

ACTION TRANSMITTAL No. 2020-28

DATE: September 10, 2020

TO: TAC Funding & Programming Committee

PREPARED BY: Joe Barbeau, Senior Planner (651-602-1705)
Elaine Koutsoukos, TAB Coordinator (651-602-1717)
Steve Peterson, Mgr. of Highway Planning and TAB/TAC Process
(651-602-1819)

SUBJECT: 2020 Regional Solicitation Scoring Appeals and Approval of Final Scores

REQUESTED MOTION: Applicants for 15 applications request changes to 27 scoring measures. Additionally, Metropolitan Council staff requests approval of final Regional Solicitation scores.

RECOMMENDED MOTIONS: That TAC F&P approve the final Regional Solicitation scores with any changes from the scoring appeals.

BACKGROUND AND PURPOSE OF ACTION: Regional Solicitation applicants are given the opportunity to appeal their scores after the initial release of scores that occurred at the August 20, 2020, Funding & Programming Committee meeting. Appeals were due on Monday, August 31. Metropolitan Council staff consulted with scorers and chairs, as needed, to generate recommendations for each appeal as shown in the accompanying attachment.

New material cannot be considered in the review of an appeal. Applicants can only Appeals are meant only to challenge scoring errors or misinterpretations of the scoring guidelines. In the appeal process, the burden is on the applicant to illustrate that an error occurred in the scoring of their application. Deference should be given to the volunteer scorer and the scoring committee, especially on qualitative scoring measures.

The Funding & Programming Committee, which makes the final decision on appeals, is not required to follow the scorer's recommendation.

Please note that any changes made to the scores will also affect the Cost Effectiveness formula, which could potentially change the project's overall score as well.

A summary of appeals and scorer recommendations is shown on the next page.

App #	Pages	Sponsor	Cat	Measure	Max Score	Original Score	Scorer-Suggested Score (Change)
14346	3, 7-8	Carver Co	SpotMob	2A (Equity)	50	11	13 (+2)
14347	12, 4-5	Carver Co	StratCap	6B (Ped Safety)	30	15	19 (+4)
14345	13, 5-6	Carver Co	StratCap	3A (Equity)	50	59	61 (+2)
14345	13-14, 7	Carver Co	StratCap	6B (Ped Safety)	30	18	22 (+4)
14049	15-28	Carver Co	StratCap	6A (Crashes)	120	74	74 (0)
14015	29, 31	ScottCo	StratCap	6B (Ped Safety)	30	7	7 (0)
14015	29-30, 31-32	ScottCo	StratCap	8 (Risk Assess)	75	51	51 (0)
14396	33-35	Anoka	Rd Mod	6B (Ped Crash)	30	5	5 ¹ (0)
14340	36, 38	MVTA	Transit Ex	1A (Jobs/Schools)	50	11	11 (0)
14340	36-38	MVTA	Transit Ex	3B (Housing) ²	50	31	31 (0)
14340	37-39	MVTA	Transit Ex	5 (Multimodal)	100	63	63 (0)
14171	40, 42	MVTA	Transit Md	1A (Jobs/Schools)	50	8	8 (0)
14171	41-42	MVTA	Transit Md	4 (Emissions Red)	50	9	9 (0)
14171	41-42	MVTA	Transit Md	6 (Multimodal)	100	8	8 (0)
14026	44, 46-47	Coon Rapids	Trail/Bike	2A (Usage)	200	31	31 (0)
14026	44-49	Coon Rapids	Trail/Bike	3A (Equity)	70	44	44 (0)
14026	45-46, 49	Coon Rapids	Trail/Bike	7 (Cost-Eff) ³	100	11	11 (0)
14062	50, 52, 54-64	Minnetonka	Trail/Bike	3A (Equity)	70	18	30 (+12)
14062	51, 53-64	Minnetonka	Trail/Bike	5 (Multimodal)	100	70	70 (0)
14097	65-68	Burnsville	Trail/Bike	5 (Multimodal)	100	70	70 (0)
14367	69-70	Woodbury	Trail/Bike	3A (Equity)	70	22	29 (+7)
14290	71-72	Arden Hills	Trail/Bike	4A (Gaps)	100	60	60 (0)
14288	73, 75	Chaska	Pedestrian	3A (Equity)	70	20	20 (0)
14288	74, 76	Chaska	Pedestrian	5 (Multi-modal)	150	23	23 (0)
14045	77, 79	Minneapolis	SRTS	1B (Plan Compl)	100	75	75 (0)
14045	77-79	Minneapolis	SRTS	4A (Barriers)	100	40	40 (0)
14045	78, 80	Minneapolis	SRTS	4B (Deficiencies)	150	100	100 (0)

ROUTING

TO	ACTION REQUESTED	DATE SCHEDULED/COMPLETED
TAC Funding & Programming Committee	Approve	9/17/2020

¹ This may change. The scorer was unavailable before the meeting packet was released but should be available before the meeting date.

² The Housing piece being appealed is the 10-point written reply, Affordable Housing Access.

³ The recommendation is not to change the method for which cost-effectiveness was determined.

However, should either of the other measures change, Measure 7 will be recalculated. This is the case for any measure that changes, regardless of whether cost effectiveness is being appealed.

Roadway Spot Mobility and Safety

Application 14346: Carver County

Highway 11 Intersection Improvement Project

Request:

Applicant requested re-evaluation of Measure 3A: Socio-Economic Equity (**50 points**)

Measure Summary:

1. Sub-measure: Equity Population Engagement (**0 to 20 points**): Active engagement of low-income populations, people of color, persons with disabilities, youth and the elderly. Engagement should occur prior to and during a project's development, with the intent to provide direct benefits to, or solve, an expressed transportation issue, while also limiting and mitigating any negative impacts.
2. Equity Population Benefits and Impacts (**0 to 30 points**): Provide benefits and mitigate negative impacts.
 - a. (**0 to 30 points**) Describe the project's benefits to low-income populations, people of color, children, people with disabilities, and the elderly.
 - b. (**-10 to 0 points**) Describe any negative impacts to low-income populations, people of color, children, people with disabilities, and the elderly created by the project, along with measures that will be taken to mitigate them. Negative impacts that are not adequately mitigated can result in a reduction in points.

The application scored **11 points**.

Applicant's Challenge:

The applicant cited nearby equity populations, project elements, and public meetings as rationales for why the applications could have been scored better. The applicant also cited another application that scored 44 out of 50 points to which it felt this application compared favorably with another measure scored by someone else.

Scoring Review:

The scorer did not review scores completed by other scorers or in other funding categories. While each equity scorer may have had different interpretations, each is consistent within their own measure. The scorer does recommend awarding two points (up from zero) for the following sub-measure: ability to identify, connect and describe benefits specifically directed to Equity populations. Therefore, the scorer suggests an overall **two-point increase**.



**Carver County
Public Works**

11360 Highway 212, Suite 1
Cologne, MN 55322

August 31, 2020

Elaine Koutsoukos
Metropolitan Council
Transportation Advisory Board
390 Robert Street N
St. Paul, MN 55101

SUBJECT: Carver County 2020 Regional Solicitation Applications Scoring Re-Evaluation Request

Dear Ms. Koutsoukos,

Carver County respectfully requests further review and re-evaluation of four specific scores received for applications in the 2020 Regional Solicitation. The information below identifies the specific application and scoring criteria in question, describes why the initial score may be incorrect based on project components provided in the original application, and highlights areas for further review that may have been missed by the scorer.

1. Highway 5 Arboretum Area Mobility and Access Improvement Project (#14347)
 - a. Application Category: Roadways including Multimodal Elements - Strategic Capacity
 - b. Score Re-evaluation review requested for Criterion 6B: Safety – Pedestrian Crash Reduction (Proactive)
 - i. The project received a total of 15 out of 30 possible points for this criterion. Initial information from the scoring process shows the scorer chose to award points in three categories: Intersection Improvements, Along-network Improvements, and Across-network Improvements. This project received a 1 out of possible 10 points in the Intersection Improvements scoring subarea developed by the scorer. Please provide methodology for how this score was determined.
 - ii. Further review and re-evaluation of Criterion 6B and the Intersection Improvement scoring subarea are requested, as the proposed project provides a high level of service for pedestrians through intersection improvements including pedestrian specific amenities.
 1. As noted in the original application (highlighted in Attachment A) and summarized here for purposes of this memo: The proposed project includes pedestrian underpasses of Highway 5 serving both intersection areas in the project. Pedestrian underpasses eliminate pedestrian conflict points for crossing the Highway 5 corridor. In addition to the pedestrian underpass facilities, a **new** at-grade signalized crossing of Highway 5 is also proposed compared to the existing 2-way stop condition currently on Highway 5 at Minnewashta Pkwy.

- iii. Further review and re-evaluation are requested because this project specifically adds a high level of service for pedestrian intersection safety. Per re-evaluation instructions, a list of possible areas of misinterpretation or missed data is provided for consideration.
 1. The scorer may not have realized the project **adds** a signal-controlled intersection with marked at-grade crossing facilities on all legs at Minnewashta Pkwy and Highway 5 where today the condition is currently side street stop-controlled with a marked crosswalk only on the north leg. The new marked crosswalks and signal controlled intersection connects pedestrians and bicyclists from all directions to the existing pedestrian underpass immediately east of the intersection and also serving pedestrian safety at this intersection location.
 2. The scorer may not have realized that the proposed project includes serving both intersections with pedestrian underpasses of Highway 5, a high level of service for pedestrian safety. The pedestrian underpass at Minnewashta Pkwy is an existing underpass. A new pedestrian underpass was specifically included in the project to address pedestrian safety west of the Highway 5/Rolling Acres Rd. intersection and directly serves pedestrian traffic otherwise destined for the at-grade intersection. The scorer may not have realized this location directly serves the neighborhood to the south and connects to the regional trail facility to the north and trail system to the south. The scorer also may not have realized that the University of MN Landscape Arboretum is private property and is not accessible as a destination for pedestrian traffic (the property is fenced) and is not available for future development. Thus, the proposed location of the pedestrian underpass directly serves pedestrian traffic that would otherwise cross Highway 5 at-grade at the Rolling Acres Rd. intersection.
 - iv. Due to the high level of pedestrian safety amenities proposed at each intersection, it is clear this project should receive more than 1 out of a possible 10 points in the Intersection Improvement subarea developed by the scorer for Criterion 6B. It is important for this criterion to be scored fairly and accurately across applications. Please provide additional scoring methodology on how this score was determined and review and re-evaluate the score based on the information in the original application.
2. Highway 41 and CSAH 10 Mobility and Access Improvement Project (#14345)
 - a. Application Category: Roadways including Multimodal Elements - Strategic Capacity
 - b. Score Re-evaluation review requested for Criterion 6B: Safety – Pedestrian Crash Reduction (Proactive)
 - i. The project received a total of 18 out of 30 possible points for this criterion. Initial information from the scoring process shows the scorer chose to award points in three categories: Intersection Improvements, Along-network Improvements, and Across-network Improvements. This project received a 2 out of possible 10 points in the Intersection Improvements scoring subarea

- developed by the scorer. Please provide methodology for how this score was determined.
- ii. Further review and re-evaluation of Criterion 6B and the Intersection Improvement scoring subarea are requested, as the proposed project provides a high level of service for pedestrians through intersection improvements with pedestrian specific amenities.
 1. As noted in the original application (highlighted in Attachment B) and summarized here for purposes of this memo: The proposed project provides roundabouts with pedestrian refuge islands at two intersections, replacing two existing all-way stop controlled intersections with noted driver compliance issues. Also, due to existing pedestrian demand, pedestal mounted RRFBs are proposed to be installed at the intersection with Bavaria Road to bring a higher level of attention to pedestrians crossing the roadway. A new pedestrian underpass of Highway 10 is also proposed to provide a high level of pedestrian safety at the intersection by reducing pedestrian conflict points.
 - iii. Further review and re-evaluation are requested because this project specifically adds a high level of service for pedestrian intersection safety. Per re-evaluation instructions, a list of possible areas of misinterpretation or missed data is provided for consideration.
 2. The scorer may not have realized the proposed roundabouts with pedestrian refuge islands improvement compared to the existing all-way stop condition.
 3. The scorer may not have considered the proposed RRFBs in the score.
 4. The scorer may not have realized the connection of the proposed pedestrian underpass to the at-grade signalized crossing options at TH 41/CSAH 10. The scorer's note states: "Unclear how people could go from underpass to signalized intersection". Documents included in the application show the pedestrian underpass connecting to the at-grade crossing facilities. The proposed pedestrian underpass provides an important connection to a planned regional trail and connects directly to Chaska Middle School West campus, allowing for a high degree of pedestrian safety for this leg of the intersection.
 - iv. Due to the high level of pedestrian safety amenities proposed at each intersection, it is clear this project should receive more than 2 out of a possible 10 points in the Intersection Improvement subarea developed by the scorer for Criterion 6B. It is important for this Criterion to be scored fairly and accurately across applications; this score needs to be reviewed for consistency across applications as it is noted that other similar applications providing roundabouts with pedestrian refuges, but without a pedestrian underpass or RRFB amenity, scored higher in this subarea category. Please provide additional scoring methodology on how this score was determined and review and re-evaluate the score based on the information in the original application.

- c. Score Re-evaluation review requested for Criteria 3A: Equity and Housing Performance – Benefits and outreach to disadvantaged populations
 - i. This request is to check that there was not an error in the scorer’s spreadsheet and is based on review of the raw information from the scoring process. The spreadsheet for Criterion 3A, Row 14 is a subarea developed by the scorer to evaluate the following: “Is clear in how engagement and input was/will be used to shape project”. The score column for this project in this subarea score is blank; all other project received a numerical score 0, 1, or 2. Please review and ensure the criterion subarea for this project receives a score that is included in the total project score for Category 3A.
3. Highway 11 Intersection Improvements Project (#14346)
- a. Application Category: Roadways including Multimodal Elements – Spot Mobility
 - b. Score Re-evaluation review requested for Criterion 2A: Equity and Housing Performance – Benefits and outreach to disadvantaged populations
 - i. The project received a total of 11 out of 50 possible points for this criterion. Please provide methodology for how this score was determined. This score is concerning when compared to the County’s Highway 41 and CSAH 10 Mobility and Access Improvement Project application (Strategic Capacity category), which received a raw score of 43.5 out of 50 (before being awarded bonus points due to geography). The two proposed projects and applications include nearly identical engagement of equity populations, as both projects were developed as part of the same corridor study. The engagement and language submitted in the applications are nearly identical, yet the scores are vastly different. In fact, the only notable difference for this CSAH 11 application was the *addition* of outreach at Township meetings (3), adding the perspective of rural populations, which the County considers as an important underrepresented population.
 - ii. Further review and re-evaluation of Criterion 2A are requested, as the proposed project extensively engaged equity populations as part of the project development process and provides direct benefit to these populations.
 - 1. As noted in the original application (highlighted in Attachment C) and summarized here for purposes of this memo: Equity populations were engaged through the Highway 10 Corridor Study with specific outreach to target populations through a pop-up meeting at the Chaska Community Center - Lodge Senior Center; outreach to the Brandondale Manufactured Home neighborhood and translation of meeting invitations and materials into Spanish; neighborhood meetings; meetings with ISD 112 staff and survey of student's parents regarding transportation priorities for students. Engagement was also conducted via open houses, online surveys, and social media outreach. Feedback from target populations focused on existing congestion, safety, and access concerns. Specific ways the project was impacted by feedback was to move forward with a near-term project due to major existing issues instead of waiting until the full corridor vision can be

realized through development or other major expansion project in order to provide benefits to these populations as soon as possible.

- c. Further review and re-evaluation are requested because project development included extensive engagement with equity populations and the proposed project will provide future benefits to these populations. Per re-evaluation instructions, a list of possible areas of misinterpretation or missed data is provided for consideration.
 - i. The scorer may not have realized that the project is located adjacent to the core area of Chaska where substantial engagement and project development with equity populations took place. For example, this proximity is recognized in the Criterion 3B Housing Performance score. Please review and re-evaluate to ensure all equity-focused engagement efforts completed as part of the corridor study and equity population project benefits described in the original application are considered in the scoring of this criterion.

Thank you for consideration regarding review and re-evaluation of these scoring measures. The regional partnership toward a consistent scoring process for all projects is important and valued by the County. Please provide response as requested and coordination as needed to remedy the scoring inconsistencies noted in this memo.

Sincerely,



Lyndon Robjant, P.E.
Public Works Director/County Engineer

Enclosures

Attachment A: Excerpt from Highway 5 Arboretum Area Mobility and Access Improvement Project (#14347)

Attachment B: Excerpt from Highway 41 and CSAH 10 Mobility and Access Improvement Project (#14345)

Attachment C: Excerpt from Highway 11 Intersection Improvements Project (#14346)

This project will enhance walking facilities and improve pedestrian safety at major intersections primarily and by constructing a pedestrian underpass west of the TH 5/CSAH 13 intersection. For pedestrian safety, the project incorporates two separated grade crossings of TH 5: an existing underpass at the TH 5/Minnewashta Pkwy. intersection and a new pedestrian underpass west of CSAH 13 at Madelyn Creek Park. The underpasses eliminate conflict points for crossing the TH 5 corridor. Pedestrian infrastructure will also include accessible pedestrian signal upgrades for at-grade crossings at CSAH 13 and Minnewashta Pkwy (new signal). These improvements will allow safe crossings of the Highway 5 corridor and side streets.

Response:

The proposed improvement will enable the expanding local trail network to achieve its full potential by effectively linking disconnected neighborhoods to the regional system and grade separated crossings. Additional trails along and across the TH 5 corridor will provide access to regional assets such as the Arboretum and Lake Minnetonka LRT Regional Trail, where residents currently have no alternative other than to use the highway shoulder or cross TH 5 at uncontrolled locations. The project will include connection and expansion of trails throughout the project area. These will link with existing facilities, with a new trail through the Minnesota Landscape Arboretum property scheduled for 2020 construction and will provide a connection to the Lake Minnetonka LRT Regional Trail. The new TH 5 trail segments are part of an RBTN Tier 1 Alignment, as is the Lake Minnetonka Trail. The latter allows high quality walking access from the project area to downtown Victoria, downtown Excelsior and to Carver Park Reserve. The expansion of trails helps create a local and regional network of bicycling and pedestrian facilities that allows walking and bicycling for recreation and transportation.

The proposed improvements feature numerous pedestrian-oriented safety improvements. Namely, the grade-separated pedestrian underpass traversing the east leg of the CSAH 10 at TH 41 intersection will eliminate pedestrian exposure to traffic at this busy intersection. A pedestrian underpass of the north leg of the same intersection is also planned and will integrate with the east underpass to eliminate the need for pedestrians to cross at-grade at this location. The signal system will also feature APS push buttons and countdown timers to maintain accessibility for all pedestrian traffic. The addition of center median islands will provide refuge areas of pedestrians crossing at local intersections where crossings are marked. The proposed roundabouts also increase pedestrian safety in the installation of splitter islands, allowing pedestrians to cross one direction of traffic at a time. Pedestal mounted RRFBs near the Bavaria Rd roundabout will provide a higher level of safety and visibility to pedestrians attempting to cross Highway 10. The nature of a roundabout intersection also calms traffic, therefore reducing speeds and allowing drivers more time to recognize pedestrians attempting to cross the roadway. The project includes continuation of trail facilities along the north side of CSAH 10 and introduces a sidewalk connection on the southside from TH 41 to Crest, which was identified as a gap for pedestrians traveling to the school campus.

Response:

(Limit 2,800 characters; approximately 400 words)

Measure A: Multimodal Elements and Existing Connections

The project service area includes and serves low-income populations, persons with disabilities, youth and elderly populations, Hispanic population, as well as rural residents typically underserved by transportation investments. A cluster of low-income, Hispanic population is located at the Brandondale Manufactured Home neighborhood approximately 2.5 miles east of the project area with 430 households. The project also connects to the Chaska Public School campus with two middle schools, La Academia, and activity fields and the Chaska Community Center with numerous programs for youth, persons with disabilities, and the elderly. La Academia is a two-way, dual language immersion school that combines Spanish and English-speaking students.

These populations were engaged through the Highway 10 Corridor Study, a robust planning process with a focus on community engagement. Specific outreach to target populations included a pop-up meeting at the Chaska Community Center -Lodge Senior Center on March 5, 2020; outreach to the Brandondale Manufactured Home neighborhood and translation of meeting invitations and materials into Spanish; neighborhood meetings; meetings with ISD 112 staff and survey of student's parents regarding transportation priorities for students.

Response: In addition, in person open houses were held on August 21, 2019 and December 19, 2019 with a virtual open house held in March-April 2020. To further reach youth populations and families with children, an interactive online survey and comment map was made available with each round of public outreach. To be as inclusive as possible, residents were notified of public open houses or neighborhood meetings via direct postcard mailing. The mailing list for each open house included over 4,000 addresses. Meeting information was also shared on social media including Facebook and Twitter and sent out via a project e-bulletin email with a project specific subscriber list of 234. To reach out to rural populations, the project was presented and discussed at the Laketown Township board meeting three times including during the annual resident meeting with approximately 40 rural residents participating. The proposed improvements were presented to these groups and there is wide support for the project.

Feedback from target populations focused on existing congestion, safety, and access concerns. Specific ways the project was impacted by feedback was to move forward with a near-term project due to major existing issues instead of waiting until the full corridor vision can be realized through development or other major expansion project in order to provide benefits to these populations as soon as possible.

(Limit 2,800 characters; approximately 400 words)

2. Sub-measure: *Equity Population Benefits and Impacts: A successful project is one that has been designed to provide direct benefits to low-income populations, people of color, persons with disabilities, youth and the elderly. All projects must mitigate potential negative benefits as required under federal law. Projects that are designed to provide benefits go beyond the mitigation requirement to proactively provide transportation benefits and solve transportation issues experienced by Equity populations.*

a. Describe the projects benefits to low-income populations, people of color, children, people with disabilities, and the elderly. Benefits could relate to pedestrian and bicycle safety improvements; public health benefits; direct access improvements for residents or improved access to destinations such as jobs, school, health care or other; travel time improvements; gap closures; new transportation services or modal options, leveraging of other beneficial projects and investments; and/or community connection and cohesion improvements. Note that this is not an exhaustive list.

Roadway Strategic Capacity

Application 14347: Carver County

Highway 5 Arboretum Area Mobility and Access Improvement

Request:

Applicant requested re-evaluation of 6B: Proactive Pedestrian Crash Reduction (**30 points**)

Measure:

Discuss how the project will improve safety for pedestrians. Safety countermeasures for pedestrians can include those identified by the FHWA as part of its [Safe Transportation for Every Pedestrian program](#) or others in its [Proven Safety Countermeasures](#) (e.g., pedestrian refuge islands, raised crosswalks, pedestrian hybrid beacons, leading pedestrian intervals). More information about pedestrian safety best practices is also available in MnDOT's [Best Practices for Pedestrian/Bicycle Safety](#). The application **scored 15 points**.

Applicant's Challenge:

The applicant examined each of the three sub-measures the scorer used (Intersection Improvements, Along-Network Improvements, and Across-Network Improvements) and suggested several elements that the scorer may have missed.

Scoring Review:

The scoring of this application includes one point out of 10 in the intersection improvements sub-measure. Due to the existing pedestrian behavior patterns and alignment with the proposed improvements., the scorer suggests increasing this sub-measure to five points, an **addition of four points**.

Roadway Strategic Capacity

Application 14345: Carver County

Highway 41 and CSAH 10 Mobility and Access Improvement

Request:

Applicant requested re-evaluation of two measures:

- 3A: Socio-Economic Equity (**50 points**)
- 6B: Proactive Pedestrian Crash Reduction (**30 points**)

3A: Socio-Economic Equity (50 points)

Measure Summary:

1. Sub-measure: Equity Population Engagement (**0 to 20 points**): Active engagement of low-income populations, people of color, persons with disabilities, youth and the elderly. Engagement should occur prior to and during a project's development, with the intent to provide direct benefits to, or solve, an expressed transportation issue, while also limiting and mitigating any negative impacts.
2. Equity Population Benefits and Impacts (**0 to 30 points**): Provide benefits and mitigate negative impacts.
 - a. (**0 to 30 points**) Describe the project's benefits to low-income populations, people of color, children, people with disabilities, and the elderly.
 - b. (**-10 to 0 points**) Describe any negative impacts to low-income populations, people of color, children, people with disabilities, and the elderly created by the project, along with measures that will be taken to mitigate them. Negative impacts that are not adequately mitigated can result in a reduction in points.

The application scored **59 points, made possible by the bonus points added.**

Applicant's Challenge:

The applicant's challenge is based on the presence of a blank scoring box within the outreach scoring section. Other applicants received 0, 1, or 2 points and the applicant is checking to see whether one of those scores should have been included.

Scoring Review:

The scorer reviewed the scoresheet and determined that two additional points should have been awarded. The scorer recommends **changing the score from 59 to 61.**

6B: Proactive Pedestrian Crash Reduction (30 points)

Measure:

Discuss how the project will improve safety for pedestrians. Safety countermeasures for pedestrians can include those identified by the FHWA as part of its [Safe Transportation for Every Pedestrian program](#) or others in its [Proven Safety Countermeasures](#) (e.g., pedestrian refuge islands, raised crosswalks, pedestrian hybrid beacons, leading pedestrian intervals). More information about pedestrian safety best practices is also available in MnDOT's [Best Practices for Pedestrian/Bicycle Safety](#). The application **scored 18 points.**

Applicant's Challenge:

The applicant examined each of the three sub-measures the scorer used (Intersection Improvements, Along-Network Improvements, and Across-Network Improvements) and suggested several elements that the scorer may have missed.

Scoring Review:

The scoring of this application includes two points out of ten in the intersection improvements sub-measure. Due to the addition of a rectangular rapid flash beacon (RRFB) that the scorer missed in the initial review, the scorer suggests increasing this sub-measure to six points, an **addition of four points**.

Roadway Strategic Capacity

Application 14049: Carver County

US 212 Freight Mobility and Safety Project from CSAH 51 to CSAH 36

Request:

Applicant requested re-evaluation of Measure 6A: Crashes reduced (**120 points**)

Measure Summary:

Calculate the reduction in the total number of crashes due to improvements on the A-minor arterial or non-freeway principal arterial made by the project. The applicant must base the estimate of crash reduction on the methodology consistent with the latest Highway Safety Improvement Program (HSIP) application (www.dot.state.mn.us/stateaid/trafficsafety.html). The application was awarded **74 points**.

Applicant's Challenge:

Crash reduction scores are based on the HSIP cost/benefit worksheet. The applicant had calculated its cost/benefit at approximately \$136 million. The scorer changed it to approximately \$20 million, by reducing the “cost” of the fatal crashes in the C/B analysis. The highest-scoring project was about \$32.5 million. The applicant listed all its crashes improvements and requested that the \$136 million be used.

Scoring Review:

The scorer stated that because fatal crashes tend to be random events, the HSIP scoring criteria states that either two fatal crashes or one fatal crash plus two serious-injury crashes—that are correctable by a countermeasure in the project—must have occurred. The scorer does not believe that this threshold was met. When it is not met, the “randomness” of fatal crashes dictates that the cost used for fatal crashes should not be used in the B/C equation. This project had two fatal crashes near each other, but one was intersection related and the other was not. Therefore, they wouldn't be corrected by the same countermeasure, rendering them both random events. The scorer recommends **no change**.

NOTE: The entire attachment for this appeal is 92 pages. It is included as a link on the agenda webpage. Parts of the attachment are included here, as discussed below:

- Letter: Included
- Attachment A – Crash Data: Not included
- Attachment B – MnDOT HSIP guidance: Not included
- Attachment C – Technical references: Not included
- Attachment D – Pages from submitted application: Response to this scoring measure Included
- Attachment E – Additional details on fatal crashes at US 212/CSAH 51 intersection: Included
- Attachment F – Pages from County Road Safety Workshop: Not included



**Carver County
Public Works**

11360 Highway 212, Suite 1
Cologne, MN 55322

August 31, 2020

TO: Ms. Elaine Koutsoukos
Transportation Advisory Board
390 ROBERT STREET NORTH, ST. PAUL, MN 55101

FROM: Mr. Lyndon Robjent
County Engineer
CARVER COUNTY PUBLIC WORKS DIVISION
11360 HIGHWAY 212 SUITE 1, COLOGNE, MN 55322

CC: Ms. Angie Stenson
Sr. Transportation Planner
CARVER COUNTY PUBLIC WORKS DIVISION

SUBJECT: Carver County 2020 Regional Solicitation Re-Evaluation Request for US 212 Freight Mobility and Safety Project (#14049) – Strategic Capacity Category; Safety Measure 6A

Dear Ms. Koutsoukos:

Carver County is seeking further information on the details and methodology for how the project benefit cost was calculated for Measure 6A – Safety for the US 212 Freight Mobility and Safety Project (#14049). Per the details in the scoring breakdown worksheet, the project benefit cost noted is substantially different than what was calculated per application requirements and guidance and submitted with the application (approximately \$20 million benefit down from an approximately \$136 million benefit). Further review and re-evaluation of the information and data submitted with the original application is requested.

The following information, consistent with application guidance and requirements, was included with the submitted application:

- The project area includes two correctable fatal crashes (see Attachment A). Per MnDOT guidance if there are two or more correctable fatal crashes within a three-year period, then a cost benefit per crash of \$12.3 million can be used (see Attachment B).
- The CMFs utilized in the submitted application provide direct countermeasures to the two fatal crashes, one was a right angle crash and the second was vehicle slowing to make a left turn that lost control of the vehicle and then ran off the road into the north side ditch clear zone area and hit a non-breakaway sign.
- There were three (3) minor injury and five (5) possible injury crashes within the project area in the last three years. The proposed project will provide direct countermeasures for these crashes as well.

- Links were provided in the application to the following technical reports. Each of these reports provides information that speaks to the correctability of the run-off-road crashes. Pertinent pages from each of these references is attached for your reference (See Attachment C).
 - Factors Related to Fatal Single-Vehicle Run-Off-Road Crashes
 - A Pilot Study on Mitigating Run-Off-Road Crashes
 - Fatal Run Off the Road Crashes on Rural Two-Lane Two-Way Highways in Minnesota
- The proposed project includes the following improvements that will have a direct improvement on the safety of the corridor. Attached are relevant pages from the submitted application with highlighting to document these improvements (see Attachment D). The project layout included with the application provides additional detail.
 - Adding a Reduced Conflict Intersection (RCI) at the intersection of US 212 and CSAH 51 which provides a center median and exclusive left- and right-turn lanes
 - Increase the number of lanes from two to four
 - Increasing shoulder width to 8 feet
 - Providing skid-resistant pavement to increase traction
 - Widening side slopes and eliminating shoulder drop-offs along the corridor
 - Removing/relocating any objects within the clear zone or adding breakaway or crashworthy devices within the clear zone
 - Adding 8” wide white wet-reflective pavement markings to edgelines

It is also important to note that a sustained crash problem has been documented in this location, which increases the validity of the 3-year crash data and subsequently calculated project benefit requested and required per application. This sustained crash issue is highlighted by the following:

- There was a fatal rear end crash at the intersection of US 212 and CSAH 51 in 2009 that resulted in two deaths (see Attachment E).
- There was a serious injury (A) right-angle crash at the intersection of US 212 and CSAH 51 in 2010.
- The intersection of US 212 and CSAH 51 was included as a study intersection during the workshops held as part of the County Road Safety Plan update (see Attachment F).

Given this information, we respectfully request revision and adjustment to the project benefit cost used for scoring this project based on the data submitted in the original application and a recalculation of the Measure 6A – Safety across projects.

Enclosures

Attachment A – Crash data

Attachment B – MnDOT HSIP guidance

Attachment C - Technical references

Attachment D – Pages from submitted application

Attachment E – Additional details on fatal crashes at US 212/CSAH 51 intersection

Attachment F – Pages from County Road Safety Workshop

Attachment D – Pages from submitted application

Measure A: Benefit of Crash Reduction

Crash Modification Factor Used:

The following crash modification factors were used: Install J-turn intersection, provide intersection lighting, resurface pavement, and expand roadway to 4 lanes and restrict side-street left-turns. Further information regarding the CMF is shown in the attached PDF.

Rationale for Crash Modification Selected:

Due to the roadway expansion, construction of the median area, eliminating a lane merge on a curve, and the restriction of left-turns, various crashes are expected to be 100 percent eliminated in the future due to the inability of the vehicles to interact after project completion.

Per MnDOT guidance if there are two or more correctable fatal crashes within a three-year period, then a cost benefit per crash of \$12.3 million can be used (page 13 of the HSIP criteria document (http://www.dot.state.mn.us/metro/trafficeng/files/Highway_Safety_Improvement_Program_-_Metro_Criteria_2020.pdf)). The proposed project includes adding a RCI at the intersection of CSAH 51 and US 212 and expanding the roadway, adding a median, adding snow fence, and ensuring adequate clear zone. The following provide further guidance on the correctability of the two fatalities at the intersection of CSAH 51 and US 212.

<https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/811232>

<http://www.dot.state.mn.us/trafficeng/safety/docs/fatalrunoffroadstudy.pdf>

<https://conservancy.umn.edu/bitstream/handle/11299/155993/CTS13-23.pdf?sequence=1&isAllowed=y>

(Limit 1400 Characters; approximately 200 words)

Project Benefit (\$) from B/C Ratio:	\$136,232,835.00
Total Fatal (K) Crashes:	2
Total Serious Injury (A) Crashes:	0
Total Non-Motorized Fatal and Serious Injury Crashes:	0
Total Crashes:	30
Total Fatal (K) Crashes Reduced by Project:	2
Total Serious Injury (A) Crashes Reduced by Project:	0
Total Non-Motorized Fatal and Serious Injury Crashes Reduced by Project:	0
Total Crashes Reduced by Project:	17
Worksheet Attachment	1589483260336_US212_Expansion_BC.pdf

Please upload attachment in PDF form.

Attachment E – Additional details on fatal crashes at US 212/CSAH 51 intersection



US 212: Traffic Safety Analysis of 2-Lane Gap Segments --including details on Fatal Crashes

**A review of the 2-lane gap segments of US 212 from Carver to Cologne and Cologne to NYA
2009-2019
(based on available data)**

[**Note:** This does not include data at the Cologne CSAH 53 / TH 284 intersection. Until major improvements there were built in 2012, there were three (3) traffic fatalities at this intersection in the reporting period from 2009-2011.]

Introduction: Minnesota TZD: Towards Zero Deaths

A key focus of the Minnesota Departments of Public Safety and Transportation is a statewide program called TZD: Towards Zero Deaths, the state's cornerstone traffic safety program employing an interdisciplinary approach to reducing traffic crashes, injuries, and deaths on Minnesota roads. The TZD mission is to create a culture for which traffic fatalities and serious injuries are no longer acceptable through the integrated application of education, engineering, enforcement, and emergency medical and trauma services. More info at: <http://www.minnesotatzd.org/>

Carver County supports the same TZD mission and looks to review and improve the traffic safety conditions of its highways to reduce fatalities and serious injuries on all its roads to zero. As part of TZD and its County Roadway Safety Plan, Carver County has prepared a focus on US Highway 212, a key, principal arterial serving the County and State.

Summary: Last 10 years – 9 Fatalities (total both 2-lane gap segments)

In the last 10 years, 2009-2019, there has been a total of nine (9) reported traffic fatality crashes (Type K Crash) and three severe crashes (Type A Crash) on the 2-lane gap segments of US 212 from Carver to Norwood Young America.

US 212 – Carver to Cologne (5 K's; 2 Type A Severe)

o Length: 4.17 miles; AADT: 13,400 vpd; Section Average Crashes per Year: 15+ crashes/year

- ☑ **2009 Fatal Crash (1 death) – West of Jonathan Carver Parkway – ROR (WB), Rollover**
- ☑ **2014 Fatal Crash (2 deaths) – Near Kelly Ave. – Head-On**
- ☑ **2018 Fatal Crash (1 death) -- at CSAH 43, Right-Angle (WB → SB)**
- ☑ **2019 Fatal Crash (1 death) – east of CSAH 43 – Right-Angle (WB →WB U-turn)**

2016 Severe Incapacitating Crash (Type A) – TH 212 at CSAH 43 – Right-Angle (EB → NB)

2017 Severe Incapacitating Crash (Type A) –West of Kelly Avenue – EB Rear End

US 212 – Cologne to Norwood Young America (4 K’s; 1 Type A Severe)

o Length: 5.33 miles; AADT: 12,700 vpd; Section Average Crashes per Year: 15+ crashes/year

- | |
|---|
| <p>☒ 2009 Fatal Crash (2 deaths) – TH 212 at CSAH 51 (Bongards) – Rear End/Head On (on US 212)</p> <p>☒ 2018 Fatal Crash (1 death), TH 212 at CSAH 51, ROR (EB), Ditch</p> <p>☒ 2018 Fatal Crash (1 death), TH 212 at CSAH 51, Right-Angle (WB → NB)</p>
<p>☒ 2010 Severe Incapacitating Crash (Type A) – TH 212 at CSAH 51 (Bongards) – Right-Angle (EB → SB)</p> |
|---|

Summary: Last 5 Years – 6 Fatalities (total both 2-lane gap segments)

In the last 5 years, 2014-2018, there has been a total of four (4) reported traffic fatality crashes (Type K Crash) and two (2) severe crashes (Type A Crash) on the 2-lane segments of US 212 from Carver to Norwood Young America.

Details of each of the fatal crashes from the last 5 years and 10 years are noted below.

2014 Fatal Crash (2 deaths) – Near Kelly Ave. – Head-On

- Female Age: 29

- Male Age: 6
 (plus father and brother both injured)

- Highway 212 at Kelly Ave, Dahlgren Twp, Carver County

- On 11-15- 2014, during a snowy, icy and metro-wide crash prone Saturday, two members of a Lester Prairie, MN family died as passengers in a crash on Highway 212, according to the Minnesota State Patrol. Two passengers of one of the vehicles, a mother and her son, died in a head on crash on the narrow 2-lane section of highway near Kelly Ave on 11-15- 2014 at 1:51 pm, on a cloudy day with snow on the highway.
 A Pontiac Aztek driven by ||| ||| ||| ||| ||| ||| |||, of Lester Prairie, and carrying his wife and two sons, was eastbound on an icy Highway 212 in Carver County when it spun out, lost control and went sideways, according to the State Patrol report. A westbound Ford Ranger, pulling a trailer, and driven by ||| ||| ||| ||| ||| ||| |||, 33, of Excelsior, broadsided the Pontiac Aztek.

|||||, 29, and |||||, 6, were killed in the crash. The driver and his 4-year-old son, |||||, were seriously injured and transported to the Hennepin County Medical Center. ||||| was treated at Ridgeview Medical Center in Waconia for non-life-

2018 Fatal Crash (1 death), TH 212 at CSAH 43, Right-Angle (WB → SB)

- Female Age: 65

- Highway 212 at County Road 43, Dahlgren Twp, Carver County

- In 2018, on Saturday January 13th at 4:11 p.m., ||||| (DOB 04/04/52), age 65, of Carver, MN, was driving with her seatbelt on in her red 2006 Toyota Scion passenger car traveling southbound on County Road 43 trying to cross US Highway 212. She proceeded from the side street stop sign and was struck by a Chevy Suburban hauling a U-Haul trailer traveling westbound on US 212 driven by |||||, age 53, of Richmond, MN. ||||| was driving by herself. The Suburban was driven by S|||||, 53, of Richmond, whose injuries were non-life threatening. Two passengers, |||||, 24, of Elk River, and |||||, 17, of Richmond, also sustained non-life-threatening injuries. According to the State Patrol, road conditions at the time of the crash were dry, airbags deployed in both vehicles and all the travelers were wearing seatbelts. The road was dry and alcohol wasn't involved. First responders from the Carver County Sherriff's Office, Chaska Fire Department, and State Patrol transported ||||| to 212 Medical Circle, where she was later taken to Hennepin County Medical Center (HCMC) in Minneapolis with her daughter ||||| by her side (DOB 02/21/90). At about 7:30 p.m. that same day ||||| had succumbed to her injuries and was declared deceased. (MSP Case # 18500803; District 2500)

2018 Fatal Crash (1 death), TH 212 at CSAH 51, Right-Angle (WB → NB)

- Female Age: 20

- Highway 212 at County Road 51, Benton Twp, Carver County

- In 2018, on Tuesday 8-28-18, at 7:44 a.m., |||, 20 years old, of Shakopee, MN was driving her 2006 Chevy HHR station wagon northbound on County Road 51 trying to cross US Highway 212. She stopped at the side street stop sign near Bongards Creameries and St. John's United Church of Christ in Benton Township and was struck as she crossed the intersection by a Mack semi-tractor driven by ||| traveling westbound on US 212. The Minnesota State Patrol reported that ||| was not wearing a seat belt, her airbag deployed, and she was pronounced dead at the scene. Reports indicated that the collision left the semi jackknifed and, in a ditch, while ||| vehicle came to rest on its side. As noted in the newspaper BringMeTheNews, a GoFundMe account was started in ||| name with a goal of raising \$7,000 to help pay for funeral expenses. The GoFundMe page was created by her stepfather, who says he only married ||| mother 9 days prior to her death. He noted that her mother was delayed in seeing ||| body because she was registered as an organ donor.

Said ||| stepfather, "My heart breaks for my wife and ask any willing to listen..... Please help me so that she can see her daughter one more time."

The driver of the semi, 52-year-old |||, of Silver Lake, MN sustained minor injuries in the crash and was treated at the scene.

2018 Fatal Crash (1 death), TH 212 at CSAH 51, ROR (EB), Ditch

- Female Age: 64
- Highway 212 at County Road 51, Benton Twp, Carver County
- In 2018, on Sunday 4-15-18, at 10:51 p.m., |||, 64 years old, of Lester Prairie, MN was a passenger in the back seat of a SUV with two other people traveling eastbound on US 212, when during a snowstorm and poor road conditions the SUV lost control and spun out into the ditch on the north side, just west of CR 51, in a single vehicle run off the road crash. The Carver County Sheriff's Office reported that ||| was bleeding from her head and complained of back pain. Ridgeview Ambulance transported ||| and another passenger to the Ridgeview Medical Center in Waconia. The third person in the vehicle was uninjured.
- On 5/5/2018, the Hennepin County Medical Examiner's Office advised that ||| had died because of the injuries sustained during the crash. During the crash ||| sustained a C1 and C4 fracture in her neck, which caused additional other complications leading to her death. Roads were icy with blowing snow. A witness 100 yards behind the vehicle said the SUV was traveling below the speed limit at about 50 mph and lost control and spun out into the ditch and taking out a Hwy 212 West road sign. No drugs or alcohol were involved. Carver County Sheriff's Office Incident Report: 201800011098.

Norwood and |||, 35, of Sullivan, Texas, following a chain reaction involving a left turn off the highway.

In the double fatality crash on US 212 at Bongards at County Road 51, a car was stopped on dry roads during daylight, cloudy conditions on Hwy 212, in Carver County, waiting to turn left onto CR 51, when it was rear-ended by a semi-truck. The impact threw the car into the oncoming traffic, broadsiding a pick-up truck.

The accident took place as follows: Semi-truck driver |||, 52, of Hutchinson was going eastbound on Highway 212 in a 2007 Kenworth semi-truck. A second driver, |||, was also going eastbound, driving a 2003 Pontiac Vibe. ||| stopped in the eastbound lane to make a left handed turn off the highway, onto County Road 51 going north.

||| rear-ended |||, pushing her into the westbound lane, where she was struck broadside by driver Olvera driving a 1999 Chevrolet K15 pickup. ||| was killed, but also had numerous passengers in his vehicle.

The driver of the car, |||, 45, of Norwood Young America, was pronounced dead at the scene. The driver of the pick-up truck, |||, 35, of Sullivan, Texas, died as he was being transported to Ridgeview Medical Center. There were 4 other occupants in the truck. All four were critically injured and taken to Ridgeview Medical Center, Waconia. They are: |||, 29, |||, 9, |||, 8, and |||, 7, all of Bird Island, MN. The driver of the semi was not injured.

[Note: In 2011, MnDOT added exclusive turn lanes and rural lighting on US 212.]

2009 Fatal Crash (1 death) – West of Jonathan Carver Parkway – ROR, Rollover

- Male Age: 55

- Highway 212 west of County Road 11/147, Dahlgren Twp, Carver County

- Details of the 4-22-2009 fatal crash west of Jonathan Carver Parkway – Run off the Road (ROR), Rollover, indicate that around 4:47 p.m., |||, 55, of Minneapolis, was going east on Minnesota 212 in Dahlgren Township about a quarter mile west of County Road 11, the Minnesota State Patrol said. After his Volkswagen Cabrio hit the shoulder, ||| over-corrected and the car rolled over.
||| died of multiple blunt force injuries, according to the Hennepin County medical examiner’s office. ||| was not wearing a seat belt, and roads were dry on a clear day at the time of the crash, the state patrol said.

Additional Details and Statistics of Crash / Safety Data (based on available data)

[**Note:** This does not include data at the Cologne CSAH 53 / TH 284 intersection. Until major improvements there were built in 2012, there were four (4) traffic fatalities at this intersection in the reporting period from 2009-2011.]

US 212 – Carver to Cologne

o Length: 4.17 miles; AADT: 13,400 vpd

5-Year Analysis (2011 – 2015)

☑ Corridor Analysis

☑ **Total Crashes = 78 crashes**

☑ Crash Rate = 0.76 crashes per MVMT

☑ Statewide Average Crash Rate = 0.76 crashes per MVMT

☑ Critical Crash Rate = 0.99 crashes per MVMT

☑ Critical Index = 0.78

Key Intersections

☑ **US 212 at CSAH 43**

o Thru-Stop Control

o **Total Crashes = 19 crashes**

o **Critical Index = 1.37 (> 1.0 therefore outside normal range)**

o **8 right-angle crashes during 5-year period at CSAH 43 intersection**

2-Year Analysis (2016 – 2017)

Corridor Analysis

☑ **Total Crashes = 30 crashes**

☑ Crash Rate = 0.74 crashes per million vehicle miles traveled (MVMT)

☑ Statewide Average Crash Rate = 0.77 crashes per MVMT

☑ Critical Crash Rate = 1.14 crashes per MVMT

☑ Critical Index = 0.65

Key Intersections

☑ **US 212 at CSAH 43**

o Thru-Stop Control

o **Total Crashes = 6 crashes**

o **Critical Index = 0.80**

Fatal and Severe Incapacitating Crash Notes (2006 – 2015 + 2016 – March 2018 + Extra):

☑ **2009 Fatal Crash (1 death) – West of Johnathan Carver Parkway – ROR, Rollover**

☑ **2014 Fatal Crash (2 deaths) – Near Kelly Ave. – Head-On**

☑ **2018 Fatal Crash (1 death), TH 212 at CSAH 43, Right-Angle (WB → SB)**

2017 Severe Incapacitating Crash (Type A) – West of Kelly Avenue – EB Rear End

2016 Severe Incapacitating Crash (Type A) – TH 212 at CSAH 43 – Right-Angle (EB → NB)

US 212 – Cologne to Norwood Young America

o Length: 5.33 miles; AADT: 12,700 vpd

5-Year Analysis (2011 – 2015)

☒ Corridor Analysis

☒ **Total Crashes = 76 crashes**

☒ Crash Rate = 0.62 crashes per MVMT

☒ Statewide Average Crash Rate = 0.76 crashes per MVMT

☒ Critical Crash Rate = 0.97 crashes per MVMT ☒ Critical Index = 0.64

☒ Key Intersections

☒ US 212 at CSAH 34

o Thru-Stop Control

o Total Crashes = 14 crashes o Critical Index = 1.08 (> 1.0 therefore outside normal range)

o 3 right-angle, 4 head-on, 2 left turn crashes observed at CSAH 34

2-Year Analysis (2016 – 2017)

Corridor Analysis

• **Total Crashes = 37 crashes**

• Crash Rate = 0.75 crashes per million vehicle miles traveled (MVMT)

• Statewide Average Crash Rate = 0.77 crashes per MVMT

• Critical Crash Rate = 1.1 crashes per MVMT

• Critical Index = 0.68

Key Intersections

• US 212 at CSAH 34

o Thru-Stop Control

o Total Crashes = 6 crashes

o Critical Index = 0.85

Fatal and Severe Incapacitating Crash Notes (2006 – 2015 + 2016 – March 2018 + Extra):

☒ **2009 Fatal Crash (2 deaths) – TH 212 at CSAH 51 (Bongards) – Rear End/Head On (on US 212)**

☒ **2018 Fatal Crash (1 death), TH 212 at CSAH 51, Right-Angle (WB → NB)**

☒ **2010 Severe Incapacitating Crash (Type A) – TH 212 at CSAH 51 (Bongards) – Right-Angle (EB → SB)**

Roadway Strategic Capacity

Application 14015: Scott County

TH 282, CSAH 9, TH 169 Grade Separation

Request:

Applicant requested re-evaluation of two measures:

- 6B: Proactive Pedestrian Crash Reduction (**30 points**)
- 8: Risk Assessment (**75 points**)

6B: Proactive Pedestrian Crash Reduction (30 points)

Measure:

Discuss how the project will improve safety for pedestrians. Safety countermeasures for pedestrians can include those identified by the FHWA as part of its Safe Transportation for Every Pedestrian program or others in its Proven Safety Countermeasures (e.g., pedestrian refuge islands, raised crosswalks, pedestrian hybrid beacons, leading pedestrian intervals). More information about pedestrian safety best practices is also available in MnDOT's Best Practices for Pedestrian/Bicycle Safety. The application **scored seven points**.

Applicant's Challenge:

The applicant felt that the score was not reflective of the project's benefits.

Scoring Review:

Proposals that received full points in the Intersection Improvements sub-measure identified infrastructure improvements specific to people walking in locations that have documented crossing activity. This application was unclear in that area. Additionally, the benefit of a grade-separated crossing is negated by the multiple-threat crash potential introduced by a multi-lane roundabout.

In the Across Network Improvements sub-measure, projects receiving full points incorporated regular crossings at intervals for people walking to cross. In the Along Network Improvements sub-measure, projects received full points when infrastructure along the proposed facility created space for walking on both sides of the roadway and included connections to the existing local network. The scorer recommends **no change**.

8: Risk Assessment (75 points)

Measure Summary:

The Measure rates risk based on inclusion of a project layout, need for the Section 106 process, need of right-of-way, railroad involvement, and public involvement. The appeal in question relates only to the project layout element, which says that the layout should include proposed geometrics and existing and proposed right-of-way boundaries and awards points as follows:

- 100% (18.75 pts) -- Layout approved by the applicant and all impacted jurisdictions (i.e., cities/counties that the project goes through or agencies that maintain the roadway(s)).
- 50% (9.38 points) -- Layout completed but not approved by all jurisdictions.
- 0% -- Layout has not been started.

While the measure is worth 75 points, the Layout element is worth 18.75 points. The applicant was awarded **51 points for the measure, including 9.38 points** for the Layout element.

Applicant's Challenge:

The challenge is based on a suggestion from MnDOT personnel in April 2020, that staff approval is not a key element of a layout and that the layout provided should receive full points.

Scoring Review:

The scorer, Council staff, and other applicants were not privy to this suggestion. The application language states what is needed to receive full points and this is how all applications were scored. The scorer recommends **no change**.



SCOTT COUNTY TRANSPORTATION SERVICES DIVISION

COUNTY HIGHWAYS, MOBILITY MANAGEMENT, FLEET
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LISA J. FREESE
Transportation Services Director

ANTHONY J. WINIECKI, P.E.
County Engineer

TROY BEAM
Mobility Services/Fleet Mgr.

August 31, 2020

Elaine Koutsoukos
TAB Coordinator
390 North Robert Street
St. Paul, MN 55101

Subject: 2020 Regional Solicitation - TH 169/282 Interchange

Dear Elaine,

Scott County respectfully requests a scoring appeal/review of two items under strategic capacity, 6B and 8-1 for the County's application on the TH 169/282 interchange in the 2020 Regional Solicitation.

Review Item #1 – Scoring of Risk Assessment 8-1: Layout Approval

Under Risk Assessment 8-1, the County was close to having layout approval in the spring, however we were advised by MnDOT to make it a concept layout since it did not have federal funding yet. MnDOT staff felt that this would be sufficient for 100% of the layout points in the scoring criteria so the County pursued concept layout approval. We had marked layout approval in the application. The score was changed to approved by some without our knowledge or being informed it was changed. We had submitted letters from both Jordan and MnDOT.

From MnDOT staff in April 2020: "Tim suggested that we take the signature block off, call it a Concept Layout and update the layout history. Explain that this has been reviewed by both the LAC and GDSU and major issues have been addressed. For the Regional Solicitation application, I don't think the "staff approved" is as important as being able to say that all agencies support the layout. Since that is the case, I believe we would still have the potential to get 100% of the Layout points."

The County requests a scoring review of this item.

Review Item #2 – Scoring of Safety and Safety Elements 6B

Scott County would like a review of how 6B was scored. The scoring appears arbitrary and not reflective of the answer provided to score the question on Safety and Safety Elements.

APPLICATION MEASURE: Discuss how the project will improve safety for pedestrians. Safety countermeasures for pedestrians can include those identified by the FHWA as part of its Safe Transportation for Every Pedestrian program or others in its Proven Safety Countermeasures (e.g., pedestrian refuge islands, raised crosswalks, pedestrian hybrid beacons, leading pedestrian intervals).

More information about pedestrian safety best practices is also available in MnDOT’s Best Practices for Pedestrian/Bicycle Safety.

Scorers Take:

Notes/Description	Score	Intersection Improvements (10)	Along-network improvements (10)	Across-network improvements (10)
<p>There are multiple clearly demonstrated desire paths across TH 169 at Syndicate and near Creek Lane/Sand Creek</p> <p>The proposed project does not provide a crossing in areas where crossing movements are clearly currently occurring, contradicting the application’s assertion that there are no current crossings of TH 169</p> <p>The project as designed requires people to walk/bicycle 0.7 miles out of their way if crossing at Syndicate, and 0.5 miles out of their way if crossing at Creek Lane.</p> <p>The project adds sidewalk/trail along CSAH 8, Triangle Lane, and Syndicate Street, which is a benefit to pedestrian safety compared to current conditions</p>	7	2	5	0

For intersection improvement scoring which is an interchange for an intersection project - we received only two points for removing a high speed at grade crossing. The crossing is a safety improvement for ALL of the City of Jordan which was ignored by the scorer. Instead the scorer focused on an informal dirt path east of the project. This path is only used because residents don’t want to use the high speed at grade signal, which this crossing hazard for pedestrians was explained. It appears the scorer focused on a small percentage of people taking longer route but didn’t focus on safety or all Jordan residents.

Along network improvements we received half the points, but then received a zero for across network, without explanation. Also, across network is not part of the application measure or defined. It appears the actual safety measure was ignored. We request a review and reconsideration by the scorer and an independent review and rescore of this Safety measure with the information provided in the application consistent with the measure.

Thank you for your consideration, if you have any questions please do not hesitate to contact me.

Sincerely,



Anthony J. Winiecki, PE
County Engineer

Roadway Reconstruction and Modernization

Application 14396: City of Anoka

TH 47 Corridor Improvements

Request:

Applicant requested re-evaluation of Measure 6B: Proactive Pedestrian Crash Reduction (**30 points**)

Measure:

Discuss how the project will improve safety for pedestrians. Safety countermeasures for pedestrians can include those identified by the FHWA as part of its [Safe Transportation for Every Pedestrian program](#) or others in its [Proven Safety Countermeasures](#) (e.g., pedestrian refuge islands, raised crosswalks, pedestrian hybrid beacons, leading pedestrian intervals). More information about pedestrian safety best practices is also available in MnDOT's [Best Practices for Pedestrian/Bicycle Safety](#). The application **scored five points**.

Applicant's Challenge:

The applicant suggests that the scorer may not have recognized some of the benefits and that their response compared favorably with other, higher-scoring, responses.

Scoring Review:

The scorer is out of the office until September 14. No recommendation is reflected at this time, but staff anticipates a recommendation prior to the meeting date.

ANOKA

REAL. CLASSIC.

Public Services – Engineering

August 31, 2020

TO: Elaine Koutsoukos
Transportation Advisory Board
390 Robert Street North
St. Paul, MN 55101

SUBJECT: City of Anoka Highway 47 Corridor Improvements
Application 14396 – Scoring Appeal

The City of Anoka would like to appeal a score received for the following evaluation category and criteria as part of our Roadway Modernization application submission.

Category: Safety

- Criteria 6B – Pedestrian Crash Reduction (Proactive):

The score of 5 points awarded for 30 points available for proactive pedestrian crash reduction measures is not reflective of the pedestrian safety benefits proposed for the TH 47 corridor. The proposed safety features include a new multi-use trail alongside a high volume (19,000+ ADT today, 21,300 ADT forecast 2040), two-lane road where no bicycle or pedestrian accommodation currently exists (as mentioned on the project one-pager). People walking or biking today make their way through unpaved areas or along a very narrow shoulder – this is inaccessible for many and unsafe for all. The application response describes pedestrian crossings at a new pedestrian signal with ADA-compliant ramps, APS features, countdown timers, enhanced lighting and high visibility crosswalks, as well as a new marked and signed crosswalk with median refuge island at a second intersection. The project includes a new sidewalk segment to link from residential neighborhoods to a local commercial node, and more broadly the proposed non-motorized facilities would link residential neighborhoods to local and regional parks, the county fairgrounds, the local high school, a public library, and to a regional non-motorized RBTN Tier 2 trail. The pedestrian safety features proposed will give people safe opportunities to travel along and cross TH 47 – a significant local barrier. We are confident that these facilities will be well used given the adjacent land uses and close access to nearby destinations.



ANOKA

REAL. CLASSIC.

Public Services – Engineering

In considering our appeal, we reviewed the scores of competing projects. Several projects were in comparable settings and proposed similar proactive pedestrian safety measures. These include new sidewalks and trails, new signals with APS and countdown timers, high visibility crosswalks and median refuge islands. Details vary between these applications, but many scored higher than TH 47 and sometimes by a factor several times over.

Additionally, traffic volume plays a major role in the safety and feeling of comfort for pedestrians. In comparison with similar applications, TH 47 had a high traffic volume both at present and anticipated in 2040. The volume of traffic reinforces our understanding that TH 47 is a significant barrier for pedestrians in this neighborhood, poses real safety hazards for travel along or across the roadway, and effectively limits access for many people in ways that may not be the case for roads that with less traffic at present and in the future.

Thank you for your time and consideration. The City of Anoka appreciates the opportunity to apply for Met Council's Regional Solicitation funding and provide further background on our application response for pedestrian safety measures.

Respectfully Submitted,



Ben Nelson | Engineer Technician



Transit Expansion

Application 14340: Minnesota Valley Transit Authority

Route 346 Expansion – Viking Lakes

Request:

Applicant requested re-evaluation of three measures:

- 1A: Connection to jobs and educational institutions (50 points)
- 3B: Housing Performance Score / affordable housing connection (50 points)
- 5: Multimodal Elements and Existing Conditions (100 points)

1A: Connection to jobs and educational institutions (50 points)

Measure:

Reference the “Population/Employment” map generated at the beginning of the application process. Report the existing employment and educational institution enrollment within 1/4 mile of the project’s bus stops or within 1/2 mile of the project’s transitway stations. Existing employment will be measured by summing the employment located in the census blocks that intersect the 1/4-mile or 1/2-mile buffers. Enrollment at public and private post-secondary institutions will also be measured. Applications for projects that include “last mile” service provided by employers or educational institutions can get credit for the employment and enrollment, respectively, if a commitment letter is provided guaranteeing service for three years. The application scored **11 points**.

Applicant’s Challenge:

Applicant states that consideration should be given to new developments housing developments coming in and a recent increase in employment.

Scoring Review:

The scoring measure is based on enrollment and employment data (not residential data) that are generated by the Regional Solicitation’s mapping program and is based on the most recent Census estimates available at the time the application was released. The score was therefore correctly determined. Further, it would be impractical and inconsistent to award population points for future development. The scorer recommends **no change**.

3B: Housing Performance Score / affordable housing connection (50 points)

Measure Summary:

The measure is broken into two pieces:

1. Housing Performance Score (40 points)
2. Affordable housing connection (10 points)

The appeal focuses on number 2. That sub-measure reads: This measure is a qualitative scoring measure. Describe and map any affordable housing developments—planned, under construction or existing, within ½ mile of the proposed project. The applicant should note the development stage, number of units, number of bedrooms per unit, and level of affordability using 2019 affordability limits. Also note whether the affordability is guaranteed through funding restrictions (i.e. LIHTC, 4d) or is unsubsidized, if housing choice vouchers are/will be accepted, and if there is a fair housing marketing plan required or in place. Describe how the proposed project will improve or impact access for residents of the affordable housing locations within ½ mile of the project. This should include a description of improved access by all modes, automobiles, transit, bicycle and pedestrian access. Since residents of affordable housing are more likely not to own a private vehicle, higher points will be provided to roadway projects that include

other multimodal access improvements. The application scored **31 points**, all based on its Housing Performance Score. It scored **no points** for affordable housing connection.

Applicant’s Challenge:

The applicant reiterated the fact that the application mentioned several new developments, including a 261-unit multi-family development slated for completion in the fall of 2020.

Scoring Review:

The instructions ask for a description and map of any affordable housing developments. No map was included. Nor was any detailed text included that would have enabled the scorer to verify. No points were awarded in other such instances from this scorer as well, in other categories. The scorer recommends **no change**.

5: Multimodal Elements and Existing Conditions (100 points)

Measure:

Discuss any bicycle or pedestrian elements that are included as part of the total project and how they improve the travel experience, safety, and security for users of these modes. Also, describe the existing bicycle and pedestrian facilities and accommodations or bicycle and pedestrian connections. Furthermore, address how the proposed project safely integrates all modes of transportation (i.e., transit, vehicles, bicyclists, and pedestrians). Applicants should also identify supporting studies or plans that address why a mode may not be incorporated into the project. The application scored **63 points**.

Applicant’s Challenge:

The applicant cited sub-measures for which they were surprised to not receive higher scores. These include Bike Network (where the applicant thought bike racks should have led to points), Pedestrian Network, Transit Stop Pedestrian Connections, and Safety.

Scoring Review:

The scorer explained the rationale for the scores:

- Bike Network: Applications not bringing physical improvements to the bike network received a score of zero. Points for the bike racks and bike lockers were given in the Transit Stop Bike Connections sub-measure, per the scorer’s methodology.
- Pedestrian Network: Applications in which the route is fully connected via sidewalk or offering service that would equate to such connectivity received full points.
- Transit Stop Pedestrian Connections: The application received 10 out of 15 points. The remaining five points were awarded to projects for which the route offers pedestrian connectivity to all stops or if the project would bring that level of connectivity.
- Safety: Applications in which on-demand service would be offered or infrastructure to enhance rider safety is being built received more points.

The scorer suggests **no change**.

August 31, 2020

Elaine Koutsoukos
Transportation Advisory Board
390 Robert Street North
St. Paul, MN 55101

RE: Appeal Request for 2020 Regional Solicitation Application for Route 436 Service Expansion – Viking Lakes

Dear Ms. Elaine Koutsoukos,

Thank you for accepting and reviewing Minnesota Valley Authority Application for the 2020 Regional Solicitation. We have reviewed the scores awarded to the Route 436 Service Expansion, and we feel this application could have scored better in the following categories:

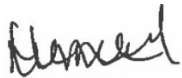
- 1A-Project Location, 3A-Equity and Housing
 - The area is currently being developed, and a large amount of dense housing is currently under construction. We as an agency, are trying to work proactively to have transit services ready to go as the housing is filled. MVTA mentioned in the application that there will be 261 Multi-Family residential units that is planned to be completed in Fall of 2020. We also mentioned that services will be provided every day of the week and transfer options will be available to 46th Street LRT station and Eagan Transit Station. Were these developments factored in to our housing score? If not, how does the committee account for planned housing that is not yet reflected in their system?
 - The area has seen a very recent boom in employment, including the flagship Twin Cities Orthopedic physical therapy complex and a 4-star Omni hotel, scheduled to opening next month, as mentioned in our application. Can we confirm these employment opportunities that will be created with the Vikings Lake Development numbers were included in our scores?
- Multimodal
 - In this section, we tried to be explicit on how the pedestrian and bicycles are our highest priority as an agency. We want to get more clarification as to why we were scored so much lower than other projects on this category.
 - We were particularly surprised that we received zero points in the bike network category. Even though we do not have bikes for rent, we mentioned in our application that our entire bus fleet is equipped with bike racks. We also noted that MVTA has a large amount of infrastructure at our stations, including bike lockers that for customers to rent. We were wondering why we didn't receive any

points in this category, despite it being mentioned in multiple sections of our application.

- We received the lowest points of all applications for both transit stop, pedestrian connections and pedestrian network. Could we get clarification on why we scored so much lower on these sections compared to other applications? In our application, we talk about not only the different infrastructure in place both along our route and at each transit station, but also about how we prioritize pedestrian comfort and safety.
- Safety and accessibility were a large part of our application, but we were penalized in this section as well. Safety and comfort of riders are one of the highest priorities of our agency, and we also included our ADA policies, which go above and beyond industry standards. More information on how this score was determined would be appreciated as well.

Thank you for taking the time to review the scores in these categories again. MVTA recognizes the difficulty in scoring very different projects on the same criteria and appreciates the work that goes into this process. Please feel free to email me, Nene Israel - Grants Management Analyst, at nisrael@mvta.com if you have any questions.

Sincerely,



Nene Israel
Grants Management Analyst

Transit Modernization

Application 14171: Minnesota Valley Transit Authority

Burnsville Bus Garage Modernization

Request:

Applicant requested re-evaluation of three measures:

- 1A: Connection to jobs and educational institutions (50 points)
- 4: Description of emissions reduced (50 points)
- 6: Multimodal Elements and Existing Conditions (100 points)

1A: Connection to jobs and educational institutions (50 points)

Measure:

Reference the “Population/Employment” map generated at the beginning of the application process. Report the existing employment and educational institution enrollment within 1/4 mile of the project’s bus stops or within 1/2 mile of the project’s transitway stations. Existing employment will be measured by summing the employment located in the census block groups that intersect the 1/4-mile or 1/2-mile buffers. Enrollment at public and private post-secondary institutions will also be measured. Applications for projects that include “last mile” service provided by employers or educational institutions can get credit for the employment and enrollment, respectively, if a commitment letter is provided guaranteeing service for three years. The application scored **eight points**.

Applicant’s Challenge:

This is a 50-point category in which the top-rated project in terms of total employment and school enrollment is awarded the full 50 points. The applicant notes that aside from the project awarded 50 points, the other projects are all awarded small scores (9, 8, 8, 4, 3, 2, 0, 0) and suggests that an outlier adjustment should have been completed.

Scoring Review:

Starting with the 2018 Regional Solicitation, scoring committees can make an adjustment to a “proportionate” scoring category where an “outlier” creates one high-scoring project along with mostly very low-scoring projects. For example, if a project is awarded the full 100 points in a category and all of the others score zero to two points, the category is essentially negated in terms of creating separation for all but one application. That said, the history of adjusting for outliers is inconsistent.

- There is no threshold for when an outlier adjustment can or should be applied. Scoring committees assign them when they see fit to do so.
- How an outlier is adjusted for is not standardized. The most common tactic has been to award the second-ranked project the full points and score the remaining projects proportionate to it.
- No appeals have ever been made related to outliers; therefore, the Funding & Programming Committee has no precedent as to whether it can assign an outlier adjustment and, if so, how to do so.

An outlier adjustment was made for Measure 2 (total existing annual riders) but not for the measure in question. The scorer did not make a recommendation about this appeal. Staff suggests that due to the above bullets, it is impractical to assign an adjustment at this stage and therefore suggests **no change**.

4: Description of Emissions Reduced (50 points)

Measure:

Discuss how the project will reduce emissions. Examples of project elements that can reduce emissions include (note that this is not an exhaustive list):

- Improved fuel efficiency and reduced tailpipe emissions through vehicle upgrades
- Improved ability for riders to access transit via non-motorized transportation
- Improved accommodation of transit-oriented development walkable from transit stop(s) and/or station(s)
- Reduced vehicle acceleration/deceleration cycles, “dead head” time, or idling time
- Electric vehicle charging stations
- Sustainable facility features such as energy efficient equipment, “green infrastructure” for storm water management, and use of renewable energy

The application scored **9 points**.

Applicant’s Challenge:

The applicant suggested that the movement of buses into the garage in the winter will reduce emissions.

Scoring Review:

The scorer considered emissions reduction in scoring the application. Additionally, while points were awarded for reduction, the scorer does not agree that this action will “eliminate” the pollutant. The scorer recommends **no change**.

6: Multimodal Elements and Existing Conditions (100 points)

Measure:

Discuss any bicycle or pedestrian elements that are included as part of the total project and how they improve the travel experience, safety, and security for users of these modes. Also, describe the existing bicycle and pedestrian facilities and accommodations or bicycle and pedestrian connections. Furthermore, address how the proposed project safely integrates all modes of transportation (i.e., transit, vehicles, bicyclists, and pedestrians). Applicants should also identify supporting studies or plans that address why a mode may not be incorporated into the project. The application scored **eight points**.

Applicant’s Challenge:

The applicant noted safety improvements.

Scoring Review:

This application received some points for the safety improvements cited in the appeal. The measure is focused on safety and improvements for multi-modal transit users. Other applications scored in the other sub-measures because of their connectivity with other modes. Within safety, other applications scored more points because they included safety improvements that will more directly and significantly impact multi-modal transit users. The scorer recommends **no change**.

August 31, 2020

Elaine Koutsoukos
Transportation Advisory Board
390 Robert Street North
St. Paul, MN 55101

RE: Appeal Request for 2020 Regional Solicitation Application for Burnsville Bus Garage Modernization

Dear Ms. Elaine Koutsoukos,

Thank you for accepting and reviewing Minnesota Valley Authority Application for the 2020 Regional Solicitation. We have reviewed the scores awarded to the Burnsville Bus Garage Modernization, and we feel this application could have scored better in the following categories:

1. Role in Transit System & Economy (1A):

- Project ID No. 14357 is clearly an outlier; should this scoring be reviewed and adjusted accordingly (similar to ridership)? Outliers were removed from other criteria categories – I would assume from this criteria category as well.

4. Emissions Reduction – Fuel Efficiency & Emissions Improvements (1 pt.)

- Noted in MVTA's application was bus storage increases; therefore, moving buses into the garage. During winter months, outside-stored buses must 'warm-up' before going into service – thus adding emissions; the added interior bus storage will eliminate this pollutant.

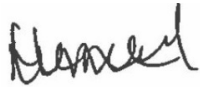
6. Multimodal – Safety (30 pts.)

- MVTA received 8 points under safety; however, improved safety measures were mentioned throughout the application. Noted safety improvements noted below:
 - Project Description – noted safety concerns throughout the bus garage due to building layout, bus parking, bus wash location, etc. – the modernization's main objective is to improve safety at the garage due to sighted concerns.
 - Regional Plans – MVTA has noted multiple regional plan requirements to ensure safety (this project would fulfill this requirement).
 - Measure A – Description of Emissions Reduced also notes safety issues and how the modernization project will alleviate these issues by improving bus flow, renovation of building, etc.
 - Measure C – Improvements and Amenities notes the primary reason for the modernization application is to create a safer environment for bus operations, contracted employees, and MVTA employees.

All Letters of Support also address safety concerns that need to be addressed through building renovations, state of good repair construction, vehicle storage, etc.

Thank you for taking the time to review the scores in these categories again. MVTA recognizes the difficulty in scoring very different projects on the same criteria and appreciates the work that goes into this process. Please feel free to email me, Nene Israel - Grants Management Analyst, at nisrael@mvta.com if you have any questions.

Sincerely,

A handwritten signature in black ink, appearing to read "Nene Israel".

Nene Israel
Grants Management Analyst

Multiuse Trails and Bicycle Facilities

Application 14026: City of Coon Rapids

Coon Creek Regional Trail and Bridge Over Coon Rapids Boulevard

Request:

Applicant requested re-evaluation of three measures:

- 2: Potential Usage (200 points)
- 3A: Socio-Economic Equity (70 points)
- 7: Cost Effectiveness (100 points)

2B: Potential Usage (200 points)

Measure:

Reference the “Population Summary” map generated at the beginning of the application process. Report the existing population and employment within one mile, as depicted on the “Population Summary” map. The application scored **31 points** based on having just under a quarter of the population of the application with the highest population (24 points) and 3 percent of the employment of the application with the highest employment (3 points). These 27 points were adjusted proportionately to the top-scoring application, resulting in a score of 31.

Applicant’s Challenge:

Applicant feels that consideration should be given to new developments slated to be completed soon as well as the project’s proximity to a regional park.

Scoring Review:

The population and employment data are generated by the Regional Solicitation’s mapping program and are based on the most recent Census estimates available at the time the application was released. The score was therefore correctly determined. Further, it would be impractical and inconsistent to award population points for future development. The scorer recommends **no change**.

3A: Socio-Economic Equity (70 points)

Measure Summary:

1. Sub-measure: Equity Population Engagement (**0 to 30 points**): Active engagement of low-income populations, people of color, persons with disabilities, youth and the elderly. Engagement should occur prior to and during a project’s development, with the intent to provide direct benefits to, or solve, an expressed transportation issue, while also limiting and mitigating any negative impacts.
2. Equity Population Benefits and Impacts (**0 to 40 points**): Provide benefits and mitigate negative impacts.
 - a. (**0 to 40 points**) Describe the project’s benefits to low-income populations, people of color, children, people with disabilities, and the elderly.
 - b. (**-10 to 0 points**) Describe any negative impacts to low-income populations, people of color, children, people with disabilities, and the elderly created by the project, along with measures that will be taken to mitigate them. Negative impacts that are not adequately mitigated can result in a reduction in points.

The application scored **44 points**.

Applicant's Challenge:

The applicant is asking for a revisit of the engagement component of the score (for which the application scored 21/30) based on outreach held in low-income areas, as well as additional information provided in the outreach portion of the Risk Assessment. The applicant is also asking for a revisit of the benefits component of the score (for which the application scored 23/40) as well as consideration for hardships based on the COVID-19 pandemic.

Scoring Review:

The scorer provided the following notes:

- Equity scorers, as a group, decided to only review material within the specific measure (3A). Additionally, the additional information the applicant included under Measure 6A, item 5 would not have changed the score, anyway.
- The applicant points out that the project is in/near an ACP and Opportunity Zone. This would have been accounted for in the bonus point portion of scoring, had they reached that threshold.
- The proposal would have scored higher if the benefits being claimed were linked more closely with the particular populations in the area.
- The engagement and planning was well-handled despite the pandemic; this factor did not put the applicant at any disadvantage.

The scorer recommends **no change**.

7: Cost Effectiveness (100 points)

Measure:

Cost effectiveness = total number of points awarded in previous criteria/total TAB-eligible project cost (not including noise walls). The application scored **11 points**.

Applicant's Challenge:

Applicant suggests that the dollar amount used in the cost-effectiveness equation should be based on the federal request. Additionally, the applicant requested less federal funding than it was able to and feels that should be reflected in the cost effectiveness score.

Scoring Review:

The funding amount used for this scoring measure is the total project cost. There is no mechanism to recognize a reduced federal funding request. The scorer recommends **no change**.

August 28, 2020

Elaine Koutsoukos
Transportation Advisory Board of the Metropolitan Council
390 Robert Street North
St. Paul, MN 55101

SUBJECT: 2020 Regional Solicitation Score Re-evaluation for Coon Creek Regional Trail and Bridge Over Coon Rapids Boulevard (ID 14026)

Dear Ms. Koutsoukos:

The City of Coon Rapids respectfully requests the TAC Funding and Programming Committee to re-evaluate the scores for three measures for Coon Creek Regional Trail and Bridge Over Coon Rapids Boulevard (ID 14026). Specific measures for re-evaluation are:

Measure 2A – Potential Usage: Existing population and employment within 1 mile

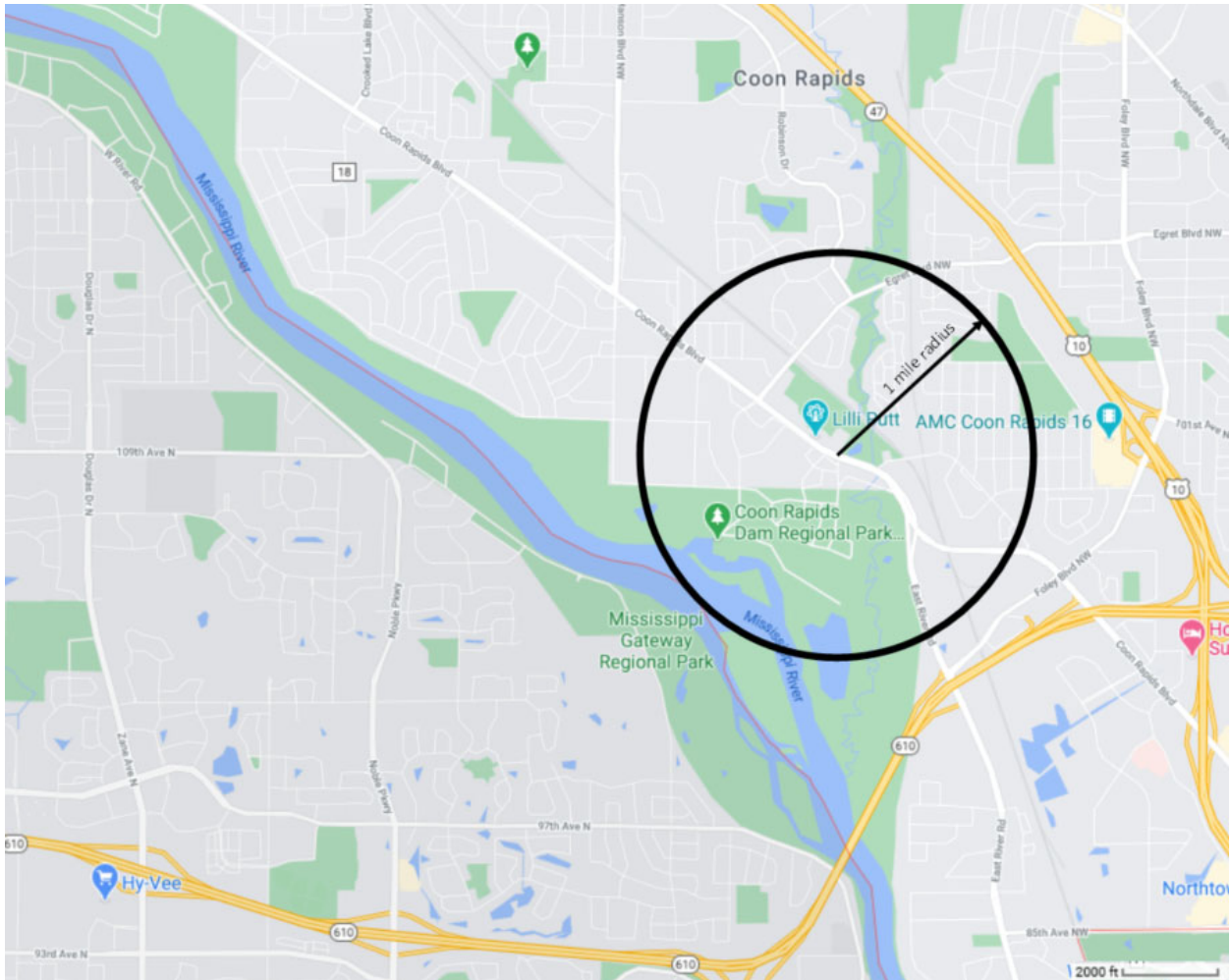
Measure 3A – Equity and Housing Performance: Benefits and outreach to disadvantaged populations

Measure 7A – Cost Effectiveness: Total points awarded divided by total project cost

Reason for Re-Evaluation of Measure 2A – Potential Usage: Existing population and employment within 1 mile

We request consideration for population and employment growth due to ongoing development. One of the key drivers of growing population and employment in the area is the Port Riverwalk Development, which is a 30-acre townhome development immediately adjacent to proposed Coon Creek Regional Trail bridge over Coon Rapids Boulevard. Since the time of this application construction was completed on the public infrastructure for the development, model homes were constructed, and 20 homes have been presold. The ultimate buildout of the development is planned for 2024 which will include 136 homes.

We also request consideration that a significant area within a 1-mile radius of the project area is the Coon Rapids Dam Regional Park, a major regional amenity and attractor of bicyclists and pedestrians, but also a factor that lowers the population and employment numbers for the purpose of evaluating this measure. The context outside the 1-mile radius is highly urban and denser in population and employment. See the graphic below.



Reason for Re-Evaluation of Measure 3A – Equity and Housing Performance: Benefits and outreach to disadvantaged populations

This scoring measure was calculated based on a narrative response to three questions, for which the application received a raw score of 44 points out of a possible 70. The City requests a reevaluation of two of these sub-measures (sub-measure 1 and 2a) due to the location of the project within an area of concentrated poverty and the project’s demonstrated, multifaceted outreach approach.

Sub-measure 1 requests, “Describe how these specific populations were engaged and provided outreach to, whether through community planning efforts, project needs identification, or during the project development process.” The following excerpt from the application response which addresses this specific request.

Events were held at a variety of locations and were designed to engage all demographics from the local population, including elderly, youth, low-income populations, people of color, and disabled. The first open house event, held on February 19, 2020, was held at Parkview Estates Apartments to hear from renters and those that live near the proposed pedestrian bridge. A second open house was held on March 11, 2020 at Crest Oak Apartments and was attended by housing residents that were within a ½ mile of the proposed bridge. Anoka County staff attended

a Transformative Circle meeting on March 5, 2020 to provide project information and solicit feedback from community members of color. For those unable to attend the in-person meetings, online engagement included Facebook posts and an online survey, which was open from February to March 2020. The online survey received 247 responses, and the Facebook comments related to the Anoka County Parks account were tracked and responded to directly. Future events include a presentation at Anoka Hennepin Regional high school to engage populations of youth.

Both Crest Oak Apartments and Parkview Estates are in the neighborhood directly adjacent to the project and within a ½ mile of the proposed bridge, on the south side of Coon Rapids Boulevard. They are both within census tract 0506.06, an area of concentrated poverty within Coon Rapids where median income is between 30-50% of AMI and is one of three areas of concentrated poverty in all of Anoka County. Census tract 0506.06 is also an identified Economic Opportunity Zone. Opportunity Zones are federally designated neighborhoods considered economically distressed due to high concentrations of poverty and under-served populations. The zones provide tax incentives for investors seeking to locate businesses, fix-up dilapidated buildings or construct new housing. Comments received at the two events at the apartment complex were overwhelmingly in favor of the bridge. Several attendees rely solely on the bus system for transportation and indicated they would use the bridge.

While the City believes this information was provided in the response quoted above, additional detail on the City and County’s engagement impact on project outcomes was provided in the response to Measure 6A, item 5:

Community engagement for this project began in 2000 and has continued through a series of studies (the Coon Rapids Boulevard/East River Road Corridor Study (2010) and the Port Riverwalk Master Plan (2013)) through the most recent events which occurred in February and March of 2020. Throughout these past engagement events, including an additional round of engagement related to the trail in 2018, residents expressed support for safer boulevard crossings. Specifically, they came out in support of a grade-separated crossing, based on concerns that children and senior citizens have a slower pace which makes at-grade crossings a barrier to pedestrian activity. Thus, engagement related to the bridge helped define the pedestrian-level improvements that the project could provide, like lighting and greening along the corridor, and raise awareness among potential users of the benefits of project.

The response to this measure clearly demonstrates that the engagement received from populations within the project area directly influenced the design and expected outcomes of the project.

Additionally, sub-measure 2a requests, “Describe the project’s benefits to low-income populations, people of color, children, people with disabilities, and the elderly.” These benefits are partially described in the response provided to sub-measure 1, above, but are also further described in the response, quoted below:

Improving a critical junction in the regional trail system provides significant transportation and recreational value along the entire corridor. The Coon Creek Regional Trail connects

communities along Coon Rapids Boulevard with green spaces such as the Coon Rapids Regional Dam, Erlandson Park and Bunker Hills Regional Park. The Rush Creek Regional Trail and Mississippi River Regional Trail provide additional links to expansive greenway systems. It also strengthens a key link to Mercy Hospital and the Anoka-Ramsey Community College Coon Rapids campus, which are major employment and education centers in the area. Providing a safe and convenient trail corridor encourages greater bicycle use for transportation and recreation, along with the positive public health outcomes associated with greater physical activity – such as reduced risk of cardiovascular disease and improved mental health.

In combination with the demonstrated outcomes of outreach performed, the City requests the reevaluation of this response due to the proven community desire for positive outcomes associated with the project and the extensive outreach approach undertaken to reach these conclusions.

A final consideration for the reevaluation of these scores is that the timing of the most recent engagement events were held in February and March of 2020, right before restrictions for in-person meetings were initiated due to the COVID-19 pandemic. The City and County used their websites and social media accounts to share the results of engagement and plans to do additional in-person outreach when it is safe to do so, which includes a future engagement session at the High School. Since the timing of future events is unknown, the City requests that the score be reevaluated to acknowledge this hold on in-person events that restricts the sharing of both outreach opportunities and the results of engagement to online-only means.

Reason for Re-Evaluation of Measure 7A – Cost Effectiveness: Total points awarded divided by total project cost

The City requests consideration for a Federal fund request that is below the maximum allowable amount. As we prepared the application for this project we intentionally reduced the Federal fund request with the understanding that the cost effectiveness measure was related to the Federal fund requested amount, not the total construction cost, which would make this application more competitive. If the cost effectiveness score is removed from the scoring, the Coon Creek Regional Trail and Bridge Over Coon Rapids Boulevard would move up 4 positions to #5 of 38. Without having an agreed upon methodology for addressing Federal fund requests below the maximum allowable for the project, it is not clear how our project would rank overall. However, it doesn't seem that the formula or scoring criteria reflects any benefit for a higher local match. There were only three other projects in the Multi-Use Trail and Bicycle Facility category that requested less than the 80% maximum allowable, and this project had the lowest Federal fund request percentage overall, at 51%.

Sincerely,



Mark C. Hansen
City Engineer

Multiuse Trails and Bicycle Facilities

Application 14062: City of Minnetonka

Multimodal Elements and Connections

Request:

Applicant requested re-evaluation of two measures:

- 3A: Socio-Economic Equity (70 points)
- 5: Multimodal Elements and Connections (100 points)

3A: Socio-Economic Equity (70 points)

Measure Summary:

1. Sub-measure: Equity Population Engagement (**0 to 30 points**): Active engagement of low-income populations, people of color, persons with disabilities, youth and the elderly. Engagement should occur prior to and during a project's development, with the intent to provide direct benefits to, or solve, an expressed transportation issue, while also limiting and mitigating any negative impacts.
2. Equity Population Benefits and Impacts (**0 to 40 points**): Provide benefits and mitigate negative impacts.
 - a. (**0 to 40 points**) Describe the project's benefits to low-income populations, people of color, children, people with disabilities, and the elderly.
 - b. (**-10 to 0 points**) Describe any negative impacts to low-income populations, people of color, children, people with disabilities, and the elderly created by the project, along with measures that will be taken to mitigate them. Negative impacts that are not adequately mitigated can result in a reduction in points.

The application scored **18 points**.

Applicant's Challenge:

The applicant highlights the nearby Chabad Center for Jewish Life and suggests that the scorer may not have understood the impact of the project on that facility.

Scoring Review:

The scorer reviewed the application and the letter provided by the applicant and recommends the following adjustments:

- **Two additional points** in "engagement with equity communities..." (so this part receives 5 of 9 points)
- **Five additional points** "general benefits to equity populations..." Their point about presuming knowledge of the population is well-made and substantive. The scorer feels they should have seen that connection.
- **Five additional points** in "Specific benefits to equity populations..." The scorer finds the related point about pedestrian needs of the population compelling.

This brings **the scorer's** recommended total addition of points to **12**.

5: Multimodal Elements and Connections (100 points)

Measure:

Discuss any transit or pedestrian elements that are included as part of the project and how they improve the travel experience, safety, and security for users of these modes. Applicants should make sure that new multimodal elements described in the response are accounted for as part of the cost estimate form earlier in the application. Also, describe the existing transit and pedestrian connections. Furthermore, address how the proposed bikeway project safely integrates all modes of transportation (i.e., bicyclists, transit, pedestrians, and vehicles). Applicants should note if there is no transit service in the project area and identify supporting studies or plans that address why a mode may not be incorporated in the project. The application scored **44 points**.

Applicant's Challenge:

The applicant is asking for the scorer to revisit the score.

Scoring Review:

Among the five sub-measures the scorer used in the measure, 15 of the 30 points were lost in safety, where the scorer felt other applicants did a much better job of addressing safety. Five points were lost in each of three other sub-measures. The scorer recommends **no change**.



14600 Minnetonka Blvd. | Minnetonka, MN 55345 | 952-939-8200 | minnetonkamn.gov

August 31, 2020

Elaine Koutsoukos
Transportation Advisory Board
390 Robert Street North
St. Paul, MN 55101
Email: elaine.koutsoukos@metc.state.mn.us

RE: 2020 Regional Solicitation Re-evaluation Request
Hopkins Crossroad Multi-Use Trail - City of Minnetonka
Multi-Use Trail Category

Dear Ms. Koutsoukos,

The City of Minnetonka would like to appeal the score received for categories 3 and 5 for the Hopkins Crossroad Multi-Use Trail project.

Category 3

The figures included with the application illustrate the Chabad Center for Jewish Life located along the proposed facility and the Adath Jeshurun Congregation Synagogue located just east of the proposed trail, well within the 1 mile travel area. Locations of these institutions are illustrated on the project location map.

The project application notes that this trail benefits users of those institutions. The limited space and requested scope in the application does not allow full elaboration on Judaic culture, and it must be assumed that the scorers are familiar with Judaic religious beliefs. Judaic beliefs demand that only non-motorized transportation be used on certain holidays throughout the year, which are the same Judaic holidays when patrons of the Chabad and Synagogue must travel to/from those facilities. Furthermore, the application notes there are no existing non-motorized facilities along Hopkins Crossroad, meaning those users must currently use alternative routes, travel unsafely along the collector roadway, or violate their religious beliefs. It is expected that not only a large number of the congregation will be traveling from the neighborhoods in the vicinity of the trail to the Jewish community center but will also be traveling to and from the place of worship in at Adath Jeshurun Congregation Synagogue, labeled on the submitted map as a point of interest.

The score received in this segment of the application suggests the scorers may not have understood these aspects of Judaic culture and the facility, which were considered in the citywide trail prioritization also identified in the application, and therefore it is requested the score in this category be re-evaluated.

Category 5

At multiple locations in the project application identifies the following:

1. Existing unimproved transit stops to be improved by the project (see category 5 response, project layout figures)
2. Construction of a multi-use trail for benefit of bicyclists and pedestrians (see all category responses, project layout figures, project location map)
3. Completion of a continuous bikeable shoulder to mitigate 11 locations where it is eliminated or transitioned into a turn lane for benefit of advanced cyclists (see category 4 response, project layout typical sections)
4. Completion of a multi-use trail connection to the Station 73 Metro Transit Park & Ride for transit users (see category 5 response, project location map). This station is observed to be one of the highest used park and rides in the metro area.
5. Retaining all vehicular lanes and allowing retrofit of a coordinated turnlane improvement at Hopkins Crossroad / Mill Run (see project layout figures, letter of support from Hennepin County)

Additionally, the Category 5 response details the benefit of making this critical north-south connection.

As referenced above for locating in the application, the project proposes to make improvements that will benefit pedestrians, lesser abled cyclists, advanced cyclists, and transit users, all without detriment to vehicular travel. It is unclear how these benefits to all user groups as well as the gaps closed as noted would not cause this project score relatively high with respect to Multimodal Elements and Connections, and therefore it is requested this score be re-evaluated.

Attachments

The following attachments are included with this re-evaluation request:

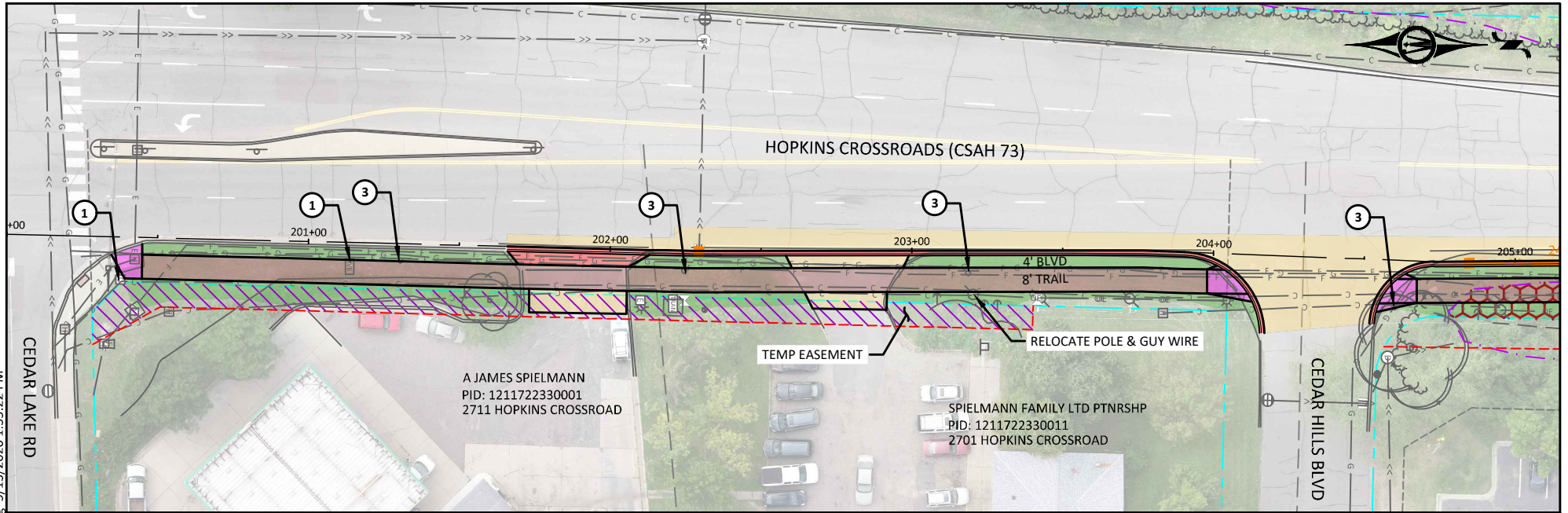
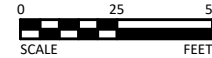
- Project Layout Figures 1 -8 (8 pages)
- Project Layout Figure 9 - Typical Sections (1 page)
- Project Location Map (1 page)
- Hennepin County Letter of Support (1 page)

These are the same respective attachments included with the application. Notation has been added to emphasize previously identified information relative to content identified in this letter that the scorers may not have noticed while originally scoring the application.

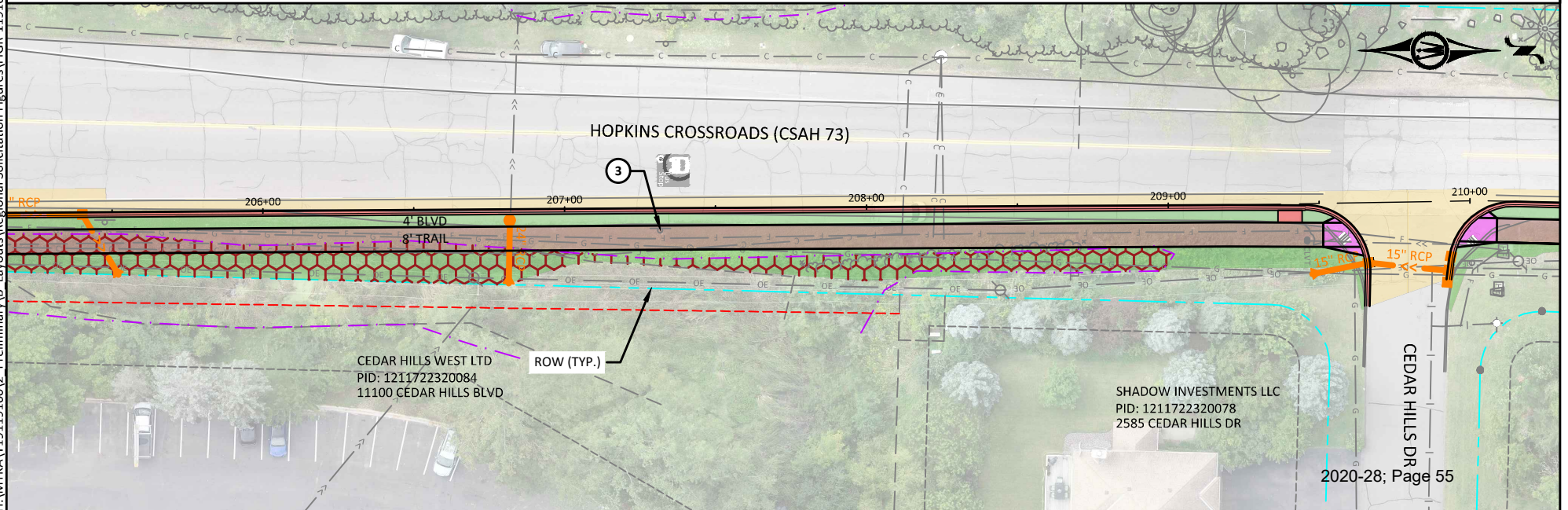
Thank you for your consideration of this re-evaluation request.

Sincerely,

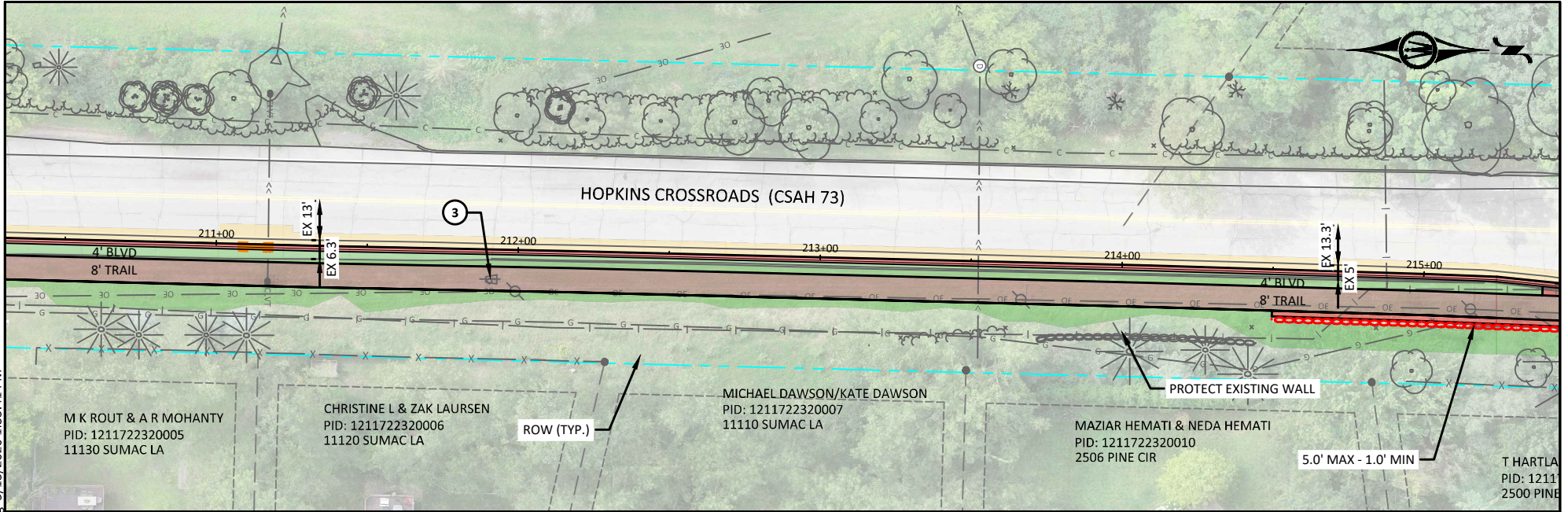
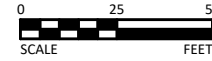
Carol HejStone, Park & Trail Planner
City of Minnetonka


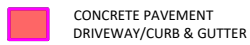






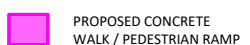
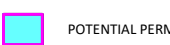






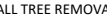



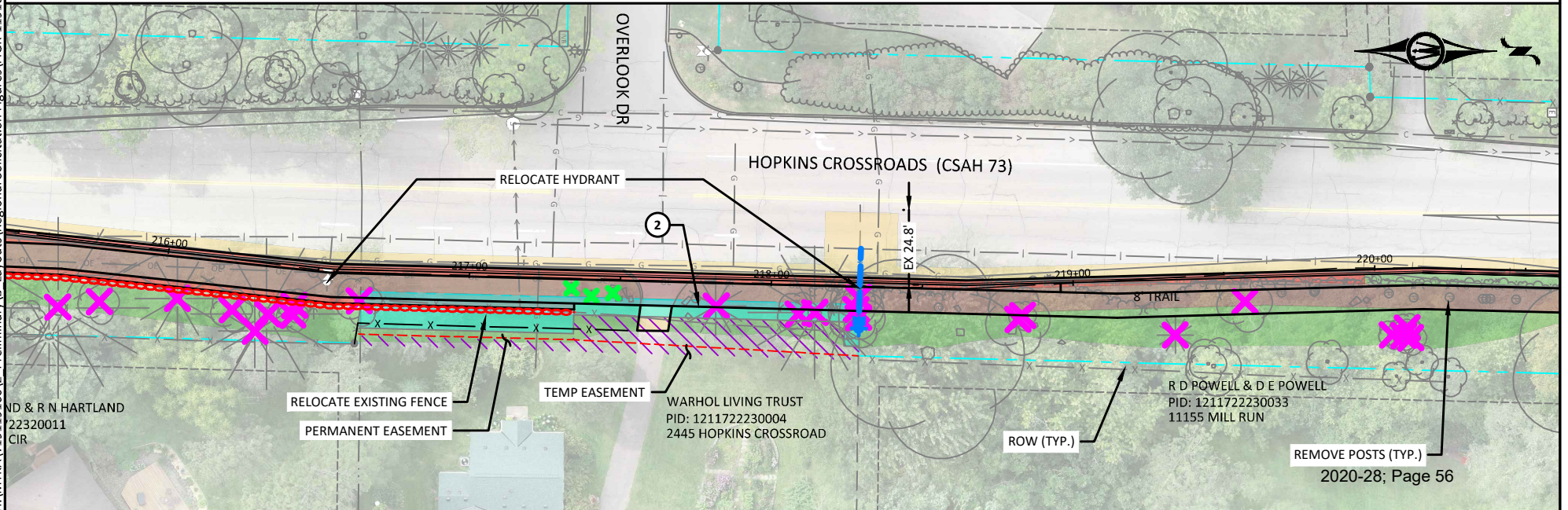
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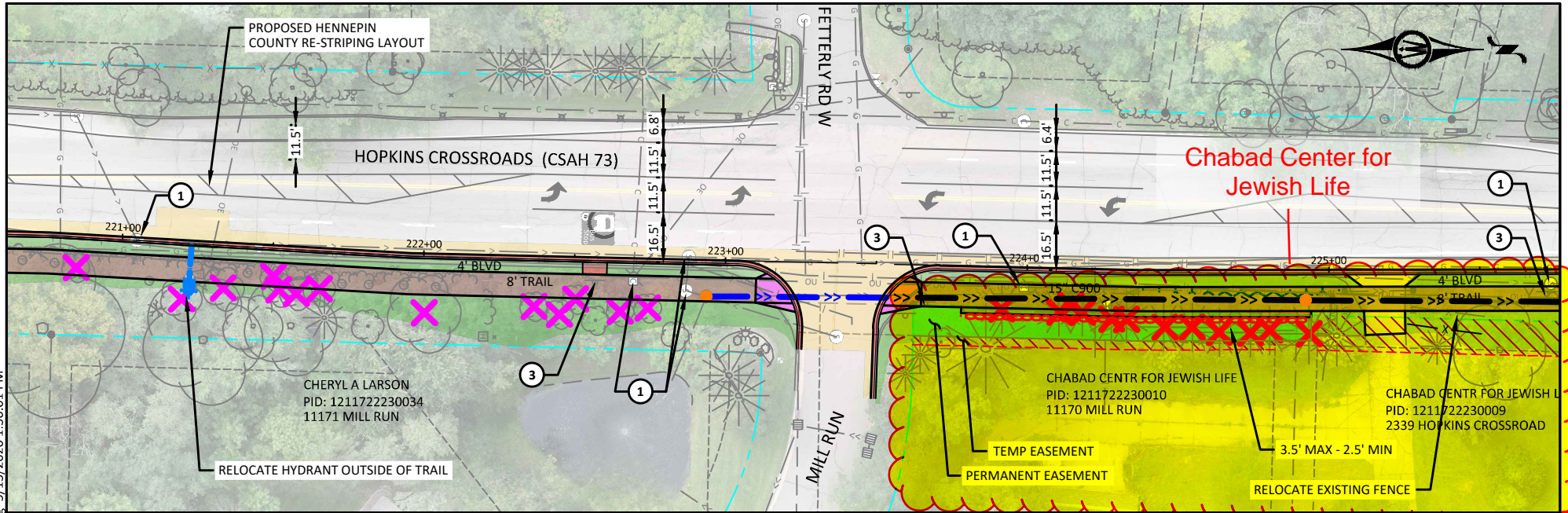
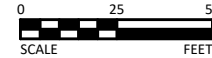
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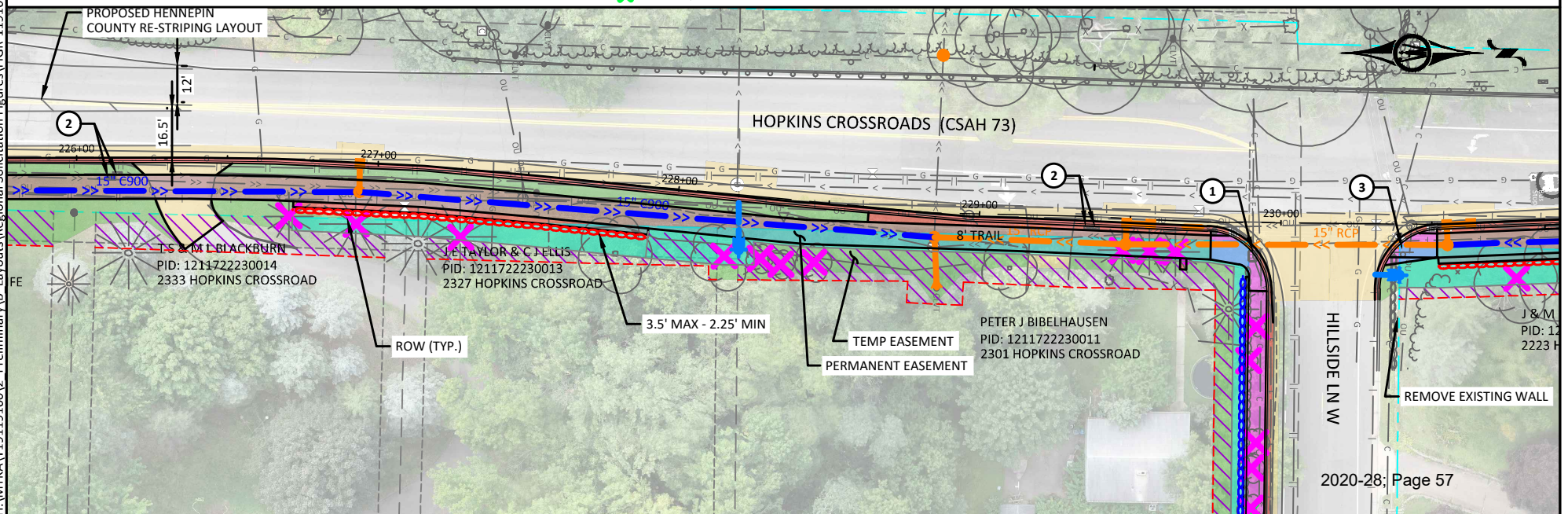
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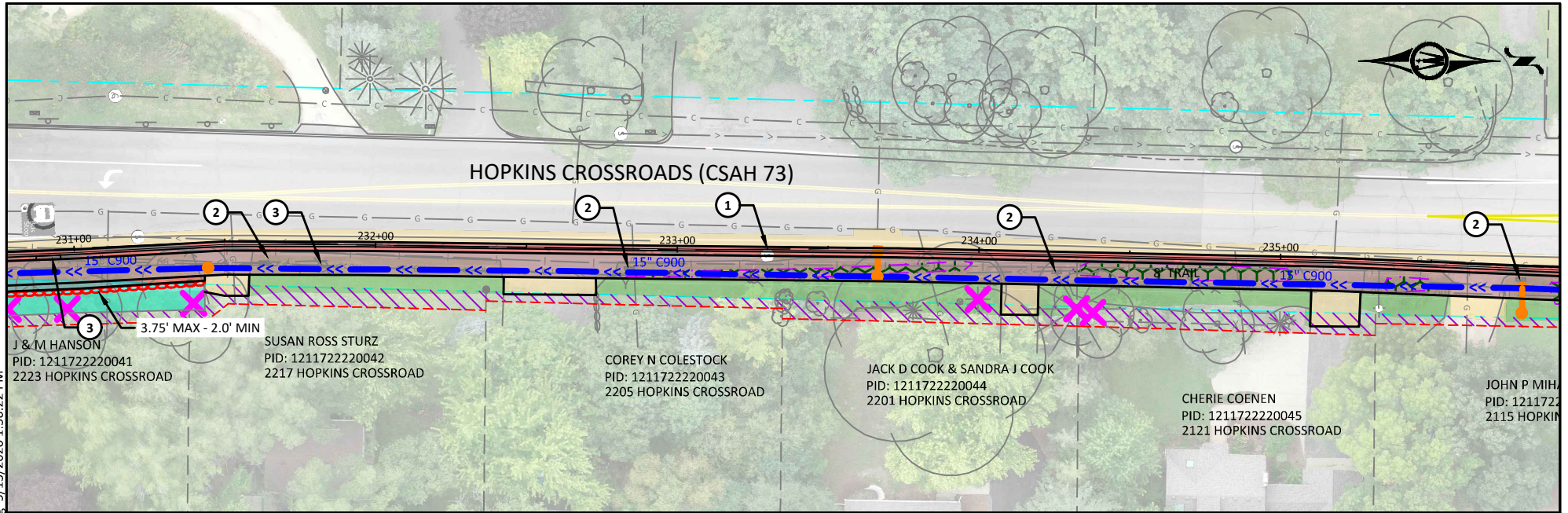
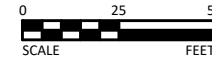
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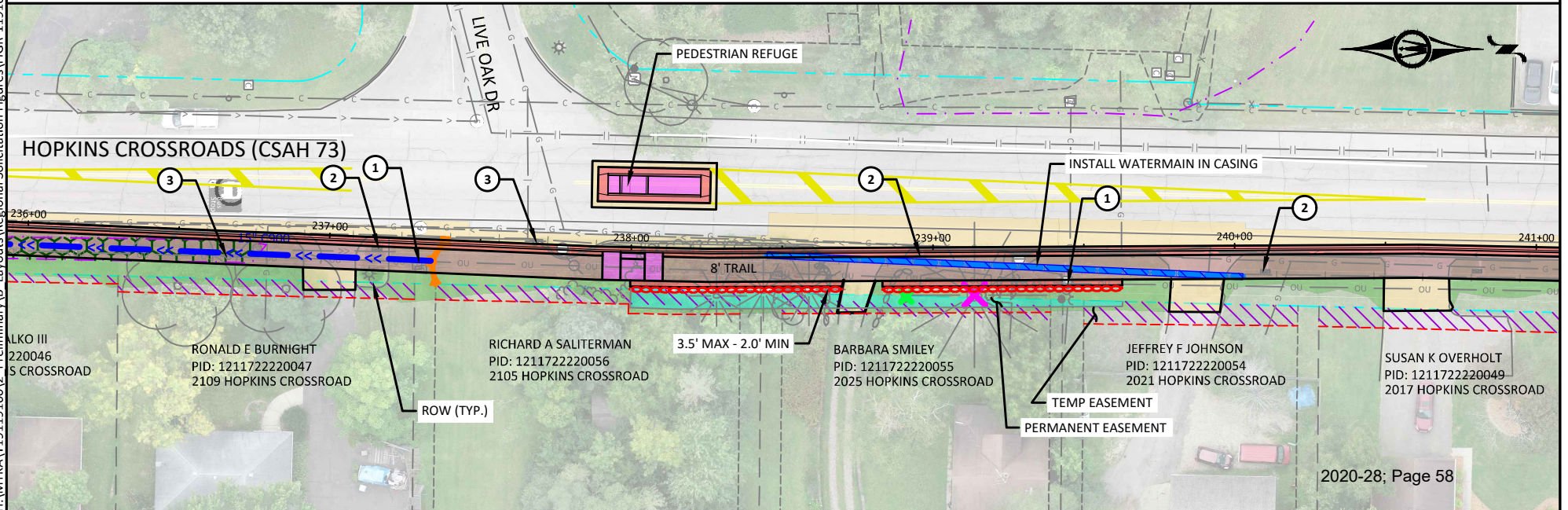
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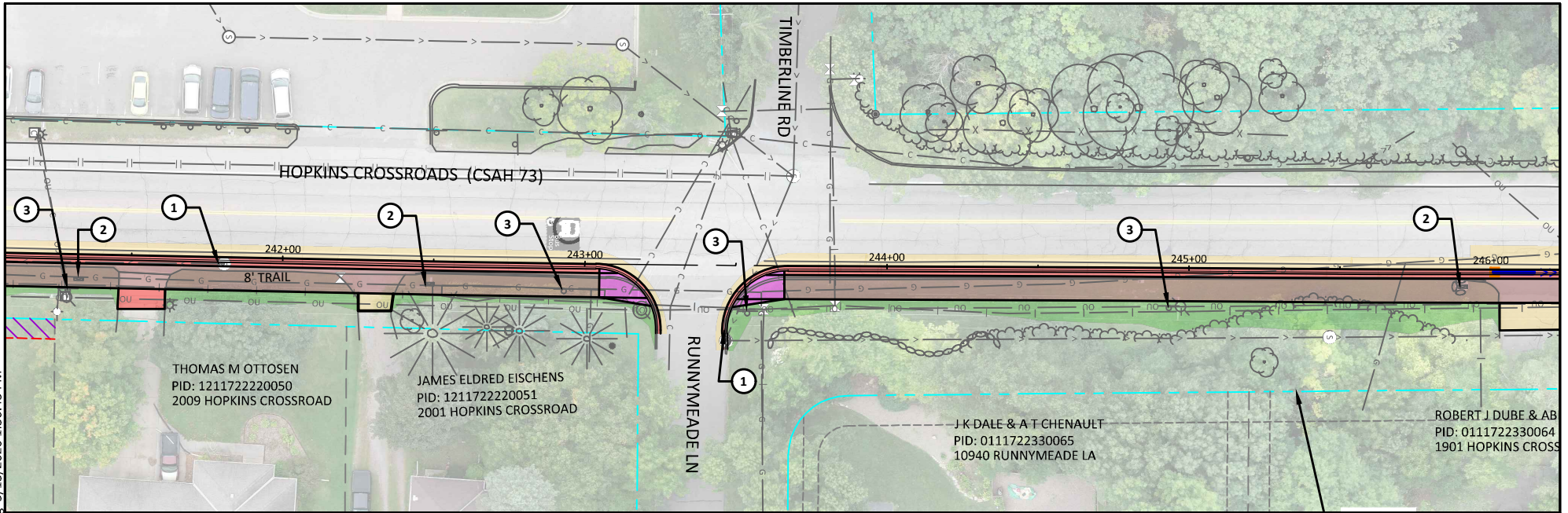
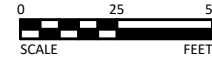
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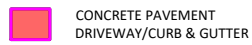



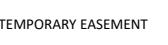


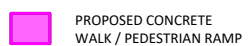











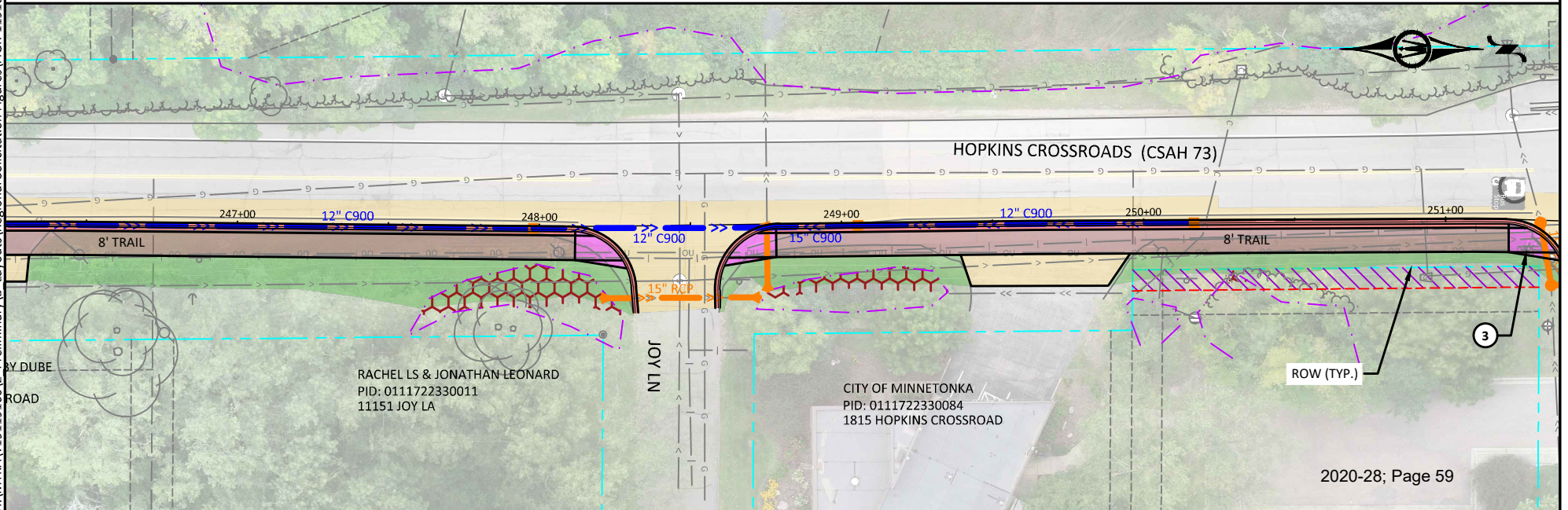
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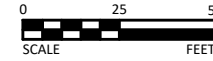
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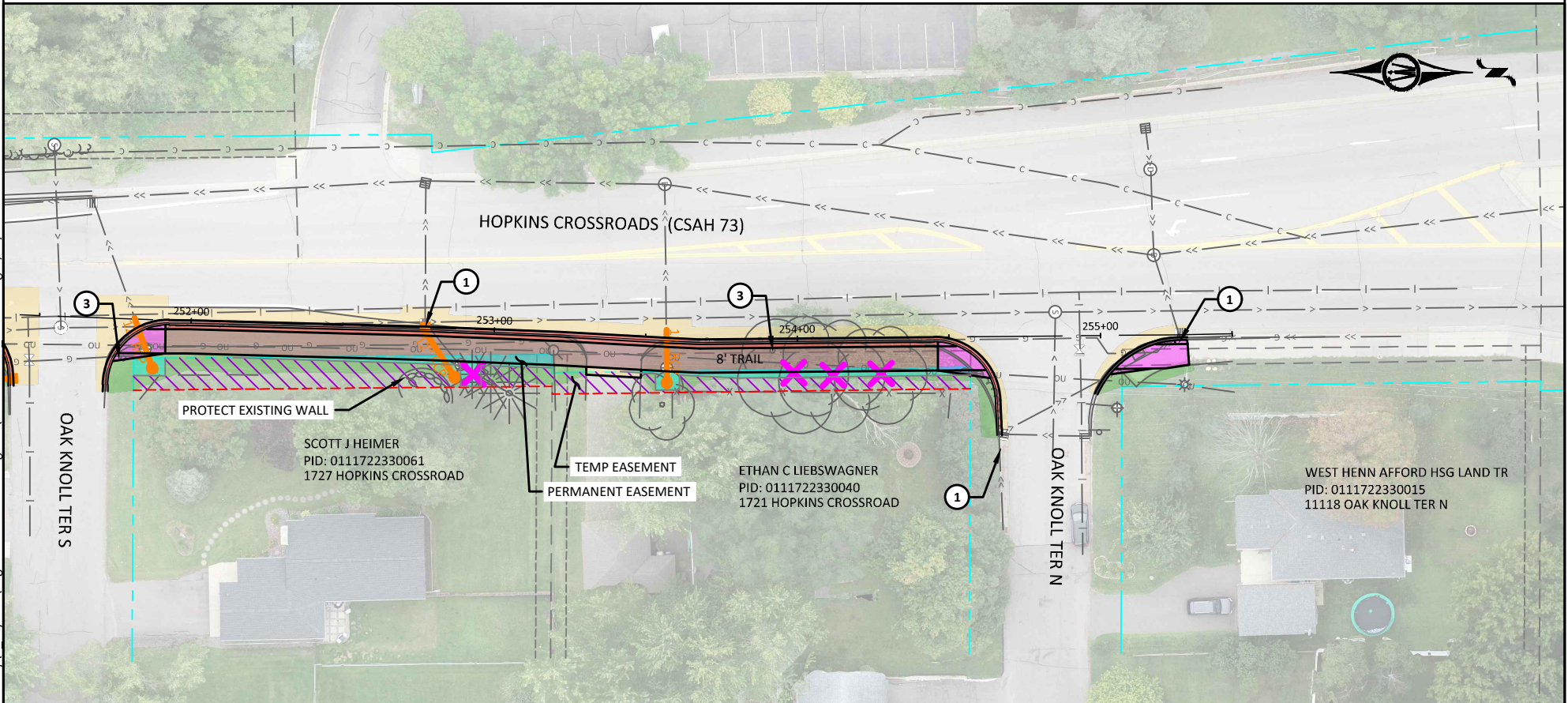
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				 WETLAND DELINEATION		



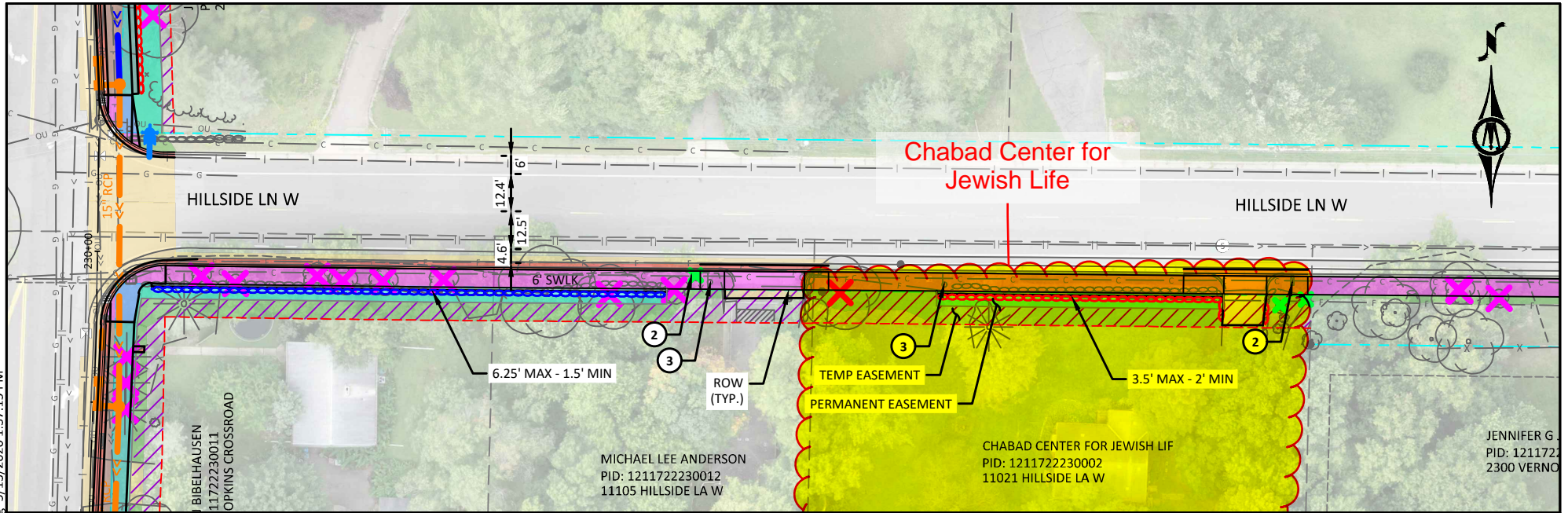
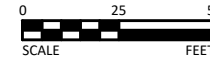
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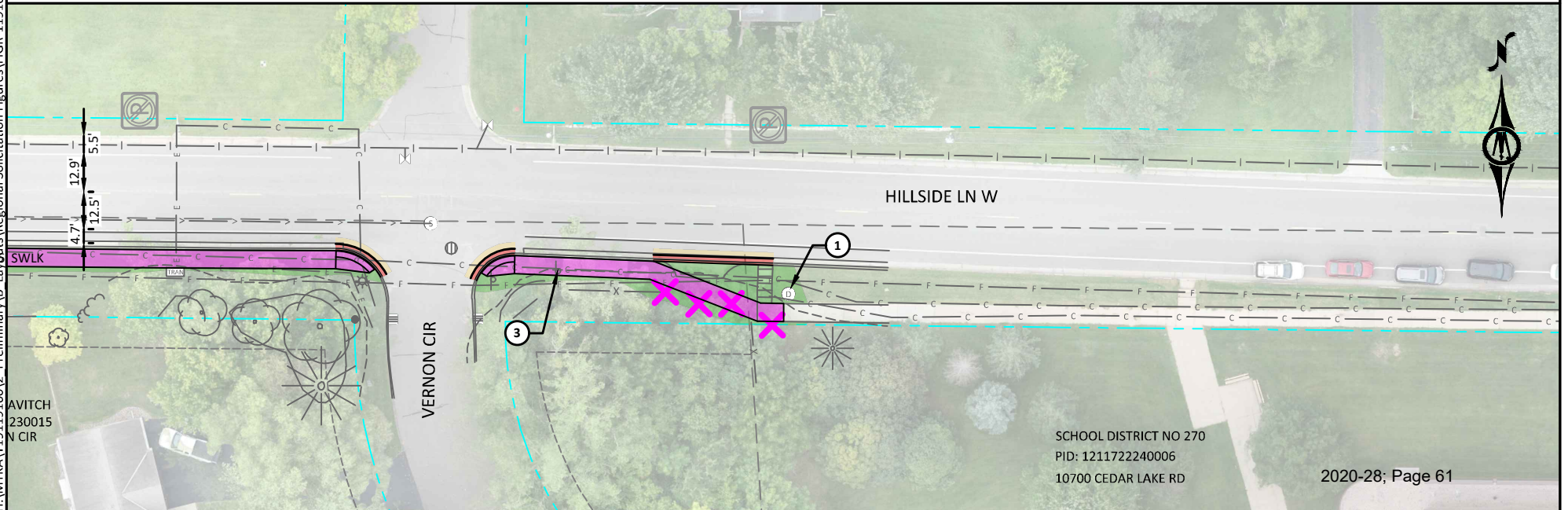
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SCHOOL DISTRICT NO 270
PID: 121172240006
10700 CEDAR LAKE RD

5' Bikeable Shoulder for Advanced Cyclists

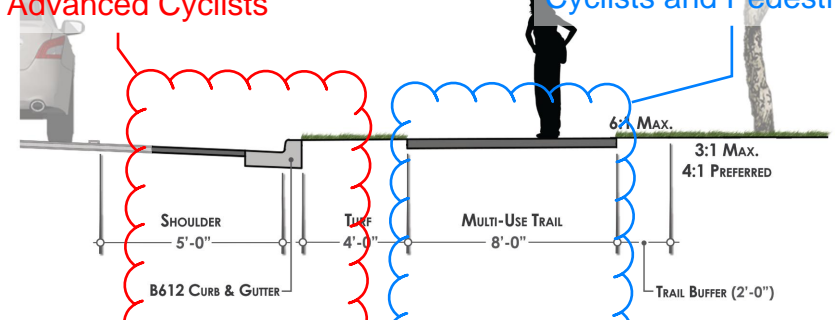
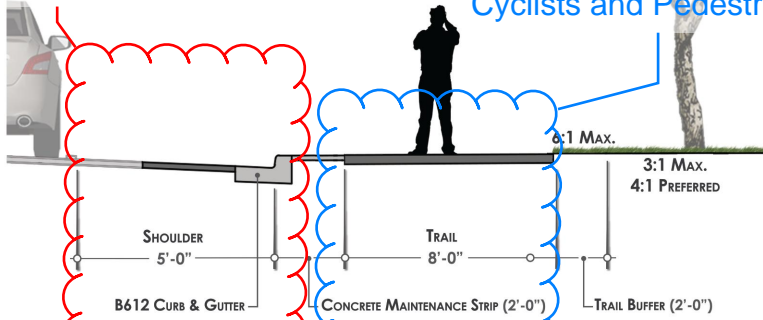
MULTI-USE TRAIL AT BACK OF CURB

8' Trail for Less-Advanced Cyclists and Pedestrians

5' Bikeable Shoulder for Advanced Cyclists

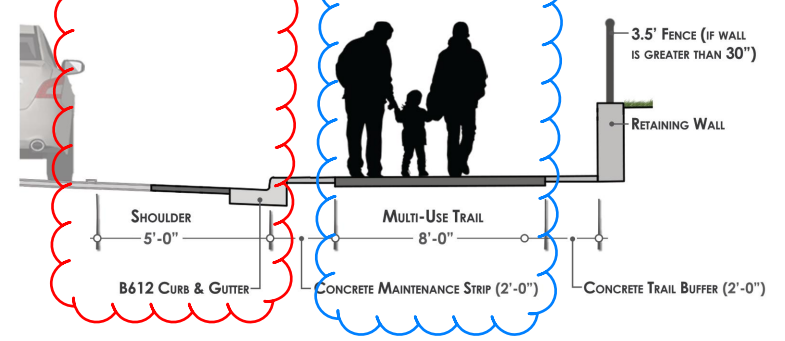
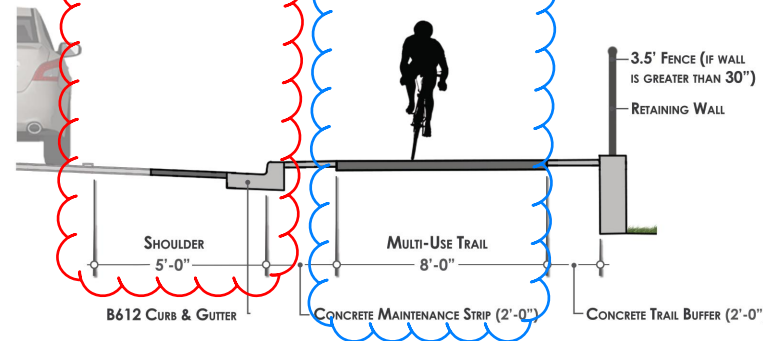
MULTI-USE TRAIL WITH BOULEVARD

8' Trail for Less-Advanced Cyclists and Pedestrians



MULTI-USE TRAIL WITH RETAINING WALL

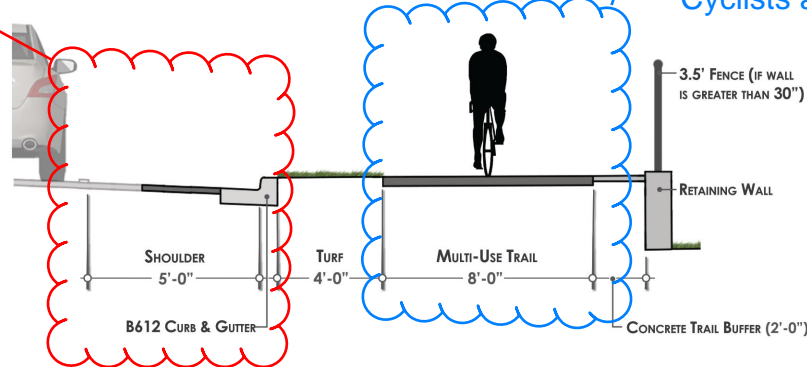
MULTI-USE TRAIL WITH RETAINING WALL



MULTI-USE TRAIL WITH RETAINING WALL

8' Trail for Less-Advanced Cyclists and Pedestrians

5' Bikeable Shoulder for Advanced Cyclists



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HENNEPIN COUNTY
MINNESOTA

April 30, 2020

Elaine Koutsoukos - TAB Coordinator
Metropolitan Council
390 North Robert Street
St. Paul, MN 55101

Re: Support for 2020 Regional Solicitation Application
CSAH 73 (Hopkins Crossroad) Multi-Use Trail Project
From Cedar Lake Road to Wayzata Boulevard (south junction)

Dear Ms. Koutsoukos,

Hennepin County has been notified that the City of Minnetonka is submitting an application for funding as part of the 2020 Regional Solicitation through the Metropolitan Council. The proposed project is the CSAH 73 (Hopkins Crossroad) Multi-Use Trail Project as identified in the city's Parks, Open Space, and Tail Plan along with the city's Draft 2019 Trail Improvement Plan.

The project will provide a multi-use trail along CSAH 73 (Hopkins Crossroad) to improve safety and mobility for people walking and biking. Hennepin County supports this funding application and acknowledges that the project aligns with the Hennepin County 2040 Bicycle Transportation Plan. In addition, Hennepin County will operate and maintain the roadway facilities along CSAH 73 (Hopkins Crossroad) for the useful life of improvements.

At this time, Hennepin County has no funding programmed in its 2020-2024 Transportation Capital Improvement Program (CIP) for this project. Therefore, county staff is currently unable to commit county cost participation in this project. However, we request that the City of Minnetonka continues to include county staff as part of the design process to ensure project success. We look forward to working together to improve safety and mobility for people walking and biking along CSAH 73 (Hopkins Crossroad).

Sincerely,



Carla Stueve, P.E., P.T.O.E.
Transportation Project Delivery Director and County Engineer

cc: Chad Ellos, P.E., P.T.O.E. – Transportation Planning Division Manager

Hennepin County Transportation Project Delivery
7009 York Avenue South, MN 55435 (Temporary)
612-596-0241 | hennepin.us



Multiuse Trails and Bicycle Facilities

Application 14097: City of Burnsville

New Multiuse Trail on Nicollet Avenue from TH 13 to CSAH 32 (Cliff Rd)

Request:

Applicant requested re-evaluation of Measure 5: Multimodal Elements and Connections (**100 points**)

Measure:

Discuss any transit or pedestrian elements that are included as part of the project and how they improve the travel experience, safety, and security for users of these modes. Applicants should make sure that new multimodal elements described in the response are accounted for as part of the cost estimate form earlier in the application. Also, describe the existing transit and pedestrian connections. Furthermore, address how the proposed bikeway project safely integrates all modes of transportation (i.e., bicyclists, transit, pedestrians, and vehicles). Applicants should note if there is no transit service in the project area and identify supporting studies or plans that address why a mode may not be incorporated in the project. The application scored **70 points**.

Applicant's Challenge:

The applicant examined the five sub-measures from the rubric the scorer used and compared them to the highest-scoring project. The applicant suggested that three of those sub-measures (traveler experience, security, and connection) compared more favorably to the other application and requested re-examination.

Scoring Review:

The scorer reviewed each of the three sub-measures and stated that other applications met their objectives better.

- Security (received 5 out of 10 points): While the application does allow separation from vehicular traffic, points were reduced due to the crossing at TH 13. At busy TH/intersections/etc., a deduction was added for lack of comfort.
- Connections (15 out of 30): Only applications that with existing facilities could receive the maximum of 30 pts. This project received the max 15 points because it serves a strong transportation connection (i.e., connections to transit, employment vs more recreational use). Projects without existing connections are creating more “new” connections.
- Traveler Experience (10 out of 20): Projects that received more points captured improved comfort for non-motorized users, such as pleasant, or scenic routes, boulevards to increase separation between modes, etc. The applicant could have further described comfort of crossings from the existing sidewalk on the west side to the new multiuse trail. The applicant only highlights the crossing at TH 13, which is not exceedingly comfortable for non-motorized. There was also no identification of streetscaping elements that would improve the user experience, such as lighting, benches, beautification elements, etc., which would have improved their score.

The scorer recommends **no change**.

August 31, 2020

Ms. Elaine Koutsoukos

Metropolitan Council - Transportation Advisory Board

390 Robert Street North

St Paul, MN 55101

August 31, 2020

Dear Ms. Koutsoukos,

On behalf of the City of Burnsville, I am respectfully asking you, your staff and the TAC Funding and Programming Committee to review the scoring that was completed for the city's Multiuse Trail Along Nicollet Avenue between TH 13 and CSAH 32 grant application in the Multiuse Trails and Bicycle Facilities category. In reading the scoring notes and methodology of the reviewer, we believe the project may not have been given full credit for some of the security, connections and integration provided. We are specifically asking staff and the Funding and Programming Committee review the scoring for Question 5 – Multimodal Elements and Connections.

The scoring methodology in Question 5 indicates this criterion measures how the project improves the travel experience, safety, and security for other modes of transportations, provides strong connections, and addresses the safe integration of these modes. The applicant is requested to discuss any transit or pedestrian elements that are included as part of the project and how they improve the travel experience, safety, and security for users of these modes. Applicants are to describe the existing transit and pedestrian connections and address how the proposed bikeway project safely integrates all modes of transportation.

The proposed project, as noted in several locations within the application, (including in Question 5, the project description, under disadvantaged populations, affordable housing access, and gaps closed/barriers removed) provides connections to a high-density area with jobs, access to existing MVTA transit facilities, the future Orange line BRT, and the RBTN. The project includes intersection improvements, median treatments, ADA improvements, and access to the existing and future Orange line BRT.

The highest scoring project received the following breakdown of points:

1. Travel experience – 20 points. The project was noted as having good streetscape elements and boulevards which add comfort to trail users.
2. Safety – 30 points. The project was noted as having added crossing enhancements and separation elements.
3. Security – 10 points. The reviewer noted that the project provided good separation from arterial traffic, should provide feeling of security for users.

4. Connections – 30 points. It was stated that the project had a strong transportation purpose.
5. Integration – 10 points. It was noted that ADA considerations were included, close connections to proposed future Blue Line BRT station.

The city's project received the following points and notes for its sub-scores.

1. Traveler experience – 10 points. The reviewer noted that there was added convenience with shared-use facility access to transit center, not much description of streetscaping elements.

We agree that the project does not have much description in terms of streetscaping, but the project provides separation with a boulevard that enhances user experience over walking/biking along Nicollet Avenue under existing conditions. Additionally, the project includes a pedestrian refuge and median safety features which should also improve traveler experience. Presently pedestrians and bicyclists must cross multiple lanes of traffic without such assistance. Clearly the proposed improvement should enhance user experience.

We believe that the scoring for this sub-category is low.

2. Safety – 30 points. The reviewer noted the pedestrian refuge & median safety features, improved crossings at TH 13.

We appreciate the reviewer acknowledging these improvements and the role that they play in the overall safety of the improvement.

3. Security – 5 points. The reviewer noted that the bicyclists and pedestrians are separate from traffic, but still close on busy TH.

We are unsure why the project would lose points due to its proximity to TH 13. Yes, the user must to cross the highway if they are going to the future Orange line station or are coming from that direction and going to the existing MVTA transit facility. The pedestrians and bicyclists are not travelling with the highway traffic, and they will have crossings with pedestrian signals when they do so, so there should not be a safety or security problem. The crossing of the highway is a very small portion of the project. The rest of the project provides boulevard buffers (which cannot be provided at an at-grade highway crossing).

We believe the scoring for this sub-category is low.

4. Connections – 15 points. The reviewer noted that the project has a clear transportation purpose, improves access to RBTN and employments centers, and has a sidewalk on the west side of the corridor.

The project is noted as having better/at least as good as project connections as the highest-scoring project. In addition to being noted as having a clear transportation purpose (like the highest scoring

project), it was noted as having connections to the RBTN and employment centers. We would also like to note that connections to the existing transit center were not acknowledged in the review, nor were future connections to the Orange line BRT station at the southern end of the project. We believe that these connections should be acknowledged. It would be consistent with the scores provided for the highest-scoring project as well as other projects scoring 20 points or more.

Typically the scorer noted clear/strong transportation purpose on projects that had 20 points or more, along with notations regarding connections for the RBTN and/or transit facilities – including the future gold line BRT. We believe that this project should score higher in this subcategory. Some projects receiving 30 points were only noted as having connections to other trails. The Burnsville project links to other trails, multiple transit facilities, the RBTN network and employment areas. These elements are all noted in Question 5 as well as in the project description.

5. Integration – 10 points. The review noted connection to Burnsville transit, ADA improvements identified.

We appreciate the acknowledgement of the existing transit facility and ADA improvements. The project also includes integration with the Orange line BRT stop.

Thank you for the opportunity to request a review of our scores on Question 5. We believe that our project addressed many of the comments that were received on other projects in the scorer's review and that the final scoring was not reflective of our project's multimodal elements. If you have any questions, please feel free to contact me at Ryan.Peterson@burnsvillemn.gov or at 952-895-4459.

Sincerely,

Ryan Peterson

Ryan Peterson, PE
Public Works Director

Multiuse Trails and Bicycle Facilities

Application 14367: City of Woodbury

Woodbury Gold Line Station Trail and Pedestrian Connections

Request:

Applicant requested re-evaluation of Measure 3A: Benefits and outreach to disadvantaged populations (**70 points**)

Measure Summary:

1. Sub-measure: Equity Population Engagement (**0 to 30 points**): Active engagement of low-income populations, people of color, persons with disabilities, youth and the elderly. Engagement should occur prior to and during a project's development, with the intent to provide direct benefits to, or solve, an expressed transportation issue, while also limiting and mitigating any negative impacts.
2. Equity Population Benefits and Impacts (**0 to 40 points**): Provide benefits and mitigate negative impacts.
 - a. (**0 to 40 points**) Describe the project's benefits to low-income populations, people of color, children, people with disabilities, and the elderly.
 - b. (**-10 to 0 points**) Describe any negative impacts to low-income populations, people of color, children, people with disabilities, and the elderly created by the project, along with measures that will be taken to mitigate them. Negative impacts that are not adequately mitigated can result in a reduction in points.

The application scored **22 points**.

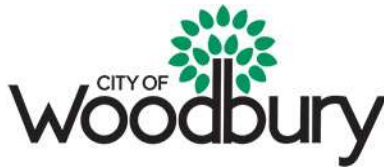
Applicant's Challenge:

The applicant suggests that the scorer may not have recognized some of the needs for the connections the project is being created. The applicant also stated that another project connected with the Gold Line received more points (project not named) in this category. That assertion is related to the outreach piece (30 of 70 points in the measure).

Scoring Review:

The scorer recommends **adding seven points** for the following sub-criteria:

- “Describing demographics/types of equity populations”. The scoresheet left this blank due to an omission (**add two points**).
- “Ability to identify, connect and describe benefits”. The description of the connection to employment and other uses is more compelling than the scorer had originally caught. (**add five points**).



8301 Valley Creek Road • Woodbury, MN 55125-3330 • woodburymn.gov
651-714-3500 • TDD 651-714-3568 • FAX 651-714-3501

August 31, 2020

TO: Elaine Koutsoukos
Transportation Advisory Board

FROM: Tony Kutzke
City Engineer
City of Woodbury

SUBJECT: City of Woodbury Gold Line Station Trail & Pedestrian Connections Application 14367 –
Scoring Appeal

The City of Woodbury would like to appeal a score received for the Gold Line Connections application submitted to the 2020 Multiuse Trail category solicitation. Specifics are as follows:

1. Gold Line Station Trail & Pedestrian Connections
 - a. Application Category: Multiuse Trails
 - b. Criteria 3A:
 - i. The scorer may not have understood from the application that the need for these connections was shared and reciprocated by the community in three high effort and profile planning processes including the Gold Line BRT, 2040 City Comprehensive Plan update, and the Woodbury Stations BRTOD Masterplan outreach. The Gold Line effort itself held six in-person opportunities within the City of Woodbury and included multi-lingual materials and surveys.

Another multiuse category application also and solely conducted engagement through Gold Line outreach efforts and scored significantly more points in the same measure. The only notable difference was that the other, higher scoring application, only discussed engagement through the Gold Line efforts and then discussed the populations living near the project area while Woodbury's application utilized the 1400-character limit to highlight three inclusive engagement processes and how the multiple efforts engaged equity populations. A significant point difference in this case seems inconsistent and in need for more clarity regarding the measure.

The City of Woodbury is grateful for your time and consideration and the opportunity to apply for Regional Solicitation funds.

A handwritten signature in blue ink, appearing to read "Tony Kutzke".

Tony Kutzke
City Engineer

Multiuse Trails and Bicycle Facilities
Application 14290: City of Arden Hills
Mounds View High School Trail Project

Request:

Applicant requested re-evaluation of Measure 4A: Gaps closed/barriers removed and/or continuity between jurisdictions improved by the project (**100 points**)

Measure Summary:

This is a two-part measure. The application receives the best score awarded out of the below two elements:

1. Qualitative assessment of project narrative discussing how the project will close a bicycle network gap, create a new or improved physical bike barrier crossing, and/or improve continuity and connections between jurisdictions. Specifically, describe how the project would accomplish the following: Close a transportation network gap, provide a facility that crosses or circumvents a physical barrier, and/or improve continuity or connections between jurisdictions.
2. Major River Barrier Crossings / Inclusion in Regional Bicycle Barrier Crossing Improvement Area:
 - a. Tier 1 Regional Bicycle Barrier Crossing Improvement Area segments & any Major River Bicycle Barrier Crossings: (100 Points)
 - b. Tier 2 Regional Bicycle Barrier Crossing Improvement Area segments: (75 Points)
 - c. Tier 3 Regional Bicycle Barrier Crossing Improvement Area segments: (50 Points)
 - d. Crossings of non-tiered Regional Bicycle Barrier segments: (25 Points)
 - e. No improvements to barrier crossings (0 Points)

The application was awarded **60 points** based on its score in part 1. Zero points were awarded in part 2.

Applicant's Challenge:

The applicant challenges the 60 points in part 1 by reiterating points discussed in the project description (nearby school enrollment) along with some outreach conducted and that the trail's extension will help make a connection over I-35W.

Scoring Review:

The scorer for part 1 awarded 60 points and noted that the application would have been clearer had it shown maps. Additionally, the text was general connections. The scorer recommends **no change**.



August 31, 2020

Elaine Koutsoukos
Transportation Advisory Board
390 Robert Street North
St. Paul, MN 55101

Subject: Re-evaluation for Regional Solicitation Application
ID # 14290, Mounds View High School Trail

Dear Ms. Koutsoukos:

The City of Arden Hills requests a re-evaluation of the score for the Mounds View High School Trail Regional Solicitation Application (ID#14290). Specifically, the score of 60 under category 4A Safety to close gaps, remove barriers, and improve continuity between jurisdictions.

The following elements of the application are highlighted for your consideration.

1. The application describes how the proposed project would address a critical safety issue related to the missing trail section along Snelling Avenue North (CSAH 76). The trail segment would improve safe pedestrian connections for Mounds View High School (Enrollment 1,794), Bethel University (Enrollment 4,500) and Valentine Hills Elementary (Enrollment 642).
2. The application described that the City's 2040 comprehensive planning process included input from residents regarding the missing trail segments. The proposed trail project forms an important connection within the larger regional trail network. Residents with children who walk to school or driving to drop their students off at school are concerned about the students walking in the street, especially during the winter months. While this group represented all residents, it was especially worrisome to low income families without the means to have their children drive to school.
3. The project maps indicate that this proposed trail project extends the community trail system along Snelling Avenue North and Lake Valentine Road, linking to the existing trail segment extending over Interstate I-35W and connecting to the City of New Brighton. I-35W is considered a major pedestrian barrier that limits opportunities for pedestrian crossings between the cities of Arden Hills and New Brighton.

The City of Arden Hills would appreciate your reconsideration of the score for category 4A related to the subject application. If you have any questions, please contact me at 651-792-7800.

Sincerely,

Dave Perrault
City Administrator

Pedestrian Facilities

Application 14288: City of Chaska

City of Chaska Highway 41 Pedestrian Improvements in Historic Downtown Chaska

Request:

Applicant requested re-evaluation of two measures:

- 3A: Socio-Economic Equity (70 points)
- 5: Multimodal Facilities and Existing Connections (150 points)

3A: Socio-Economic Equity (70 points)

Measure Summary:

1. Sub-measure: Equity Population Engagement (**0 to 30 points**): Active engagement of low-income populations, people of color, persons with disabilities, youth and the elderly. Engagement should occur prior to and during a project's development, with the intent to provide direct benefits to, or solve, an expressed transportation issue, while also limiting and mitigating any negative impacts.
2. Equity Population Benefits and Impacts (**0 to 40 points**): Provide benefits and mitigate negative impacts.
 - a. (**0 to 40 points**) Describe the project's benefits to low-income populations, people of color, children, people with disabilities, and the elderly.
 - b. (**-10 to 0 points**) Describe any negative impacts to low-income populations, people of color, children, people with disabilities, and the elderly created by the project, along with measures that will be taken to mitigate them. Negative impacts that are not adequately mitigated can result in a reduction in points.

The application scored **20 points**.

Applicant's Challenge:

The applicant is asking for a revisit of the engagement component of the score (for which the application scored 4.75/30) based on outreach held in low-income areas as well as additional information provided in the outreach portion of the Risk Assessment. The applicant cites its "Circle the Brick Trail" application in the Multi-use Trails and Bicycle Facilities category, which scored better despite being part of the same engagement process. The applicant is also asking for a revisit of the benefits component of the score (for which the application scored 15/40).

Scoring Review:

The scorer reviewed the appeal and application and does not feel that anything was missed. Note that the scorer for this category was a different person than the scorer for the Multiuse Trails and Bicycle Facilities category (where the Circle the Brick Trail was scored). While each scorer may have had different interpretations from each other, they are consistent within their own application category. For example, the scorer in the Pedestrian category awarded an average of 25.9 points while the Multiuse Trails and Bicycle Facilities scorer awarded an average of 34.5 points. To adjust this project's score based on another category would be unfair to the other projects in the Pedestrian category. The scorer recommends **no change**.

5: Multimodal Facilities and Existing Connections (150 points)

Measure:

Discuss any transit or bicycle elements that are included as part of the project and how they improve the travel experience, safety, and security for users of these modes. Applicants should make sure that new multimodal elements described in the response are accounted for as part of the cost estimate form earlier in the application. Also, describe the existing transit and bicycle connections. Furthermore, address how the proposed pedestrian facility project safely integrates all modes of transportation (i.e., pedestrians, transit, bicyclists, and vehicles). Applicants should note if there is no transit service in the project area and identify supporting studies or plans that address why mode may not be incorporated into the project. The application scored **23 points**.

Applicant's Challenge:

The applicant suggests that the reviewer may not have understood various benefits included within the response.

Scoring Review:

The scorer said that 60 of the 150 points possible were not attainable, as there is no transit. The scorer recommends **no change**.



Chaska

August 28, 2020

Metropolitan Council
Attn: Elaine Koutsoukos, TAB Coordinator
390 North Robert Street
Saint Paul, Minnesota
55101

SUBJECT: City of Chaska Highway 41 Pedestrian Improvements in Historic Downtown Chaska Application 14288 – Scoring Appeal

The City of Chaska would like to appeal a score received for the following criteria and sub measures as part of our Pedestrian Facilities application submission. Specifics are as follows:

Category: Pedestrian Facilities

Criteria 3A:

A score of 20/70 for equity engagement is not reflective of the extensive and inclusive engagement directly related to this project that resulted in a community led vision for the Highway 41 corridor in Downtown Chaska and the 2017 APA Partnership in Planning Award. The engagement efforts for our Circle the Brick multiuse trail application were conducted within the Highway 41 project process presented in this application. Yet the Circle the Brick application scored 19 points higher than the Highway 41 pedestrian facilities application, highlighting some possible inconsistencies.

The reviewer, for the Highway 41 pedestrian facilities application, may have overlooked that more than 100 public and stakeholder meetings over 2.5 years was an extensive time and opportunity allotting technique to conduct face to face engagement with representation of all populations at stake and in benefit of this project. As noted, notifications of public opportunities, both in person and online, reached nearby affordable living areas and low-income populations. With a 1400-character limit to respond to the years of engagement efforts within Measure A/Sub Measure 1, the response to Sub Measure 2 should also be considered to give the reviewer a comprehensive understanding of the populations engaged and benefited. The 1400-character limit does also not allow opportunity to highlight information shown in the affordable housing section that shares the commitment set forth by the City of Chaska to provide a variety of affordable housing options. Measure A/Sub Measure 1 states to map the location of low-income and other EJ populations, yet does not provide opportunity to attach such map until reaching Measure B/Part 1 inferring the need for a reviewer to cross reference measures to comprehensively score a response.

Criteria 5:

The reviewer may have not understood that the city's multimodal response responds to travel experience, safety, and mobility improvements for each possible mode that can be addressed in this measure. This includes pedestrians, bicyclists, connection to existing and future transit, and passenger vehicles while still accommodating a high level of heavy commercial truck traffic on a tier three truck corridor. As described in the response the increased user experience will not only be provided at a local level but a vast regional level as well. Highway 41 is one of few trunk highways and designated truck corridors that also traverse a downtown main street in the metro area. Highway 41 is also one of few river crossings in the southwest metro area. In a constrained downtown trunk highway corridor this project addresses the safety and mobility needs of each user to the highest extent possible.

Thank you for your time and consideration. The City of Chaska appreciates the opportunity to apply for Regional Solicitation funds and provide clarity in our application responses.



Kevin Ringwald, AICP
Community Development Director
City of Chaska

Safe Routes to School

Application 14045: Minneapolis

Green Central Safe Routes to School Improvements

Request:

Applicant requested re-evaluation of three measures:

- 1B: Completion of Safe Routes to School plan or local plan (100 points)
- 4A: Barriers overcome or gaps filled (100 points)
- 4B: Deficiencies corrected or safety problems addressed (150 points)

1B: Completion of Safe Routes to School (SRTS) plan or local plan (100 points)

Measure:

Confirm that the project is consistent with an adopted SRTS plan. 100 points are to be awarded when the project is specifically named in an adopted SRTS plan and 75 points are to be awarded if the project is consistent with such a plan. For meeting the latter, the application scored **75 points**.

Applicant's Challenge:

The applicant is asking for the full 100 points because it was recently awarded funding to create a SRTS plan.

Scoring Review:

The lens being applied in awarding of the full 100 points was that a SRTS plan informed the project. The language states that 100 points is awarded if “the project is specifically named in an adopted Safe Routes to School plan,” which is not the case. Therefore, the scorer recommends **no change**.

4A: Barriers overcome or gaps filled (100 points)

Measure:

Reference the “Project to RBTN Orientation” map generated at the beginning of the application process. Discuss how the project will overcome barriers (i.e., bridge or tunnel), fill gaps, or connects system segments in the pedestrian/bicycle network serving a K-12 school. The applicant should include a description of barriers and gap improvements for the project in context with the existing bicycle or pedestrian network serving the school(s). If the project is crossing or circumventing a barrier (e.g., river, stream, railroad corridor, freeway, or multi-lane highway), the applicant should describe the magnitude of the barrier (number of lanes, average daily traffic, posted speed, etc.) and how the proposed project will improve travel across or around that barrier. The description should include distance to and condition of the nearest parallel crossing of the barrier, including the presence or absence of bicycle and pedestrian facilities, number of lanes, average daily traffic, and posted speed limit. The application scored **40 points**.

Applicant's Challenge:

The applicant generally felt that a better score was warranted, due to the high-traffic roadways with which the proposed project interacts.

Scoring Review:

This project is not as far along in development as most of the other projects being applied for. While the barriers are cited, information on how they will be overcome is lacking. The scorer does not feel that anything was missed nor that any errors were made in the original review. Therefore, the scorer recommends **no change**.

4B: Deficiencies corrected or safety problems addressed (150 points)

Measure:

Discuss how the project will correct existing deficiencies or address an identified safety or security problem on the facility or within the project site. Address how these improvements will make bicycling and walking to the school a safer and appealing transportation alternative. Include any available project site-related safety data (e.g. crash data, number of conflict points to be eliminated by the project by type of conflict (bicyclist/pedestrian, bicyclist/vehicle, pedestrian/vehicle, and vehicle/vehicle)) to demonstrate the magnitude of the existing safety problem. Where available, use of local crash data for the project length is highly encouraged. Crashes involving bicyclists and pedestrians should be reported for the latest available 10-year period. As part of the response, demonstrate that the project improvements will reduce the crash potential and provide a safer environment (by referencing crash reduction factors or safety studies) and/or correct a deficiency. Qualitative data from parent surveys, other internal survey data, or stakeholder engagement supporting the safety/security improvements or deficiencies should also be addressed. The application scored **100 points**.

Applicant's Challenge:

The applicant generally felt that a better score was warranted, focusing particularly on the project's location near equity populations.

Scoring Review:

This project is not as far along in development as most of the other projects. Points were difficult to award here because while potential treatments are under consideration, the application does not point to planned improvements as well as other applications. The scorer does not feel that anything was missed nor that any errors were made in the original review. Therefore, the scorer recommends **no change**.

August 31, 2020

Elaine Koutsoukos
Transportation Advisory Board
390 Robert Street North
St. Paul, MN 55101
Email: elaine.koutsoukos@metc.state.mn.us

Dear Elaine Koutsoukos,

The City of Minneapolis is requesting that the Transportation Advisory Board re-evaluate the Green Central Safe Route to School application (14045) for the following reasons:

- Section 1B: In Spring 2020, Green Central Elementary School was awarded a MnDOT Safe Routes to School Planning Grant. This is explained in our application in section 5A: “In spring 2020, Minneapolis Public Schools was awarded a SRTS planning grant for Green Central Elementary. Planning activities are anticipated to be complete in summer and fall 2020 and will include a parent survey. The planning work to be completed as part of this grant will help inform the Green Central SRTS infrastructure project and will help facilitate conversations with key stakeholders in relation to this project.”

As a new scoring criterion within the Safe Routes to School application, this score does not consider recently awarded planning grants that would allow the applicant to concurrently complete a plan with a funded project. This further highlights the project’s ability to immediately implement major components of an adopted plan that align with Safe Routes to School program elements, leading to a more efficient planning process for this project.

- Section 4A: This project will address several major barriers for students along the project route, such as high-volume streets and High Injury Streets – streets where crashes are more likely to result in severe injury or death as identified by Minneapolis’ Vision Zero Action Plan. This project route crosses four High Injury Streets, highlighted below. Safety improvements are planned at each of these intersections as part of this project:
 - East Lake Street (A-Minor Augmentor; 17,100 AADT)
 - Portland Avenue (A-Minor Reliever; 9,000 AADT)
 - Park Avenue (A-Minor Reliever; 8,200 AADT)
 - East 31st Street (Major Collector; 7,100 AADT)

This project also intersects three RBTN Tier 1 Alignments (see Appendix E) – Portland Avenue, Park Avenue, and the Midtown Greenway which has approximately 3,000 people walking and biking – in this area daily and provides a direct connection to the regional trail network. This project will also connect to the Andersen Safe Routes to School project which continues the goals of building out the City’s Walking Routes for Youth network and providing students with safe routes to walk or bike to school, parks and navigate their neighborhoods.

- Section 4B: Equity is essential to our Minneapolis' Vision Zero work, and this project specifically, as traffic crashes disproportionately impact people in neighborhoods with lower incomes, Native American residents, and people walking and bicycling. This project is rooted in our Vision Zero work – aiming to address significant traffic safety barriers and working to provide more equitable outcomes for communities that are disproportionately impacted by High Injury Streets, such as Lake Street. Green Central Elementary School and this project route is located within a low-income community with the majority of Phillips community being composed of Black, Indigenous, or people of color (see Section 3A), a population who has historically been overrepresented in severe injury and fatal crashes. In Minneapolis, Indigenous people are about 1% of the Minneapolis population, but were 9% of fatal bicycle and pedestrian and 8% of fatal vehicle crashes in the studied period. Everyone should be safe no matter their background, where they live, or how they get around. We are working to address that as part of our Vision Zero work.

As outlined in the project description, this project is proposing traffic safety treatments to help encourage safer travel speeds along the corridor, treatments to narrow the roadway at intersections in order to decrease the crossing distance, improve pedestrian visibility, upgrading traffic control devices to provide pedestrian crossing priority, including lighting to improve visibility and security, and installing missing sidewalk and trail segments to close gaps in the bicycle and pedestrian network. The goal of each of these treatments is to reduce the number of crashes along this route, to provide a safe, low-stress route for students and community members alike, and to ensure more equitable safety outcomes for this neighborhood which is bound by High Injury Streets in all directions.

Thank you for re-evaluating our application and consideration.

Sincerely,



Amy Morgan

Cc: Jenifer Hager - Minneapolis, TAC Representative
Nathan Koster - Minneapolis, Funding and Programming Representative