Minneapolis - Public Works

Central Avenue Reconstruction

Regional Solicitation - Roadways Including Multimodal Elements

ID: R-2026-05170

Peter Bennett

Requested: $10,000,000

Status Initial Review

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What application category are you applying for.*

Roadway Modernization

General Information

Organization Name: Minneapolis - Public Works

▼ Organization Information

Organization Name	Minneapolis - Public Works
Legal Name	Minneapolis - Public Works
Street Address	309 2nd Ave S #300
Street Address 2	
City	Minneapolis
County	Hennepin
State	Minnesota
Country	United States of America
ZIP Code	55401

▼ Contact Information

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▼ Project Information

Project Name* Central Avenue Reconstruction

Select Primary county where project is located* Hennepin

Cities or Townships where the Project is located* Minneapolis

Jurisdictional Agency (if different than applicant): MnDOT

Brief project description*

The project will reconstruct a 3.6-mile section of Central Avenue (Trunk Highway 65) between the Mississippi River and 37th Avenue NE. This section is currently a four-lane roadway and is functionally classified as an A-Minor Augmentor Arterial. Parking is allowed at locations along the corridor. Sidewalk facilities exist along the corridor; however, the sidewalks are in poor condition. Painted, on-street bicycle lanes and shared-lane markings exist on portions of the corridor. Central Avenue is served by Metro Transit Route 10 for the length of the corridor.

This project will fully reconstruct the roadway to provide safety improvements for people walking and rolling, biking, taking transit, and driving. The project will redesign the corridor to improve safety and mobility for all modes of transportation. The street will be reduced to one general purpose travel lane in each direction, with dedicated turn lanes and center turn lanes. Bus lanes will be added as determined in collaboration with the Metro Transit F Line project. Arterial Bus Rapid Transit stations and local bus stop improvements will be included in the project . Intersections will be upgraded with accessible pedestrian signals, crosswalk markings, bump-outs, and pedestrian islands. Sidewalk-level bike lanes and shared-use paths will be added, making an “all ages and abilities” connection on Central Avenue. Parking areas will be included in key locations. Expanded boulevards and green stormwater infrastructure will be included in the project.

Engagement with the community on the proposed improvements began with MnDOT’s Planning and Environmental Linkages Study (2020 to 2024). More detailed engagement on the project concept layout and the Metro Transit F Line followed from 2024 to 2026. These improvements support the goals included in MnDOT's Complete Streets Policy and Statewide Multimodal Transportation Plan, and Minneapolis' Transportation Action Plan, Vision Zero Policy, and ADA Transition Plan.

Transportation Improvement Program (TIP) Description*

MN65 (NE CENTRAL AVE) FROM S OF 2ND ST SE TO 37TH AVE IN MPLS - RECONSTRUCTION, SIGNAL REPLACEMENT, ADA IMPROVEMENTS, AND MILL AND OVERLAY BR'S 27015 AND 27164

Provide the project length to the nearest one-tenth of a mile*	3.6
Lead Agency*	Minnesota Department of Transportation (MnDOT)
ZIP Code where majority of work is being performed*	55418
Functional Class of Road*	Minor Augmentor
Road System*	TH
Road/Route No. (i.e., 53 for CSAH 53)*	65
Name of Road (Example: 1st st., Main Ave)*	Central Avenue
Approximate begin construction date (mo/yr)*	4/1/2029
Approximate end construction date (mo/yr)*	11/30/2030

Name or description of trail/ped facility (i.e., Cedar Lake Trail, University Avenue 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*	Central Avenue
From Cross-Street*	South of 2nd St SE
To Cross-Street*	37th Avenue NE
Length of multimodal facilities included in project (nearest 0.1 miles, include all that apply using the best available information)*	3.6
Multiuse trail*	0.7
Separated bicycle facility*	2.9
On-street bicycle facility*	0
Sidewalk*	3.6
Miles of facility on the Regional Bicycle Transportation Network (nearest 0.1 miles)*	3.6
Miles of new RBTN facilities*	3.1
Miles of improved existing RBTN facilities*	0.5
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
Miles of Facility along Updated Regional Truck Corridors:	3.6
Miles along Tier 1 facilities:	0
Miles along Tier 2 facilities:	3.6

Miles along Tier 3 facilities:	0
Number of improved ADA ramps*	168
Number of intersection improvements*	36

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

Full Reconstruction, Utilities, Grade, Base, Paving, Sidewalk, Signals, Lighting, Bikeways, Ped Ramps

Bridge/culvert projects (if applicable)

Current Bridge/Culvert No.	27015
New Bridge/Culvert No.	

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

Also bridge 27164.

If the project constructs new left-turn lanes:	No
If the project synchronizes traffic signals to reduce delay time:	No

Project Funding

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

No

Grant Request Amount, US$*	$10,000,000.00
Project Total: $*	$76,282,227.18

Match Amount: $ (Minimum of 20% of the project total for federally funded projects)

Match Amount:	$66,282,227.18

Match Percentage (Minimum of 20% for federally funded projects)

Match percentage:	87%

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*	MnDOT sources as identified in the STIP and Minneapolis levy funded debt and assessments
Please check the years that are feasible for your program.*	2029 (All projects), 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*	$67,568,187.00
Bicycle/Pedestrian Costs*	$6,514,040.00
Transit/TDM Capital Costs*	$2,200,000.00
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.

There are PROTECT eligible costs on this project, and PROTECT funding is already included in the total project budget from MnDOT.

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 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 (12)

Central Ave Total-Project-Cost-Worksheet.xlsx

Total Project Cost Worksheet
Added by Peter Bennett at 7:47 AM on June 24, 2026

Central Ave Local Destinations Map.pdf

Other Document | Local Destinations Map
Added by Peter Bennett at 3:53 AM on June 24, 2026

Central Ave Affordable Housing Map.pdf

Other Document | Affordable Housing Map
Added by Peter Bennett at 3:53 AM on June 24, 2026

Central Ave DRAFT Layout Part 3.pdf

Other Document | DRAFT Layout Part 3
Added by Peter Bennett at 3:51 AM on June 24, 2026

Central Ave DRAFT Layout Part 2.pdf

Other Document | DRAFT Layout Part 2
Added by Peter Bennett at 3:51 AM on June 24, 2026

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▼ 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

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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:

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.
2. People have better travel options beyond driving alone to meet their daily needs, with a focus on improving travel times, reliability, directness, and affordability.
4. People and businesses can rely on predictable and cost-effective movement of freight and goods.

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.

Natural Systems
1. The region's transportation system protects, restores, and enhances natural systems (for example, air, water, soil, vegetation, and habitat quality).

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.
19A. Identify corridors for potential transitway investment and conduct corridors studies to determine appropriate investment, including transitway mode, alignment, and stations.
19D. Build, operate, and maintain transitways. Work with partners to identify needed improvements, as necessary.
19E. Update the network of arterial rapid transit corridors. Identity, evaluate, and prioritize future lines for investment.
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).
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 and Policies:
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 Central Avenue as “Near-term Low Stress Bikeway," "Connector Bikeway," or "Long-term Low Stress Bikeway" on the Minneapolis All Ages and Abilities (AAA) bikeway network (local bicycle plan). The entire corridor is on the Pedestrian Priority Network
Minneapolis 2040 - Comprehensive Plan, 2019

MnDOT Plans and Policies:
Highway 47 and Highway 65 Planning and Environmental Linkages Study, 2024
MnDOT Complete Streets Policy, 2025

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

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

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

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. Applicants for the three application categories funded with Active Transportation Regional Sales Tax funds do not need to be a State Aid city or a county to apply.

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://www.minneapolismn.gov/government/departments/public-works/tpp/ada-transition-plan/

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

The roadway project is identified as a principal arterial (non-freeway facilities only) or minor arterial as shown on the latest functional classification map. Bridge Connections, Proactive Safety and Reactive Safety projects have broader eligibility and can be located on a minor collector and above functionally classified roadway in the urban areas or a major collector and above in the rural areas.

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

The project must be designed to meet 10-ton load limit standards.

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

This project involves the construction of a new/expanded interchange or new interchange ramps.* No

▼ Prioritizing Criteria and Measures

2050 TPP Goal: Our Region is Dynamic and Resilient

Category Definition: The Roadway Modernization application category seeks to fund projects that implement a complete streets approach in policy, planning, operations and maintenance of roads; emphasize and prioritize the safety of people outside vehicles in the transportation right-of-way; and plan for and invest in first/last mile freight connections between major freight generators and the regional highway system.

This application contributes to these 2050 TPP Objectives or Policies:
- People do not die or face life-changing injuries when using any form of transportation.
- 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 and businesses can rely on predictable and cost-effective movement of freight and goods.
- The region's transportation system protects, restores, and enhances natural systems (air, water, vegetation, and habitat quality).

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.

- Roadway reconstructions that add new or upgrade existing multimodal elements, such as bicycle facilities, new or improved sidewalks, and transit facilities
- Roadway reconstructions that add raised medians, frontage roads, shoulders, access modifications, or other safety improvements
- Roadway reconstructions that reduce the likelihood of flooding, reduce impervious surface areas, and increase the existing tree canopy

- Roadway reallocation or lane conversions, such as four- to three-lane conversions
- Existing interchange reconstructions/modernizations
- New alignments that maintain the same number of lanes as the previous alignment

▼ Evaluative Criteria

1. Multimodal/Complete Streets Connections

This criterion measures how the project improves travel experience, safety, and security for other modes of transportation and addresses the safe integration of these modes. The Transportation Policy Plan requires that explicit consideration of all users of the transportation system be considered in the planning and scoping phase of projects.

Measure A – New or improved multimodal connections (transit, bicycle, pedestrian, TDM elements)

Describe the new or improved multimodal connections (transit, bicycle, pedestrian, etc.) along, across or underneath the project and/or TDM elements (400 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.

- How does the project reduce the level of traffic stress (reference the Oregon Department of Transportation level of traffic stress analysis procedure or another similar methodology) for all users of multimodal facilities?
- How will the project improve the comfort and quality of the travel experience for bicyclists, pedestrians, and transit users of all ages and abilities?
- How will the project reduce delays for these users?
- How will the project improve access or expand connections for these users?
- How will the project use TDM to encourage the use of other modes?
- Does the project provide a high-quality connection based on the surrounding land use and/or community context?

The existing bicycle facilities on Central Avenue are striped, unbuffered bike lanes near parking, or shared-lane markings, or no bicycle facility at all. On a multi-lane urban roadway with a posted speed limit of 30mph, these bicycle facilities represent a Level of Traffic Stress (BLTS) of 4 (the most stressful), or 3. The proposed layout for the reconstruction project builds sidewalk-level bikeways with curb and boulevard buffers from motor vehicles, and bend-out intersection crossings. This type of facility is considered “all ages and abilities” with the goal of achieving BLTS level 1 (the lowest stress).

Pedestrians on Central Avenue use sidewalks with uneven surfaces, inconsistent width, obstructions, and sometimes no buffer from traffic. Transit users also walk in these pedestrian facilities, and wait for buses at stops with no shelters, seating, and other amenities. The proposed layout brings all pedestrian areas to recommended widths from the Minneapolis Street Design Guide, without obstructions, and with additional amenity zones and boulevards to separate these areas from traffic. This project will also implement stations for the METRO F Line arterial bus rapid (aBRT) project, which include shelters, heat, lighting, seating, real-time information, bike racks, and ticket vending. These streetscape elements increase comfort for their users and create a high-quality experience.

The METRO F Line will also benefit from dedicated bus lanes in one or both directions throughout the project. The bus lane locations were identified based on existing transit delays on Route 10. Thus, the transit service after the project will experience less delay. METRO F Line will improve access and expand connections through several business districts and job centers on Central Avenue, and regionally in Anoka County and downtown Minneapolis. Minneapolis and Metro Transit pair TDM strategies with new aBRT lines, publicizing the improved service and access that come after opening day.

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. The project rating will be based on the quality of the improvements, as opposed to being based solely on the number of modes addressed.

- High: The highest rated projects in this measure will significantly improve the travel experience, safety, and security for modes of transportation beyond vehicles and the safe integration of these modes in the project. The response will include quantitative or qualitative metrics showing a high level of improvement using an established methodology. Projects that are on the Regional Bicycle Transportation Network (RBTN) AND provide new or improved bicycle facilities designed to cater to uses of all ages and abilities will receive a high score.

- Medium-High
- Medium: Mid-range projects in this measure may significantly improve the travel experience, safety, and security for modes of transportation beyond vehicles and the safe integration of these modes in the project but without quantitative or qualitative data or using a less established methodology. Similarly, mid-range projects may have quantitative data and a solid methodology but only offer a small improvement to the multimodal experience.
- Medium-Low
- Low: Low rated projects in this measure will not include quantitative or qualitative data and may not provide clear information to create confidence that the project will provide benefits.
- Non-responsive/Not relevant: Projects that do not improve the multimodal travel experience, safety and security should receive zero points in this measure.

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2. Safety

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

Measure A - Connection to Existing Safety Planning Efforts
Project Location (or part of the location) is listed in the Regional Safety Action Plan on any of the following lists (note an online map is being developed and a link will be provided in final application)

	Identified on Regional Top 25 Priority lists, Identified on Regional High Injury Streets list, Crash Risk Index >15
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.*	No
Location is listed in another safety plan that prioritizes reducing fatal and serious injury crashes.	Yes

Please describe and provide reference or link to the plan*

Minneapolis Vision Zero Action Plan 2023 - 2025
https://www.minneapolismn.gov/government/programs-initiatives/visionzero/vz-action-plan/
Central Avenue is shown on the map of High Injury Streets.

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 Central Avenue Reconstruction Project aims to reduce instances of fatalities and the rates and severity of serious injuries for people along a High Injury Street as identified in the City of Minneapolis Vision Zero Action Plan (2023-2025). From 2021 to 2025, there are 129 recorded crashes on the corridor, including 7 with severe injuries. Of those 7 crashes, 4 involved a pedestrian, and 1 involved a bicycle rider, overrepresenting vulnerable users in the most damaging crashes. Central Avenue has a posted speed limit of 30mph. In 2025, the average speed was 27.3mph, and the 85th percentile speed was 34.9mph. The project replaces aging and non-compliant infrastructure, and replaces roadway geometries which induce greater vehicle speeds with design features and speed management strategies to reduce vehicle speeds effectively.

Reduced crossing distances and times and overall pedestrian safety will be improved through proactive intersection design that includes curb extensions, ADA compliant curb ramps, medians, and roadway striping. These treatments enhance sightlines, reduce exposure to turning vehicles for vulnerable road users, and create more predictable movements for all. Together, they reflect FHWA proven countermeasures such as high visibility crosswalks, daylighting and improved sightlines, and optimized corner radii that support safer, more intuitive crossings for people walking, rolling, and biking.

The project will also lower bicycle stress levels through upgraded bikeway design aligned with the City's All Ages and Abilities Network, following guidance from MnDOT's Bicycle Facility Design Manual and FHWA's Separated Bike Lane Planning and Design Guide. Enhanced bikeway separation and improved pavement quality create a more predictable and comfortable facility, reducing conflicts with vehicles and aligning with FHWA recommendations for separated bike lanes. These upgrades support safer operations for riders and reduce exposure to motor vehicle traffic.

The project will implement a four-to-three lane conversion, a proven engineering countermeasure listed by MnDOT, and documented by FHWA. This design reduces crashes by moving left-turning vehicles into dedicated space to wait and watch, while also featuring fewer lanes of crossing traffic. Lane switching is reduced when other vehicles are positioned in dedicated lanes. The center lane also creates space for medians to manage access and provide a pedestrian refuge. Motorist speeds have been shown to be reduced on these roadway conversions due to visual cues from the narrowing of the drivable space and traffic calming effects of medians and bumpouts that were not possible in the four-lane arrangement.

These improvements reduce exposure and create safer, more predictable travel for all modes. The project will improve crossings, create lower-stress bicycling conditions, and provide a safer sidewalk environment in a mixed-use context where walking, biking, and transit are well-used travel modes. The resulting corridor will reduce crash risk and advance goals for safer, more equitable, and low-stress transportation networks.

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.

Measure C - Safe System Approach

Please describe how the project aligns with the Safe System Approach where the transportation system is designed to minimize the consequences of human errors by implementing multiple layers of protection (400 words or less).*

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

- Are safety improvements focused on reducing fatal and serious injury crashes?
- Does the project utilize proven safety countermeasures?
- Consider these resources for safety improvements: Regional Safety Action Plan's Programmatic Recommendations or MnDOT's Traffic Engineering Countermeasures

The Central Avenue Reconstruction Project aligns with the Safe System Approach by designing a corridor that reduces the likelihood and consequences of human error through multiple layers of protection. As a High Injury Street in the Minneapolis Vision Zero Action Plan, the project responds to locations with elevated fatal and serious injury risk.

The project prioritizes safe travel speeds through roadway geometry that slows vehicle movements and creates a more predictable operating environment. A four to three-lane conversion provides clearer lane definition and improved alignment, reducing the potential for speed non-compliance, lowering crash severity and likelihood. These strategies align with MnDOT Traffic Engineering Countermeasures and regional guidance for speed management.

Multiple protections reduce conflict and exposure. Intersection designs integrate shorter crossings, better sightlines, and high visibility crosswalks to support safer decision-making for pedestrians and drivers. Dedicated, low stress bikeways, consistent with All Ages and Abilities guidance, provides physical separation from higher risk vehicle movements and reduces the chance that user error results in a serious crash. These elements reflect FHWA strategies that emphasize separation, predictable design, and fewer conflict points.

The project also strengthens system redundancy by offering comfortable multimodal choices that reduce reliance on higher risk modes. Upgraded pedestrian, transit, and bicycle access enable people to choose routes with inherently lower fatal crash risk, especially in a dense urban setting.

Together, these strategies apply Safe System principles by acknowledging human error and ensuring roadway conditions do not allow mistakes to become fatal or life altering. The project integrates proven countermeasures, speed management design, and conflict reduction treatments to create a safer, more forgiving system that protects all users and advances Vision Zero goals.

Measure C Scoring Guidance

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

Consider the information and narrative provided by the applicant and score projects based on the benchmarks provided below.

- High: The highest scoring projects in this criterion will align with the Safe System Approach and significantly improve safety for all users and cites specific safety best practices or countermeasures that will be included in the project. Scorer is confident the project sponsor will design the project to prioritize safety for people outside of vehicles. The response will include quantitative metrics showing a high level of improvement using a sound methodology.
- Medium-High
- Medium: Mid-range projects in this criterion may align with the Safe System Approach and improve safety for all users but without quantitative data or using a less solid methodology. Similarly, mid-range projects may have quantitative data and a solid methodology but only offer a small improvement to the multimodal experience.
- Medium-Low
- Low: Low scoring projects may not provide quantitative data to assess the claim of adherence to the Safe Systems approach.
- Non-responsive/Not relevant: Projects that do not align with the Safe System Approach or improve the travel experience, safety and security for people outside of vehicles should receive zero points in this criterion.

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3. Freight

Tying regional policy in the 2050 Transportation Policy Plan to the Regional Solicitation, this criterion measures the project's ability to serve a transportation purpose within the regional transportation system and economy based on how it aligns with the Regional Truck Corridor Study.

Measure A – Regional Truck Corridor Study Tiers

This measure relies on the results on the Truck Highway Corridor Study, which prioritized all principal and minor arterials based on truck volume, truck percentage of total traffic, proximity to freight industry clusters, and proximity to regional freight terminals. The truck corridors were grouped into tiers 1, 2, and 3, in order of priority. Use the 2021 Updated Regional Truck Corridors tiers to respond to this measure: 2021 Updated Regional Truck Corridors.

Select the highest one for your project, based on the 2021 updated Regional Truck Corridors*

Along Tier 2

Measure A Scoring Guidance

Applicants will be awarded points as assigned in the above tiers: (for new alignments, use the tier of the existing alignment or parallel alignment that the new connection is replacing):

- 10 points: Projects along Tier 1
- 8 points: Projects along Tier 2
- 6 points: Projects along Tier 3
- 4 points: Projects that provide a direct and immediate connection to a corridor
- 0 points: None of the tiers

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4. Natural Systems Protection and Restoration

This criterion measures the project's ability to protect and preserve the region's natural systems and build more resilient infrastructure.

Measure A - Flood mitigation, stormwater treatment, other environmental benefits

Describe how the project protects and restores natural systems through flood mitigation, stormwater treatment, etc. (600 words or less)*

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

- Does the project increase or decrease impervious surface area?
- Does the project use alternative construction methods (e.g., recycling pavement materials or using surfaces more friendly to freeze/thaw cycles)?
- Does the project use landscaping or streetscaping appropriate for the area/climate?
- Does the project preserve existing mature trees or plan new trees with associated establishment period?

- Does the project use soil amendments to improve environmental performance (e.g., biochar food-derived compost)?
- Is the project designed to industry standard flood events (e.g., 100-year flood events)?
- Does the project manage stormwater more efficiently or mitigate an existing stormwater runoff concern?
- Does the project add new infrastructure that is more resilient to wetter and warmer conditions?
- Does the project improve habitat connectivity?

The Central Avenue Reconstruction project will be a full reconstruction of the roadway. Thus, it will be able to reenvision the locations of curbs, paved spaces, and green space throughout the project area. Likewise, it will be held to standards and requirements to manage and treat stormwater, and subject to plans and policies that demonstrate the community's high value for stewardship of natural systems.

Central Avenue currently features up to four travel lanes, two parking lanes, and areas of sidewalks with no boulevard separation from the roadway. This roadway section leads to a high level of impervious surfaces. The proposed layout reduces the number of travel lanes, limits parking lanes to areas of high demand, adds boulevards, and introduces bumpouts at intersections. These features are locations planned for pervious green space. The landscaping in these areas will be species that are appropriate for the local climate and high traveled urban corridors. Tree planting, space for root growth, and soils will also be enhanced from existing conditions. The pavement section will be determined in detailed design, but will be designed to withstand freeze/thaw cycles that are expected in the Minneapolis climate.

Stormwater will be treated and infiltrated where possible throughout the project using green stormwater infrastructure (GSI). During the design of the project, any locations of localized drainage issues on the roadway will be improved with best practices for slope and grade. Through a reduction in impervious surfaces, and introduction of stormwater best management practices, the corridor will be as well or better prepared for storm events and wetter climate conditions as today.

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: Projects in this range will significantly improve, protect, and restore natural systems over the existing condition. The response will include quantitative or qualitative metrics showing a high level of improvement using an established methodology.
- Medium-High
- Medium: Projects in this range will somewhat improve, protect, and restore natural systems over the existing condition. The response will include qualitative or quantitative metrics showing a smaller level of improvement using an established methodology.
- Medium-Low
- Low: These projects make a case as to how the project somewhat improves, protects, and restores natural systems without qualitative or quantitative data or using a less solid methodology. Projects in this range have smaller improvements to natural systems.
- Non-responsive/Not relevant: Projects that do not improve, protect or restore natural systems or do not provide adequate information 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 Central Avenue Reconstruction project area is adjacent to 9 census tracts, which were used to describe the demographics in this section.

Total population: 28,944
Race and ethnicity: People of color (32%), including Asian (3%), Black (15%), Hispanic of any race (7%), Indigenous (1%)
Age: Under 18 (15%), Ages18-39 (44%), Ages 40-64 (27%), Age 65+ (14%)
Low-income population below 100% of the poverty line (11%)
Population experiencing a disability (13%)

Past Transportation System Harms
The City's Racial Equity Framework (REF) for Transportation describes historic and current inequities in communities of color, and past and ongoing harms caused by the transportation system in the city. The City uses the REF Transportation Equity Priority (TEP) score to identify projects and to determine public engagement approaches. This project will pass through areas in Minneapolis with a Transportation Equity Priority score of 3, 4, and 5. With 1 being highest priority, and 5 being lowest priority. Central Avenue itself is a major thoroughfare and MnDOT trunk highway through Northeast Minneapolis that can also act as a barrier due to heavy and freight traffic. The street grid is also broken up by several railroad crossings, which Central Avenue serves as a connection across. A complete street making these connections will help lessen the severity of barriers.

Housing and Transportation
Within a half mile of the project area, there are 13 buildings with 864 units of affordable housing. Renter-occupied units account for 52% of households in the project area. 11% of households do not have vehicle access. Non-automobile mode shares for commute-to-work trips are transit (7%), bike (4%), and walk (5%).

Local Destinations
A map of essential services, employers/job centers, schools, cultural resources, places of worship, and social destinations is attached to this application. Some key destinations within a half mile include:
• Seven schools
• Three grocery stores
• One library
• Ten childcare centers
• Twenty places of worship
• Nine cultural resources
• Eleven parks

These community destinations make Central Avenue into the main street of Northeast Minneapolis, connecting job and business hubs in downtown, UBETCHA, the Central Avenue Cultural District, and into Anoka County. International cuisine and artists studios are the focus of daily visits to Central Avenue, and large community events.

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

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

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

Low: The project application:
- Include general census data on "specific communities," (e.g. "community has x% low-income population, versus the regional average of y%")

- Has a basic list of important destinations without demonstrating local knowledge
- Has a project area community description but lacks community insight or context

B. Community Needs and Future Engagement

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

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

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

The City also developed the Transportation Equity Explorer [https://experience.arcgis.com/experience/651acdba1bc54f89b61a2281cfe44d33/page/Tab-1%3A-Learn-about-transportation-equity], which identifies Transportation Equity Priority (TEP) areas and scores. The TEP score has replaced ACP50 as the primary equity metric for Public Works plans, programs, and projects. This metric is now embedded in the City's updated 20-Year Streets Funding Plan and informs the development of the Capital Improvement Program, shaping which projects will be prioritized for construction in the coming years.

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

Engagement with the community on the proposed improvements began with MnDOT's Planning and Environmental Linkages Study (2020 to 2024). In this process, MnDOT asked for feedback on ideas for different types of roadways, new intersection designs, and access changes at driveways and cross streets. This also included medians, intersection curb bump-outs, better pedestrian crossings, roundabouts, and dedicated bike lanes. They used this feedback to develop multiple concepts that could improve the safety of roads and intersections along each section of Central Avenue. Those concepts were shared with the community through outreach, public meetings and an online survey to gather feedback. Each concept was analyzed to determine how well it would meet the needs of the people who use the roads. The various improvement concepts developed during the planning study have been narrowed to ones that can meet people's needs of safety and mobility.

More detailed engagement on the project concept layout and the Metro Transit F Line followed from 2024 to

2026. This process included five in-person public meetings, four virtual online public meetings, six pop-ups, several business owner one-on-ones, and four presentations to the Minneapolis bicycle and pedestrian advisory committees. This robust community engagement process has led to a concept layout that reflects the community vision of a complete street with multi-modal transportation features. Public sentiment has been generally positive, adding confidence that the concept is ready to proceed to detailed design. City and MnDOT staff, along with consultant teams, will continue to staff the project through final design and construction, providing engagement and helpful coordination information throughout the process.

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

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

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

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

C. Community Benefits

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

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

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

Many community destinations make Central Avenue into the main street of Northeast Minneapolis, connecting job and business hubs in downtown, UBETCHA, the Central Avenue Cultural District, and into Anoka County. This corridor serves as a spine of businesses, parks, housing, and transit for an entire sector of Minneapolis. Providing safe and efficient access to these destinations is a strong community desire, but one that isn’t met with the current arrangement of Central Avenue. Deficient sidewalks, disconnected bike lanes, unpleasant bridge crossings, delayed bus service, and high-speed traffic are all features of Central Avenue today. Through this project, a complete street with predictable sidewalks, bike facilities, an arterial bus rapid transit line, and safe driving and turn lanes will ensure people arrive at their destination safely and on time.

As a full reconstruction, the Central Avenue Reconstruction project has the opportunity to reflect the

community's cultural character in the built environment. International cuisine and artists studios are the focus of daily visits to Central Avenue, and large community events. An arts district is active in the area, and community members have advocated for including art in the streetscape. A special service district already exists that manages enhanced streetscape elements, such as tree lighting and planters. In this context, MnDOT will be completing a Visual Quality Manual (VQM) process during the design process that will create a set of options for streetscape elements, greenspace, trees, and aesthetic choices. This VQM process includes a Visual Quality Advisory Committee (VQAC) with members of the community who engage on the specifics of the streetscape.

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_taz_jobs:

gis_regional_destinations:

gis_project_location_description:

▼ **Review & Feedback** - Internal

Program: Regional Solicitation

Sub Program: Regional Solicitation - Roadways Including Multimodal Elements

Assigned Council Program Contact:

Finance Unit Reviewer:

External Reviewers

Reviewers

▼ Internal Reviewers

Comments Returned to Applicant:

Program Feedback:

▼ Evaluative Criteria

Measure A – Multimodal/Complete Streets Connections:

Measure A – Connection to existing safety planning efforts:

Measure B – Safety improvements for people outside of vehicles:

Measure C – Safe system approach:

Measure A – Regional Truck Corridor Study Tiers:

Measure A – Flood mitigation, stormwater treatment, other environmental benefits:

Evaluative Criteria Total: 0
Save to update the total.

Dates & Financials - Internal Only

Start Date:

End Date:

Amount Requested: $10,000,000.00

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

NOTES

Draft → Initial Review
Created by Peter Bennett at 7:17 AM on June 25, 2026

HISTORY

Show History

Updated By: Peter Bennett

Created By: Peter Bennett

Updated At: 6/25/2026

Created At: 6/5/2026