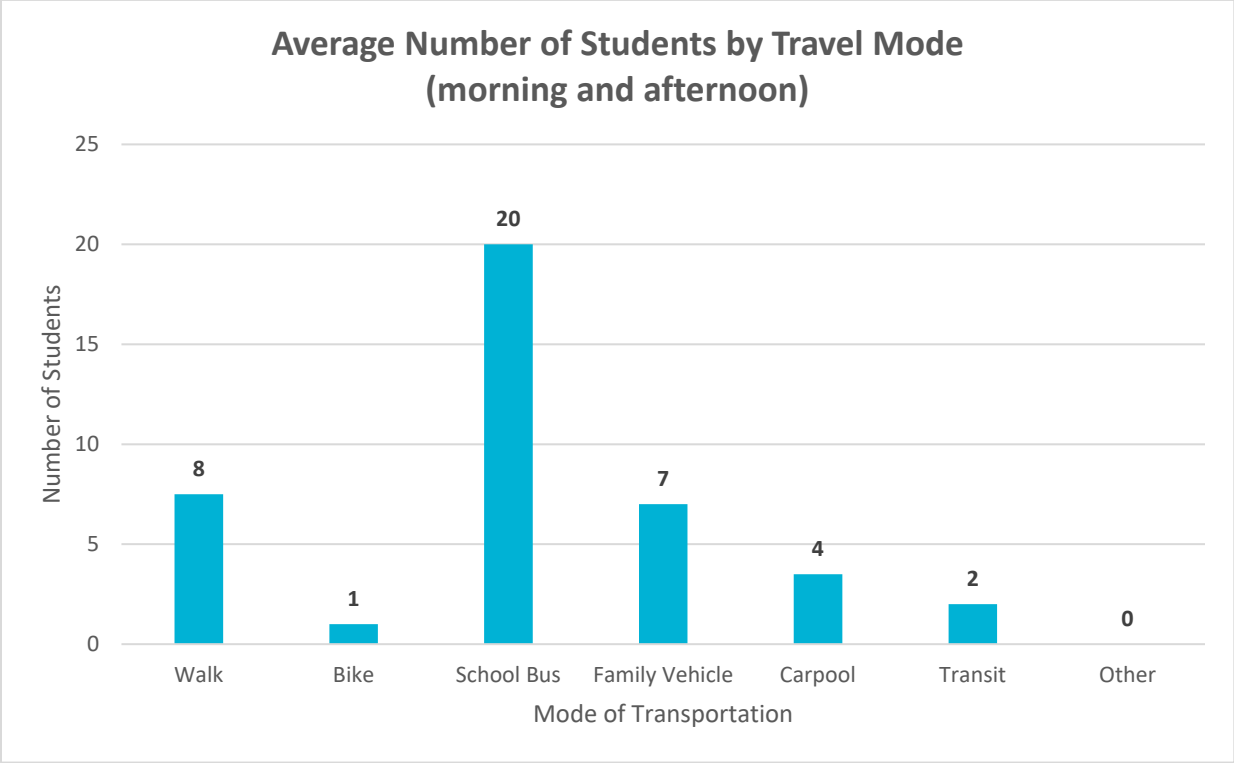
Washburn High School

A total of 337 students participated in the travel tally the week of December 4th, 2023. On average, 74 (21.9%) students walked, 7 biked (2.1%), 6 (1.7%) took the school bus, 128 (38.0%) rode in a family vehicle, 27 (8.1%) carpooled, 66 (19.6%) took public transit, and 6 (1.7%) took other forms of transportation to and from school. Based on these numbers, an estimated 43.5% of students walk, bike, or takes public transit to and from school.



Justice Page Middle School

A total of 46 students participated in the travel tally the week of December 4th, 2023. On average, 8 (16.3%) students walked, 1 biked (2.2%), 20 (43.5%) took the school bus, 7 (15.2%) rode in a family vehicle, 4 (7.6%) carpooled, and 2 (4.3%) took public transit. Based on these numbers, an estimated 22.8% of students walk, bike, or takes public transit to and from school.



Crash Data for Pleasant Ave S SRTS Improvements Project

Crash Date	Time	Crash Severity	Street On	Intersection Name	Type
12/7/2013	11:00 AM	Property Damage Only	46 ST	Pleasant Ave S	Sideswipe Same Direction
7/2/2013	6:00 PM	Property Damage Only	46 STREET WEST	PLEASANT AVE SOUTH	Rear End
2/23/2014	9:00 PM	Property Damage Only	35 Street w	Pleasant Ave. S	Head On
3/8/2014	3:00 PM	Property Damage Only	35th St W	Pleasant Av S	Sideswipe Same Direction
7/15/2017	2:00 PM	Property Damage Only	W 35TH ST		Rear End
6/14/2014	6:00 PM	Property Damage Only	35 St W	pleasant Av S	Sideswipe Same Direction
9/7/2022	5:00 PM	Minor Injury	W 35TH ST		Pedestrian
8/21/2014	10:00 PM	Property Damage Only	35 St W	pleasant Av S	Rear End
1/26/2016	9:00 PM	Possible Injury	W 36TH ST		Angle
9/15/2013	2:00 AM	Possible Injury	36th St W	Pleasant Ave s	Other
3/5/2014	8:00 AM	Property Damage Only			Single Vehicle Run Off Road
6/2/2015	3:00 PM	Possible Injury	36 ST W	PLEASANT AVE S	Bike
8/13/2021	8:00 PM	Property Damage Only	W 36TH ST	PLEASANT AV S	Other
1/7/2014	10:00 AM	Property Damage Only	W.40Th St	Pleasant Av S	Angle
2/9/2019	8:00 AM	Minor Injury	W 42ND ST		Angle
5/28/2022	8:00 PM	Minor Injury	W 42ND ST		Angle
11/17/2019	1:00 PM	Property Damage Only	NICOLLET AVE S		Rear End
2/28/2020	10:00 AM	Property Damage Only	NICOLLET AVE S		Other
6/19/2014	7:00 AM	Possible Injury	NICOLLET AV S	49TH ST	Angle
8/26/2019	11:00 AM	Possible Injury	NICOLLET AVE S		Angle
11/7/2013	10:00 AM	Property Damage Only	45 STREET	PLEASANT AVE S	Sideswipe Same Direction
9/7/2013	6:00 PM	Possible Injury	37 street w	pleasant av s	Angle
7/25/2015	11:00 PM	Property Damage Only	37TH ST W	PLEASANT AVE S	Single Vehicle Run Off Road
2/19/2018	2:00 AM	Property Damage Only	W 37TH ST		Other
4/1/2013	7:00 AM	Property Damage Only	W 37 STREET	PLEASANT AVE S	Head On
6/1/2018	5:00 PM	Possible Injury	W 41ST ST		Angle
1/19/2023	8:00 AM	Property Damage Only	E 49TH ST		Single Vehicle Run Off Road
1/20/2017	8:00 AM	Property Damage Only	E 49TH ST		Other
1/20/2017	8:00 AM	Property Damage Only	E 49TH ST		Other
8/22/2022	1:00 AM	Property Damage Only	W 49TH ST		Single Vehicle Run Off Road
7/31/2016	11:00 PM	Property Damage Only	W 49TH ST		Single Vehicle Run Off Road
12/11/2016	1:00 PM	Property Damage Only	W 49TH ST		Single Vehicle Run Off Road
2/28/2020	10:00 AM	Property Damage Only	W 49TH ST		Other
2/26/2018	10:00 PM	Property Damage Only	W 49TH ST		Sideswipe Same Direction
10/14/2013	10:00 PM	Possible Injury	49 ST W	PLEASANT AVE S	Single Vehicle Run Off Road
1/22/2016	8:00 AM	Property Damage Only	W 49TH ST	WENTWORTH AVE S	Rear End
1/17/2018	8:00 AM	Property Damage Only	W 49TH ST		Rear End
6/26/2015	6:00 PM	Property Damage Only	49 ST W	WENTWORTH AVE S	Single Vehicle Other
8/24/2015	11:00 AM	Property Damage Only			Single Vehicle Other
10/10/2013	3:00 PM	Minor Injury	47 ST W	PLEASANT AV S	Pedestrian
3/12/2016	9:00 AM	Property Damage Only	W 48TH ST	PLESANT AVE S	Other
3/13/2018	8:00 AM	Property Damage Only	W 48TH ST		Angle
5/9/2017	3:00 PM	Property Damage Only	PLESANT AVE S		Other
12/4/2017	5:00 PM	Property Damage Only	PLESANT AVE S		Other
3/15/2018	8:00 AM	Property Damage Only	PLESANT AVE S	W 46TH ST	Angle
2/22/2019	5:00 PM	Property Damage Only	PLESANT AVE S		Sideswipe Opposing
12/6/2014	7:00 AM	Property Damage Only			Angle
6/22/2013	4:00 PM	Property Damage Only	4212 Pleasant Ave S	42nd St W	Other
3/8/2021	4:00 PM	Possible Injury	PLESANT AVE S		Angle
1/15/2014	1:00 PM	Property Damage Only	4027 Pleasant Ave S		Other
11/16/2014	1:00 AM	Property Damage Only	40TH ST W	PLEASANT AVE S	Angle

6/5/2020	10:00 PM	Property Damage Only	PLEASANT AVE S		Other
4/9/2019	12:00 AM	Property Damage Only	PLEASANT AVE S		Single Vehicle Run Off Road
6/16/2019	12:00 PM	Property Damage Only	PLEASANT AVE S		Other
8/23/2013	9:00 AM	Property Damage Only	pleasant ave s	38 st e	Sideswipe Same Direction
9/17/2018	8:00 PM	Possible Injury	PLEASANT AVE S		Pedestrian
12/9/2017	12:00 AM	Property Damage Only	PLEASANT AVE S		Rear End
3/4/2017	12:00 PM	Property Damage Only	PLEASANT AVE S		Other
7/22/2018	5:00 AM	Property Damage Only	PLEASANT AVE S		Other
12/15/2013	11:00 AM	Property Damage Only	PLEASANT AVE S	35 ST E	Rear End
2/26/2014	8:00 AM	Property Damage Only	35th St W	Pleasant Ave S	Angle
2/18/2014	3:00 PM	Property Damage Only	35th Street West	Pleasant AV. South	Sideswipe Same Direction
4/3/2018	7:00 AM	Property Damage Only	PLEASANT AVE S		Angle
7/31/2019	6:00 PM	Property Damage Only	PLEASANT AVE S		Other
7/5/2022	8:00 AM	Possible Injury	W 34TH ST	W 34TH ST	Other

CRASH MODIFICATION FACTORS CLEARINGHOUSE

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.

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CRASH MODIFICATION FACTORS CLEARINGHOUSE

CMF / CRF DETAILS

CMF ID: 11158

INSTALL RECTANGULAR RAPID FLASHING BEACON (RRFB)

DESCRIPTION: INSTALL RECTANGULAR RAPID FLASHING BEACON (RRFB)

PRIOR CONDITION: WITHOUT RRFB INSTALLATION

CATEGORY: PEDESTRIANS

STUDY: *SAFETY EFFECTIVENESS OF RECTANGULAR RAPID FLASHING BEACONS (RRFB) PEDESTRIAN ENHANCEMENT*, AMRITA GOSWAMY, MOHAMED ABDEL-ATY, AND NADA MAHMOUD, 2022

Star Quality Rating:	[VIEW SCORE DETAILS]
Rating Points Total:	115

Crash Modification Factor (CMF)

Value:	0.31
Adjusted Standard Error:	
Unadjusted Standard Error:	0.03

Crash Reduction Factor (CRF)

Value:	69 *(This value indicates a **decrease** in crashes)*
Adjusted Standard Error:	
Unadjusted Standard Error:	3

Applicability

Crash Type:	Vehicle/pedestrian
Crash Severity:	All
Roadway Types:	Not specified
Street Type:	Not Specified
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:	All
Traffic Volume:	
Average Traffic Volume:	
Time of Day:	Not specified
	If countermeasure is intersection-based
Intersection Type:	Roadway/pedestrian crossing (eg, midblock crossing)
Intersection Geometry:	Not specified
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:	2012 to 2019
Municipality:	
State:	FL
Country:	
Type of Methodology Used:	

Other Details

Included in Highway Safety Manual?	No
Date Added to Clearinghouse:	Aug 25, 2022
Comments:	It is the CMF of total pedestrian crashes.

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CRASH MODIFICATION FACTORS CLEARINGHOUSE

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 MINIROUNDABOUT*, 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:	

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CRASH MODIFICATION FACTORS CLEARINGHOUSE

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:	

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CRASH MODIFICATION FACTORS CLEARINGHOUSE

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

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:	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:	

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