Minneapolis - Public Works

Southeast Como Neighborhood Bikeways

Regional Solicitation - Bicycle and Pedestrian Facilities

ID: R-2026-05246

Menno Schukking

Requested: $3,500,000

Status Initial Review

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What application category are you applying for.*

AT - Local Bike Facilities

General Information

Organization Name: Minneapolis - Public Works

▼ Organization Information

Organization Name	Minneapolis - Public Works
Legal Name	Minneapolis - Public Works
Street Address	309 2nd Ave S #300
Street Address 2	
City	Minneapolis
County	Hennepin
State	Minnesota
Country	United States of America

ZIP Code	55401

▼ Contact Information

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▼ Project Information

Project Name*	Southeast Como Neighborhood Bikeways
Select Primary county where project is located*	Hennepin
Cities or Townships where the Project is located*	Minneapolis
Jurisdictional Agency (if different than applicant):	N/A

Brief project description*

The Southeast Como Neighborhood Bikeways project would improve bicycle facilities, add traffic safety treatments to reduce speeding, and make ADA accessibility improvements on the following streets in Minneapolis:
• Como Avenue SE, from 10th Avenue SE to 33rd Avenue SE (Major Collector, 1.4 mile)
• 10th Avenue SE, from 8th Street SE to Como Avenue SE (Minor Reliever, 0.1 mile)
• 18th Avenue SE, from East Hennepin Avenue to Como Avenue SE (Major Collector, 0.2 mile)

Como Ave SE and 18th Ave SE are on the Municipal State Aid (MSA) network. 10th Ave SE is a city street within MnDOT right-of-way. All three streets are identified as Tier I Alignments on the Regional Bicycle Transportation Network (RBTN), and as “Near-term Low Stress Bikeways” on the Minneapolis All Ages and Abilities (AAA) bikeway network (local bicycle plan).

Project goals include:
• Create a low stress environment for all road users
• Upgrade bike facilities for all ages & abilities
• Improve safety and mobility for people walking, biking, and riding transit

A curb-protected bike facility would be added to the streets to replace the existing painted bicycle lanes. Intersection improvements would include ADA-compliant pedestrian curb ramps at dozens of corners, and may include bump outs, medians, signage, traffic control devices, and pavement markings at select locations. This project would be developed in coordination with the Metro Transit H Line BRT project and coordinated with Como Ave SE street resurfacing planned for 2029.

The project will connect to:
• Existing AAA and RBTN Tier 1 Diagonal Trail protected bikeway on Stinson Boulevard
• Under-construction AAA and RBTN Tier 1 protected bikeway on 10th Ave SE in Dinkytown
• Painted bike lanes on 15th Ave SE connecting to Dinkytown and the University of Minnesota West Bank Campus
• Painted bike lanes on RBTN Tier 1 Como Ave in Saint Paul connecting to the University of Minnesota Saint Paul Campus
• The Grand Rounds Missing Link, a planned regional trail and future AAA route

Project webpage: https://www.minneapolismn.gov/government/projects/como-av-se-corridor/

Provide the project length to the nearest one-tenth of a mile*	1.7
Lead Agency*	City of Minneapolis
ZIP Code where majority of work is being performed*	55414
Approximate begin construction date (mo/yr)*	4/3/2028
Approximate end construction date (mo/yr)*	10/26/2029

Name or description of trail/ped facility (i.e., Cedar Lake Trail, University Avenue Sidewalk)

Southeast Como Neighborhood Bikeways

Termini (Termini listed must be within 0.3 miles of any work) (Do not include legal description; include name of roadway if majority of facility runs adjacent to a single corrdior)

Roadway Name*	Como Ave SE
From Cross-Steet*	10th Avenue SE
To Cross-Street*	33rd Avenue SE
Length of multimodal facilities included in project (nearest 0.1 miles, include all that apply using the best available information)*	1.7
Multiuse trail*	0
Separated bicycle facility*	1.7
On-street bicycle facility*	0
Sidewalk*	0
Miles of facility on the Regional Bicycle Transportation Network (nearest 0.1 miles):	1.7
Miles of new RBTN facilities:	1.7
Miles of improved existing RBTN facilities:	1.7
Miles of facility on the regional trail network (nearest 0.1 miles)*	0
Miles of new Regional Trail facilities*	0
Miles of improved existing Regional Trail facilities*	0
AADT on parallel or adjacent roadway*	10050
Number of improved ADA ramps*	40
Number of intersection improvements*	16

Primary types of work (Examples: Grade, AGG Base, BIT Base, BIT Surf, Sidewalk, Signals, Lighting, Guardrail, Bike path, Ped Ramps, Bridge, Park and ride, etc.)*

In-street curb protected bikeway, ADA pedestrian ramps, medians

Number of key destinations (Bank, Post Office, Childcare Center, Grocery Store, Medical Center, Office Park,

Pharmacy, Place of Worship, Public Library, Public Park, School, University or College):

Within 1/4 mile of project* More

Within 1/2 mile of project* More

Bridge/culvert projects (if applicable)

Current Bridge/Culvert No.

New Bridge/Culvert No.

Structure is over/under (Bridge or Culvert Name):

Project will go underneath two BNSF railroad bridges. Project will not impact these bridges.
- 27B47 Railroad over Como Ave SE
- 27990 State Highway Agency over 10th Ave SE

Project Funding

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

No

Grant Request Amount, US$* $3,500,000.00

Project Total: $* $3,500,000.00

Match Amount: $ (Minimum of 20% of the project total for federally funded projects; no match for Active Transportation regional sales tax-funded projects)

Match Amount: $0.00

Match Percentage (Minimum of 20% for federally funded projects, no match required for Active Transportation Sales Tax-funded projects)

Match percentage: 0%

Source of Match Funds (For federally funded projects, 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)

Source of Match Funds* N/A

Please check the years that are feasible for your program.* 2028 (All projects), 2029 (All projects)

Active Transportation applications will need to complete the Total Project Cost Worksheet (attach this worksheet in the application documents) AND also complete the Fluxx Budget tool below (Click on the Edit button in the "What is the grant amount requested for each activity?")

To provide the required budget information, complete the Total Project Cost Worksheet and then upload into the Documents section. Refer to the Total Project Cost Instructions for instructions on what to submit in Fluxx.

Read and Complete the Total Project Cost Worksheet Instruction and fill out the worksheet. After you have completed the worksheet then enter the costs from the Grant Request Amount column into Fluxx Budget Tool. You will need to enter all line items with associated costs, but only from the **Grant Request Amount column**.

- If you have “Other Bicycle and Pedestrian Elements” in your budget, you will be required to provide a description of the line item by replacing the Line Item text with your description.
- There is no local match. Therefore, it is possible your Total Project Cost will be equal to the Grant Request Amount. However, if your Total Project Cost exceeds the maximum award for the category, the entire cost must be identified in the Total Project Cost Worksheet.

The information entered into Fluxx should match your budget included in the attachments. This is how you will make claims against your grant award.

As part of this application process, you must enter your project location(s) information into our Geographic Information System (GIS) via the link below.

The GIS link is not generated until a project name has been added to the question "Project Name" above and the application has been saved. For multiple locations, you will refresh the window to add additional locations. If you make a mistake, please refresh and add the correct location and add a comment describing the error and correction. The project location(s) are used to determine some of the outcomes below. Please note that it may take several minutes for the GIS data to be populated in the application below.

Please click the following link which opens in a new window: Draw Project Location

I acknowledge that I clicked the GIS link and entered the required information. Yes

▼ Document Requirements

Instructions

Upload a PDF for the applicable project elements listed below. Multiple files can be uploaded with the attachment link below. Each individual attachment must be saved as an 8.5''X11''pdf and cannot be more than 15 pages in length to be considered. Only pdf files that meet the size and length limits will be accepted. Please do not submit entire plans or studies.

Summary

1. Applicants are required to submit a one-page Project Summary to be used by the scoring committees and TAB members. This one-pager may include the project name, applicant, route, a map, township/city/county where project is located, requested award amount, total project cost, before photo, project description, list of project benefits, or other pertinent information.
2. A Photograph from within the past year showing the Existing Conditions within the project area. If awarded funds, this photograph will be utilized in the Metropolitan Council's online mapping tool to show a before-and-after comparison of the improvement. By submitting the application, the applicant agrees to allow the Council to use this photograph. Applicants should not use copyrighted images from other sources.

Maps

1. All infrastructure projects must include a map or concept drawing of the proposed improvements that clearly labels the beginning and end of the project, all roadways in the project area, roadway geometry, and any bicycle, pedestrian, and transit components anticipated upon completion of the project.

Coordination

1. The applicant must include a letter of support from the agency that owns/operates the facility, will operate the transit service, or will be expected to maintain the project (if different than the applicant) indicating that it is aware of and understands the project being submitted, and that it commits to operate and maintain the facility for its design life.
2. Transit applicants that propose a project that begins or ends within another agency's service area must include a letter of support from the other transit agency.
3. If the applicant expects any other agency or competitive grant program to provide part of the local match, the applicant must include a staff-level letter from the other agency agreeing to financially participate/documentation of the competitive award.

To add a document, select the green plus sign on the far right of the screen in the row below. A new screen will appear. Upload files by selecting Add files on the bottom left of the screen. After all files have been added, select Start Upload. (Note: if you need to add more files to the same group of attachments, use the green + button in the "Documents" section at the bottom.)

▼ Documents

To add other documents, click the green + sign, then click "Add Files." Then select the document category from the dropdown and click "Start Upload"

APPLICATION DOCUMENTS

Filter by Type: All document types (14)

SPACEScore_ComoAve.pdf

SPACE Calculation

Added by Menno Schukking at 3:12 AM on June 24, 2026

Como22Existing_Fall2025.pdf

Photo Existing Conditions
Added by Menno Schukking at 3:05 AM on June 24, 2026

ProjectMap_Como_20260624.pdf

Map or Concept Drawing
Added by Menno Schukking at 2:33 AM on June 24, 2026

Minneapolis_Year-round maintenance commitment letter.pdf

Year-Round Maintenance Commitment
Added by Menno Schukking at 6:32 AM on June 23, 2026

Minneapolis_ResolutionofSupport_Como.pdf

Resolution of Support
Added by Menno Schukking at 6:32 AM on June 23, 2026

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Jump to Page

▼ Qualifying Requirements

The applicant must show that the project meets all the qualifying requirements to be eligible to be scored and ranked against other projects. All qualifying requirements must be met before completing an application.

By selecting each checkbox, the applicant confirms compliance with the following project requirements*

The project is consistent with the goals, objectives, policies, and actions of the 2050 Transportation Policy Plan
Briefly list the applicable 2050 TPP objectives and policies.

Briefly list the applicable 2050 TPP objectives and policies*

Objectives:
An equitable and inclusive region
1. Historically disadvantaged communities are better connected to jobs, education, and other opportunities.
2. We repair and eliminate disparate and unjust impacts and harms to Black people, Indigenous people, and people of color.
3. We better meet the transportation needs of people who have disabilities or limited mobility.
Healthy & Safe Communities
1. People do not die or face life-changing injuries when using any form of transportation.
2. People feel safer, more comfortable, and more welcome when using any form of transportation.
3. We mitigate and avoid harm to people caused by nearby transportation infrastructure and use (for example, air quality, noise, light).
4. People are better connected to community and cultural resources that support their physical, emotional, and mental well-being.
5. People can increase physical activity with more opportunities to walk, roll, or bike.
A dynamic and resilient region

1. People have better travel options beyond driving alone to meet their daily needs, with a focus on improving travel times, reliability, directness, and affordability.
Leading on Climate
1. The region's transportation system minimizes its greenhouse gas emissions.
2. People have more reliable access to zero emissions vehicle infrastructure.
3. By 2050, the region reduces vehicle miles traveled by 20% per capita below 2019 levels.

Policies:
5A. Support and fund efforts across the region to be compliant with the federal Americans with Disabilities Act minimum requirements by 2050. Track and report progress.
9A. Reference the National Association of City Transportation Officials Design Guides, MnDOT Bicycle Facility Design Manual, or Small Town and Rural Multimodal Networks when designing corridor improvements to provide safe and connected walking and biking facilities for all ages and abilities. Prioritize projects that meet or exceed guidance in these or other references.
10A. Prioritize projects that improve safety for all modes of travel and have the potential to reduce deaths and serious injuries from crashes. When evaluating projects, consider regional and local safety action plans, high-injury streets, and systemic risk factors.
11B. Prioritize projects that improve safety, comfort, and ease of use for pedestrians and bicyclists, with a focus on areas that are overrepresented in negative safety outcomes. This may include intersection designs that reduce pedestrian crossing exposure or adding bicycle safety elements like protected intersections.
15A. Plan, implement, and prioritize projects that connect to, improve, or complete segments of the Regional Bicycle Transportation Network. Update network corridors and alignments in coordination with regional partners and in response to local or corridor planning efforts.
15B. Plan, implement, and prioritize bikeway connections between the Regional Bicycle Transportation Network and transit facilities. Prioritize local bikeway projects that connect the local network to an existing or planned regional transitway. Consider network alignments along, near, and parallel to transit corridors when planning transit routes and facilities.
15E. Invest in and implement All Ages and Abilities bicycle networks to complete the regional and local bicycle systems so all people have improved cycling opportunity, safety, and mobility. Evaluate existing tools that identify potential bicycle demand (for example, MnDOT's Suitability for the Pedestrian and Cycling Environment) for use in funding prioritization or develop a new tool that is tailored to the region.
16C. Identify and prioritize gaps or barriers in bicycle and pedestrian systems in local, regional, and state plans. Include locally identified barriers in local plans.
20E. Coordinate roadway and transit projects to ensure all users' needs are considered and projects are not more disruptive than necessary for transit users.
23A. Use a Complete Streets approach to transportation planning and project development. Prioritize roadway projects that include transit, bicycle, and/or pedestrian improvements for funding.
23B. Include All Ages and Abilities multimodal improvements for traveling along and across roadways. Consider the safety and mobility of all users in the project area.
28C. Coordinate planned transportation infrastructure construction impacts to minimize the overall disruption to people and businesses.

Check the box to indicate that the project meets the requirement above.* Yes

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The project or the specific transportation problem/need that the project addresses must be in a local planning or programming document completed within the last 10 years. Reference the name of the comprehensive plan, regional/statewide plan, capital improvement program, corridor study, Safe Routes to School Plan, Bicycle System Plan, or other approved/adopted plan or program of the applicant agency. The Active Transportation Planning application category (whose projects will be creating the plan itself) is exempt from this requirement.

Check the box to indicate that the project meets the requirement above.* Yes

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List the applicable document(s) and pages*

Minneapolis Plans:

• Vision Zero Crash Study, 2026 - The 18th Ave SE segment of the project is listed as a Bicycle High Injury Street (Figure 15, Page 22)
• ADA Transition Plan for Public Works, 2024
• Racial Equity Framework for Transportation, 2023
• Minneapolis Climate Equity Plan, 2023
• Vision Zero Action Plan 2023 - 2025
• Complete Streets Policy, 2021
• Minneapolis Street Design Guide, 2021
• Transportation Action Plan, 2020 - Lists all three streets as “Near-term Low Stress Bikeways” on the Minneapolis All Ages and Abilities (AAA) bikeway network (local bicycle plan)
• Minneapolis 2040 - Comprehensive Plan, 2019

The project complies with the Americans with Disabilities Act (ADA).

Check the box to indicate that the project meets the requirement above.* Yes

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The project must be accessible and open to the general public.

Check the box to indicate that the project meets the requirement above.* Yes

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The owner/operator of the facility must operate and maintain the project year-round for the useful life of the improvement. This includes assurance of year-round use of bicycle and pedestrian facilities per state statute 473.4465 Subd. 3(7). All bicycle and pedestrian applications must include information on how the requirement to maintain facilities for year-round use will be met. This information may include:
- A local ordinance or policy that requires abutting property owners to maintain pedestrian or bicycle facilities, or that directs agency staff to maintain pedestrian and bicycle facilities.
- A letter or resolution that confirms the proposed local facility will be maintained by agency staff or abutting private property owners.
- A cross-jurisdictional agreement with another agency to maintain the proposed local pedestrian or bicycle facility.

Check the box to indicate that the project meets the requirement above.* Yes

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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 other construction elements to be delivered for the proposed project to be achieved.

Check the box to indicate that the project meets the requirement above.* Yes

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The project applicant has sent written notification regarding the proposed project to all affected units of

government prior to submitting the application. Staff-level letters of support are required if another agency owns the roadway, will deliver the transit service, will contribute financially to the project, will be expected to sponsor the project, or will be expected to maintain the project. Transit projects proposing a project that crosses into another agency's service area must include a letter of support from all relevant transit agencies.

Check the box to indicate that the project meets the requirement above.*	Yes

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The Metropolitan Council and the Transportation Advisory Board (TAB) get the first opportunity to utilize a share of the greenhouse gas and vehicle miles traveled offsets of any awarded federal or active transportation regional sales tax projects proportionate to the share of the total project cost funded by TAB to fulfill state requirements for the Greenhouse Gas Impact Assessment (MN Statute 161.178) enacted in 2023. Each offset can only be used one time. If the projects are not needed by the Metropolitan Council and TAB as offsets to other awarded Regional Solicitation highway projects, ownership of them will revert, in whole or in part, to the original project sponsor. Based on inputs provided in the application, Met Council staff will calculate the magnitude of the offsets.

Check the box to indicate that the project meets the requirement above.*	Yes

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The applicant agrees to provide Metropolitan Council staff with post-construction data, as requested, in order to perform before-and-after analyses.

Check the box to indicate that the project meets the requirement above.*	Yes

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Applicant is a public entity (e.g., county, city, tribal government, transit provider, etc.), or non-profit organization in the TDM category only. Applicants for federal funds that are not State Aid cities 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 the requirement above.*	Yes

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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 transition plan must be completed by the local agency before the Regional Solicitation application deadline.

Choose one*	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.
Date plan completed by governing body*	4/25/2024
Link to plan*	https://lims.minneapolismn.gov/Download/RCAV2/34962/2024-ADA-Transition-Plan-Update.pdf

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All projects that are located within right-of-way occupied by an active railroad must confirm that the railroad has been engaged in project planning.

Check the box to indicate that the project meets the requirement above.* Yes

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All projects must relate to surface transportation. Surface transportation is defined as primarily serving a commuting purpose and/or that connects 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 the requirement above.* Yes

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Projects must exclude right-of-way acquisition costs. Projects within these categories are eligible to include costs for studies, preliminary engineering, design, or construction engineering.

Check the box to indicate that the project meets the requirement above.* Yes

▼ Prioritizing Criteria and Measures

2050 TPP Goal: Our Region is Dynamic and Resilient

Category Definition: The Local Bicycle Facilities application category is intended to fund construction of and improvements to bicycle facilities that are identified in a local or regional plan. Projects may be identified as Regional Bicycle Transportation Network alignments or Regional Trails or may be local in nature.

This application contributes to these 2050 TPP Objectives or Policies:
- People have better travel options beyond driving alone to meet their daily needs, with a focus on improving travel times, reliability, directness, and affordability.
- People do not die or face life-changing injuries when using any form of transportation.
- People can increase physical activity with more opportunities to walk, roll, or bike.

Selected projects in this category will be funded through the Regional Active Transportation Sales Tax, and as such, project selection must be based on:

1. Project's inclusion in a municipal or regional nonmotorized transportation system plan;
2. Extent to which policies or practices of the political subdivision encourage and promote complete streets planning, design, and construction;
3. Extent to which the project supports connections between communities and to key destinations within a community;
4. Identified barriers or deficiencies in the nonmotorized transportation system;
5. Identified safety or health benefits;
6. Geographic equity in project benefits, with an emphasis on communities that are historically and currently underrepresented in local or regional planning; and
7. Ability of a grantee to maintain the active transportation infrastructure following project completion.

The qualifying and scoring criteria for this category are designed to address these seven state requirements.

Please note that this list is not exhaustive and is intended only to provide examples. For questions regarding project eligibility, see the qualifying requirements for this application category and contact the Metropolitan Council.

- Multiuse trails or shared-use paths
- On-street or separated bicycle facilities
- At-grade or grade-separated bicycle crossing improvements or connections

- Filling multiple gaps, improving multiple crossings, or making other similar improvements along a corridor
- Elements that support bicycling (such as bike rack installation, bicycle repair stations, benches, wayfinding, etc.) may be included as part of a construction project, but are not eligible as standalone projects

▼ Evaluative Criteria

1. Complete Streets

This criterion measures the extent to which the applicant encourages or promotes complete streets planning, design, and construction in direct response to one of the statutory funding requirements.

Measure A Complete Streets Planning, Design, and Construction

If applicable, provide a link to the applicant agency's complete streets policy, or another document that provides information on the agency's practices.

If you do not have a link, please attach your complete streets policy in the Documents section below.

Agencies or organizations without roadway ownership or jurisdiction may include the community's local ordinance or policy where the project is located and describe how the project would support advancing complete streets in this community*

https://lims.minneapolismn.gov/Download/RCAV2/26436/Complete-Streets-Policy-Final.pdf

Additionally, provide a description (400 words or less) of ways the agency encourages or promotes complete streets planning, design, and construction as part of its operations and how those practices will be applied to the project.*

The City of Minneapolis first adopted its Complete Streets Policy in 2016 committing to building a complete and integrated public right-of-way to ensure that everyone can travel safely and comfortably on our streets. The policy prioritizes the most vulnerable street users, applies to all transportation-related decisions, and informs the Complete Streets project checklist. Notably, the policy established a modal priority framework that prioritizes modal use in the following order:
• Walking and rolling
• Biking, taking micromobility, and transit
• Driving cars, trucks, and providing access for smaller freight vehicles; and
• Operating large freight trucks

Additionally, green stormwater infrastructure is incorporated into projects per Chapter 54 of City ordinances as determined through design

The City's approach to Complete Streets is consistent with and builds on guidance that the City has already established in its Minneapolis 2040 Comprehensive Plan and the Transportation Action Plan. The implementation of the policy also improves safety in coordination with the City's Vision Zero Policy

The Complete Streets Policy applies to all transportation-related decisions, including all types of public and private projects, programs and initiatives. It also informs all phases of planning, design, construction, operation and maintenance. Implementation of the policy encompasses all elements within the public right of way, including landscaping, lighting, signs, traffic lights, bikeways, parking, green stormwater infrastructure, furniture, and more.

The City uses the Complete Streets project checklist to document project-level decisions and implementation of the policy. To show how projects follow the Complete Streets process at each key milestone of the planning process, the checklist should accompany project layout documentation through the Council process. Individual routine maintenance activities (such as sweeping, mowing, pothole repair, winter maintenance for sidewalks and bikeways) must reflect the Complete Streets Policy's modal priority framework but is not required to go through a Complete Streets checklist.

In 2021, the City updated its Complete Streets Policy to include new modal needs that have arisen in the recent years, such as scooters and new types of delivery services; green stormwater infrastructure; and updated language that is consistent with the Transportation Action Plan.

The Transportation Action Plan identified Como Ave SE, 10th Ave SE, and 18th Ave SE as future All Ages and Abilities (AAA) Bicycle Network streets (local bike plan). The TAP also identified 10th Ave SE and Como Ave on the City's Pedestrian Priority Network (PPN). All three streets are identified as Tier I Alignments on the Regional Bicycle Transportation Network (RBTN).

The identification of the METRO H Line Bus Rapid Transit (BRT) corridor through Metro Transit's Network Next study was the catalyst for scoping a pedestrian, bicycle, and traffic safety project along Como Ave SE.

The project will utilize guidance and best practices identified in the following City planning policy documents during the planning, engagement, and design phases of the project, as well as long term operations and maintenance:
• ADA Transition Plan for Public Works, 2024
• Racial Equity Framework for Transportation, 2023
• Minneapolis Climate Equity Plan, 2023
• Vision Zero Action Plan 2023 - 2025
• Complete Streets Policy, 2021
• Minneapolis Street Design Guide, 2021
• Transportation Action Plan, 2020
• Minneapolis 2040 - Comprehensive Plan, 2019

The City will provide street sweeping, pothole repair, snow removal, and other year-round services for the Como Ave SE, 10th Ave SE, and 18th Ave SE bikeways.

The Como project 0% Complete Streets checklist is posted on the project webpage: https://www.minneapolismn.gov/government/projects/como-av-se-corridor/

Measure A Scoring Guidance

Consider the information and narrative provided by the applicant and rate projects based on the benchmarks provided below. Projects may score at any point along the scale based on their performance against the stated criteria. For agencies or organizations without roadway jurisdiction, scores should be based on the community policy in which the project is located. These applications may score higher if the applicant organization demonstrates a commitment to complete streets principles in their activities beyond the local community the project is located.

- High: The highest rated projects in this measure will be from agencies that have a strong adopted complete streets policy and show how the applicant generally encourages and promotes the use of complete streets principles as part of its operations. This may include citing specific requirements, practices, and examples. For agencies or organizations without roadway jurisdiction, consider the local community's policies or practices where the proposed project is located. Agencies without an officially adopted complete streets policy may score highly with a strong narrative response that demonstrates how they employ similar practices as an organizational priority.
- Medium-High
- Medium: Mid-range projects in this measure may be from agencies that have an adopted complete streets policy, but the policy may lack specifics, or the agency does not cite evidence for how they encourage and promote complete streets on a daily basis. This may include a lack of specific examples. For agencies or organizations without roadway jurisdiction, consider the local community's policies or practices where the proposed project is located.
- Medium-Low
- Low: Agencies that do not have an adopted complete streets policy and make minimal effort to follow complete streets principles should be rated low. For agencies or organizations without roadway jurisdiction, consider the local community's policies or practices where the proposed project is located.
- Non-responsive/Not relevant: Agencies that do not have an adopted complete streets policy and do not provide evidence for how the applicant generally follows complete streets principles should receive zero points for this measure.

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2. Connection to Key Destinations

This criterion measures the project's ability to serve a transportation purpose by connecting users to key local destinations.

Measure A - Connection to key destinations

Attach a map that clearly identifies key destinations within ½ mile of the project limits. Key destinations may include destinations important to the local community, including (but not limited to) banks, post offices, high-frequency transit stations, childcare centers, grocery stores, medical centers, office parks, pharmacies, places of worship, public libraries, public parks, schools, universities, or colleges. Other destinations may be included with an explanation as to their importance to the local community.

Upload that map, along with a written response (300 words or less) that highlights the key destinations served and their importance to the local community. Applicants may identify additional destinations up to 1 mile from the project location but will need to demonstrate that these destinations have a continuous bicycle facility

connection to ensure safe access from the project location. These destinations must be clearly marked outside of the ½ mile buffer for this criterion.

If the project does not directly serve any key destinations but facilitates an important connection to a destination more than ½ mile from the project, please explain.

The project would fill a gap in the Minneapolis All Ages and Abilities (AAA) bikeway network (local bicycle plan) and on a Tier 1 Regional Bicycle Transportation Network (RBTN) alignment. The project provides an improved protected bikeway connection to:
• Existing AAA and RBTN Tier 1 Diagonal Trail protected bikeway on Stinson Boulevard
• Under-construction AAA and RBTN Tier 1 protected bikeway on 10th Ave SE in Dinkytown connecting to the 10th Ave Bridge over the Mississippi River and the University of Minnesota West Bank Campus
• Painted bike lanes on 15th Ave SE connecting the neighborhood to Dinkytown and the University of Minnesota East Bank Campus
• Painted bike lanes on RBTN Tier 1 Como Ave in Saint Paul connecting to the University of Minnesota Saint Paul Campus
• The future Grand Rounds Missing Link, a planned regional trail and future AAA route

Key destinations within ½ mile on the attached Key Destinations (0.5 Mile) map include:
• Banks: Huntington Bank
• Post Office at 1316 5th Street SE
• Transit Stations: METRO E Line BRT stations along 4th Street SE, proposed METRO H Line BRT stations along Como Ave at 15th Ave, 22nd Ave, and 29th Ave
• Childcare centers: University of Minnesota Child Development Preschool, Como Early Learning Center
• Grocery Stores: Joe's Market & Deli, Adam's Grocery and Tobacco
• Medical Centers: Dentist at Como/16th Ave
• Universities: University of Minnesota - East Bank campus
• Office Parks: Smaller office buildings on Como Ave at 16th Ave and 24th Ave. Larger office buildings in the Mid-City Industrial Area, which connect to the 18th Ave segment north of the project
• Pharmacy: CVS Pharmacy
• Places of Worship: Southeast Christian Church, Dar Omar Al-Farooq Mosque, St Lawrence Newman Center, University Lutheran Chapel
• Public Libraries: Arvonne Fraser Library
• Public Parks: Van Cleve Park. Future Grand Rounds Missing Link near Como/27th Ave. Como Corner Community Garden at Como/22nd Ave
• Schools: MTS Pease Academy, Northeast College Prep, Newgate School, Gaia Democratic School, Miniapple International Montessori School

The proximity of these community destinations in a mixed-use neighborhood makes them ideal for multi-purpose trips by bike. The University of Minnesota is critical to the state's workforce and research development, and benefits from bike facilities connecting to surrounding neighborhoods for thousands of students, faculty, staff, and visitors. Van Cleve Park is an all-season recreation destination for the entire city, and is critical as the only park in the Como neighborhood.

See attached KeyDestinations(0.5Miles) map, and KeyDestinations(0.5mileViaAAA) map for local bikeway network connections

Measure A Scoring Guidance

Consider the information and narrative provided by the applicant and rate projects based on the benchmarks provided below. Projects may be rated at any point along the scale based on their performance against the stated criteria.

- High: The highest rated projects in this measure will make a strong case about how the project will significantly increase access to key destinations. This may include providing new connections and/or improvements to existing connections. The narrative should also explain why the destinations are critical to the community and/or region. Destinations beyond ½ mile should be considered only if the respondent clearly demonstrates a safe connection from the project location to the identified destination.
- Medium-High
- Medium: Mid-range projects in this measure may minimally increase access to key destinations by only connecting to a few destinations and/or providing small improvements to existing connections. Differentiation among these projects should consider how many destinations are connected, the importance of the destinations to the community and/or region, and the level of increased access as provided in the narrative. Destinations beyond ½ mile should be considered only if the respondent clearly demonstrates a safe connection from the project location to the identified destination.
- Medium-Low

- Low: Projects that have minimal destinations within the project area or do not create safe connections to those destinations should receive minimal points for this criterion. Consider whether the project adds new connections and/or improves existing connections when making this assessment.
- Non-responsive/Not relevant: Projects that do not create any new connections, do not have any destinations within the project area, or do not provide adequate information should receive zero points for this measure.
- Non-responsive/Not relevant: Projects that do not create any new connections, do not have any destinations within the project area, or do not provide adequate information should receive zero points for this measure.

Measure B - Connection to K-12 schools

Projects that improve safe connections to K-12 schools are eligible for additional points as a way to continue implementing the principles of providing Safe Routes to Schools.

Select all that apply*

This project provides an indirect connection to a K-12 school by constructing improvements that come within ¼ mile of a K-12 school.

Indirect Connection - List the school(s):

MTS Pease Academy

Measure B Scoring Guidance

Consider the information provided by the applicant and rate projects based on the guidance provided below.

- 5 points: Project provides a direct connection to a K-12 school.
- 3 points: Project provides an indirect connection to a K-12 school
- 0 points: Projects that are not within 1/4 mile of a K-12 school will also receive zero points.

Measure C - Active Transportation Demand

Identify the project location's score on MnDOT's Suitability for the Pedestrian and Cycling Environment (SPACE) tool (https://mndotspace.mn.gov/). This score measures the location's estimated latent demand for active transportation based on a variety of environmental, physical and demographic factors.

Use the SPACE tool to roughly draw the project alignment or location using the drawing tools. Then, upload a screenshot of the SPACE tool showing the calculated score.*

Measure C Scoring Guidance

The applicant with the highest SPACE score will receive the full points available to this measure. Remaining projects will receive a proportionate share of the full points. For example, if the application being scored showed a SPACE score of 50, and the top project had score of 75, this applicant would receive (50/75) * 5points, or 3.33 points.

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3. Identified Gaps, Barriers, or Deficiencies

This criterion measures the project's contribution toward creating a connected, accessible, and comfortable active transportation network. Projects will be scored based on a tiered system that prioritizes filling network gaps.

Measure A - Gaps, barriers or deficiency addressed

Select all that apply*

This project fills a network gap or improves a barrier by constructing a new facility that connects to other existing bicycle facilities or a community destination and serves users of all ages and abilities., This project addresses a system barrier or deficiency by constructing crossing improvements or increasing separation from motor vehicles on an existing facility to increase comfort and safety on the active transportation system.

Please provide a written response (300 words or less) that explains the ways this project addresses a gap, barrier, or deficiency on the existing system.*

The project would fill a protected bikeway gap on the Minneapolis All Ages and Abilities (AAA) bikeway network (local bike plan part of the City's Transportation Action Plan (TAP)), and on a RBTN Tier 1 Alignment between 10th Ave SE in Dinkytown, and the Diagonal Trail on Stinson Boulevard. All project streets are identified as "Near-term Low Stress Bikeways" on the Minneapolis AAA bikeway network.

It would improve bike safety and comfort across the following railroad bicycle barriers:
• 10th Ave SE – bridge underpass of BNSF railroad
• Como Ave SE – bridge underpass of BNSF railroad (near 22nd ave)

The 10th Ave SE segment would extend a protected bikeway parallel to expressway bicycle barrier I-35W.

A curb-protected All Ages and Abilities bike facility would be added to the streets to replace the existing painted bicycle lanes. Intersection improvements would include dozens of ADA-compliant pedestrian curb ramps, and may include bump outs, medians, signage, traffic control devices, and pavement markings at select locations.

The project would connect to the City's bikeways system and community destinations:
• Existing AAA and RBTN Tier 1 Diagonal Trail on Stinson Boulevard
• Under-construction AAA and RBTN Tier 1 protected bikeway on 10th Ave SE in Dinkytown connecting to the 10th Ave Bridge over the Mississippi River and the University of Minnesota West Bank Campus
• Painted bike lanes on 15th Ave SE connecting the neighborhood to Dinkytown and the University of Minnesota East Bank Campus
• Painted bike lanes on RBTN Tier 1 Como Ave in Saint Paul connecting to the University of Minnesota Saint Paul Campus
• The future Grand Rounds Missing Link, a planned regional trail and future AAA route near 27th Ave

Como Ave SE and 10th Ave SE are on the City's Truck Route map. The design would accommodate truck turning movements for freight along these streets, while providing a physical barrier from trucks for bicyclist comfort and safety. City Truck Route Map: https://www.minneapolismn.gov/getting-around/parking-driving/truck-route-map/

See attached KeyDestinations(0.5mileViaAAA) map for local bikeway network connections

Measure A Scoring Guidance

Scoring for this measure will be based on the tiered system listed below. Consider the information and narrative provided by the applicant and score projects based on the benchmarks provided below. Scores will be based upon the scorer's discretion and the information provided in the written response, with the option to provide reduced points if the scorer does not believe the gap, barrier or deficiency cited is adequately addressed to a level that makes the facility comfortable for all ages and abilities. Projects that checked multiple boxes will receive the highest tier of points that is adequately supported by the applicant's response.

- 25 points: Project fills a network gap or barrier by constructing a new facility that connects to other existing facilities or a key community destination.
- 20 points: Project addresses a system barrier or deficiency by constructing crossing improvements or increasing separation on an existing facility.
- 15 points: Project constructs a new bicycle facility but does not currently connect to another existing facility.
- 10 points: Project addresses a deficiency by improving facility condition but no additional improvements are anticipated.

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4. Safety

This criterion measures the project's ability to promote safety for all users, including how the project responds to existing risks and makes use of proven safety countermeasures.

Measure A – Connection to existing safety planning efforts

Project Location (or part of the location) is listed in the Regional Safety Action Plan on any of the following lists (*note an online map is being developed and a link will be provided in final application*)

Identified on Regional High Injury Streets list, Location is listed in another safety plan that prioritizes reducing fatal and serious injury crashes., Project location is not listed in a regional or local safety plan but provides a parallel or alternative route that will improve safety for people walking or biking., Crash Risk Index >15

Please describe and provide information on the ways the project will provide a safe alternative route (300 words or less).*

The Southeast Como Neighborhood Bikeways project would provide a safe and protected All Ages & Abilities (AAA) bike route as an alternative to Regional Top 25, Reactive corridors adjacent to the proposed project:
• Alternative parallel route for Bicycle Regional Top 25 Priority, Reactive Corridors – Hennepin Ave East (#14), by utilizing Como Ave SE.
• Alternative route that avoids Bicycle Regional Top 25 Priority, Reactive Corridors – 15th Ave SE (#3), by utilizing 10th Ave SE and Como Ave SE.

The 18th Ave SE segment of the project is on the Regional High Injury Streets list, and a portion of 18th Ave SE has a Crash Risk Index over 15.

A curb-protected All Ages and Abilities bike facility would be added to the streets to replace the existing painted bicycle lanes. The existing on-street bicycle lanes provide inadequate protection because they do not include a physical barrier from vehicle traffic. Vehicles frequently double-park and block bike lanes along Como Ave, creating a safety hazard. Intersection improvements would include ADA-compliant pedestrian curb ramps at dozens of corners, and may include bump outs, medians, signage, traffic control devices, and pavement markings at select locations.

The three streets saw 82 reported crashes from 2021 through 2025, including 1 fatal, 27 with injuries and 16 involving bikes and pedestrians (MnCMAT2).

Based on an August 2025 City traffic count and speed study (City of Minneapolis, MioVision), Como Ave SE saw high daily bicycle and pedestrian counts.
• Pedestrians: 451 near 18th Ave, 237 near 27th Ave
• Bicyclists: 410 near 18th Ave, 264 near 27th Ave
• Average motor vehicle speeds: 20mph near 18th Ave, 31mph near 27th Ave
• 85th percentile motor vehicle speeds: 26mph near 18th Ave, 36mph near 27th Ave
The street is currently posted for a 25mph speed limit

Please describe and provide reference or link to the plan.*

As part of updating the City's Vision Zero Action Plan, the City also updates the Vision Zero Crash Study. The 2026 Crash Study uses key data points about crashes from MnCMAT2 to identify trends, contributing factors, and characteristics of crashes in Minneapolis over the past four years. By having this information, the Vision Zero Action Plan can identify strategies to address emerging trends contributing to serious injury and fatal crashes.

The 18th Ave SE segment of the project is listed as a Bicycle High Injury Street in the 2026 City of Minneapolis Vision Zero Crash Study (Figure 15, Page 22). Crash Study link: https://lims.minneapolismn.gov/Download/RCAV2/53674/Minneapolis%202026%20VIsion%20Zero%20Crash%20Study.pdf

The three streets saw 82 reported crashes from 2021 through 2025, including 1 fatal, 27 with injuries and 16 involving bikes and pedestrians (MnCMAT2)

The City's Transportation Action Plan (TAP, 2020) identified Como Ave SE, 10th Ave SE, and 18th Ave SE as

future All Ages and Abilities (AAA) Bicycle Network streets (local bicycle plan). The TAP also identified 10th Ave SE and Como Ave on the City's Pedestrian Priority Network (PPN).
Transportation Action Plan, Bicycle Chapter Link: https://go.minneapolismn.gov/final-plan/bicycling
City AAA Bike Network Link: https://go.minneapolismn.gov/final-plan/bicycling/all-ages-and-abilities-network
City PPN Pedestrian Link: https://go.minneapolismn.gov/final-plan/walking/pedestrian-priority-network

Como Ave SE and 10th Ave SE are on the City's Truck Route map. The design would accommodate truck turning movements for freight movements along these streets, while providing a physical barrier from trucks for bicyclists' comfort and safety.
City Truck Route Map: https://www.minneapolismn.gov/getting-around/parking-driving/truck-route-map/

Measure A Scoring Guidance

The project will be scored based on the scorer's discretion, using the following guidance:

- High: Project is identified in the regional safety action plan on either the regional top 25 or county top 10 lists or project provides a viable parallel or alternative route to a location listed.
- Medium-High
- Medium: Project location is identified in a regional safety action plan on High Injury Streets or Crash Risk Index, or project provides a viable parallel or alternative route to a location listed.
- Medium-Low
- Low: Project location is identified in a local (e.g. county or city) safety action plan, local or district Safe Routes to School plan, or project has a completed targeted study (e.g., NEPA document, corridor study, intersection study, ICE report, etc.) that identifies the specific safety measures needed to improve safety and those safety measures have been incorporated into the proposed project or project provides a viable parallel or alternative route to a location listed or project provides a viable parallel or alternative route to a location listed.
- Non-responsive/Not relevant: Projects that are not identified in the Regional Safety Action Plan or any local safety plan. This could also include projects that also have not completed a targeted study that defines an existing safety issue (e.g., NEPA document, corridor study, intersection study, ICE report, etc.)

Measure B – Safety improvements for people outside of vehicles

Please provide a written response that explains how the project will mitigate existing risk factors noted above and any other steps taken to ensure the project promotes safety for all users. Please cite any specific proven safety countermeasures that will be part of the project's design or methods the project will use to promote safety for people outside of vehicles (600 words or less).

Consider the following when developing your response. Note that not all considerations are applicable to all projects, but please respond to those that are applicable.

- Will crossing distances or times between protected crossings for people outside of vehicles be increasing or decreasing? If so, how many locations will be affected? If increasing, what measures will be considered to recognize the increase in distance between crossing opportunities?
- Describe what measures are being used to reduce exposure and delay for people outside of vehicles.
- If grade separated pedestrian crossings are being added and increasing crossing times, describe any features that are included that will reduce the detour required of pedestrians and make the separated crossing a more appealing option.
- If mid-block crossings are restricted or blocked, explain why this is necessary and how pedestrian crossing needs and safety are supported in other ways.
- Describe how motorist speed will be managed in the project design, in both through-traffic and turning movements. Note any strategies or treatments being considered that are intended to help motorists drive slower or protect pedestrians and bicyclists if motorist speeds will increase.
- Consider these resources for safety improvements: Regional Safety Action Plan's Programmatic Recommendations, FHWA's Safe System Roadway Design Hierarchy, and MnDOT's Traffic Engineering Countermeasures

As noted in Criteria 4A above, hundreds of pedestrians and bicycles use Como Ave SE daily, while cars regularly go above the posted 25mph speed limit. The three streets saw 82 reported crashes from 2021 through 2025, including 1 fatal, 27 with injuries and 16 involving bikes and pedestrians (MnCMAT2).

A curb-protected bike facility would be added to the project streets to replace the existing painted bicycle lanes. It would expand and connect into the city-wide network of protected bikeways, allowing residents from across the city to access businesses and community destinations in the Southeast Como neighborhood.

While the project would maintain two vehicle lanes, a concrete-protected two-way bikeway would reduce the roadway width traversable to cars, as the parking lane would be directly adjacent to the vehicle lane, instead of buffered by the painted bike lanes that exist today. This reduces the pedestrian crossing distance exposure to

motor vehicles.

Most corner pedestrian ramps along the streets in the project are not ADA compliant. The project would upgrade dozens of corners to the latest standards, in accordance with the Minneapolis ADA Transition Plan for Public Works (2024). The project would improve pedestrian and bike access to future METRO H Line Bus Rapid Transit (BRT) stations along Como Ave. The proposed improvement to ADA-compliance through the project would especially benefit users of transit who are more likely to have mobility-related disabilities.

Pedestrians will be able to conveniently cross all legs of all intersections on the project to provide frequent, safe, at-grade crossing opportunities that prioritize directness and convenience with safety.

Several intersections also have traffic safety concerns that could be improved for pedestrians with design changes to shorten crossing distances, control vehicle turning movements, improve visibility, and provide other forms of traffic calming. The project would consider targeted safety improvements with curb extensions and/or medians at locations with high crash history, speeding, and based on feedback received during community engagement.

Medians, curb extensions, and curb-protected bikeways design elements have been successfully implemented by the City of Minneapolis to increase pedestrian and bicycle safety and reduce vehicle speeds at many locations throughout the city. These safety measures are designed to be comfortably used by people of All Ages and Abilities. They are identified by multiple authoritative agencies such as NACTO and the FHWA as proven safety countermeasures (see Crash Reduction Factors (CRF) below).

Medians
o NACTO Pedestrian Safety Islands
https://nacto.org/publication/urban-street-design-guide/intersection-design-elements/crosswalks-and-crossings/pedestrian-safety-islands/
o FHWA Medians and Pedestrian Refuge Islands in Urban and Suburban Areas
https://highways.dot.gov/safety/proven-safety-countermeasures/medians-and-pedestrian-refuge-islands-urban-and-suburban-areas
o Adding raised medians to pedestrian crossings has a Crash Reduction Factor (CRF) of 46 (CMF ID: 175)
https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=175

Curb extension
o NACTO Curb Extensions
https://nacto.org/publication/urban-street-design-guide/street-design-elements/curb-extensions/
o FHWA Lower Citywide Speed Limits and Design Changes
https://highways.dot.gov/safety/speed-management/lower-citywide-speed-limits-and-design-changes
o Adding pedestrian crossings with ramps and curb extensions has a CRF of 37 (CMF ID: 1786)
https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=1786

Separated bike lanes
o NACTO Bike Constructed Medians
https://nacto.org/publication/urban-bikeway-design-guide/designing-bikeways-for-all-ages-and-abilities/protected-bike-lanes/separating-protected-bike-lanes/
o FHWA Separated Bike Lane Planning and Design Guide
https://highways.dot.gov/safety/pedestrian-bicyclist/safety-tools/pg-69-71-separated-bike-lane-planning-and-design-guide
o FHWA Safe System Roadway Design Hierarchy, Separated Bike Lanes
https://highways.dot.gov/sites/fhwa.dot.gov/files/2024-01/Safe_System_Roadway_Design_Hierarchy.pdf
o Converting a painted bike lane to a separated bike lane with vertical elements has a CRF of 36 (CMF ID: 11301)
https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=11301

Lastly, safety improvements made to intersections through the addition of curb extensions or medians would also improve the safety of vehicular travel. Although traffic collisions pose a much higher risk of injury to vulnerable streets users like pedestrians and bicyclists, most crashes that occur in the project area are between motor vehicles. The traffic calming effect of added safety improvements would lower the risk and severity of these incidents

Measure B Scoring Guidance

Consider the information and narrative provided by the applicant and rate projects based on the benchmarks provided below. Projects may be rated at any point along the scale based on their performance against the stated criteria.

- High: The highest rated projects in this criterion will serve the needs of pedestrians and bicyclists with the greatest safety and least pedestrian and bicyclist delay, detour, or discomfort. Score projects higher if selected countermeasures are designed to be comfortably used by people of all ages and abilities. The highest scoring projects will provide frequent, safe, at-grade crossing opportunities to prioritize directness and convenience with safety. Score projects higher if design elements are included to help motorists drive slower. The response will include quantitative or qualitative metrics showing a high level of improvement using an established methodology.
- Medium-High
- Medium: Mid-range projects in this measure may make a strong case as to how the project improves the travel experience, safety, and security for people outside of vehicles but without quantitative data or using a less established methodology. These projects may require lengthy detours or elevation changes or have less frequent at-grade crossings that do not align well with destinations. Similarly, mid-range projects may have quantitative or qualitative data and an established methodology but only offer a small improvement to the multimodal experience.
- Medium-Low
- Low: Projects that make minimal improvement to the travel experience, safety and security for people outside of vehicles should receive low points in this measure. These projects may include motor vehicle design elements that raise concerns for pedestrian and bicyclist safety, such as increased vehicle speeds or increased crossing distances that would not be fully mitigated by any safety countermeasures for pedestrians and bicyclists.
- Non-responsive/Not relevant: Projects that do not improve the travel experience and safety for people outside of vehicles should receive zero points for this measure.

▼ Community Considerations

The Regional Solicitation Community Considerations criterion draws on multiple Metropolitan Council and Transportation Advisory Board (TAB) policies, including:

Imagine 2050 and Transportation Policy Plan (TPP) Goal: Our region is equitable and inclusive. Racial inequities and injustices experienced by historically marginalized communities have been eliminated and all people feel welcome, included, and empowered.

Imagine 2050 Equity Statement: Equity means that historically excluded communities – especially communities of color – have measurably improved outcomes through an intentional and consistent practice of adapting policies, systems, services, and spending so that they contribute to the repair of both historic and ongoing injustice.

Imagine 2050 contains an Equity and Environmental Justice Framework, which is a people-centered approach that should guide regional processes and actions to work toward a more equitable region. A description of the framework is linked here Imagine 2050: Regional Vision, Values, Goals - Revised for Adoption. The three components of the framework include:

- A people-centered, data-driven decision-making approach
- Prioritized engagement with overburdened communities
- Provision of benefits to the communities that go beyond harm mitigation

TPP Policies or Objectives: TPP Policies and Objectives related to achieving the regional equitable and inclusive goal include:

- Conduct engagement activities and implement shared decision making with historically underrepresented communities throughout policy making, planning, and project development to ensure equitable distribution of the benefits and burdens of transportation investments.
- Evaluate processes, policies, programs, and plans to ensure that community benefits and burdens from transportation investments are distributed equitably.
- Implement investments that repair harms and impacts to historically disadvantaged communities from past highway investments.
- Implement strategies against gentrification and displacement caused by transportation investments.

TAB Communities to Consider: Beginning with the Regional Solicitation redesign in 2014, the Transportation Advisory Board has identified “specific communities” that should be prioritized in transportation decision-making processes: people of color, Indigenous people, low-income, disabled, youth and older adult populations. These specific communities should be engaged and empowered in transportation decision-making processes, and projects should be developed to specifically address their transportation needs.

Metropolitan Council staff have provided an interactive map that can be used to understand the composition of the communities of consideration within your project area. This map can serve as a basis for your response to each measure but applicants are encouraged to provide additional detail and understanding of community.

Other Key Concepts

Community Definition: For the Community Considerations scoring criterion, “community” is defined as people and groups of people who are adjacent to and/or impacted by the proposed project. This includes those who live, work, attend school, or access essential destinations (such as healthcare, shopping, or services) within the project area. Prioritized consideration is given to communities of color, Indigenous communities, low-income, disabled, youth, and older adult populations. The term “community” does not include transportation system users who only travel through the area without connecting to destinations within it. Transit users and others outside personal vehicles may be considered part of the community if their trips begin, end, or include stops within the project area.

Scoring: Three qualitative measures are used for the Community Considerations criterion as described below. Applicants will receive a High, Medium/High, Medium, Medium/Low, or Low rating for each of the three measures: (1) Community Data and Context, (2) Community Needs and Future Engagement, and (3) Community Benefits.

Funding Priority: Projects receiving a high score on each of the three measures, if any, will be considered for funding priority. Up to one (1) project from each solicitation round that was not otherwise selected for funding will be recommended for full funding in either the Roadway, Bike/Ped, Transit, or Environment categories.

Applicant Training Opportunities: The Met Council will provide optional yearly trainings for local agency staff to build their understanding of the Community Considerations criterion and measures. This training will also be centered around best practices set forth by the Council’s Equity Evaluation of Regional Transportation Investment Processes study.

Community Considerations Scoring: Scorers for the Community Considerations criterion will be selected based upon their experience and knowledge in community work, will have completed the Community Considerations training, and will meet multiple times as a group of scorers to discuss and agree upon scoring expectations. Projects recognized as a funding priority will be reviewed and agreed upon by all Community Considerations scorers. 2-3 Community Considerations scorers will be assigned to each project application.

This criterion measures the project’s ability to ensure the needs of specific populations are considered and prioritized in transportation decisions.

A. Community Data and Context

Describe the project area’s community data and context* including locations of specific communities and important regional and local destinations those community members access regularly. Relate the community data to the project purpose. Supplement widely available demographic data with community-specific information via additional maps or descriptions. Include any transportation history impacting the communities and intentional or unintentional past and ongoing harms caused by the transportation system (600 words or less).*

*Examples of detailed community data: demographics (race, ethnicity, age, low income, disabled), affordable housing locations, essential services, employers/job centers, schools, cultural resources, places of worship and social destinations.

The neighborhood is adjacent to the University of Minnesota campus and houses a large student population as well as a dense commercial and mixed-use district. The population and land use characteristics result in heavy pedestrian and bicycle activity in the mixed-use area and a corresponding need to prioritize pedestrian and bicycle safety and accessibility. The proposed project would improve bicycle facilities, add traffic safety treatments to reduce speeding, and make accessibility improvements to safely connect communities living in the Como neighborhood to destinations within and beyond the neighborhood.

Total population: 7344 - Census Tracts 1040.01 and 1040.02, directly north and south of project.

Race & Ethnicity
People of color (41%), including Asian (13%), Black (11%), Hispanic of any race (10%), Indigenous (1%)

Past Transportation System Harms
Transportation Equity Priority Area 3 in the City’s Racial Equity Framework (REF) for Transportation, which describes historic and current inequities in communities of color, and past and ongoing harms caused by the transportation system in the city. The City uses the REF Equity Priority Areas to identify projects and to determine public engagement approaches. Harms caused by the construction of the interstate highway system are described in the REF. The I-35W freeway adjacent to project cut through the neighborhood and forms a barrier to Marcy-Holmes and Downtown Minneapolis

Age Under 18 (8%), Age 65+ (5%). A large young adult population ages 20-29 (62%) include many students or

recent graduates from nearby the University of Minnesota

Low-Income Population below 100% of poverty line (26%). The project will provide safe, affordable multi-modal options to travel within the neighborhood.

Population experiencing a disability (6%) Most corner pedestrian ramps are not ADA compliant. The project will improve accessibility for people experiencing disabilities, making it easier to roll and walk in the neighborhood to community destinations.

Affordable Housing – 5 buildings with 218 affordable housing units within ½ mile (see attached AffordableHousing map)
• MAYA COMMONS 50 housing units
• TALMAGE GREEN 26 housing units
• TALMAGE / OAKLAND PORTFOLIO 57 housing units
• VAN CLEVE APARTMENTS EAST 35 housing units
• VAN CLEVE APARTMENTS WEST 50 housing units

Renter-occupied units represent 71% of all housing units in the neighborhood, and includes the Como Student Community Cooperative for student-families and graduate students at Como Ave & 27th Ave

Essential Services and Employment within ½ mile that community members access regularly:
• Grocery Joe's Market & Deli, Adam's Grocery and Tobacco
• Arvonne Fraser Library
• University of Minnesota - East Bank Campus
• Huntington Bank
• Post Office at 1316 5th Street SE
• Dentist at Como/16th
• Small office buildings on Como at 16th Ave and 24th Ave. Large office buildings in the Mid-City Industrial Area
• CVS Pharmacy
• Coffee shop, barbershop, four restaurants, gas station, vintage store, two bars, car repair business, warehouses, metal processing, wood fabrication

These important regional and local destinations in a mixed-use district will benefit from safe multimodal facilities.

Households without vehicle access (9%)

Commute transportation mode to work
• Transit (10%)
• Bike (5%)
• Walk (1%)

Como Ave and 10th Ave SE are on the City's Truck Route map

Schools and childcare centers within ½ mile:
• MTS Pease Academy
• Northeast College Prep
• Newgate School
• Como Early Learning Center
• Miniapple International Montessori
• Gaia Democratic School
• University of Minnesota Child Development Preschool

The University of Minnesota is within ½ mile of the project and critical to the state's workforce and research development

Places of Worship
• Southeast Christian Church
• Dar Omar Al-Farooq Mosque
• St Lawrence Newman Center
• University Lutheran Chapel

Social Destinations that community members access regularly include Van Cleve Park, a coffee shop, two bars, four restaurants, and a barbershop that also serves as community gathering space. The Como Corner Community Garden is a resident-led initiative at Como/22nd since the 1990s. Neighbors are rehabilitating the Como Community Center on 14th Ave, just north of Como Ave

Land Surface Temperatures in the project area are 3.4°F degrees higher than the city average

Parks, Greening & Trees – Van Cleve Park, future Grand Rounds Missing Link at 27th Ave. Minneapolis Parks and Recreation Board provided a tree inventory. The project will look to minimize tree impacts during design

Affordable Housing map and Local Destinations map for Community Considerations included as optional attachments to application

Applicants will receive a High, Medium/High, Medium, Medium/Low, or Low rating for each of the three measures. The expectations should be considered as cumulative, i.e., Medium builds on Low; High builds on Medium. Scoring via this rubric will be based exclusively on the application materials provided.

High: The project application:
- has granular, neighborhood-scale data and context on specific communities
- identifies cultural assets & significant sites validated by the communities (e.g., this community of low-income residents expressed a need to be able to walk to a health care destination)
- Describes any past and present transportation harms to community
- Has data on cultural history of communities

Medium: The project application:
- Has local maps and/or description beyond census data
- Has granular data or maps (e.g., knowledge of a concentration of a large youth population in this neighborhood or location)
- Identifies affordable housing locations and areas of low-income
- Links data to project purpose
- Identifies past system burdens.

Low: The project application:
- Include general census data on “specific communities,” (e.g. “community has x% low-income population, versus the regional average of y%”)
- Has a basic list of important destinations without demonstrating local knowledge
- Has a project area community description but lacks community insight or context

B. Community Needs and Future Engagement

Describe how the project was identified, and how it addresses a community need. Community needs may be identified through long-range or strategic planning, community surveys, formal or informal meetings and conversations with community members or neighborhood groups, outreach, and other means. Describe any discussion with specific communities, and how it contributed to identifying the project need. Describe how community engagement will occur throughout the project. Reference the engagement spectrum on page 55 of the Imagine 2050 Regional Vision, Values, and Goals chapter of the Regional Development Guide. Describe and link (if possible) documented organizational structures that support future engagement on the project; these structures could include policies, procedures, financial or staff resources, or other documents (600 words or less).*

This project builds on extensive findings and community engagement conducted through the Minneapolis Transportation Action Plan (TAP), the Vision Zero Action Plan (VZAP), and feedback gathered through additional community venues. Engagement for the TAP and VZAP included in-language dialogues with members of seven cultural communities and 30 direct engagement activities delivered in partnership with community-based organizations. These efforts focused on reaching residents living in public housing, East African and Latino community members, college and high school students, and residents of neighborhoods that have been historically under-represented in City processes. Key themes emerging from this equity-centered engagement include a strong desire to improve traffic safety, particularly for pedestrians; enhance transit access and experience; expand transportation options; and make travel easier and more reliable

For this project, the City will build upon past and ongoing efforts by implementing proven engagement approaches. A core focus is ensuring that communities traditionally excluded from or under-represented in government-led processes are aware of and meaningfully involved in projects that affect their neighborhoods. In 2023, the City developed the Racial Equity Framework for Transportation (REF) [https://www.minneapolismn.gov/media/-www-content-assets/documents/Racial-Equity-Framework-for-Transportation.pdf], which outlines community-informed actions and strategies to guide equitable engagement and decision-making. The REF provides structured approaches for developing engagement goals, defining metrics, conducting engagement activities, and evaluating outcomes—strengthening the institutionalization of equitable practices across Public Works

The City also developed the Transportation Equity Explorer [https://experience.arcgis.com/experience/651acdba1bc54f89b61a2281cfe44d33/page/Tab-1%3A-Learn-about-transportation-equity], which identifies Transportation Equity Priority (TEP) areas and scores. The TEP

score has replaced ACP50 as the primary equity metric for Public Works plans, programs, and projects. This metric is now embedded in the City's updated 20-Year Streets Funding Plan and informs the development of the Capital Improvement Program, shaping which projects will be prioritized for construction in the coming years

Our community-centered engagement approach is informed by the International Association for Public Participation (IAP2) Spectrum, which also aligns with the Metropolitan Council's Imagine 2050 Engagement Spectrum. While all City projects, plans, and programs must achieve the "Inform" level of engagement, the "Consult" level is typically applied to reconstruction projects, pedestrian and bicycle retrofit projects with permanent infrastructure, and citywide planning efforts. The "Involve" level is generally achieved only through reconstruction projects or major planning initiatives, while only extraordinary projects and planning efforts reach the "Collaborate" level. Throughout this process, the City prioritizes accessibility and language needs; considers current inequities, including past harms; seeks community partners, and employs a wide range of engagement tools and strategies to meet communities where they are

The TAP identified Como Ave SE, 10th Ave SE, and 18th Ave SE as future All Ages and Abilities (AAA) Bicycle Network streets. The TAP also identified 10th Ave and Como Ave on the City's Pedestrian Priority Network (PPN). All three streets are identified as Tier I Alignments on the Regional Bicycle Transportation Network (RBTN). The project would be a critical connection between northeast and southeast Minneapolis, Saint Paul, and the University of Minnesota

The identification of the METRO H Line Bus Rapid Transit (BRT) corridor was the catalyst for additional study and scoping for a pedestrian, bicycle, and traffic safety project along Como Ave

The City published a project engagement plan in January 2026 with the following objectives:
• Clearly communicate the purpose, scope, and timeline of the project
• Build relationships with the residents, neighborhood association, local businesses, transit riders, pedestrian and bike facility users, and University of Minnesota students
• Gather input on community values, needs, and existing traffic safety concerns along Como Ave
• Share alternative concepts and treatments for the corridor to gather in depth feedback on preferences and tradeoffs from participants
• Use public feedback to inform project alternatives or refinements
• Develop and share a recommended concept layout
• Provide accessible, accurate, and timely information to all community members during planning, design and construction

The Como Project Engagement Plan tactics at IAP2 "Consult" level include:
• Project webpage and newsletter
• Mailers and yard signs
• Door knocking and meeting with businesses along Como Ave SE
• Open house events
• Online community surveys
• Meetings with the neighborhood organization
• Presentations to the City's Bicycle and Pedestrian Advisory Committees

The project's initial issues and opportunities identification phase of public engagement concluded in May 2026, a summary is posted on the project webpage . This phase utilized all engagement tactics listed above. Common themes included support for bikeways with physical separation from cars and traffic safety improvements

The comments confirmed community support for many City of Minneapolis policies (Complete Streets, Transportation Action Plan, Vision Zero) that advocate for the development of a safe and convenient multi-modal transportation system. The project will make data-driven adjustments in our community engagement activities to engage more effectively with identified communities.

Two Public Works planners and an engineer are assigned to the project and collaborate with the department's community engagement coordinator on implementation of the project's engagement plan. This project will emphasize engagement activities designed to reach all communities in the project area, particularly historically marginalized community members, ensuring that their experiences, priorities, and concerns meaningfully shape project outcomes

Project webpage: https://www.minneapolismn.gov/government/projects/como-av-se-corridor/

Applicants will receive a High, Medium/High, Medium, Medium/Low, or Low rating for each of the three measures. The expectations should be considered as cumulative, i.e., Medium builds on Low; High builds on Medium. Scoring via this rubric will be based exclusively on the application materials provided.

High: The project application:
- References documented organizational structures that support future engagement on the project, e.g. Policy, procedure, and/or budget to compensate engagement participants; Formal, approved engagement plan; Anti-displacement policy, strategy, or funding; Reparative project goals shaped by community; Commitment to financial opportunity for local businesses and contractors; Advisory committee charter; Dedicated project engagement staff; Other governing board or council action demonstrating a commitment to community considerations.

Medium: The project application:
- Describes how the project need was identified through planning and information-gathering work with communities
- Describes how input from engagement with “specific communities” helped identify the project need and purpose
- References Imagine 2050 Engagement Spectrum (engagement and power sharing levels) and identifies future community engagement activities
- Describes how specific communities will be included and prioritized in future engagement efforts

Low: The project application:
- Does not link past planning and information-gathering work with communities to identify project need
- References planning work that is too broad to practically influence project need
- Does not include description of input and interactions with “specific communities” that helped identify the project need
- Does not include description or commitment to future engagement efforts with communities

C. Community Benefits

Provide a description of the anticipated project benefits and how these benefits address the needs of the identified communities. Describe any past or ongoing burdens the project will mitigate and how any potential new impacts or burdens will be addressed (600 words or less).*

The City of Minneapolis acknowledges that the transportation system and government-supported decisions have underserved, excluded, harmed and overburdened some communities, namely Black and Indigenous communities, other communities of color, and people with disabilities. We understand that these past decisions have denied these communities the full participation of transportation benefits, which has led to disproportionate burdens.

The City is focused on ensuring that populations that have been excluded from (or under-represented in) government-led processes such as public engagement are involved and aware of projects occurring in their neighborhoods. We have created the Racial Equity Framework for Transportation (REF) to guide us in this work. This project will prioritize engagement activities and events to reach historically excluded and under-engaged community members within the project area
REF Link: https://www.minneapolismn.gov/media/-www-content-assets/documents/Racial-Equity-Framework-for-Transportation.pdf

The project scope includes a retrofit protected bikeway, pedestrian safety and traffic calming improvements. This project is aligned with the Transportation Action Plan, the City’s vision for safer, greener, and more modern streets that serve all people and all the ways they want to get around.
TAP Link: https://go.minneapolismn.gov/

This project proposal would improve bicycle connections to affordable housing, the University of Minnesota, and amenities for the communities described in Measure A. It would connect employment centers in the Mid-City Industrial Area

The project will improve safety. The three streets saw 82 reported crashes from 2021 through 2025, including 1 fatal, 27 with injuries and 16 involving bikes and pedestrians

A curb-protected bike facility would be added to the project streets to replace the existing painted bicycle lanes. It will expand and connect into the city-wide network of protected bikeways, allowing residents from across the city to access businesses and community destinations in the Como neighborhood

The project will improve pedestrian comfort and safety at intersections and add traffic calming. Under current conditions, vehicles regularly travel above the posted speed limit of 25 mph. Design changes to shorten crossing distances, control vehicle turning movements, improve visibility, and provide other forms of traffic calming will be considered.

The 10th Ave SE segment would extend a protected bikeway parallel to expressway bicycle barrier I-35W, a past burden and current barrier

The project would upgrade dozens of pedestrian ramps in accordance with the Minneapolis ADA Transition Plan for Public Works. This will improve access to community destinations and METRO H Line BRT stations along Como Ave. Pedestrian ramp improvements would especially benefit users of transit who are more likely to have mobility-related disabilities

The neighborhood is adjacent to the University of Minnesota campus and houses a large student population as well as a dense commercial and mixed-use district. The population and land use characteristics result in heavy pedestrian and bicycle activity in the mixed-use area and a corresponding need to prioritize pedestrian and bicycle safety and accessibility

Applicants will receive a High, Medium/High, Medium, Medium/Low, or Low rating for each of the three measures. The expectations should be considered as cumulative, i.e., Medium builds on Low; High builds on Medium. Scoring via this rubric will be based exclusively on the application materials provided.

High: The project application:
- Describes how project repairs past burdens and barriers
- Describes how project improves safe access to priority destinations
- Describes how project adds context-sensitive features beyond transportation needs (e.g. art, greenspace, other community-influenced elements).

Medium: The project application:
- Describes benefits for specific communities
- Ties benefits directly to community-identified needs
- Describe how benefits were identified through engagement
- Includes early mitigation plans for project burdens.

Low: The project application:
- Does not describe project benefits for specific communities
- Describe benefits in general terms for all users
- Does not acknowledge potential project burdens, despite high potential for them to arise.

▼ **Funds & Payments** - Internal

Current Amount Recommended:

▼ Funding Sources

Funding Sources

No Funding Sources available

▼ Payments and Refunds

Payments and Refunds

Add Payment

No transactions available

▼ **Grant Requirements** - Internal

Progress Reports

No Progress Reports available

▼ ArcGIS - Internal

gis_taz_population:

gis_regional_destinations:

gis_taz_jobs:

gis_project_location_description:

▼ Review & Feedback - Internal

Program: Regional Solicitation

Sub Program: Regional Solicitation - Bicycle and Pedestrian Facilities

Assigned Council Program Contact:

Finance Unit Reviewer:

External Reviewers

Reviewers

▼ Internal Reviewers

Comments Returned to Applicant:

Program Feedback:

▼ Evaluative Criteria

Measure A – Complete Streets:

Measure A – Connection to Key Destinations:

Measure B – Connection to schools:

Measure C – Active Transportation Demand:

Measure A – Connection to existing safety plannign efforts:

Measure B – Safety improvements for people outside of vehicles:

Measure A – Gaps, barriers or deficiency addressed:

Evaluative Criteria Total: 0

Dates & Financials - Internal Only

Start Date:

End Date:

Amount Requested: $3,500,000.00

Total Project Budget:

▼ **Communications & Relationships** - Internal

Relationships

Interactions

► Signals (0 Signals)

► Internal Notifications (0 internal notifications)

OUTLOOK EMAIL COMPONENT

SYSTEM GENERATED EMAIL ALERTS

▼ **Notes & History** - Internal

Status Initial Review

Adobe Sign

Agreement ID:

Adobe Status:

Latest Event:

Adobe Executed Date:

NOTES

Draft → Initial Review
Created by Menno Schukking at 8:51 AM on June 24, 2026

HISTORY

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Updated At:	6/24/2026
Created At:	6/10/2026