

**T** Transportation Committee  
Meeting date: August 9, 2010  
Council meeting: August 25, 2010

**ADVISORY INFORMATION**

Date: July 26, 2010  
Subject: 2010-2013 Transportation Improvement Program (TIP) Amendment: Minneapolis SP#141-020-107, Cedar and Franklin Avenues Pedestrian Access and Safety Improvements (TAB Action 2010-46)  
District(s), Member(s): District 7, Meeks  
District 8, Wittsack  
Policy/Legal Reference: TAB Action  
Staff Prepared/Presented: Arlene McCarthy, Director (651-602-1754)  
Amy Vennewitz, Dep. Dir. Finance & Planning (651-602-1058)  
Carl Ohrn, Planning Analyst (651-602-1719)  
Division/Department: Metropolitan Transportation Services

**Proposed Action**

That the Metropolitan Council concur with the Transportation Advisory Board action to amend the 2010-2013 Transportation Improvement Program (TIP) for Minneapolis SP#141-020-107: Cedar and Franklin Avenues Pedestrian Access and Safety Improvements adding the TIPEDD portion of SP#141-020-108 that was originally part of a STP project that is being withdrawn by the City.

**Background**

The City of Minneapolis was awarded enhancement, STP and Transportation Investment Planned Economic Development District (TIPEDD) projects for improvements to Cedar and Franklin Avenues. The STP project has been dropped and the city requested the TIPEDD project be added to the enhancement project.

**Rationale**

In order to spend Federal Transportation Funds, the project must be accurately recorded in the current TIP.

**Funding**

The project will utilize federal and local funds.

**Known Support / Opposition**

No opposition was presented at the TAC or TAB.

# Transportation Advisory Board

of the Metropolitan Council of the Twin Cities

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**Bill Hargis**  
Acting Chair

August 3, 2010

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Peter Bell, Chair  
Metropolitan Council  
390 Robert Street No.  
St. Paul, MN 55101

Mr. Bell,

On July 21, 2010, the Transportation Advisory Board voted to amend the 2010-2013 Transportation Improvement Program to include the revised project scope and construction cost for SP# 141-020-108; Cedar and Franklin Avenues Pedestrian Safety and Access Improvements in Minneapolis.

This TIP amendment is necessary to include the reconstruction of 22<sup>nd</sup> Avenue in the project scope and to adjust the federal and local shares of the project listed above.

The TAB forwards the TIP amendment action to the Metropolitan Council along with additional information described in TAB action transmittal 2010-46.

Sincerely,



Bill Hargis, Acting Chair  
Transportation Advisory Board

**Transportation Advisory Board**  
of the Metropolitan Council of the Twin Cities

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**ACTION TRANSMITTAL**

No. 2010-46

**DATE:** August 3, 2010  
**TO:** Metropolitan Council  
**FROM:** Transportation Advisory Board  
**SUBJECT:** TIP Amendment Request for Minneapolis SP#141-020-107: Cedar and Franklin Avenues Pedestrian Access and Safety Improvements

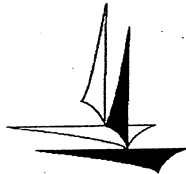
**MOTION:** The TAB approved a 2010-2013 TIP Amendment for Minneapolis #141-020-107: Cedar and Franklin Avenues Pedestrian Access and Safety Improvements adding the TИPEDD portion of SP#141-020-108 that was originally part of a STP project that is being withdrawn by the City.

**BACKGROUND AND PURPOSE OF ACTION:** The 2010-2013 TIP must reflect the change in scope on this project as a result of adding the TИPEDD project to the Transportation Enhancements pedestrian improvement project.

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**ROUTING**

<b>TO</b>	<b>ACTION REQUESTED</b>	<b>DATE COMPLETED</b>
TAC Funding & Programming Committee	Review & Recommend	June 17, 2010
Technical Advisory Committee	Review & Recommend	July 7, 2010
TAB Programming Committee	Review & Recommend	July 21, 2010
Transportation Advisory Board	Review & Adopt	July 21, 2010
Metropolitan Council	Concurrence	



**Minneapolis**  
City of Lakes

**Department of  
Public Works**  
Steven A. Kotke, P.E.  
City Engineer  
Director

350 South 5th Street - Room 203  
Minneapolis MN 55415

Office 612 673-2352  
Fax 612 673-3565  
TTY 612 673-2157

June 17, 2010

Karl Keel, P.E.  
Chair, TAB Funding & Programming Committee  
Metropolitan Council  
390 Robert St. N.  
St. Paul, MN 55101-1805

**SP 141-020-107, CEDAR AND FRANKLIN AVENUES PEDESTRIAN  
ACCESS AND SAFETY IMPROVEMENTS – SCOPE CHANGE AND  
2010-2013 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)  
AMENDMENT REQUEST**

Dear Mr. Keel:

The City of Minneapolis respectfully requests that the Funding and Programming Committee consider a scope change request and TIP amendment for the above referenced project at its June 17, 2010 meeting. Specifically, the City of Minneapolis requests that a portion of Minneapolis project SP# 141-020-108 be added to the scope of the Transportation Enhancements (TE) project referenced above and that the TE project be amended to reflect the change in project scope and combined TE and Surface Transportation Program (STP) funding.

The City of Minneapolis submitted two projects in the 2005 regional solicitation that both requested \$1M in funding through the Transportation Investments for Planned Economic Development Districts Program (TIPEDD) program to rebuild 22<sup>nd</sup> Street E on a new alignment with a new right-in, right-out connection to Cedar Avenue. The TIPEDD program was a demonstration program that set aside \$1M in regional solicitation funds to encourage multi-jurisdictional transportation projects that facilitate mixed-use development and redevelopment efforts. The two projects submitted in the 2005 solicitation are the Cedar and Franklin Avenues pedestrian access and safety improvements (TE), and the Cedar, Franklin and Minnehaha Avenues intersection improvement (STP Augmenter). In a letter dated November 8, 2005, Minneapolis was made aware that our TIPEDD application was rated highest by the review committee resulting in an additional 50 bonus points for both the STP and TE project applications. The letter also stated that if one of the two projects, STP or TE, were to move forward then Minneapolis would also be awarded the additional \$1M in TIPEDD funding. With the bonus points, the TE and STP projects both scored high enough to be awarded funding. Because the TIPEDD project scope was similar to the STP project scope, the two projects were programmed together in the TIP under SP# 141-020-108.

At this time, Minneapolis has elected to turn back the STP funding, however, we will be moving the TE project forward as originally proposed. This scope change request is simply to align the TIPEDD funding with the TE funding in the STIP. The decision to turn back the



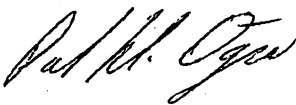
STP funding is based upon an updated traffic analysis which was completed that shows the existing roadway network is sufficient to handle traffic conditions, including projections based upon the proposed development project, through the year 2025 with major changes to the roadway network not necessary until a point in time nearing 2040. All original intents and benefits of the TE and TIPEDD projects are retained.

This project was originally submitted as a request for Transportation Enhancement funding to improve pedestrian access and safety along Franklin and Cedar Avenues. These two roadways pass through an emerging growth center and connect the University of Minnesota and Augsburg College with three nearby neighborhoods. These two corridors carry a large amount of multi-modal traffic and connect to an existing light rail station. Pedestrian access and safety improvements are anticipated to include street lighting, improving the under-bridge areas beneath existing overpasses, adjusting skewed geometry to shorten crosswalks where possible, adding count-down timers at signalized intersections and improving signage and striping.

The TIPEDD funding request encompasses a redevelopment area called the Bystrom Brother's site bounded roughly by 22<sup>nd</sup> St E on the north, 24<sup>th</sup> St E on the south, Cedar Ave on the west and Minnehaha Ave on the east. The proposed redevelopment of this area is part of a collaborative planning effort for aligning transportation, land use and growth and is supported by the neighborhood along with other project stakeholders. Minneapolis proposes to use the TIPEDD funding to rebuild 22<sup>nd</sup> St E on a new alignment with a new right-in, right-out connection to Cedar Ave providing an important connection and access point for the proposed development. The necessary right-of-way for the new alignment is secured in the purchase agreement for the site.

A draft project layout along with supporting documentation is attached. If additional information is needed or if there are questions regarding the project or this request, please contact the project manager, Beverly Warmka, at 612-673-3762 or by email at [Beverly.warmka@ci.minneapolis.mn.us](mailto:Beverly.warmka@ci.minneapolis.mn.us).

Sincerely,



Paul Ogren, P.E.

FOR Director of Transportation Planning & Engineering, Public Works

Attachments

CC: James Andrew, Transportation Planner, Met Council

Colleen VanWagner, MnDot State Aid

Scott Eue, MnDot State Aid



**Minnesota Department of Transportation**

**Metro District**  
 1500 west County Road B-2  
 Roseville, MN 55113

Office Telephone: (651) 234-7761  
 Fax: (651) 234-7786

June 17, 2010

Karl Keel, Chair  
 TAC Funding and Programming Committee  
 Metropolitan Council  
 390 N. Robert St.  
 St. Paul, Minnesota 55101

Re: Amendment to the Twin Cities 2010-2013 Transportation Improvement Program (TIP)  
 State Project Number: 141-020-107E Minneapolis - Improve Ped Access and Safety  
 141-020-107 Minneapolis – Reconstruct 22<sup>nd</sup> St. E

Dear Mr. Keel:

Please amend the 2010 – 2013 Transportation Improvement Program (TIP) to include this project in SFY 2011. This project is being submitted with the following information:

**PROJECT IDENTIFICATION:**

STATE FISCAL YEAR	ATP	DIST	ROUTE SYS	PROJECT NUMBER (S.P. #) (Fed # if available)	AGENCY	DESCRIPTION include location, description of all work, & city (if applicable)	MILES
2011	M	M	City	141-020-107E	Minneapolis	Along Cedar and Franklin Ave's Mpls- Improve ped access and safety by installing lights, by improving street xings, signing, etc.	0.0
2011	M	M	City	141-020-107	Minneapolis	Reconstruct 22 <sup>nd</sup> St. E on new alignment and add right in/right out with Cedar Ave. (TIPEDD Funds)	0.15

PROG	TYPE OF WORK	PROP FUNDS	TOTAL \$	FHWA Target	Earmark \$	FHWA Target AC \$	FTA \$	TH \$	OTHER \$
EN	Appurtenances	TEA	1,050,000	840,000	0	0	0	0	210,000 (Local funds)
UG	Grade and Surface	UG	1,590,000	1,000,000	0	0	0	0	590,000 (Local funds)
<b>TOTAL</b>			<b>2,640,000</b>	<b>1,840,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>800,000</b>

**PROJECT BACKGROUND:**

1. Briefly describe why amendment is needed (e.g., project in previous STIP but not completed; illustrative project and funds now available; discretionary funds received; inadvertently not included in STIP).

The amendment is needed to identify a project scope change by adding a new category of federal funds and work to project 141-020-107(Seq#.1744) in the 2010-2013 STIP.

The city of Minneapolis submitted two projects in the 2005 regional solicitation that both requested \$1.0M in funding through the Transportation Investments for Planned Economic Development Districts Program (TIPEDD) program to rebuild 22<sup>nd</sup> Street E on a new alignment with a new right-in, right-out connection to Cedar Avenue. The TIPEDD program was a demonstration program that set aside \$1.0M in regional solicitation funds to encourage multi-jurisdictional transportation projects that facilitate mixed-use development and redevelopment efforts. The two projects submitted in the 2005 solicitation are the Cedar and Franklin Avenues pedestrian access and safety improvements (TE), and the Cedar, Franklin and Minnehaha Avenues intersection improvement (STP Augmenter). In a letter dated November 8, 2005, Minneapolis was made aware that the TIPEDD application was rated highest by the review committee resulting in an additional 50 bonus points for both the STP and TE project applications. The letter also stated that if one of the two projects, STP or TE, were to move forward then Minneapolis would also be awarded the additional \$1M in TIPEDD funding. With the bonus points, the TE and STP projects both scored high enough to be awarded funding. Because the TIPEDD project scope was similar to the STP project scope, the two projects were programmed together in the TIP under SP# 141-020-108.

At this time, Minneapolis has elected to turn back the STP funding to the MPO. The decision to turn back the STP funding is based upon an updated traffic analysis which was completed that shows the existing roadway network is sufficient to handle traffic conditions, including projections based upon the proposed development project, through the year 2025 with major changes to the roadway network not necessary until a point in time nearing 2040. All original intents and benefits of the TE and TIPEDD projects are retained. The City will be moving the TE project forward as originally proposed and has requested that the TIPEDD project now be aligned with the TE funding and let as one project.

Due to STIP requirement purposes, the project is shown on two separate lines. Project 141-020-107(Seq#. 1744) is now project 141-020-107E which is the original TE project selected in the 2005 TAB Solicitation. The FHWA funding remains the same (\$840,000) as shown in the 2010-2013 STIP (Seq.# 1744), but the local funds reflect only the required 20% match (\$210,000). Project 141-020-107 is now the TIPEDD project that was originally shown under project 141-020-108(Seq.#1745). The FHWA funding remains the same at \$1M, but the City has chosen to show \$590,000 in local funds that is higher than the required 20% (\$250,000) match.

2. How is Fiscal Constraint Maintained as required by 23 CFR 450.216 (check all that apply)?
- New Money \_\_\_\_\_
  - Anticipated Advance Construction \_\_\_\_\_
  - ATP or MPO or Mn/DOT Adjustment by deferral of other projects \_\_\_\_\_
  - Earmark or HPP not affecting fiscal constraint\* \_\_\_\_\_
  - Other\*\*   X

\*\*Moving the TIPEDD Funds from project 141-020-108 to project 141-020-107 does not change the amount of federal funds in SFY 2011, since both projects are identified in that fiscal year. Removing project 141-020-108 leaves \$887,040 unused federal funds in SFY 2011. Fiscal Constraint is maintained with these revisions.

**AIR QUALITY CONFORMITY:**

- Subject to conformity determination ..... \_\_\_\_\_
- Exempt from regional level analysis\* .....   X
- Exempt from project level analysis\*\* .....   X
- Exempt by virtue of interagency consultation ..... \_\_\_\_\_
- N/A (not in a nonattainment or maintenance area) ..... \_\_\_\_\_

\*Exemption Code # O-9 Transportation enhancement activities(except rehabilitation and operation of historic transportation buildings, structures, or facilities) per Section 93.126 of the Conformity Rules

**CONSISTENCY WITH MPO LONG RANGE PLAN:**

This amendment is consistent with the Metropolitan Council Transportation Policy Plan, adopted on January 14, 2009, with FHWA/FTA conformity determination established on September 16, 2009.

We are requesting approval of this TIP amendment at this time. If you have any questions, please contact Scott Eue at 651-234-7764.

Sincerely,

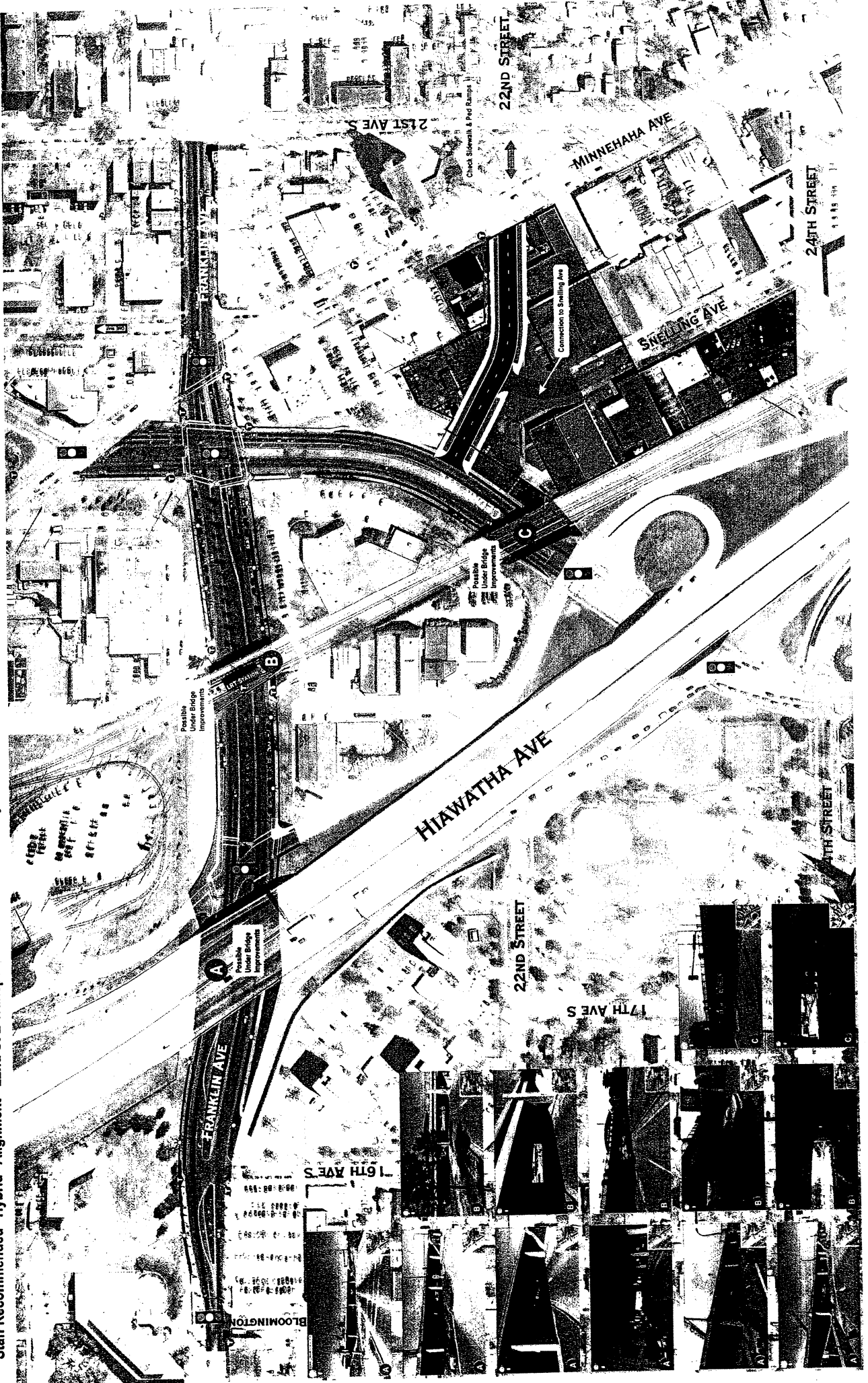
Greg Coughlin  
District State Aid Engineer

C: Jenifer Loritz, City of Minneapolis  
Scott Eue, Metro District State Aid





**CEDAR / FRANKLIN / MINNEHAHA PROJECT UPDATE**  
Staff Recommended "Hybrid" Alignment - 22nd St E Transportation Enhancement Project



## Transportation Advisory Board of the Metropolitan Council of the Twin Cities

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Ron Lifson  
Freight  
David Gepner  
Non-motorized

November 8, 2005

Mark Garner, Sr. Project Coordinator  
City of Minneapolis  
105 5<sup>th</sup> Avenue So., Suite 200  
Minneapolis, MN 55401

Dear Mr. Garner:

Thank you for presenting your project proposal to the Transportation Investments for Planned Economic Development Districts (TIPEDD) review committee last month. On behalf of the review committee, I am pleased to inform you that the committee rated your proposal the highest and the following two "parent" projects in the Cedar/Franklin TIPED District were awarded 50 bonus points:

- AA-05-07: Cedar, Franklin and Minnehaha Avenues Intersection Safety and Capacity Improvement.
- TE-05-51: Cedar and Franklin Avenues Pedestrian Access and Safety Improvements.

The next steps in the process are to finalize the project scores and wait for the Transportation Advisory Board to select projects for federal funding. At their meeting on November 17, the Technical Advisory Committee's (TAC) Funding and Programming Committee will approve the project scores for official public distribution. At this point, the project scores are still preliminary. Following the scoring review process, the scores and ranked lists of projects will be finalized. The Transportation Advisory Board will then select projects to receive federal transportation funding in either January or February of 2006. If one of the two projects listed above is selected by the TAB, Minneapolis will also be awarded the \$1.0 million TIPEDD funding.

If you have any questions, please contact Kevin Roggenbuck at 651-602-1728 or [kevin.roggenbuck@metc.state.mn.us](mailto:kevin.roggenbuck@metc.state.mn.us).

Sincerely,

Donn Wiski, Chair

# Transportation Advisory Board of the Metropolitan Council of the Twin Cities

Donn R. Wiski  
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April 2, 2007

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Minnesota DOT

Vacant

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David Thornton  
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Modal Representatives

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Glenn Olson

Transit

Ron Lifson

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David Gepner

Non-motorized

Mark Garner  
Senior Project Coordinator  
City of Minneapolis  
105 Fifth Avenue So., Suite 200  
Minneapolis, MN 55401

Mr. Garner:

The purpose of this letter is to inform you that the US Department of Transportation has approved the 2007-2009 Minnesota State Transportation Improvement Program (STIP). This means the federal funds awarded to your projects selected by the Transportation Advisory Board (TAB) in the 2005 regional solicitation are now available. The projects submitted by Minneapolis and selected by the TAB include the table below as they appear in the STIP and the region's Transportation Improvement Program (TIP). The original dollar amounts were adjusted to include anticipated cost inflation while you prepare the design and complete all the necessary studies to get your projects ready for bid letting.

SP Number	Project Name	Federal \$	Match \$	TIP Year
141-020-108	On Cedar Av. between I-94 and TH 55 in Minneapolis, intersection safety and capacity improvements including at Franklin, Minnehaha and 20 <sup>th</sup> Aves. (STP-UG program and TPEDD funds)	\$ 1,887,040	\$ 471,760	2009
TE 141-020-107	Along Cedar and Franklin Aves. in Minneapolis, improve pedestrian access and safety by installing lighting, improving street crossings, signing, etc... (TE program)	\$840,000	\$ 572,250	2009

Even though the STIP does not include projects the TAB programmed in the TIP for 2010; you can begin the design work and studies on these projects. You should contact Mr. Dan Erickson, Federal Aid Pre-Award Engineer, MN/DOT Office of State and Federal Aid, at (651) 234-7763. Mr. Erickson's office will assist you in preparing all the necessary preliminary engineering, project design, environmental studies and other work necessary to get your projects ready for bid letting in the regional TIP program year.

Thank you for participating in the regional solicitation. The TAB is pleased to provide funding to worthy regional transportation projects such as yours.

Sincerely,

*Donn Wiski*  
KR Donn Wiski, Chair  
Transportation Advisory Board

## Federal STP Funding Application

<b>INSTRUCTIONS:</b> Complete and return to Kevin Roggenbuck, Transportation Coordinator, Transportation Advisory Board, Mears Park Centre, 230 E. Fifth Street, St. Paul, Minnesota 55101. (651) 602-1728. <b>Applications must be received by 5:00 PM</b> <b>or postmarked on July 29, 2005. *Be sure to complete and attach the Project</b> <b>Information form.</b>	Office Use Only
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### I. GENERAL INFORMATION

1. APPLICANT <b>City of Minneapolis</b>			
2. JURISDICTIONAL AGENCY (IF DIFFERENT)			
3. MAILING ADDRESS <b>105 5<sup>th</sup> Avenue South, Suite 200</b>			
CITY <b>Minneapolis</b>	STATE <b>MN</b>	ZIP CODE <b>55401</b>	COUNTY <b>Hennepin</b>
5. CONTACT PERSON <b>Mark Garner</b>	TITLE <b>Senior Project Coordinator</b>	PHONE NO. <b>(612) 673-5037</b>	
CONTACT E-MAIL ADDRESS: <u>Mark.Garner@ci.minneapolis.mn.us</u>			

### II. PROJECT INFORMATION

6. PROJECT NAME <b>Cedar, Franklin and Minnehaha Avenue Intersection Safety and Capacity Improvement Project.</b>
7. BRIEF PROJECT DESCRIPTION (Include location, road name, type of improvement, etc... A more complete description must be submitted separately as described in Specific Requirement #3 on p. 5) This project will reconstruct several intersections and connect street segments to the portion of Cedar Avenue located between I-94 and TH 55 (Hiawatha Avenue) in south Minneapolis. The objective of this project is to improve multimodal transportation safety and capacity along this artery where it moves through an emerging growth center and transit station area in Minneapolis. Cedar Avenue is an "A" minor arterial within the Minneapolis street system, and serves as an established reliever and augments for traffic between NB TH 55 and EB I-94, or WB I-94 and SB TH 55. Modifications to intersections (including Franklin Avenue, Minnehaha Avenue, and 20 <sup>th</sup> Avenue), medians, and connecting street segments will reduce pedestrian and vehicular conflicts, improve vehicular capacity and safety, reinforce the role of Cedar Avenue and Franklin Avenue as traffic augmenters and relievers, simplify turning movements, improve access to transit services, reduce barriers to development, and improve access management to adjacent land uses and major development sites along this segment of Cedar Avenue.
8. TRANSPORTATION INVESTMENT PLANNED ECONOMIC DEVELOPMENT DISTRICTS (TIPEDD)
X Check here if project is being submitted as part of a TIPED District. If it is, the applicant must also submit the TIPEDD application form (found on p. 10) and list this project on that form.
9. STP PROJECT CATEGORY - Check only one project grouping in which you wish your project to be scored.
<div style="display: flex; justify-content: space-between;"> <div style="width: 30%;"> <p style="margin-left: 20px;">"A" Minor Arterials:</p> <input type="checkbox"/> Reliever  <input type="checkbox"/> Connector             </div> <div style="width: 30%;"> <input type="checkbox"/> Expander  <input checked="" type="checkbox"/> Augmenter             </div> <div style="width: 30%;"> <input type="checkbox"/> Non-Fwy. Principal Arterial  <input type="checkbox"/> Bikeway/Walkway             </div> </div>

### III. PROJECT FUNDING

10. Are you applying or have you applied for funds from another source(s) to implement this project? Yes ___ No <u>X</u>	
If yes, please identify the source(s):	
11. FEDERAL AMOUNT \$ <b>844,800</b>	14. MATCH % OF PROJECT TOTAL <b>20%</b>
12. MATCH AMOUNT \$ <b>211,200</b>	15. SOURCE OF MATCH FUNDS <b>City Development Funds</b>
13. PROJECT TOTAL \$ <b>1,056,000</b>	16. REQUESTED PROGRAM YEAR (CIRCLE) <b>2009</b> 2010
17. SIGNATURE	18. TITLE <b>City Coordinator</b>

## PROJECT INFORMATION

(To be used to assign State Aid Project Number after project is selected)

Please fill in the following information as it pertains to your proposed project. Items that do not apply to your project, please label N/A. Do not send this form to the State Aid Office. For project solicitation package only.

COUNTY, CITY, OR LEAD AGENCY CITY OF MINNEAPOLIS

FUNCTIONAL CLASS "A" MINOR ARTERIAL AUGMENTER (If project is a roadway project)

ROAD SYSTEM CSAH (TH, CSAH, MSAS, or  
OFF SYSTEM ROAD (CO.RD. TWP. RD., CITY STREET)

ROAD NO. 152 (If applicable)

NAME OF ROAD Cedar Avenue (Example; 1<sup>st</sup> ST. MAIN AVE)

IF KNOWN, OTHER TIED PROJECTS

Franklin Avenue TE Application

TIPED Application Minnehaha Avenue

LOCATION: From: 24<sup>th</sup> Street  
To: 20<sup>th</sup> Avenue

DO NOT INCLUDE  
LEGAL DESCRIPTION

SECTION-TOWNSHIP-RANGE OF ONE END OF PROJECT R21 W; City of Minneapolis

TYPE OF WORK Intersection modifications at 20<sup>th</sup> Avenue and Franklin Avenue.

Examples: GRADE, AGG BASE, BIT BASE, BIT SURF, SIDEWALK, CURB AND GUTTER,  
STORM SEWER, SIGNALS, LIGHTING, GUARDRAIL, BIKE PATH, PED RAMPS, ETC.

PROJECT LENGTH:  
IN MILES

.25  
RURAL MILES \_\_\_\_\_ MUNICIPAL MILES  
URBAN MILES .25 (List miles in each city the project passes through)

BRIDGE/ CULVERT PROJECTS

OLD BRIDGE NO. \_\_\_\_\_ OR IF CULVERT, TYPE AND SIZE \_\_\_\_\_

NEW BRIDGE NO. \_\_\_\_\_

STRUCTURE IS OVER \_\_\_\_\_

NAME OF TWP. \_\_\_\_\_

## Federal Transportation Enhancement Fund Application

**INSTRUCTIONS:** Complete and return to Kevin Roggenbuck, Transportation Coordinator, Transportation Advisory Board, Mears Park Centre, 230 E. Fifth Street, St. Paul, Minnesota 55101. (651) 602-1728. Applications must be received by 5:00 PM or postmarked on July 29, 2005. Be sure to complete and attach the Project Information form.

Office Use Only

### I. GENERAL INFORMATION

1. APPLICANT: City of Minneapolis

2. JURISDICTIONAL AGENCY (IF DIFFERENT)

3. MAILING ADDRESS 105 5<sup>th</sup> Avenue South, Suite 200

CITY: Minneapolis

STATE: MN

ZIP CODE: 55401

4. COUNTY: Hennepin

5. CONTACT PERSON: Mark Garner

TITLE: Senior Project Coordinator

PHONE NO.  
(612) 673-5037

CONTACT E-MAIL ADDRESS: Mark.Garner@Ci.minneapolis.mn.us

### II. PROJECT INFORMATION

6. PROJECT NAME: Cedar & Franklin Avenue Pedestrian Access and Safety Improvements

7. BRIEF PROJECT DESCRIPTION (Include location, facility name, type of improvement, etc... A more complete description must be submitted separately as described in Specific Requirement #3 on p. 5)

This project will improve pedestrian access and safety along Franklin Avenue and Cedar Avenue, two "A" minor arterials and relievers, through an emerging growth center, transit center and commercial corridor that connects the University of Minnesota and Augsburg College with three nearby neighborhoods. The improvements will occur along one of the last industrial and undeveloped segments of these streets. Improvements will include installation of pedestrian lighting (including under bridge treatments), improvements to pedestrian street crossings, sidewalk and boulevard enhancements, and wayfinding signage. The improvements will overcome significant existing barriers, improve safety and reinforce multimodal access (including bicycle, bus, and LRT facilities) in a high volume corridor.

8. THE PROJECT CATEGORY - Check only one project grouping in which you wish your project to be considered (see p. 85).

Scenic/Environmental

Bicycle/Pedestrian

Historic/Archaeological

9. TRANSPORTATION INVESTMENT PLANNED ECONOMIC DEVELOPMENT DISTRICTS (TIPEDD)

X Check here if project is being submitted as part of a TIPED District. If it is, the applicant must also submit the TIPEDD application form (found on p. 10) and list this project on that form.

### III. PROJECT FUNDING

10. Are you applying or have you applied for funds from another source(s) to implement this project? Yes  No

If yes, please identify the source(s): Hennepin County Transit Oriented Development (TOD) Grants

11. FEDERAL AMOUNT \$ 800,000

14. SOURCE OF MATCH FUNDS: Minneapolis CPED Transit Oriented Development Set-aside, Hennepin County TOD Grant

12. MATCH AMOUNT \$ 545,000

15. MATCH % OF PROJECT TOTAL 40.5%

13. PROJECT TOTAL \$ 1,345,000

16. REQUESTED PROGRAM YR (CIRCLE ONE) 2009 2010

17. SIGNATURE

*John Mauer*

18. TITLE: City Coordinator

## Cedar & Franklin TIPED District Application

**Lead Agency: City of Minneapolis, Department of Community Planning and Economic Development**

**Signed: Mark Garner, Senior Project Coordinator, (612) - 673-5037**

### **Participating Agencies:**

City of Minneapolis, Public Works

Hennepin County, Community Works

**List Projects submitted in regular Solicitation that are in the proposed TIPEDD and are part of the investment concept.  
(Name and description in sufficient detail to allow identification)**

**1. Federal STP Funding Application: Cedar, Franklin and Minnehaha Avenue Intersection Safety and Capacity Improvement Project.**

This project will reconstruct several intersections and connecting street segments to the portion of Cedar Avenue located between I-94 and TH 55 (Hiawatha Avenue) in south Minneapolis to improve multimodal transportation safety and capacity along this artery where it moves through an emerging growth center in Minneapolis.

**2. Federal Transportation Enhancement Fund Application: Cedar & Franklin Pedestrian Access and Safety Improvements**

This project will improve pedestrian access and safety along Franklin Avenue and Cedar Avenue, two "A" minor arterials and relievers, through an emerging growth center and transit and commercial corridor that connects the University of Minnesota and Augsburg College with three nearby neighborhoods.

**List projects and/or programs that would use up to \$1,000,000 TIPEDD bonus for federally eligible investments such as: B Minor Arterials, collector roads and right-of-way for these and other eligible roads.**

**1. Construction of Minnehaha Connector Road**

**2. Right-of-Way Acquisition**

**3. Utility Relocation**

**Attach Map of District or Description of Area Covered (Attached)**