Minneapolis - Public Works

13th Avenue NE Reconstruction Project

Regional Solicitation - Bicycle and Pedestrian Facilities

ID: R-2026-05028

Mallory Rickbeil

Requested: $2,500,000

Status Initial Review

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What application category are you applying for.*

AT - Pedestrian 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

Contact	Full Name	Email	Phone
Primary Grant Contact	Mallory Rickbeil	mallory.rickbeil@minneapolismn.gov	
Authorized User	Andrew Degerstrom	andrew.degerstrom@minneapolismn.gov	612-673-3251
Grant Administration			
Developer 1	Leoma Van Dort	leoma.vandort@minneapolismn.gov	612-476-2992
Developer 2	Ethan Fawley	ethan.fawley@minneapolismn.gov	612-394-3895

▼ Project Information

Project Name* 13th Avenue NE Reconstruction Project

Select Primary county where project is located* Hennepin

Cities or Townships where the Project is located* Minneapolis

Jurisdictional Agency (if different than applicant):

Brief project description*

The City of Minneapolis proposes to reconstruct 13th Ave NE, a major collector, from Water St NE to 2nd St NE. Existing conditions on the corridor include deteriorating roadway (pavement condition ranging from poor to very poor), two travel lanes, parking on both sides of the street, and sidewalk. The sidewalk is in poor condition, includes frequent obstructions, and in most locations is adjacent to the curb with no boulevard in between. Street flooding is also common. Adjacent land uses are primarily commercial, residential, and institutional. The project is a full street reconstruction, involving the entire right-of-way and will include new sidewalks, ADA pedestrian ramps, a protected bicycle facility, pavement, curb and gutter, signals, signage, striping, street trees and other landscaping, and utility improvements. This project will also be coordinated with a separate flood mitigation project to be performed by the City of Minneapolis, which will be adding new stormwater pipe underneath 13th Ave NE.

Provide the project length to the nearest one-tenth of a mile* 0.4

Lead Agency* City of Minneapolis

ZIP Code where majority of work is being performed* 55413

Approximate begin construction date (mo/yr)* 4/15/2029

Approximate end construction date (mo/yr)* 10/15/2030

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

13th Ave NE Sidewalk

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* 13th Ave NE

From Cross-Steet*	Water St NE
To Cross-Street*	2nd St NE
Length of multimodal facilities included in project (nearest 0.1 miles, include all that apply using the best available information)*	0.8
Multiuse trail*	0
Separated bicycle facility*	0.4
On-street bicycle facility*	0
Sidewalk*	0.8
Miles of facility on the Regional Bicycle Transportation Network (nearest 0.1 miles):	0
Miles of new RBTN facilities:	0
Miles of improved existing RBTN facilities:	0
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*	1835
Number of improved ADA ramps*	19
Number of intersection improvements*	5

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.)*

Grade, AGG Base, Sidewalk, Signals, Lighting, Bike Path, Ped Ramps, Catch Basins

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 Funding

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

No

Grant Request Amount, US$*	$2,500,000.00
Project Total: $*	$2,547,820.00

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:	$47,820.00

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

Match percentage:	2%

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*	Local Funds- Levy Funded Debt
Please check the years that are feasible for your program.*	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 (7)

13thave ne RSA Map.pdf
Map or Concept Drawing
Added by Mallory Rickbeil at 7:32 AM on June 25, 2026

Project Description - 13th Avenue Northeast - Final2.pdf
Project Summary
Current version added by Andrew Degerstrom at 7:25 AM on June 25, 2026

Total-Project-Cost-Worksheet.xlsx
Total Project Cost Worksheet
Current version added by Andrew Degerstrom at 7:24 AM on June 25, 2026

Connections to Key Destinations Map.pdf
Connection to Key Destinations Map
Added by Mallory Rickbeil at 8:35 AM on June 23, 2026

Resolution of Support.pdf
Resolution of Support

Added by Mallory Rickbeil at 6:48 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*

Transportation - Imagine 2050
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.

Relevant Policies, listed in numerical order
5A. Support and fund efforts across the region to be compliant with the federal Americans with Disabilities Act minimum requirements by 2050.
9A. Reference the National Association of City Transportation Officials Design Guides, MnDOT Bicycle Facility Design Manual […} when designing corridor improvements to provide safe and connected walking and biking facilities for all ages and abilities.
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.
12A. Plan and design transit corridors and transit facilities to reduce conflicts with bicycles and pedestrians.
13B. Prioritize and implement transportation projects that reduce the six common air pollutants to meet the Environmental Protection Agency's primary air quality standards.
13D. Preserve or install additional natural features like shade trees and native plants and grasses at, along, or near pedestrian, bicycle, and transit facilities.
13I. Provide multimodal connections to essential destinations, including cultural and social community

gathering places and grocery stores.
14A. Include elements in transportation projects that support community connections and identity.
14D. Consider and incorporate local neighborhood context, identities, and goals into project design and transportation infrastructure.
15A. Plan, implement, and prioritize projects that connect to, improve, or complete segments of the Regional Bicycle Transportation Network.
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.
16C. Identify and prioritize gaps or barriers in bicycle and pedestrian systems in local, regional, and state plans.
17B. Prioritize sidewalk projects that close gaps, remove barriers, and/or improve pedestrian safety.
20E. Coordinate roadway and transit projects to ensure all users' needs are considered and projects are not more disruptive than necessary for transit users.
22F. Establish plans or processes to provide year-round maintenance on all transportation infrastructure.
23A. Use a Complete Streets approach to transportation planning and project development.
23B. Include All Ages and Abilities multimodal improvements for traveling along and across roadways.
23C. Implement speed management and traffic calming measures on roadways that have excessive lane capacity or in areas where there is high demand for nonmotorized travel.
27A. Identify areas prone to weather- and climate-related issues to mitigate climate and weather-related impacts.
27B. Design public transportation facilities to maintain user comfort as climate impacts increase (for example, shade, cooling, shelters).
27D. Prioritize and invest in elevation and stormwater systems that reduce the frequency and duration of flooding of transportation assets due to major storm events.
28C. Coordinate planned transportation infrastructure construction impacts to minimize the overall disruption to people and businesses.
32B. Prioritize projects that minimize roadway surface or impervious surface.
33C. Maintain or expand plantings within the right-of-way including trees, bushes, grasses, and planted buffers.
33E. Increase native plantings and pollinators in landscaping as part of transportation projects.

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:
• 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 13th Ave NE on the Pedestrian Priority Network (local pedestrian plan) and as a "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*	5/4/2024
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

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 Pedestrian Facilities application category is intended to fund construction of and improvements to pedestrian-focused facilities that improve mobility, safety or accessibility for pedestrians in local communities.

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.

- Sidewalk construction (single corridor or areawide improvements)
- At-grade pedestrian crossing improvements
- ADA improvements
- Streetscape improvements that encourage walking

▼ 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. 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.

For the 13th Ave NE Reconstruction Project, we will use 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 shall 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.

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

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. 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 13th Avenue NE Reconstruction Project provides direct access to a wide range of key destinations located within one-half mile of the project area, serving residents, families, workers, and visitors in Northeast Minneapolis. Several childcare centers and schools lie within close proximity, including Broadmain Academy Inc., Heartwood Montessori School Northeast Minneapolis, Northeast Neighborhood Early Center, St. John Paul II Catholic School, Turnquist Child Enrichment Center, and multiple in-home childcare providers. These facilities are essential daily destinations for families and contribute to the neighborhood's vitality.

The project area is also well-served by high-frequency transit, with Route 11 providing 14 stops nearby. This ensures that improvements along 13th Avenue NE will strengthen multimodal connections for transit-reliant community members.

Key civic and cultural destinations within a half mile include the Pierre Bottineau Library and two National Park Service–designated cultural resources: the Little Sisters of the Poor Home for the Aged and the North East Neighborhood House. These locations provide access to community services, history, and cultural programming.

Several places of worship—Holy Cross Catholic Church, St. Maron Maronite Catholic Church, St. Mary's Orthodox Cathedral, and St. Boniface Catholic Church—serve as important community anchors and gathering places for residents.

Additional educational destinations in the area include New City School, Banaadir Elementary, Las Estrellas Elementary, Menlo Park Academy, Menlo Park Academy Extended, and New City Charter School ESY. Together, these schools represent critical daily destinations for families and significant contributors to local traffic patterns.

By enhancing safety and connectivity along 13th Avenue NE, the project strengthens access to these essential community resources, supporting everyday mobility needs and reinforcing the area's role as a hub for education, culture, transit, and community life.

For more details, see the Connections to Key Destinations Map Included as part of the Application Documents for this project.

Measure B - Connection to 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):

The 13th Ave NE Reconstruction project will provide an indirect connections by constructing improvements that come within .25 miles of Las Estrellas Dual Language School which serves children in grades K-5.

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 Priority Areas for Walking (PAWS) Tool. This score measures the location's relative priority for pedestrian improvements based on a variety of environmental, physical and demographic factors.

Use the PAWS tool to identify the highest score in the project area. PAWS scores will be verified as part of the scoring process.*

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Measure C Scoring Guidance

The applicant with the highest PAWS 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 PAWS score of 10, and the top project had score of 15, this applicant would receive (10/15)*5 points, or 3.33 points. Rounded to the nearest integer, this application would receive 3 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 13th Avenue NE Reconstruction Project addresses existing gaps in both the City of Minneapolis Pedestrian Priority Network (PPN) and the All Ages and Abilities (AAA) Bikeway Network. As part of the PPN, the corridor currently experiences several deficiencies, including inadequate lighting, sidewalk obstructions, non–ADA-compliant curb ramps, and a roadway configuration that results in unnecessarily long crossing distances and limited sight lines for people walking and rolling. The reconstruction project aims to resolve these issues by implementing improvements that enhance separation from motor vehicles and increase the overall comfort and safety of the pedestrian environment.

As a designated “Near-Term Low-Stress” corridor within the AAA Bikeway Network, the existing street design does not currently provide a separated bicycle facility. This project will address that deficiency by constructing a two-way protected bikeway along the corridor and creating direct connections to planned facilities on the RBTN Tier 1 alignment (Marshall Street NE) and to routes identified in the Regional Bikeway Inventory (13th Ave NE, Broadway St NE) and the region-serving Mississippi East Bank Trail.

More information about these networks are available at the links provided below:
Pedestrian Priority Network: https://go.minneapolismn.gov/final-plan/walking/pedestrian-priority-network
All Ages and Abilities Bikeway Network: https://go.minneapolismn.gov/final-plan/bicycling/all-ages-and-abilities-network and by accessing the Project Map within the Application Documents submitted for this project.

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*)

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.

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

13th Ave NE is a parallel and alternative route one block north of Broadway St NE. Broadway St NE is identified on the Regional High Injury Streets list and the City of Minneapolis' Vision Zero Action Plan (2023-2025) as a high injury street. Please refer to answer for Measure B for additional safety benefits for pedestrians and bicyclists.

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

The proposed reconstruction of 13th Ave NE will substantially improve safety for pedestrians and bicyclists, implementing nationally recognized, proven safety countermeasures. Today, the corridor exposes all users to several risks: poor pavement condition, narrow and obstructed sidewalks, and the absence of a bicycle facility suitable for all ages and abilities. With the redesign, this corridor will replace these conditions with infrastructure designed to reduce the likelihood and severity of crashes and make the corridor more comfortable and predictable for everyone.

The project enhances safety for pedestrians through several key improvements. Sidewalks will be fully reconstructed to meet ADA standards, including new curb ramps that provide compliant slopes, detectable warning surfaces, and are properly aligned. Accessible and unobstructed sidewalks are an essential safety strategy that ensure people with vision impairments, have low vision, or are blind, can navigate the corridor with adequate cues for navigation. The introduction of a boulevard space with street trees will create a buffer between pedestrians and the roadway, reduce exposure to moving vehicles, improve sightlines near intersections and improving comfort for pedestrians.

The project enhances safety for bicyclists through the inclusion of a protected bicycle facility. According to the Federal Highway Administration's Proven Safety Countermeasures program, separated and protected bike lanes are shown to significantly reduce bicycle-involved crashes. By physically separating bicyclists from moving traffic and parked vehicles, the project reduces the risk of dooring, sideswipe collisions, and turning conflicts. Clear striping, signage, and intersection treatments will further reinforce predictable movement patterns, which increase safety for both bicyclists and drivers.

Intersection safety will be reinforced through updates to signals, signage, and pavement markings. These design elements increase visibility of crosswalks and bike facilities, clarify right-of-way, and calm traffic. Signal improvements can incorporate leading pedestrian intervals or bicycle signals where appropriate, which are proven to reduce crashes by giving non-motorized users their own dedicated phase. High-visibility crosswalk markings, another FHWA-recommended countermeasure, increases the likelihood that drivers will yield to pedestrians thus reducing turning conflicts --one of the most common sources of pedestrian and bicyclist injuries.

The project also addresses a major existing safety issue: chronic street flooding. Stormwater improvements and coordination with the separate flood mitigation project will reduce standing water on the roadway and sidewalks. Flooding forces pedestrians and bicyclists to divert into traffic lanes, creating hazardous conditions. Eliminating these recurring barriers enhances safety year-round, particularly for people with mobility needs who cannot navigate ponded water.

New pavement, curb and gutter, and improved street geometry will further support safer travel. Reconstructed pavement allows for better roadway drainage, clearer delineation of travel lanes, and reduced maintenance needs, all of which contribute to fewer unpredictable conditions for users. Landscaping elements in the boulevard support traffic calming by visually narrowing the street, which encourages drivers to maintain lower speeds—a well-documented method for reducing the severity of crashes involving pedestrians and bicyclists.

Collectively, these improvements transform 13th Ave NE into a multimodal street designed around user safety. By integrating FHWA's proven countermeasures— protected bike lanes, ADA-compliant pedestrian facilities, high-visibility crosswalks, updated signal technology, and traffic-calming elements—the project will create a corridor where all roadway users can travel confidently and comfortably. With upgrades that reduce conflict points, improve predictability, and minimize exposure to motor vehicles, the corridor will be safer while at the same time supporting nearby residential, commercial, and institutional land uses.

For information on the existing conditions of the corridor, please see the Existing Conditions photographs provided as part of the Application Documents provided with this application.

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 project area is located in Census Tract 24 in Hennepin County, an urban neighborhood of 2,295 residents with a diverse mix of long term residents, immigrant households, and renters. Approximately 20% of residents are people of color, including 9.5% Black, 3.4% Asian, and 4.9 % multiracial residents; 3.0% are Hispanic/Latino(a), and 7.9% are foreign born. The neighborhood includes several concentrations of older adults and young families, with residents age 65+ representing 10.6%of the population and youth under 18 representing 10.2%. 6% of residents report a disability, and 11.8% of households do not have access to a vehicle—making safe, continuous pedestrian infrastructure essential for meeting day to day mobility needs.

Housing instability also shapes mobility patterns in the project area. Renters make up 59.8% of households, and 28.8% of renter households are cost burdened, spending more than 30% of income on housing. Within a half mile of the project corridor are the River Run and Stonehouse Square Apartments, both affordable housing developments whose residents rely heavily on walking, transit, and biking to reach jobs, schools, and services.

The corridor provides access to key neighborhood serving destinations. Fire Station #2 and the Pierre Bottineau Library fall within one block of the project limits and are frequently accessed by local residents. The area also supports a dense cluster of schools and childcare facilities: Las Estrellas, a spanish immersion Elementary school, and four childcare centers are within a quarter mile; an additional four schools and eight childcare facilities are within a half mile. Four places of worship and several community gathering spaces—including multiple National Park Service–designated cultural resources such as the Little Sisters of the Poor Home for the Aged and the North East Neighborhood House Historic Landmarks—draw community members and visitors to this area by all modes. Several parks, including Water Street Park, Bottineau Park, Boom Island Park, Dickman Park, Washington Park, and Ole Olson Park serve as important recreation and cultural spaces for families, youth, and older adults.

Local knowledge and on the ground observations have identified persistent pedestrian barriers along the corridor. Residents have shared concerns about deteriorating pavement, heaved sidewalks, and obstructed right of way conditions that make walking difficult—particularly for older adults, people pushing strollers, and individuals who use mobilitiy devices. The area is also subject to nuisance flooding, and portions of the project corridor overlap with FEMA's 1 percent and 0.2 percent Annual Chance Flood Hazard Zones. Flooding further restricts safe pedestrian travel, particularly for residents without vehicles who rely on these connections daily.

The project area is classified as Transportation Equity Priority Tier 1 in the City's Racial Equity Framework for Transportation (REF). Relative to other cities in the seven-county area, the City of Minneapolis experienced historic disinvestment onset by suburbanization of residents and employment opportunities with the expansion of interstate roadway networks. City sidewalk gaps, inconsistent ADA compliance, and prolonged maintenance backlogs reflect broader patterns of underinvestment in communities of color and renter occupied neighborhoods citywide. These conditions directly intersect with the mobility needs of the corridor's low-income households, youth, senior residents, and immigrant communities, reinforcing the importance of prioritizing safety and accessibility improvements here.

By addressing these longstanding deficiencies, this project directly responds to the needs of communities who rely on walking and transit as their primary means of travel. The proposed improvements will strengthen access to affordable housing, essential services, schools, cultural resources, and parks—advancing both local goals and regional equity priorities.

For more information on the community context, please reference the Key Destinations Map provided in the Application Documents

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).*

The City’s Transportation Action Plan (TAP) identifies 13th Ave NE as part of the future All Ages and Abilities (AAA) Bicycle Network and as a corridor on the City’s Pedestrian Priority Network (PPN). Portions of 13th Ave NE intersect with a Tier 1 alignment facility (Marshall Street) on the Regional Bicycle Transportation Network (RBTN), reflecting its importance as a key east side connector for people walking, biking, and rolling.

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 underrepresented 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), 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, 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 aligns with the Metropolitan Council’s Imagine 2050 Engagement Spectrum. While all City projects 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 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 purpose of this project is to improve safety, accessibility, and long term functionality within the public right of way. Pavement and existing infrastructure along 13th Ave NE have reached the end of their expected useful life, requiring full reconstruction. Many of the facilities are inaccessible due to poor sidewalk conditions, non-compliant ADA ramps, and obstructions in the sidewalk.

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. The project team has created a public engagement plan for this project and will collaborate closely with the department’s community engagement coordinator on its development and implementation. After each phase of engagement, an engagement summary will be published on the project webpage.

Engagement tactics that may be considered for this project include:
• Project webpage and newsletter (Inform)
• Mailers and yard signs (Inform)
• Meetings with businesses along the corridor (Consult)
• Open house events and pop ups (Consult)
• Online comment maps and community surveys (Consult)

• Meetings with the neighborhood organization (Consult)
• Presentations to the City's Pedestrian and Bicycle Advisory Committees (Consult)

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 actions have restricted full participation in the benefits of the transportation system and created disproportionate burdens. This project applies the City's Racial Equity Framework for Transportation (REF) to ensure that populations historically excluded from government-led processes are centered in our engagement, planning, and decision-making.

This project builds on the findings of extensive engagement conducted through the Minneapolis Transportation Action Plan (TAP) and Vision Zero Action Plan (VZAP). Community members expressed a need for safer pedestrian conditions, more reliable and comfortable bike facilities, improved accessibility to transit, and calmer traffic in daily travel environments. TAP identifies 13th Ave NE as part of the future All Ages and Abilities (AAA) bikeway network and a key corridor in the City's Pedestrian Priority Network (PPN), reinforcing its importance as a route that must be safe, intuitive, and accessible for all travel modes.

The population and land-use context surrounding the corridor underscores this need. Proximity to key destinations such as the Pierre Bottineau Library, Sheridan Park/ Veterans Memorial, combined with recent high density multi family residential development, has increased pedestrian, bicycle, and vehicular activity. Today, the corridor serves approximately 400 people walking, 250 people biking, and between 1,900 and 2,700 people driving each day. This project presents an opportunity to upgrade all intersections with ADA-compliant curb ramps, remove sidewalk obstructions, enhance bikeway comfort, and improve access to transit stops along NE 2nd Street. By strengthening the pedestrian realm and improving walking connections to transit, the project has the potential to improve access to region-serving bike and pedestrian paths such as Marshall Street NE and the Mississippi East Bank Trail.

This project also addresses long-standing flooding issues along NE 13th Ave. Roadway reconstruction is being coordinated with a parallel City project that will upgrade storm-sewer capacity before the roadway is reconstructed with pedestrian-serving infrastructure. This alignment will support the comfort of pedestrians and improve the corridor's long-term ability to manage stormwater. These improvements aim to reduce nuisance

flooding that has historically affected residents and small businesses during heavy rain events. By increasing the number and placement of stormwater catch basins and expanding boulevard greenspace, it will also mitigate urban heat island impacts and enhance environmental resilience. Collectively, these measures support long-term sustainability and more stable and predictable access for residents and small businesses frequently affected by roadway flooding.

In addition to infrastructure improvements, the project team has pursued opportunities to reflect and enhance the cultural identity of the corridor. The project team has applied for funding through the City of Minneapolis' Art in Public Places program to incorporate public art that complements the surrounding Northeast Minneapolis Arts District and nearby public art community gathering spaces. The intent of applying resources for public art into this project is to integrate community influenced assets that strengthen sense of place, celebrate local identity, and support the corridor to be reflexive of the culturally rich identity of the surrounding area.
Taken together, these improvements address historical inequities, reduce current burdens such as flooding and inaccessible travel conditions, and add community-prioritized, context-sensitive features. The project will create a safer, more accessible, and more resilient corridor that aligns with community needs and supports the long-term well-being of residents, visitors and small businesses.

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 planning 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: $2,500,000.00

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 Mallory Rickbeil at 8:21 AM on June 25, 2026

HISTORY

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HISTORY

Updated By:	Mallory Rickbeil
Created By:	Mallory Rickbeil
Updated At:	6/25/2026
Created At:	5/21/2026