Minneapolis - Public Works

Southside Greenway

Regional Solicitation - Bicycle and Pedestrian Facilities

ID: R-2026-05198

Alex Schieferdecker

Requested: $3,994,650

Status Initial Review

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What application category are you applying for.*

Regional 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

Contact	Full Name	Email	Phone
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Grant Administration			
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▼ Project Information

Project Name*
Southside Greenway

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 Southside Greenway is a planned multi-modal corridor in South Minneapolis. The project's goal is to provide safety and connectivity improvements for people walking and biking along a route that links parks, schools, and other destinations.

The project will provide improvements on the following streets:

(1) on 11th Avenue S, a Major Collector and MSA route, from the end of planned bikeways at 18th Street E to 24th Street E,

(2) on either 10th, 11th, or 12th Avenues S (all local roads, exact routing to be determined through technical evaluation and community engagement) from 24th Street E to 28th Street E,

(3) on 10th Avenue S, a local road, from 34th Street E to 42nd Street E,

(4) on Park Avenue, a minor arterial and MSA route, from 40th Street E to 46th Street E,

(5) on Park Avenue, a minor collector, from 46th Street E to the Minnehaha Creek Trail.

Additionally, the project may provide improvements on the following street, to be determined by community engagement:

(6) on 10th Avenue S, a local road where bicycle boulevard treatments have already been installed, from 28th Street E to 31st Street E.

Although disconnected from each other, these segments are part of an overall Southside Greenway vision first developed by community members. In previous or forthcoming planned work on other segments the City of Minneapolis and its partners have anticipated the future Southside Greenway. Existing facilities on 11th Avenue S (from West River Parkway to 18th Street E), on 10th Avenue S (from 29th Street E to 34th Street E), and on 42nd Avenue E (from 10th Avenue S to Park Avenue), will be stitched together by this project to create a cohesive corridor from the Mississippi River to Minnehaha Creek. A portion of this project's scope will include adapting previously-constructed protected one-way bikeways on Park Avenue (which will be built in 2028 with a convertible design) into two-way bikeways. A letter of support from Hennepin County relating to this segment is attached to this application.

Nearly two thirds of the project is on the Regional Bicycle Transportation Network. Additionally the project will create new connections with five crosstown RBTN routes:

- Franklin Avenue
- Midtown Greenway
- 34th Street E
- 42nd Street E
- Minnehaha Creek Trail

The improvements planned by this project may include: protected bikeway treatments (such as curb-level bikeway, in-street bikeway curb, and curb-level bikeway intersections with bump outs) or bicycle boulevard treatments, traffic calming treatments (such as partial or full road closures, diverters, traffic circles, chicanes, speed humps, and curb extensions), greening and stormwater treatment improvements and ADA pedestrian curb ramps.

These improvements will create a single cohesive on-street bicycle facility that meets the "All Ages and Abilities" standard for bicycle safety and comfort as well as making substantial improvements to support pedestrian accessibility, overall road safety for all users, and additional greening within the right-of-way to fulfill the community vision of a truly "green" way to get around.

Transportation Improvement Program (TIP) Description*

11th Avenue S, from 18th Street E to 24th Street E; 10th, 11th, or 12th Avenues from 24th Street E to 28th Street E; 10th Avenue S, from 34th Street E to 42nd Street E; Park Avenue, from 40th Street E to the Minnehaha Creek Trail, all in Minneapolis. Southside Greenway—separated bikeway, traffic calming, ADA.

Provide the project length to the nearest one-tenth of a mile*	3.6
Lead Agency*	City of Minneapolis
ZIP Code where majority of work is being performed*	55407
Approximate begin construction date (mo/yr)*	4/15/2030
Approximate end construction date (mo/yr)*	11/16/2026

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

Southside Greenway

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*	11th Ave S, 12th Ave S, 10th Ave S, Park Ave
From Cross-Steet*	18th Street E
To Cross-Street*	Minnehaha Parkway
Length of multimodal facilities included in project (nearest 0.1 miles, include all that apply using the best available information)*	3.6

Multiuse trail*	0
Separated bicycle facility*	2.7
On-street bicycle facility*	0.9
Sidewalk*	0

Miles of facility on the Regional Bicycle Transportation Network (nearest 0.1 miles)*	2.5
Miles of new RBTN facilities*	1.8
Miles of improved existing RBTN facilities*	0.7
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*	6100
Number of improved ADA ramps*	67
Number of intersection improvements*	33

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.)*

Bike Path, Traffic Calming, Bike/Ped Safety Crossing Treatments, Ped Ramps, Paint Adjustments

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$*	$3,994,650.00
Project Total: $*	$4,993,334.00

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: $998,684.00

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

Match percentage: 20%

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*	City of Minneapolis
Please check the years that are feasible for your program.*	2030 (Federal projects)

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.

Roadway Costs*	$0.00
Bicycle/Pedestrian Costs*	$4,993,334.00
Transit/TDM Capital Costs*	$0.00
Transit/TDM Operating Costs*	$0.00

One of the federal funding sources is Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT). Please describe which specific elements of your project and associated costs out of the Total TAB-Eligible Costs are eligible to receive PROTECT funds.

This project intends to build enhanced landscaping elements throughout the corridor that may have a stormwater control function. These are included in the Total Project Costs Worksheet as "Curb Extensions" for an estimated cost of $1,596,000.

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 (9)

ProjectSummary-SouthsideGreenway.pdf
Project Summary
Added by Alex Schieferdecker at 4:48 AM on June 24, 2026

TPCW-SouthsideGreenway.xlsx
Total Project Cost Worksheet
Added by Alex Schieferdecker at 4:38 AM on June 24, 2026

PhotoExistingConditions-SouthsideGreenway.pdf
Photo Existing Conditions
Added by Alex Schieferdecker at 3:53 AM on June 24, 2026

ProjectMap-SouthsideGreenway.pdf
Map or Concept Drawing
Added by Alex Schieferdecker at 3:47 AM on June 24, 2026

Local Destinations (Community Considerations).pdf
Connection to Key Destinations Map
Added by Alex Schieferdecker at 7:56 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 will follow all applicable federal and state design standards, including state statutes such as State Aid Rule 8820 as required*

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

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*

The project is strongly consistent with a number of goals, objectives, policies, and actions of the 2050 Transportation Policy Plan:

EQUITABLE AND INCLUSIVE - The Southside Greenway route was first envisioned by local residents who organized for years to place it on the agenda. It passes through a diverse set of neighborhoods, including census tracts identified as Tier 1 and 2 Equity Priority Areas by the City of Minneapolis' Racial Equity Framework for Transportation, which highlights areas of historic disadvantage. The route will link parks, schools, and other amenities to these communities without needing a car, in addition to upgrading dozens of pedestrian ramps to ADA compliance. (Policies 4, 5, 7, and 13. Actions 4C, 5A, 7A, and 13A)

HEALTHY AND SAFE- The Southside Greenway will improve street safety and comfort along its route for all road users through engineering tools like bump outs, medians, and protected bikeways. These improvements will make it easier and more appealing for residents in nearby areas to walk and bike for transportation (including to access parks and trails) or recreation. (Policies 9, 10, 11, and 13. Actions 9A, 10A, 11B, 13A, 13B, and 13D)

DYNAMIC AND RESILIENT - The Southside Greenway route will connect communities to downtown and multiple intersecting crosstown multi-modal corridors, increasing access and mobility for residents who may want to travel by bicycle and foot (Policies 15, 17, and 23. Actions 15A, 15B, 15C, 15E, 17B, 23A, 23B, and 23C).

LEADING ON CLIMATE - The Southside Greenway will make walking and bicycling more appealing (safer, more comfortable, more connected) for nearby residents, helping to reduce the region's VMT and associated greenhouse gasses (Policies 30 and 31).

NATURAL SYSTEMS - The Southside Greenway was envisioned to create a corridor that was not just for transportation but also for building more natural features in the place of impervious surfaces, such as green stormwater landscaping, into the right-of-way. (Policies 13, 27, 32, and 33. Actions 13D, 13F, 27A, 27C, 32B, 33A, 33C, and 33F)

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

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

List the applicable document(s) and pages*

City of Minneapolis Transportation Action Plan:
- Bicycling 1.1 (https://go.minneapolismn.gov/final-plan/bicycling/strategy-1)
- All Ages and Abilities (AAA) network map (https://go.minneapolismn.gov/final-plan/bicycling/all-ages-and-abilities-network).

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 FHWA direction established 9/27/2008 and updated 4/15/2019. Project sponsors of standalone bicycle and pedestrian projects or bicycle and pedestrian facilities that are part of a roadway project 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 infrastructure project must not be a temporary construction project. A temporary construction project is defined as work that must be replaced within five years and is ineligible for funding. Staged construction is eligible for funding as long as future stages build on, rather than replace, previous work.

Check the box to indicate that the project meets 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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Federally funded projects must exclude costs for studies, preliminary engineering, design, or construction engineering. Right-of-way acquisition costs are only eligible as part of transit stations/stops, transit terminals, park-and-ride facilities, or pool-and-ride lots. Noise barriers, drainage projects, fences, landscaping, etc., are not eligible for funding as a standalone project, but can be included as part of the larger submitted project that is otherwise eligible.

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

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

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

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

Regional Bike Facilities: The proposed project in the Regional Bike Facilities application category must be identified on the Regional Bicycle Transportation Network (RBTN), Regional Bike Barrier Study (RBBS), or council-approved regional trail plan. For projects that implement or improve RBTN facilities, at least 50% of the total project length must follow an existing or planned alignment or extend along and within an RBTN corridor. Projects including less than 50% of total project length to improving the RBTN (excluding regional trails that are not on the RBTN) should apply in the Local Bicycle Facilities application category.

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 Regional Bicycle Facilities application category is intended to fund construction of and improvements to the regional bicycle system, and projects must either build out the Regional Bicycle Transportation Network (RBTN), address barriers identified in the Regional Bicycle Barrier Study (RBBS), or construct regional trails identified in the Regional Parks and Trails System Plan.

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.

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
- Bicycle or multiuse trail facility bridges or underpasses
- Dedicated on- or off-street bicycle facilities, including separated or protected bikeways
- Filling multiple gaps, improving multiple crossings, or making other similar improvements along a trail corridor

▼ Evaluative Criteria

1. Regional Bicycle Priorities

This criterion measures the project's ability to serve a transportation purpose within the regional transportation system and economy based on established regional policies and priorities.

Regional Bicycle Transportation Network (RBTN) is the official regional bikeway network that sets the region's priority vision for planning and investment. The network was established in 2014 based on a Regional Bicycle System Study analysis and prioritization of potential corridors. This analysis was based on factors such as bicycle trip demand, network connectivity, social equity, population and employment density, and connections to transit.

Regional Trails are part of the Regional Parks system and include planned alignments from the 2050 Regional Parks and Trails Policy Plan.

Regional Bicycle Barrier Crossings are the barrier segments within the "Regional Bicycle Barrier Crossing Improvement Areas" as adopted in 2025 and shown in the Regional Bike Boulevard Study (RBBS) online map. Projects must create a new regional barrier crossing, replace an existing regional barrier crossing at the end of its useful life, or upgrade an existing barrier crossing to a higher level of bicycle facility treatment, to receive points.

Major River Bicycle Barrier Crossings include all existing and planned highway and bicycle/pedestrian bridge crossings of the Mississippi, Minnesota, and St. Croix Rivers as identified in figure 6 of the Bicycle Investment Plan within the 2050 Transportation Policy Plan. Projects must create a new major river bicycle barrier crossing, replace an existing major river crossing at the end of its useful life, or upgrade the crossing to a higher level of bike facility treatment to receive points.

Measure A Identified Network Priorities

Select the category that best applies, based on the project's location*

RBTN Alignment (Tier 2), Regional Bicycle Barrier Crossings (Tier 1)

Provide an optional narrative to explain why multiple boxes were selected:

The project will improve intersections and infrastructure at the crossing of I-94 on 11th Avenue S, an expressway barrier. It will also improve the intersection and infrastructure at the intersection of Park Avenue and the Minnehaha Creek Trail, near the crossing of the creek at Chicago Avenue.

(Note: Projects that create or improve a bicycle barrier crossing AND an RBTN facility of differing tiers will receive points for the higher tier level improvement.)

Measure A Scoring Guidance

The applicant will receive points based on the project's ability to advance previously defined regional bicycle priorities. Projects that include more than one type of improvement will receive the point value of the highest scoring improvement (e.g., RBTN Tier 1 alignment and Regional Trail would get the highest of those point

totals based on the table below). In cases where a Regional Trail alignment that runs along and adjacent to a roadway does not match exactly with the parallel RBTN alignment in the same roadway corridor, the trail alignment may be interpreted as the RBTN alignment at the scorer's discretion. The scoring for regional trails will be revisited next funding cycle based on the results of the planning project to add RBTN corridors and alignments in rural communities.This regional effort will evaluate additions to the RBTN network in the rural parts of the region.

- 30 Points Projects with 50% or more of the project's length within and along a Tier 1 RBTN alignment Improvements to a Tier 1 Regional Bicycle Barrier or Major Bicycle Barrier Crossing
- 25 Points Projects with 50% or more of the project's length within and along a Tier 1 RBTN corridor or Tier 2 RBTN alignment, or a non-RBTN Regional Trail Corridor or alignment Improvements to a Tier 2 Regional Bicycle Barrier
- 20 Points Projects with 50% or more of the project's length within and along a Tier 2 RBTN corridor Improvements to a Tier 3 Regional Bicycle Barrier
- 10 Points N/A Non-tiered bicycle barriers
- 0 Points Project does not implement a regional facility or address a regional barrier

Scorers may use discretion to apply a lower point value to projects that are located at a defined barrier crossing, but do not meaningfully improve upon existing condition

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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 (in the Document Requirements section), 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 route of the Southside Greenway was developed and advocated for by members of the community [https://streets.mn/2023/04/25/southside-greenway-a-work-in-progress/]. The concept of the route was to link together parks, schools, and other community amenities. This project will fill in gaps in the Southside Greenway and complete the entire envisioned route between West River Parkway and Minnehaha Parkway.

When this project joins the already-completed segments of the Southside Greenway, the full route will directly link together:

- Five city parks (Gold Medal Park, Elliot Park, Stewart Park*, Powderhorn Park*, and Phelps Field Park*),
- Three regional trails (West River Parkway, Midtown Greenway*, Minnehaha Creek Trail*),
- Two Minneapolis Public Schools (Anderson Middle*, Laura Ingalls Wilder*),
- One community center (Phillips*),
- And other major institutions (US Bank Stadium, North Central University, Children's Minnesota Hospital*, Abbott Northwestern Hospital*, and the Midtown Global Market) among other destinations.

The Southside Greenway project will also connect to perpendicular bikeways. In addition to the three regional trails mentioned above, the Southside Greenway will connect to RBTN Tier 1 bikeways on:
- Washington Avenue S,
- the Hiawatha LRT Trail,
- E Franklin Avenue*
- 34th Street E*,
- 42nd Street E*

And existing AAA bikeways on:

- 24th Street E*
- 26th Street E*
- 28th Street E*
- 40th Street E*

(*Specific destinations and intersecting routes directly touched by this project (rather than the full completed corridor) are noted above with asterisks.)

Through the direct access it provides to destinations, the links it makes between existing bikeways to create a cohesive corridor, and the many bikeway routes with which it intersects, the Southside Greenway will increase seamless access to destinations for users of the entire AAA Network.

Finally, of special note is that this project will also facilitate easier multi-modal access to George Floyd Square, connecting to the shared use path being constructed on the south side of 38th Street up to 10th Avenue S by the 38th and Chicago Reconstruction Project.

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.

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3. All Ages & Abilities Design

This criterion measures how well the project provides bicycling infrastructure for all ages and abilities. Guidance from sources such as the following may be referenced as part of the written explanation, but the applicant should, at a minimum, provide the information requested below.

- Minnesota Department of Transportation’s Bicycle Facility Design Manual
- National Association of City Transportation Officials’ (NACTO) Urban Bikeway Design Guide 3rd Edition
- American Association of Highway and Transportation Officials’ (AASHTO) Guide for the Development of Bicycle Facilities 5th Edition
- Federal Highways Administration’s Bikeway Selection Guide
- FHWA guidance provides authorization for use of alternate roadway design guides in federally-funded projects. See Alternate Roadway Design Publications Recognized by FHWA under IIJA and FAST Act for details.

Measure A – Facility Type

Describe the minimum level of protection this facility will provide. If your project proposes more than one facility type, provide the following information for each segment. Applicants are encouraged to consider how the project development process may affect the final layout after application to minimize need for scope changes.*

- Proposed facility types: Multiuse trail, sidepath, off-street bikeway, on-street bikeway protected with permanent materials, on-street bikeway protected with temporary materials, on-street bikeway with painted buffer, constrained bike lane, advisory bike lane, bike boulevard, shared space.
- Roadway AADT: Use the highest value from the most recent count available.
- Motor vehicle design speed: This is collected only to score facility types other than off-street bikeways or on-street bikeways protected with permanent materials, which will receive high scores regardless of design speed. If state aid rules require a design speed greater than 25 mph, the applicant should acknowledge risk of a scope change if their application bases facility selection on a lower design speed on premise of receiving a variance.
- Number of lanes in each direction: This is collected only to score facility types other than off-street bikeways or on-street bikeways protected with permanent materials, which will receive high scores regardless of number of lanes. If state aid rules require or the project development process could lead to requiring more than one lane in any direction, the applicant should acknowledge risk of a scope change if their application bases facility selection on the premise of having no more than one lane per direction.

The table below shows the minimum recommended level of separation based on roadway features and operational characteristics.

Facility Type	Target Motor Vehicle Speed	Motor Vehicle Lanes in Same Direction	Motor Vehicle AADT
Off-street (multiuse trail, sidepath, or bikeway)	Any	Any	Any
Protected Bike Lane (with permanent materials)	Any	Any	Any
Bike Lane with Buffer or temporary protection	≤25 mph	Single lane	≤6,000
Bike Lane	≤20 mph	Single lane	≤1,500-3,000
Advisory Bike Lane or Bicycle Boulevard	≤20 mph	Single lane or no centerline	≤500-2,000
Shared Spaces	≤10 mph	No centerline	≤1,000

Click the + button below to add and provide details of the Proposed Facilities. Add all of the facilities required.*

Proposed Facilities*

- 11th Avenue S (18th St to 24th St) Edit | View
- 10th/11th/12th Avenues S (24th St to 28th St) Edit | View
- 10th Avenue S (28th St to 31st St) Edit | View
- 10th Avenue S (34th St to 42nd St) Edit | View
- Park Avenue (40th St to 46th St) Edit | View
- Park Avenue (46th St to Minnehaha Creek Trail) Edit | View

Segment Name/Description	Proposed Facility Type	Proposed Facility Length	Roadway AADT	Motor Vehicle Design Speed	Number of Lanes in Each Direction
11th Avenue S (18th St to 24th St)	On-street bikeway protected with permanent materials	0.4	6470	22	1
10th Avenue S (34th St to 42nd St)	On-street bikeway protected with permanent materials	1.0	215	14	1

Segment Name/Description	Proposed Facility Type	Proposed Facility Length	Roadway AADT	Motor Vehicle Design Speed	Number of Lanes in Each Direction
Park Avenue (40th St to 46th St)	On-street bikeway protected with permanent materials	0.75	3326	30	2
Park Avenue (46th St to Minnehaha Creek Trail)	On-street bikeway protected with permanent materials	0.5	1152	26	1
10th/11th/12th Avenues S (24th St to 28th St)	Other (not listed)	0.5	1930	14	1
10th Avenue S (28th St to 31st St)	Other (not listed)	0.4	500	14	1

Measure A Scoring Guidance

The project will be scored based on the following guidance. Projects may be rated at any point along the scale based on their performance against the stated criteria.

Single facility type

- High: All off-street multiuse trails, sidepaths, or bikeways and on-street bike lanes separated with permanent materials will receive high scores. All on-street facilities matching the recommended facility type or providing a higher level of protection will receive high scores.
- Medium-High
- Medium: Projects that do not adhere to the facility type guidance but provide an accepted justification for why they are providing the “next best facility type,” such as the examples listed in the prompt above, will receive a medium score.
- Medium: Applicants who are not in alignment with the recommended facility types may receive a medium score if they cite alternate guidance along with a clearly stated and accepted explanation of why that guidance is appropriate for the project.
- Medium-Low
- Low: Projects that do not adhere to the facility type guidance and do not provide an accepted justification.

Multiple facility types

Projects that include multiple facility types will receive length proportionate points based on the score of each proposed segment.

Measure B - Design Features and roadway crossings

Provide a brief description (400 words or less) outlining the ways the project will meet or exceed the applicable design standards, specifically focusing on ways the project provides facilities suitable for users of all ages and abilities.*

The description should include the best available information on the facility’s proposed width, buffer or separation, pavement markings and signage, facility transitions, ADA considerations, intersection design, driveways and conflict points, and any traffic calming elements.

In order to implement the Imagine 2050 Transportation Policy Plan actions seeking to provide a bicycle network suitable for riders of all ages and abilities, applicants are encouraged to meet or exceed the outlined guidance wherever possible.

The Southside Greenway project will use design treatments and standards outlined in the City of Minneapolis Street Design guide [https://sdg.minneapolismn.gov/].

The project will construct many segments of in-street two-way bikeways (8' minimum width, preferred wider when space allows) protected with a concrete curb (typically 2' wide with 1' reactions on either side and 7" high). At many intersections along the corridor the project may bring the bikeway to curb-height via a bump-out in order to move back the conflict point between turning drivers and crossing bicyclists.

For some segments of the corridor where conditions warrant and public feedback supports, the project may construct a bike boulevard treatment that may use some combination of speed bumps, bump-outs/curb extensions, traffic circles, and modal filters to reduce car speeds and volumes to local traffic only.

At several locations along the corridor, the project will construct median refuge islands to enable pedestrians and bicyclists to more easily cross higher-volume streets and to slow traffic on those streets. The project will complete ADA-compliant curb ramps for every intersection quadrant on the corridor where these are not currently in place. Where bikeways are brought to curb level, they will benefit from the same grading and design treatments used for the ADA-compliant curb ramps.

On Park Avenue, from 40th Street to 46th Street, the project will convert a concrete curb-protected one-way bikeway (scheduled to be constructed in 2028) to two-way operations. The Park Avenue project is being designed with extra width in anticipation of this future conversion by the Southside Greenway project.

Measure B Scoring Guidance

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

- High: High rated projects will provide low-stress facilities suitable for riders of all ages and abilities, provide simple to navigate and/or protected crossings, and provide strong vertical and horizontal separation from traffic or a low-speed, low-volume traffic place to ride.
- Medium-High
- Medium: Medium rated projects will provide bicycle facilities that are suitable for most adults, provide crossings that are easy for an adult to navigate, and provide a place to ride separated with permanent materials from higher speed and multilane traffic.
- Medium-Low
- Low: Low-rated projects have elements that meet minimum state design standards, but do not provide a low-stress facility. This may include providing facilities with adequate width and temporary or painted separation, but few improvements to roadway crossings or other conflict points.
- Non-responsive/Not relevant: Projects that do not meet minimum state design standards should receive zero points for this measure.

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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*)*

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.

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

Between 24th Street E and 28th Street E, the Southside Greenway will travel on either 10th Avenue S, 11th Avenue S, or 12th Avenue S. Between 28th Street E and 42nd Street E, the Southside Greenway will travel on 10th Avenue S. These roads provide an alternative to Chicago Avenue, a major arterial that has painted bike lanes and is on the City's High Injury Street Network (HISN) between 24th Street E and Lake Street. 10th Avenue S is the closest, just two short blocks (~650 feet) away. This project will construct a new curb-protected bikeway on slower local streets that will provide an option for bicyclists who do not feel comfortable traveling on Chicago Avenue.

Additionally, between 46th Street and Minnehaha Creek Trail, the Southside Greenway will travel on Park Avenue S. While this road is a high traffic road to the north, in this segment it has low volumes because it does not cross Minnehaha Creek and is not useful for cut-through traffic. This project will construct a new curb-protected bikeway on this segment of Park Avenue to provide a safe connection to the Minnehaha Creek Trail and offer an alternative for bicyclists who do not feel safe traveling on Portland Avenue, a major road two short blocks (~650 feet) to the east that does cross Minnehaha Creek.

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

https://www.minneapolismn.gov/government/programs-initiatives/visionzero/vz-action-plan/

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 Southside Greenway project will deploy a collection of design treatments and standards that have already been built in many locations around the city and are detailed in the City of Minneapolis Street Design guide [https://sdg.minneapolismn.gov/].

These treatments and standards are FHWA-proven and NACTO-recommended safety countermeasures for pedestrians, bicyclists, and other road users outside of vehicles. The primary intervention that will be deployed throughout this project, a concrete curb-protected two-way bikeway, has been shown by research to significantly decrease injury rates (For example; Lusk, et. al [2011, https://nacto.org/wp-content/uploads/Risk-of-injury-for-bicycling-on-cycle-tracks-versus-in-the-street.pdf] and Miranda-Moreno, et. al. [2012, https://trid.trb.org/View/1130063]).

Other treatments may include:
- Median refuge islands (https://nacto.org/publication/urban-street-design-guide/intersection-design-elements/crosswalks-and-crossings/pedestrian-safety-islands/),
- Curb extensions/bump-outs (https://nacto.org/publication/urban-street-design-guide/street-design-elements/curb-extensions/),
- Traffic circles (https://nacto.org/publication/urban-street-design-guide/intersections/traffic-circle/)
- Speed bumps (https://nacto.org/publication/urban-street-design-guide/street-design-elements/vertical-speed-control-elements/speed-hump/)

These treatments are well-established both locally and nationally to be effective safety measures for pedestrians, bicyclists, and other road users not in cars. As a general rule, this project will aim to (1) introduce

physical separation between bicyclists and motor vehicles, (2) shorten crossing distances for pedestrians, (3) provide curb protection and improved sightlines for pedestrians attempting to cross a roadway, (4) limit motor vehicle speed through the implementation of proven design interventions.

While much of the Southside Greenway corridor is deliberately routed on lower-volume streets for comfort, the corridor is not without safety challenges recorded in the past decade. On 11th Avenue S between 18th and 24th Streets, two serious injury crashes have been recorded. On 10th, 11th, and 12th Avenues between 24th and 28th Streets, four serious injury crashes have been recorded. On 10th Avenue S at 38th Street, a speeding driver was killed earlier in 2026 after they collided with a Metro Transit bus [https://www.startribune.com/one-dead-in-crash-that-sent-metro-transit-bus-into-house-in-south-minneapolis/601841169]. City staff also field numerous complaints about pedestrian safety and discomfort at the intersection between Park Avenue and Minnehaha Creek, an issue that this project plans to address.

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 Southside Greenway was first proposed by a coalition of city residents who envisioned a corridor that would connect parks, schools, and other community amenities with safe, comfortable, and green street infrastructure. The Southside Greenway project will complete a safe and comfortable multi-modal corridor through a diverse and amenity-rich cross-section of South Minneapolis neighborhoods. The following detailed community data attests to this. Maps are included in the application documents.

RACE & ETHNICITY—

54.7% percent of residents in the corridor are people of color. The detailed breakdown of all residents by racial category is:

- American Indian or Alaska native alone: 1.4%
- Asian alone: 2.2%
- Black alone: 21.9%
- Hispanic or Latino (of any race): 21.9%
- Some other race alone: 1.6%
- Two or more races: 5.7%
- White alone: 45.3%

This corridor has higher concentrations than the city overall of people of color (41.2%), Black residents (18.5%), and Hispanic or Latino residents (10.1%).

NATIVITY—

15.6% percent of residents in the corridor are foreign-born, higher than the city overall (13.7%).

AGE—

29.6% of residents in the corridor are under the age of 18, compared to 18.9% in the city overall.

9.5% of residents in the corridor are over the age of 65, compared to 11.3 in the city overall.

DISABILITY—

12.8 of residents in the corridor have a disability. Citywide, 12% of residents have a disability. The project will upgrade ADA pedestrian ramps throughout the length of the corridor.

VEHICLE ACCESS—

17.0% of households in the corridor do not have consistent access to a vehicle.

AFFORDABLE HOUSING LOCATIONS—

There are 37 designated affordable housing locations within a half mile of the project corridor.

ESSENTIAL SERVICES—

Essential service providers within a half mile of the project corridor include:

Hennepin County Medical Center, Abbott Northwestern Hospital, Children’s Hospital & Clinics Minneapolis*, The Cultural Wellness Center, People Incorporated Stark Mental Health, Hennepin County Behavioral Health Center, Avivo, Inspire Change Clinic, Southside Harm Reduction Services, Hennepin County Library - Franklin Avenue, Social Security Administration.

Additionally, nine grocery stores of various sizes have been identified within the project area.

SCHOOLS & CHILDCARE—

There are 20 schools, 4 college or university sites, and 58 childcare centers identified within a half mile of the project corridor. The project itself will directly touch two Minneapolis Public Schools (Anderson Middle School and Laura Ingalls Wilder School).

PARKS & TRAILS—

There are 14 parks or trails identified within a half mile of the project corridor. The project itself will directly touch three parks, two regional trails, and one community center. The project will piece together the entire Southside Greenway corridor which, when completed, will connect to an additional two parks and another regional trail.

KEY DESTINATIONS—

There are a large number of key destinations that will be along the Southside Greenway corridor. A non-exhaustive list of destinations directly impacted by this project includes Children's Minnesota Hospital*, Abbott Northwestern Hospital*, and the Midtown Global Market*. Other destinations such as US Bank Stadium and North Central University are on the Southside Greenway corridor. And still more destinations such as the American Swedish Institute, Somali Museum, Parkway Theater, Guthrie Theater, and Walking Shadow Theater Company are within a half mile of the Southside Greenway corridor.

(*Specific destinations and intersecting routes directly touched by this project (rather than the full completed corridor) are noted above with asterisks.)

PAST TRANSPORTATION SYSTEM HARMS—

The Southside Greenway goes through all five Transportation Equity Priority (TEP) areas in the City's Racial Equity Framework (REF) for Transportation [https://www.minneapolismn.gov/media/-www-content-assets/documents/Racial-Equity-Framework-for-Transportation.pdf], which describes historic and current inequities in communities of color, and past and ongoing harms caused by the transportation system in the city. The project passes through Ventura Village, Midtown Phillips, and Powderhorn Park neighborhoods, which are identified as TEP Tier 1 and 2 (meaning the highest priority) areas, and Bancroft Neighborhood, a TEP Tier 3 area.

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, including environmental and health consequences, access barriers, and displacement of communities of color. The northern end of this project is in a Tier 1 Expressway Barrier Crossing Area.

LAND SURFACE TEMPERATURES—

Land temperatures along the corridor are generally warmer than the city average, especially in the northern segments. Land temperature gets up to 2.8 °F higher than the city average where this project begins. The danger of high temperatures is worse for residents who are unhoused; have a disability; bike, walk, or take transit; and the elderly. The Southside Greenway will provide additional greening and promote access to sustainable transportation options. Community members envision this project as a linear park with more green space.

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 Southside Greenway was first proposed by a coalition of city residents who envisioned a corridor that would connect parks, schools, and other community amenities with safe, comfortable, and green street infrastructure. This coalition has held years of engagement events throughout the corridor to build support and imagine what changes could be made [https://streets.mn/2023/04/25/southside-greenway-a-work-in-progress/].

Because of these efforts, the Southside Greenway corridor has been consistently established in city and regional planning. The City of Minneapolis Transportation Action Plan (TAP) identified the route of the Southside Greenway as future All Ages and Abilities (AAA) Bicycle Network streets [https://go.minneapolismn.gov/final-plan/bicycling/all-ages-and-abilities-network]. TAP Action Bicycling 1.1 specifically calls out the Southside Greenway as a priority route for completion [https://go.minneapolismn.gov/final-plan/bicycling/strategy-1]. This prioritization was also recently reaffirmed by the City's 2026 Neighborhood Greenways Implementation Plan, which conducted a data-driven assessment of all proposed bikeway routes on non-arterial streets and ranked the Southside Greenway as the top-scoring candidate.

Most of the entire route, and roughly two-thirds of the project streets have been added as either Tier 1 or Tier 2 RBTN corridors and the project will create intersections with five future or planned crosstown RBTN corridors; Franklin Ave E, the Midtown Greenway, 34th Street E, 42nd Street E, and the Minnehaha Creek Trail [https://metrocouncil.maps.arcgis.com/apps/webappviewer/index.html?id=0b0735b3407f49ceb347fc30c9b83bda]

Long range vision plans developed by the Minneapolis Park and Recreation Board for the Phillips Community Center, Stewart Park, and Powderhorn Park also all reference the Southside Greenway [https://www.minneapolisparks.org/wp-content/uploads/2018/11/4-Neighborhood-Park-plans_P-R.pdf and https://www.minneapolisparks.org/wp-content/uploads/2018/11/4-Neighborhood-Park-plans_S-T.pdf].

If awarded, the City of Minneapolis will conduct an extensive public engagement process for the project, modeled on the successful outreach that accompanied a related project, the Northside Greenway, which is planned for construction in 2027-28. This outreach may include:

• Project webpage and newsletter (Inform)
• Mailers and yard signs (Inform)
• Door-knocking and pop-ups (Consult)
• Interactive webmap and online surveys (Consult)
• Presentations to the Bicycle and Pedestrian Advisory Committees (Consult)
• Open house events and attendance at community events (Involve)
• Meetings with neighborhood organizations and Southside Greenway Advocates (Collaborate)
• Support for community-led demonstration projects (Co-create)

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. (Racial Equity Framework for Transportation Acknowledgement of past harms, page 13, linked below).

The City is focused on ensuring that populations that have been excluded from (or under-represented in) government-led processes such as public engagement can shape and benefit from projects occurring in their neighborhoods. The City uses the Racial Equity Framework for Transportation (REF) to guide this work [https://www.minneapolismn.gov/media/-www-content-assets/documents/Racial-Equity-Framework-for-Transportation.pdf]. The Southside Greenway corridor passes through the Ventura Village, Midtown Phillips, and Powderhorn Park neighborhoods, which are identified as Transportation Equity Priority (TEP) Tier 1 and 2 (meaning the highest priority) areas. The Bancroft Neighborhood is a TEP Tier 3 area. The City will ensure extensive engagement activities and events are held in these locations.

As conceived, the project will ultimately provide substantial connectivity benefits to communities along the corridor. One specific benefit will be to connect corridor communities to the Mississippi Riverfront and downtown Minneapolis across the Interstate 94 trench. The project will also to make it easier to cross busy streets like 35th and 36th, which have higher volumes due to their connection with I-35W entry and exit ramps and provide an obstacle to reaching Laura Ingalls Wilder School and Powerhorn Park. Additionally, the project will tie into the recently-started 38th and Chicago Project, creating a seamless, safe, and comfortable route for people on bicycles to access George Floyd Square.

More general community benefits include increased multi-modal connectivity to local destinations, enhanced greening and stormwater infrastructure, more traffic calming, new crossing treatments, and ADA compliant pedestrian ramps.

Cumulatively these improvements will address a demand that originally emerged from local residents to develop a north-south corridor of safe, comfortable, and green streets that connect parks, schools, and other community amenities [https://streets.mn/2023/04/25/southside-greenway-a-work-in-progress/].

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 – Connection to Key Destinations:

Measure A – Identified Network Priorities:

Measure A – Connection to existing safety planning efforts:

Measure B – Safety improvements for people outside of vehicles:

Measure A – Facility Type:

Measure B – Design Features and roadway crossings:

Evaluative Criteria Total: 0

Dates & Financials - Internal Only

Start Date:

End Date:

Amount Requested: $3,994,650.00

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 Alex Schieferdecker at 6:16 AM on June 24, 2026

HISTORY

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Updated At:	6/24/2026
Created At:	6/8/2026