



Application

13875 - 2020 Pedestrian Facilities (Sidewalks, Streetscaping, and ADA)

14095 - Phillips neighborhood pedestrian safety

Regional Solicitation - Bicycle and Pedestrian Facilities

Status: Submitted
Submitted Date: 05/15/2020 3:25 PM

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

Organization Information

Name: MINNEAPOLIS,CITY OF

Jurisdictional Agency (if different):

Organization Type: City
Organization Website: <http://www.ci.minneapolis.mn.us/>
Address: DEPT OF PUBLIC WORKS
309 2ND AVE S #300

* MINNEAPOLIS Minnesota 55401
City State/Province Postal Code/Zip
County: Hennepin
Phone:* 612-673-3884
Ext.
Fax:
PeopleSoft Vendor Number 0000020971A2

Project Information

Project Name Phillips Neighborhood Pedestrian Safety Improvements
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 proposed project will provide pedestrian safety and ADA accessibility improvements at intersections along the Chicago Avenue, E 24th Street, and E 28th St corridors in the Phillips Community. These safety improvements include:

- ADA pedestrian curb ramps
- Curb extensions (bump outs)
- Pedestrian refuge islands (medians)
- Rectangular Rapid Flash Beacons (RRFBs)
- Upgraded traffic signal systems with APS and countdown timers
- New marked crosswalks, lane striping changes, and complimentary new signage

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

The project corridors represent key pedestrian access routes within the Phillips Community and are identified on the City's Pedestrian Priority Network. The Chicago Avenue corridor, running north-south from E 25th Street to E 28th Street along the Children's Hospital and Abbott Northwestern medical complex, is a central pedestrian gateway connecting valuable social services, community resources, and public transit to local residents. The 28th Street project corridor runs from Chicago Ave to S 10th Ave between sections of the Abbott Northwestern medical complex. The 24th Street project corridor, running from Elliot Avenue to S 17th Avenue, is a central east-west pedestrian route that begins two blocks southeast of Peavey Field Park and extends to the southwestern corner of East Phillips Park, and provides access for local residents to public spaces and popular commercial destinations such as the Village Market shopping center.

The corridors provide transit connections at multiple locations, including Metro Transit's Route 5 and the planned D-Line. Given the community's low rate of auto ownership, safe and comfortable pedestrian access to transit services is key for area residents' access to the broader metropolitan area for work, school, services, recreation, and retail needs.

Despite their important role in equitable access for the Phillips Community, the project corridors have experienced high concentrations of pedestrian crashes over the last 10 years. The Chicago Avenue project corridor saw 14 pedestrian crashes, the 24th Street project corridor saw 17 pedestrian crashes, and the 28th Street project corridor saw 9 pedestrian crashes (including crashes at Chicago Avenue) from 2009 to 2018.

The improvements to be completed under this project will improve pedestrian safety and access for Phillips residents, employees, and visitors by:

- Narrowing roadways to reduce the time a pedestrian is exposed to traffic, increase pedestrian visibility, and provide traffic calming.
- Making curb ramps and signals ADA-compliant to improve accessibility and comfort for all users.
- Installing RRFBs and signal upgrades to provide pedestrian crossing priority and increase compliance of vehicles stopping for pedestrians.

(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.](#)

Phillips Neighborhood Pedestrian Safety Improvements

Project Length (Miles)

1.1

to the nearest one-tenth of a mile

Project Funding

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

If yes, please identify the source(s)

Federal Amount \$1,000,000.00

Match Amount \$608,000.00

Minimum of 20% of project total

Project Total \$1,608,000.00

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

Match Percentage 37.81%

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: 2022, 2023

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 55404

(Approximate) Begin Construction Date 03/15/2024

(Approximate) End Construction Date 11/15/2024

Name of Trail/Ped Facility: Phillips Neighborhood

(i.e., CEDAR LAKE TRAIL)

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

From: Chicago Avenue: E 25th Street; 24th Street: Elliot Avenue;
(Intersection or Address) 28th Street: Chicago Ave

To: Chicago Avenue: E 28th Street; 24th Street: S 17th Avenue;
(Intersection or Address) 28th Street: S 10th Avenue

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

Miles of trail on the Regional Bicycle Transportation Network (nearest 0.1 miles): 0

Is this a new trail? No

Primary Types of Work

ADA ramps, curb extensions, pedestrian refuge islands, signals, striping, rectangular Rapid Flash Beacons (RRFBs)

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.

Goal B: Safety and Security. (p. 2.5)

- Objective A: Reduce fatal and serious injury crashes and improve safety and security for all modes of passenger travel and freight transport. (p. 2.5)

- Strategy B6. Regional transportation partners will use best practices to provide and improve facilities for safe walking and bicycling, since pedestrians and bicyclists are the most vulnerable users of the transportation system. (p. 2.8)

Goal C: Access to Destinations. (p. 2.10)

- Objective A: Increase the availability of multimodal travel options, especially in congested highway corridors. (p. 2.10)

- Objective E: Improve the availability of and quality of multimodal travel options for people of all ages and abilities to connect to jobs and other opportunities, particularly for historically 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 and provide connections between modes. The Metropolitan Council will prioritize regional projects that are multimodal and cost-effective and encourage investments to include appropriate provisions for bicycle and pedestrian travel. (p. 2.10)

- Strategy C2: Local units of government should provide a network of interconnected roadways, bicycle facilities, and pedestrian facilities to meet local travel needs using Complete Streets principles. (p. 2.11)

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

Goal E: Healthy and Equitable Communities. (p. 2.30)

- Objective C. Increase the availability and attractiveness of transit, bicycling, and walking to encourage healthy communities through the use of active transportation options. (p. 2.30)

- Objective D. Provide a transportation system that promotes community cohesion and connectivity for people of all ages and abilities, particularly for historically under-represented populations. (p. 2.30)

- Strategy E3: Regional transportation partners will plan and implement a transportation system that considers the needs of all potential users, including children, senior citizens, and persons with disabilities, and that promotes active lifestyles and cohesive communities. A special emphasis should be placed on promoting the environmental and health benefits of alternatives to single-occupant vehicle travel. (p. 2.31)

Goal F: Leveraging Transportation Investments to Guide Land Use. (p. 2.35)

- Objective C: Encourage local land use design that integrates highways, streets, transit, walking, and bicycling. (p. 2.35)

- Strategy F5: Local governments should adopt policies, develop partnerships, identify resources, and apply regulatory tools to support and specifically address the opportunities and challenges of creating walkable, bikeable, and transit-friendly places. (p. 2.37)

(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.

2020-2022 Minneapolis Vision Zero Action Plan: identifies 24th Street, 28th Street, and Chicago Avenue as High Injury Streets to be prioritized for safety improvements (pages 16-17).

The draft 2020 Minneapolis Transportation Action Plan identifies 24th Street, 28th Street, and Chicago Avenue on the Pedestrian Priority Network (page 42) "The Pedestrian Priority Network is a grid of streets that represent where people frequently walk and will be used to focus investments to improve the ease, comfort and safety of people walking throughout the

List the applicable documents and pages:

Year."

2017 City of Minneapolis Pedestrian Crash Study (page 5-4) identifies 24th Street and Chicago Avenue as pedestrian crash concentration and pedestrian high injury network corridors and 28th Street as a pedestrian crash concentration corridor. The 2018 City of Minneapolis Vision Zero Crash Study also identifies 24th Street and Chicago Avenue as vehicle crash concentration corridors and 28th Street as both vehicle and bicycle crash concentration corridors (pages 5-8 and 5-9).

(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

Link to plan: <http://www.minneapolismn.gov/www/groups/public/@publicworks/documents/webcontent/wcmssp-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.

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.

[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) | \$115,000.00 |
| Removals (approx. 5% of total cost) | \$30,000.00 |
| Roadway (grading, borrow, etc.) | \$10,000.00 |
| Roadway (aggregates and paving) | \$35,000.00 |
| Subgrade Correction (muck) | \$0.00 |
| Storm Sewer | \$130,000.00 |
| Ponds | \$0.00 |
| Concrete Items (curb & gutter, sidewalks, median barriers) | \$110,000.00 |
| Traffic Control | \$35,000.00 |
| Striping | \$25,000.00 |
| Signing | \$30,000.00 |
| Lighting | \$0.00 |
| Turf - Erosion & Landscaping | \$15,000.00 |
| Bridge | \$0.00 |
| Retaining Walls | \$0.00 |
| Noise Wall (not calculated in cost effectiveness measure) | \$0.00 |
| Traffic Signals | \$425,000.00 |
| Wetland Mitigation | \$0.00 |
| Other Natural and Cultural Resource Protection | \$0.00 |
| RR Crossing | \$0.00 |
| Roadway Contingencies | \$100,000.00 |
| Other Roadway Elements | \$25,000.00 |
| Totals | \$1,085,000.00 |

Specific Bicycle and Pedestrian Elements**CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES****Cost**

| | |
|--|--------------|
| Path/Trail Construction | \$0.00 |
| Sidewalk Construction | \$100,000.00 |
| On-Street Bicycle Facility Construction | \$0.00 |
| Right-of-Way | \$0.00 |
| Pedestrian Curb Ramps (ADA) | \$150,000.00 |
| Crossing Aids (e.g., Audible Pedestrian Signals, HAWK) | \$100,000.00 |

| | |
|---------------------------------------|---------------------|
| Pedestrian-scale Lighting | \$0.00 |
| Streetscaping | \$20,000.00 |
| Wayfinding | \$10,000.00 |
| Bicycle and Pedestrian Contingencies | \$93,000.00 |
| Other Bicycle and Pedestrian Elements | \$50,000.00 |
| Totals | \$523,000.00 |

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 |

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 |

Totals

| | |
|------------------------------|----------------|
| Total Cost | \$1,608,000.00 |
| Construction Cost Total | \$1,608,000.00 |
| Transit Operating Cost Total | \$0.00 |

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

| | |
|--|--|
| Existing Employment Within One-Half Mile: | 38512 |
| Existing Post-Secondary Enrollment Within One-Half Mile: | 33 |
| Upload Map | 1589562158297_Regional Economy Phillips Ped Safety.pdf |

Please upload attachment in PDF form.

Measure A: Population Summary

| | |
|--|---|
| Existing Population Within One-Half Mile | 48820 |
| Upload Map | 1589562084806_Population Employment Phillips Ped Safety.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.*

The project area is entirely in an Area of Concentrated Poverty and a majority of residents are people of color (additional details in next question).

This project is being proposed because of findings and engagement around the Vision Zero Action Plan (VZAP), Transportation Action Plan (TAP), Southside Green Zone, Minneapolis Safe Routes to School plan, and community feedback from other venues. Those included focused efforts to engage traditionally underrepresented communities.

For the VZAP and TAP, engagement included separate dialogues in-language with members from 7 communities: African American, East African, Latino, Native American, Minneapolis Youth Congress, people with disabilities, and Southeast Asian. It also included 30 direct engagement activities done in partnership with contracted community-based organizations that focused on reaching residents in public housing, East African community members, Latino community members, college students, high school students, and residents of traditionally under representative neighborhoods. Several of those engagement activities took place within ½-mile of the project area, including a discussion with Native American community members and four discussions with Latino community members. Pedestrian safety in the area was a key concern in all five of those conversations and was a theme in most of the engagement efforts.

Response:

Engagement around the Southside Green Zone gathered input on a variety of areas including transportation. The engagement was predominately focused on reaching traditionally underrepresented communities as the Green Zone initiative's goal is addressing disproportionate impacts for low-income communities, Indigenous communities, and

communities of color. Pedestrian safety and transit access were key themes in that work for the Phillips area in general; Chicago Avenue was also noted in particular because of its importance as a transit route.

Engagement on the Minneapolis Public Schools Safe Routes to School Strategic Action Plan included a focus group with parents and community members at Andersen United Community School located close to the project area. The school serves primarily students from families with low-incomes and immigrant households. Safety of crossing nearby busy streets was a particular concern in that engagement, including 28th Street.

Also, Phillips has long had one of the largest concentrations of community complaints about speeding and pedestrian safety through a variety of other City venues (for example, 311 or neighborhood organization complaints). These complaints have included some from residents of color, especially around the area of 24th Street and 10th Avenue which is a key shopping node for East African community members.

(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.

The project will have direct benefits for low-income populations, people of color, people with disabilities, children, and the elderly. ACS 5-year estimates for 2014-2018 show that populations of concentrated poverty represent a large portion of residents along the project corridors. For example, the Phillips Community, which includes the Ventura Village, Phillips West, East Phillips, and Midtown Phillips neighborhoods, is shown to have 71.4% residents of color (and 26% Latinos), 33.1% of residents 17 years and younger (compared to 23% for the Twin Cities as a whole), 21.5% of residents with a disability (compared to 12% for the region), and 35.9% of households having no access to a vehicle (compared to 7.9% for the region). The proposed project will directly support the safety, access and health of the Phillips Community by making needed improvements to the area's pedestrian infrastructure.

Response:

Safety: The Chicago Avenue, 28th Street, and 24th Street corridors are identified within the 2020 Vision Zero Action Plan as High Injury Streets to be prioritized for safety improvements. The Chicago Avenue, 28th Street, and 24th Street corridors had 229, 52, and 334 crashes respectively between 2009 and 2018. The proposed improvements will directly support the safety of pedestrian travel for Phillips residents by installing crossing improvements such as bump-outs, pedestrian crossing medians, Rectangular Rapid Flash Beacons, and new ADA-compliant pedestrian ramps. On 28th and 24th Streets, these improvements will leverage and extend the safety benefits of the existing and planned future protected bike lanes.

Access and Public Health: Within one-half mile of the Chicago Avenue, 28th St, and 24th Street

project corridors there are 48,820 residents and 38,512 jobs. The lack of vehicle ownership in the area highlights the importance of safe and convenient pedestrian access to transit, places of employment, health centers, and other destinations. The proposed project will make improvements to the area's pedestrian infrastructure which will support walking as a secure, accessible, and economical alternative for residents who may not have access to a personal vehicle or may not have a drivers license. These improvements will reinforce the regional connectedness of a variety of transportation modes including walking and biking, and support the Phillips community's safety, wellbeing and access to opportunities.

(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 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.

Response:

- Disruption to pedestrian travel, including brief sidewalk closures. The city will coordinate with the relevant entities to develop and implement a pedestrian detour plan to maintain reliable travel during the construction period.

Access to housing and community destinations will be maintained during construction.

The proposed project will not create any permanent negative impacts.

(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

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

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

1589570799966_Socio-Economic Phillips Ped Safety.pdf

Measure B: Part 1: Housing Performance Score

| City | Segment Length (For stand-alone projects, enter population from Regional Economy map) within each City/Township | Segment Length/Total Project Length | Score | Housing Score Multiplied by Segment percent |
|-------------|--|-------------------------------------|-------|---|
| Minneapolis | 1.1 | 1.0 | 100.0 | 100.0 |

Total Project Length

Total Project Length 1.1

Project length entered on the Project Information - General form.

Housing Performance Score

Total Project Length (Miles) or Population 1.1

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.

Numerous subsidized affordable housing developments exist near the 24th Street E, 28th Street E, and Chicago Avenue project area. These are shown and summarized in the "Phillips_AffordableHsg_wtable" attachment to this application, which includes a reference table showing number of units, AMI, and affordability guarantee. Altogether, there are 59 addresses that have affordable housing developments within approximately ½ mile of the project area, with a total of 2,950 affordable units. The 24th Street E project corridor is bordered by census tracts 5902, 1060, 1259, and 1258, which have a median income at or below 30% AMI, 30% AMI, from 30-50% AMI, and from 50-60% AMI, respectively. The Chicago Avenue and 28th Street corridors are bordered by census tracts 1260 and 1258, which have a medium income at or below 30% AMI and from 50-60% AMI, respectively. While it is challenging to know precisely how many unsubsidized, naturally-occurring affordable housing developments are within the project area, these census tracts are more likely to have lower-cost housing available to residents at lower income levels.

Response:

The project will address existing barriers to pedestrian use along the project corridors by providing safer crossings at select intersections, encouraging slower vehicle speeds, shortening pedestrian crossing distances, and increasing pedestrian visibility. Additionally, crossing for the disabled and elderly will be facilitated by new ADA-compliant curb ramps. Given the area's low vehicle ownership, large population of young people and large population of persons with a disability, these improvements to pedestrian access will provide benefits to those who rely on walking to access public transportation, jobs, education and recreation.

(Limit 2,100 characters; approximately 300 words)

Upload map:

1589466911867_Phillips_AffordableHsg_wtable.pdf

Measure A: Gaps, Barriers and Continuity/Connections

Both corridors have high vehicle speeds, volumes, and a significant pedestrian crash history which at times make crossing difficult and dangerous, especially for the elderly, children, and those with reduced mobility. These conditions present barriers to safe pedestrian travel.

The posted speed along the 24th and 28th Street in the project area is 25 mph, though it is likely that actual vehicle speeds are higher. A two-day analysis in 2011 showed 85th percentile speeds on 24th Street between 17th Avenue and 18th Avenue to be 31 mph on the first day and 30 mph on the second day. Vehicle volumes along the 24th Street corridor range from AADTs of 5,298 (2010) on the west to 7,633 (2016) on the east; A one-day traffic count between 17th Avenue and 18th Avenue in 2016 showed a volume of 600 vehicles during the PM peak hour. Vehicle volumes on 28th Street were 8,600 in 2016.

Response:

The posted speed along the Chicago Avenue corridor from 25th Street to 28th Street is 25 mph, with no data available regarding actual vehicle speeds. Though no daily traffic counts are available within the exact Chicago Avenue project corridor, AADT on Chicago Avenue one block to the south between Lake St E and 28th St E was 9,627 vehicles per day in 2016. A one-day traffic count in 2016 between Lake St E and 28th St E showed a volume of 850 vehicles during the PM peak hour.

In addition to vehicle traffic, various design features of the corridors decrease the safety and ease of crossing on foot. For example, pedestrians attempting to cross the corridors experience long crossing distances, and are frequently hidden from drivers by parked cars. These conditions are notable at the intersection of Chicago Avenue and

28th Street, where 10 pedestrian or bicycle crashes occurred from 2009 to 2018, seven involving turning vehicles. Additionally, the lack of ADA-compliant ramps makes crossing difficult and unsafe for people with disabilities, elderly, and those with reduced mobility.

The proposed improvements will address many of the barriers to pedestrian use by encouraging slower vehicle speeds, shortening pedestrian crossing distances, increasing pedestrian visibility, and installing ADA-compliant curb ramps. Both project corridors are located on the Pedestrian Priority Network in the draft Transportation Action Plan, reflecting the need to focus investment on improving pedestrian travel along these streets. The proposed improvements will grant more convenient and secure access to the schools, parks, commercial destinations and public transportation serving the Phillips Community.

(Limit 2,800 characters; approximately 400 words)

Measure B: Project Improvements

The project corridors are high injury streets, as determined by the Vision Zero Action Plan. These streets include the following intersections with notable crash instances for people walking and biking:

- Chicago Avenue & E 25th Street: 3 pedestrian crashes, 2 bicycle crashes

- Chicago Avenue & E 28th Street: 8 pedestrian crashes, 2 bicycle crashes

- E 24th Street & 10th Avenue S: 4 pedestrian crashes, 1 bicycle crash

- E 24th Street & 11th Avenue S: 5 pedestrian crashes, 2 bicycle crashes

- E 28th Street & 10th Avenue S: 3 pedestrian crashes, 2 bicycle crashes

Response:

From 2009 to 2018, the project area had:

- 615 total crashes, including 34 pedestrian and 14 bicycle crashes

- 160 serious, minor, or possible injury crashes. Of these, pedestrian and bicycle crashes are overrepresented at 29 percent (46 crashes), compared to their share of total crashes (8 percent)

Detailed crash data can be found in the attachments titled "Project Corridor Crash Data (2009-2018)".

Pedestrian improvements at these intersections will help to prevent future crashes and injuries. The following crash modification factors have been applied for anticipated reduction in crashes:

- Median refuge (CMF ID 9120): Applied a 14 percent crash reduction factor to 362 crashes at the following intersections with signals for flashers: Chicago Avenue & E 26th Street, Chicago Avenue & E 28th Street, E 24th Street & 11th Avenue S, E 24th Street & Bloomington Avenue, Chicago Avenue & E 27th Street, Chicago Avenue midblock between E 25th and E 26th Streets, Chicago Avenue & E 25th Street, and E 28th Street & 10th Avenue S. This results in a reduction of 50.68 crashes.

- RRFB (CMF ID 9024): Applied a 47.4 percent crash reduction factor to 5 vehicle/pedestrian crashes at Chicago Avenue & E 27th Street, Chicago midblock between E 25th and E 26th Streets, and Chicago Avenue & E 25th Street. This results in a reduction of 2.37 crashes.

Details of the crash modification factors applied are provided as attachments.

(Limit 2,800 characters; approximately 400 words)

Measure A: Multimodal Elements and Connections

The proposed project will improve safety for all modes of transportation by encouraging slower vehicle speeds and increasing pedestrian visibility. Five Metro Transit routes serve the project area, with three routes on 24th Street (22, 14 and 5), two routes on Chicago Avenue (5 and 27), and one route on 28th Street (27). Chicago Avenue is also the future route of the D Line arterial bus rapid transit corridor. The intersections in this proposal augment intersections that are D Line station locations and will receive safety and access improvements when the D Line is installed. Given the community's low rate of automobile ownership, these transit routes are an essential mode of transportation for community members, carrying residents to important daily destinations including employment, schools, retail, and entertainment locations.

Response:

The provision of crossing treatments such as curb extensions, pedestrian crossing medians, and new ADA-compliant pedestrian ramps will increase pedestrian visibility, shorten crossing distances and reduce traffic speeds by visually narrowing the corridor for drivers. In addition, the installation of Rectangular Rapid Flash Beacons will increase driver yielding behavior, and new and refreshed crosswalk striping will make pedestrian crossing locations more visible. These enhancements will allow all users, including those traveling on foot, by bicycle, by transit, and by automobile, to enjoy the project corridors in a more predictable and safe manner. A particular focus of the project is improvement of safety for people with disabilities, the elderly, and school-age children who may use transit and walking as their primary transportation modes.

While the project corridors are not on the RBTN, nor do they directly connect to it in the project area,

they do provide important connections between existing and future on-street bike facilities. On 24th Street, the proposed modifications will leverage and extend the benefits of a future protected bike lane that is planned for the corridor. On the Chicago Avenue corridor, the pedestrian improvements will facilitate travel between existing on-street bike lanes on 28th Street, 26th Street, and 24th Street. And the improvements on 28th Street will enhance the existing protected bike lane.

(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.

50%

Attach Layout

Please upload attachment in PDF form.

Layout has not been started

Yes

0%

Anticipated date or date of completion

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 Yes

100%

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

100%

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

80%

Historic/archeological property impacted; determination of adverse effect anticipated

40%

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

0%

Project is located on an identified historic bridge

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

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

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

25%

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

0%

Anticipated date or date of acquisition

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: 02/27/2020

Meeting with partner agencies:

Targeted online/mail outreach:

Number of respondents: 0

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%

This project is being proposed because of findings and engagement around the Vision Zero Action Plan (VZAP), Transportation Action Plan (TAP), Southside Green Zone, Minneapolis Safe Routes to School plan, and community feedback from other venues. The Vision Zero Action Plan, which identifies 24th Street, 28th Street, and Chicago Avenue as streets prioritized for safety improvements was adopted by the Minneapolis City Council in December 2019 after a public comment period in fall of 2019. Additional details on engagement for those broader efforts is included in Equity Population Engagement in the Equity and Housing Performance section.

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

In addition to engagement that shaped prioritizing pedestrian safety improvements in Phillips, there has been specific engagement to inform the project area in this application. That engagement included a meeting with the East Phillips Improvement Coalition on February 13, 2020 and engagement at the Midtown Phillips Neighborhood Association on February 27, 2020. Staff also met with staff from both of the local City Council Wards (6 and 9) to receive feedback and reached out to the businesses at the 24th Street and 10th Avenue intersection to notify them about the project. And staff reviewed reported pedestrian safety complaints in the area and relevant feedback from engagement on the Vision Zero Action Plan, Transportation Action Plan, Safe Routes to School Strategic Plan, and Green Zones recommendations. Based on review of that feedback and crash analysis, staff determined the proposed project area.

The Minneapolis City Council voted to support moving forward with the project application on February 28, 2020 and the Mayor approved on

March 2, 2020.

The City plans to do additional engagement closer to project implementation to inform the detailed designs for each intersection. We are very confident at our ability to effectively deliver the scope for this project.

Measure A: Cost Effectiveness

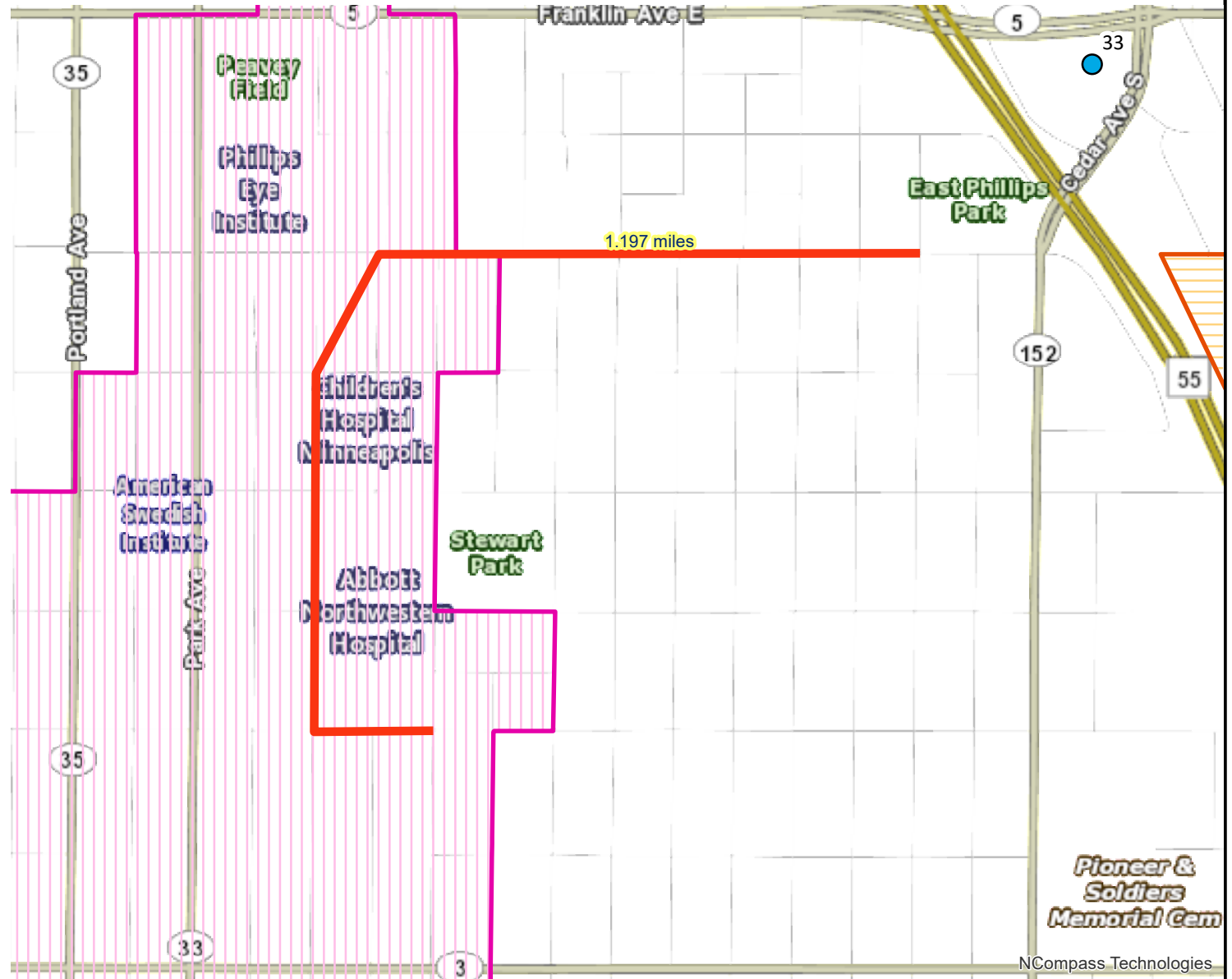
| | |
|--|----------------|
| Total Project Cost (entered in Project Cost Form): | \$1,608,000.00 |
| Enter Amount of the Noise Walls: | \$0.00 |
| Total Project Cost subtract the amount of the noise walls: | \$1,608,000.00 |
| Points Awarded in Previous Criteria | |
| Cost Effectiveness | \$0.00 |

Other Attachments

| File Name | Description | File Size |
|--|---|-----------|
| Hennepin Cty Letter of Support Phillips Ped Safety.pdf | 3. Coordination: Hennepin County letter | 89 KB |
| Map summary Phillips Ped Safety.pdf | 2. Map | 621 KB |
| Minneapolis letter of support Phillips Ped Safety.pdf | 3. Coordination: City of Minneapolis Letter | 5.6 MB |
| Phillips_CrashData&CMFs.pdf | 4. Other - Crash Data & CMFs | 493 KB |
| Phillips_SitePhoto.pdf | 1. Summary - Existing Conditions Site Photo | 3.8 MB |
| Project Corridor Crash Data (2009-2018).xlsx | 4. Other - Crash Data | 91 KB |
| Summary Phillips Ped Safety.pdf | 1. Summary - One Page Project Summary | 458 KB |

Regional Economy

Pedestrian Facilities Project: Phillips Pedestrian Safety Improvements | Map ID: 1589561807809

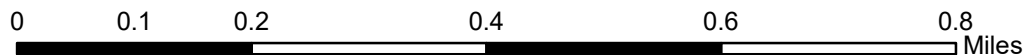


Results

Within HALF Mi of project:
Postsecondary Students: 33

Total Population: 48820
Total Employment: 38512
Mfg and Dist Employment: 2379

- Project
- Manufacturing/Distribution Centers
- Job Concentration Centers
- Postsecondary Education Centers



Created: 5/15/2020
LandscapeRSA5



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



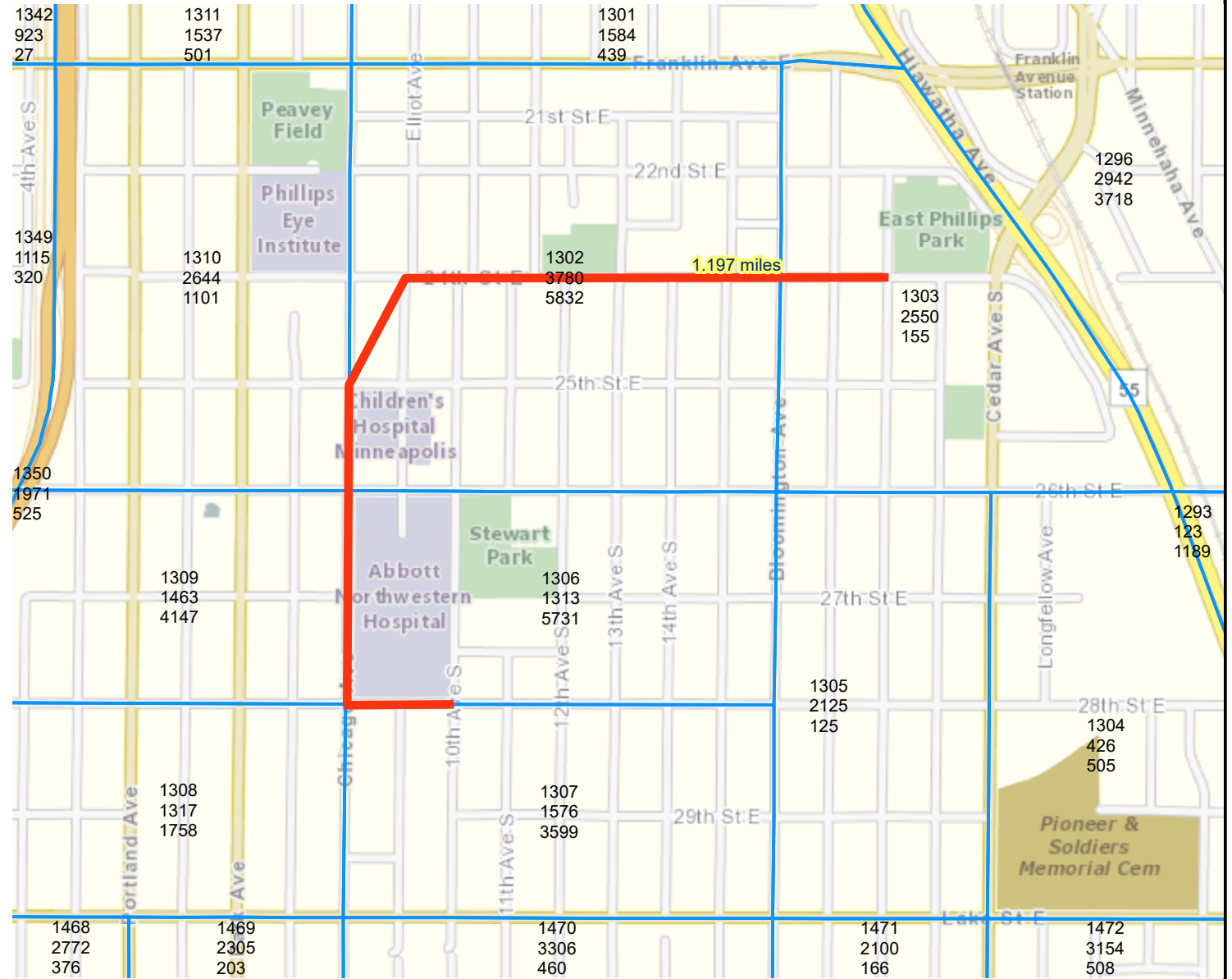
NCompass Technologies

Population/Employment Summary

Pedestrian Facilities Project: Phillips Pedestrian Safety Improvements | Map ID: 1589561807809

Results

Within HALF Mile of project:
Total Population: 48820



-  Project Points
-  Project Area
-  Project
-  2016 TAZ



Created: 5/15/2020
LandscapeRSA4



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

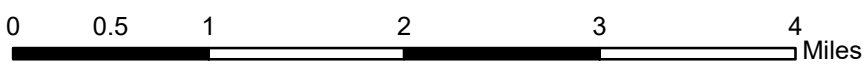
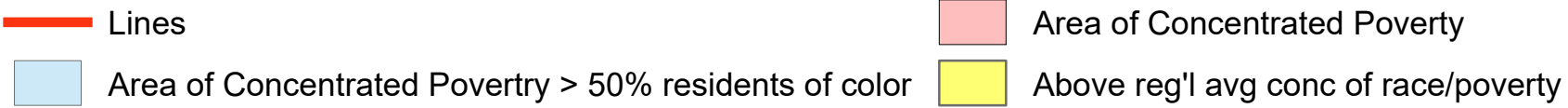
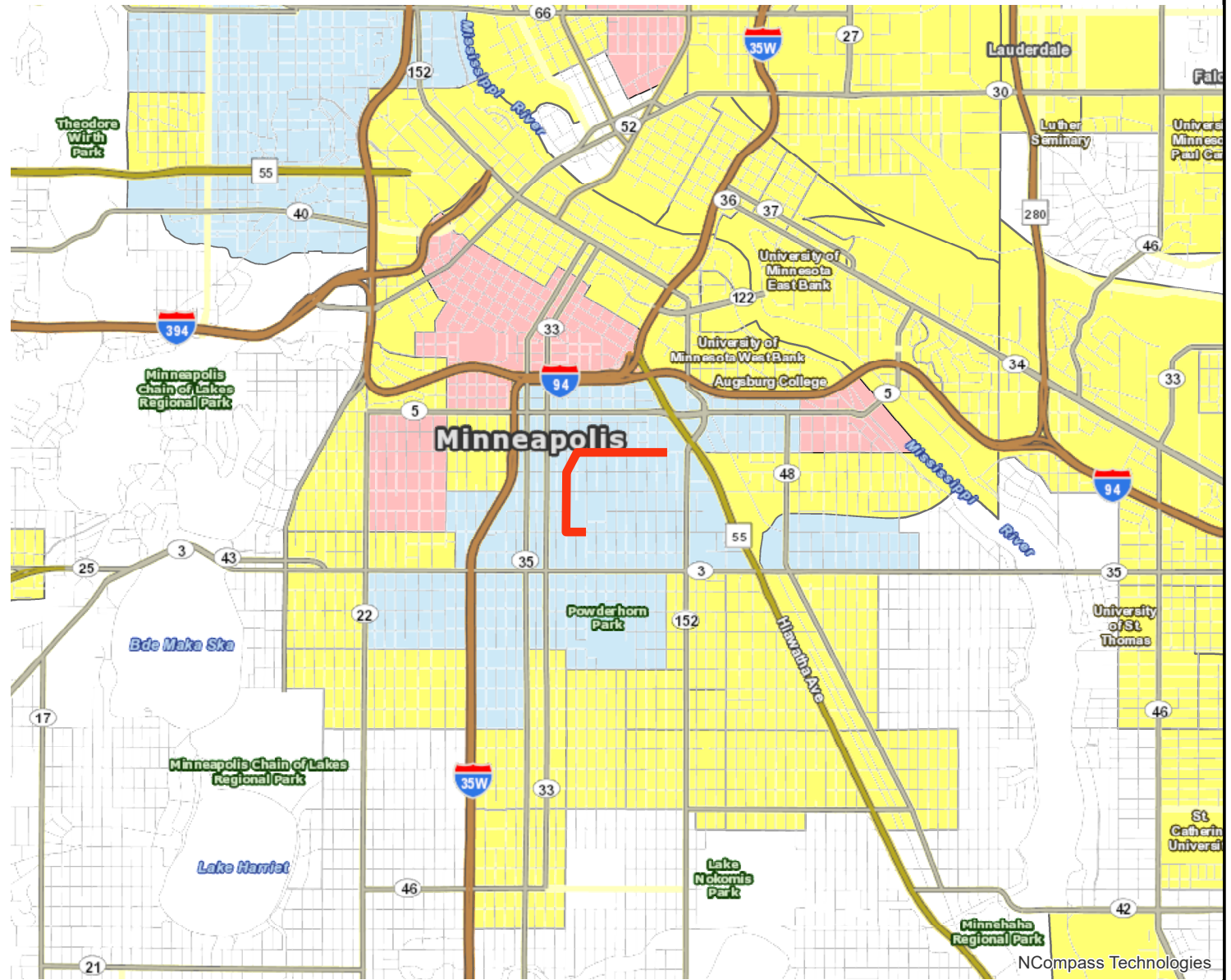


Socio-Economic Conditions

Results

Project located IN
Area of Concentrated Poverty
with 50% or more of residents
are people of color (ACP50):
(0 to 30 Points)

Tracts within half-mile:
5901 5902 7801
8300 8400 8500
104800 105700 106000
106200 106900 107500
125800 125900 126000

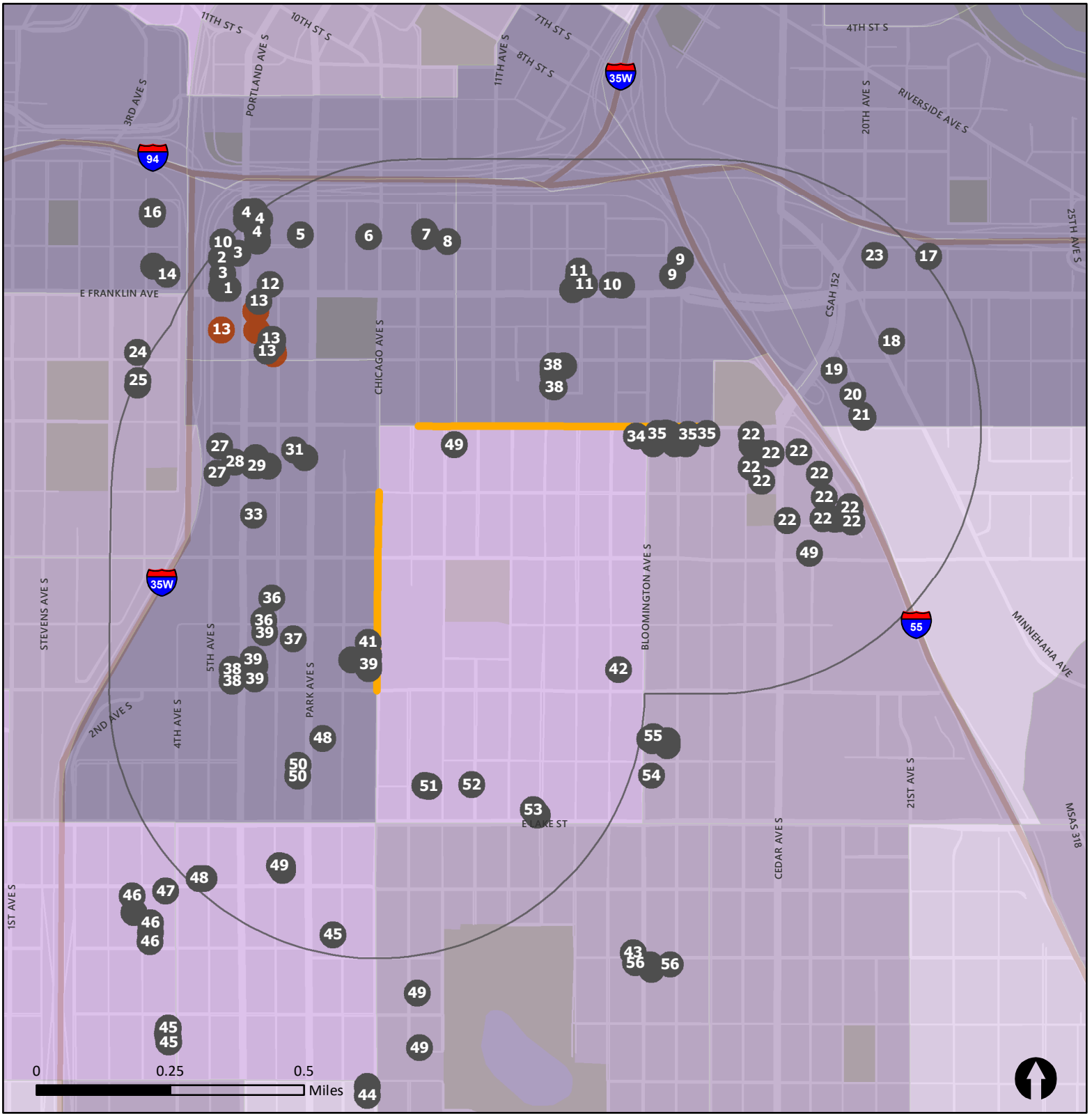


Created: 5/15/2020
LandscapeRSA2



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<http://giswebsite.metc.state.mn.us/gis/site/notice.aspx>





Affordable Housing Developments
 Other Developments
 Project Area
 1/2 Mile Radius

Median Household Income

- <30% AMI
- 30-50% AMI
- 50-60% AMI
- 60-80% AMI
- 80-100% AMI
- >100% AMI

| Ref # | Name | Address | City | State | Status | Total Units | Aff. Units | Aff. Eff | Aff 1BR | Aff 2BR | Aff 3BR | Aff 4+BR | Units by AMI | Funding Category |
|---------------|--|----------------------|-------------|-------|-----------|-------------|------------|----------|---------|---------|---------|----------|--|---|
| 1 | Indian Neighborhood Club | 1805 Portland Ave | Minneapolis | MN | Completed | 14 | 14 | 14 | 0 | 0 | 0 | 0 | 30% - 13 80% - 1 | Subsidized - Other |
| 2 | Pinecliff Apartments | 501 E 19th St | Minneapolis | MN | Completed | 30 | 30 | 0 | 18 | 12 | 0 | 0 | 30% - 7 50% - 23 | Subsidized - Other |
| 3 | Franklin Gateway (the Rose, South Quarter IV) | 1919 S 5th Ave | Minneapolis | MN | Completed | 120 | 77 | 8 | 18 | 34 | 17 | 0 | 30% - 19 50% - 58 | Tax Credit Subsidized - Other Tax Credit (LIHTC 9%) |
| | | 1925 S 5th Ave | Minneapolis | MN | | | | | | | | | | |
| | | 510 E Franklin Ave | Minneapolis | MN | | | | | | | | | | |
| | | 1900 Portland Ave | Minneapolis | MN | | | | | | | | | | |
| | | 500 E Franklin Ave | Minneapolis | MN | | | | | | | | | | |
| | | 1906 Franklin Ave SE | Minneapolis | MN | | | | | | | | | | |
| | | 1908 Franklin Ave SE | Minneapolis | MN | | | | | | | | | | |
| 515 E 19th St | Minneapolis | MN | | | | | | | | | | | | |
| 4 | Portland Village | 1815 Portland Ave | Minneapolis | MN | Completed | 26 | 26 | 0 | 0 | 10 | 12 | 4 | 30% - 22 50% - 4 | Subsidized - Other Tax Credit (LIHTC 9%) |
| | | 1825 Portland Ave | Minneapolis | MN | | | | | | | | | | |
| | | 1809 Portland Ave | Minneapolis | MN | | | | | | | | | | |
| | | 1813 Portland Ave | Minneapolis | MN | | | | | | | | | | |
| | | 1817 Portland Ave | Minneapolis | MN | | | | | | | | | | |
| | | 1829 Portland Ave | Minneapolis | MN | | | | | | | | | | |
| 5 | 1822 Park | 1822 Park Ave | Minneapolis | MN | Completed | 18 | 18 | 0 | 18 | 0 | 0 | 0 | 30% - 6 50% - 12 | Subsidized - Other |
| 6 | Resource, Inc. | 1826 Chicago Ave | Minneapolis | MN | Completed | 15 | 3 | 0 | 0 | 1 | 2 | 0 | 50% - 3 | Subsidized - Other |
| 7 | PPL DECC Recapitalization Project | 1823 Elliot Ave | Minneapolis | MN | Completed | 51 | 51 | Unkn | Unkn | Unkn | Unkn | Unkn | 60% - 51 | Tax Credit Subsidized - Other Tax Credit (LIHTC 4%) |
| | | 1819 Elliot Ave | Minneapolis | MN | | | | | | | | | | |
| | | 1825 Elliot Ave | Minneapolis | MN | | | | | | | | | | |
| 8 | Canadian Terrace | 920 E 19th St | Minneapolis | MN | Completed | 19 | 19 | 0 | 3 | 13 | 3 | 0 | 30% - 19 | Subsidized - Other |
| 9 | Anishinabe Bii Gii Wiin (aka: Anishinabe) | 1600 E 19th St | Minneapolis | MN | Completed | 77 | 77 | 77 | 0 | 0 | 0 | 0 | 30% - 24 50% - 53 | Tax Credit Subsidized - Other |
| | | 1600 E Franklin Ave | Minneapolis | MN | | | | | | | | | | |
| 10 | Many Rivers East | 1829 S 5th Ave | Minneapolis | MN | Completed | 50 | 47 | 3 | 11 | 23 | 10 | 0 | 50% - 40 80% - 7 | Tax Credit Subsidized - Other Tax Credit (LIHTC 4%) |
| | | 1500 E Franklin Ave | Minneapolis | MN | | | | | | | | | | |
| | | 1518 E Franklin Ave | Minneapolis | MN | | | | | | | | | | |
| 11 | Many Rivers West | 1410 E Franklin Ave | Minneapolis | MN | Completed | 28 | 28 | 0 | 8 | 6 | 14 | 0 | 30% - 3 50% - 9 60% - 8 80% - 8 | Tax Credit Subsidized - Other Tax Credit (LIHTC 4%) |
| | | 1915 14th Ave E | Minneapolis | MN | | | | | | | | | | |
| | | 1921 14th Ave S | Minneapolis | MN | | | | | | | | | | |
| | | 1400 E Franklin Ave | Minneapolis | MN | | | | | | | | | | |
| 12 | The Wellstone At Franklin Portland Gateway | 620 E Franklin Ave | Minneapolis | MN | Completed | 49 | 37 | 0 | 8 | 19 | 10 | 0 | 50% - 37 | Tax Credit Subsidized - Other Tax Credit (LIHTC 9%) |
| | | 2108 Oakland Ave | Minneapolis | MN | | | | | | | | | | |

Property not within 1/2 mile but part of a larger housing development.

| Ref # | Name | Address | City | State | Status | Total Units | Aff. Units | Aff. Eff | Aff 1BR | Aff 2BR | Aff 3BR | Aff 4+BR | Units by AMI | Funding Category |
|-------|---|---------------------|-------------|-------|-----------|-------------|------------|----------|---------|---------|---------|----------|----------------------|---|
| 13 | Franklin-Portland Gateway Phase I | 611 E Franklin Ave | Minneapolis | MN | Completed | 36 | 36 | 0 | 9 | 18 | 9 | 0 | 30% - 23 50% - 13 | Tax Credit Subsidized - Other Tax Credit (LIHTC 9%) |
| | | 612 E 22nd St | Minneapolis | MN | | | | | | | | | | |
| | | 2118 Oakland Ave | Minneapolis | MN | | | | | | | | | | |
| | | 2110 Oakland Ave | Minneapolis | MN | | | | | | | | | | |
| | | 2112 Oakland Ave | Minneapolis | MN | | | | | | | | | | |
| 14 | Franklin Towers | 1920 S 4th Ave | Minneapolis | MN | Completed | 110 | 110 | 0 | 109 | 1 | 0 | 0 | 30% - 110 | Public Housing |
| 15 | Stevens Community | 1915 Clinton Ave | Minneapolis | MN | Completed | 59 | 59 | 0 | 56 | 3 | 0 | 0 | 30% - 59 | Project-Based Subsidy |
| 16 | Clinton Avenue Townhomes (fka 18th & Clinton) | 1807 Clinton Ave | Minneapolis | MN | Completed | 8 | 8 | 0 | 0 | 4 | 3 | 1 | 30% - 8 | Project-Based Subsidy Subsidized - Other |
| | | 1803 Clinton Ave | Minneapolis | MN | | | | | | | | | | |
| | | 1809 Clinton Ave | Minneapolis | MN | | | | | | | | | | |
| 17 | Seward Square | 2121 S 9th St | Minneapolis | MN | Completed | 81 | 81 | 0 | 59 | 22 | 0 | 0 | 30% - 81 | Project-Based Subsidy Tax Credit Subsidized - Other Tax Credit |
| 18 | Heltzer Manor | 2121 Minnehaha Ave | Minneapolis | MN | Completed | 109 | 109 | 0 | 109 | 0 | 0 | 0 | 30% - 109 | Public Housing |
| 19 | Snelling Avenue Apartments | 2200 Snelling Ave | Minneapolis | MN | Completed | 60 | 60 | 0 | 60 | 0 | 0 | 0 | 50% - 60 | Project-Based Subsidy |
| 20 | Snelling Apartments (aka The Cooperage, Seward Commons) | 2304 Snelling Ave | Minneapolis | MN | Completed | 60 | 60 | 0 | 60 | 0 | 0 | 0 | 50% - 60 | Tax Credit Subsidized - Other Tax Credit (LIHTC 4%) |
| 21 | Rising Cedar Apartments (aka | 2308 Snelling Ave | Minneapolis | MN | Completed | 40 | 40 | 0 | 40 | 0 | 0 | 0 | 30% - 12 | Tax Credit Subsidized - Other |
| | | 2310 Snelling Ave | Minneapolis | MN | | | | | | | | | 50% - 28 | |
| | | 2499 18th Ave S | Minneapolis | MN | | | | | | | | | | |
| | | 2434 Ogema Pl | Minneapolis | MN | | | | | | | | | | |
| | | 2432 Ogema Pl | Minneapolis | MN | | | | | | | | | | |
| | | 1900 EM Statley St | Minneapolis | MN | | | | | | | | | | |
| | | 1918 EM Stateley St | Minneapolis | MN | | | | | | | | | | |
| | | 2400 Ogema Pl | Minneapolis | MN | | | | | | | | | | |
| | | 2401 18th Ave S | Minneapolis | MN | | | | | | | | | | |
| | | 2430 Ogema Pl | Minneapolis | MN | | | | | | | | | | |
| | | 2435 18th Ave S | Minneapolis | MN | | | | | | | | | | |
| | | 2437 18th Ave S | Minneapolis | MN | | | | | | | | | | |
| | | 2438 Ogema Pl | Minneapolis | MN | | | | | | | | | | |
| | | 2472 Ogema Pl | Minneapolis | MN | | | | | | | | | | |
| | | 2483 18th Ave S | Minneapolis | MN | | | | | | | | | | |
| | | 2503 Cedar Ave | Minneapolis | MN | | | | | | | | | | |

Property not within 1/2 mile but part of a larger housing development.

| Ref # | Name | Address | City | State | Status | Total Units | Aff. Units | Aff. Eff | Aff 1BR | Aff 2BR | Aff 3BR | Aff 4+BR | Units by AMI | Funding Category |
|-------|--|----------------------|-------------|-------|-----------|-------------|------------|----------|---------|---------|---------|----------|-----------------------|--|
| 22 | Little Earth (Phase VI) | 2518 Ogema Pl | Minneapolis | MN | Completed | 212 | 212 | 20 | 58 | 30 | 88 | 18 | 50% - 78 60% - 134 | Subsidized - Other |
| | | 2558 Ogema Pl | Minneapolis | MN | | | | | | | | | | |
| 23 | Kosciolek House | 2001 S 9th St | Minneapolis | MN | Completed | 11 | 11 | 0 | 7 | 4 | 0 | 0 | 30% - 11 | Project-Based Subsidy Tax Credit (LIHTC 4%) |
| 24 | Incarnation House | 2120 Clinton Ave | Minneapolis | MN | Completed | 15 | 15 | 0 | 11 | 4 | 0 | 0 | 30% - 15 | Subsidized - Other |
| 25 | North Haven Apartments | 2216 Clinton Ave | Minneapolis | MN | Completed | 4 | 4 | 0 | 0 | 0 | 3 | 1 | 30% - 3 50% - 1 | Subsidized - Other |
| 26 | North Haven Phase II | 2220 Clinton Ave | Minneapolis | MN | Completed | 5 | 5 | 0 | 1 | 0 | 3 | 0 | 50% - 5 | Subsidized - Other |
| 27 | Fifth Avenue Highrises | 2433 S 5th Ave | Minneapolis | MN | Completed | 253 | 253 | 0 | 253 | 0 | 0 | 0 | 30% - 253 | Public Housing |
| | | 2419 S 5th Ave | Minneapolis | MN | | | | | | | | | | |
| 28 | Portland Place Cooperative | 2430 Portland Ave | Minneapolis | MN | Completed | 14 | 14 | 0 | 2 | 6 | 4 | 5 | 60% - 17 | Subsidized - Other Tax Credit (LIHTC 4%) |
| 29 | Lss Opportunity Housing | 2429 Portland Ave | Minneapolis | MN | Completed | 12 | 12 | 0 | 0 | 10 | 2 | 0 | 30% - 12 | Subsidized - Other |
| | | 2421 Portland Ave | Minneapolis | MN | | | | | | | | | | |
| | | 2431 Portland Ave S | Minneapolis | MN | | | | | | | | | | |
| | | 2423 Portland Ave | Minneapolis | MN | | | | | | | | | | |
| 30 | Courtyard Townhomes (aka Phillips Park Initiative (Phase Iic)) | 2428 Oakland Ave | Minneapolis | MN | Completed | 12 | 12 | 0 | 0 | 0 | 12 | 0 | 30% - 12 | Subsidized - Other |
| 31 | Lss Park Avenue Apartments | 2414 Park Ave | Minneapolis | MN | Completed | 10 | 10 | 0 | 0 | 5 | 5 | 0 | 30% - 10 | Public Housing Tax Credit Subsidized - Other |
| 32 | Lss Park Avenue Apartments | 2418 Park Ave | Minneapolis | MN | Completed | 38 | 38 | 0 | 9 | 10 | 15 | 4 | 50% - 34 60% - 4 | Subsidized - Other Tax Credit (LIHTC 9%) |
| 33 | Ebenezer Towers | 2523 Portland Ave | Minneapolis | MN | Completed | 192 | 192 | 71 | 119 | 2 | 0 | 0 | 60% - 192 | Project-Based Subsidy Tax Credit Subsidized - Other Tax Credit (LIHTC 9%) |
| 34 | Bii Di Gain Dash Anwebi Elder Housing | 2400 Bloomington Ave | Minneapolis | MN | Completed | 47 | 47 | 0 | 47 | 0 | 0 | 0 | 50% - 47 | Project-Based Subsidy Tax Credit |
| | | 2415 Bloomington Ave | Minneapolis | MN | | | | | | | | | | |
| | | 1529 E 24th St | Minneapolis | MN | | | | | | | | | | |

Property not within 1/2 mile but part of a larger housing development.

| Ref # | Name | Address | City | State | Status | Total Units | Aff. Units | Aff. Eff | Aff 1BR | Aff 2BR | Aff 3BR | Aff 4+BR | Units by AMI | Funding Category |
|---------------|--------------------------------------|----------------------|-------------|-------|-----------|-------------|------------|----------|---------|---------|---------|----------|----------------------|---|
| 35 | Village in Phillips (Phase I) | 1535 E 24th St | Minneapolis | MN | Completed | 28 | 18 | 0 | 0 | 4 | 14 | 0 | 50% - 8 80% - 10 | Tax Credit Subsidized - Other |
| | | 1539 E 24th St | Minneapolis | MN | | | | | | | | | | |
| | | 1601 E 24th St | Minneapolis | MN | | | | | | | | | | |
| | | 1619 E 24th St | Minneapolis | MN | | | | | | | | | | |
| | | 2406 16th Ave S | Minneapolis | MN | | | | | | | | | | |
| | | 2408 16th Ave S | Minneapolis | MN | | | | | | | | | | |
| | | 2409 16th Ave S | Minneapolis | MN | | | | | | | | | | |
| 36 | Oakland Square | 610 E 27th St | Minneapolis | MN | Completed | 31 | 31 | 0 | 1 | 19 | 10 | 1 | 30% - 31 | Project-Based Subsidy Tax Credit |
| 37 | Ebenezer Park Apartments | 2700 Park Ave | Minneapolis | MN | Completed | 200 | 200 | 0 | 190 | 10 | 0 | 0 | 50% - 200 | Project-Based Subsidy Subsidized - Other |
| 38 | Prg Portfolio II | 2730 Portland Ave | Minneapolis | MN | Completed | 49 | 49 | 0 | 2 | 18 | 22 | 7 | 50% - 35 60% - 14 | Tax Credit Subsidized - Other Tax Credit (LIHTC 9%) |
| | | 3439 S 15th Ave | Minneapolis | MN | | | | | | | | | | |
| | | 1304 E 23rd St | Minneapolis | MN | | | | | | | | | | |
| | | 1300 E 23rd St | Minneapolis | MN | | | | | | | | | | |
| | | 1301 E 22nd St | Minneapolis | MN | | | | | | | | | | |
| | | 1317 E 22nd St | Minneapolis | MN | | | | | | | | | | |
| | | 2205 13th Ave S | Minneapolis | MN | | | | | | | | | | |
| | | 2211 13th Ave S | Minneapolis | MN | | | | | | | | | | |
| 516 E 28th St | Minneapolis | MN | | | | | | | | | | | | |
| 39 | Joe Selvaggio Initiative | 2729 Portland Ave | Minneapolis | MN | Completed | 30 | 30 | 0 | 2 | 24 | 2 | 2 | 50% - 30 | Tax Credit Subsidized - Other Tax Credit (LIHTC 9%) |
| | | 2732 Chicago Ave | Minneapolis | MN | | | | | | | | | | |
| | | 2724 Chicago Ave | Minneapolis | MN | | | | | | | | | | |
| | | 2745 Portland Ave | Minneapolis | MN | | | | | | | | | | |
| | | 2736 Chicago Ave | Minneapolis | MN | | | | | | | | | | |
| | | 615 E 27th St | Minneapolis | MN | | | | | | | | | | |
| 40 | D0886 | 2729 Columbus Ave S | Minneapolis | MN | Completed | 4 | 4 | Unknov | Unknov | Unknov | Unknov | Unknov | 60% - 4 | Subsidized - Other |
| 41 | Phillips Family Housing | 2714 Chicago Ave | Minneapolis | MN | Completed | 89 | 89 | Unknov | Unknov | Unknov | Unknov | Unknov | 60% - 89 | Tax Credit (LIHTC 9%) |
| 42 | St. Paul's Home | 2735 S 15th Ave | Minneapolis | MN | Completed | 53 | 53 | 17 | 36 | 0 | 0 | 0 | 30% - 53 | Project-Based Subsidy |
| 43 | Ford House | 3154 Bloomington Ave | Minneapolis | MN | Completed | 11 | 11 | 0 | 11 | 0 | 0 | 0 | 50% - 11 | Project-Based Subsidy |
| 44 | Chicago Corridor (fka Dovedail Coop) | 3406 Chicago Ave | Minneapolis | MN | Completed | 10 | 10 | Unknov | Unknov | Unknov | Unknov | Unknov | 60% - 10 | Tax Credit Tax Credit (LIHTC 9%) |
| | | 3451 Chicago Ave | Minneapolis | MN | | | | | | | | | | |
| | | 3400 Chicago Ave | Minneapolis | MN | | | | | | | | | | |
| | Central | 3637 Columbus Ave S | Minneapolis | MN | | | | | | | | | | |
| | | 3320 4th Ave S | Minneapolis | MN | | | | | | | | | | |
| | | 3308 4th Ave S | Minneapolis | MN | | | | | | | | | | |
| | | 3316 4th Ave S | Minneapolis | MN | | | | | | | | | | |

Property not within 1/2 mile but part of a larger housing development.

| Ref # | Name | Address | City | State | Status | Total Units | Aff. Units | Aff. Eff | Aff 1BR | Aff 2BR | Aff 3BR | Aff 4+BR | Units by AMI | Funding Category |
|-------------------|--|----------------------|-------------|-------|-----------|-------------|------------|----------|---------|---------|---------|----------|--------------------------------|---|
| 45 | Neighborhood Apts | 3144 Columbus Ave S | Minneapolis | MN | Completed | 12 | 12 | 0 | 2 | 4 | 0 | 6 | 50% - 12 | Subsidized - Other |
| 46 | 3100 Clinton | 3129 Clinton Ave | Minneapolis | MN | Completed | 12 | 12 | 0 | 0 | 6 | 6 | 0 | 60% - 12 | Subsidized - Other Tax Credit (LIHTC 4%) |
| | | 3120 Clinton Ave | Minneapolis | MN | | | | | | | | | | |
| | | 3104 Clinton Ave | Minneapolis | MN | | | | | | | | | | |
| | | 3137 Clinton Ave | Minneapolis | MN | | | | | | | | | | |
| | | 3145 Clinton Ave | Minneapolis | MN | | | | | | | | | | |
| 47 | Thirtyone Hund Fourth Avenue | 3100 4th Ave S | Minneapolis | MN | Completed | 10 | 4 | Unkno | Unkno | Unkno | Unkno | Unkno | 60% - 4 | Subsidized - Other |
| 48 | Southside Community | 205 W 26th St | Minneapolis | MN | Completed | 48 | 48 | 2 | 1 | 33 | 12 | 0 | 30% - 4 50% - 44 | Tax Credit Subsidized - Other Tax Credit (LIHTC 9%) |
| | | 3521 2nd Ave S | Minneapolis | MN | | | | | | | | | | |
| | | 3044 S 5th Ave | Minneapolis | MN | | | | | | | | | | |
| | | 3312 4th Ave S | Minneapolis | MN | | | | | | | | | | |
| | | 2835 Park Ave | Minneapolis | MN | | | | | | | | | | |
| | | 2746 Pleasant Ave | Minneapolis | MN | | | | | | | | | | |
| | | 3048 S 5th Ave | Minneapolis | MN | | | | | | | | | | |
| 3628 Columbus Ave | Minneapolis | MN | | | | | | | | | | | | |
| 49 | Alliance Scattered Housing aka: Alliance Housing Stabilization Project | 3231 Elliot Ave | Minneapolis | MN | Completed | 21 | 21 | 11 | 0 | 4 | 6 | 0 | 30% - 11 50% - 10 | Subsidized - Other |
| | | 3327 Elliot Ave | Minneapolis | MN | | | | | | | | | | |
| | | 2413 10th Ave S | Minneapolis | MN | | | | | | | | | | |
| | | 3035 Oakland Ave | Minneapolis | MN | | | | | | | | | | |
| | | 3825 Columbus Ave S | Minneapolis | MN | | | | | | | | | | |
| | | 1844 E 26th St | Minneapolis | MN | | | | | | | | | | |
| | | 3033 Oakland Ave | Minneapolis | MN | | | | | | | | | | |
| | | 3037 Oakland Ave | Minneapolis | MN | | | | | | | | | | |
| | | 3823 Columbus Ave S | Minneapolis | MN | | | | | | | | | | |
| | | 4523 Bloomington Ave | Minneapolis | MN | | | | | | | | | | |
| 942 St Clair Ave | Minneapolis | MN | | | | | | | | | | | | |
| 50 | Zinsmaster Apartments | 2900 Park Ave | Minneapolis | MN | Completed | 36 | 36 | 0 | 5 | 18 | 13 | 0 | 60% - 36 | Subsidized - Other Tax Credit (LIHTC 4%) |
| | | 2916 Park Ave | Minneapolis | MN | | | | | | | | | | |
| 51 | Midtown Exchange Apartments | 2929 Chicago Ave | Minneapolis | MN | Completed | 219 | 178 | 4 | 128 | 43 | 3 | 0 | 50% - 62 60% - 116 | Tax Credit Subsidized - Other |
| | | 2843 Elliot Ave | Minneapolis | MN | | | | | | | | | | |
| 52 | Midtown Exchange Condos on the Greenway | 2900 11th Ave S | Minneapolis | MN | Completed | 57 | 16 | 0 | 13 | 3 | 0 | 0 | 50% - 12 60% - 2 80% - 2 | Subsidized - Other |
| | | 1238 E Lake St | Minneapolis | MN | | | | | | | | | | |
| 53 | Spirit On Lake | 2930 13th Ave S | Minneapolis | MN | Completed | 46 | 46 | 0 | 29 | 17 | 0 | 0 | 50% - 46 | Tax Credit Subsidized - Other |
| 54 | East Phillips Commons | 2909 Bloomington Ave | Minneapolis | MN | Completed | 34 | 34 | 0 | 6 | 19 | 9 | 0 | 60% - 34 | Tax Credit Subsidized - Other Tax Credit (LIHTC 4%) |

Property not within 1/2 mile but part of a larger housing development.

| Ref # | Name | Address | City | State | Status | Total Units | Aff. Units | Aff. Eff | Aff 1BR | Aff 2BR | Aff 3BR | Aff 4+BR | Units by AMI | Funding Category |
|----------------|-----------------------------|----------------------|-------------|-------|-----------|-------------|-------------|------------|-------------|------------|------------|-----------|-----------------------|---|
| 55 | Greenway | 2839 Bloomington Ave | Minneapolis | MN | Completed | 42 | 42 | 0 | 0 | 16 | 22 | 4 | 50% - 42 | Tax Credit Subsidized - Other Tax Credit (LIHTC 4%) |
| | | 2845 Bloomington Ave | Minneapolis | MN | | | | | | | | | | |
| | | 2840 16th Ave S | Minneapolis | MN | | | | | | | | | | |
| | | 2843 Bloomington Ave | Minneapolis | MN | | | | | | | | | | |
| | | 2844 16th Ave S | Minneapolis | MN | | | | | | | | | | |
| 56 | Linden Place Cooperative | 3205 Bloomington Ave | Minneapolis | MN | Completed | 8 | 8 | 0 | 0 | 4 | 4 | 0 | 60% - 8 | Tax Credit Subsidized - Other Tax Credit (LIHTC 9%) |
| | | 3200 Bloomington Ave | Minneapolis | MN | | | | | | | | | | |
| | | 3201 Bloomington Ave | Minneapolis | MN | | | | | | | | | | |
| | | 3200 16th Ave S | Minneapolis | MN | | | | | | | | | | |
| 57 | 1500 Nicollet | 1500 Nicollet Ave | Minneapolis | MN | Completed | 183 | 183 | 1 | 43 | 95 | 44 | 0 | 50% - 37 60% - 146 | Subsidized - Other |
| Totals: | | 164 Addresses | | | | 3118 | 2950 | 228 | 1562 | 574 | 379 | 53 | | |

Property not within 1/2 mile but part of a larger housing development.

Other properties

| Ref No | Name | Address | City | State | Units | Bedrooms | Description |
|--------|---|-------------------|-------------|-------|-------|-----------|------------------------------------|
| 7 | Dundry Hope Block Stabilization Phase II | 1829 5th Ave | Minneapolis | MN | 30 | EFF - 18 | Unsubsidized housing at 30-60% |
| | | 2101 Portland Ave | Minneapolis | MN | | 1 BR - 7 | |
| | | 2011 Portland Ave | Minneapolis | MN | | 2 BR - 1 | |
| | | 616 E 22nd St | Minneapolis | MN | | 3 BR - 3 | |
| | | 618 E 22nd St | Minneapolis | MN | | 4+ BR - 1 | |
| 13 | New Vision LLC aka Indian Neighborhood Club Expansion | 2101 5th Ave S | Minneapolis | MN | 20 | EFF - 20 | Unsubsidized housing at 30-50% AMI |

HENNEPIN COUNTY
MINNESOTA

April 30, 2020

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

Re: Support for 2020 Regional Solicitation Application
Phillips Neighborhood Pedestrian Safety Improvements

Dear Ms. Koutsoukos,

Hennepin County has been notified that the City of Minneapolis is submitting an application for funding as part of the 2020 Regional Solicitation through the Metropolitan Council. The proposed project is the Phillips Neighborhood Pedestrian Safety Improvements Project that's intended to enhance safety for those walking in the neighborhood.

This project will introduce various strategies to improve the safety and comfort for people walking and rolling within the Phillips Neighborhood. Hennepin County understands that improvements may be introduced at various intersections along CSAH 3 (Lake Street), CSAH 5 (Franklin Avenue), CSAH 33 (Park Avenue), CSAH 35 (Portland Avenue), and CSAH 152 (Cedar Avenue). Hennepin County supports this funding application and acknowledges that the proposed project aligns with the county's Pedestrian Plan and Reducing Disparities priority. In addition, Hennepin County will operate and maintain roadway facilities, currently under county jurisdiction, for the useful life of improvements.

At this time, Hennepin County has no funding programmed in its 2020-2024 Transportation Capital Improvement Program (CIP) for this project. Therefore, county staff is currently unable to commit county cost participation in this project. However, we request that the City of Minneapolis continues to include county staff as part of the design process, specifically as it relates to intersections involving a county roadway, to ensure project success. We look forward to working together to improve safety and mobility for people walking and rolling within the Phillips neighborhood.

Sincerely,



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

cc: Chad Ellos, P.E., P.T.O.E. – Transportation Planning Division Manager

Hennepin County Transportation Project Delivery
7009 York Avenue South, MN 55435 (Temporary)
612-596-0241 | hennepin.us



Phillips Pedestrian Safety Improvements Project Area Map

2020 TAB Regional Solicitation for Federal Funding in FFYs 2024 and 2025

PROJECT AREA CHARACTERISTICS

Chicago Ave, East 24th St, and East 28th St are designated as **High Injury Streets** within the Vision Zero Action Plan and each street is identified on the City's **Pedestrian Priority Network** in the draft Transportation Action Plan. 24th Street and 28th Street are part of the draft Transportation Action Plan All Ages and Abilities low-stress bicycle network. Chicago Avenue is the future route for the METRO D-Line BRT and each street serves local bus routes.

Over 36% of the project area households do not own a vehicle. The neighborhood is over **70% residents of color**, making it one of the most diverse areas of Minneapolis. The project area is an area of concentrated poverty (ACP 50). **More than 30%** of the population is under the age of 18 and **over 21%** are people living with disabilities (5-Year ACS 2013-2017).



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 Hutcherson
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 07 2020

| RECORD OF COUNCIL VOTE | | | | |
|------------------------|-----|-----|---------|--------|
| COUNCIL MEMBER | AYE | NAY | ABSTAIN | ABSENT |
| Bender | X | | | |
| Jenkins | X | | | |
| Johnson | X | | | |
| Gordon | X | | | |
| Reich | X | | | |
| Fletcher | X | | | |
| Cunningham | | | | X |
| Ellison | X | | | |
| Warsame | X | | | |
| Goodman | | | | X |
| Cano | X | | | |
| Schroeder | X | | | |
| Palmisano | X | | | |

MAYOR ACTION

APPROVED

VETOED


MAYOR

MAR 02 2020

DATE

Certified an official action of the City Council

ATTEST:


CITY CLERK

Presented to Mayor: FEB 28 2020

Received from Mayor: MAR 03 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,
STAFF: Transportation Planner,
 Transportation Planning &
 Programming

PRESENTED Mike Samuelson,
BY: Transportation Planner,
 Transportation Planning &
 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)
 - 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
 - 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

42nd Street – Nicollet Avenue to Cedar Avenue

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

Augsburg Bridge over I-94

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 | X | | | |
| Jenkins | X | | | |
| Johnson | X | | | |
| Gordon | X | | | |
| Reich | X | | | |
| Fletcher | X | | | |
| Cunningham | X | | | |
| Ellison | X | | | |
| Goodman | X | | | |
| Cano | X | | | |
| Schroeder | X | | | |
| Palmisano | X | | | |

MAYOR ACTION

APPROVED

VETOED


MAYOR

MAY 11 2020

DATE

Certified an official action of the City Council

ATTEST:


CITY CLERK

Presented to Mayor: **MAY 08 2020**

Received from Mayor: **MAY 11 2020**

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
 - o Strategic Capacity (Roadway Expansion)
 - o Roadway Reconstruction/Modernization
 - o Traffic Management Technologies (Roadway System Management)
 - o Bridges Rehabilitation/Replacement
 - o Spot Mobility and Safety
2. Transit and Travel Demand Management (TDM) Projects
 - o Arterial Bus Rapid Transit Project
 - o Transit Expansion
 - o Transit System Modernization
 - o Travel Demand Management
3. Bicycle and Pedestrian Facilities
 - o Multiuse Trails and Bicycle Facilities
 - o 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%) |
|---|-----------------------------------|------------------------|------------------------------------|
| Citywide Signal Retiming Project | Traffic Management Technologies | \$3,500,000 | \$700,000 |
| Nicollet Avenue Bridge over Minnehaha Creek | Bridge Rehabilitation/Replacement | \$7,000,000 | \$1,400,000 |
| Totals | | \$10,500,000 | \$2,100,000 |
| Total Approved by Council in February | | \$34,000,000 | \$6,800,000 |
| Grand Total | | \$44,500,000 | \$8,900,000 |

Details of the proposed applications are described below.

Citywide Signal Retiming Project

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



CMF / CRF Details

CMF ID: 9024

Install rectangular rapid flashing beacon (RRFB)

Description: Install rectangular rapid flashing beacon (RRFB)

Prior Condition: No RRFB

Category: Pedestrians

Study: [Development of Crash Modification Factors for Uncontrolled Pedestrian Crossing Treatments, Zegeer et al., 2017](#)

Star Quality Rating:



[\[View score details\]](#)

Crash Modification Factor (CMF)

Value: 0.526

Adjusted Standard Error:

Unadjusted Standard Error: 0.377

Crash Reduction Factor (CRF)

Value: 47.4 (This value indicates a **decrease** in crashes)

Adjusted Standard Error:

Unadjusted Standard Error: 37.7

Applicability

Crash Type: Vehicle/pedestrian

Crash Severity: All

Roadway Types: Minor Arterial

Number of Lanes: 2 to 8

Road Division Type:

Speed Limit:

Area Type: Urban and suburban

Traffic Volume: 533 to 49402 *Annual Average Daily Traffic (AADT)*

Time of Day: All

If countermeasure is intersection-based

Intersection Type:

Intersection Geometry:

Traffic Control:

Major Road Traffic Volume:

Minor Road Traffic Volume:

Development Details

Date Range of Data Used: 2004 to 2013

Municipality:

State: AZ, FL, IL, MA, NY, NC, OR, VA, WI

| | |
|----------------------------------|--------------------------|
| Country: | USA |
| Type of Methodology Used: | Regression cross-section |
| Sample Size Used: | |

| Other Details | |
|---|-------------|
| Included in Highway Safety Manual? | No |
| Date Added to Clearinghouse: | Nov-17-2017 |
| Comments: | |

This site is funded by the U.S. Department of Transportation Federal Highway Administration and maintained by the University of North Carolina Highway Safety Research Center

The information contained in the Crash Modification Factors (CMF) Clearinghouse is disseminated under the sponsorship of the U.S. Department of Transportation in the interest of information exchange. The U.S. Government assumes no liability for the use of the information contained in the CMF Clearinghouse. The information contained in the CMF Clearinghouse does not constitute a standard, specification, or regulation, nor is it a substitute for sound engineering judgment.



CMF / CRF Details

CMF ID: 9120

Median treatment for ped/bike safety

Description: Install various median treatment: median fencing, sidewalk fencing, median brick planters, pedestrian islands

Prior Condition: *No Prior Condition(s)*

Category: Roadside

Study: [Analyzing the Impact of Median Treatments on Pedestrian/Bicyclist Safety, Zhang et al., 2017](#)

Star Quality Rating:



[\[View score details\]](#)

Crash Modification Factor (CMF)

Value: 0.86

Adjusted Standard Error:

Unadjusted Standard Error: 0.04

Crash Reduction Factor (CRF)

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

Adjusted Standard Error:

| | |
|-----------------------------------|---|
| Unadjusted Standard Error: | 4 |
|-----------------------------------|---|

Applicability

| | |
|----------------------------|-------------------|
| Crash Type: | All |
| Crash Severity: | All |
| Roadway Types: | Not specified |
| Number of Lanes: | |
| Road Division Type: | Divided by Median |
| Speed Limit: | |
| Area Type: | Urban |
| Traffic Volume: | |
| Time of Day: | All |

If countermeasure is intersection-based

| | |
|-----------------------------------|--|
| Intersection Type: | |
| Intersection Geometry: | |
| Traffic Control: | |
| Major Road Traffic Volume: | |
| Minor Road Traffic Volume: | |

Development Details

| | |
|---------------------------------|--------------|
| Date Range of Data Used: | 1998 to 2016 |
| Municipality: | |
| State: | MD |

| | |
|----------------------------------|--|
| Country: | USA |
| Type of Methodology Used: | Before/after using empirical Bayes or full Bayes |
| Sample Size Used: | |

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

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E 28th St

58 CHICAGO-5651

Allina Health
ABBOTT
NORTHWESTERN
HOSPITAL

EMERGENCY →
Main Entrance →
Parking & Valet
The Mother →
Baby Center

Phillips Pedestrian Safety Improvements Project

2020 TAB Regional Solicitation for Federal Funding in FFYs 2024 and 2025

Project Overview

The City of Minneapolis is requesting a federal grant to support pedestrian safety and accessibility improvements at intersections in the Midtown Phillips and East Phillips neighborhoods.

The proposed project will provide pedestrian safety and ADA accessibility improvements at select intersections along the Chicago Ave, E 24th St, and E 28th St corridors. All three project corridors are designated as **High Injury Streets** in the Minneapolis Vision Zero Action Plan and **Pedestrian Priority Network** routes in the draft Minneapolis Transportation Action Plan. The proposed safety improvements include:

- ADA pedestrian curb ramps
- Curb extensions (bump outs)
- Pedestrian refuge islands (medians)
- Rectangular Rapid Flash Beacons (RRFBs)
- Upgraded traffic signals

Benefits

The improvements to be completed under this project will improve pedestrian safety and access for Phillips residents by:

- Narrowing roadways to reduce the time a pedestrian is exposed to traffic, increase pedestrian visibility, and provide traffic calming
- Making curb ramps ADA-compliant to improve accessibility and comfort for all users
- Installing Rectangular Rapid Flash Beacons and signal upgrades to provide pedestrian crossing priority and increase compliance of vehicles stopping for pedestrians

Requested federal amount: 1,000,000

Match amount: \$608,000

Total project cost: \$1,608,000



Project Area



Before Photo at Chicago Avenue and 28th Street

Project Schedule



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

Contact: Ethan Fawley, Vision Zero
Program Coordinator, Minneapolis Public
Works
612-673-5983 |
ethan.fawley@minneapolismn.gov

