

13869 - 2020 Multiuse Trails and Bicycle Facilities 14160 - Minneapolis - Hennepin/Dunwoody Bikeway Regional Solicitation - Bicycle and Pedestrian Facilities Status: Submitted Submitted Date: 05/15/2020 2:06 PM **Primary Contact** Dylan Luke Hanson Name:* Salutation First Name Middle Name Last Name Title: Transportation Planner **Department:** Public Works Email: luke.hanson@minneapolismn.gov Address: 400 South 4th St, Suite 785N Minneapolis 55415 Minnesota City State/Province Postal Code/Zip 612-673-6175 6126736175 Phone:* Phone Fax: Regional Solicitation - Bicycle and Pedestrian Facilities What Grant Programs are you most interested in?

Organization Information

Name: MINNEAPOLIS,CITY OF

Jurisdictional Agency (if different):

Application

Organization Type: City

Organization Website: http://www.ci.minneapolis.mn.us/

Address: DEPT OF PUBLIC WORKS

309 2ND AVE S #300

MINNEAPOLIS Minnesota 55401

City State/Province Postal Code/Zip

County: Hennepin

Phone:* 612-673-3884

Ext.

Fax:

PeopleSoft Vendor Number 0000020971A2

Project Information

Project Name Hennepin/Dunwoody Protected Bikeway and Multiuse Trail

Primary County where the Project is Located Hennepin

Cities or Townships where the Project is Located: City of Minneapolis

Jurisdictional Agency (If Different than the Applicant):

The project will install a dedicated multiuse trail and off-street bicycle lanes along Dunwoody Boulevard and Hennepin Avenue between Linden Avenue and N 12th Street, passing through the Lyndale Avenue intersection. Dunwoody Blvd is an "Other Minor Arterial," Hennepin Ave is an "A Minor Arterial Augmentor," and Lyndale Ave is an "A Minor Arterial Reliever." The project will also make traffic signal and pedestrian crossing modifications throughout the corridor. These improvements will create a bicycle and pedestrian connection between the Near North, other adjacent neighborhoods, and the jobs, retail, services, and entertainment in downtown Minneapolis. By filling this gap in the bicycle and pedestrian network, the project will improve safe, convenient, and equitable access.

Brief Project Description (Include location, road name/functional class, type of improvement, etc.)

The Hennepin/Dunwoody corridor is a primary access route to downtown for residents of adjacent neighborhoods, and will form an important connection for riders of the planned Green Line Extension and E Line BRT. Moreover, the corridor serves an important equity purpose, connecting communities within a designated ACP/ACP50, including several Near North neighborhoods, to the economic and quality-of-life benefits downtown. However, there are many aspects of the existing corridor design that make it difficult for pedestrians and bicyclists to safely and comfortably use the street. For example, no bicycle facilities are present from Linden Avenue to West Lyndale Avenue, and the existing on-street bicycle lanes from West Lyndale Avenue to 12th Street are narrow and unprotected. Beyond affecting the ease of travel to and from downtown, these deficiencies have caused safety issues, with 27 bicycle- and pedestrian-involved crashes occurring along the project corridor between 2010 and 2019. As a Tier 1 RBTN alignment, the corridor's existing

conditions present a significant gap in the regional multimodal network that affects the ease of access to and from downtown.

The project will:

- Construct a bidirectional multiuse trail on Dunwoody Boulevard and Hennepin Avenue from Linden Avenue to between 17th and 16th Street. The multiuse trail will replace the existing westbound travel lane with a dedicated two-way multimodal facility that is elevated above the street grade and protected from vehicle traffic by a concrete barrier.
- Construct protected one-way, on-street curbprotected bicycle lanes on Hennepin Avenue from between 17th and 16th Street to 12th Street. The lanes will replace existing painted on-street lanes and elevate the lanes to the level of the sidewalk at intersections.
- Make traffic signal and pedestrian crossing improvements throughout the corridor.

(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.

Project Length (Miles)

to the nearest one-tenth of a mile

Hennepin/Dunwoody Protected Bikeway and Multiuse Trail Construction - Linden Avenue to N 12th Street

0.8

Project Funding

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

Nο

If yes, please identify the source(s)

Federal Amount

\$3,760,000.00

Match Amount

\$940,000.00

Minimum of 20% of project total

Project Total \$4,700,000.00

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

Match Percentage 20.0%

Minimum of 20%

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

Source of Match Funds City of Minneapolis

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

Preferred Program Year

Select one: 2024

Select 2022 or 2023 for TDM projects only. For all other applications, select 2024 or 2025.

Additional Program Years:

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

Project Information

County, City, or Lead Agency City of Minneapolis

Zip Code where Majority of Work is Being Performed 55403

(Approximate) Begin Construction Date 03/01/2024
(Approximate) End Construction Date 11/30/2024

Name of Trail/Ped Facility: Hennepin/Dunwoody Protected Bikeway and Multiuse Trail

(i.e., CEDAR LAKE TRAIL)

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

From:

(Intersection or Address) Linden Avenue

To:

(Intersection or Address)

North 12th Street

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

Or At:

Miles of trail (nearest 0.1 miles): 0.8

Miles of trail on the Regional Bicycle Transportation Network

(nearest 0.1 miles):

Primary Types of Work

0.8

Is this a new trail?

REMOVALS, GRADE, AGG BASE, CURB & GUTTER, BIT SURF, STRIPING, SIDEWALK, SIGNALS, LIGHTING, BIKE

PATH, PED RAMPS, LANDSCAPING

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

BRIDGE/CULVERT PROJECTS (IF APPLICABLE)

Old Bridge/Culvert No.:		
New Bridge/Culvert No.:		
Structure is Over/Under (Bridge or culvert name):		

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.

The proposed project is consistent with the 2040 Transportation Policy Plan's (TPP) and aligns with the following TPP pedestrian and bicycle goals, objectives, and strategies:

Goal B: Safety and Security

-Obj. A: Reduce fatal and serious (p 2.5)

-Strategy B6: Regional transportation partners will use best practices (p 2.8)

Goal C: Access to Destinations

-Obj. A: Increase the availability of multimodal travel options (p 2.10)

-Obj. D: Increase the number and share of trips taken using transit, carpools, bicycling, and walking (p 2.10)

-Obj. 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 under-represented populations (p 2.10)

-Strategy C1: Regional transportation partners will continue to work together to plan and implement transportation systems that are multimodal (p 2.10)

-Strategy C2: Local units of government should provide a network of interconnected (p 2.11)

-Strategy C4: Regional transportation partners will promote multimodal travel options and alternatives to single occupant vehicle travel (p 2.14)

-Strategy C15: Regional transportation partners

Briefly list the goals, objectives, strategies, and associated pages:

should focus investments on completing RBTN alignments (p 2.22)

-Strategy C16: Regional transportation partners should fund projects that improve key regional bicycle barrier crossing locations (p 2.23)

-Strategy C17: Regional transportation partners will provide or encourage reliable, cost-effective, and accessible transportation choices (p 2.24)

Goal D: Competitive Economy

-Obj. A: Improve multimodal access to regional job concentrations? (p 2.26)

-Obj. B: Invest in a multimodal transportation system (p 2.26)

-Strategy D3: The Metropolitan Council and its partners will invest in regional transit and bicycle and pedestrian facilities that improve connections (p 2.27)

Goal E: Healthy and Equitable Communities

-Obj. A. Reduce transportation-related air emissions (p 2.30)

-Obj. C. Increase the availability and attractiveness of (p 2.30)

-Obj. D. Provide a transportation system that promotes community cohesion (p 2.30)

-Strategy E3: Regional transportation partners will plan and implement a transportation system that considers the needs of all potential users (p 2.31)

Goal F: Leveraging Transportation Investments to Guide Land Use

- -Obj. A: Focus regional growth in areas (p 2.35)
- -Obj. C: Encourage local land use design (p 2.35)
- -Strategy F5: Local governments should...support and specifically address the opportunities and challenges of creating walkable, bikeable, and transit-friendly places (p 2.37)
- -Strategy F6: Local governments should include bicycle and pedestrian elements in local comprehensive plans (p 2.37)

(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.

- Minneapolis 2040 Comprehensive Plan, pages 144-148 (of policies document)
- Transportation Action Plan (Draft), pages 41, 42, 63, 64, 110

List the applicable documents and pages:

- Protected Bikeway Update to the Bicycle Master Plan, pages 4, 9, 10
- Minneapolis Vision Zero Action Plan, pages 15-16

(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.

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

5. 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.

Multiuse Trails and Bicycle Facilities: \$250,000 to \$5,500,000

Pedestrian Facilities (Sidewalks, Streetscaping, and ADA): \$250,000 to \$1,000,000

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 the 2022 Regional Solicitation funding cycle, this requirement may include that the plan is updated within the past five years.

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: 01/01/2020

Adopted in 2020:

Link to plan:

http://www.minneapolismn.gov/www/groups/public/@publicworks/documents/webcontent/wcmsp-207494.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, per FHWA direction established 8/27/2008 and updated 6/27/2017.

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

12. The project must represent a permanent improvement with independent utility. The term independent utility means the project provides benefits described in the application by itself and does not depend on any construction elements of the project being funded from other sources outside the regional solicitation, excluding the required non-federal match.

Projects that include traffic management or transit operating funds as part of a construction project are exempt from this policy.

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

13. The project must not be a temporary construction project. A temporary construction project is defined as work that must be replaced within five years and is ineligible for funding. The project must also not be staged construction where the project will be replaced as part of future stages. Staged construction is eligible for funding as long as future stages build on, rather than replace, previous work.

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

14. The project applicant must send written notification regarding the proposed project to all affected state and local units of government prior to submitting the application.

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

Requirements - Bicycle and Pedestrian Facilities Projects

1.All projects must relate to surface transportation. As an example, for multiuse trail and bicycle facilities, surface transportation is defined as primarily serving a commuting purpose and/or that connect two destination points. A facility may serve both a transportation purpose and a recreational purpose; a facility that connects people to recreational destinations may be considered to have a transportation purpose.

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

Multiuse Trails on Active Railroad Right-of-Way:

2.All multiuse trail projects that are located within right-of-way occupied by an active railroad must attach an agreement with the railroad that this right-of-way will be used for trail purposes.

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

Upload Agreement PDF

Check the box to indicate that the project is not in active railroad right-of-way.

Yes

Multiuse Trails and Bicycle Facilities projects only:

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

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

Upload PDF of Agreement in Other Attachments.

Safe Routes to School projects only:

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

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

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

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

Requirements - Bicycle and Pedestrian Facilities Projects

Specific Roadway Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Mobilization (approx. 5% of total cost)	\$350,000.00
Removals (approx. 5% of total cost)	\$300,000.00
Roadway (grading, borrow, etc.)	\$400,000.00
Roadway (aggregates and paving)	\$400,000.00
Subgrade Correction (muck)	\$0.00
Storm Sewer	\$300,000.00
Ponds	\$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	\$300,000.00
Traffic Control	\$75,000.00
Striping	\$20,000.00
Signing	\$30,000.00
Lighting	\$100,000.00
Turf - Erosion & Landscaping	\$60,000.00
Bridge	\$0.00
Retaining Walls	\$0.00
Noise Wall (not calculated in cost effectiveness measure)	\$0.00
Traffic Signals	\$525,000.00
Wetland Mitigation	\$0.00
Other Natural and Cultural Resource Protection	\$0.00
RR Crossing	\$0.00
Roadway Contingencies	\$300,000.00
Other Roadway Elements	\$100,000.00
Totals	\$3,260,000.00

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	\$445,000.00
Sidewalk Construction	\$200,000.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$0.00
Pedestrian Curb Ramps (ADA)	\$120,000.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	\$225,000.00

Totals	\$1,440,000.00
Other Bicycle and Pedestrian Elements	\$50,000.00
Bicycle and Pedestrian Contingencies	\$200,000.00
Wayfinding	\$50,000.00
Streetscaping	\$50,000.00
Pedestrian-scale Lighting	\$100,000.00

Specific Transit and TDM Elements

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

\$0.00

Transit Operating Costs

Number of Platform hours 0

Cost Per Platform hour (full loaded Cost) \$0.00

Other Costs - Administration, Overhead,etc. \$0.00

Totals

Subtotal

Total Cost \$4,700,000.00

Construction Cost Total \$4,700,000.00

Transit Operating Cost Total \$0.00

Measure A: Project Location Relative to the RBTN

Select one:

Tier 1, Priority RBTN Corridor

Tier 1, RBTN Alignment Yes

Tier 2, RBTN Corridor

Tier 2, RBTN Alignment

Direct connection to an RBTN Tier 1 corridor or alignment

Direct connection to an RBTN Tier 2 corridor or alignment

OR

Project is not located on or directly connected to the RBTN but is part of a local system and identified within an adopted county, city or regional parks implementing agency plan.

Upload Map

1589469689177_Project to RBTN Orientation.pdf

Please upload attachment in PDF form.

Measure A: Population Summary

Existing Population Within One Mile (Integer Only) 61381

Existing Employment Within One Mile (Integer Only) 172407

Upload the "Population Summary" map 1589469803677 Population Employment Summary.pdf

Please upload attachment in PDF form.

Measure A: Connection to disadvantaged populations and projects benefits, impacts, and mitigation

1.Sub-measure: Equity Population Engagement: A successful project is one that is the result of active engagement of low-income populations, people of color, persons with disabilities, youth and the elderly. Engagement should occur prior to and during a projects development, with the intent to provide direct benefits to, or solve, an expressed transportation issue, while also limiting and mitigating any negative impacts. Describe and map the location of any low-income populations, people of color, disabled populations, youth or the elderly within a ½ mile of the proposed project. Describe how these specific populations were engaged and provided outreach to, whether through community planning efforts, project needs identification, or during the project development process. Describe what engagement methods and tools were used and how the input is reflected in the projects purpose and need and design. Elements of quality engagement include: outreach and engagement to specific communities and populations that are likely to be directly impacted by the project; techniques to reach out to populations traditionally not involved in community engagement related to transportation projects; feedback from these populations identifying potential positive and negative elements of the proposed project through engagement, study recommendations, or plans that provide feedback from populations that may be impacted by the proposed project. If relevant, describe how NEPA or Title VI regulations will guide engagement activities.

Response:

Working with the City's Neighborhood and Community Relations (NCR) Cultural Engagement Team as part of the Transportation Action Plan engagement, Minneapolis Public Works held seven community dialogues to connect with communities of different cultures, languages, and abilities through small group discussions in spring of 2019. In addition, community members were able to participate in a number of organizational workshops, community workshops, an online survey, and through the interactive plan website. Key messages from the conversations directly influenced the improvements proposed on Hennepin and Dunwoody Avenues. The following community dialogues were held in-person in 2019:

- African American Community Dialogue (3/14/19)
- East African Community Dialogue (3/27/19)
- Latino Community Dialogue (3/19/19)
- Minneapolis Youth Congress Community Dialogue (5/16/19)
- Native American Community Dialogue (3/21/19)
- People with Disabilities Community Dialogue (4/2/19)
- Southeast Asian Community Dialogue (3/15/19)

The top needs identified through these conversations focused on a desire to create multiple safe and convenient options for people to travel without a car. The protected bikeways and intersection improvements proposed for Hennepin Avenue and the off-street trail proposed for Dunwoody Blvd seek to directly address these needs by creating safer and more comfortable

places to walk, reach transit, and bike along the corridor.

(Limit 2,800 characters; approximately 400 words)

- 2. **Sub-measure**: Equity Population Benefits and Impacts: A successful project is one that has been designed to provide direct benefits to low-income populations, people of color, persons with disabilities, youth and the elderly. All projects must mitigate potential negative benefits as required under federal law. Projects that are designed to provide benefits go beyond the mitigation requirement to proactively provide transportation benefits and solve transportation issues experienced by Equity populations.
- a.Describe the projects benefits to low-income populations, people of color, children, people with disabilities, and the elderly. 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. Note that this is not an exhaustive list.

Response:

The project will provide significant benefits to people with low-incomes, of color, children, people with disabilities, and elders. Benefits include more safe, secure, and comfortable access to education, jobs, services, and opportunities.

The project will benefit low-income populations by improving bicycle and pedestrian access to jobs, education, services, and transit. Much of the Near North and Camden communities fall within an ACP50. While some people access downtown with a personal vehicle, the cost of driving and parking is often prohibitive to people with low-incomes. The Hennepin/Dunwoody corridor is a natural connection point for residents from Near North and other neighborhoods to access downtown. More safe, secure, and intuitive walking and biking will improve access to educational resources such as Dunwoody Technical College and Minneapolis College, as well as the economic benefits that downtown offers as a regional employment hub. Residents will also enjoy improved access to the Greyhound Bus Station and the Leamington Transit Center, as well as social services such as those available through the YWCA, Salvation Army, and Catholic Charities Service Center. Finally, the corridor will also support E Line BRT and connect into the Green Line Extension. This project will connect communities to the many benefits of downtown and beyond by constructing safe, secure, and intuitive bicycle and pedestrian facilities along the corridor.

The project was designed to encourage bicycle ridership among less experienced and more vulnerable groups, including children, elders, and people with disabilities. By removing one westbound general traffic travel lane, the multiuse trail between Linden Avenue and 17th Street will make the Dunwoody/17th Street/Hennepin

intersection easier to cross for people of all ages and abilities. The project will improve traffic signals and pedestrian crossings throughout the corridor, increasing safety for users traveling on foot or by bicycle. All improvements will be designed to satisfy and support the ADA compliance of the corridor.

The project was developed with a consciousness of the past and present barriers that affect access to downtown for diverse populations. Many of these barriers have involved the need to drive and pay for parking, which has made travel to downtown inherently burdensome for low-income residents. The project will support safer and more convenient travel between the Near North community, a lower-income area with a many residents of color, and downtown, making the benefits of Minneapolis' high quality urban public spaces more accessible to everyone.

(Limit 2,800 characters; approximately 400 words)

b. Describe any negative impacts to low-income populations, people of color, children, people with disabilities, and the elderly created by the project, along with measures that will be taken to mitigate them. Negative impacts that are not adequately mitigated can result in a reduction in points.

Below is a list of negative impacts. Note that this is not an exhaustive list.

Increased difficulty in street crossing caused by increased roadway width, increased traffic speed, wider turning radii, or other elements that negatively impact pedestrian access.

Increased noise.

Decreased pedestrian access through sidewalk removal / narrowing, placement of barriers along the walking path, increase in auto-oriented curb cuts, etc.

Project elements that are detrimental to location-based air quality by increasing stop/start activity at intersections, creating vehicle idling areas, directing an increased number of vehicles to a particular point, 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.

Displacement of residents and businesses.

Mitigation of temporary construction/implementation impacts such as dust; noise; reduced access for travelers and to businesses; disruption of utilities; and eliminated street crossings.

Other

The city anticipates that the project will result in typical temporary negative impacts associated with construction. The city will be proactive and diligent about identifying and mitigating these impacts.

Expected, temporary disruptions include:

- Noise and dust caused by construction teams and their equipment. The city will observe and abide by the applicable Minneapolis ordinances pertaining to permitted noise levels and hours of operation for construction equipment, and will be diligent about implementing dust mitigation.
- Disruption to bicycle and pedestrian travel. This may include disruption of access to the Dunwoody College campus, Basilica of Saint Mary church, and other private and public entities along the corridor. The city will coordinate with the relevant entities to develop and implement a bicycle and pedestrian detour plan to maintain reliable travel during the construction period.
- Disruption of street crossings. The city will attempt to preserve and accommodate existing street crossings throughout construction. Should construction require that a crossing be closed, and no alternative crossing exists within a reasonable distance, the city will create a temporary crossing location during the construction activity at that location.

Potential long-term negative impacts of the project include:

- Increased motor vehicle travel times along the corridor. The new multiuse path will remove a

Response:

westbound lane between Linden Avenue and 16th Street, reducing capacity by one lane. This lane removal will decrease throughput, though it is uncertain by how much.

(Limit 2,800 characters; approximately 400 words)

Select one:

3.**Sub-measure: Bonus Points** Those projects that score at least 80% of the maximum total points available through sub-measures 1 and 2 will be awarded bonus points based on the geographic location of the project. These points will be assigned as follows, based on the highest-scoring geography the project contacts:

a.25 points to projects within an Area of Concentrated Poverty with 50% or more people of color

b.20 points to projects within an Area of Concentrated Poverty

c.15 points to projects within census tracts with the percent of population in poverty or population of color above the regional average percent d.10 points for all other areas

Yes

Project is located in an Area of Concentrated Poverty where 50% or more of residents are people of color (ACP50):

Project located in Area of Concentrated Poverty:

Projects census tracts are above the regional average for population in poverty or population of color:

Project located in a census tract that is below the regional average for population in poverty or populations of color or

includes children, people with disabilities, or the elderly:

(up to 40% of maximum score)

Upload the "Socio-Economic Conditions" map used for this measure. The second map created for sub measure A1 can be uploaded on the Other Attachments Form, or can be combined with the "Socio-Economic Conditions" map into a single PDF and uploaded here.

Upload Map

1589470416196_Socio-Economic Conditions.pdf

Measure B: Part 1: Housing Performance Score

Segment Length (For stand-alone

projects, enter Segment Housing Score
population from Length/Total Score Multiplied by
Regional Economy Project Length Segment percent

map) within each City/Township

Minneapolis 0.8 1.0 100.0 100.0

Total Project Length

Total Project Length

City

0.8

Project length entered on the Project Information - General form.

Housing Performance Score

Total Project Length (Miles) or Population

8.0

Total Housing Score

100.0

Affordable Housing Scoring

Part 2: Affordable Housing Access

Reference Access to Affordable Housing Guidance located under Regional Solicitation Resources for information on how to respond to this measure and create the map.

If text box is not showing, click Edit or "Add" in top right of page.

Response:

There are 18 properties with a total of 1,630 guaranteed affordable housing units located within a half mile of the project limits. Funding for these properties include project-based subsidies, public housing, tax credit, tax credit (LIHTC 4%), tax credit (LIHTC 9%), and subsidized-other. Groups served by these affordable housing units include family, elderly, disabled, and individuals transitioning from homelessness. Bedroom counts for units range from 0-3 bedrooms. According to data collected from mncompass.org, 38.5% of households within a half mile of the area are cost burdened households and the median rent within a half mile of the project area is \$1005. According to the Met Council 2019 Affordability limits for rental housing, \$1,005 is affordable for 2, 3, and 4-bedroom units for households making 50% AMI.

With a little over 30% of households within a half mile of the project lacking access to a vehicle according to MnCompass.org, improved biking and walking facilities will greatly enhance access to existing and planned transit for area residents. The construction of a new off-street trail along Dunwoody Boulevard will eliminate a significant gap in Minneapolis' RBTN network, will provide new dedicated high-comfort and low-stress biking and walking facilities, and will provide direct connectivity to an existing trail along Van White Boulevard as well as the future Van White Green Line LRT station. Improving intersection geometry and reducing pedestrian crossing distances at the Hennepin and Lyndale intersection will improve safety and support walking across a high-injury corridor as identified in Minneapolis' Vision Zero Action Plan. Improved protected bikeways along Hennepin Avenue will improve existing painted bike facilities along the corridor and support better connectivity to existing bus service as well as the planned E-Line BRT.

Measure A: Gaps closed/barriers removed and/or continuity between jurisdictions improved by the project

PART 1: Qualitative assessment of project narrative discussing how the project will close a bicycle network gap, create a new or improved physical bike barrier crossing, and/or improve continuity and connections between jurisdictions.

Specifically, describe how the project would accomplish the following: Close a transportation network gap, provide a facility that crosses or circumvents a physical barrier, and/or improve continuity or connections between jurisdictions.

Bike system gap improvements include the following:

- Providing a missing link between existing or improved segments of a local transportation network or regional bicycle facility (i.e., regional trail or RBTN alignment);
- •Improving bikeability to better serve all ability and experience levels by:
- Providing a safer, more protected on-street facility or off-road trail;
- •Improving safety of bicycle crossings at busy intersections (e.g., through signal operations, revised signage, pavement markings, etc.); OR
- •Providing a trail adjacent or parallel to a highway or arterial roadway or improving a bike route along a nearby and parallel lower-volume neighborhood collector or local street.

Physical bicycle barrier crossing improvements include grade-separated crossings (over or under) of rivers and streams, railroad corridors, freeways and expressways, and multi-lane arterials, or enhanced routes to circumvent the barrier by channeling bicyclists to existing safe crossings or grade separations. Surface crossing improvements (at-grade) of major highway and rail barriers that upgrade the bicycle facility treatment or replace an existing facility at the end of its useful life may also be considered as bicycle barrier improvements. (For new barrier crossing projects, distances to the nearest parallel crossing must be included in the application to be considered for the full allotment of points under Part 1).

Examples of continuity/connectivity improvements may include constructing a bikeway across jurisdictional lines where none exists or upgrading an existing bicycle facility treatment so that it connects to and is consistent with an adjacent jurisdictions bicycle facility.

Response:

The proposed project along Dunwoody Boulevard and Hennepin Avenue will fill a significant gap in the Tier 1 Regional Bicycle Transportation Network (RBTN). The project corridor is one of the only remaining RBTN alignments between the Near North community and downtown Minneapolis that remains unbuilt.

The Cedar Lake Regional Trail, located west of the project corridor, is an existing Tier 1 RBTN alignment which can be accessed by on- and offstreet bike facilities connecting to the Near North neighborhoods and the North Loop, and provides regional access as far southwest as Hopkins. The Cedar Lake Trail also connects into the Luce Line Trail, a Tier 2 RBTN that extends more than 70 miles west to Cosmos/Meeker County's Thompson Lake Park. To the east of the project corridor, protected off-street bicycle lanes are present along Hennepin beginning at 12th Street. While there are sidewalks on Dunwoody Boulevard, the lack of bicycle facilities presents a significant gap in the RBTN network. The proposed project will fill this gap and complete the RBTN between the local and regional trail networks.

In addition to filling a gap in the RBTN, the project will help Near North residents more easily cross the physical barriers between their community and downtown Minneapolis. The Near North community is separated from downtown Minneapolis by several physical barriers that prevent easy travel by bicycle or on foot, including the Twin Cities and Western Railroad, large industrial land uses, Interstate-94 and Interstate-394. Those traveling to downtown by bike must access one of the few routes that traverse these barriers; for those using the Hennepin/Dunwoody corridor, this means either riding in the street or on the sidewalk, both of which reduce the safety of all users of the corridor. The

proposed project will support safe and efficient bike travel to and from downtown by providing needed enhancements to this popular gateway.

Lastly, the proposed project will provide residents with the economic and social benefits resulting from increased connectedness with downtown. As highlighted above, physical barriers such as topography, railroads and freeway construction have resulted in a challenging landscape where traveling by bike or foot between local communities and downtown is difficult; these difficulties in travel are underscored by economic disparities and demographic differences. By closing this RBTN gap, the proposed project will forge greater access for local residents to the economic and social benefits concentrated in the city center.

(Limit 2,800 characters; approximately 400 words)

PART 2: Regional Bicycle Barrier Crossing Improvements and Major River Bicycle Barrier Crossings DEFINITIONS:

Regional Bicycle Barrier Crossing Improvements include crossings of barrier segments within the Regional Bicycle Barrier Crossing Improvement Areas as updated in the 2019 Technical Addendum to the Regional Bicycle Barriers Study and shown in the RBBS online map (insert link to forthcoming RBBS Online Map). Projects must create a new regional barrier crossing, replace an existing regional barrier crossing at the end of its useful life, or upgrade an existing barrier crossing to a higher level of bike facility treatment, to receive points for Part 2. Major River Bicycle Barrier Crossings include all existing and planned highway and bicycle/pedestrian bridge crossings of the Mississippi, Minnesota and St. Croix Rivers as identified in the 2018 update of the 2040 Transportation Policy Plan. Projects must create a new major river bicycle barrier crossing, replace an existing major river crossing at the end of its useful life, or upgrade the crossing to a higher level of bike facility treatment, to receive points for Part 2.

Projects that construct new or improve existing Regional Bicycle Barrier Crossings or Major River Bicycle Barrier Crossings will be assigned points as follows: (select one)

Tier 1 Yes

Tier 1 Regional Bicycle Barrier Crossing Improvement Area segments & any Major River Bicycle Barrier Crossings

Tier 2

Tier 2 Regional Bicycle Barrier Crossing Improvement Area segments

Tier 3

Tier 3 Regional Bicycle Barrier Crossing Improvement Area segments

Non-tiered

Crossings of non-tiered Regional Bicycle Barrier segments

No improvements

No Improvements to barrier crossings

If the project improves multiple regional bicycle barriers, check box.

Multiple

Projects that improve crossing of multiple regional bicycle barriers receive bonus points (except Tier 1 & MRBBCs)

Measure B: Project Improvements

Response:

The Hennepin/Dunwoody corridor is an important route connecting Near North neighborhoods and other adjacent neighborhoods with downtown Minneapolis. The corridor will form a key access point for transit riders at the METRO Green Line Extension Van White Station and E Line BRT on Hennepin. However, several deficiencies make the corridor poorly suited for serving a large volume of pedestrian and bicycle travel today, and these will only become more impactful as population grows and transit increases bicycle and pedestrian travel demand in the area.

From 2010 to 2019, the project area had:

- 371 crashes, which included 15 pedestrian crashes and 12 bicycle crashes
- 102 crashes (27 percent) resulted in a possible injury, minor injury, or serious injury. However, 18 of the 27 crashes involving people walking or bicycling resulted in an injury or possible injury. Pedestrians and bicyclists are significantly overrepresented in the injury crashes, making up 7 percent of all crashes but 67 percent of the injury crashes.

Existing bicycle or pedestrian deficiencies along the corridor include:

- Lack of bicycle facilities on Dunwoody from
 Linden Ave to Lyndale Ave North -- bicyclists share
 the street with vehicles or share the sidewalk with
 pedestrians
- Inadequate protection for bicyclists using the existing on-street bike lanes from Lyndale Avenue North to 12th Street -- existing on-street bike lanes are unprotected and narrow with only striping to

maintain the boundary between cyclists and vehicle traffic

- Wide, high volume intersections accessed by high speed roadways
- ---Existing pedestrian cross walks in the study area range from 50- to more than 100-feet
- ---Most recent available data shows:
- -----Dunwoody posted at 35 mph and carried 12,500 vehicles per day (vpd, 2015)
- ----Lyndale posted at 30 mph and carried 16,600 vpd (2015)
- -----Hennepin south of 17th Street posted at 30 mph and carried 27,610 vpd (2014)
- -----Hennepin Ave east of 17th Street posted at 30 mph and carried 15,000 vpd (2018)

Speed limits in the project area are being lowered from Linden Avenue to between 17th and 16th Street, the project will replace an existing westbound travel lane with a multiuse trail elevated above the street and protected from general traffic. From between 17th and 16th Street to 12th Street, the project will retain sidewalks and install protected on-street bicycle lanes by installing concrete-curb delineation and elevating the lanes to the level of the sidewalk at intersections. The project will also improve traffic signals and crossing distances. These improvements will decrease the risk of injury for all users by creating protected, shorter, dedicated pedestrian and bicycle facilities throughout the corridor.

(Limit 2,800 characters; approximately 400 words)

Response:

The project will construct a bidirectional multiuse trail on Dunwoody Boulevard from Linden Avenue to between 16th and 17th Street, and on-street curb-protected bicycle lanes on Hennepin Avenue from between 16th and 17th Street to 12th Street. The multiuse trail will replace one westbound travel lane on Dunwoody Boulevard and will be elevated to the level of the sidewalk. The protected bicycle lanes on Hennepin Avenue will elevate the lanes to the level of the sidewalk at intersections.

The project will increase the safety of all users of the corridor by providing dedicated and protected bicycle and pedestrian facilities. At present, those traveling on Dunwoody Boulevard by bicycle must use either the sidewalk or the street. Forcing bicyclists to share a space with pedestrians or vehicles increases the risk of modal conflict between motorized and non-motorized users. The existing on-street bicycle lanes from Lyndale Ave to 12th Street provide inadequate protection because do not include a physical barrier from vehicle traffic. The project will improve the security of all users of the corridor by providing designated and protected spaces for bicycles, pedestrians, and cars, respectively.

In addition to safety, the project will improve the overall travel experience for pedestrians and bicyclists along the corridor by providing attractive and intuitive facilities that incorporate seamlessly with the city's multimodal system. The project will create a connection to local and regional trail systems to the west including the Cedar Lake Regional Trail and Luce Line Trail, providing trail users a safe and convenient route to downtown Minneapolis. The project will also feed into the protected multiuse path on Van White Memorial Boulevard, establishing a direct connection to the

Harrison neighborhood and the Near North. Finally, the project will connect at 12th Street with the new protected bicycle lanes installed in the Hennepin Avenue reconstruction project. The importance of the project corridor to the regional multimodal system is reflected in its designation as a Tier 1 RBTN corridor.

Lastly, the project will provide a key bicycle and pedestrian connection to current and future transit service. Riders of the planned METRO Green Line Extension arriving to the Van White Station will be able to enjoy safe and convenient travel to Dunwoody and points east. The corridor will also serve users of the planned E Line BRT. Finally, the new pedestrian and bicycle facilities will improve access to local bus service in and around downtown.

(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)Layout (25 Percent of Points)

Layout should include proposed geometrics and existing and proposed right-of-way boundaries.

Layout approved by the applicant and all impacted jurisdictions (i.e., cities/counties that the project goes through or agencies that maintain the roadway(s)). A PDF of the layout must be attached along with letters from each jurisdiction to receive points.

100%

Attach Layout

Please upload attachment in PDF form.

Layout completed but not approved by all jurisdictions. A PDF of the layout must be attached to receive points.

Yes

Attach Layout

1589473225307_Hennepin Dunwoody Proposed Layout.pdf

Please upload attachment in PDF form.

Layout has not been started

0%

Anticipated date or date of completion

07/31/2023

2) Review of Section 106 Historic Resources (15 Percent of Points)

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

100%

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

Yes

100%

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

80%

Historic/archeological property impacted; determination of adverse effect anticipated

40%

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

0%

Project is located on an identified historic bridge

3)Right-of-Way (25 Percent of Points)

Right-of-way, permanent or temporary easements either not required or all have been acquired

100%

Right-of-way, permanent or temporary easements required, plat, legal descriptions, or official map complete

50%

Right-of-way, permanent or temporary easements required, parcels identified

Yes

25%

Right-of-way, permanent or temporary easements required, parcels not all identified

0%

Anticipated date or date of acquisition

12/31/2023

4)Railroad Involvement (15 Percent of Points)

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

Yes

100%

Signature Page

Please upload attachment in PDF form.

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

50%

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

0%

Anticipated date or date of executed Agreement

5) Public Involvement (20 percent of points)

Projects that have been through a public process with residents and other interested public entities are more likely than others to be successful. The project applicant must indicate that events and/or targeted outreach (e.g., surveys and other web-based input) were held to help identify the transportation problem, how the potential solution was selected instead of other options, and the public involvement completed to date on the project. List Dates of most recent meetings and outreach specific to this project:

Meeting with general public: 04/29/2020

Meeting with partner agencies: 03/19/2020

Targeted online/mail outreach: 05/14/2020

Number of respondents: 4000

Meetings specific to this project with the general public and partner agencies have been used to help identify the project need.

Yes

100%

Targeted outreach to this project with the general public and partner agencies have been used to help identify the project need.

75%

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

50%

At least one meeting specific to this project with key partner agencies 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%

The improvements included in the Hennepin-Dunwoody Bikeway project have been directly informed by the multi-year engagement effort surrounding the City's Transportation Action Plan. Preliminary engagement on the Minneapolis Transportation Action Plan began in 2018. Public Works staff talked with thousands of people about transportation at Open Streets and other community events this past summer. We also heard from over 3,000 people through an online survey.

Working with the City?s Neighborhood and

Community Relations (NCR) Cultural Engagement

Team, Public Works held seven community dialogues to connect with communities of different cultures, languages and abilities through small group discussions in spring of 2019. Key messages from the conversations influenced the Hennepin-Dunwoody proposal. In late 2018 Minneapolis Public Works put out an open call for engagement services to artists and community-based organizations to extend the transportation conversation. Contracts were awarded to six organizations and artists, who hosted a series of 30 events in the spring of 2019. A variety of events

were held around the city, including focus groups with students, community meetings, resident

surveys and pop up art events.

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

Phase II engagement began with the launch of our website in early 2019. Throughout the spring and summer of 2019 Public Works staff connected with thousands of residents and visitors of Minneapolis through workshops, Open Streets events, online surveys and a variety of other activities. Phase III engagement began following the release of the Draft Plan in earl 2020, and has consisted of one inperson open house, and three online open houses (http://go.minneapolismn.gov/get-involved).

Primary themes emerging from this engagement include a desire to prioritize the safety and visibility of pedestrians at intersections, build bikeways that overcome significant barriers, complete an all ages and ability network of bikeways that improves the safety and comfort of bicycling, and design bikeways that serve as an asset to people who may not currently be riding a bike. The Hennepin-Dunwoody projects seeks to directly address this feedback by improving visibility and safety at intersections, and by building all ages and abilities protected bike facilities throughout the corridor.

The Hennepin-Dunwoody Bikeway was also directly informed by the 2015 Protected Bikeway Update to the Bicycle Master Plan, which specifically identified the Hennepin-Dunwoody corridor as a Priority Protected Bikeway following community engagement.

Measure A: Cost Effectiveness

Total Project Cost (entered in Project Cost Form): \$4,700,000.00

Enter Amount of the Noise Walls: \$0.00

Total Project Cost subtract the amount of the noise walls: \$4,700,000.00

Points Awarded in Previous Criteria

Cost Effectiveness \$0.00

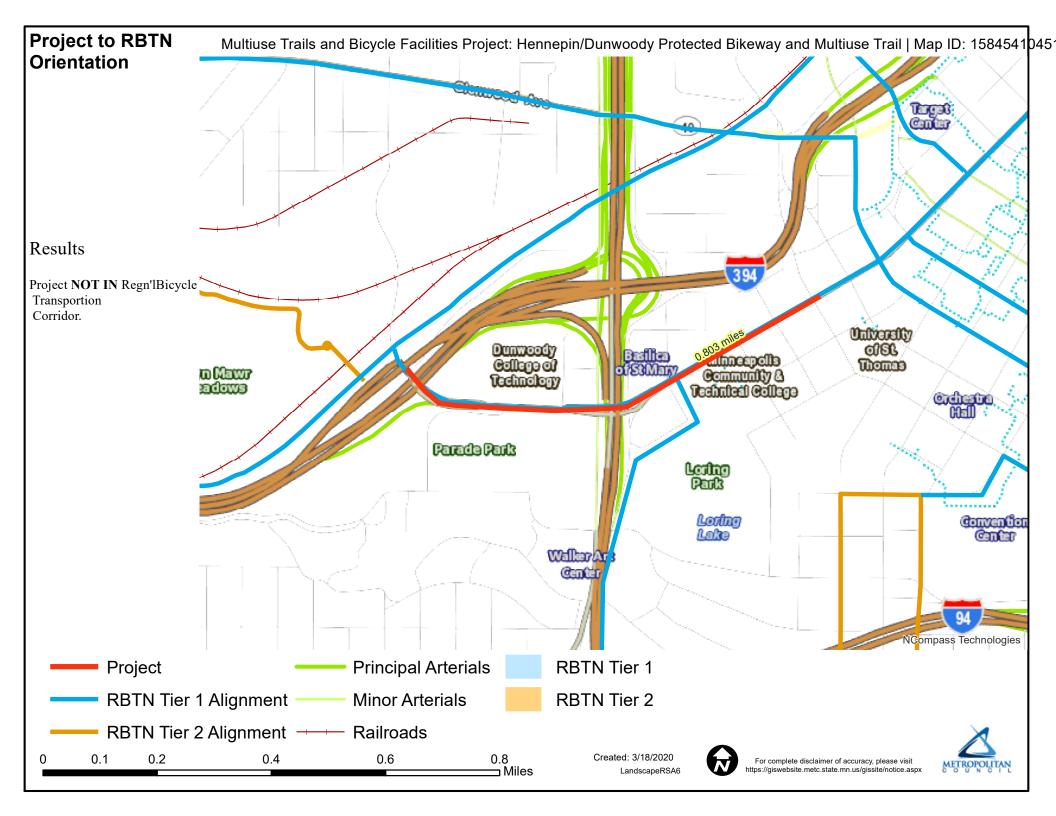
Other Attachments



04_Existing Conditions Photo

1.7 MB

File Name	Description	File Size
Application Letter.pdf	Agency Letter of Support	5.6 MB
Hennepin Dunwoody 1 Page Summary.pdf	01_Hennepin Dunwoody 1 Page Summary	2.8 MB
HennepinDunwoodyExistingConditionsProjectMap05122020.pdf	03_Hennepin Dunwoody Existing Conditions Project Map	985 KB
Hennepin_Dunwoody Demographics - Minnesota Compass.pdf	02_Hennepin Dunwoody Demographics - Minnesota Compass	552 KB
Henn_Dunwoody Maintenance Letter v2.pdf	Year-round Maintenance Letter	141 KB
MnDOT Hennepin Dunwoody Bikeway.pdf	MnDOT Letter of Support	547 KB



Created: 3/18/2020

LandscapeRSA4

For complete disclaimer of accuracy, please visit

https://giswebsite.metc.state.mn.us/gissite/notice.aspx

0.2

0.1

0.4

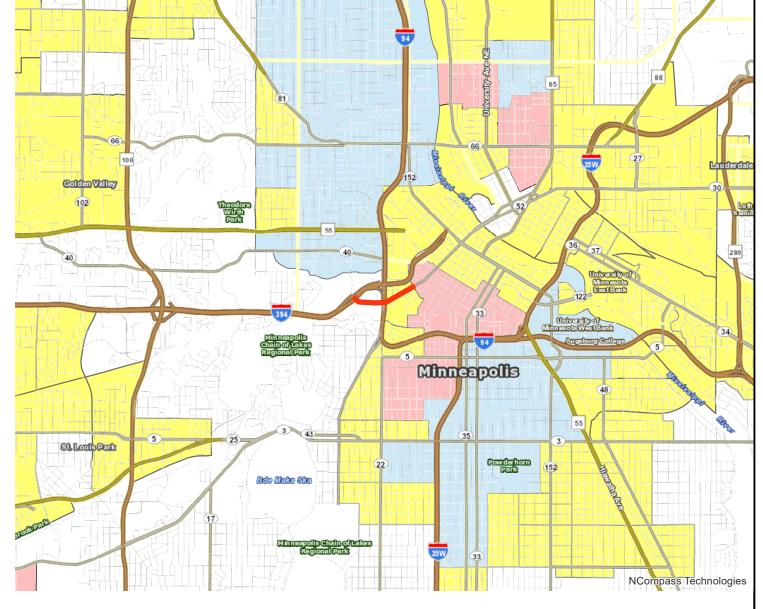
0.6

8.0

⊐ Miles

Area of Concentrated Poverty: (0 to 24 Points)

Tracts within half-mile: 103400 104100 104400 105100 105201 105204 105500 105600 106500 106700 126100 126200



Lines Area of Concentrated Poverty Area of Concentrated Povertry > 50% residents of color Above reg'l avg conc of race/poverty

Miles

Created: 3/18/2020

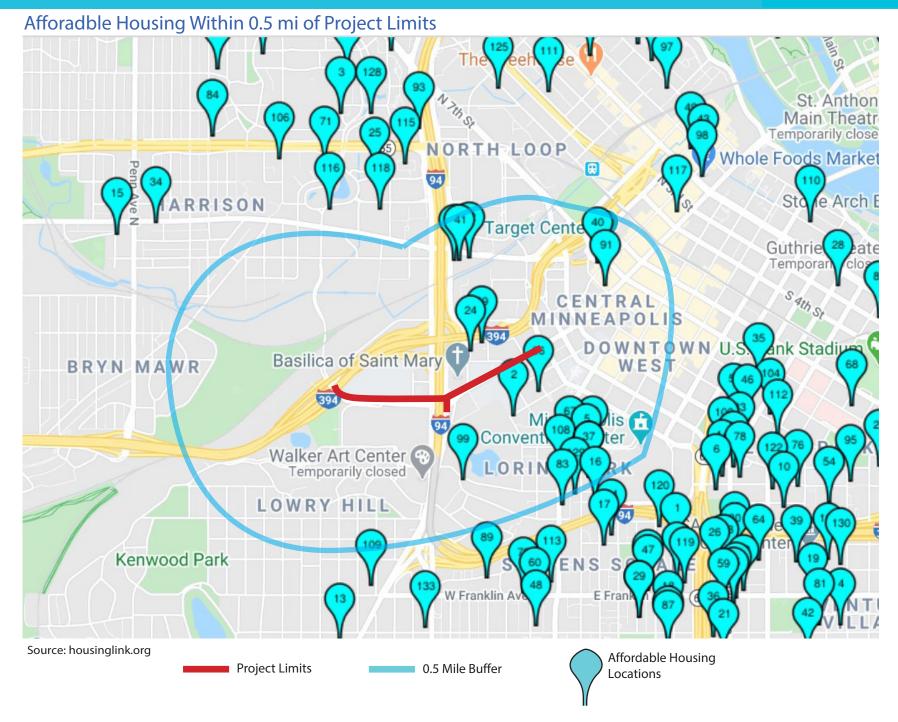


For complete disclaimer of accuracy, please visit http://giswebsite.metc.state.mn.us/gissite/notice.aspx



Hennepin - Dunwoody Protected Bikeway and Pedestrian Improvements







350 S. Fifth St. - Room 239 Minneapolis, MN 55415 TEL 612.673.3000

www.minneapolismn.gov

May 15, 2020

Ms. Elaine Koutsoukos Metropolitan Council 390 North Robert Street St. Paul, Minnesota 55101

Re: 2020 Regional Solicitation Applications

Dear Ms. Koutsoukos,

The City of Minneapolis Department of Public Works is submitting a series of applications for the 2020 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 February 28, 2020 and May 8, 2020. The City is submitting applications for 10 projects, as listed in the table below, and commits to operate and maintain these facilities through their design life.

Project Name	Met Council Category
Nicollet Avenue – Minnehaha Parkway to 61st Street East	Roadway Reconstruction/ Modernization
42nd Street East – Nicollet Avenue to Cedar Avenue	Roadway Reconstruction/ Modernization
Johnson Street Northeast/I-35W Ramps	Spot Mobility
Intelligent Transportation System Upgrades and Enhancements	Traffic Management Technologies
Hennepin Avenue & Dunwoody Boulevard Bikeway	Multiuse Trails and Bicycle Facilities
Augsburg Bridge over I-94	Multiuse Trails and Bicycle Facilities
Phillips Neighborhood Pedestrian Safety Improvements	Pedestrian Facilities
Green Central - Safe Routes to School	Safe Routes to School
Citywide Signal Retiming Project	Traffic Management Technologies
Nicollet Avenue Bridge over Minnehaha Creek	Bridge Rehabilitation/ Replacement

The specific applications are described in the attached "Request for City Council Committee Action." Thank you for the opportunity to submit these applications.

Sincerely,

Robin Hutcheson Director of Public Works



Council Action No. 2020A-0177

City of Minneapolis

File No. 2020-00225

Committee: TPW, WM

Public Hearing: None

Passage: Feb 28, 2020

Publication: MAR 0 7 2020

RECO	ORD OF C	OUNCIL	VOTE	
COUNCIL MEMBER	AYE	NAY	ABSTAIN	ABSENT
Bender	×			
Jenkins	×			
Johnson	×			161
Gordon	×			
Reich	×			
Fletcher	×			
Cunningham				×
Ellison	×			
Warsame	×			
Goodman				×
Cano	×			
Schroeder	×			
Palmisano	×			

	MAYOR ACTION
APPROVED	VETOED
	15
	MAYOR
	MAR 0 2 2020
	DATE

Certified an official action of the City Council

Presented to Mayor: FEB 2 8 2020

Received from Mayor: MAR 0 3 2020

The Minneapolis City Council hereby:

- 1. Approves the submission of a series of applications for federal transportation funds through Metropolitan Council's 2020 Regional Solicitation Program.
- 2. Authorizes the commitment of local funds to provide the required local match for the federal funding.

Grant applications for 2020 Metropolitan Council Regional Solicitation for federal transportation funds (RCA-2020-00136)

ORIGINATING DEPARTMENT

Public Works Department

To Committee(s)

#	Committee Name	Meeting Date
1	Transportation & Public Works Committee	Feb 18, 2020
2	Ways & Means Committee	Feb 25, 2020

LEAD Mike Samuelson, **PRESENTED** Mike Samuelson,

STAFF: Transportation Planner, **BY:** Transportation Planner,

Transportation Planning & Transportation Planning &

Programming Programming

Action Item(s)

#	File Type	Subcategory	Item Description
1	Action	Grant	Approving the submission of a series of applications for federal transportation funds through Metropolitan Council's 2020 Regional Solicitation Program.
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

The City will prepare a series of applications for the 2020 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 city projects, estimate of requested amounts, and the minimum local match. Each project requires a minimum 20% local match for construction in addition to the costs for design, engineering, administration, and 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 2024 and 2025.

Public Works identifies projects that meet the eligibility requirements for federal funding 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*, Complete Streets Policy and Vision Zero).

The 2020 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 as provided by the Metropolitan Council; 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)
- o Bridges Rehabilitation/Replacement
- Spot Mobility and Safety
- 2. Transit and Travel Demand Management (TDM) Projects
 - o Arterial Bus Rapid Transit Project
 - Transit Expansion
 - Transit System Modernization
 - Travel Demand Management
- 3. Bicycle and Pedestrian Facilities
 - Multiuse Trails and Bicycle Facilities
 - Pedestrian Facilities
 - Safe Routes to School (Infrastructure Projects)

The City is recommending the submittal of up to eight applications, which are summarized below. See attachment for specific project locations. The City is not planning to submit in categories that don't align with our goals (Road Expansion), where we do not have competitive applications (Bridges Rehabilitation/Replacement), or where partner agencies will be submitting (Transit and TDM).

Project Name	Met Council Category	Maximum Federal Amount	Minimum Local Match Required (20%)
Nicollet Avenue – Minnehaha Parkway to 61st Street East	Roadway Reconstruction/ Modernization	\$7,000,000	\$1,400,000
42nd Street East – Nicollet Avenue to Cedar Avenue	Roadway Reconstruction/ Modernization	\$7,000,000	\$1,400,000
Johnson Street Northeast/I-35W Ramps	Spot Mobility	\$3,500,000	\$700,000
Intelligent Transportation System Upgrades and Enhancements	Traffic Management Technologies	\$3,500,000	\$700,000
Hennepin Avenue & Dunwoody Boulevard Bikeway	Multiuse Trails and Bicycle Facilities	\$5,500,000	\$1,100,000
Augsburg Bridge over I-94	Multiuse Trails and Bicycle Facilities	\$5,500,000	\$1,100,000
Phillips Neighborhood Pedestrian Safety Improvements	Pedestrian Facilities	\$1,000,000	\$200,000
Green Central - Safe Routes to School	Safe Routes to School	\$1,000,000	\$200,000
	Totals	\$34,000,000	\$6,800,000

Details of the proposed applications are described below.

Nicollet Avenue – Minnehaha Parkway to 61st Street East

The proposed project is a complete reconstruction of Nicollet Avenue from Minnehaha Parkway to 61st Street East, approximately 1.0 mile. Nicollet Avenue has been identified as a future reconstruction candidate, driven primarily by deteriorating and aging infrastructure conditions. This segment will be programmed in the City's Capital Improvement Program (CIP) for reconstruction in 2025. The proposed project will reconstruct the pavement surface, curb and gutter, signage, storm drains, driveway approaches, traffic signals,

striping, lighting, street trees, sidewalks, and ADA ramps. The project will also provide an opportunity for pedestrian and transit enhancements along the street, as well as upgrading the existing bicycle facility to provide separation between vehicles and bicycles.

Program Category: Roadway Reconstruction/Modernization

<u>42nd Street – Nicollet Avenue to Cedar Avenue</u>

The proposed project is a complete reconstruction of 42nd Street East from Nicollet Avenue to Cedar Avenue, approximately 1.5 miles. 42nd Street East has been identified as a future reconstruction candidate, driven primarily by deteriorating and aging infrastructure conditions. This section of 42nd Street East is also identified as a High Injury Street in the City's Vision Zero Action Plan, meaning it is a corridor that experiences a disproportionate share of citywide crashes. The proposed project will reconstruct the pavement surface, curb and gutter, traffic signals, lighting, ADA ramps, some sidewalks, as well as construct a bicycle facility. Further, the reconstruction of this section of 42nd Street East will provide an opportunity for the creation of comprehensive safety improvements for all modes of travel to address the disproportionately high number of crashes which occur on this street. This segment will be programmed in the City's Capital Improvement Program (CIP) for reconstruction in 2024.

Program Category: Roadway Reconstruction/Modernization

Johnson Street Northeast/I-35W Ramps

This project proposes a major renovation of the intersection between Johnson Street Northeast and the I-35W ramps. This section of Johnson Street Northeast is also identified as a High Injury Street in the City's Vision Zero Action Plan, meaning it is a corridor that experiences a disproportionate share of citywide crashes. The existing intersection, which also serves as a driveway for the adjacent Quarry shopping center, currently features slip lanes on all four approaches, and does not have sidewalks or pedestrian ramps on two corners. Johnson Street Northeast between 18th Street Northeast and Broadway Street Northeast is planned to be a low-stress bikeway, and the renovation of the intersection will allow for safe bikeway facilities for users of all ages and abilities. The project would work with MnDOT to improve safety for all modes of travel and create a dedicated bike facility. The project will be programmed into the City's CIP in 2024.

Program Category: Spot mobility.

Intelligent Transportation System Upgrades & Enhancements

The purpose of the project is to upgrade the City's traffic management systems. Key features of the project include installing fiber optic cable to create a higher bandwidth and

more reliable traffic communication network, deploying additional cameras to monitor congestion, upgrading detection systems, and installing infrastructure for advancements in connected vehicle to infrastructure technology in locations throughout the city. The City is collaborating with Hennepin County on the project.

Program Category: Traffic Management Technologies

Hennepin Avenue & Dunwoody Boulevard Bikeway

The proposed project would fill a gap in the protected bikeway network between 12th Street South and the new light rail station on the METRO Green Line Extension at Van White Memorial Boulevard west of I-394 (currently under construction). This project would improve the existing bikeway on Hennepin Avenue west of 12th Street South and create a new bikeway facility on Dunwoody Boulevard. The result would be a 0.9 mile protected bikeway that connects to the new protected bikeway being built during the Hennepin Avenue reconstruction. This bikeway would connect to two regional education destinations, Dunwoody College of Technology and Minneapolis Community and Technical College. Together, these two institutions have approximately 12,000 students and hundreds of additional staff and faculty. The project would also provide an opportunity to improve safety for all modes of travel, make ADA upgrades, improve transit stops, and upgrade traffic signals. The project will be programmed into the City's CIP in 2024.

Program Category: Multiuse Trails and Bicycle Facilities

<u>Augsburg Bridge over I-94</u>

The City is partnering with MnDOT to submit an application that would replace the non-motorized bridge over I-94 near Augsburg University connecting the Riverside and Seward neighborhoods. MnDOT is leading the development of the application and the City will be the local sponsor with financial participation following the adopted cost participation policy. The scope of the project will include a multimodal bridge in the general vicinity of 21st/22nd/23rd Ave, with full ADA accommodations. Engagement and preliminary engineering will help further guide the design when project financing is finalized.

Program Category: Multiuse Trails and Bicycle Facilities

Phillips Neighborhood Pedestrian Safety Improvements

The proposed project would include the implementation of pedestrian focused safety improvements at select intersections along 24th Street, 26th Street, and 28th Street in the broader Phillips Neighborhood. All three of these streets have been identified as High Injury Streets in the City's Vision Zero Action Plan. The prioritization of this project supports the

City's commitment to Vision Zero to eliminate serious and fatal crashes within 10 years. Intersection improvements may include signal upgrades, ADA-compliant curb ramps, bump outs, medians, signage, traffic control devices, and pavement markings at select locations.

Program Category: Pedestrian Facilities

Green Central - Safe Routes to School

The proposed project would include pedestrian and bicycle-related improvements along two connected corridors:

- 34th Street East from 3rd Avenue South to 10th Avenue South
- 10th and/or 11th Avenues South from 34th Street East to the Midtown Greenway

The project will connect to Green Central Elementary School, Wellstone High School, and Andersen United Community School. Pedestrian and bicycle improvements may include ADA-compliant curb ramps, traffic circles, speed bumps, speed tables, bump outs, medians, diverters, signage, traffic control devices, and pavement markings at select locations.

Program Category: Safe Routes to School

The proposed projects were presented to the Pedestrian Advisory Committee on February 5th, 2020, and to the Bicycle Advisory Committee on January 22nd, 2020. The Bicycle Advisory Committee passed a resolution in support of submitting for all projects described above.

FISCAL NOTE

No fiscal impact anticipated

Attachments

2020 Regional Solicitation Project Submissions Map



Council Action No. 2020A-0413

City of Minneapolis

File No. 2020-00532

Committee: POGO

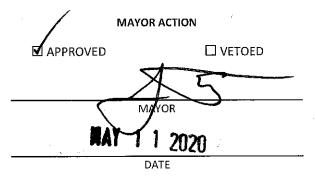
Public Hearing: None

Passage: May 8, 2020

Publication:

MAY 13 2020

RECORD OF COUNCIL VOTE				
COUNCIL MEMBER	AYE	NAY	ABSTAIN	ABSENT
Bender	×			
Jenkins	×			
Johnson	×			
Gordon	×			
Reich	×			
Fletcher	×			
Cunningham	×			
Ellison	×			
Goodman	×			
Cano	×	<u>"</u>		
Schroeder	×			-
Palmisano	×			



Certified an official action of the City Council

Presented to Mayor: MAY 08 2020

Received from Mayor:

The Minneapolis City Council hereby:

- 1. Authorizes the submittal of up to two additional grant applications to the Metropolitan Council for federal transportation funds through Metropolitan Council's 2020 Regional Solicitation Program.
- 2. Authorizes the commitment of local funds to provide the required local match for the federal funding.

Grant applications for 2020 Metropolitan Council Regional Solicitation for federal transportation funds (RCA-2020-00447)

ORIGINATING DEPARTMENT

Public Works Department

To Committee(s)

#	Committee Name	Meeting Date
1	Policy & Government Oversight Committee	May 6, 2020

LEAD STAFF:

Mike Samuelson, Transportation Planner, Transportation Planning & Programming PRESENTED BY:

Mike Samuelson, Transportation Planner, Transportation Planning & Programming

Action Item(s)

#	File Type	Subcategory	Item Description
1	Action	Grant	Authorizing the submittal of up to two additional grant applications to the Metropolitan Council for federal transportation funds through Metropolitan Council's 2020 Regional Solicitation Program.
2	Action	Grant	Authorizing the commitment of local funds to provide the required local match for the federal funding.

Previous Actions

2020-00225 - Grant applications for 2020 Metropolitan Council Regional Solicitation for federal transportation funds

Ward / Neighborhood / Address

#	Ward	Neighborhood	Address
1.	All Wards		

Background Analysis

The City will prepare a series of applications for the 2020 Regional Solicitation for Federal Transportation Funds in response to the current Metropolitan Council solicitation. Council previously approved the submission of eight grant applications for the 2020 cycle (RCA 2020-00225), which will still be submitted, along with grant applications for up to two additional projects as outlined below.

This request includes a summary of the eligible project areas, a brief description of city projects, estimate of requested amounts, and the minimum local match. Each project requires a minimum 20% local match for construction in addition to the costs for design, engineering, administration, and 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 2024 and 2025.

Public Works identifies projects that meet the eligibility requirements for federal funding 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*, Complete Streets Policy and Vision Zero).

The 2020 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
 - o Traffic Management Technologies (Roadway System Management)
 - o Bridges Rehabilitation/Replacement
 - Spot Mobility and Safety
- 2. Transit and Travel Demand Management (TDM) Projects
 - Arterial Bus Rapid Transit Project
 - Transit Expansion
 - Transit System Modernization
 - Travel Demand Management
- 3. Bicycle and Pedestrian Facilities
 - Multiuse Trails and Bicycle Facilities
 - Pedestrian Facilities
 - o Safe Routes to School (Infrastructure Projects)

The City is recommending the submittal of up to 10 applications. Eight of these applications were included in a previous RCA (RCA 2020-00225). The additional two applications are summarized below, along with the total federal funding requested and the total minimum local match for all 10 applications. See attachment for specific project locations. The City is not planning to submit in categories that don't align with our goals (Road Expansion) or where partner agencies will be submitting (Transit and TDM).

Project Name	Category	Maximum Federal Amount	Minimum Local Match Required (20%)
•	Traffic Management Technologies	\$3,500,000	\$700,000
Bridge over	Replacement	\$7,000,000	\$1,400,000
	Totals	\$10,500,000	\$2,100,000
Total Approved by Council in February		S34.000.000	\$6,800,000
	Grand Total	\$44,500,000	\$8,900,000

Details of the proposed applications are described below.

<u>Citywide Signal Retiming Project</u>

The purpose of this project is to install traffic management equipment to support the operation of our traffic signals and to retime all 820 signals in the City of Minneapolis. The new timing patterns will change the paradigm of auto-centric signal timing that has historically been used in major cities throughout the United States to one that is guided by recent City of Minneapolis policies and initiatives such as Minneapolis 2040, Complete Streets, Vision Zero and the draft Transportation Action Plan. The reframed timing plans will incorporate strategies to improve transit efficiency and reliability, to better manage speeds on the city network and to enhance bike and pedestrian comfort and safety. The new signal timings will also reflect the recent change to speed limits on city-controlled streets. *Program Category: Traffic Management Technologies*

Nicollet Avenue Bridge over Minnehaha Creek

This project proposes the major repair and renovation of the Nicollet Avenue Bridge over Minnehaha Parkway and Minnehaha Creek and is programmed in the City's Capital Improvement Program (CIP) for major rehabilitation in 2025. The existing bridge is a 16-span open-spandrel concrete arch bridge, 818 feet long and 63 feet wide. The original bridge was built in 1923 and renovated in 1974. Numerous bridge components are significantly deteriorated, in poor condition and should be repaired or replaced in order to extend the useful life of the structure.

Program Category: Bridge Rehabilitation/Replacement

FISCAL NOTE

• No fiscal impact anticipated

Attachments

2020 Metropolitan Council Regional Solicitation Project Map

Project Overview

The City of Minneapolis is requesting a federal grant to fund construction of off-street bicycle lanes and a dedicated multiuse trail and along Dunwoody Boulevard and Hennepin Avenue between Linden Avenue and N 12th Street, passing through the Lyndale Avenue intersection. This is a primary access route to downtown for residents of adjacent designated ACP/ACP50 communities and will form an important connection for riders of the planned Green Line Extension and E Line BRT.

The project will

- Construct a bidirectional multiuse trail on Dunwoody
 Boulevard and Hennepin Avenue from Linden Avenue to
 between 17th and 16th Street. The multiuse trail will
 replace the existing westbound travel lane with a
 dedicated two-way multimodal facility that is elevated
 above the street grade and protected from vehicle
 traffic by a concrete barrier.
- Construct protected one-way, on-street curb-protected bicycle lanes on Hennepin Avenue from between 17th and 16th Street to 12th Street. The lanes will replace existing painted on-street lanes and elevate the lanes to the level of the sidewalk at intersections.
- Make traffic signal and pedestrian crossing improvements throughout the corridor.

Benefits

These improvements will create a bicycle and pedestrian connection between the Near North, other adjacent neighborhoods, and the jobs, retail, services, and entertainment in downtown Minneapolis. By filling this gap in the bicycle and pedestrian network, the project will improve safe, convenient, and equitable access.

Requested federal amount: \$3,760,000 City of Minneapolis Match: \$940,000

Total project cost: \$4,700,000

LEGEND Hennepin/Dunwoody Project Area LYSTY LEGEND STATEST LANDALE AVE N LEGEND LEGEN

Project Area



Before Photo

Contact: Luke Hanson Transportation Planner Minneapolis Public Works 612-875-7237

luke.hanson@minneapolismn.gov

Project Schedule



If selected, improvements would be implemented in 2024 or 2025. Public Works plans to install temporary improvements ahead of any permanent improvements.



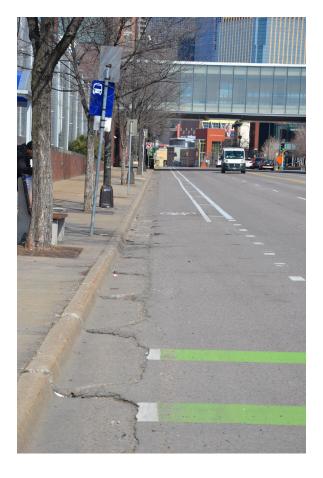
Before Photos

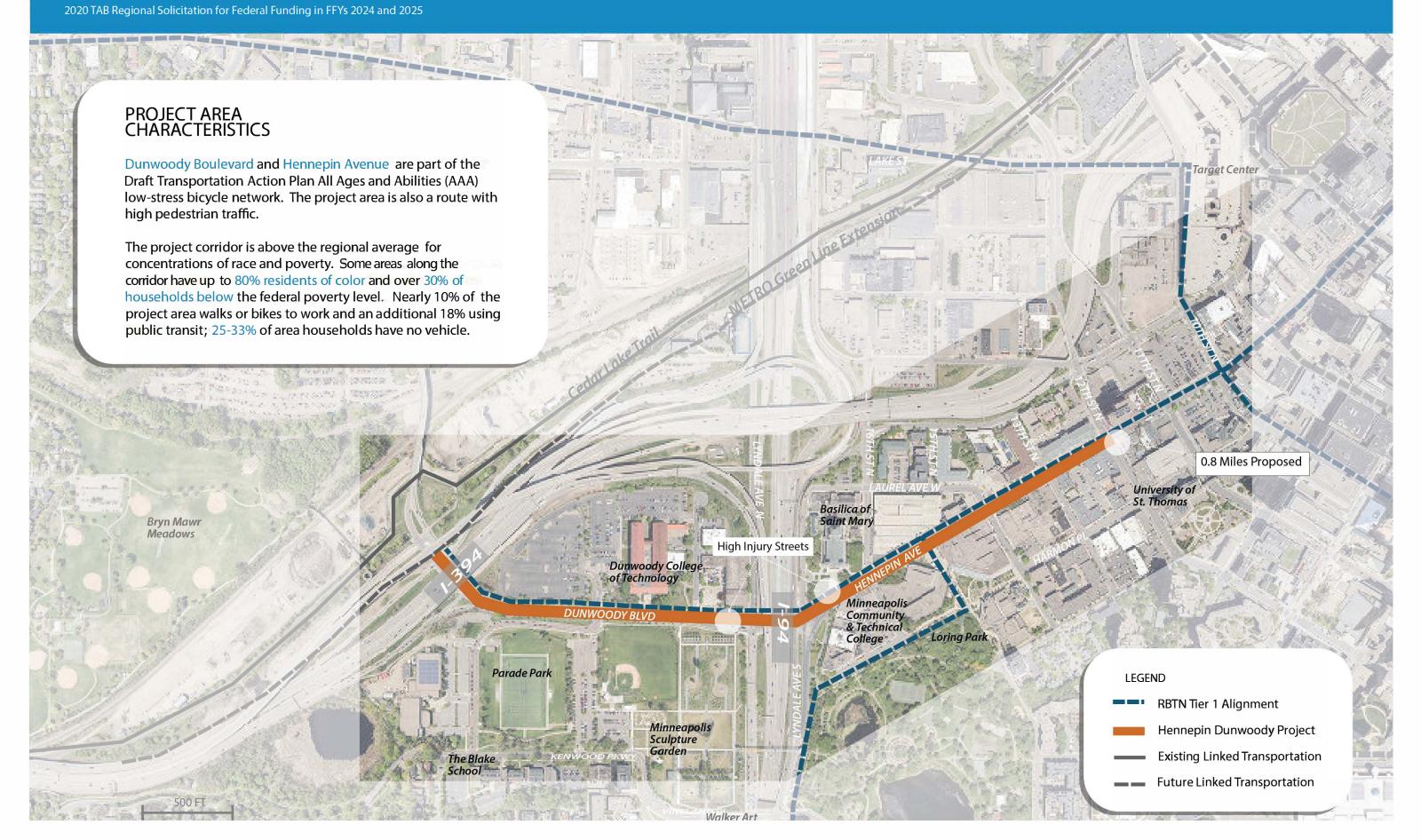












CUSTOM GEOGRAPHIC PROFILE

At-a-glance facts about residents, households, and workforce. Data are largely derived from the U.S. Census Bureau. When a data point is missing or considered unreliable, it will not display or be labeled suppressed. See information about geographic profile sources.



Selected geography: Custom selection area



Custom selection area

Total population	12,964	100.0%
sender and age (2013-2017)		
Male	6,980	53.8%
Female	5,983	46.2%
Under 5 years	488	3.8%
5-9 years	253	2.0%
10-14 years	209	1.6%
15-17 years	suppresse	ed
18-24 years	1,362	10.5%
25-34 years	4,242	32.7%
35-44 years	1,494	11.5%
45-54 years	1,759	13.6%
55-64 years	1,450	11.2%
65-74 years	911	7.0%
75-84 years	440	3.4%
85 years and older	294	2.3%
17 years and younger	1,012	7.8%
18-64 years	10,307	79.5%
65 years and older	1,645	12.7%
tace and ethnicity (2013-2017)		
White	9,429	72.7%
Of Color	3,534	27.3%
Black or African American	1,509	11.6%
American Indian and Alaskan Native	suppresse	d

Two or more races	591	4.6%
Hispanic or Latino	652	5.0%
Foreign-born (2013-2017)		
Foreign-born residents	1,795	13.89
Language spoken (2013-2017)		
Population (5 years and older)	12,476	100.0
English only	10,556	84.6
	4.000	
Language other than English	1,920	15.4
Language other than English Speaks English less than "very well"	716	15.4 5.7
Speaks English less than "very well"	· ·	5.7
Speaks English less than "very well" Disability (2013-2017)	716	100.0
Speaks English less than "very well" Disability (2013-2017) Total population for whom disability status is determined	716	100.0
Speaks English less than "very well" Disability (2013-2017) Total population for whom disability status is determined Population with a disability	716	
Speaks English less than "very well" Disability (2013-2017) Total population for whom disability status is determined Population with a disability Residence one year ago (2013-2017)	716 12,942 1,730	5.7 100.0 13.4
Speaks English less than "very well" Disability (2013-2017) Total population for whom disability status is determined Population with a disability Residence one year ago (2013-2017) Population (1 year and over in US)	12,942 1,730	100.0



Custom selection area

Household income (2017 dollars) (2013-2017)		
Total households	8,340	100.0%
Less than \$35,000	3,362	40.3%
\$35,000-\$49,999	699	8.4%
\$50,000-\$74,999	1,270	15.2%
\$75,000-\$99,999	802	9.6%
\$100,000 or more	2,206	26.5%
Median household income (2017 dollars)	\$50,414	
Poverty (2013-2017)		
All people for whom poverty status is determined	12,829	100.0%
With income below poverty	2,726	21.2%
With income 100-149% of poverty	941	7.3%
With income 150-199% of poverty	879	6.9%
With income 200% of poverty or higher	8,284	64.6%
17 years and younger (percent of people under age 18)	425	47.3%
18-64 (percent of people 18-64)	2,141	24.3%
65 years and older (percent of people age 65+)	159	9.7%
17 years and younger (percent of people under age 18)	425	47.3%
18-24 (percent of people age 18-24)	542	40.0%
25-34 (percent of people age 25-34)	499	11.8%



35-44 (percent of people age 35-44)

45-54 (percent of people age 45-54)

55-64 (percent of people age 55-64)

65 years and older (percent of people age 65+)

223

507

371

159

14.9%

28.9%

25.6%

9.7%





May 15, 2020 Elaine Koutsoukos TAB Coordinator Metropolitan Council 390 Robert St. North St. Paul, MN 55101-1805

Re: Letter confirming snow and ice removal for year-round bicycle and pedestrian use for Hennepin Avenue/Dunwoody Boulevard Bikeway Project

The City of Minneapolis is committed to provide year-round maintenance services to provide access for all users for the proposed Hennepin Avenue/Dunwoody Boulevard Bikeway Project, consistent with the level of service across the city.

CC: Bryan Dodds, Deputy Public Works Director and City Engineer; Mike Kennedy, Director of Transportation Maintenance and Repair



MnDOT Metro District 1500 West County Road B-2 Roseville, MN 55113

May 12, 2020

Mike Samuelson Transportation Planner City of Minneapolis 350 S 5th St, #203 Minneapolis, MN 55415

Re: MnDOT Letter for the City of Minneapolis

Metropolitan Council/Transportation Advisory Board 2020 Regional Solicitation Funding Request for Hennepin Avenue/Dunwoody Boulevard Bikeway Project

Dear Mike Samuelson,

This letter documents MnDOT Metro District's recognition for the City of Minneapolis to pursue funding for the Metropolitan Council/Transportation Advisory Board's (TAB) 2020 Regional Solicitation for Hennepin Avenue/Dunwoody Blvd Bikeway Project.

As proposed, this project impacts MnDOT right-of-way on. As the agency with jurisdiction over I-94 and I-394, MnDOT will allow the City of Minneapolis to seek improvements proposed in the application for the proposed bikeway. If funded, details of any future maintenance agreement with Minneapolis will need to be determined during project development to define how the improvements will be maintained for the project's useful life.

There is no funding from MnDOT currently planned or programmed for this project/location. Due to expected loss of future state and federal transportation revenues as a result of the COVID-19 pandemic, there is likely to be significant disruptions to the current MnDOT construction program that will surface in the next year. MnDOT does not anticipate partnering on local projects beyond current agreements.

In addition, the Metro District currently does not anticipate any significant discretionary funding in years 2024-25 that could fund project construction, nor do we have the resources to assist with MnDOT services such as the design or construction engineering of the project. If your project receives funding, continue to work with MnDOT Area staff to coordinate project development and to periodically review needs and opportunities for cooperation.

MnDOT Metro District looks forward to continued cooperation with Minneapolis as this project moves forward and as we work together to improve safety and travel options within the Metro Area.

If you have questions or require additional information at this time, please reach out to West Area Manager April Crockett at April.Crockett@state.mn.us or 651-234-7728.

Sincerely,

Michael Barnes, PE Metro District Engineer

CC: April Crockett, Metro District Area Manager Molly McCartney, Metro Program Director

Dan Erickson, Metro State Aid Engineer