

## DRAFT

Ms. Joan Pasiuk  
Mr Steve Clark  
Bike/Walk Twin Cities  
Transit for Livable Communities  
626 Selby Avenue  
St. Paul, Minnesota 55104

January 10, 2011

### Re: **TLC Call for NTP Projects – Bike Walk Twin Cities Program**

Dear Joan and Steve:

The City of Minneapolis is pleased to submit this draft response to Transit for Livable Communities (TLC) Call for Projects according to your December 9, 2010 request. City Council action is required for City staff to apply formally to your request. Thus, this is a draft response because the City Council has not taken any official action on this matter due to the short one month solicitation timeline, the holidays, and no available Council meetings. Public Works is submitting this letter for Council consideration such that action could be taken on the January 18 Transportation and Public Works Committee and full City Council action on January 28, 2011.

In the interim, City staff has reviewed the Call for Projects, has developed a draft list of projects that fits your request, presented this draft response for review to the Mayor and City Council Members on January 3, and finally submitted this draft response to you today.

### **CALL FOR PROJECTS**

In summary, City staff understands the Call for Projects seeks to include projects that fulfill an important network gap, address cultural/economic equity, encourage and promote mode shift plus have public and jurisdictional support.

- **Category 1 Projects – Building regional readiness through a bank of bike/walk project designs: A call for candidate planning studies** – Planning and design studies that can lead to requesting future funding (NTP and other federal). TLC anticipates up to \$500,000 may be allocated over 10 to 12 studies to develop conceptual, preliminary or detailed studies or designs.

A key element of Category 1 is to take ideas to the next stage and make them projects ready for approvals and competitive federal funding. Besides the NTP and Met Council Regional Solicitation process, we are not aware of any new federal funding opportunities. As such we have identified projects based on these two funding resources.

In the short one month solicitation time frame, City staff has reviewed past TLC submittals, Access Minneapolis Plan, Pedestrian and Bicycle Master Plans, and other plans to identify projects that meet all your criteria. Given the 18 Category 1 projects identified and the expected future TLC narrowing of the list, we have not attached the requested link to the relevant planning documents. We will be glad to promptly do so upon your request which assumes a smaller number of projects.

The attached 11x17 table provides a summary of all the identified projects. The far right column labeled City Management Comments reflects our initial assessment related to meeting

the basic criteria. We have not prioritized this list because we understand that TLC staff will be taking such action and may want to have further conversations with the City regarding these projects.

City staff understands that TLC desires to specifically direct and manage consultant work to develop such plans. Also, TLC expects that City staff time would be contributed toward these efforts will be considered jurisdictional match. Both of these elements are significant barriers to completing such projects. City staff has provided previous comments regarding these matters. Submittal of these projects is contingent on acceptable resolution to these two matters.

- **Category 2 Projects** – Enhancing the bike walk network through high priority bike/walk projects: A call for capital projects ready for immediate implementation – High priority capital projects ready for immediate implementation. Projects must already be designed and approved, ready for Project Memo, “shovel-ready”, and are seeking construction funding. TLC anticipates up to \$1,800,000 may be allocated over two solicitation time frames, February 2011 and November 2011. The City should have more projects to submit for the November time period given additional time and successful Category 1 efforts.

Therefore, City staff has focused its thinking on projects that can be ready now for decision making from January to March 2011. As such only three projects may meet this timeline and be “shovel-ready”, the 49<sup>th</sup> Avenue N Trail, the Nice Ride expansion and the Franklin Avenue pedestrian projects. These are Projects K, M and N on the attached 11x17 table.

Project K -- For the 49<sup>th</sup> Avenue North Trail project here is the requested basic information:

- Locations – Osseo Road to Shingle Creek/Humboldt Avenue
- Jurisdiction – Minneapolis, the west end intersects Osseo Road (Hennepin CSAH 152) and the east end intersects at Minneapolis Park Board land.
- Project Cost – The estimated south side trail cost is \$1.55 million.
- Contact Information – Jon Wertjes.

Project M -- We understand that Nice Ride has already met with TLC and others regarding this expansion so thus here is the requested basic information:

- Locations – to be determined based on available TLC resources
- Jurisdiction – Minneapolis, but preliminary discussions have occurred about streamlining Saint Paul’s ability to “piggy-back” on existing Minneapolis contracts.
- Project Cost – Nice Ride has provided this info. The compelling question is how much is appropriate to allocate now versus in November to these Category 2 projects. At this stage, the City of Minneapolis understands that further discussions are needed about funding levels.
- Contact Information – Primary Contacts should be Bob Lind and Bill Dossett, but please include Jon Wertjes in these communications.

Project N -- For the Franklin Avenue pedestrian improvement, this project is timely to match up with the County’s pavement overlay for this summer. This project with some limited design may be ready for Category 2, so here is the requested basic information:

- Locations – between 22<sup>nd</sup> Ave to 26<sup>th</sup> Ave South
- Jurisdiction – Hennepin County but Minneapolis would lead the pedestrian implementation.
- Project Cost – to be determined for curb extensions, crosswalk treatments and countdown timers.
- Contact Information – Jon Wertjes.

Lastly, the above efforts do not include any projects that are located in Minneapolis but may be submitted by or under the jurisdiction of other public agencies such as Minneapolis Park Board, Hennepin County, or others.

If you have further questions regarding this letter please contact Jon Wertjes at 612-673-2614, [jon.wertjes@ci.minneapolis.mn.us](mailto:jon.wertjes@ci.minneapolis.mn.us).

Thank you for the opportunity to submit this response.

Sincerely,

A handwritten signature in cursive script that reads "Heidi Hamilton". The signature is written in black ink and is positioned above the typed name.

Heidi Hamilton  
Deputy Director of Public Works  
City of Minneapolis Department of Public Works

Cc: Mayor, City Council Members, Kotke, Elwood, Wertjes, Christenson, Sporlein, Guild

### TLC Call for Projects

Project #	Category 1 or 2*	Project Name	Project Termini or Location	Project Type & Description	Other background comments or info	City Management Comments
A	1	44th and Penn Aves N Pedestrian Crossing	44th and Penn Aves N	Pedestrian access improvements to a key North Minneapolis business district	The project analysis and conceptual design were completed by Wenck in 2008 through a \$20,000 Great Streets business district support contract with the Victory Neighborhood. The conceptual study included both traffic improvements and streetscape elements. TLC staff have expressed interest in funding this project in conversations with CPED staff during past rounds. It would meet many of the program goals including improving pedestrian access in a difficult-to-navigate business district and provide near-term measurable results. Moreover, it is one of the few potential pedestrian projects in North Minneapolis and in a low-income area. However, this conceptual design has not been taken any further due to lack of priority and unidentified funding sources. Not all the conceptual study recommendations have been agreed upon. Further design work and community engagement is needed to reach project concurrence. City/County have limited identified some limited traffic signal resources for 2012. Future discussions are needed between City and County staffs.	ok
B	1 or 2	32nd and Hiawatha Pedestrian Crossing	Hiawatha Avenue at 32nd Street	Specific improvements to be determined	Hennepin County is contracting with Stonebrooke Engineering to work with MN/DOT and Mpls Public Works on developing 30% design and intends to submit an NTP application. Good opportunity for multijurisdictional submission.	Design appears to be already underway. Request for TLC category 1 design would be repetitive. Requests for Category 2 construction not applicable.
C	1 or 2	38th and Hiawatha Pedestrian Crossing	Hiawatha Avenue at 38th Street	Specific improvements to be determined	Hennepin County is contracting with Stonebrooke Engineering to work with MN/DOT and Mpls Public Works on developing 30% design and intends to submit an NTP application. Good opportunity for multijurisdictional submission.	
D	1 or 2	45th and Hiawatha Pedestrian Crossing	Hiawatha Avenue at 45th Street	Specific improvements to be determined	Hennepin County is contracting with Stonebrooke Engineering to work with MN/DOT and Mpls Public Works on developing 30% design and intends to submit an NTP application. Good opportunity for multijurisdictional submission.	
E	1	8th Avenue North Pedestrian Extension	Washington Ave N to West River Pkwy N	Study to evaluate pedestrian connection through superblock	As detailed in the North Loop Small Area Plan, a former rail corridor in the Warehouse District has been redeveloped but the long blocks have remained. The blocks in question lie between the Commercial Corridor of Washington Avenue North and the Mississippi River. Residents south of Washington have to walk 2 to 4 blocks out of their way to reach the recreation amenities along the river, and residents south of the river do not have direct access to buses on Washington. This study will evaluate a possible pedestrian connection connecting a dead-ended 8th Ave N from Washington Avenue through to the River Parkway.	ok
F	1 or 2	4 <sup>th</sup> or 6 <sup>th</sup> Street Green Corridor linking Cityview School and Farview Park	The Green Corridor would terminate at 29 <sup>th</sup> Avenue on the south and 33 <sup>rd</sup> or 34 <sup>th</sup> Avenue on the north. It could be phased.	The Green Corridor would be an enhanced pedestrianway.	The project concept was first proposed in the adopted Lowry Avenue Corridor Plan (2002), and reinforced in the Lowry Avenue Strategic Plan (Approval expected Dec 2010). It runs through, and has been incorporated into the plans of, a four block development area called the "Ecovillage" development, which is being spearheaded by Project for Pride in Living. Matching funds are being explored with the Mississippi Watershed Management Organization. The Green Corridor would be an enhanced pedestrianway to foster movement between these two major public facilities, and between Lowry Avenue and these facilities. It would entail enhancements to the street, including elements such as expanded boulevards, bumpouts at intersections, additional vegetation, and stormwater management features. The project entails both final design and construction.	TLC and the City are partnering on a "green streets" effort that will be piloted in North Minneapolis. This submittal is premature and should follow the green streets efforts.
G	1	Cedar Avenue Transit Corridor Connectivity Project	7 Corners to I-94 (a shorter segment could be considered from the West Bank CCLRT station to I-94)	Increase pedestrian safety, corridor aesthetics, and wayfinding in the West Bank neighborhood. Efforts would focus on Cedar Avenue.	The project would be leveraging a secured Hennepin County TOD grant of \$200k. The more funding we are able to secure, the more project elements we are able to tackle. The main goal is to replace lights, sidewalks, and tree grates (approximate cost of \$400k). Investments are being made to practically every major piece of infrastructure in the neighborhood in the next few years in preparation for the opening of CCLRT. With additional funds, we hope to address any number of the following items: 1) Address a currently illegal sidewalk connection at 5th St (east side), and improve mid-block crossing for a new ped connection. 2) Add pedestrian connectivity to work being done by Hennepin County for the Cedar Ave bridge/CCLRT station. 3) Incorporate as of yet incomplete concepts for improving the 7 corners intersection. 4) Integrate Cedar-Riverside Plaza planned plaza improvements/renovations with ped realm. 5) Create a comprehensive wayfinding system that integrates transit options with the various destinations in the West Bank.	ok
H	1	2nd Street South Connection	2nd Ave S to Hennepin	Bicycle connection	For residential and park needs, this two block segment of 2nd Street South was vacated. Both north and south of this two block segment, the City has implemented on-street bicycle lanes. There is a missing link in the system and is located on Park Board and private lands. This needs a public-private partnership designed solution that respects park, pedestrian environment, and private property needs.	ok
I	1	Hennepin Ave South	11th to Lyndale	extend bike lanes	TLC funded a Hennepin Avenue bikeway planning study. Continuation of downtown bike lanes south on Hennepin Avenue to Basilica/Sculpture garden/Loring Park. Next steps needed would be to take this concept planning study and engaged the community to develop detailed design layouts for approvals, cost estimating and funding requests.	ok
J	1	Bluff Street Trail	Bridge 9 to 2nd Street S	extend bike trail and add bike lanes	This is a missing link in the system and is located on public lands (City and Park Board). This design effort will take advantage of the previous 35W tunnel, path connection north via 19th Avenue ROW and on-street connections along 13th Avenue to the 2nd Street South bike lanes.	ok
K	1 or 2	49th Avenue N Trail & Ryan Lake Trail connections	Humboldt Ave to Osseo Road	extend bike trail westerly from Humboldt to Osseo Road	49th Avenue is a street with limited parking needs, large land uses, truck volumes and few driveways on the south side. Community desires a trail over on-street bike lanes similar to the eastern segment. This trail project can be considered for Category 2 funding. In addition, Category 1 funding would explore connections and links to enhance the 49th Ave Trail from its western terminus to the Ryan Lake Trail efforts/designs and other regional systems with Three Rivers Parks, Hennepin County Public Works, and Brooklyn Center.	ok
L	1	35W-40th ped bridge	2nd to Stevens Ave	second bridge	The existing ped bridge structure in good structural condition but there is desired to widen or replace. Replacement may not be prudent at this time so a suggestion could be explored to add a second bridge adjacent and join the two decks together to address the wide and approach concerns.	ok, but may not increase mode share
M	2	Nice Ride Phase II	130 locations	expansion of current system	Funding request for the Phase II expansion of existing Nice Ride bike share system to include an additional 130 kiosks (81 Minneapolis, 46 St Paul, 2 Edina, and 1 Robbinsdale) with 1388 bikes. This could be a joint request with the City of Saint Paul.	ok
N	1 or 2	24th Street & Franklin Ave Pedestrian Improvements	Lake of the Isles to Mississippi River	on-street	The Seward Redesign submitted five ideas - a) Bike Center in partnership with Sibley Bike Cooperative, b) 24th St bike boulevard, c) 29th Ave bike boulevard, d) 22nd St, and e) Franklin Ave pedestrian improvements. The 24th St and 29th Ave are in the draft Bicycle Plan. Based on the TLC criteria, the 24th Street project is the best City idea to be considered a potential project for submittal. Hennepin County supports the Franklin Avenue pedestrian improvements as noted in their 1/7/2011 letter attached. These pedestrian improvements may have progressed to a point that may be ready for Category 2.	only consider a) 24th Street-City & e) Franklin Ave-County
O	1	Pedestrian Signal Indications Replacement	Citywide	Safety Improvement	Install more Countdown Timers	ok, but may not increase mode share
P	1	Bike Counting Equipment	Citywide	Innovative?	Equipment that counts bikes on street accurately, expand upon TLC counting equipment	
Q	1	Speed Wagons/Permanent Speed Display	City Wide	Traffic Calming / Innovative	TRANSITION ZONES ONLY - A gateway to the City	
R	1	Mobile Speed Bumps Purchase	Citywide	Traffic Calming	Technology has possibly developed to where we may be able to implement a program - A possible new tool box item	
S	1	Street Name Signs for Bike Routes	Citywide or portion thereof	Traffic signing	Place bike symbols on street name signs (both ground and mast arm mounted).	

\* **Category 1** = Planning and design studies that can lead to requesting future funding.  
**Category 2** = High priority capital projects ready for immediate implementation. Projects must be designed & approved, ready for Project Memo, and are seeking construction funding.



## Hennepin County Transportation Department

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January 7, 2011

Katya Pilling, Associate Director  
Seward Redesign  
2619 E. Franklin Avenue  
Minneapolis, MN 55406

Re: Statement of Support for Transit for Livable Communities (TLC)  
Nonmotorized Transportation Pilot Program (NTP)  
2011 "Call for Projects" - Franklin Avenue Pedestrian Improvements

Dear Ms. Pilling:

Hennepin County would like to express support for the application of federal funds from the NTP Program for proposed pedestrian improvements for Franklin Avenue (CSAH-5) 22<sup>nd</sup> Avenue South to 26<sup>th</sup> Avenue South. This project would construct curb extensions (bump-outs) for safer pedestrian crossings, pavement enhancements for crosswalks at 24<sup>th</sup> and 26<sup>th</sup> Avenues, and Pedestrian Indication Countdown Timers at the 26<sup>th</sup> Avenue traffic signal.

County staff participated in the Franklin Vision Implementation Committee meetings during the spring of 2010. These improvements were discussed as part of an overall concept developed for the committee by the consulting firm of SEH, Inc. Additional improvement items were also discussed as part of the concept which we understand are not included within this application:

**Streetscaping Elements** – Our understanding is that pedestrian lighting, informational kiosks and gateway monuments are not a part of this application.

**Signing** – We believe that the implementation of elements for crosswalk signage and in-pavement signs was unresolved during the committee discussion. We will want to evaluate these items further with city public works staff prior to their inclusion.

**Bike Lanes** – The SEH concept also included the proposal to add on-street bike lanes for Franklin Avenue. This summer, Hennepin County is currently planning on paving Franklin Avenue from Trunk Highway 55 to the Mississippi River Bridge. We are studying the feasibility of adding bike lanes as part of this work in coordination with the assistance of Minneapolis public works staff.

Due to federal requirements, it is our understanding that the City of Minneapolis would be the implementing agency for this project, and would be responsible for handling the final design of the various elements.

We wish Seward Redesign and the City of Minneapolis success with this application.

Sincerely,

James N. Grube, P.E.  
Director of Transportation and County Engineer

cc: City of Minneapolis: Steve Kotke, Heidi Hamilton, Jon Wertjes, Don Elwood, Shaun Murphy  
Hennepin County: Tom Johnson, Bob Byers