



Application

19832 - 2024 Travel Demand Management (TDM)  
20439 - Cycling elderly to and within Minneapolis city parks  
Regional Solicitation - Transit and TDM Projects

Status: Submitted  
Submitted Date: 12/15/2023 3:26 PM

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### Primary Contact

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Pronouns First Name Middle Name Last Name

**Title:** Intergenerational Program Lead - City Wide

**Department:**

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690 13thAve. NE

**\* Phone:** Minneapolis Minnesota 55413  
City State/Province Postal Code/Zip

612-590-8788  
Phone Ext.

**Fax:**

**What Grant Programs are you most interested in?** Regional Solicitation - Transit and TDM Projects

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### Organization Information

**Name:** MINNEAPOLIS PARK & RECREATION BOARD

**Jurisdictional Agency (if different):**

**Organization Type:**

**Organization Website:**

**Address:** 2117 W RIVER RD

**\* County:** Hennepin

**Phone:** MINNEAPOLIS Minnesota 55411-2227  
City State/Province Postal Code/Zip

612-230-6420  
Ext.

**Fax:**

**PeopleSoft Vendor Number** 0000002639A4

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### Project Information

**Project Name** Cycling elderly to and within Minneapolis city parks

**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.)** In a current World Health Organization study, It was found that loneliness and living in isolation has an impact on health equal to 15 cigarettes per day.

<https://www.who.int/teams/social-determinants-of-health/demographic-change-and-healthy-ageing/social-isolation-and-loneliness>

<https://fortune.com/well/2023/06/15/loneliness-comparable-to-smoking-up-to-15-cigarettes-a-day/>

In a partnership with Cycling Without Age Twin Cities, Minneapolis Park and Recreation Board (MPRB) seeks funding to operate a program wherein we will offer rides to elderly city residents to and from Minneapolis Parks as well as rides within the parks. The service area(s) will be within a 1-mile radius of parks served by the program. In the initial biennium we anticipate 2 trishaws (bicycle rickshaws) for each of the five MPRB districts. The rides will be given by park employees and/or trained volunteers - called pilots.

The rides - typically 60 to 90 minutes - are a wonderful way for our elderly neighbors to be exposed to the outdoors and to forge new intergenerational friendships with their "passengers". These rides will most often be given in the warmer months, but winter rides have been given in the past and will be offered here as well.

There will also be a bicycle mechanic apprenticeship program where youth will be mentored in the winter and work with the program over the summer.

*(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.** Services will take place across several MPRB park districts

*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)** 22.0

*to the nearest one-tenth of a mile*

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## Project Funding

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

**If yes, please identify the source(s)** MPRB general funds

**Federal Amount** \$285,450.00

**Match Amount** \$71,363.50

*Minimum of 20% of project total*

**Project Total** \$356,813.50

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

**Match Percentage** 20.0%

*Minimum of 20%*

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

**Source of Match Funds** MPRB general funds and special funds

*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:** 2026

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

**Additional Program Years:** 2025

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

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## For All Projects

Identify the Transit Market Areas that the project serves:

The project area consists of all five, MPRB districts and regional park land.

See the "Transit Connections" map generated at the beginning of the application process.

## For Park-and-Ride and Transit Station Projects Only

County, City, or Lead Agency

Zip Code where Majority of Work is Being Performed

(Approximate) Begin Construction Date

(Approximate) End Construction Date

Name of Park and Ride or Transit Station:

e.g., MAPLE GROVE TRANSIT STATION

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

From:

(Intersection or Address)

To:

(Intersection or Address)

DO NOT INCLUDE LEGAL DESCRIPTION

Or At:

(Intersection or Address)

Primary Types of Work

Examples: GRADE, AGG BASE, BIT BASE, BIT SURF, SIDEWALK, CURB AND GUTTER, STORM SEWER, SIGNALS, LIGHTING, GUARDRAIL, BIKE PATH, PED RAMPS, PARK AND RIDE, ETC.

## 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:

Our project has as its main goal to bring the joy of a simple bike ride to countless residents of Minneapolis. In addition to the rides, passengers, through this program, will learn about their parks and surroundings. We will reach these goals with the help of a dedicated group of volunteers. The service area will be defined by drawing 1-mile radius circle from our parks. These circles will cover much if not all of the City of Minneapolis. Our beloved park system, named the best in the USA will become even better at serving our neighbors.

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 ADA Transition Plan, ADA Self Evaluation, Maps, StarTribune article, and short video.

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 elements in more than one funding application 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).

Transit Expansion: \$500,000 to \$7,000,000

Transit Modernization: \$500,000 to \$7,000,000

Travel Demand Management (TDM): \$100,000 to \$500,000

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: 02/01/2022

Link to plan: <https://lms.minneapolismn.gov/Download/RCAV2/26538/2022-ADA-Transition-Plan-Update.pdf>

<https://lms.minneapolismn.gov/Download/RCAV2/26538/2022-ADA-Transition-Plan-Update.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

**(TDM and Unique Project Applicants Only) The applicant is not a public agency subject to the self-evaluation requirements in Title II of the ADA.**

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

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## Requirements - Transit and TDM Projects

### For Transit Expansion Projects Only

1. The project must provide a new or expanded transit facility or service. Applications cannot include the reinstatement of service to routes that were reduced or suspended as a result of the COVID-19 pandemic. Transit Expansion projects must be proposing expanded service beyond what existed prior to March 2020 service changes.

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

2. The applicant must have the capital and operating funds necessary to implement the entire project and commit to continuing to fund the service or facility project beyond the initial three-year funding period for transit operating funds if the applicant continues the project.

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

### Transit Expansion and Transit Modernization projects only:

3. The project is not eligible for either capital or operating funds if the corresponding capital or operating costs have been funded in a previous solicitation. However, Transit Modernization projects are eligible to apply in multiple solicitations if new project elements are being added with each application. Each transit application must show independent utility and the points awarded in the application should only account for the improvements listed in the application.

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

4. The applicant must affirm that they are able to implement a Federal Transit Administration (FTA) funded project in accordance with the grant application, Master Agreement, and all applicable laws and regulations, using sound management practices. Furthermore, the applicant must certify that they have the technical capacity to carry out the proposed project and manage FTA grants in accordance with the grant agreement, sub recipient grant agreement (if applicable), and with all applicable laws. The applicant must certify that they have adequate staffing levels, staff training and experience, documented procedures, ability to submit required reports correctly and on time, ability to maintain project equipment, and ability to comply with FTA and grantee requirements.

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

### Travel Demand Management projects only:



The applicant must be properly categorized as a subrecipient in accordance with 2CFR200.330.

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

The applicant must adhere to Subpart E Cost Principles of 2CFR200 under the proposed subaward.

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

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## Specific Roadway Elements

### CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES

	Cost
Mobilization (approx. 5% of total cost)	\$0.00
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	\$0.00
Ponds	\$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	\$0.00
Traffic Control	\$0.00
Striping	\$0.00
Signing	\$0.00
Lighting	\$0.00
Turf - Erosion & Landscaping	\$0.00
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	\$0.00
Other Roadway Elements	\$0.00
<b>Totals</b>	<b>\$0.00</b>

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## 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	\$0.00
Right-of-Way	\$0.00
Pedestrian Curb Ramps (ADA)	\$0.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	\$0.00
Pedestrian-scale Lighting	\$0.00
Streetscaping	\$0.00
Wayfinding	\$0.00
Bicycle and Pedestrian Contingencies	\$0.00
Other Bicycle and Pedestrian Elements	\$0.00
<b>Totals</b>	<b>\$0.00</b>

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## 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	\$175,400.00
Contingencies	\$173,050.00
Right-of-Way	\$0.00
Other Transit and TDM Elements	\$0.00
<b>Totals</b>	<b>\$348,450.00</b>

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## 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

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## 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:** Our project is eligible for PROTECT consideration and funding in the following areas: Americans with Disabilities Act: Equity; Climate Change and Sustainability;

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## Totals

Total Cost	\$348,450.00
Construction Cost Total	\$348,450.00
Transit Operating Cost Total	\$0.00

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## Measure A: Project's Use of Existing Infrastructure

**Response:** We will use existing infrastructure and elements to support the project. For the on street part of our trips, we will use bicycle infrastructure when and where we can. For the parts of trips to the park and within the Parks we will use existing intra parks trails and pathways.

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

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## Measure A: Average Weekday Users

Average Weekday Users 560

**Response:** The trishaw trips to and from the MPRB Recreation Centers will reduce congestion insofar as each of our trishaw's trips will likely replace trips in private vehicles or those via Metromobility. We know the cost difference between van trips and those on a trishaw is substantial. The cost of Metromobility is upwards of \$200 per trip. The cost of a trishaw ride is \$00.

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

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## Measure A: Engagement

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

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

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

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

**Response:** The community was involved in planning and discussions about community programming. We have regular open board meetings to allow for all members of the community to discuss their thoughts on current and future projects. Board meetings can be attended in person, by phone, or the public can send in written messages through email. After seeing the success of the trishaw program with nursing home participants, it was clear that there was a wonderful way for us to include those who live near our parks but have barriers getting there. This program removes those barriers to allow everyone the chance to participate in our community. There are high rise housing projects near the parks that will be especially impacted through the program.

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

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## Measure B: Disadvantaged Communities Benefits and Impacts

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

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

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

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

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

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

### Response:

This is a new mode of transportation for our parks that will be more helpful for the community because it doesn't take mobility of the passenger into account. It will allow for elderly, disabled, and low-income people to participate at the same level as young people while also building relationships cross generationally and cross culturally. Creating a safe place for all people to be included and welcomed in the community. With our parks serving as the base of operations, and the radius of 1-mile, there are a variety of locations for pick up and drop off. Getting outdoors has numerous health benefits and this project takes away many barriers that in the way for so many people, especially low income and BIPOC elders.

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

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## Measure C: Affordable Housing Access

Describe any affordable housing developments?existing, under construction, or planned?within 1/2 mile of the proposed project. The applicant should note the number of existing subsidized units, which will be provided on the Socio-Economic Conditions map. Applicants can also describe other types of affordable housing (e.g., naturally-occurring affordable housing, manufactured housing) and under construction or planned affordable housing that is within a half mile of the project. If applicable, the applicant can provide self-generated PDF maps to support these additions. Applicants are encouraged to provide a self-generated PDF map describing how a project connects affordable housing residents to destinations (e.g., childcare, grocery stores, schools, places of worship).

Describe the project's benefits to current and future affordable housing residents within 1/2 mile of the project. Benefits must relate to affordable housing residents. Examples may include:

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

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

### Response:

Our project will affect many different populations in the area. There is affordable housing in the area and many different populations to consider. Our data shows that there are (in the direct area that we would be picking up and dropping off in, a 1 mile radius) 32,662 households that are living below the poverty level. Particularly affected by our project would be the 57,644 members of the senior (65+) population, the 32,742 households that are without a vehicle, and the 44,168 households with at least one member who is disabled. This would allow for these household members to be picked up at their home and given the opportunity to participate in the community. This project will change the options available to all of these members of the community in such an amazing way. Too many members of the community feel trapped in their homes, this is a wonderful opportunity to give them back their freedom and in a way that allows for all of the community to be involved together.

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

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## Measure D: BONUS POINTS

- |  |     |
|--|-----|
| Project is located in an Area of Concentrated Poverty:   | Yes |
| Project's census tracts are above the regional average for population in poverty or population of color (Regional Environmental Justice Area): | 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): Yes

Upload the "Socio-Economic Conditions" map used for this measure. 1702671658993\_Parks Combined.pdf

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### Measure A: Areas of Traffic Congestion and Reduction in SOV Trips

**Response:** Every trip aboard a trishaw will a trip not taken with an internal combustion powered vehicle. Metromobility trips cost the Met Council upwards of \$200 per ride all things considered. A trip aboard a trishaw will cost \$00. Whenever possible, trips to and from the parks will be travel along bicycle infrastructure leaving roadways clear of any other vehicles.

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

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### Measure B: Emissions Reduction

Number of Daily One-Way Commute Trips Reduced:	250
Average Commute Trip Length (Default 12.1):	2.0
VMT Reduction	500.0
CO Reduced	1195.0
NOx Reduced	80.0
CO2e Reduced	183300.0
PM2.5 Reduced	2.5
VOCs Reduced	15.0

**Response:** As outlined above, we won't reduce the number trips passengers must get to the parks. The trips will be zero emission and safe along existing bike infrastructure.

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

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### Measure A: Project Innovation

**Response:** This will be a new program serving elderly and BIPOC passengers. This will a new hybrid of the Cycling Without Age model. We provide a new way to get to park events, and rides within the parks.

During park events, there is a captive audience to shuttle passengers back and forth to MPRB parks.

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

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### Measure A: Organization's Experience and Resources

**Response:** The MPRB is already implementing a pilot program of this kind with limited capacity to serve the entire city because we only have two trishaws. This grant allows us to adequately serve neighborhoods surrounding all of our parks. We have adequate resources with fulltime staff dedicated to imbedding cycling elderly to and within Minneapolis city parks as a basic set of services.

*(Limit 1,400 characters; approximately 200 words)*

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### Measure B: Project Financial Plan

Project funding sources are identified and secured to continue the project past the initial funding period, and/or carry on the project to a future phase: Yes

25 Points

Applicant has identified potential funding sources that could support the project beyond the initial funding period: Yes

15 Points

Applicant has not identified funding sources to carry the project beyond the initial funding period:

0 Points

**Response:** Continuing the program after the grant period will be secured with funding from the MPRB general fund and special funding that is set aside. Applying for other grants and possible sponsorship will be options if it becomes necessary. Staffing costs will be absorbed by the MPRB general fund.

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

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## Measure A: Cost Effectiveness

Total Project Cost (entered in Project Cost Form):	\$348,450.00
Enter Amount of the Noise Walls:	\$0.00
Total Project Cost subtract the amount of the noise walls:	\$348,450.00
Points Awarded in Previous Criteria	
Cost Effectiveness	\$0.00

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## Other Attachments

File Name	Description	File Size
20439 MPRB Cycling Without Age Budget.pdf	Project budget	47 KB
Cycling-Without-Age-TwinCities-.mp4	Short story about one of our volunteers who is helping with this project.	17.7 MB
INSPIRED.pdf	A story from the StarTribune about the benefits of trishaw rides and getting seniors out into the community.	189 KB
Reg Economic Map.pdf	Regional Economic map	3.7 MB
Socio Economic Map.pdf	Socio-Economic map	3.9 MB

# Community Area Profile

Armatage Park  
Ring of 1 mile

December 15, 2023

## Population



**20,264**

Total Population



**3,633**

Senior  
Population  
(Age 65+)

**62**

Owner  
Households  
with No  
Vehicles

**87**

Renter  
Households  
with No  
Vehicles



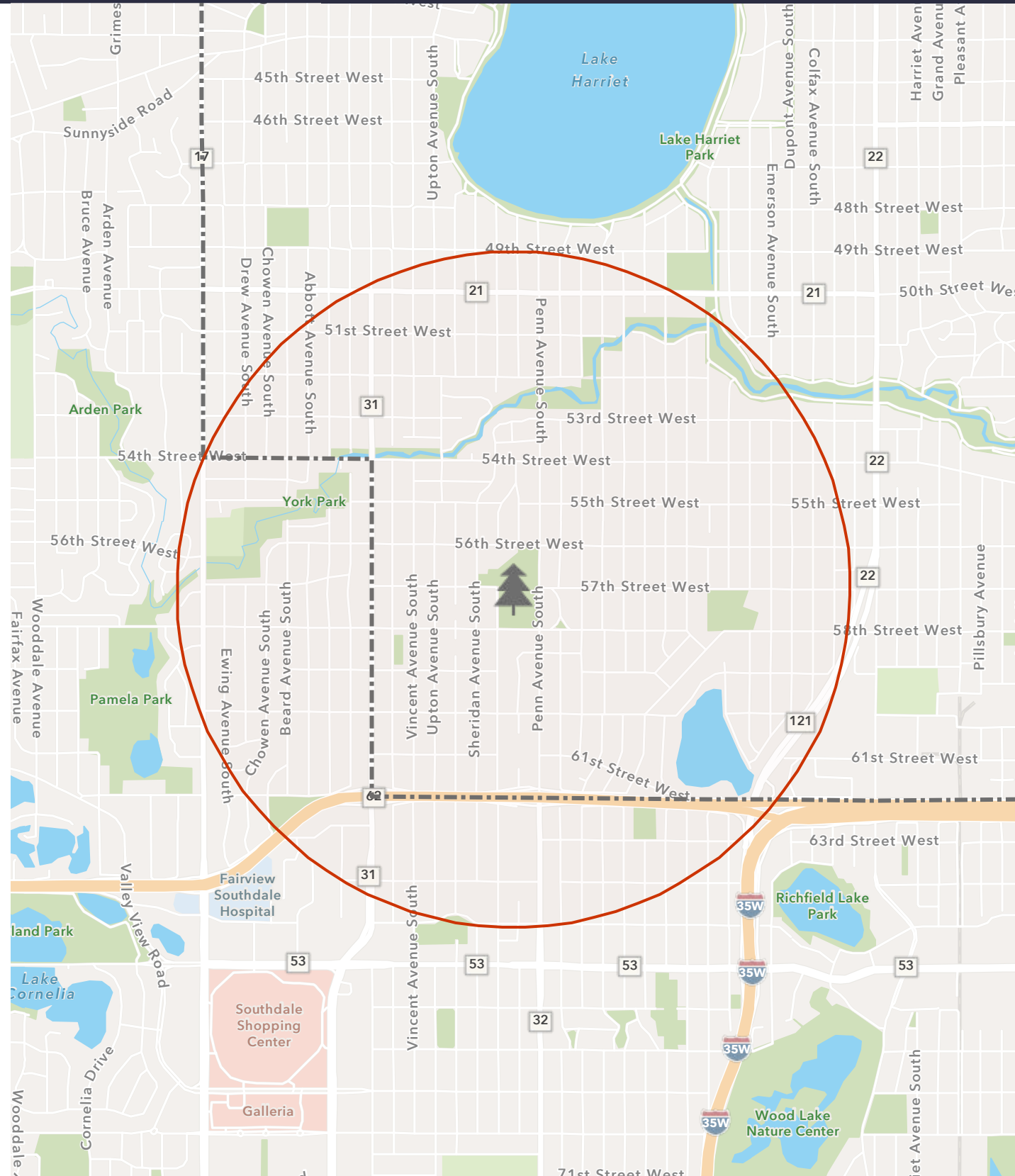
**1,220**

Households  
with 1+ Persons  
with a Disability



**263**

Households  
Below Poverty  
Level



**Source:** This infographic contains data provided by Esri (2023), ACS (2017-2021). Foursquare POI data updated quarterly. Each category shows a max of 5,000 locations. © 2023 Esri



# Community Area Profile

Bottineau Park  
Ring of 1 mile

December 15, 2023

## Population



**18,187**

Total Population



**2,192**

Senior  
Population  
(Age 65+)

**148**

Owner  
Households  
with No  
Vehicles

**1,400**

Renter  
Households  
with No  
Vehicles



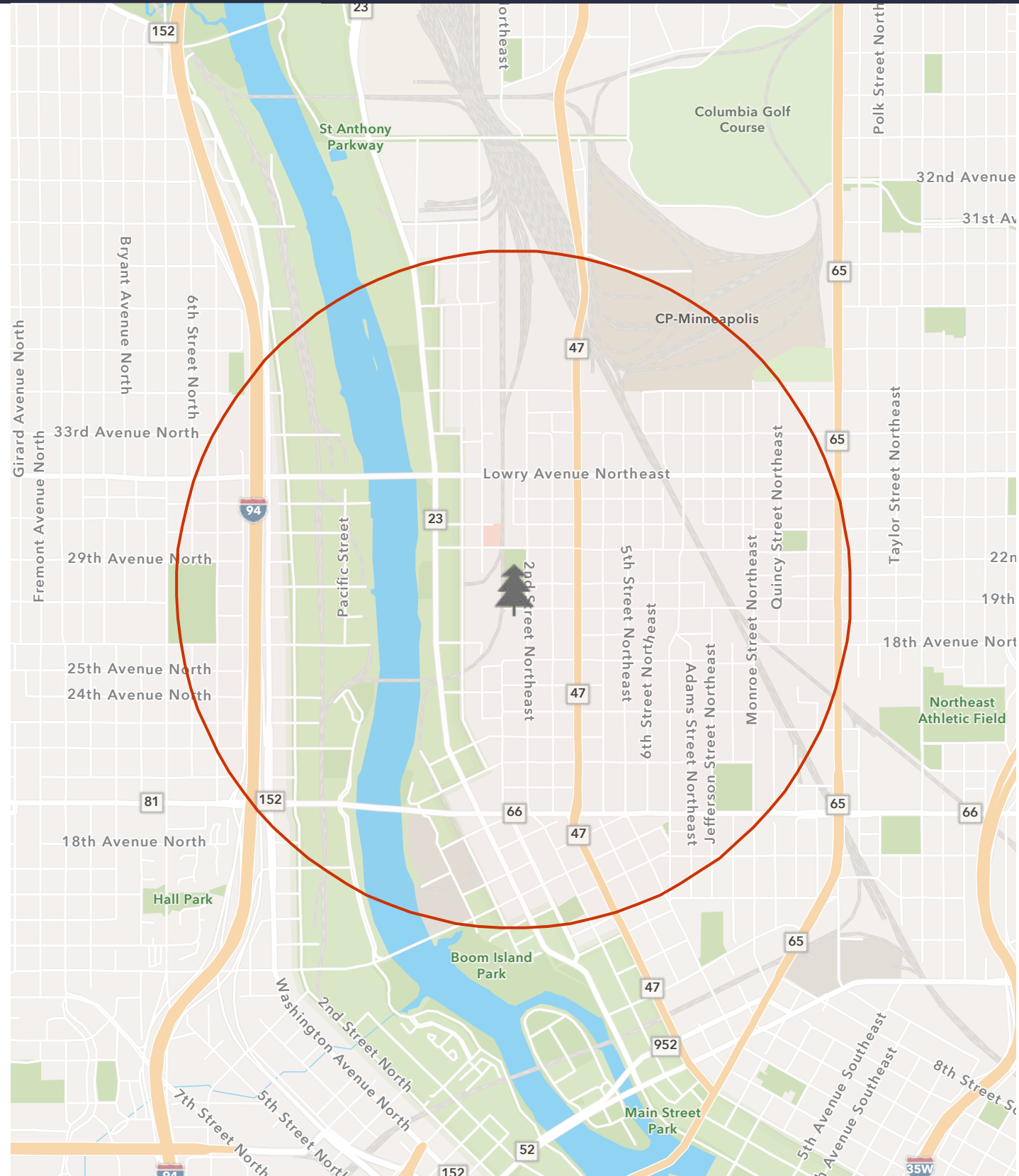
**1,741**

Households  
with 1+ Persons  
with a Disability



**1,432**

Households  
Below Poverty  
Level



**Source:** This infographic contains data provided by Esri (2023), ACS (2017-2021). Foursquare POI data updated quarterly. Each category shows a max of 5,000 locations. © 2023 Esri



# Community Area Profile

Creekview Park  
Ring of 1 mile

December 14, 2023

## Population



**16,927**

Total Population



**2,260**

Senior  
Population  
(Age 65+)

**182**

Owner  
Households  
with No  
Vehicles

**450**

Renter  
Households  
with No  
Vehicles



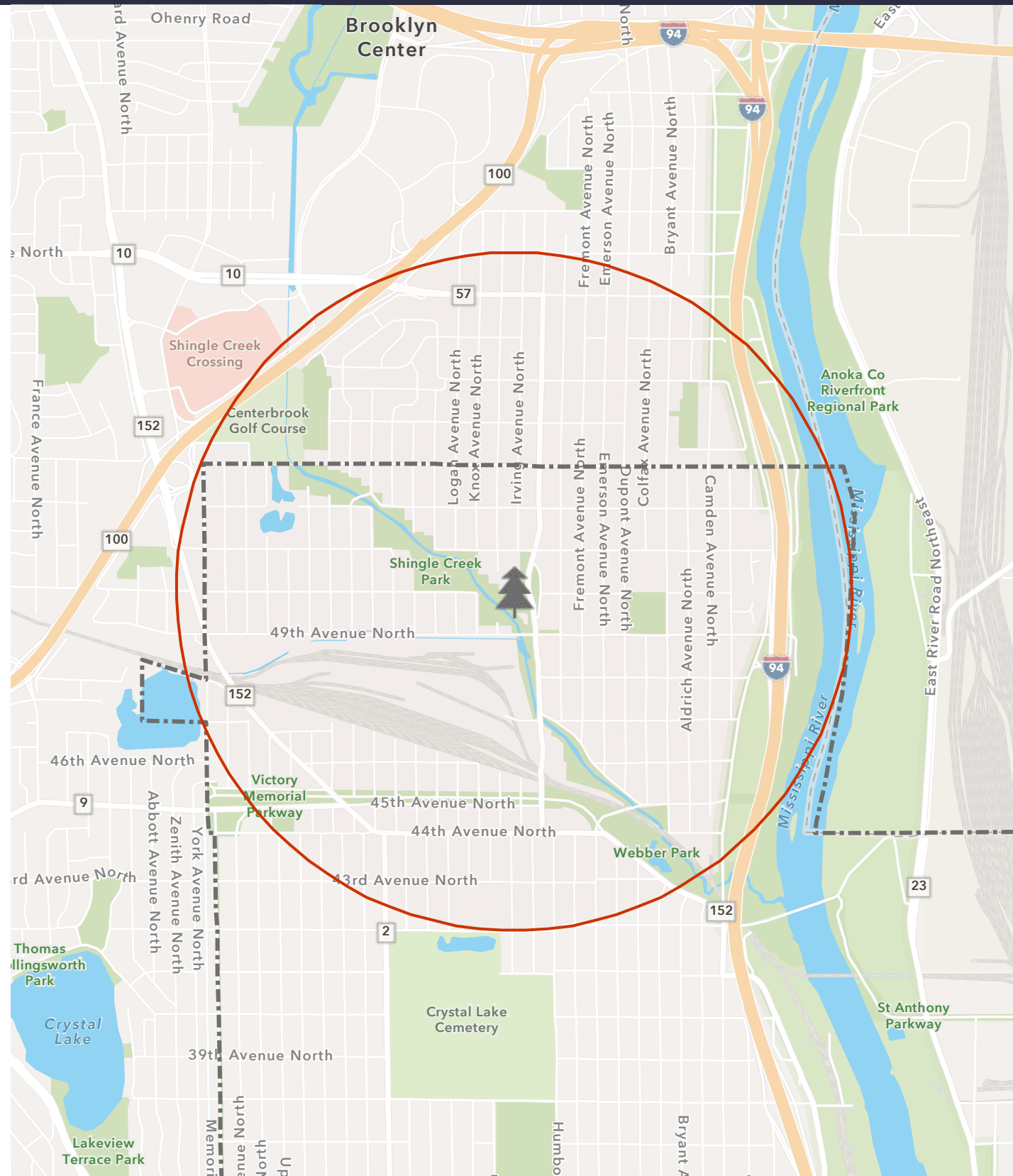
**1,687**

Households  
with 1+ Persons  
with a Disability



**728**

Households  
Below Poverty  
Level



**Source:** This infographic contains data provided by Esri (2023), ACS (2017-2021). Foursquare POI data updated quarterly. Each category shows a max of 5,000 locations. © 2023 Esri

# Community Area Profile

East Phillips Park  
Ring of 1 mile

December 15, 2023

## Population



**39,995**

Total Population



**4,933**

Senior  
Population  
(Age 65+)

**222**

Owner  
Households  
with No  
Vehicles

**5,024**

Renter  
Households  
with No  
Vehicles



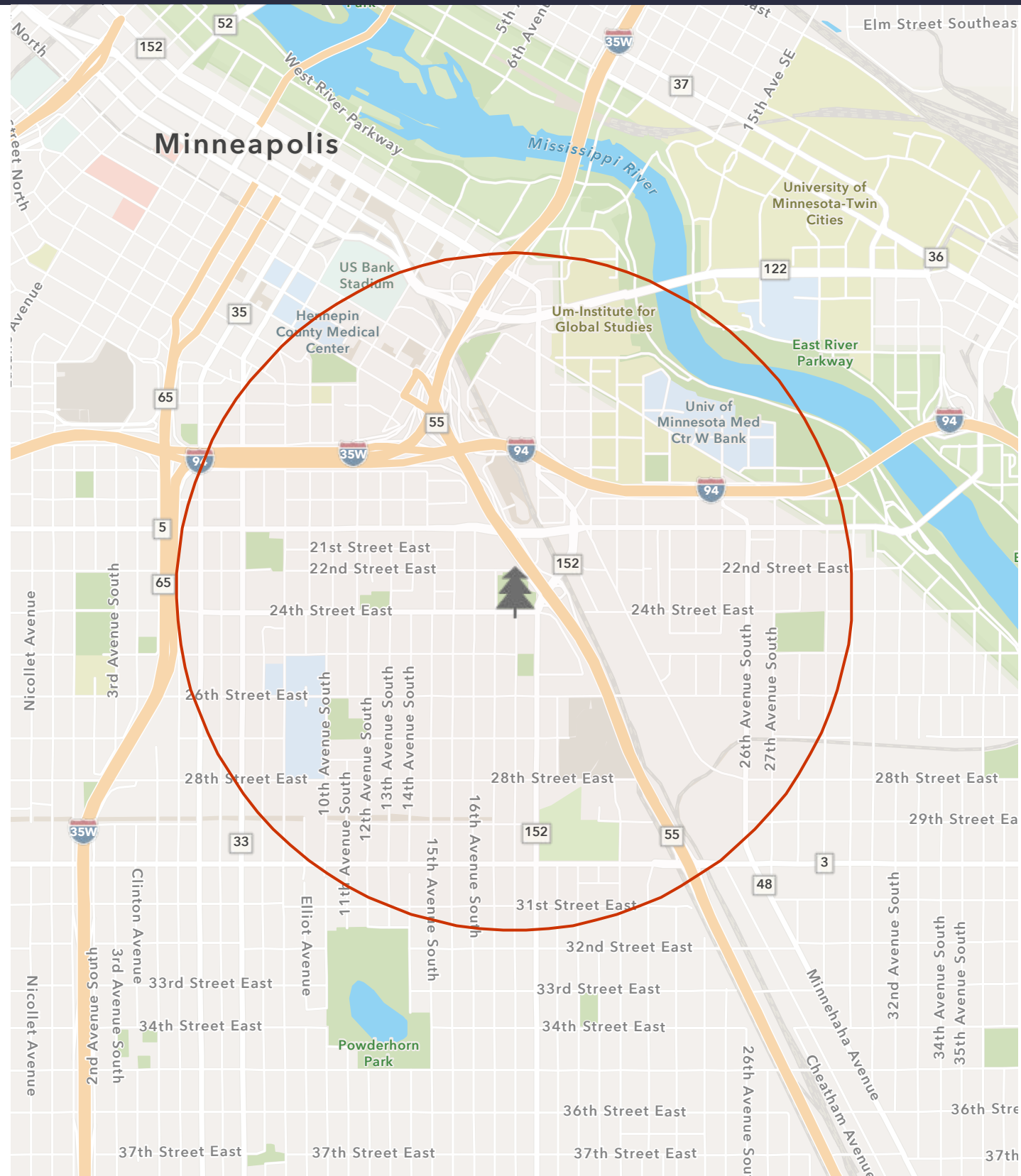
**5,408**

Households  
with 1+ Persons  
with a Disability



**5,296**

Households  
Below Poverty  
Level



**Source:** This infographic contains data provided by Esri (2023), ACS (2017-2021). Foursquare POI data updated quarterly. Each category shows a max of 5,000 locations. © 2023 Esri

# Community Area Profile

Farview Park  
Ring of 1 mile

December 15, 2023

## Population



**20,627**

Total Population



**1,806**

Senior  
Population  
(Age 65+)

**227**

Owner  
Households  
with No  
Vehicles

**1,329**

Renter  
Households  
with No  
Vehicles



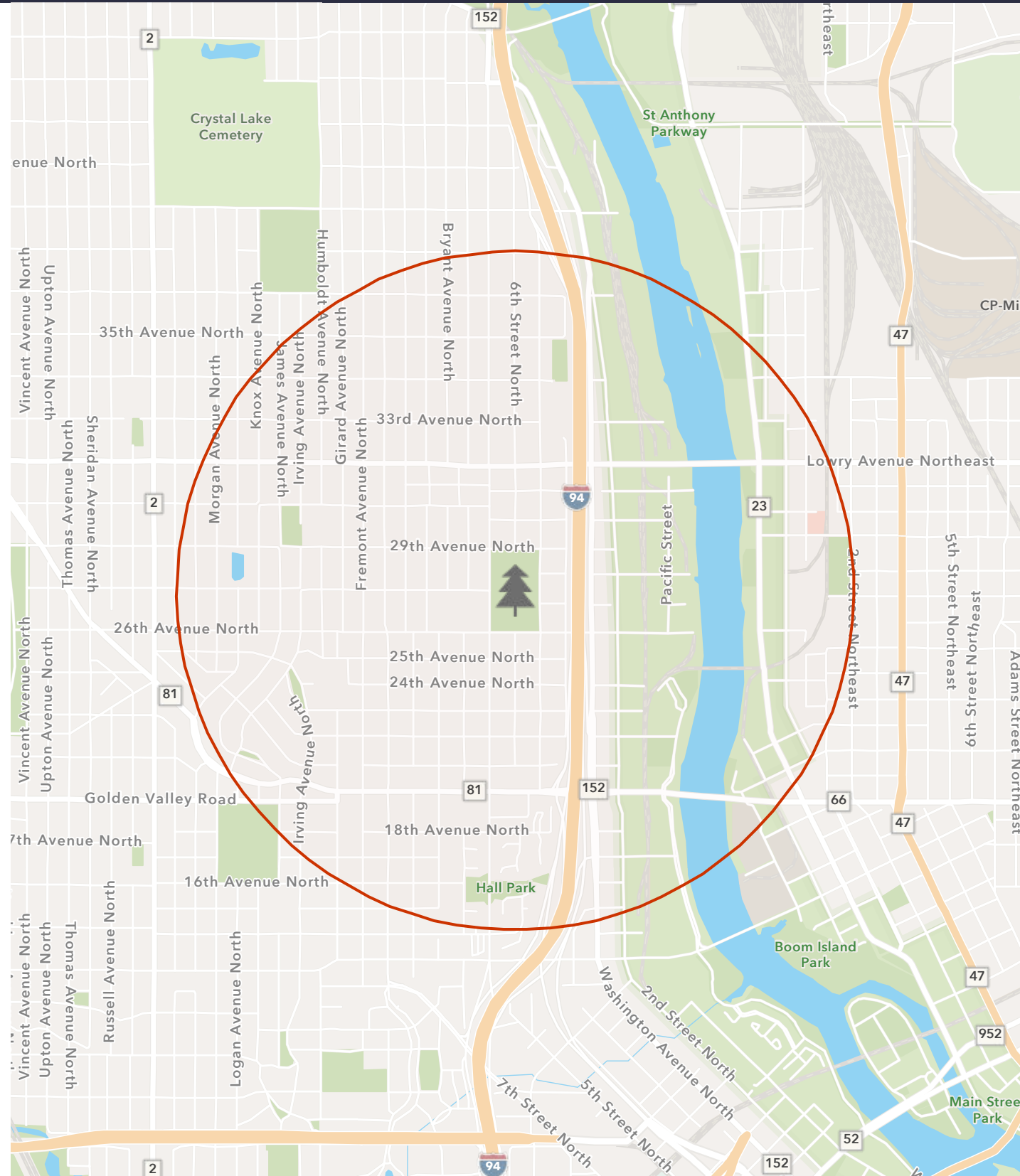
**2,387**

Households  
with 1+ Persons  
with a Disability



**1,651**

Households  
Below Poverty  
Level



**Source:** This infographic contains data provided by Esri (2023), ACS (2017-2021), Foursquare POI data updated quarterly. Each category shows a max of 5,000 locations. © 2023 Esri



# Community Area Profile

Folwell Park  
Ring of 1 mile

December 15, 2023

## Population



**25,127**

Total Population



**2,436**

Senior  
Population  
(Age 65+)

**213**

Owner  
Households  
with No  
Vehicles

**901**

Renter  
Households  
with No  
Vehicles



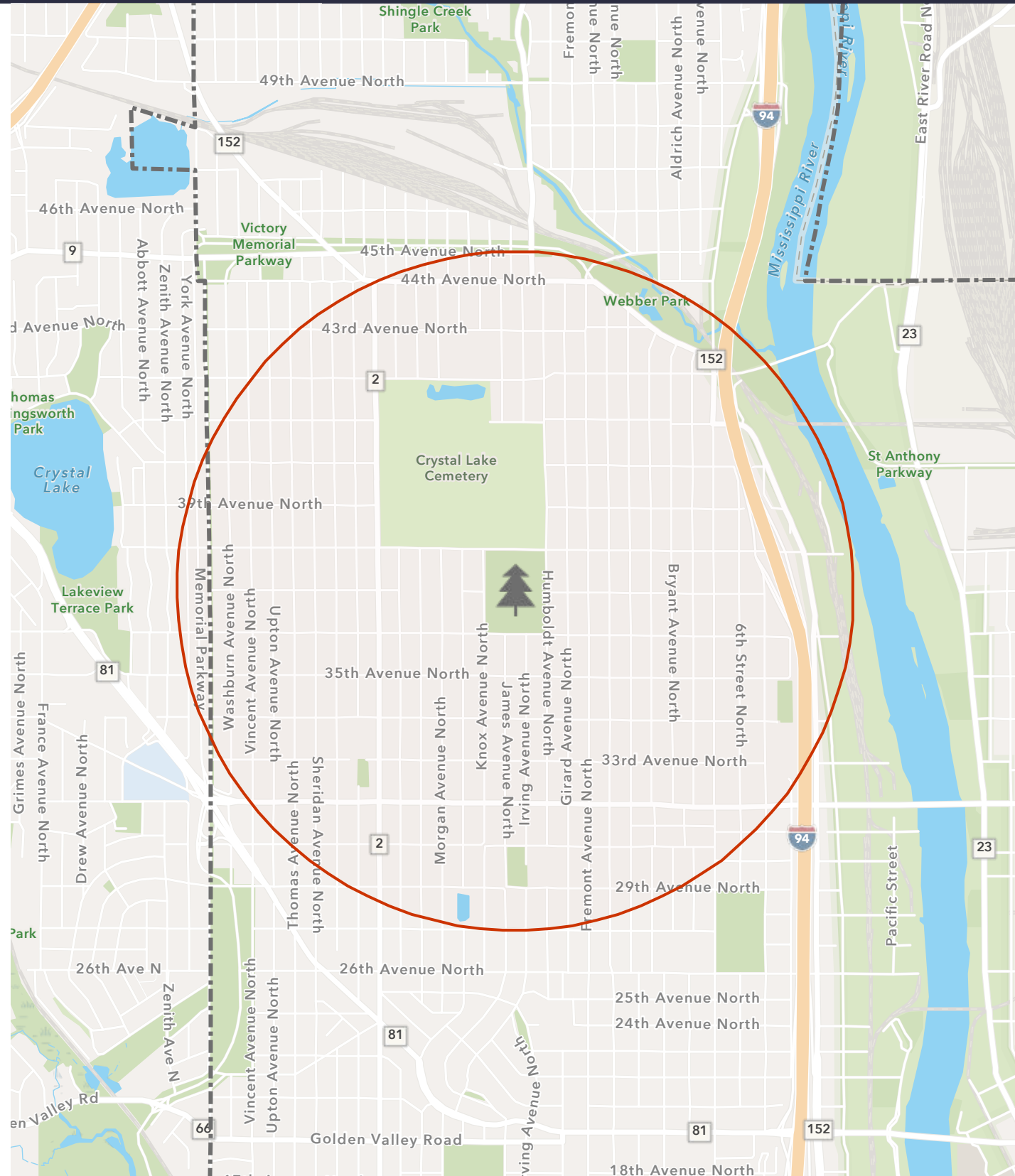
**2,789**

Households  
with 1+ Persons  
with a Disability



**1,470**

Households  
Below Poverty  
Level



**Source:** This infographic contains data provided by Esri (2023), ACS (2017-2021), Foursquare POI data updated quarterly. Each category shows a max of 5,000 locations. © 2023 Esri

# Community Area Profile

Longfellow Park  
Ring of 1 mile

December 15, 2023

## Population



**20,854**

Total Population



**3,418**

Senior  
Population  
(Age 65+)

**218**

Owner  
Households  
with No  
Vehicles

**714**

Renter  
Households  
with No  
Vehicles



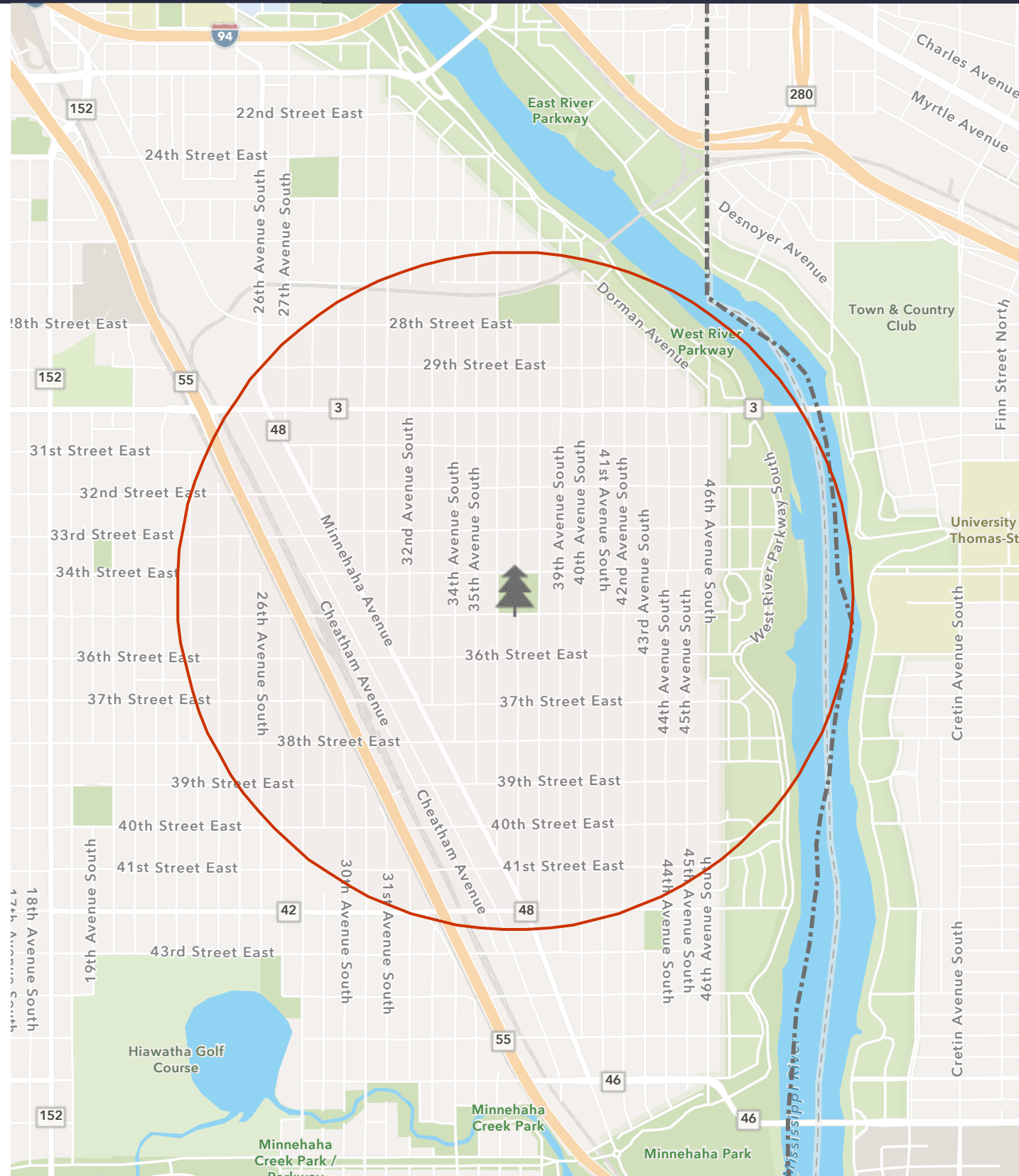
**1,735**

Households  
with 1+ Persons  
with a Disability



**804**

Households  
Below Poverty  
Level



**Source:** This infographic contains data provided by Esri (2023), ACS (2017-2021). Foursquare POI data updated quarterly. Each category shows a max of 5,000 locations. © 2023 Esri

# Community Area Profile

Luxton Park  
Ring of 1 mile

December 15, 2023

## Population



**24,835**

Total Population



**2,009**

Senior  
Population  
(Age 65+)

**139**  
Owner  
Households  
with No  
Vehicles

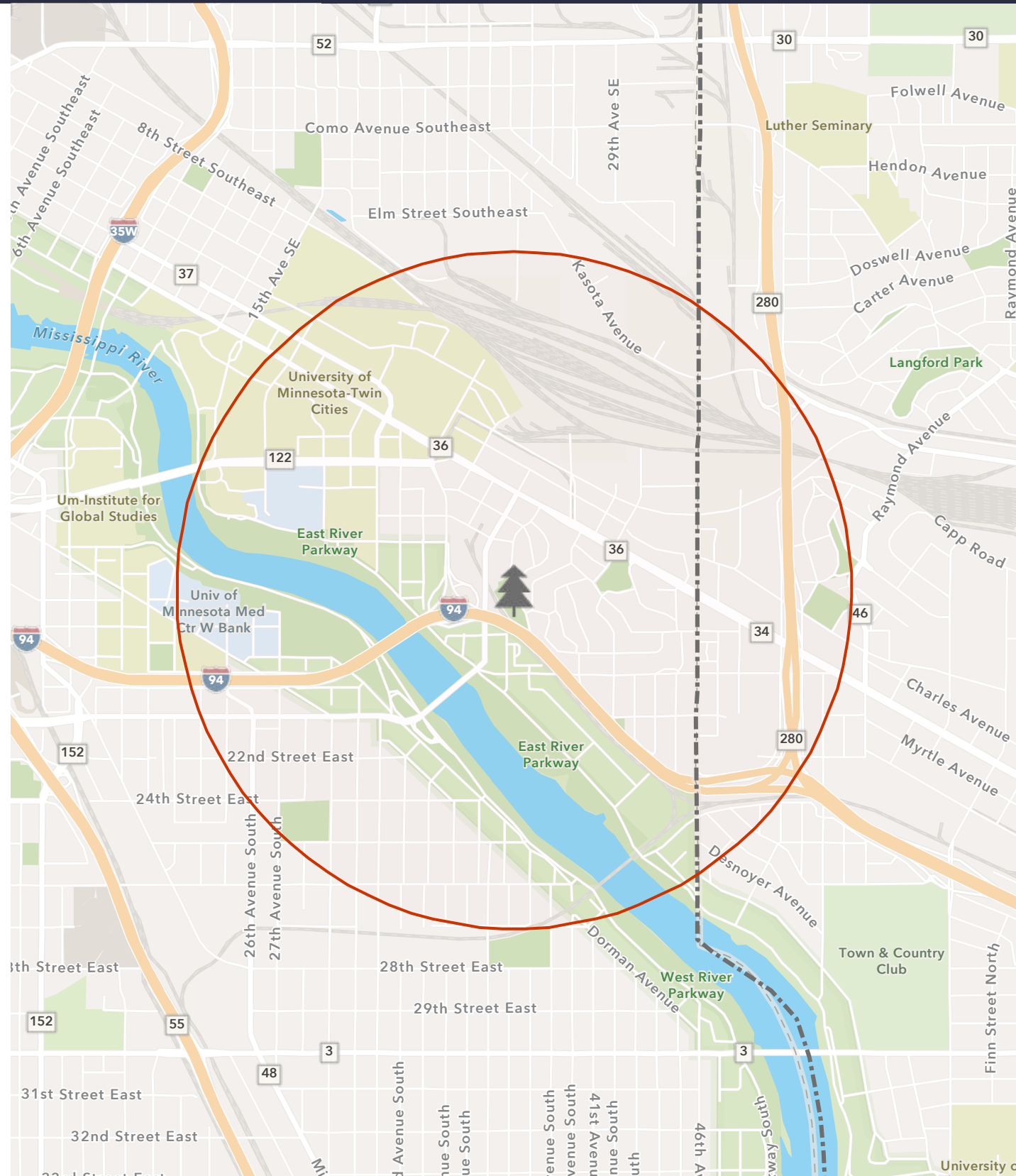
**1,639**  
Renter  
Households  
with No  
Vehicles



**1,266**  
Households  
with 1+ Persons  
with a Disability



**2,306**  
Households  
Below Poverty  
Level



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# Community Area Profile

Rev. Dr. Martin Luther King Jr. Park  
Ring of 1 mile

December 15, 2023

## Population



**29,473**

Total Population



**3,333**

Senior  
Population  
(Age 65+)

**305**

Owner  
Households  
with No  
Vehicles

**523**

Renter  
Households  
with No  
Vehicles



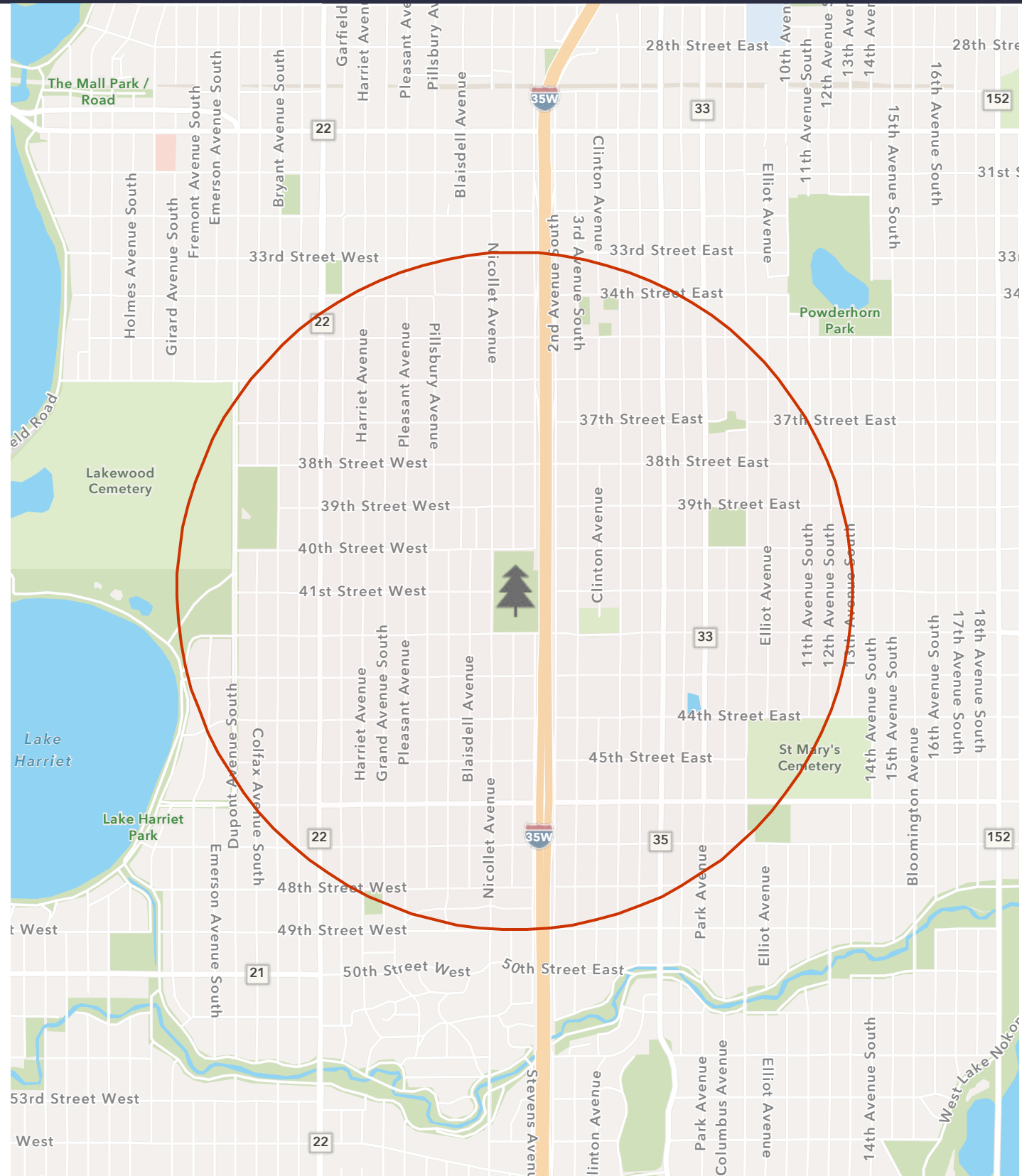
**2,038**

Households  
with 1+ Persons  
with a Disability



**983**

Households  
Below Poverty  
Level



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# Community Area Profile

Nokomis Neighborhood Park  
Ring of 1 mile

December 15, 2023

## Population



**16,220**

Total Population



**2,718**

Senior  
Population  
(Age 65+)

**109**  
Owner  
Households  
with No  
Vehicles

**97**

Renter  
Households  
with No  
Vehicles



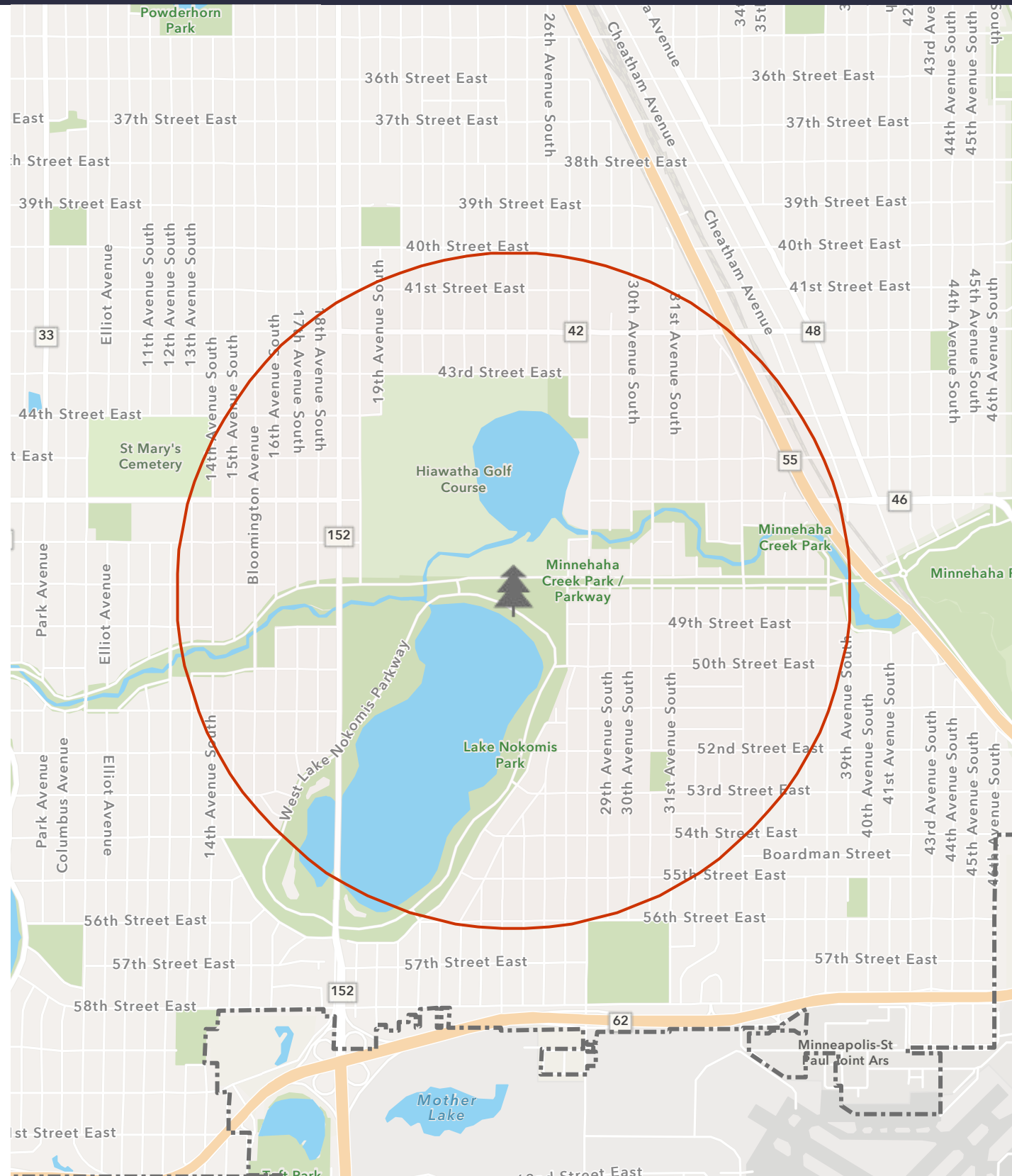
**1,032**

Households  
with 1+ Persons  
with a Disability



**177**

Households  
Below Poverty  
Level



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# Community Area Profile

North Commons Park  
Ring of 1 mile

December 15, 2023

## Population



**27,089**

Total Population



**2,612**

Senior  
Population  
(Age 65+)

**298**

Owner  
Households  
with No  
Vehicles

**1,611**

Renter  
Households  
with No  
Vehicles



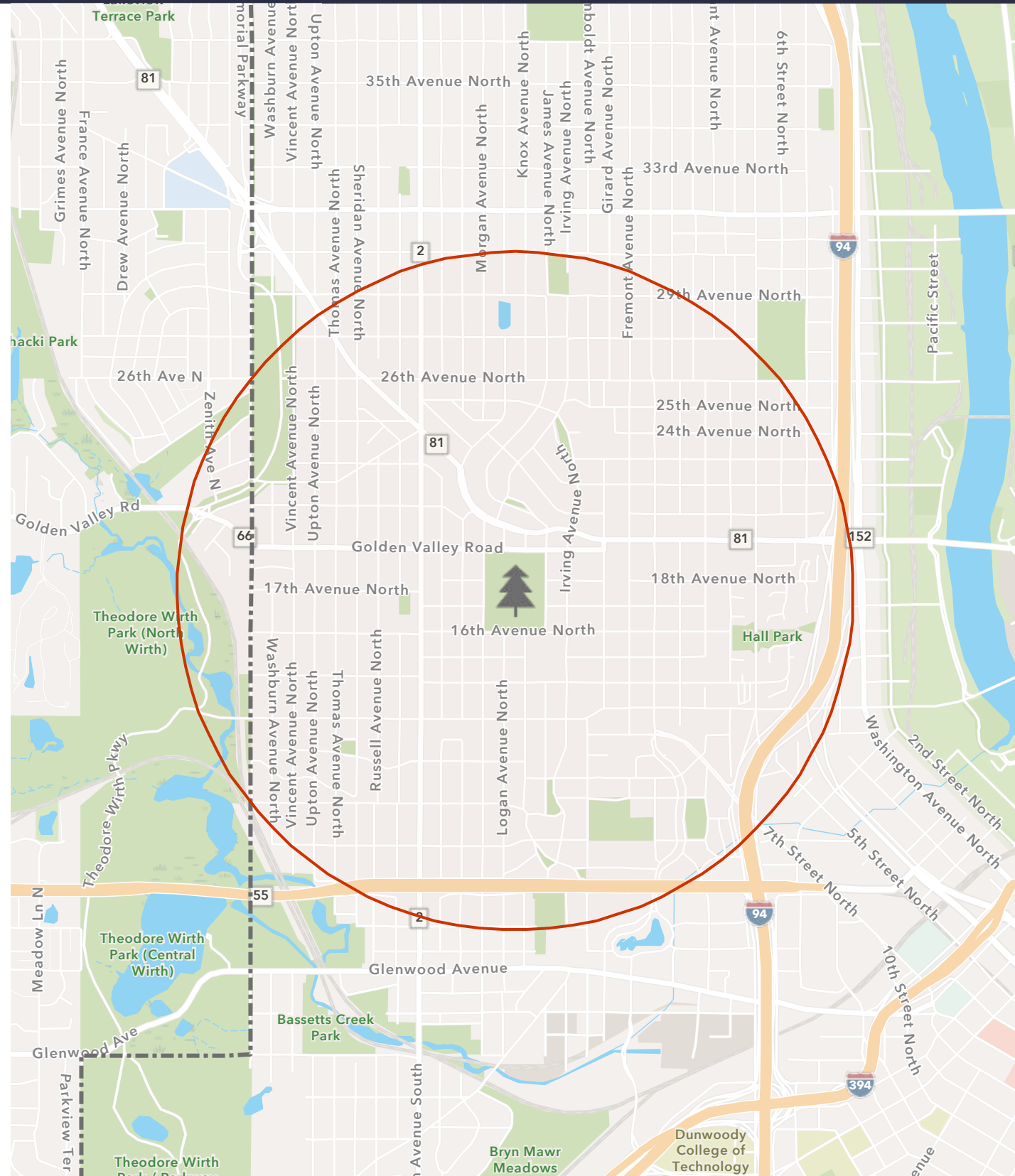
**3,205**

Households  
with 1+ Persons  
with a Disability



**2,510**

Households  
Below Poverty  
Level



**Source:** This infographic contains data provided by Esri (2023), ACS (2017-2021). Foursquare POI data updated quarterly. Each category shows a max of 5,000 locations. © 2023 Esri

# Community Area Profile

Northeast Athletic Field  
Ring of 1 mile

December 15, 2023

## Population



**19,505**

Total Population



**2,363**

Senior  
Population  
(Age 65+)

**163**

Owner  
Households  
with No  
Vehicles

**1,118**

Renter  
Households  
with No  
Vehicles



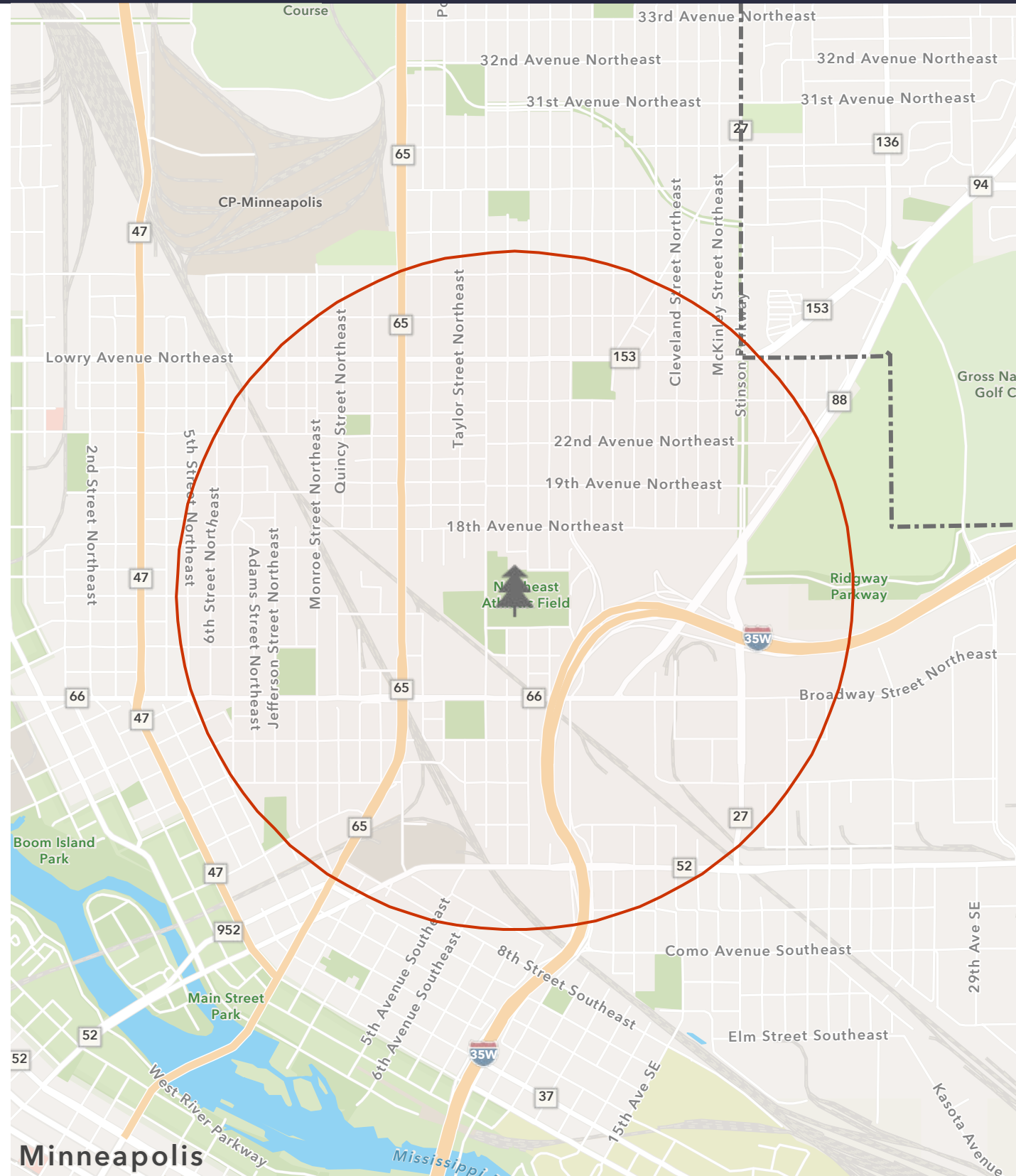
**2,020**

Households  
with 1+ Persons  
with a Disability



**1,285**

Households  
Below Poverty  
Level



**Source:** This infographic contains data provided by Esri (2023), ACS (2017-2021). Foursquare POI data updated quarterly. Each category shows a max of 5,000 locations. © 2023 Esri



# Community Area Profile

Pearl Park  
Ring of 1 mile

December 15, 2023

## Population



**19,972**

Total Population



**3,166**

Senior  
Population  
(Age 65+)

**158**

Owner  
Households  
with No  
Vehicles

**205**

Renter  
Households  
with No  
Vehicles



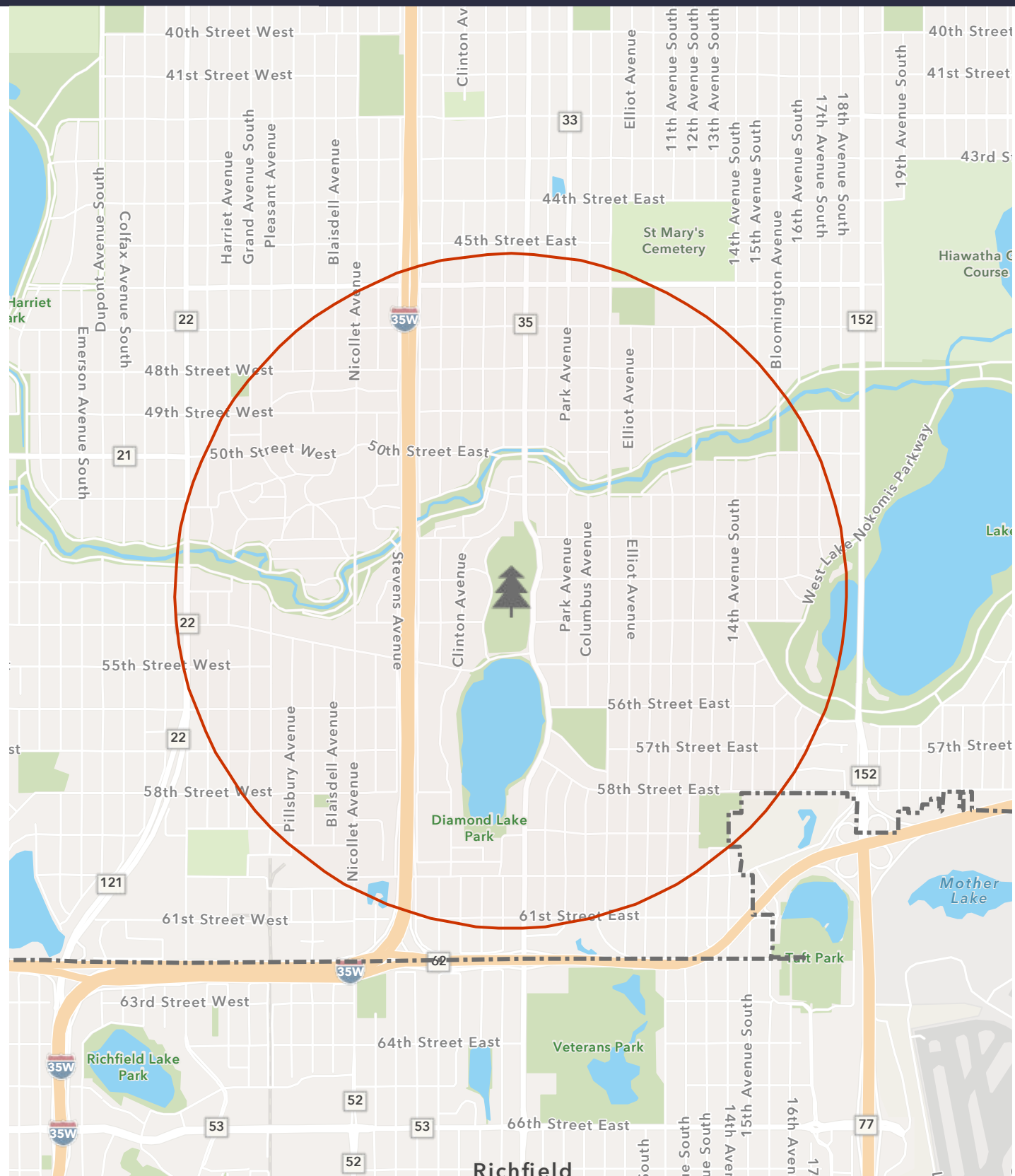
**1,325**

Households  
with 1+ Persons  
with a Disability



**429**

Households  
Below Poverty  
Level



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# Community Area Profile

Pershing Field Park  
Ring of 1 mile

December 15, 2023

## Population



**19,664**

Total Population



**3,540**

Senior  
Population  
(Age 65+)

**107**

Owner  
Households  
with No  
Vehicles

**100**

Renter  
Households  
with No  
Vehicles



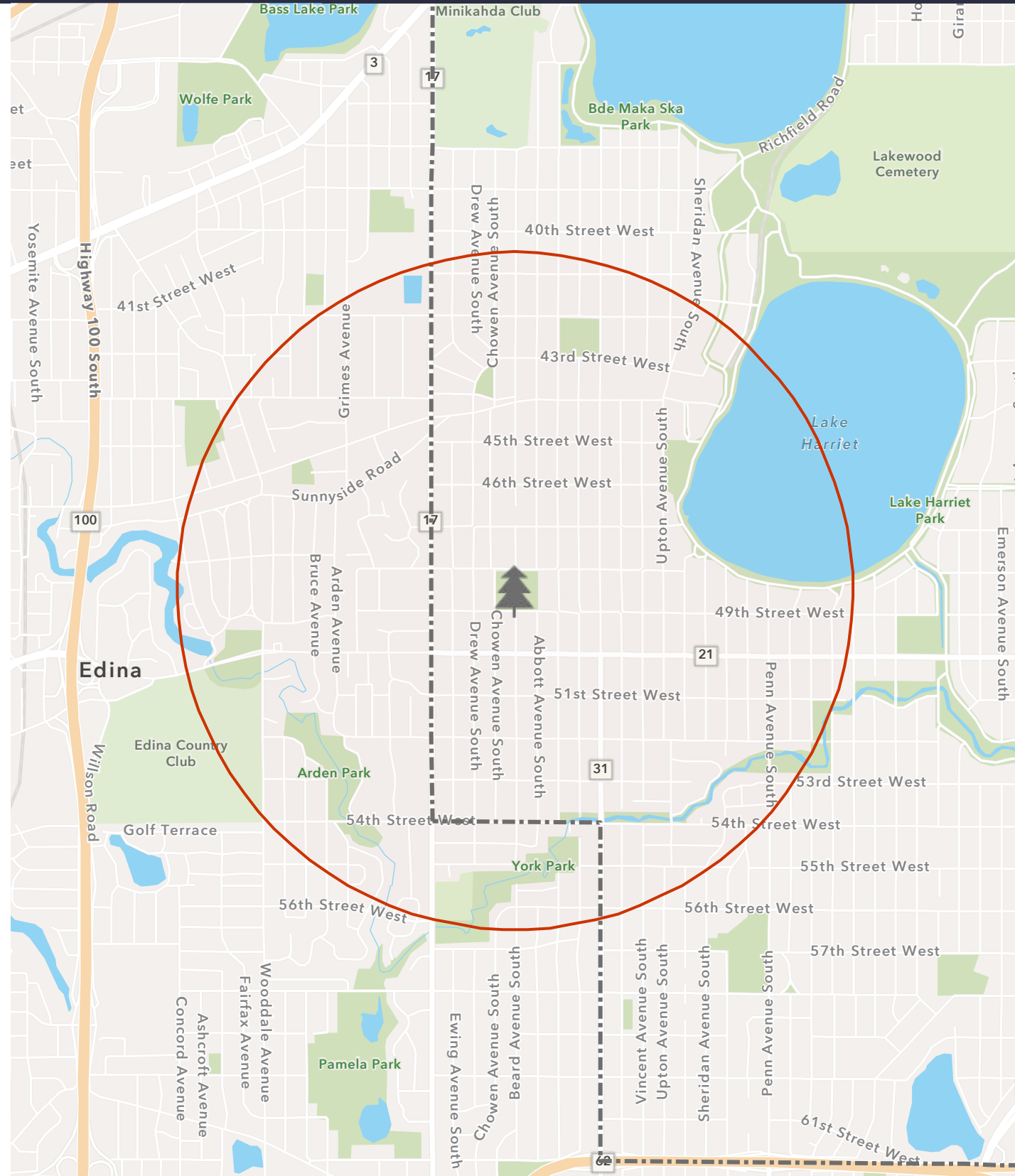
**1,001**

Households  
with 1+ Persons  
with a Disability



**282**

Households  
Below Poverty  
Level



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# Community Area Profile

Phillips Park  
Ring of 1 mile

December 15, 2023

## Population



**47,765**

Total Population



**5,501**

Senior  
Population  
(Age 65+)

**288**

Owner  
Households  
with No  
Vehicles

**6,068**

Renter  
Households  
with No  
Vehicles



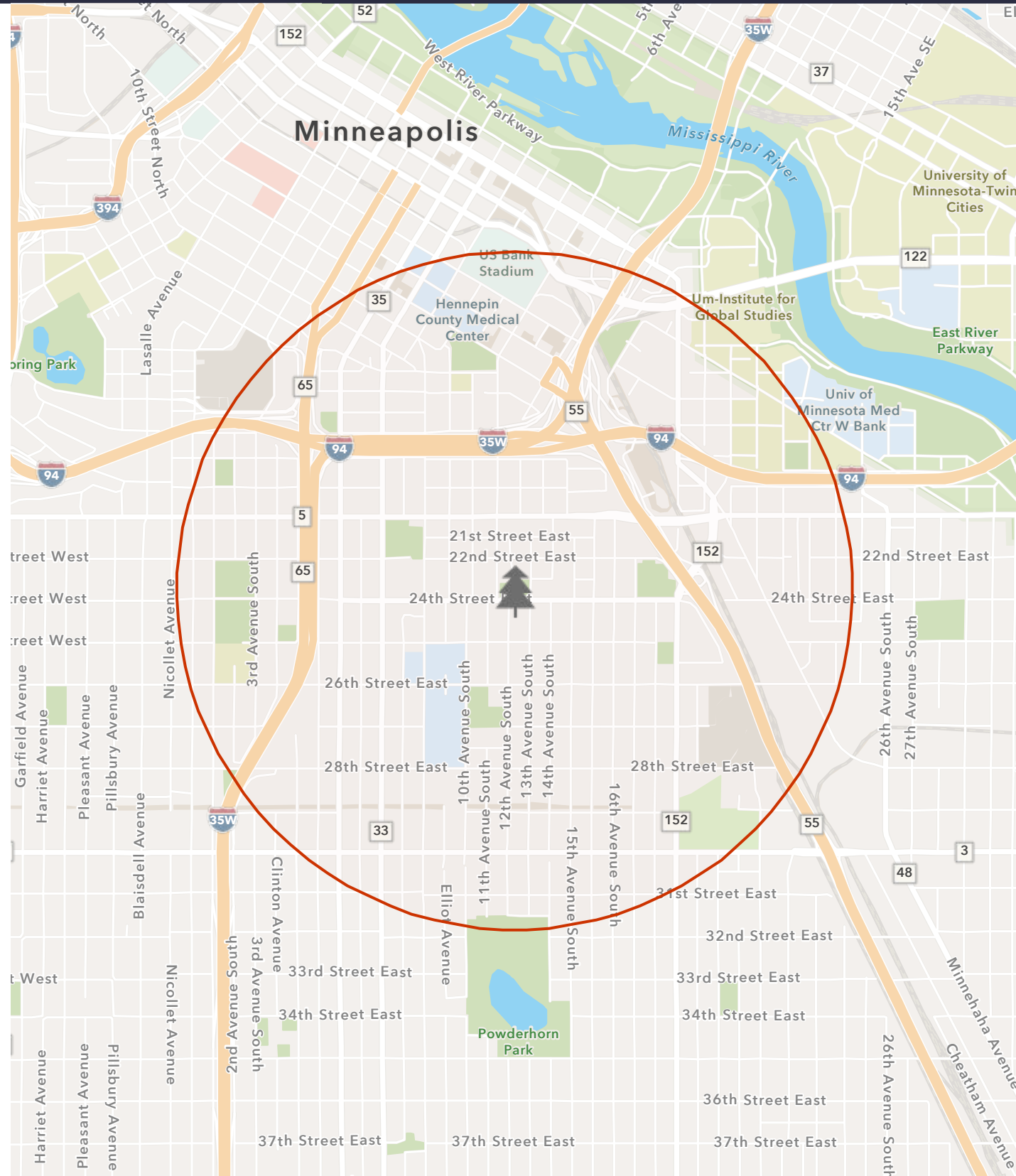
**6,150**

Households  
with 1+ Persons  
with a Disability



**6,005**

Households  
Below Poverty  
Level



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# Community Area Profile

Powderhorn Park  
Ring of 1 mile

December 15, 2023

## Population



**36,371**

Total Population



**3,094**

Senior  
Population  
(Age 65+)

**227**

Owner  
Households  
with No  
Vehicles

**1,656**

Renter  
Households  
with No  
Vehicles



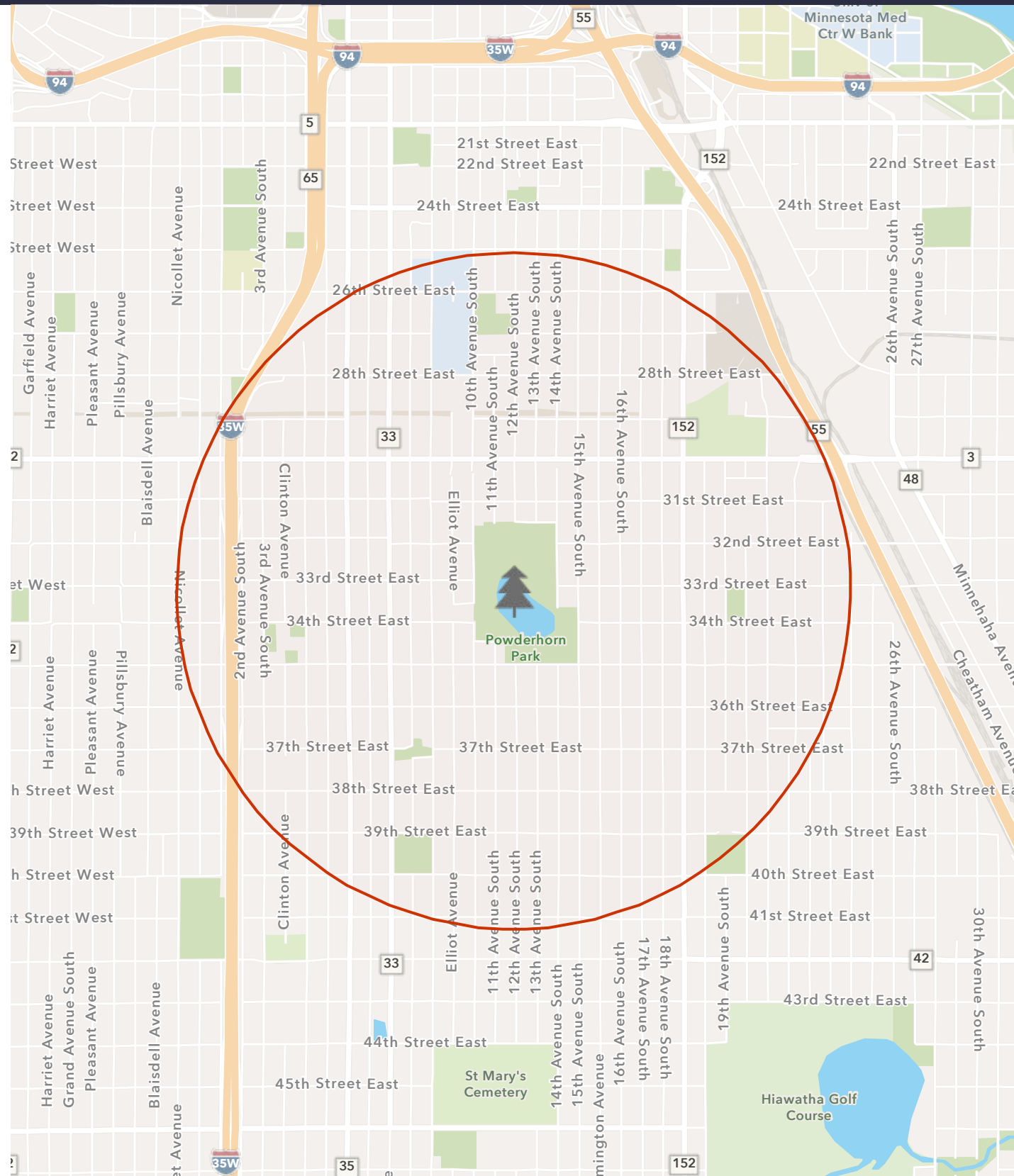
**3,057**

Households  
with 1+ Persons  
with a Disability



**2,131**

Households  
Below Poverty  
Level



**Source:** This infographic contains data provided by Esri (2023), ACS (2017-2021). Foursquare POI data updated quarterly. Each category shows a max of 5,000 locations. © 2023 Esri



# Community Area Profile

Waite Park  
Ring of 1 mile

December 15, 2023

## Population



**17,706**

Total Population



**3,365**

Senior  
Population  
(Age 65+)

**202**

Owner  
Households  
with No  
Vehicles

**383**

Renter  
Households  
with No  
Vehicles



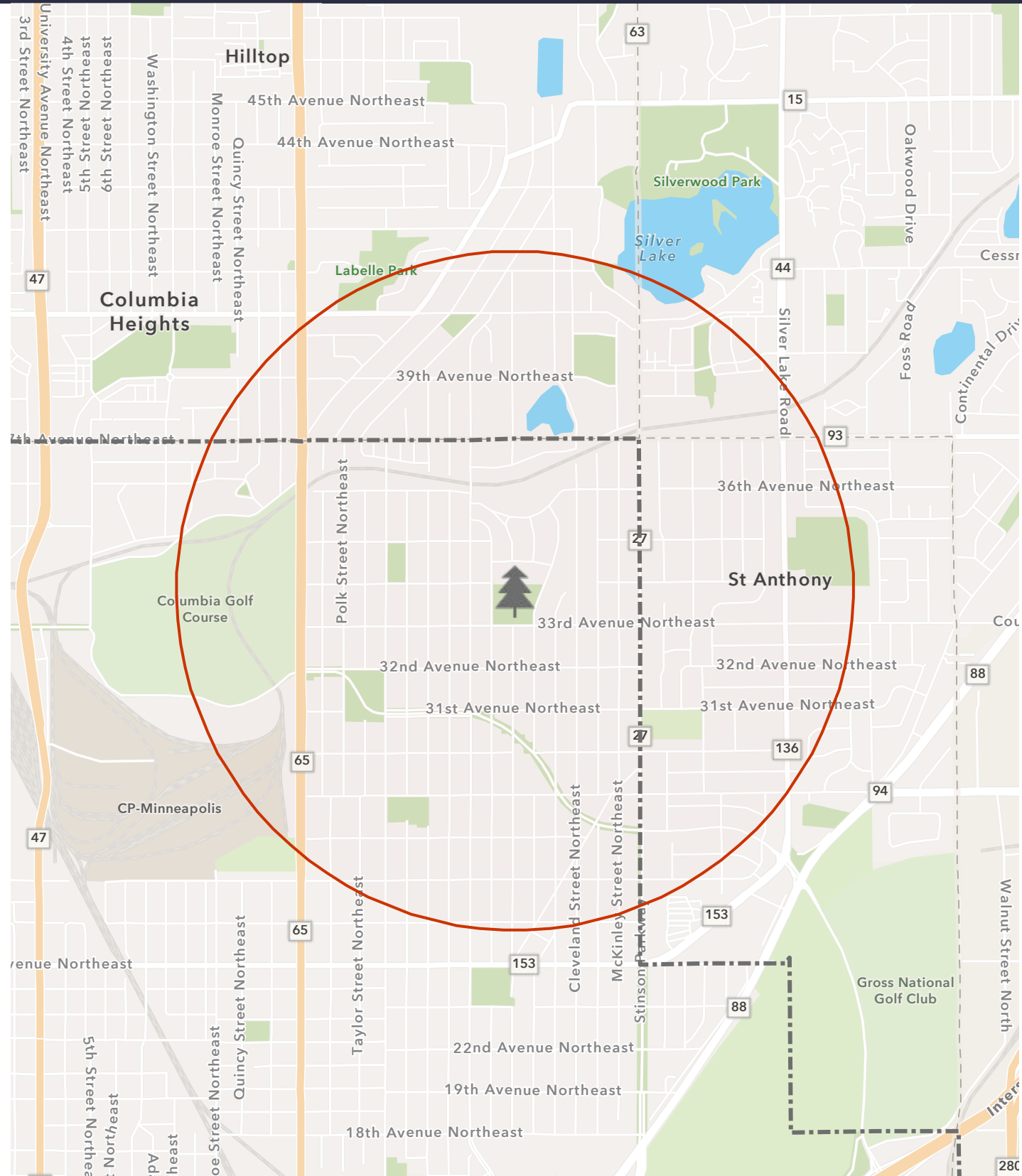
**1,374**

Households  
with 1+ Persons  
with a Disability



**521**

Households  
Below Poverty  
Level



**Source:** This infographic contains data provided by Esri (2023), ACS (2017-2021). Foursquare POI data updated quarterly. Each category shows a max of 5,000 locations. © 2023 Esri

# Community Area Profile

Whittier Park  
Ring of 1 mile

December 15, 2023

## Population



**54,058**

Total Population



**5,265**

Senior  
Population  
(Age 65+)

**586**

Owner  
Households  
with No  
Vehicles

**5,670**

Renter  
Households  
with No  
Vehicles



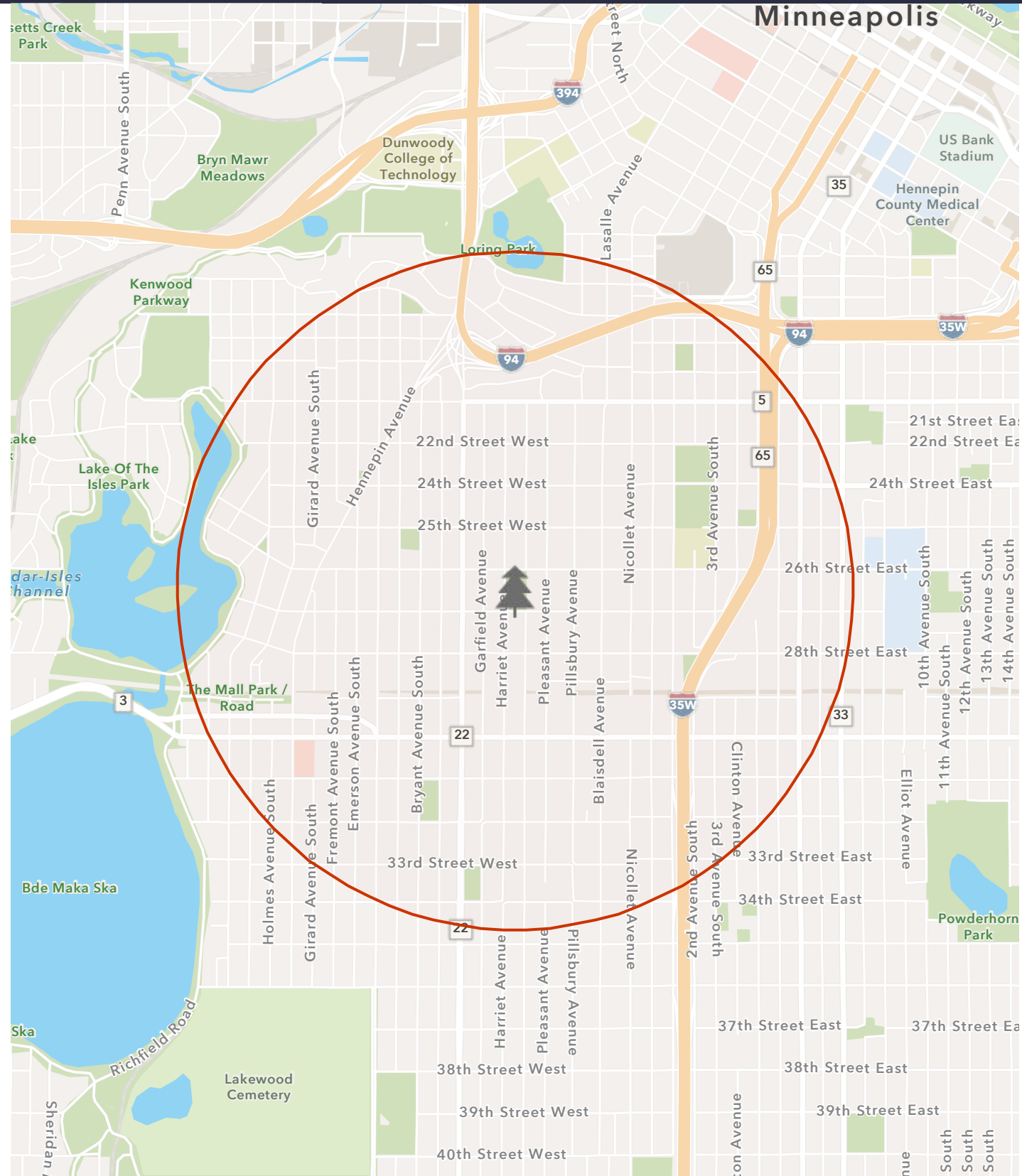
**4,733**

Households  
with 1+ Persons  
with a Disability



**4,389**

Households  
Below Poverty  
Level



**Source:** This infographic contains data provided by Esri (2023), ACS (2017-2021). Foursquare POI data updated quarterly. Each category shows a max of 5,000 locations. © 2023 Esri

## MPRB CWA Budget

<b>Expense description</b>	<b>Budget across two years</b>
Trishaws purchase (6)	\$93,000.00
Trishaw accessories	\$500.00
Spare parts	\$1,500.00
Trishaw maintenance labor	\$3,500.00
Youth mechanics training	\$42,000.00
General liability insurance	\$1,500.00
Program Insurance	\$1,500.00
Program Director Salary	\$45,000.00
Volunteer Coordinator salary	\$40,000.00
Pilot Training	\$14,000.00
Ride reservation software	\$12,250.00
Program accounting	\$8,500.00
Parking for trishaws	\$4,800.00
Truck lease	\$9,000.00
Truck insurance	\$8,400.00
MPRB 20% Match	\$71,362.50
<b>Total Cost of Program over two years</b>	<b>\$356,812.50</b>

INSPIRED

# Minnesota nursing homes embrace Danish cycling idea that puts older adults on wheels

Cycling Without Age gives older adults with limited mobility a thrilling change of scene on electric bikes.

By [Kelly Smith](#) Star Tribune

AUGUST 16, 2019 — 9:36PM



GLEN STUBBE

Anthony Desnick of Cycling Without Age picked up Sister Susan Smith and Sister Rosalind Gefre for a ride from their home Carondelet Village, through St. Catherine University, and around St. Paul.

[SAVE](#)

[GIFT](#)

[LISTEN](#)

[TEXT SIZE](#)

24

[SHARE](#)

Outside the senior home, Sister Rosalind Gefre ditched her walker for a bicycle ride — without having to pedal at all.

At 89, the nun can't bike like she used to, but a new program is helping her and other older adults with limited mobility experience again the thrill of bicycling around St. Paul and Minneapolis.

Wearing a sweater over her black and white habit, Gefre sat in the passenger seat of a trishaw, an electric-assisted bike similar to a pedicab, as she chatted and laughed nonstop with 86-year-old Sister Susan Smith. While Anthony Desnick, 65, of St. Paul pedaled behind them, the women reminisced about life in the convent and marveled at the stately homes along the Mississippi River and the gushing Minnehaha Falls.

"Your whole attitude changes," said Gefre, who saw parts of St. Paul she had never visited before on the hourlong ride. "You see the world."

This year, more nursing homes, assisted living and other senior care buildings across Minnesota — from Rochester to Fergus Falls — are starting the program, [Cycling Without Age](#). Since it began in 2012 in the bike-centric city of Copenhagen, the program has spread to more than 40 countries.

It's more than just a free bike ride, though. The program is touted as a way to make a difference for older adults, alleviating the [epidemic of loneliness](#) through a social outing outdoors.

"Everybody gets the joy of riding a bicycle," said Desnick, who began the nonprofit [Cycling Without Age Twin Cities](#) this year, with bike rides at two St. Paul senior homes. "The movement has grown care center by care center."

ADVERTISEMENT

Another 24 facilities will be starting or expanding Cycling Without Age programs after the state Department of Human Services notified them in early August that they will each receive \$6,000 grants — half the cost to buy a Danish trishaw. The grants are backed by a fund from nursing home fines, not taxpayers. Dan Pollock, the assistant commissioner for the department's Continuing Care for Older Adults, said Cycling Without Age is a "promising," innovative program that can improve people's quality of life.

### **Expanding statewide**

In Willmar, Bethesda, the largest rural skilled nursing facility in Minnesota, will use the state grant to help buy a second trishaw.

Bethesda was approached with the idea of starting Cycling Without Age by [ChangeX](#), a digital platform that helps spread ideas by finding funders and leaders, and started the program in May thanks to funding from the local Chamber of Commerce, a local church and the nursing home's foundation.

"It's different than pushing someone in a wheelchair," said Melissa Wentzel, Bethesda's wellness director. "They can feel the wind in their hair. It's an experience ... just a mood-boosting activity."

ADVERTISEMENT

Bethesda, which serves 700 people, shares the trishaw with others in Willmar — from other senior living homes to the community center’s older adults. Wentzel said the city and nonprofit are fundraising to buy eight more trishaws for the community.

“If Willmar can come together to fund it, why not have everyone use it?” she said.

In Fergus Falls, Pioneer Care, which has a range of housing options for about 200 residents, will soon start up Cycling Without Age with two trishaws from the state grant and local funding. Steve Guttormson, the marketing and development director, said it gives residents another option to be active outside “at a time when they lose other choices.”

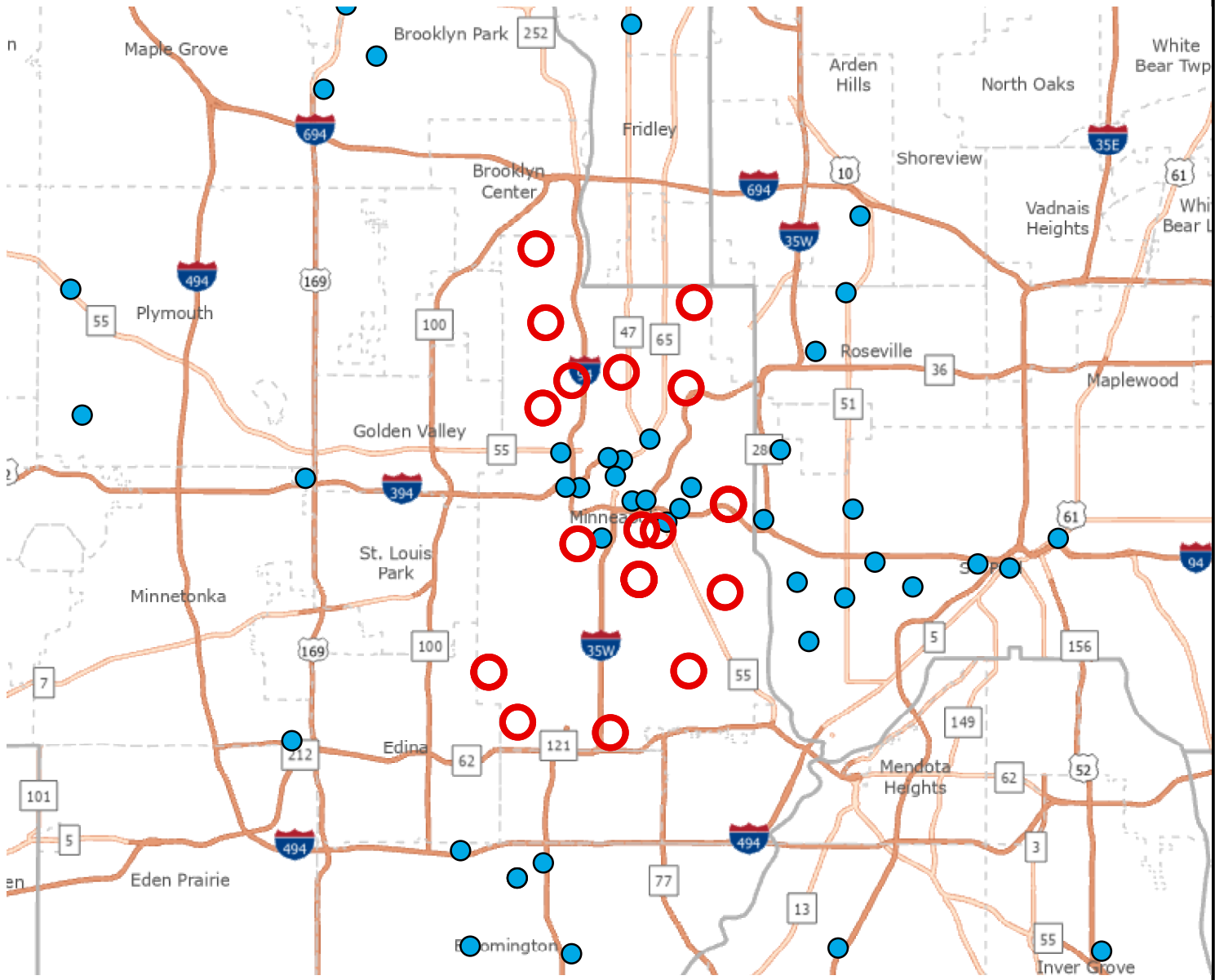
Pedal Fergus Falls, a cycling advocacy group, had the idea for the program, and is organizing many of the trained volunteers to pilot the bikes.

“The bike is hard to miss and definitely different than anything else you see rolling down the street here,” said Jake Krohn of Pedal Fergus Falls, adding that he hopes the three-wheeled bikes increase awareness both of cycling and of older adults, seeing “them as a population deserving of attention and admiration.”

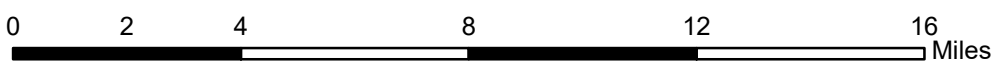


### Regional Economy

- Brooklyn Center**  
Population: 19199  
Employment: 8190  
Mfg and Dist Employment: 975
- Columbia Heights**  
Population: 9994  
Employment: 2291  
Mfg and Dist Employment: 159
- Edina**  
Population: 15520  
Employment: 9702  
Mfg and Dist Employment: 115
- Golden Valley**  
Population: 759  
Employment: 4881  
Mfg and Dist Employment: 829
- Minneapolis**  
Population: 369090  
Employment: 216559  
Mfg and Dist Employment: 25696
- Richfield**  
Population: 11562  
Employment: 4622  
Mfg and Dist Employment: 124
- Robbinsdale**  
Population: 7141  
Employment: 4550  
Mfg and Dist Employment: 15
- St. Anthony**  
Population: 11388  
Employment: 2569  
Mfg and Dist Employment: 356
- St. Louis Park**  
Population: 1890  
Employment: 534  
Mfg and Dist Employment: 19
- St. Paul**  
Population: 11148  
Employment: 12638  
Mfg and Dist Employment: 1761



- Project Points
- Postsecondary Education Centers





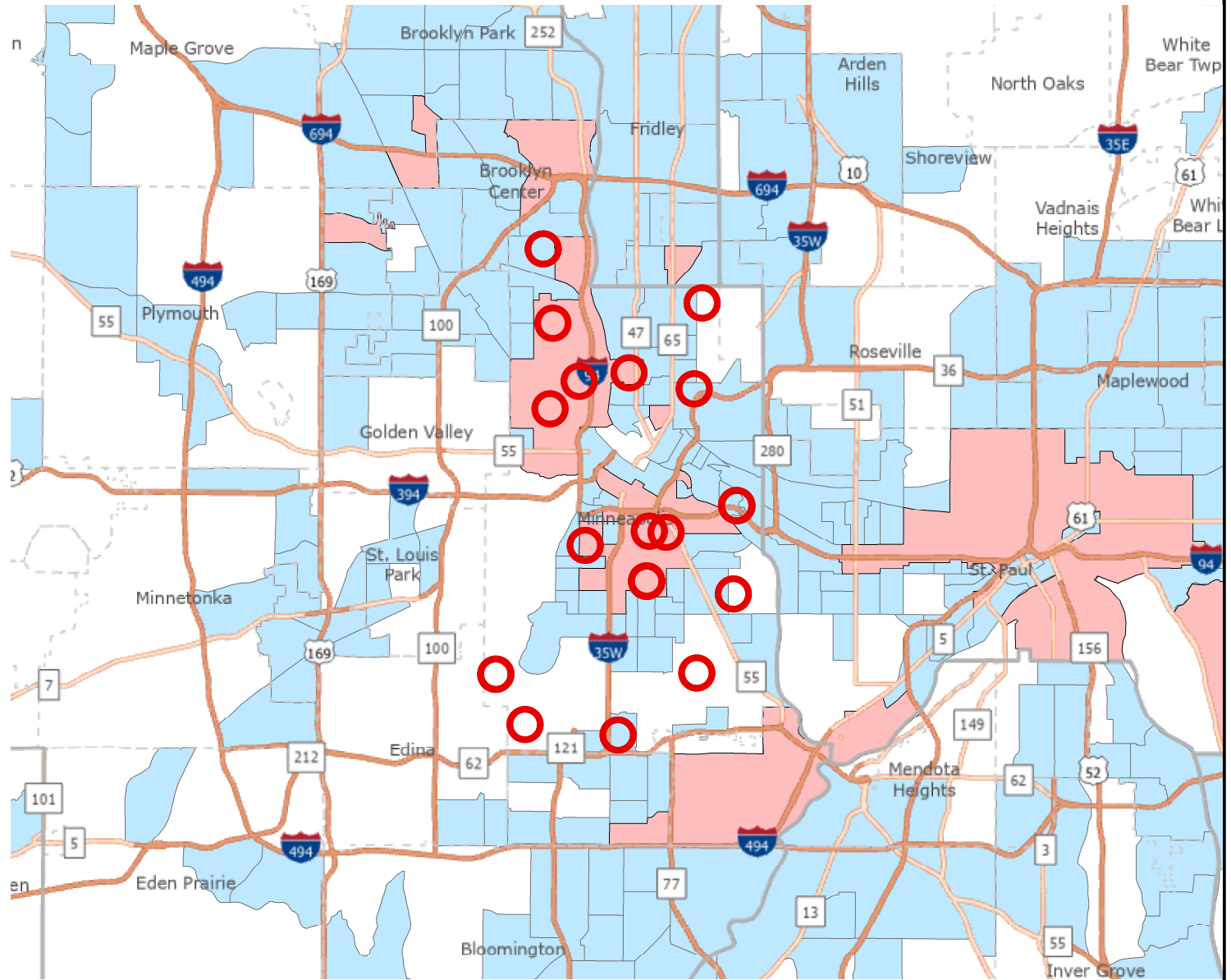
# Socio-Economic Conditions

Travel Demand Management Project: Minneapolis Parks Trishawrides | Map ID: 1704408890318

## Results

Total of publicly subsidized rental housing units in census tracts within 1/2 mile: 18740

Project located IN an Area of Concentrated Poverty.



Points



Regional Environmental Justice Area



Area of Concentrated Poverty



Created: 1/4/2024  
LandscapeRSA2



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

