Application

10350 - 2018 Multiuse Trails and Bicycle Facilities

10849 - Bottineau Boulevard Multi-Use Trail

Regional Solicitation - Bicycle and Pedestrian Facilities

Status:	Submitted
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Primary Contact

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What Grant Programs are you most interested in?	Regional Solicitation - Roadways Including Multimodal Elements			

Organization Information

Name:	HENNEPIN COUNTY

Jurisdictional Agency (if different):	
Organization Type:	County Government
Organization Website:	
Address:	701 FOURTH AVE S #400

*	MINNEAPOLIS	Minnesota	55401-1362
	City	State/Province	Postal Code/Zip

County:	Hennepin
Phone:*	612-348-9260 Ext.
Fax:	
PeopleSoft Vendor Number	0000028004A19

Project Information

Project Name	Bottineau Boulevard Multi-Use Trail Project
Primary County where the Project is Located	Hennepin
Cities or Townships where the Project is Located:	Osseo and Brooklyn Park
Jurisdictional Agency (If Different than the Applicant):	

Brief Project Description (Include location, road name/functional class, type of improvement, etc.)

Hennepin County is proposing to construct a multi-use paved trail along Bottineau Boulevard from 85th Avenue N (CSAH 109) to 1st Avenue NW in Brooklyn Park and Osseo. It is anticipated that the multi-use trail will be 10 feet wide, however, further investigation will occur during the design phase to determine if this is feasible. The multi-use trail will meet ADA requirements, accommodate two-way directional traffic, incorporate wayfinding signage, and provide local access points. This project will complete the final segment of a major regional trail, known as the Crystal Lake Regional Trail. Upon completion of this project, people walking and biking can directly connect to the Downtown Osseo commercial corridor, the Medicine Lake Regional Trail, the Rush Creek Regional Trail and the Grand Rounds in Minneapolis. Additionally, this gap has been identified as part of the Hennepin County 2040 Bicycle Transportation Plan as a future off-street bikeway.

Bottineau Boulevard (CSAH 81) is a major north-south connection, linking Minneapolis to the northwest suburbs. Bottineau Boulevard, an A-minor arterial expander, is a divided rural highway with two lanes of traffic and turn lanes provided at intersections. The posted speed limit is 45 mph, and the Average Annual Daily Traffic (AADT) volume is 19,000 vehicles per day. Currently, there are no facilities along this section of roadway for people walking and biking. People walking and biking must either share Bottineau Boulevard with high-speed vehicles, utilize a fragmented service road, or choose circuitous local streets.

With the planned Blue Line Extension, the county expects additional pedestrian and bicycle traffic along this corridor. In 2016, Hennepin County conducted the Bottineau LRT/ Metro Blue Line Extension Study which was created to understand

how to provide safe, low-stress, and accessible connections for people walking and biking in order to complement the new light rail stations. While the nearest proposed station will be constructed at 85th Avenue N and W Broadway Avenue, just under a mile from this project, the plan incorporates this location as part of the 85th Avenue station bikeshed. Three Rivers Park District's Crystal Lake Regional Trail master plan estimates annual trail visits will be over 280,000 people, with between 15-20% of these visits primarily for transportation. As a result, Hennepin County anticipates that the multi-use trail along Bottineau Boulevard will provide important first and last mile connections to the nearby transit station as well as access to key destinations along the Bottineau Boulevard corridor.

(Limit 2,800 characters; approximately 400 words)

TIP Description Guidance (will be used in TIP if the project is selected for funding)

CSAH 81 (Bottineau Boulevard) from CSAH 109 (85th Avenue N) to 1st Avenue NW in Brooklyn Park and Osseo - Construct multi-use trail and ADA improvements

Project Length (Miles)

0.7

to the nearest one-tenth of a mile

Project Funding

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

No

If yes, please identify the source(s)

Federal Amount

$1,562,348.00

Match Amount

$390,587.00

Minimum of 20% of project total

Project Total

$1,952,935.00

Match Percentage

20.0%

Minimum of 20%
Compute the match percentage by dividing the match amount by the project total

Source of Match Funds

Hennepin County

A minimum of 20% of the total project cost must come from non-federal sources; additional match funds over the 20% minimum can come from other federal sources

Preferred Program Year

Select one: 2023

Select 2020 or 2021 for TDM projects only. For all other applications, select 2022 or 2023.

Additional Program Years:

Select all years that are feasible if funding in an earlier year becomes available.

Project Information

County, City, or Lead Agency Hennepin County

Zip Code where Majority of Work is Being Performed 55369

(Approximate) Begin Construction Date 05/02/2023

(Approximate) End Construction Date 10/30/2023

Name of Trail/Ped Facility: Crystal Lake Regional Trail

(i.e., CEDAR LAKE TRAIL)

TERMINI:(Termini listed must be within 0.3 miles of any work)

From:
(Intersection or Address) 85th Avenue N (CSAH 109)

To:
(Intersection or Address) 1st Avenue NW

DO NOT INCLUDE LEGAL DESCRIPTION; INCLUDE NAME OF ROADWAY IF MAJORITY OF FACILITY RUNS ADJACENT TO A SINGLE CORRIDOR

Or At:

Primary Types of Work MULTI-USE TRAIL, ADA, CURB, PAVEMENT, DRAINAGE, STRIPING

Examples: GRADE, AGG BASE, BIT BASE, BIT SURF, SIDEWALK, SIGNALS, LIGHTING, GUARDRAIL, BIKE PATH, PED RAMPS, BRIDGE, PARK AND RIDE, ETC.

BRIDGE/CULVERT PROJECTS (IF APPLICABLE)

Old Bridge/Culvert No.:

New Bridge/Culvert No.:

Structure is Over/Under
(Bridge or culvert name):

Requirements - All Projects

All Projects

1.The project must be consistent with the goals and policies in these adopted regional plans: Thrive MSP 2040 (2014), the 2040 Transportation Policy Plan (2015), the 2040 Regional Parks Policy Plan (2015), and the 2040 Water Resources Policy Plan (2015).

Check the box to indicate that the project meets this requirement. Yes

2.The project must be consistent with the 2040 Transportation Policy Plan. Reference the 2040 Transportation Plan goals, objectives, and strategies that relate to the project.

List the goals, objectives, strategies, and associated pages:

Goal B: Safety and Security - The regional transportation system is safe and secure for all users.

Objective: A) Reduce crashes and improve safety and security for all modes of passenger travel and freight transport.

Strategies: B1, B4, B6

Pages: 60 and 162

Goal C: Access to Destinations - People and businesses prosper by using a reliable, affordable, and efficient multimodal transportation system that connects them to destinations throughout the region and beyond.

Objectives: A) Increase the availability of multimodal travel options, especially in congested highway corridors. D) Increase transit ridership and share of trips taken using transit, bicycling, and walking. E) Improve multimodal travel options for people of all ages and abilities to connect to jobs and other opportunities, particularly for historically underrepresented populations.

Strategies: C1, C2, C15, C16

Pages: 62 & 163-166

Goal D: Competitive Economy - The Regional transportation system supports the economic competitiveness, vitality, and prosperity of the region and state.

Objectives: A) Improve multimodal transportation access to regional job concentrations identified in Thrive MSP 2040. B) Invest in a multimodal

transportation system to attract and retain businesses and residents.

Strategies: D1, D3

Pages: 64 & 166-167

Goal E: Goal E: Healthy Environment - The regional transportation system advances equity and contributes to communities' livability and sustainability while protecting the natural, cultural, and developed environments.

Objectives: A) Reduce transportation- related air emissions. C) Increase the availability and attractiveness of transit, bicycling and walking to encourage healthy communities and active car-free lifestyles. D) Provide a transportation system that promotes community cohesion and connectivity for people of all ages and abilities, particularly for historically under represented populations.

Strategies: E3, E6

Pages: 66 & 167-168

(Limit 2500 characters; approximately 750 words)

3.The project or the transportation problem/need that the project addresses must be in a local planning or programming document. Reference the name of the appropriate comprehensive plan, regional/statewide plan, capital improvement program, corridor study document [studies on trunk highway must be approved by the Minnesota Department of Transportation and the Metropolitan Council], or other official plan or program of the applicant agency [includes Safe Routes to School Plans] that the project is included in and/or a transportation problem/need that the project addresses.

List the applicable documents and pages:

- Hennepin County Board Resolution for 2018 Regional Solicitation Projects

- Hennepin County 2040 Bicycle Transportation Plan: pages 36-37, 44-45, 50

- Hennepin County Pedestrian Plan: pages 16 and 52

- City of Osseo 2030 Comprehensive Plan: pages 8-14 - 8-16
- City of Brooklyn Park 2030 Comprehensive Plan: page 5-20, 5-24
- Brooklyn Park Station Area Plan: pages 26-30

- Bottineau LRT/ Metro Blue Line Extension Bicycle Study: page 2-10

- Crystal Lake Regional Trail Master Plan - entire document

(Limit 2500 characters; approximately 750 words)

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

Check the box to indicate that the project meets this requirement. Yes

5.Applicants that are not cities or counties in the seven-county metro area with populations over 5,000 must contact the MnDOT Metro State Aid Office prior to submitting their application to determine if a public agency sponsor is required.

Check the box to indicate that the project meets this requirement. Yes

6.Applicants must not submit an application for the same project in more than one funding sub-category.

Check the box to indicate that the project meets this requirement. Yes

7.The requested funding amount must be more than or equal to the minimum award and less than or equal to the maximum award. The cost of preparing a project for funding authorization can be substantial. For that reason, minimum federal amounts apply. Other federal funds may be combined with the requested funds for projects exceeding the maximum award, but the source(s) must be identified in the application. Funding amounts by application category are listed below.
Multiuse Trails and Bicycle Facilities: *$250,000 to $5,500,000*
Pedestrian Facilities (Sidewalks, Streetscaping, and ADA): *$250,000 to $1,000,000*
Safe Routes to School: *$150,000 to $1,000,000*

Check the box to indicate that the project meets this requirement. Yes

8.The project must comply with the Americans with Disabilities Act (ADA).

Check the box to indicate that the project meets this requirement. Yes

9.In order for a selected project to be included in the Transportation Improvement Program (TIP) and approved by USDOT, the public agency sponsor must either have, or be substantially working towards, completing a current Americans with Disabilities Act (ADA) self-evaluation or transition plan that covers the public right of way/transportation, as required under Title II of the ADA.

The applicant is a public agency that employs 50 or more people and has an adopted ADA transition plan that covers the public right of way/transportation.		Date plan adopted by governing body	
The applicant is a public agency that employs 50 or more people and is currently working towards completing an ADA transition plan that covers the public rights of way/transportation.	Yes	05/02/2011 Date process started	04/06/2020 Date of anticipated plan completion/adoption
The applicant is a public agency that employs fewer than 50 people and has a completed ADA self-evaluation that covers the public rights of way/transportation.		Date self-evaluation completed	
The applicant is a public agency that employs fewer than 50 people and is working towards completing an ADA self-evaluation that covers the public rights of way/transportation.		Date process started	Date of anticipated plan completion/adoption
(TDM Applicants Only) The applicant is not a public agency subject to the self-evaluation requirements in Title II of the ADA.			

10.The project must be accessible and open to the general public.

Check the box to indicate that the project meets this requirement. Yes

11.The owner/operator of the facility must operate and maintain the project year-round for the useful life of the improvement, per FHWA direction established 8/27/2008 and updated 6/27/2017.

Check the box to indicate that the project meets this requirement. Yes

12.The project must represent a permanent improvement with independent utility. The term independent utility means the project provides benefits described in the application by itself and does not depend on any construction elements of the project being funded from other sources outside the regional solicitation, excluding the required non-federal match.
Projects that include traffic management or transit operating funds as part of a construction project are exempt from this policy.

Check the box to indicate that the project meets this requirement. Yes

13.The project must not be a temporary construction project. A temporary construction project is defined as work that must be replaced within five years and is ineligible for funding. The project must also not be staged construction where the project will be replaced as part of future stages. Staged construction is eligible for funding as long as future stages build on, rather than replace, previous work.

Check the box to indicate that the project meets this requirement. Yes

14.The project applicant must send written notification regarding the proposed project to all affected state and local units of government prior to submitting the application.

Check the box to indicate that the project meets this requirement. Yes

Requirements - Bicycle and Pedestrian Facilities Projects

1.All projects must relate to surface transportation. As an example, for multiuse trail and bicycle facilities, surface transportation is defined as primarily serving a commuting purpose and/or that connect two destination points. A facility may serve both a transportation purpose and a recreational purpose; a facility that connects people to recreational destinations may be considered to have a transportation purpose.

Check the box to indicate that the project meets this requirement. Yes

Multiuse Trails on Active Railroad Right-of-Way:

2.All multiuse trail projects that are located within right-of-way occupied by an active railroad must attach an agreement with the railroad that this right-of-way will be used for trail purposes.

Check the box to indicate that the project meets this requirement.

Upload Agreement PDF

Check the box to indicate that the project is not in active railroad right-of-way. Yes

Safe Routes to School projects only:

3.All projects must be located within a two-mile radius of the associated primary, middle, or high school site.

Check the box to indicate that the project meets this requirement.

4.All schools benefitting from the SRTS program must conduct after-implementation surveys. These include the student travel tally form and the parent survey available on the National Center for SRTS website. The school(s) must submit the after-evaluation data to the National Center for SRTS within a year of the project completion date. Additional guidance regarding evaluation can be found at the MnDOT SRTS website.

Check the box to indicate that the applicant understands this requirement and will submit data to the National Center for SRTS within one year of project completion.

Requirements - Bicycle and Pedestrian Facilities Projects

Specific Roadway Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Mobilization (approx. 5% of total cost)	$68,000.00
Removals (approx. 5% of total cost)	$68,000.00
Roadway (grading, borrow, etc.)	$47,200.00
Roadway (aggregates and paving)	$248,500.00
Subgrade Correction (muck)	$0.00
Storm Sewer	$150,000.00
Ponds	$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	$24,500.00
Traffic Control	$39,700.00
Striping	$5,000.00
Signing	$35,000.00
Lighting	$0.00
Turf - Erosion & Landscaping	$50,000.00
Bridge	$0.00
Retaining Walls	$450,000.00
Noise Wall (not calculated in cost effectiveness measure)	$0.00
Traffic Signals	$0.00
Wetland Mitigation	$0.00

Other Natural and Cultural Resource Protection	$0.00
RR Crossing	$0.00
Roadway Contingencies	$360,000.00
Other Roadway Elements	$0.00
Totals	**$1,545,900.00**

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	$226,335.00
Sidewalk Construction	$0.00
On-Street Bicycle Facility Construction	$0.00
Right-of-Way	$0.00
Pedestrian Curb Ramps (ADA)	$56,000.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	$19,000.00
Pedestrian-scale Lighting	$0.00
Streetscaping	$11,000.00
Wayfinding	$700.00
Bicycle and Pedestrian Contingencies	$94,000.00
Other Bicycle and Pedestrian Elements	$0.00
Totals	**$407,035.00**

Specific Transit and TDM Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Fixed Guideway Elements	$0.00
Stations, Stops, and Terminals	$0.00
Support Facilities	$0.00
Transit Systems (e.g. communications, signals, controls, fare collection, etc.)	$0.00
Vehicles	$0.00
Contingencies	$0.00
Right-of-Way	$0.00
Other Transit and TDM Elements	$0.00
Totals	**$0.00**

Transit Operating Costs

Number of Platform hours	0
Cost Per Platform hour (full loaded Cost)	$0.00
Subtotal	$0.00
Other Costs - Administration, Overhead,etc.	$0.00

Totals

Total Cost	$1,952,935.00
Construction Cost Total	$1,952,935.00
Transit Operating Cost Total	$0.00

Measure A: Project Location Relative to the RBTN

Select one:

Tier 1, Priority RBTN Corridor	
Tier 1, RBTN Alignment	Yes
Tier 2, RBTN Corridor	
Tier 2, RBTN Alignment	
Direct connection to an RBTN Tier 1 corridor or alignment	
Direct connection to an RBTN Tier 2 corridor or alignment	

OR

Project is not located on or directly connected to the RBTN but is part of a local system and identified within an adopted county, city or regional parks implementing agency plan.	
Upload Map	1530109341639_CSAH 81 Bike Corridors Map_060818.pdf

Please upload attachment in PDF form.

Measure A: Population Summary

Existing Population Within One Mile (Integer Only)	22601
Existing Employment Within One Mile (Integer Only)	18705
Upload the "Population Summary" map	1530109390702_CSAH 81 Population_Employment Map_060818.pdf

Please upload attachment in PDF form.

Measure 2B: Snow and ice control

Maintenance plan or policy for snow-removal for year-round use:

(50 Points)

Yes

Response: If yes, please include a link to and/or description of maintenance plan.

https://www.hennepin.us/-/media/hennepinus/business/work-with-hennepin-county/docs-m-z/cost-part-policy-feb-2012-final.pdf?la=en

Additionally, Three Rivers Park District agrees to maintain this trail for the useful life of the project improvement.

Upload Maintenance Plan (if no link is available)

Please upload attachment in PDF form.

Measure A: Connection to disadvantaged populations and projects benefits, impacts, and mitigation

Select one:

Project located in Area of Concentrated Poverty with 50% or more of residents are people of color (ACP50):

(up to 100% of maximum score)

Project located in Area of Concentrated Poverty:

(up to 80% of maximum score)

Projects census tracts are above the regional average for population in poverty or population of color:

(up to 60% of maximum score)

Yes

Project located in a census tract that is below the regional average for population in poverty or populations of color or includes children, people with disabilities, or the elderly:

(up to 40% of maximum score)

1.(0 to 3 points) A successful project is one that has actively engaged low-income populations, people of color, children, persons with disabilities, and the elderly during the project's development with the intent to limit negative impacts on them and, at the same time, provide the most benefits.
Describe how the project has encouraged or will engage the full cross-section of community in decision-making. Identify the communities to be engaged and where in the project development process engagement has occurred or will occur. Elements of quality engagement include: outreach to specific communities and populations that are likely to be directly impacted by the project; techniques to reach out to populations traditionally not involved in the community engagement related to transportation projects; residents or users identifying potential positive and negative elements of the project; and surveys, study recommendations, or plans that provide feedback from populations that may be impacted by the proposed project. If relevant, describe how NEPA or Title VI regulations will guide engagement activities.

Response:

Engagement for the Crystal Lake Regional Trail began several years ago when Three Rivers Park District started the master plan process. Community engagement was expanded through the station area planning process, and will be a crucial element of this project moving forward.

Through the station area planning process, engagement with stakeholders began in 2015. As part of the process, The Health Equity and Engagement Cohort was formed in order to more meaningfully engage with community members, specifically those groups who tend to be underrepresented. The Cohort, along with business owners, residents, and local leaders participated in several workshops that had a direct impact on the station area plan. The project team learned that the community desires better connections to the North Hennepin Community College, county library, and access to non-motorized facilities.

Moving forward, Hennepin County staff will draw on community groups from the station area planning process to ensure that the process is inclusive to all. Hennepin County anticipates that it will mirror the engagement strategy for the Webber 44 project (PDF attached to this application), including a combination of on-line and in-person engagement, such as pop-up outreach and open house events near the project site.

(Limit 1,400 characters; approximately 200 words)

2.(0 to 7 points) Describe the projects benefits to low-income populations, people of color, children, people with disabilities, and the elderly. Benefits could relate to safety; public health; access to destinations; travel time; gap closure; leveraging of other beneficial projects and investments; and/or community cohesion. Note that this is not an exhaustive list.

Upon completion of this trail gap and the 85th Avenue station, residents will be able to access new places via biking, walking, and public transportation, which were previously inaccessible. A portion of this trail project is located in a census tract that is above the regional average concentration for population in poverty or population of color.

Additionally, 11% of people within the station area are living in poverty. Considering that many low-income communities have lower rates of vehicle ownership and rely heavily on public transportation, walking, and biking at higher rates than those with greater income; access to safe, comfortable, and convenient forms of transportation are critical.

Response:

The Brooklyn Park Station Area Plan notes the importance of access to parks as a key component of healthy communities. As a result of this project, residents will have direct access to the Medicine Lake Regional Trail, Rush Creek Regional Trail, Grand Rounds in Minneapolis, and nearby park land, such as the Elm Creek Park Reserve via the Crystal Lake Regional Trail. The station area plan focuses on health equity and ensuring that the Blue Line Extension, along with nearby multi-use trail projects, enhances the livability and accessibility for community members.

Additionally, the health equity portion of the station area plan focuses on engaging low-income, minority, and immigrant populations to reduce health disparities through community improvements like affordable housing and bicycle and pedestrian infrastructure. The benefits of the proposed multi-use trail along Bottineau Boulevard will only increase as affordable housing, mixed-use development, and other residential and commercial development are constructed near the station.

A key connection at the future 85th Avenue station is the North Hennepin Community College and the Hennepin County Brooklyn Park Branch Library. The community college includes a diverse group of students (one of the most diverse community colleges in the state), and is a main driver in the development around the future station as well as a key component in ridership projections. In 2010, more than 10,000 students were enrolled over the course of the year. A multi-use trail along Bottineau Boulevard will provide a much needed connection for nearby residents, students, and visitors. Finally, Osseo High School is just a few blocks north of the project limits and situated along a completed portion of the Crystal Lake Regional Trail. Upon completion of this segment, students will have the option to access the trail from the nearby residential neighborhood.

(Limit 2,800 characters; approximately 400 words)

3.(-3 to 0 points) Describe any negative externalities created by the project along with measures that will be taken to mitigate them. Negative externalities can result in a reduction in points, but mitigation of externalities can offset reductions.
Below is a list of negative impacts. Note that this is not an exhaustive list.
Increased difficulty in street crossing caused by increased roadway width, increased traffic speed, wider turning radii, or other elements that negatively impact pedestrian access.
Increased noise.
Decreased pedestrian access through sidewalk removal / narrowing, placement of barriers along the walking path, increase in auto-oriented curb cuts, etc.
Project elements that are detrimental to location-based air quality by increasing stop/start activity at intersections, creating vehicle idling areas, directing an increased number of vehicles to a particular point, etc.
Increased speed and/or cut-through traffic.
Removed or diminished safe bicycle access.
Inclusion of some other barrier to access to jobs and other destinations.
Displacement of residents and businesses.
Construction/implementation impacts such as dust; noise; reduced access for travelers and to businesses; disruption of utilities; and eliminated street crossings. These tend to be temporary.
Other

Response:

Staff does not anticipate any negative impacts of significance caused by the Bottineau Boulevard multi-use trail project. This project will close a gap along the Crystal Lake Regional Trail, provide a dedicated and separated space for people walking and biking, ensure crossings at intersections are ADA compliant, and therefore, will only improve the environment for those who walk, bike, and roll. The new trail will create a connection to the Crystal Lake Regional Trail that is accessible to all ages and abilities.

Construction impacts such as dust and noise will be temporary and last only during the construction period. Hennepin County will ensure that businesses directly impacted by the construction are aware of the project and understand who to contact in case of any questions.

(Limit 2,800 characters; approximately 400 words)

Upload Map

1530110064718_CSAH 81 SocioEconomic_060818.pdf

Measure B: Affordable Housing

City	Segment Length (For stand-alone projects, enter population from Regional Economy map) within each City/Township	Segment Length/Total Project Length	Score	Housing Score Multiplied by Segment percent
Osseo	0.6	0.86	67.0	57.429
Brooklyn Park	0.1	0.14	100.0	14.286

Total Project Length

Total Project Length (as entered in the "Project Information" form) 0.7

Affordable Housing Scoring

Total Project Length (Miles) or Population	0.7
Total Housing Score	71.715

Affordable Housing Scoring

Measure A: Gaps, Barriers and Continuity/Connections

Check all that apply:

Gap improvements can be on or off the RBTN and may include the following:
• Providing a missing link between existing or improved segments of a regional (i.e., RBTN) or local transportation network;

•Improving bikeability to better serve all ability and experience levels by:
• Providing a safer, more protected on-street facility;

•Improving crossings at busy intersections (signals, signage, pavement markings); OR

•Improving a bike route or providing a trail parallel to a highway or arterial roadway along a lower-volume neighborhood collector or local street. Barrier crossing improvements (on or off the RBTN) can include crossings (over or under) of rivers or streams, railroad corridors, freeways, or multi-lane highways, or enhanced routes to circumvent the barrier by channeling bicyclists to existing safe crossings or grade separations. (For new barrier crossing projects, data about the nearest parallel crossing (as described above) must be included in the application to be considered for the full allotment of points under this criterion).

Closes a transportation network gap and/or provides a facility that crosses or circumvents a physical barrier	Yes

Improves continuity and/or connections between jurisdictions (on or off the RBTN) (e.g., extending a specific bikeway facility treatment across jurisdictions to improve consistency and inherent bikeability)

Improves Continuity and/or Connections Between Jurisdictions	Yes

Response:

This project completes the final gap in the Crystal Lake Regional Trail, connects Brooklyn Park with Osseo, and will serve as an important first and last mile connection once the Blue Line Extension Light Rail Transit project is complete. This segment, extending parallel on the east side of Bottineau Boulevard, from 85th Avenue N to 1st Avenue NW, is classified as an RBTN Tier 1 alignment, and also intersects with an RBTN Tier 2 corridor just beyond the project's northern terminus.

Bottineau Boulevard is a divided rural highway with two vehicle lanes in each direction. The speed limit is 45 mph, and the AADT is 19,000 vehicles per day. Under existing conditions, people desiring to connect to Crystal Lake Regional Trail at 1st Avenue NW or 85th Avenue N must share Bottineau Boulevard with high speed vehicles, choose a fragmented service road, or take an indirect route by way of local streets. The local streets, which are one lane in each direction plus on-street parking, provide sidewalk access. While the local streets offer lower traffic speeds and volumes in comparison to Bottineau Boulevard, they do not provide dedicated bicycle facilities. There are neither sidewalks nor bicycle facilities along the two-lane service road. Without the presence of a trail along Bottineau Boulevard, the most direct route, many people may see Bottineau Boulevard as a barrier to biking and walking and choose to drive instead. The construction of a trail parallel to the roadway will provide a safe, comfortable, and accessible option for people who desire to bike and walk.

Additionally, this project addresses a physical barrier as defined by the Regional Bicycle Barriers Study. The intersection of Bottineau Boulevard and 85th Avenue N is categorized as an expressway barrier type (ID H063). While this project does not

address pedestrian or bicycle crossing of Bottineau Boulevard, it does support two-way bicycle and pedestrian traffic to ensure that people traveling northbound and southbound have a safe, comfortable, and accessible facility. In Hennepin County's 2040 Bicycle Transportation Plan, the west side of Bottineau Boulevard is a designated planned off-street facility. Currently, neither Bottineau Boulevard nor its service road include facilities for people walking or biking; however, should this project be awarded funding, the multi-use trail will address this current need.

(Limit 2,800 characters; approximately 400 words)

Measure B: Project Improvements

Response:

As described in Hennepin County's 2040 Bicycle Transportation Plan, the County is dedicated to providing infrastructure for the 'interested but concerned,' a group who make up more than half of the population. This group of people would be more likely to bike if facilities were safe, comfortable and separate from moving vehicles. Facilities, such as the Bottineau Boulevard multi-use trail project provide complete separation from the roadway and a dedicated space for people of all ages and abilities to bike, walk, and roll along a roadway that currently only serves people driving.

The southern terminus of this project at 85th Avenue N is a signalized four-legged intersection, while the northern terminus at 1st Avenue NW is a T-intersection, with a stop sign for vehicles turning from 1st Avenue NW onto Bottineau Boulevard. Crash data from 2013-2015 reports a total of 58 crashes along this segment of Bottineau Boulevard. No crashes resulted in a fatality, but several crashes resulted in a non-incapacitating injury and a possible injury. Between 2011 and 2015, there were two bicycle and pedestrian crashes along this corridor. One of the crashes involved a person biking at the signalized intersection of Bottineau Boulevard and 85th Avenue N. A second crash involved a pedestrian at Bottineau Boulevard and 5th Avenue SE.

By applying a crash modification factor of 0.75 from the study, "Statewide Analysis of Bicycle Crashes" by Alluri et al. from 2017, Hennepin County estimates more than a 25% decrease in bike and pedestrian related crashes with the addition of the multi-use trail.

There are several access points along Bottineau Boulevard within the project limits. These access

points are at locations where local streets intersect with Bottineau Boulevard. Currently, traffic turning from local streets onto Bottineau Boulevard must stop at stop signs, as does traffic traveling along the service road. Signage to inform people driving of the presence of people walking and biking will be used at specific locations as deemed appropriate.

Additionally, this segment of Bottineau Boulevard is hardly accessible to people walking and biking, let alone anyone with impaired mobility. Upon completion of this project, all trail crossing locations parallel to Bottineau Boulevard will be ADA compliant.

(Limit 2,800 characters; approximately 400 words)

Measure A: Multimodal Elements

Response:

The Bottineau Boulevard multi-use trail project will complete a major gap in the Crystal Lake Regional Trail.The project includes a multi-use trail, ADA compliant curb ramps and crossings, connection to light rail transit, and potential geometric changes to the roadway to better accommodate the trail. People biking and walking will have a direct connection to the entirety of the Crystal Lake Regional Trail, the Medicine Lake Regional Trail, the Rush Creek Regional Trail, and the Grand Rounds in Minneapolis.

While this segment is not currently directly served by public transit, a future light rail station is planned for 85th Avenue N and West Broadway Avenue, less than a mile from this project. The addition of the trail along Bottineau Boulevard will complement the future light rail station and serve as an important route for first and last mile connections. Although Bottineau Boulevard is outside of the half mile walkshed identified in the Brooklyn Park Station Area Plan, its connection to the southern segments of the Crystal Lake Regional Trail along Bottineau Boulevard is important because of its direct route to other blue line stations. The Brooklyn Park Station Area Plan and the Bottineau LRT/Metro Blue Line Extension Bicycle Study found that people are willing to bicycle approximately three miles (approximately 20 minutes) to access an LRT station. This trail project is within the three-mile distance and is included in the 85th Avenue station bikeshed as well as the 93rd Avenue station bikeshed. Three Rivers Park District estimates that there will be over 280,000 visits to the trail annually, with between 15-20% of these visits being primarily for transportation.

The Brooklyn Park Station Area Plan notes that Metro Transit is currently studying route modifications in Brooklyn Park to better

complement the stations. Depending on the route modifications, this trail may serve as a better connection for people looking to walk and bike to nearby bus stops.

The benefits to people walking, biking, rolling and taking public transportation are numerous; however, this trail segment also offers benefits to people driving. After constructing the multi-use trail, the county expects that most people biking and walking will utilize the trail rather than the roadway, significantly decreasing conflicts between modes, and therefore, improving safety. Additionally, the county expects to see an increase in people walking and biking, which may lead to less cars on the roadway, and therefore, less vehicle traffic. The skewed design of Bottineau Boulevard at Central Avenue is challenging for people of all modes and this project will evaluate the feasibility of simplifying the intersection, including the modification of pedestrian islands to calm traffic.

(Limit 2,800 characters; approximately 400 words)

Transit Projects Not Requiring Construction

If the applicant is completing a transit application that is operations only, check the box and do not complete the remainder of the form. These projects will receive full points for the Risk Assessment.
Park-and-Ride and other transit construction projects require completion of the Risk Assessment below.

Check Here if Your Transit Project Does Not Require Construction

Measure A: Risk Assessment - Construction Projects

1)Layout (30 Percent of Points)

Layout should include proposed geometrics and existing and proposed right-of-way boundaries.

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)). A PDF of the layout must be attached along with letters from each jurisdiction to receive points.

100%

Attach Layout

Please upload attachment in PDF form.

Layout completed but not approved by all jurisdictions. A PDF of the layout must be attached to receive points. Yes

50%

Attach Layout 1530806231717_CSAH 081 - CP 1822 - Layout - 2018.07.03 8.5X11.pdf

Please upload attachment in PDF form.

Layout has not been started

0%

Anticipated date or date of completion

2)Review of Section 106 Historic Resources (20 Percent of Points)

No known historic properties eligible for or listed in the National Register of Historic Places are located in the project area, and project is not located on an identified historic bridge Yes

100%

There are historical/archeological properties present but determination of no historic properties affected is anticipated.

100%

Historic/archeological property impacted; determination of no adverse effect anticipated

80%

Historic/archeological property impacted; determination of adverse effect anticipated

40%

Unsure if there are any historic/archaeological properties in the project area.

0%

Project is located on an identified historic bridge

3)Right-of-Way (30 Percent of Points)

Right-of-way, permanent or temporary easements either not required or all have been acquired Yes

100%

Right-of-way, permanent or temporary easements required, plat, legal descriptions, or official map complete

50%

Right-of-way, permanent or temporary easements required, parcels identified

25%

Right-of-way, permanent or temporary easements required, parcels not all identified

0%

Anticipated date or date of acquisition

4)Railroad Involvement (20 Percent of Points)

No railroad involvement on project or railroad Right-of-Way agreement is executed (include signature page, if applicable) Yes

100%

Signature Page

Please upload attachment in PDF form.

Railroad Right-of-Way Agreement required; negotiations have begun

50%

Railroad Right-of-Way Agreement required; negotiations have not begun.

0%

Anticipated date or date of executed Agreement

Measure A: Cost Effectiveness

Total Project Cost (entered in Project Cost Form):	$1,952,935.00
Enter Amount of the Noise Walls:	$0.00
Total Project Cost subtract the amount of the noise walls:	$1,952,935.00
Points Awarded in Previous Criteria	
Cost Effectiveness	$0.00

Other Attachments

File Name	Description	File Size
00. List of Attachments.pdf	List of supplemental attachments	376 KB
1. Project Summary.pdf	Attachment 1: Project Summary	460 KB
10. Hennepin County Pedestrian Plan.pdf	Attachment 10: Hennepin County Pedestrian Plan	2.3 MB
11. Brooklyn Park Station Area Plan Excerpt.pdf	Attachment 11: Brooklyn Park Station Area Plan	770 KB
12. Bottineau LRT Metro Blue Line Extension Bicycle Study.pdf	Attachment 12: Bottineau LRT/Metro Blue Line Extension Bicycle Study	774 KB
13. City of Brooklyn Park Comprehensive Plan.pdf	Attachment 13: City of Brooklyn Park Comprehensive Plan	186 KB
14. City of Osseo Comprehensive Plan.pdf	Attachment 14: City of Osseo Comprehensive Plan	274 KB
15. Community Engagement Flyer_Webber 44.pdf	Attachment 15: Community Engagement Flyer - Webber 44	146 KB
16. Crash Detail Report 2015 7yr CSAH 081 - 85th Av NW - 1st Av....pdf	Attachment 16: Crash data	187 KB
17. Crash Modification Factor.pdf	Attachment 17: Crash modification factor	174 KB
18. Hennepin County Board Resolution.pdf	Attachment 18: Hennepin County Board Resolution - 2018 Regional Solicitation	666 KB
19. Project maps.pdf	Attachment 19: Project maps	8.4 MB
2. Project Location Map.pdf	Attachment 2: Project location map	845 KB
3. Project layout.pdf	Attachment 3: Project layout	780 KB
4. Project Photos.pdf	Attachment 4: Project photos	265 KB
5. Letter of Support_Three Rivers Park District.pdf	Attachment 5: Letter of Support - Three Rivers Park District	143 KB
6. Letter of Support_City of Osseo.pdf	Attachment 6: Letter of Support - City of Osseo	197 KB
7. Letter of Support_Brooklyn Park.pdf	Attachment 7: Letter of Support - Brooklyn Park	74 KB
8. Hennepin County Complete Streets Policy.pdf	Attachment 8: Hennepin County Complete Streets Policy	104 KB
9. 2040 Bicycle Transportation Plan.pdf	Attachment 9: Hennepin County 2040 Bicycle Transportation Plan	4.0 MB

Project to RBTN Orientation

Multiuse Trails and Bicycle Facilities Project: Bottineau Boulevard Multi-Use Trail | Map ID: 1528473846575

Project
RBTN Corridor Centerlines
RBTN Tier 1 Alignment
RBTN Tier 2 Alignment
RBTN Tier 1
RBTN Tier 2
Principal Arterials
Minor Arterials
Railroads

0 0.15 0.3 0.6 0.9 1.2 Miles

Created: 6/8/2018
LandscapeRSA6

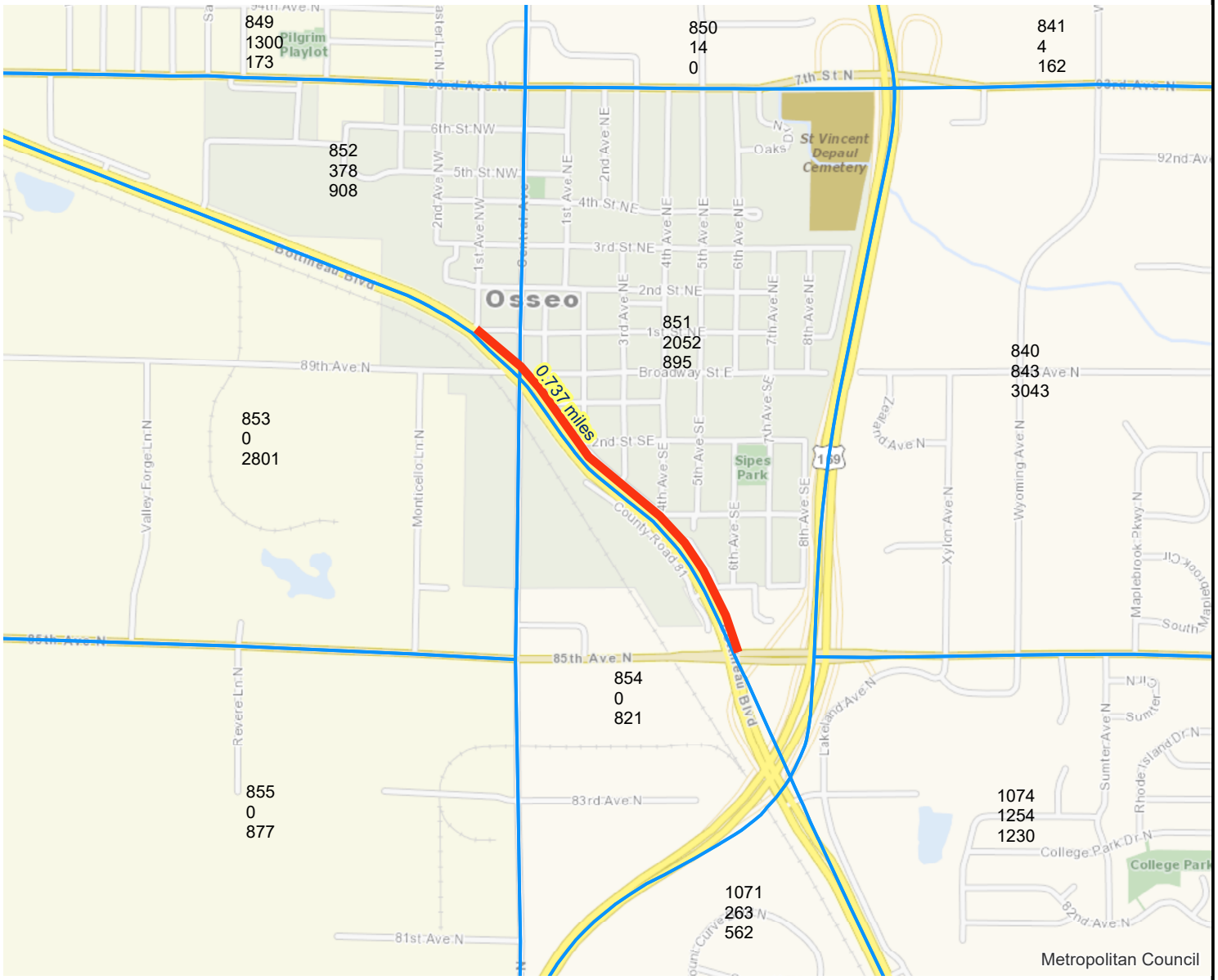
METROPOLITAN COUNCIL

Population/Employment Summary

Multiuse Trails and Bicycle Facilities Project: Bottineau Boulevard Multi-Use Trail | Map ID: 1528473846575

Results

Within ONE Mile of project:
Total Population: 22601
Total Employment: 18705



Project

2010 TAZ

0 0.15 0.3 0.6 0.9 1.2 Miles

Created: 6/8/2018
LandscapeRSA4

For complete disclaimer of accuracy, please visit
http://giswebsite.metc.state.mn.us/gissitenew/notice.aspx

METROPOLITAN COUNCIL

Socio-Economic Conditions

Multiuse Trails and Bicycle Facilities Project: Bottineau Boulevard Multi-Use Trail | Map ID: 1528473846575

Results

Project census tracts are above the regional average for population in poverty or population of color:
(0 to 18 Points)

Project

Area of Concentrated Poverty

Area of Concentrated Povertry > 50% residents of color

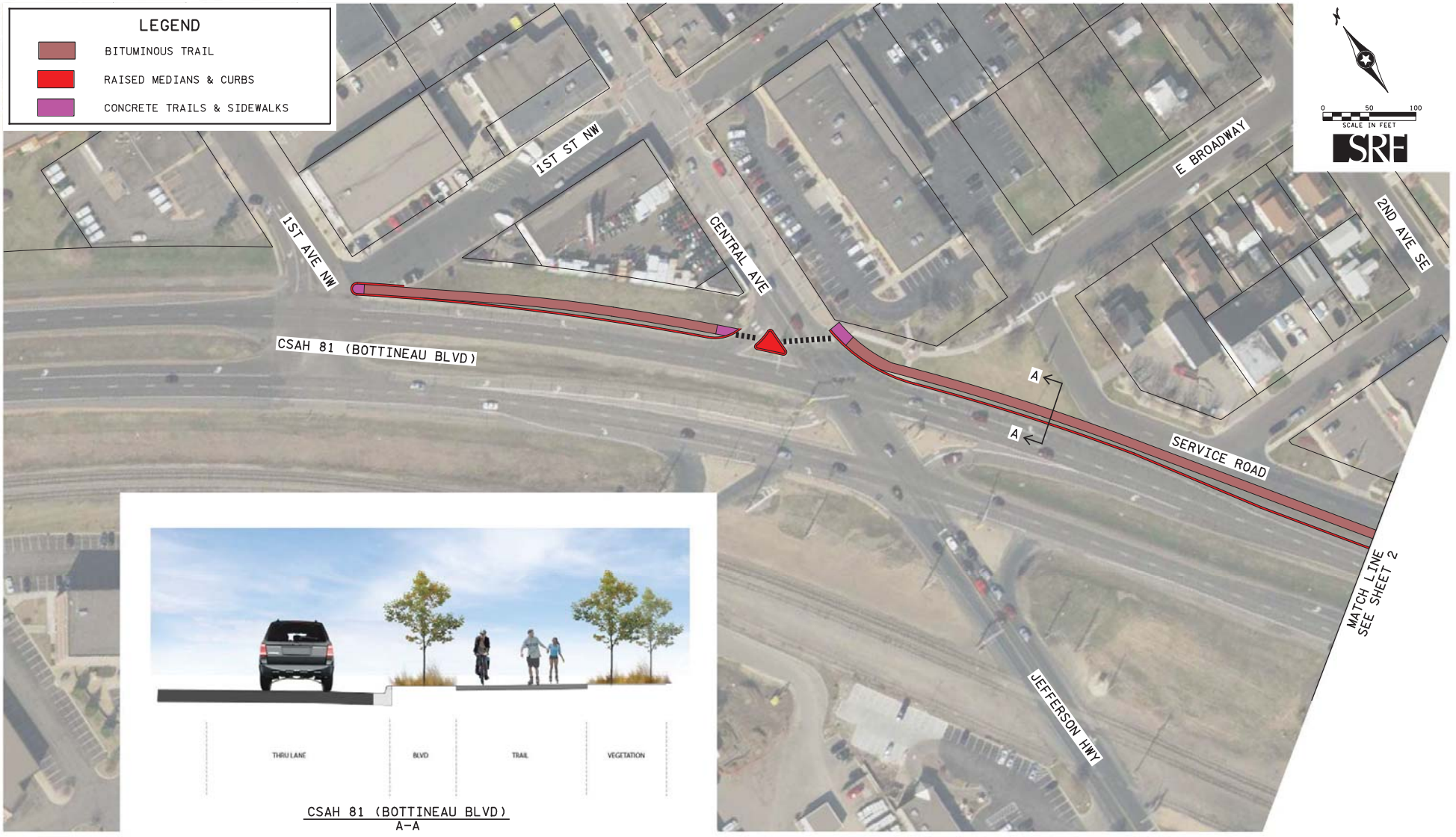
Above reg'l avg conc of race/poverty

0 0.15 0.3 0.6 0.9 1.2 Miles

Created: 6/8/2018
LandscapeRSA2

For complete disclaimer of accuracy, please visit http://giswebsite.metc.state.mn.us/gissitenew/notice.aspx

METROPOLITAN COUNCIL



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Hennepin

Job #11099
7/3/2018

Hennepin County Improvements

CSAH 81 (Bottineau Boulevard) from 85th Avenue N to 1st Avenue NW
Osseo, MN

Figure 1

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Hennepin

Job #11099
7/3/2018

Hennepin County Improvements

CSAH 81 (Bottineau Boulevard) from 85th Avenue N to 1st Avenue NW
Osseo, MN

Figure 2

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Hennepin

Job #11099
7/3/2018

Hennepin County Improvements

CSAH 81 (Bottineau Boulevard) from 85th Avenue N to 1st Avenue NW
Osseo, MN

Figure 3

List of Attachments

Bottineau Boulevard Multi-Use Trail Project

1. Project Summary
2. Project Location Map
3. Project Layout
4. Project Photos
5. Letter of Support - Three Rivers Park District
6. Letter of Support - City of Osseo
7. Letter of Support - City of Brooklyn Park
8. Hennepin County Complete Streets Policy
9. Hennepin County 2040 Bicycle Transportation Plan
10. Hennepin County Pedestrian Plan
11. Brooklyn Park Station Area Plan
12. Bottineau LRT/ Metro Blue Line Extension Bicycle Study
13. City of Brooklyn Park Comprehensive Plan
14. City of Osseo Comprehensive Plan
15. Community Engagement Flyer – Webber 44
16. Crash Data
17. Crash Modification Factor
18. Hennepin County Board Resolution – 2018 Regional Solicitation
19. Project Maps: RBTN, Population and Employment, and Socio-Economic Conditions

Attachment 1: Project Summary

HENNEPIN COUNTY
MINNESOTA

2018 REGIONAL SOLICITATION

Project Location

Existing Conditions

Project Overview	
Project Name:	CSAH 81 (Bottineau Boulevard) Multi-Use Trail
Roadway:	CSAH 81 (Bottineau Boulevard)
Project Termini:	CSAH 109 (85th Avenue N) to 1st Avenue NW
Project Location:	Brooklyn Park and Osseo

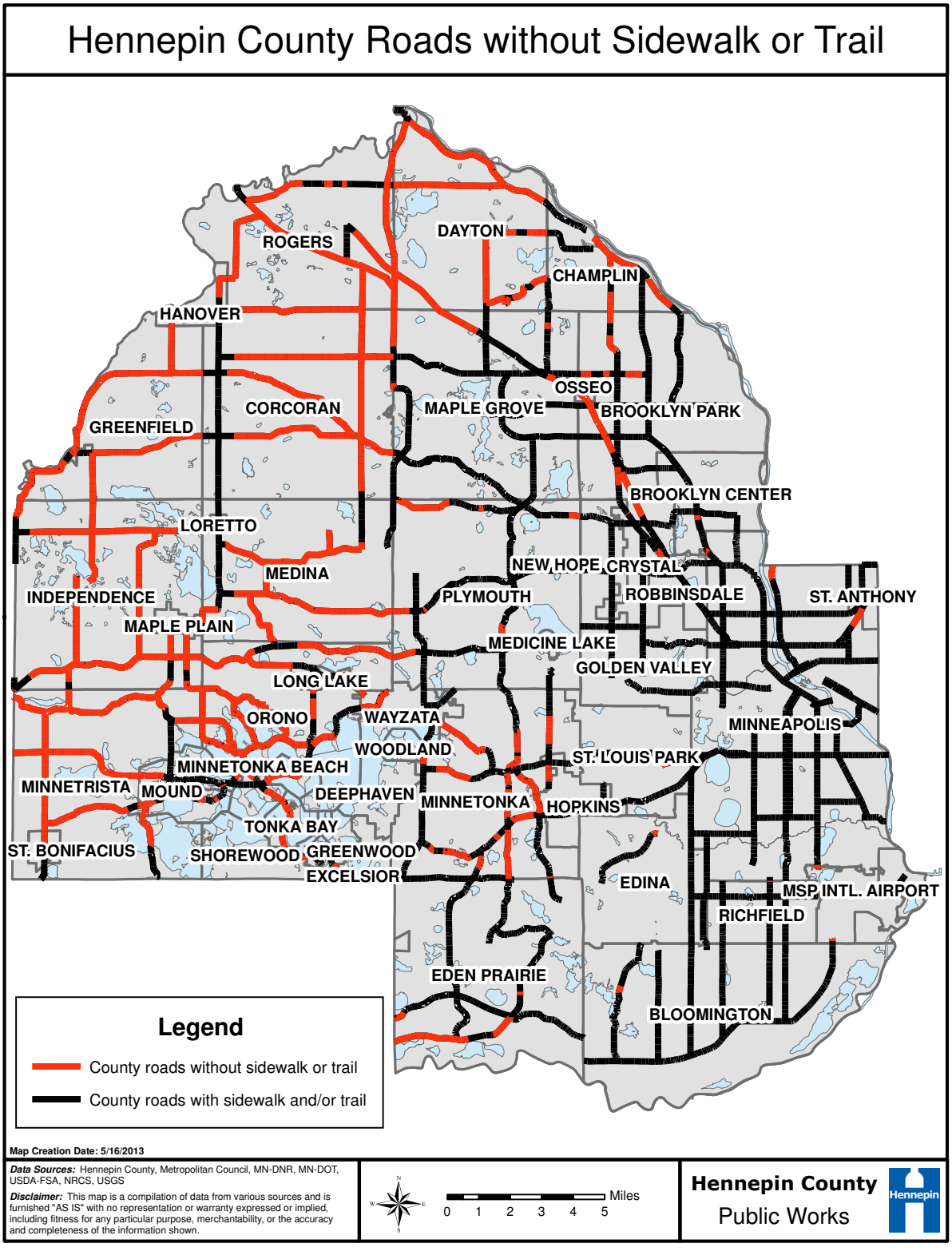
Solicitation Information	
Applicant:	Hennepin County
Funding Requested:	$1,562,348
Total Project Cost:	$1,952,935

Project Information

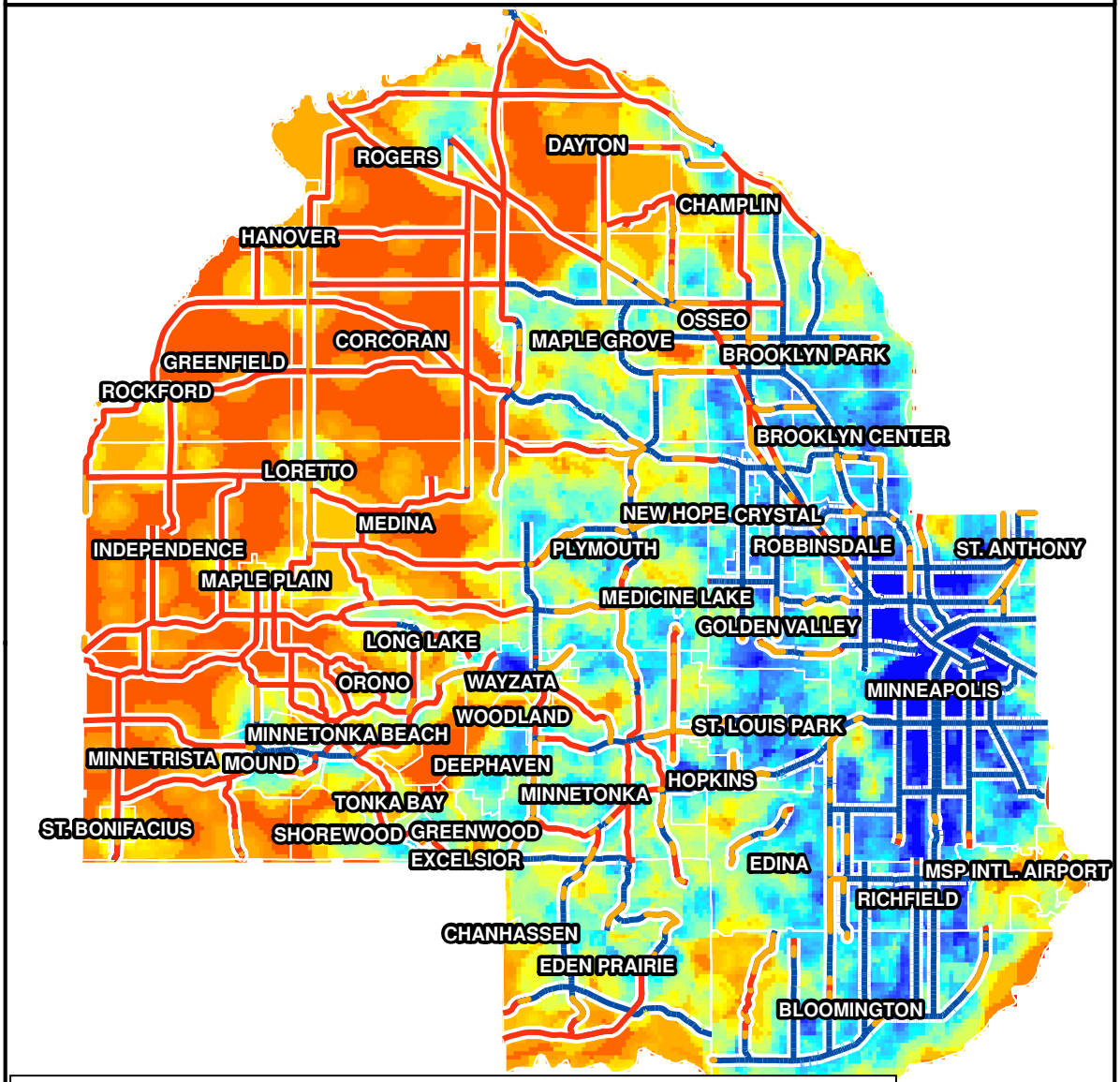
Bottineau Boulevard (CSAH 81) is a major north-south connection, linking Minneapolis and the northwest suburbs. It is a divided rural highway, with high speed and vehicle volumes and no dedicated facilities for people walking and biking. As part of this project, Hennepin County will construct a multi-use paved trail along Bottineau Boulevard (CSAH 81) from 85th Avenue N (CSAH 109) to 1st Avenue NW in Brooklyn Park and Osseo. The multi-use trail will meet ADA requirements, accommodate two-way directional traffic, incorporate wayfinding signage, and provide local access points.

Project Benefits

The proposed project is identified as a Tier 1 alignment in the RBTN and will fill the final gap in the Crystal Lake Regional Trail. The trail will serve as a crucial first and last mile connection to the future light rail station at 85th Avenue N and W Broadway Avenue. People walking and biking will also have a safe and direct connection to numerous regional trails and parks, as well as access to a popular commercial corridor in Downtown Osseo.



Priority Locations for Pedestrian Plan Implementation



Bicycle Network

Providing safe and comfortable bike access to the LRT is important because it can improve the overall quality of the transit experience, extend the reach of the transit network, increase ridership, and provide opportunities for daily physical activity. The Bottineau Bike Study was conducted in parallel with this Station Area Plan and looked at bicycle access and circulation in and around station areas, as well as bike parking and corridor long bicycle travel. A summary of those results are presented below. A summary of the Bottineau Bike Study with a focus on Brooklyn Park is attached as an Appendix. The full report is available at www.hennepin.us/bottineau.

An average person biking is willing to ride 20 minutes, or approximately three miles on flat ground, to access an LRT station. Brooklyn Park features a widely-spaced grid of arterial streets which provide direct connections for vehicles from one destination to another within the city and beyond. Regional bicycling connections are provided by shared-use trails, including the Shingle Creek Regional Trail and Rush Creek Regional Trail. Local trails are more prevalent north of 85th Avenue, providing space for bicycling on one or both sides of north-south arterials. However, access to trails and bicycle connections is limited due to gaps in the trail network, including the absence of east-west bicycle network connections and disconnected curvilinear streets between the larger street grid. As a result of the disconnected local street network, bicycle users have limited options for reaching their destinations without crossing or traveling along large arterial streets which lack accommodations for safe and comfortable bicycling.

Brooklyn Park is home to the Rush Creek Regional Trail, a regional trail used by people biking for transportation, recreation, and exercise. The Rush Creek Regional Trail will be accessible from the Oak Grove Parkway station.

Brooklyn Park's young residents bike on the sidewalk in their neighborhood.

Many adults are not comfortable riding on the road and choose to ride on the sidewalk.

The new trail on Zanewood Avenue N provides safe access for people biking and walking to the school and community center. More trails like this are recommended to connect Brooklyn Park residents to LRT stations.

Attachment 11: Brooklyn Park Station Area Plan

Priority recommendations of the Bottineau Bike study include:

- Multi-use trails on both sides of West Broadway, providing connections from local streets to Brooklyn Park LRT stations at 93rd Avenue, 85th Avenue, and Brooklyn Boulevard.
- Multi-use trails on 93rd Avenue, providing access to the 93rd Avenue LRT station, as well as closing the east-west gap between the Crystal Lake Regional Trail and the Shingle Creek Regional Trail.
- Multi-use trails on 85th Avenue, providing access to the 85th Avenue LRT station and connecting the Crystal Lake Regional Trail to the Shingle Creek Regional Trail.
- Multi-use trails on Brooklyn Boulevard, providing access to the Brooklyn Boulevard LRT station from 77th Avenue to Osseo Road in Minneapolis.
- Completion of the Crystal Lake Regional Trail traveling along County Road 81, connecting the 63rd Avenue LRT station with proposed trails on West Broadway and proposed east-west bicycle routes south of 89th Avenue. Multi-use trail facility on 63rd Avenue connecting the 63rd Avenue LRT station with local trails west of Minnesota State Highway 169, and proposed north-south trails on Boone Avenue, West Broadway, Zane Avenue, and Brooklyn Boulevard.
- Bicycle lanes and a multi-use trail on the south side of 68th Avenue connecting West Broadway with Zane Avenue, Brooklyn Boulevard, and the Shingle Creek Regional Trail.

Bicycle boulevards are streets where paint, signage, and intersection improvements are used to make travel comfortable for people biking.

Bicycle boulevards are streets where paint, signage, and intersection improvements are used to make travel comfortable for people biking. Some cities use "neighborhood roundabouts" on bicycle boulevards to calm traffic at intersections.

The Rush Creek Regional Trail features grade-separated crossings, where the trail goes under or over the road. This can improve safety and comfort for people walking or biking.

Brooklyn Park residents of all ages ride bikes for transportation and recreation.

Multi-use trails are recommended along a number of arterials in Brooklyn Park to connect residents to LRT stations. Trails provide a comfortable environment for people to bike separate from motor vehicle traffic.

Bike lanes designate space on some roads in Brooklyn Park to help connect residents to trails and ultimately to LRT stations, shopping, schools, and jobs.

Attachment 11: Brooklyn Park Station Area Plan

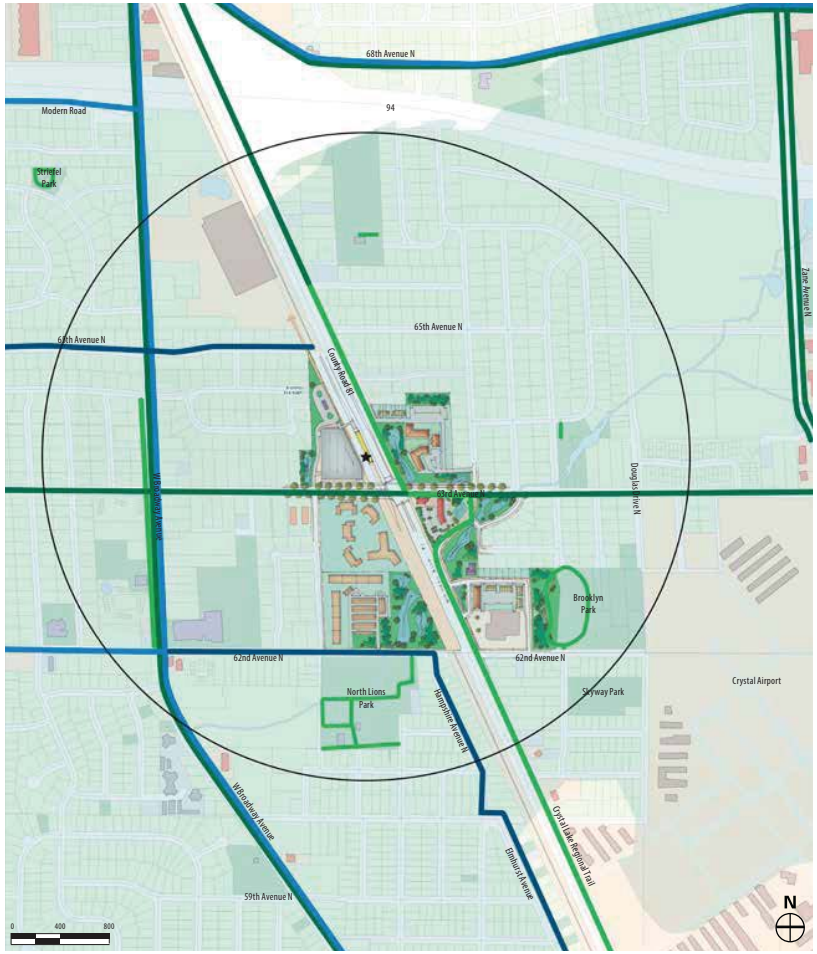


Fig. 26 63RD AVENUE PROPOSED BIKE ROUTES

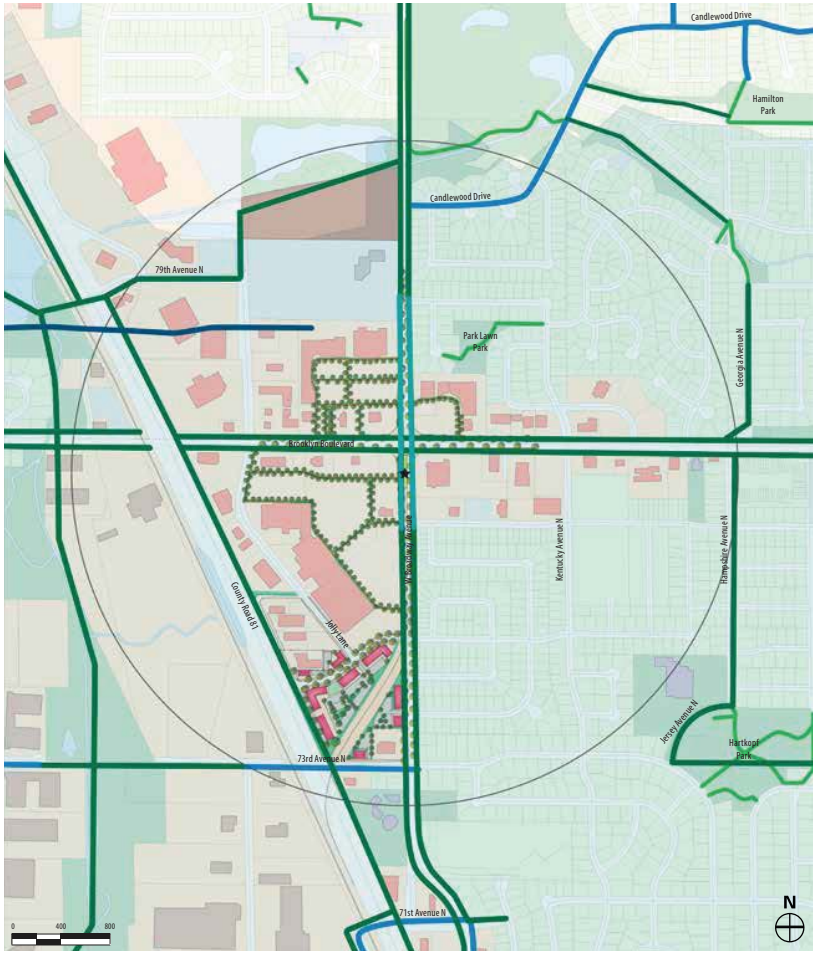


Fig. 27 BROOKLYN BOULEVARD PROPOSED BIKE ROUTES

Attachment 11: Brooklyn Park Station Area Plan

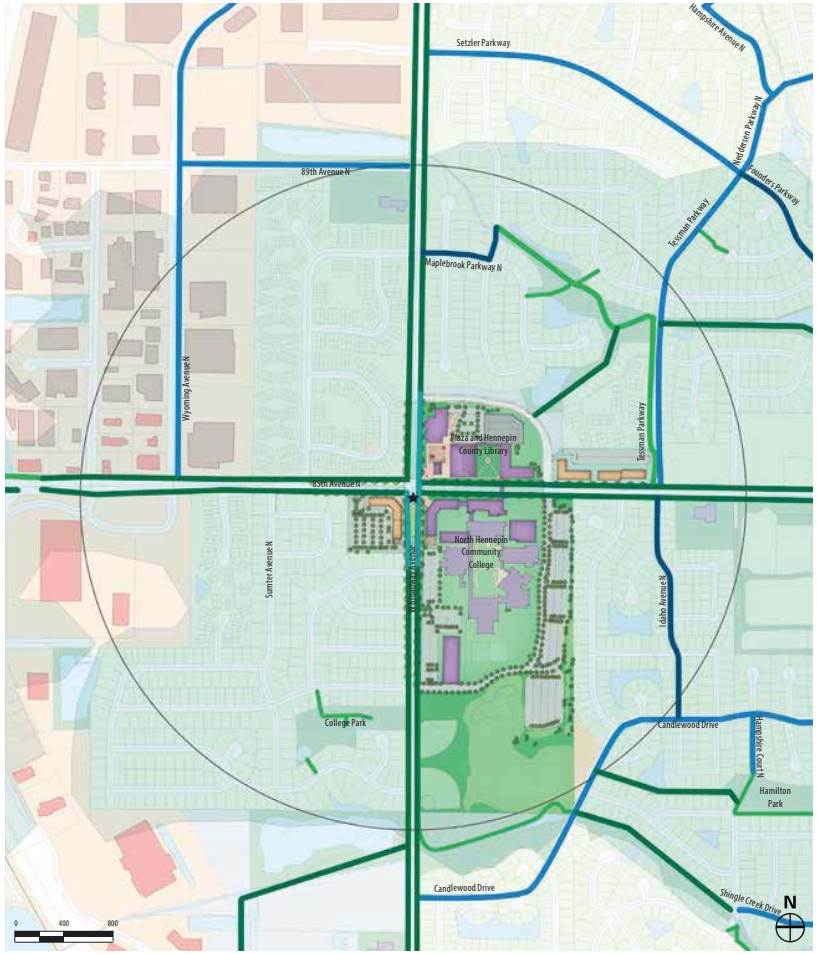
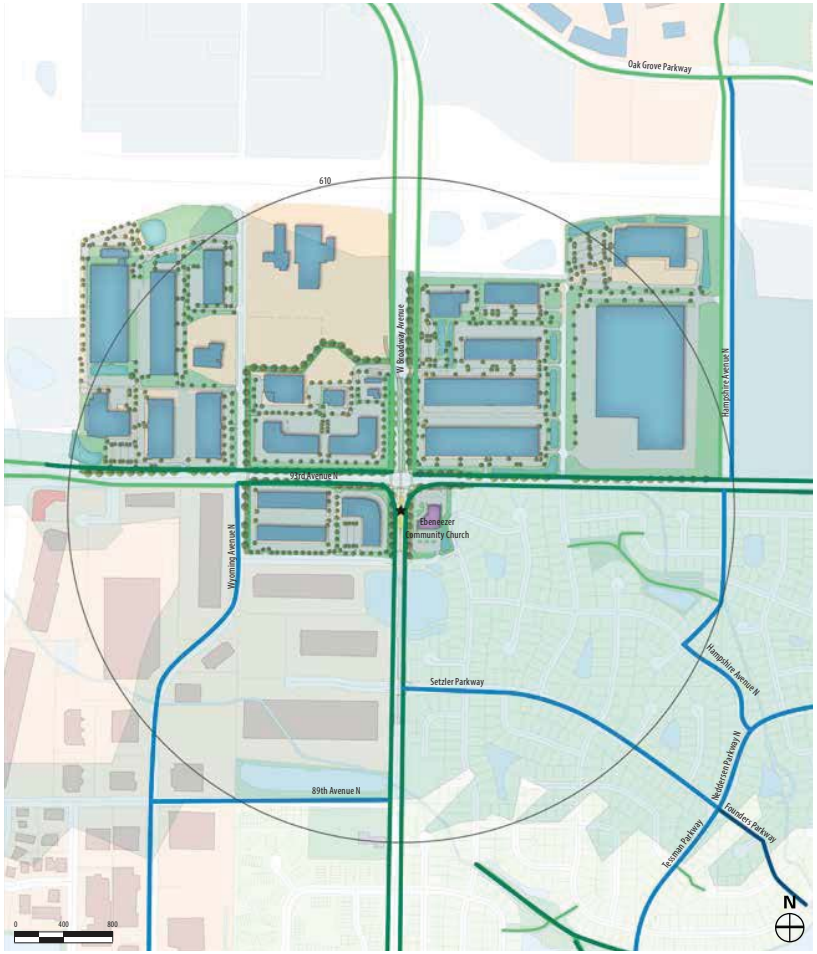


Fig. 28 85TH AVENUE PROPOSED BIKE ROUTES



APPROXIMATE STATION LOCATION
EXISTING SHARED-USE TRAIL
PROPOSED SHARED-USE TRAIL
EXISTING ON-STREET BIKE LANE
PROPOSED ON-STREET BIKE LANE
PROPOSED BIKE BOULEVARD
PROPOSED TRAIL AND SIDEWALK
20-MINUTE BIKESHED

Fig. 29 93RD AVENUE PROPOSED BIKE ROUTES

Attachment 11: Brooklyn Park Station Area Plan

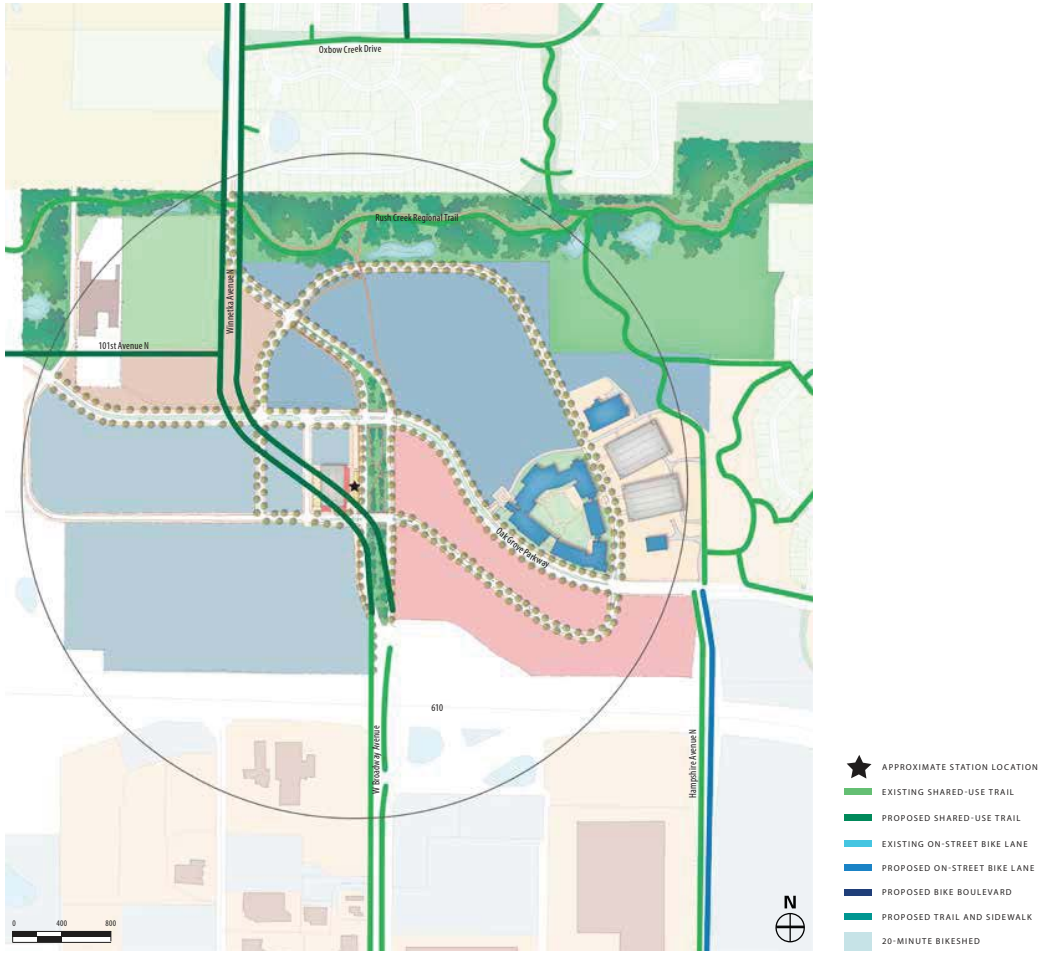


Fig. 30 OAK GROVE PROPOSED BIKE ROUTES

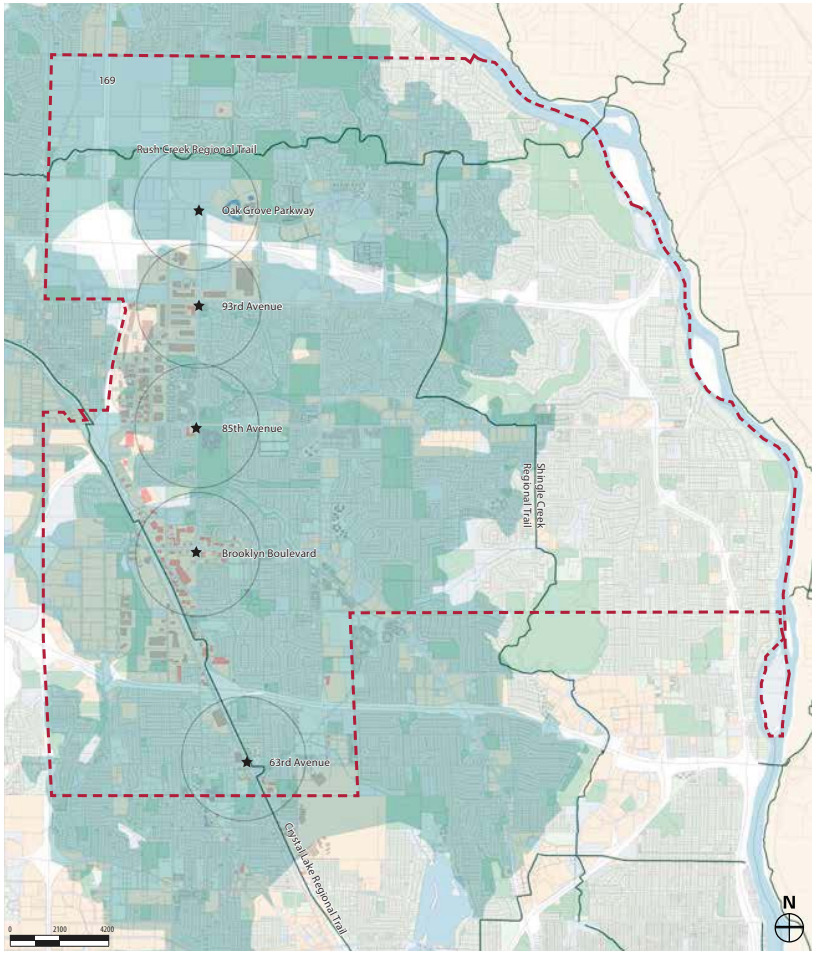
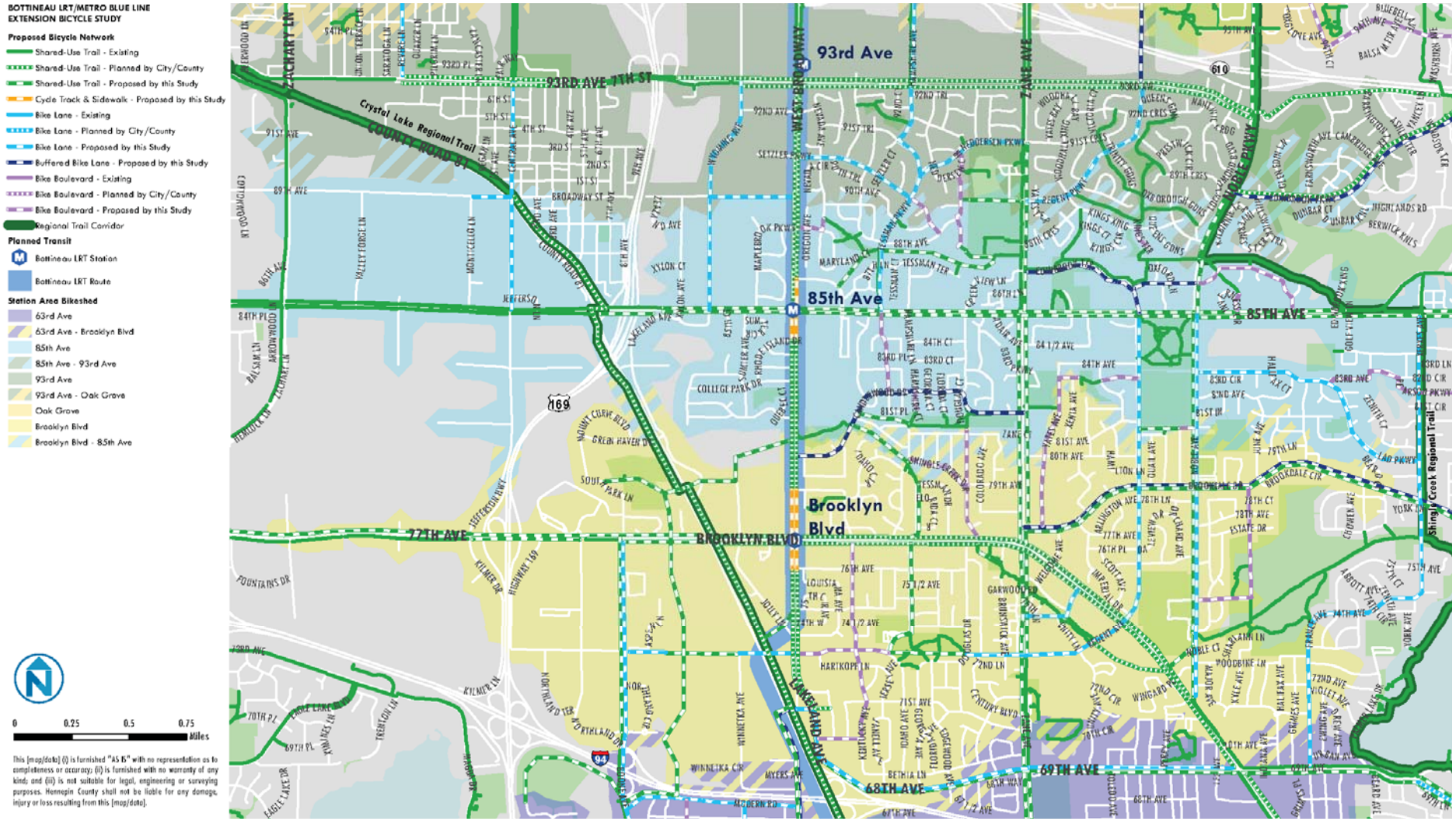


Fig. 31 20-MINUTE BIKESHED MAP

BOTTINEAU LRT / METRO BLUE LINE EXTENSION BICYCLE STUDY
Hennepin County

Figure 10 Proposed Bicycle Network – 93rd Ave, 85th Ave, Brooklyn Blvd Bikesheds



changes to its access will limit an interchange at 93rd Avenue to having access only to and from the south. Additionally, the St. Vincent de Paul Cemetery in Osseo will require 93rd Avenue to shift northward. The interchange improvement is in MnDOT's TSP for construction in the 2011-2015 timeframe along with the reconstruction of the TH 610/ TH 169 system interchange.

Highway 610 Extension. Highway 610 is planned to be expanded between Highway 169 and Interstate 94. Currently, money is not budgeted for it's construction, however, some progress is underway with improvements to County Road 81 in Maple Grove in anticipation of the complete project. This project is in MnDOT's TSP for 2015-2023 timeframe.

101st Avenue Reconstruction. 101st Avenue between Winnetka Avenue and TH 169 is one of the last gravel roads in Brooklyn Park. The road will be reconstructed as a four- or five-lane roadway to urban standards. This improvement is included in the City's CIP for 2012.

Xylon Avenue. A new north-south collector "backage" roadway between 109th Avenue and 101st Avenue would relieve short distance traffic from Winnetka Avenue as well as provide access to business developments along the east side of TH 169. This improvement is included in the City's CIP for 2010, however, this roadway is development driven.

Highway 252 Median Closure. The City of Brooklyn Park will close the Highway 252 median crossing at 81st Avenue/Humboldt Avenue and remove the traffic signal. Right-in/right-out access to those roadways will be maintained. The median closure is anticipated to reduce some of the overall congestion on Highway 252, but not eliminate it. The Brookdale Drive and 85th Avenue intersections would receive the displaced turning movements.

Bottineau Boulevard Reconstruction. Hennepin County is currently reconstructing the roadway in Robbinsdale. Plans indicate that CSAH 81 would be reconstructed in segments over a period of several years between Robbinsdale and Maple Grove. The new roadway would be a six-lane urban design with trails and landscaped medians.

73rd Avenue Bridge. A new bridge over the Shingle Creek wetland complex between Winnetka Avenue and Boone Avenue would relieve business traffic on Brooklyn Boulevard as well as connect two large industrial areas. This improvement is expected to occur by 2015.

109th Avenue. This roadway is shared between the cities of Brooklyn Park, Champlin, and Maple Grove and is classified as a B-minor arterial. Its traffic volumes currently and projected would warrant a County Road designation.

5.3.16 Special Study Areas

The following roadways have been identified as needing reconstruction or reconfiguration, yet specific details about the exact needs must be further studied.

Bottineau Boulevard. County Road 81 is currently being studied by Hennepin County and Metro Transit for use as a transit corridor, either by Bus Rapid Transit (BRT) or Light Rail Transit (LRT). Additionally, the County is in the process of reconstructing the roadway through Robbinsdale. The Crystal segment is anticipated in 2008 or 2009 for reconstruction. The Brooklyn Park portions of Bottineau Boulevard would be constructed after that, as funding becomes available. The implementation of one of the transit technologies could have some impact on the design of the roadway. Reconstruction in Brooklyn Park would include widening of the roadway, correction of dangerous grades, and pedestrian and landscaping enhancements.

Trunk Highway 252 Freeway. The current design of Highway 252 as an expressway is not adequate for traffic in the peak hours. Conversion of the road into a grade-separated freeway would alleviate traffic delays as well as enhance safety for both motorists and pedestrians trying to cross the highway. Upgrade of this roadway will also provide a better connection between northern Brooklyn Park (and Anoka County) and downtown Minneapolis and will reduce traffic on paralleling roadways such as West River Road and Humboldt Avenue. Locations and designs of interchanges will require additional study.

93rd Avenue west of Regent Avenue. 93rd Avenue west of Regent Avenue is currently a two-lane rural roadway. As development occurs in the area, upgrading to an urban design, either two- or four-lane will be necessary. A partial interchange with Highway 169 is desired, but is limited due to the proximity to Highway 610 and the St. Vincent de Paul Cemetery.

Target Area Improvements. The Target area at the northeast corner of Highways 169 and 610 will require several upgrades to the existing arterial and collector roadway system in the area. Specific upgrades will not be known until additional study is conducted. Additional overpasses, underpasses, freeway exits, ramp widths, and roadway widening is anticipated. The City will work with MNDOT, Hennepin County, and MetroTransit for these improvements.

101st Avenue Interchange. Creating an interchange on Highway 169 at 101st Avenue will be critical to development in the area. The exact designs of the interchange and to 101st Avenue are not known at this time. Development of the Target area and areas west of Highway 169 will drive those needs and the designs.

- CSAH 30 - East of Central Ave. / Jefferson Highway
- CSAH 30 - West of Central Ave. / Jefferson Highway
- Central Avenue from CSAH 81 to CSAH 30

Capacity improvements are recommended on any roadway with a future level of service of D, E, or F, as defined in the roadway capacity discussion within the Transportation System Principals and Standards section. Roadways identified above as near congested (having a volume to capacity ratio between 0.75 and 1) or congested (having a volume to capacity ratio greater than 1) are recommended to be monitored and programmed for capacity improvements when necessary. Roadways that are periodically congested (having a volume to capacity ratio between 0.5 and 0.75) are generally identified as providing an acceptable level of service.

Future Roadway Improvement & Safety Needs

Recent activity by Osseo's City Council passed Resolution No. 2007-16 approving Hennepin County's preliminary plan layout for the reconstruction of CSAH 81, referenced as Hennepin County Improvement Project No. CP-0226. As part of the current proposed layout of the CSAH 81 improvement project, additional safety and mobility of the CSAH 81 corridor will be increased by limiting access points. The planned future transitway in the Bottineau Boulevard corridor is also part of the CSAH 81 improvement project.

Future improvements are anticipated along CSAH 30. In cooperation with Hennepin County, the City of Osseo would like to increase traffic and pedestrian safety along this corridor.

The City of Osseo will continue to seek funding for a long-term roadway improvement along the Central Avenue corridor. The most desirable improvement will be to maintain the viability of Osseo's historic downtown while accommodating the regional traffic and pedestrian safety.

It is important with all future improvements (County Roads 30 and 81, Bottineau Boulevard Transitway, and the development of a park and ride facility) to ensure the safety of the pedestrian. In any case, safe, clearly articulated pedestrian crossings of County Road 81 and Jefferson Avenue are needed and should be planned for.

The City will continue to work with Hennepin County to explore opportunities to create a more direct road connection between downtown Osseo and those Osseo and Maple Grove properties along Broadway Street W/89th Avenue North that are south of CSAH 81, which would replace the existing Broadway Street W intersection with CSAH 81. One potential alternative would be to extend 3rd Street NW to the west from 2nd Avenue NW to a new intersection with CSAH 81 as shown in Figure 8.4. In addition to providing a connection to Broadway Street W and 89th Avenue North properties, this alternative would also provide a more direct connection to the Osseo Senior & Junior High Schools from the west and south, via CSAH 81, and would substantially reduce school-related bus

and automobile traffic on Osseo's residential streets. Public road right-of-way for 3rd Street NW exists west of 2nd Avenue NW to the City's border but public right-of-way does not exist between the City's border and a connection to CSAH 81, land which is located in Maple Grove. The precise location of a new intersection with CSAH 81 would need to be consistent with the County's access spacing requirements and a future intersection on the south side of CSAH 81.

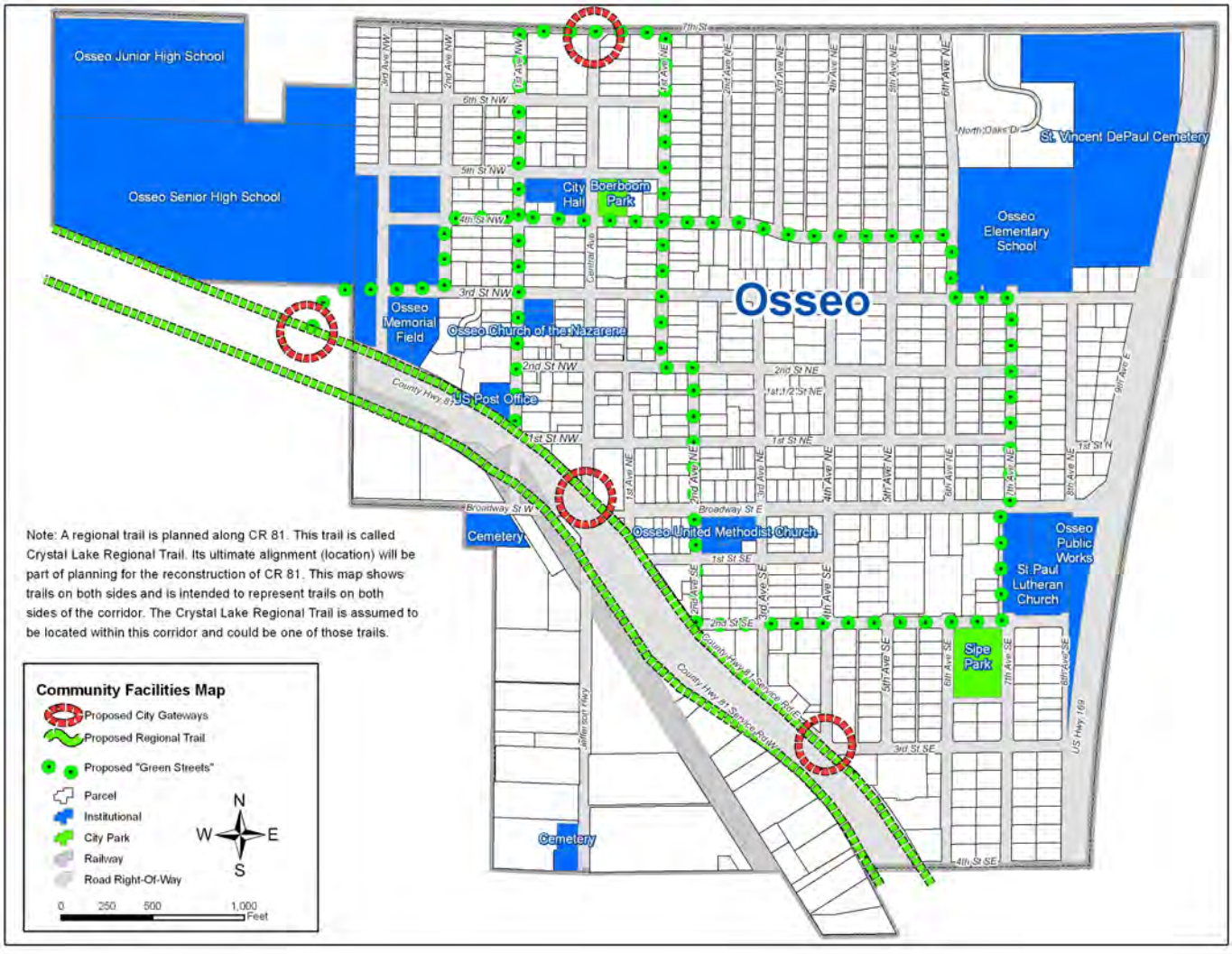
The City of Osseo will work with the City of Brooklyn Park and MnDOT in improving the existing at-grade intersection of TH 169 and 93rd Avenue N to avoid impacts to St. Vincent DePaul Cemetery. Tentative time for potential improvements is 2011-2015.

Sidewalks and Trails

To increase current levels of the existing multi-modal services provided by the City Osseo to its residents and the adjacent communities; the City proposes a safe pedestrian walking

Figure 8.4: Osseo Pedestrian and Bikeway Plan-

Streets designated with a walking/bike route will over time include boulevard tree plantings, striping for bike lanes, benches, pedestrian-scaled street lighting, and sustainable storm water collection.



and biking loop to allow residents to enjoy the outdoors, as well as provide safe access their parks, public open spaces, community gateways, schools, employment, shopping, and to regional trails safely and conveniently. On streets designated for improvements as a bike/pedestrian route, the City should investigate ways to incorporate boulevard tree plantings, striping for bike lanes, benches, pedestrian-scaled street lighting, and sustainable storm water collection. The walking/biking loop will connect Osseo to the trails along Central Avenue leading to the North Hennepin Regional Trail and will connect directly to the Crystal-Robbinsdale Regional Trail. These sidewalk and trail improvements will further enhance the level of service provided to pedestrians and would coincide with future multi-modal opportunities along CSAH 81.

Functional Classification Needs

Figure 8.4 in the Transportation Chapter appendices – Future Roadway Functional Classification - identifies the long–term vision for the classification of roadways based on the function they serve within the City of Osseo. The City proposes no changes to the existing roadway classifications within its boundaries.

Street Design

The design of streets in Osseo is critical to providing public streets that are convenient, safe, efficient, and encourage environmental sustainability, pedestrian mobility and support downtown redevelopment. The City will use the Osseo Redevelopment Master Plan, which established a system of streetscape types and describes the City's desired enhancements to these streets depending upon their type, to guide future streetscape improvements. The goals of these enhancements is to:

- Create strong pedestrian activity within the downtown district by calming traffic and creating a more comfortable pedestrian-oriented zone along Central Avenue and within the immediate surrounding blocks
- Establish a network of Green Streets throughout the community to connect civic and institutional uses, single-family residential neighborhoods and downtown and provide a recreational loop for walkers and recreational uses.
- Develop a unique street encompassing the civic center area to provide a range of outdoor gathering opportunities.

Pedestrian-scaled lighting and proper illumination levels of sidewalk and street surfaces are critical to attract people to the area. Currently, Central Avenue has appropriate lighting, but many of the side streets leading to the downtown core are lacking comfortable illumination levels. The addition of lighting on these streets will assist patrons parking in rear lots by providing a safe and secure environment to walk to Central Avenue storefronts. Street trees play a critical role in providing shade for pedestrians and when placed in the boulevard provide an added level of separation between automobiles and pedestrians.

Webber 44 Community Engagement

Purpose

Hennepin County is planning for the reconstruction of CSAH 152 (portions of Osseo Road, 44th Street, Webber Parkway, and Lyndale Avenue). Tentatively named Webber 44, the project seeks to engage and gather input from all within the community through an inclusive and accessible process. This dialogue between the community and the project team will deliver a successful project with a community-focused solution.

Messaging

The key overall messages to the public include that this project:

- Benefits the community through the development of a multimodal corridor serving pedestrians, bicyclists, transit riders, and drivers
- Addresses existing issues with safety, aesthetics, and substandard conditions, with safe, attractive, and functional new design
- Accommodates the new D Line bus rapid project, bringing a high quality service for local transit riders
- Complements existing local parks, institutions, and businesses, and sets the stage for more positive change
- Builds upon an inclusive community process that listens and responds to everyone

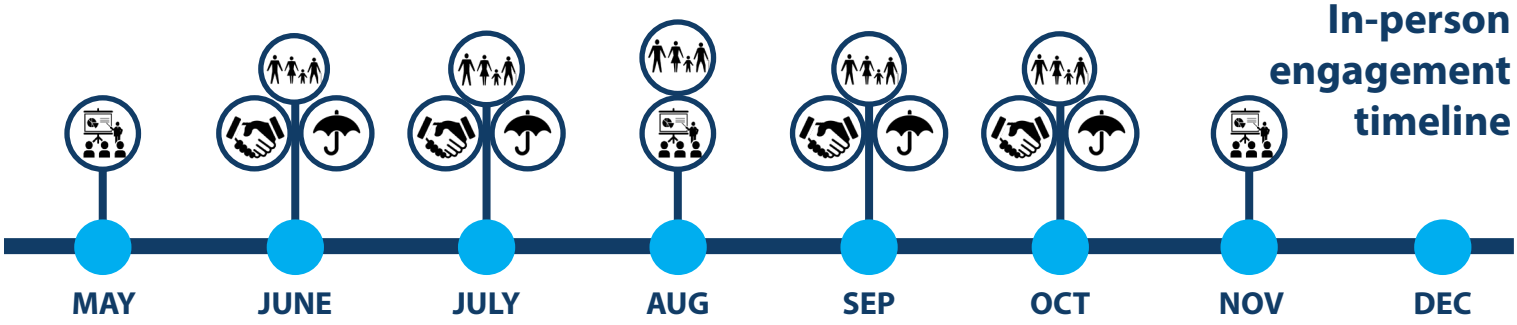
Community groups and stakeholders

Local residents, employers, business associations, neighborhood associations (particularly Webber Camden and Victory), property and business owners, transit riders, local students and youth, City of Minneapolis, Minneapolis Park and Recreation Board, Metro Transit, Minneapolis Public Schools and others

Online and in-person engagement

- Text and email surveys
- Pop-up engagement and tactical urbanism
- Project video
- Partnership and agency coordination
- Input ID
- Open houses
- Digital and social media campaign
- Community stakeholder/youth outreach

In-person engagement timeline



Goals

- Respect and listen to public questions and concerns
- Relay information to the public in a timely, clear, and effective manner
- Maintain and strengthen the relationship between Hennepin County and project stakeholders
- Coordinate outreach and engagement across multiple projects impacting the area

www.hennepin.us/webberparkway | Jason Staebell | 612.596.0371

Hennepin County Public Works

CSAH 81 (Bottineau Blvd) - CSAH 109 (85th Ave N) - 1st Ave NW

2013 - 2015

RD NO	MILE PT	LEFT DIST	RIGHT DIST	ROAD TYPE	INTER TYPE	CRSH YR	CRSH MONTH	CRSH DAY	CRSH HOUR	CRSH D O WK	CRSH NO	MUN	CITY CODE	MAX SEV	CRSH DIAG	CRSH TYPE	NO VEH	CRSH LIGHIN G	CRSH PRI WEATH ER	RD SUR	CRSH WKZO TYPE
Intersection - CSAH 81 (Bottineau Blvd) at CSAH 109 (85th Ave)																					
81	9.91	0	0	0	15	2013	1	7	6	2	130070144	3	0465	N	1	1	2	4	1	1	98
81	9.92	0	0	54	0	2013	4	29	7	2	131190097	34	0465	N	1	1	2	1	1	1	98
81	9.91	0	0	54	0	2013	12	6	13	6	133410381	34	0465	N	1	1	3	1	1	5	98
81	9.94	0	0	0	15	2014	7	30	10	4	142120046	3	0465	N	1	1	2	1	1	1	98
81	9.92	0	0	54	0	2014	12	3	13	4	143370146	34	2965	N	1	1	2	1	1	1	98
81	9.91	0.02	0	0	15	2015	10	30	6	6	153040053	3	0465	C	1	1	2	4	3	2	98
81	9.91	0.02	0	0	15	2015	11	20	12	6	153240114	3	0465	N	1	1	2	1	2	2	98
81	9.91	0.02	0	0	15	2015	7	8	7	4	151890061	3	0465	N	2	2	2	1	1	1	98
81	9.91	0	0	0	15	2013	8	19	5	2	132320043	3	0465	B	5	1	2	2	1	1	98
81	9.94	0	0	0	15	2013	12	3	22	3	133370450	3	0465	N	5	1	2	4	5	4	98
81	9.91	0.02	0	0	15	2013	10	15	7	3	133230097	3	0465	N	9	1	2	4	3	2	98
81	9.92	0	0	54	0	2015	3	3	13	3	150630032	34	0465	N	9	1	2	1	4	3	98
81	9.91	0	0	0	15	2014	12	14	15	1	143490178	3	0465	C	90	6	1	1	2	2	98
81	9.91	0.02	0	0	15	2015	12	16	12	4	153510041	3	0465	N	90	1	2	1	2	2	98
Segment - N of CSAH 109 (85th Ave) to E of Central Ave																					
81	10.06	0	0	54	0	2013	4	5	12	6	130950102	34	0465	N	1	1	2	1	1	1	98
81	9.95	0	0	54	0	2013	12	10	7	3	133440049	34	0465	C	1	1	2	2	4	3	98
81	9.95	0	0	54	0	2014	7	23	6	4	142040052	34	0465	C	1	1	2	1	1	1	98
81	9.95	0	0	54	0	2014	10	9	15	5	142820247	34	0465	N	1	1	2	1	1	1	98
81	10.09	0	0	54	0	2015	10	7	8	4	152900153	34	2965	C	1	1	4	1	1	1	98
81	9.95	0	0	54	0	2015	11	17	8	3	153210038	34	0465	C	1	1	2	1	3	2	98

Hennepin County Public Works

CSAH 81 (Bottineau Blvd) - CSAH 109 (85th Ave N) - 1st Ave NW

2013 - 2015

RD NO	MILE PT	LEFT DIST	RIGHT DIST	ROAD TYPE	INTER TYPE	CRSH YR	CRSH MONTH	CRSH DAY	CRSH HOUR	CRSH D O WK	CRSH NO	MUN	CITY CODE	MAX SEV	CRSH DIAG	CRSH TYPE	NO VEH	CRSH LIGHIN G	CRSH PRI WEATH ER	RD SUR	CRSH WKZO TYPE
81	10.00	0	0	54	0	2015	6	30	10	3	151810099	34	2965	N	2	1	2	1	1	1	98
81	10.06	0	0	54	0	2014	11	7	17	6	143110122	34	0465	N	3	1	2	4	3	2	98
81	10.18	0	0	54	0	2015	12	8	16	3	153420132	34	2965	N	3	1	2	4	3	2	98
81	9.95	0	0	54	0	2013	8	20	9	3	132330025	34	0465	B	5	1	3	1	1	1	98
81	10.18	0	0	54	0	2013	10	12	12	7	132850067	34	2965	N	5	1	2	1	2	1	98
81	10.22	0	0	54	0	2013	10	31	20	5	133040151	34	2965	B	5	1	2	4	3	2	98
81	10.06	0	0	54	0	2013	11	7	14	5	133110144	34	0465	C	5	1	2	1	2	1	98
81	10.21	0	0	54	0	2014	1	18	7	7	140500130	34	2965	N	5	1	2	4	4	3	98
81	10.22	0	0	54	0	2014	3	4	9	3	140630107	34	2965	N	5	1	2	1	2	2	98
81	10.07	0	0	54	0	2014	12	22	17	2	143580004	34	0465	N	5	1	2	4	1	1	98
81	10.03	0	0	54	0	2015	1	30	7	6	150300014	34	2965	N	5	1	2	2	1	1	98
81	9.95	0	0	54	0	2015	4	30	18	5	151210020	34	0465	B	5	1	2	1	1	1	98
81	10.22	0	0	54	0	2015	7	24	13	6	152050160	34	2965	C	5	1	2	1	1	1	98
81	10.03	0	0	54	0	2015	9	30	6	4	152730048	34	2965	N	5	1	2	4	1	1	98
81	10.18	0	0	54	0	2015	12	5	16	7	153390129	34	2965	N	5	1	2	3	1	1	98
81	9.95	0	0	54	0	2014	12	13	9	7	143480027	34	0465	N	6	1	2	1	2	2	98
81	10.22	0	0	54	0	2013	2	6	11	4	130370191	34	2965	N	8	13	2	1	4	3	98
81	9.95	0	0	54	0	2013	6	5	4	4	131560017	34	0465	N	8	22	1	4	3	2	98
81	10.22	0	0	54	0	2013	11	1	12	6	133050102	34	2965	N	8	1	2	1	1	1	98
81	10.22	0	0	54	0	2013	12	2	16	2	133360236	34	2965	N	8	13	2	3	4	3	98
81	10.22	0	0	54	0	2014	2	26	11	4	140570203	34	2965	N	9	1	2	1	1	5	98

Hennepin County Public Works

CSAH 81 (Bottineau Blvd) - CSAH 109 (85th Ave N) - 1st Ave NW

2013 - 2015

RD NO	MILE PT	LEFT DIST	RIGHT DIST	ROAD TYPE	INTER TYPE	CRSH YR	CRSH MONTH	CRSH DAY	CRSH HOUR	CRSH D O WK	CRSH NO	MUN	CITY CODE	MAX SEV	CRSH DIAG	CRSH TYPE	NO VEH	CRSH LIGHIN G	CRSH PRI WEATH ER	RD SUR	CRSH WKZO TYPE
81	10.03	0	0	54	0	2015	12	22	16	3	153570105	34	2965	N	9	1	2	6	2	1	98
Intersection - CSAH 81 (Bottineau Blvd) at Central Ave																					
81	10.54	0	0	0	13	2015	9	29	12	3	152720112	34	2965	C	1	1	2	1	1	1	98
81	10.56	0	0	0	13	2013	6	4	21	3	131550180	34	2965	N	5	1	2	4	3	2	98
81	10.56	0	0	0	13	2013	11	1	11	6	133050082	34	2965	N	5	1	3	1	1	1	98
81	10.54	0	0	54	0	2014	1	14	14	3	140140300	34	0465	N	5	1	2	1	2	2	98
81	10.54	0	0	0	13	2015	2	16	11	2	150470085	34	2965	B	5	1	3	1	2	1	98
81	10.54	0	0	0	13	2015	9	24	19	5	152670202	34	2965	C	5	1	2	4	2	2	98
81	10.54	0	0	0	13	2015	11	16	19	2	153210205	34	2965	C	5	1	2	4	3	2	98
81	10.54	0	0	0	13	2015	11	23	18	2	153270180	34	2965	N	5	1	2	4	1	1	98
81	10.55	0	0	0	13	2013	5	23	19	5	131430123	34	2965	N	90	1	2	1	1	1	98
81	10.54	0	0	0	13	2015	11	4	21	4	153130153	34	2965	C	90	26	1	4	1	1	98
Segment - W of Central Ave to N of 1st Ave NE																					
81	10.58	0	0	54	0	2013	11	16	12	7	133200067	34	2965	N	1	1	2	1	2	1	98
81	10.59	0	0	54	0	2014	8	25	21	2	142380019	34	2965	N	1	1	2	4	1	1	98
81	10.66	0	0	54	0	2013	9	23	9	2	132660122	34	2965	N	5	1	2	1	1	1	98
81	10.58	0	0	54	0	2014	12	8	13	2	143420103	34	2965	N	5	1	2	1	2	2	98
81	10.68	0	0	54	0	2013	9	23	8	2	132660051	34	2965	B	9	1	2	2	1	1	98
81	10.58	0	0	54	0	2013	7	23	7	3	132040038	34	2965	C	90	51	2	1	1	1	98
Total						58															

CRASH MODIFICATION FACTORS CLEARINGHOUSE

CMF / CRF Details

CMF ID: 9250

Install shared path

Description:

Prior Condition: No shared path present

Category: Bicyclists

Study: *Statewide Analysis of Bicycle Crashes*, Alluri et al., 2017

Star Quality Rating:	★★★☆☆ [View score details]

Crash Modification Factor (CMF)	
Value:	0.75
Adjusted Standard Error:	
Unadjusted Standard Error:	

Crash Reduction Factor (CRF)	
Value:	25 *(This value indicates a **decrease** in crashes)*
Adjusted Standard Error:	
Unadjusted Standard Error:	

Applicability	
Crash Type:	Vehicle/bicycle
Crash Severity:	All
Roadway Types:	Principal Arterial Other
Number of Lanes:	6
Road Division Type:	Divided by Median
Speed Limit:	
Area Type:	Urban
Traffic Volume:	5700 to 98500 *Annual Average Daily Traffic (AADT)*
Time of Day:	Not specified
If countermeasure is intersection-based	
Intersection Type:	
Intersection Geometry:	
Traffic Control:	
Major Road Traffic Volume:	
Minor Road Traffic Volume:	

Development Details	
Date Range of Data Used:	2011 to 2014
Municipality:	
State:	FL
Country:	

Type of Methodology Used:	Regression cross-section
Sample Size Used:	

Other Details

Included in Highway Safety Manual?	No
Date Added to Clearinghouse:	Jun-17-2018
Comments:	Minor arterial, major collector, and minor collector facility types were also included.

This site is funded by the U.S. Department of Transportation Federal Highway Administration and maintained by the University of North Carolina Highway Safety Research Center

HENNEPIN COUNTY
MINNESOTA

Hennepin County, Board of Commissioners

RESOLUTION 18-0258

2018

The following resolution was moved by Commissioner Mike Opat and seconded by Commissioner Debbie Goettel:

WHEREAS, the Metropolitan Council has given notice that funding through the Regional Solicitation is available; and

WHEREAS, a board resolution must be submitted with the application for Regional Solicitation funding;

BE IT RESOLVED, that Hennepin County be authorized to apply for funding grants through the Regional Solicitation and recognize its role as the public agency sponsor for the following projects (separated by category), if funding is awarded:

Roadway reconstruction/modernization

- Programmed in 2018-2022 CIP

1. County State Aid Highway 5 (CSAH 5) (Minnetonka Boulevard) from Trunk Highway 100 to France Avenue in Saint Louis Park - CP 2168100

2. CSAH 152 (Osseo Rd) from CSAH 2 (Penn Avenue) to 49th Avenue in Minneapolis - CP 2174100

3. CSAH 153 (Lowry Avenue) from Washington Street NE to Johnson Street NE in Minneapolis - CP 1001648 & 2140900

- Project Not Programmed in 2018-2022 CIP

4. CSAH 23 (Marshall St NE) from 16th Avenue NE to 27th Avenue NE in Minneapolis - CP 2984500

Roadway expansion

- Programmed in 2018-2022 CIP

5. CSAH 109 (85th Avenue) at TH 252 in Brooklyn Park - CP 2167700

Bridges

- Programmed in 2018-2022 CIP

6. CSAH 15 (Shoreline Drive) Bridge #27592 over Tanager Channel in Orono - CP 2163400

- Projects Not Programmed in 2018-2022 CIP

7. CSAH 152 (Washington Avenue) Bridge #91333 at Bassett Creek in Minneapolis - CP 2176400
8. CSAH 158 (Vernon Avenue) Bridge #4510 over CP Rail in Edina - CP 2176600

Multi-use trails and bicycle facilities

- Programmed in 2018-2022 CIP

9. Midtown Greenway ramp access between Garfield Avenue and Harriet Avenue in Minneapolis - CP 0031547
10. CSAH 10 (Bass Lake Road) from CSAH 8 (West Broadway Avenue) to Xenia Avenue in Crystal - CP 2172800
11. CSAH 52 (Hennepin Avenue/First Avenue) from CSAH 23 (Main Street NE) to Eighth Street SE in Minneapolis - CP 2182100
12. CSAH 36 (University Avenue)/CSAH 37 (Fourth Street) from I-35W to Oak Street SE in Minneapolis - CP 2167301
13. CSAH 81 (Bottineau Boulevard) from CSAH 109 (85th Avenue) to First Avenue NW in Brooklyn Park and Osseo - CP 2182200

Pedestrian facilities

- Programmed in 2018-2022 CIP

14. Americans with Disabilities Act retrofits at various locations to complement bus rapid transit and light rail transit services - CP 2999965

The question was on the adoption of the resolution and there were 7 YEAS and 0 NAYS, as follows:

County of Hennepin
Board of County Commissioners

YEAS	NAYS	ABSTAIN	ABSENT
Mike Opat			
Linda Higgins			
Marion Greene			
Peter McLaughlin			
Debbie Goettel			
Jan Callison			
Jeff Johnson			

RESOLUTION ADOPTED ON **6/26/2018**

ATTEST: M. Rose

Deputy/Clerk to the County Board

Project to RBTN Orientation

Multiuse Trails and Bicycle Facilities Project: Bottineau Boulevard Multi-Use Trail | Map ID: 1528473846575

Project
RBTN Corridor Centerlines
RBTN Tier 1 Alignment
RBTN Tier 2 Alignment
RBTN Tier 1
RBTN Tier 2
Principal Arterials
Minor Arterials
Railroads

0 0.15 0.3 0.6 0.9 1.2 Miles

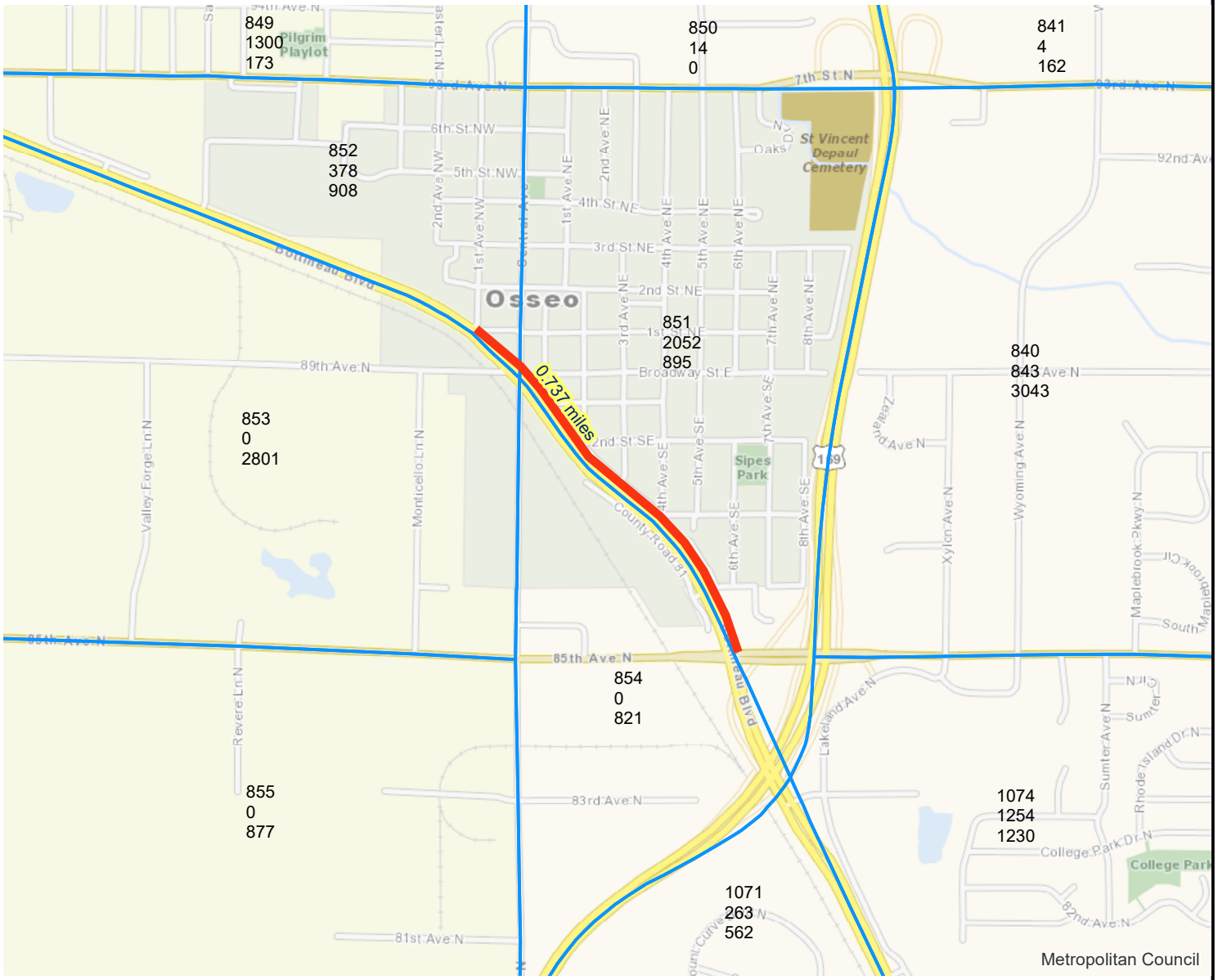
Created: 6/8/2018
LandscapeRSA6

For complete disclaimer of accuracy, please visit https://giswebsite.metc.state.mn.us/gissitenew/notice.aspx

METROPOLITAN COUNCIL

Population/Employment Summary

Multiuse Trails and Bicycle Facilities Project: Bottineau Boulevard Multi-Use Trail | Map ID: 1528473846575



Results

Within ONE Mile of project:
Total Population: 22601
Total Employment: 18705

Project

2010 TAZ

0 0.15 0.3 0.6 0.9 1.2 Miles

Created: 6/8/2018
LandscapeRSA4

For complete disclaimer of accuracy, please visit
http://giswebsite.metc.state.mn.us/gissitenew/notice.aspx

METROPOLITAN COUNCIL

Socio-Economic Conditions

Multiuse Trails and Bicycle Facilities Project: Bottineau Boulevard Multi-Use Trail | Map ID: 1528473846575

Results

Project census tracts are above the regional average for population in poverty or population of color:
(0 to 18 Points)

Project

Area of Concentrated Poverty

Area of Concentrated Povertry > 50% residents of color

Above reg'l avg conc of race/poverty

0 0.15 0.3 0.6 0.9 1.2 Miles

Created: 6/8/2018
LandscapeRSA2

For complete disclaimer of accuracy, please visit http://giswebsite.metc.state.mn.us/gissitenew/notice.aspx

METROPOLITAN COUNCIL

Attachment 2: Project Location Map

2018 Regional Solicitation | Project Location Map

CSAH 081 (Bottineau Blvd) Bicycle Project

HENNEPIN COUNTY
MINNESOTA

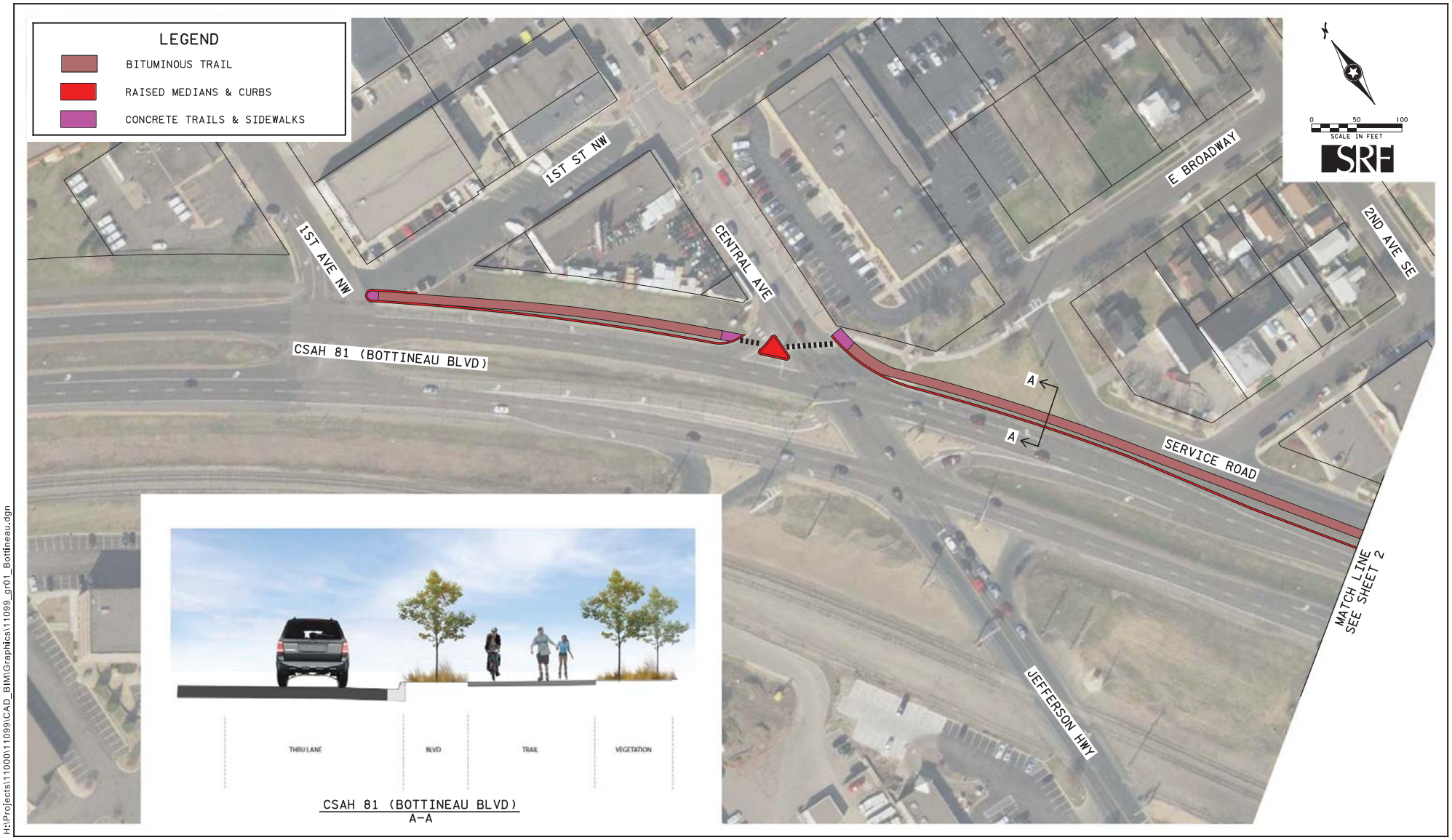
Disclaimer: This map (i) is furnished "AS IS" with no representation as to completeness or accuracy; (ii) is furnished with no warranty of any kind; and (iii) is not suitable for legal, engineering or surveying purposes. Hennepin County shall not be liable for any damage, injury or loss resulting from this map.

N

0 0.25 0.5 Miles

Publication date: 7/11/2018

Attachment 3: Project layout



H:\Projects\11000\11099\CAD_BIM\Graphics\11099_gr01_Bottineau.dgn

Hennepin

Job #11099
7/3/2018

Hennepin County Improvements

CSAH 81 (Bottineau Boulevard) from 85th Avenue N to 1st Avenue NW
Osseo, MN

Figure 1

Attachment 3: Project layout

H:\Projects\11000\11099\CAD_BIM\Graphics\11099_gr02_Bottineau.dgn

Hennepin

Job #11099
7/3/2018

Hennepin County Improvements

CSAH 81 (Bottineau Boulevard) from 85th Avenue N to 1st Avenue NW
Osseo, MN

Figure 2

Attachment 3: Project layout

H:\Projects\11000\11099\CAD_BIM\Graphics\11099_gr03_Bottineau.dgn

Hennepin

Job #11099
7/3/2018

Hennepin County Improvements

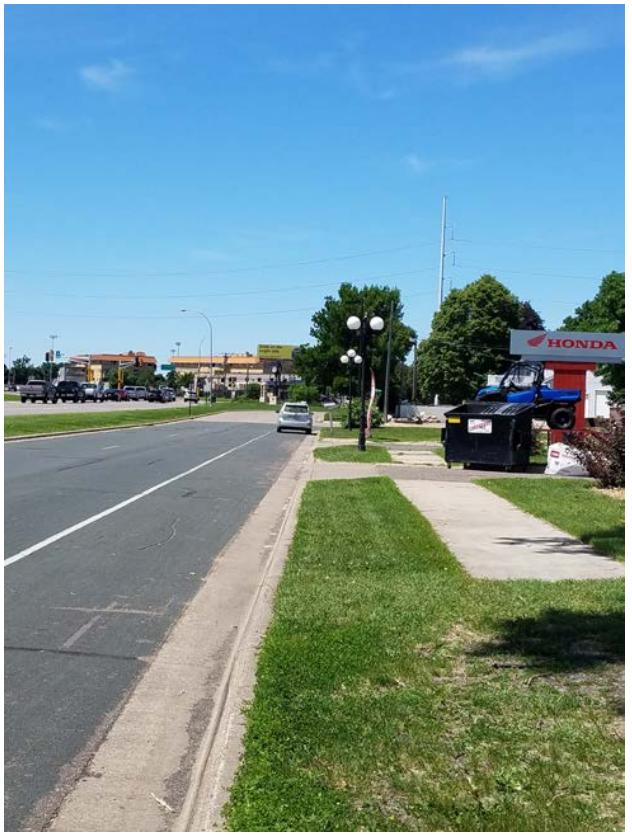
CSAH 81 (Bottineau Boulevard) from 85th Avenue N to 1st Avenue NW
Osseo, MN

Figure 3

Attachment 4: Project Photos

Bottineau Boulevard & NW of 4th St SE – looking north

Bottineau Boulevard & NW of 85th Ave N – looking north



CR 81 Service Rd & NW of 2nd St SE – looking north

Attachment 5: Letter of support - Three Rivers Park District

ThreeRivers
PARK DISTRICT

June 11, 2018

Carla Stueve, P.E., P.T.O.E
Hennepin County Engineer
Transportation Project Delivery
1600 Prairie Drive
Medina, MN 55340

RE: Support for Regional Solicitation Application
Crystal Lake Regional Multi-use Trail Project:
CSAH 109 (85th Avenue) to 1st Street NW

Dear Ms. Stueve:

Three Rivers Park District hereby expresses its support for the Hennepin County Regional Solicitation federal funding application for the proposed multi-use trail project along CSAH 81 (Bottineau Boulevard) from CSAH 109 (85th Avenue) to 1st Street NW.

The proposed Crystal Lake Regional Trail will close a major regional trail gap for people walking and biking. The proposed segment extends along Bottineau Boulevard (CSAH 81) from 85th Avenue (CSAH 109) to 1st Avenue NW. Upon completion of this project, people walking and biking may access Medicine Lake, Rush Creek and Twin Lakes Regional Trails and the Grand Rounds in Minneapolis.

Three Rivers Park District has agreed to maintain the multi-use trail for the useful life of the improvement as outlined in the Hennepin County Cost Participation Policy.

Thank you for making us aware of this application effort and the opportunity to provide support. Three Rivers Park District looks forward to working with you on this project.

Sincerely,

Kelly Grissman
Director of Planning
Three Rivers Park District

Attachment 6: Letter of support - City of Osseo

City of Osseo
415 Central Avenue
Osseo, MN 55369-1195
P 763.425.2624 **F** 763.425.1111

June 12, 2018

Carla Stueve, P.E., P.T.O.E
Hennepin County Engineer
Transportation Project Delivery
1600 Prairie Drive
Medina, MN 55340

RE: Support for Regional Solicitation Application
Crystal Lake Regional Multi-use Trail Project – CSAH 109 (85th Ave) to 1st Street NW

Dear Ms. Stueve:

The City of Osseo and the Osseo City Council hereby expresses its support for the Hennepin County Regional Solicitation federal funding application for the proposed multi-use trail project along CSAH 81 (Bottineau Boulevard) from CSAH 109 (85th Avenue) to 1st Street NW.

The proposed Crystal Lake Regional Trail will close a major regional trail gap for people walking and biking. The proposed segment extends along Bottineau Boulevard (CSAH 81) from 85th Avenue (CSAH 109) to 1st Avenue NW. Upon completion of this project, people walking and biking may access the Medicine Lake Regional Trail, the Rush Creek Regional Trail, and the Grand Rounds in Minneapolis.

Thank you for making us aware of this application effort and the opportunity to provide support. The city looks forward to working with you on this project.

Sincerely,

Riley Grams
City Administrator
City of Osseo

Attachment 7: Letter of Support - City of Brooklyn Park

Engineering Services Division

Jesse M. Struve, P.E.
City Engineer
763-493-8114

City of Brooklyn Park
City Hall
5200 85th Ave. N.
Brooklyn Park, MN 55443
763-424-8000
www.brooklynpark.org

June 29, 2018

Carla Stueve, P.E., P.T.O.E
Hennepin County Engineer
Transportation Project Delivery
1600 Prairie Drive
Medina, MN 55340

RE: Support for Regional Solicitation Application
Crystal Lake Regional Multi-use Trail Project – CSAH 109 (85th Ave) to 1st Street NW

Dear Ms. Stueve:

The City of Brooklyn Park hereby expresses its support for the Hennepin County Regional Solicitation federal funding application for the proposed multi-use trail project along CSAH 81 (Bottineau Boulevard) from CSAH 109 (85th Avenue) to 1st Street NW.

The proposed Crystal Lake Regional Trail will close a major regional trail gap for people walking and biking. The proposed segment extends along Bottineau Boulevard (CSAH 81) from 85th Avenue (CSAH 109) to 1st Avenue NW. Upon completion of this project, people walking and biking may access the Medicine Lake Regional Trail, the Rush Creek Regional Trail, and the Grand Rounds in Minneapolis.

Thank you for making us aware of this application effort and the opportunity to provide support. The city looks forward to working with you on this project.

Sincerely,

Jesse Struve, P.E.
City Engineer

Hennepin County Complete Streets Policy

Final Policy approved by Hennepin County Board of Commissioners
July 14, 2009

This Complete Streets policy was created under Hennepin County Board Resolution 09-0058R1. The resolution demonstrates the county's commitment to develop and maintain a safe, efficient, balanced and environmentally sound county transportation system and to support Active Living – integrating physical activity into daily routines through activities such as biking, walking, or taking transit. The county strives to be a leader in providing opportunities and choices for its residents, and believes that a well-planned transportation system that includes Complete Streets demonstrates this leadership.

Hennepin County will enhance safety, mobility, accessibility and convenience for all corridor users including pedestrians, bicyclists, transit riders, motorists, commercial and emergency vehicles, and for people of all ages and abilities by planning, designing, operating, and maintaining a network of Complete Streets. This policy applies to all corridors under Hennepin County jurisdiction. The county will work with other transportation agencies to incorporate a Complete Streets philosophy and encourages the State of Minnesota, municipalities, other counties and regional organizations to adopt similar policies.

Given the diversity of the natural and built environment in Hennepin County, flexibility in accommodating different modes of travel is essential to balancing the needs of all corridor users. The county will implement Complete Streets in such a way that the character of the project area, the values of the community, and the needs of all users are fully considered. Therefore, Complete Streets will not look the same in all environments, communities, or development contexts, and will not necessarily include exclusive elements for all modes.

Developing Complete Streets will be a priority on all corridors, and every transportation and development project will be treated as an opportunity to make improvements. This will include corridors that provide connections or critical linkages between activity centers and major transit connections, and in areas used frequently by pedestrians and bicyclists today or with the potential for frequent use in the future.

Hennepin County will conduct an inventory and assessment of existing corridors, and develop Complete Streets implementation and evaluation procedures. The Complete Streets policy and implementation procedures will be referenced in the Transportation Systems Plan and other appropriate plans or documents.

Applicable design standards and best practices will be followed in conjunction with construction, reconstruction, changes in allocation of pavement space on an existing roadway, or other changes in a county corridor. The planning, design, and implementation processes for all transitway and roadway corridors will:

- Involve the local community and stakeholders,
- Consider the function of the road,
- Integrate innovative and non-traditional design options,
- Consider transitway corridor alignment and station areas,
- Assess the current and future needs of corridor users,
- Include documentation of efforts to accommodate all modes and all users,
- Incorporate a review of existing system plans to identify Complete Streets opportunities.

Attachment 8: Hennepin County Complete Streets Policy

Hennepin County will implement Complete Streets unless one or more of the following conditions are documented:

- The cost of establishing Complete Street elements is excessive in relation to total project cost.
- The city council refuses municipal consent or there is a lack of community support.
- There are safety risks that cannot be overcome.
- The corridor has severe topographic, environmental, historic, or natural resource constraints.

The County Engineer will document all conditions that require an exception. The Assistant County Administrator for Public Works will provide the Hennepin County Board with annual reports detailing how this policy is being implemented into all types and phases of Hennepin County's Public Works projects.

Hennepin County will identify and apply measures to gauge the impact of Complete Streets on Active Living and the quality of life of its residents.

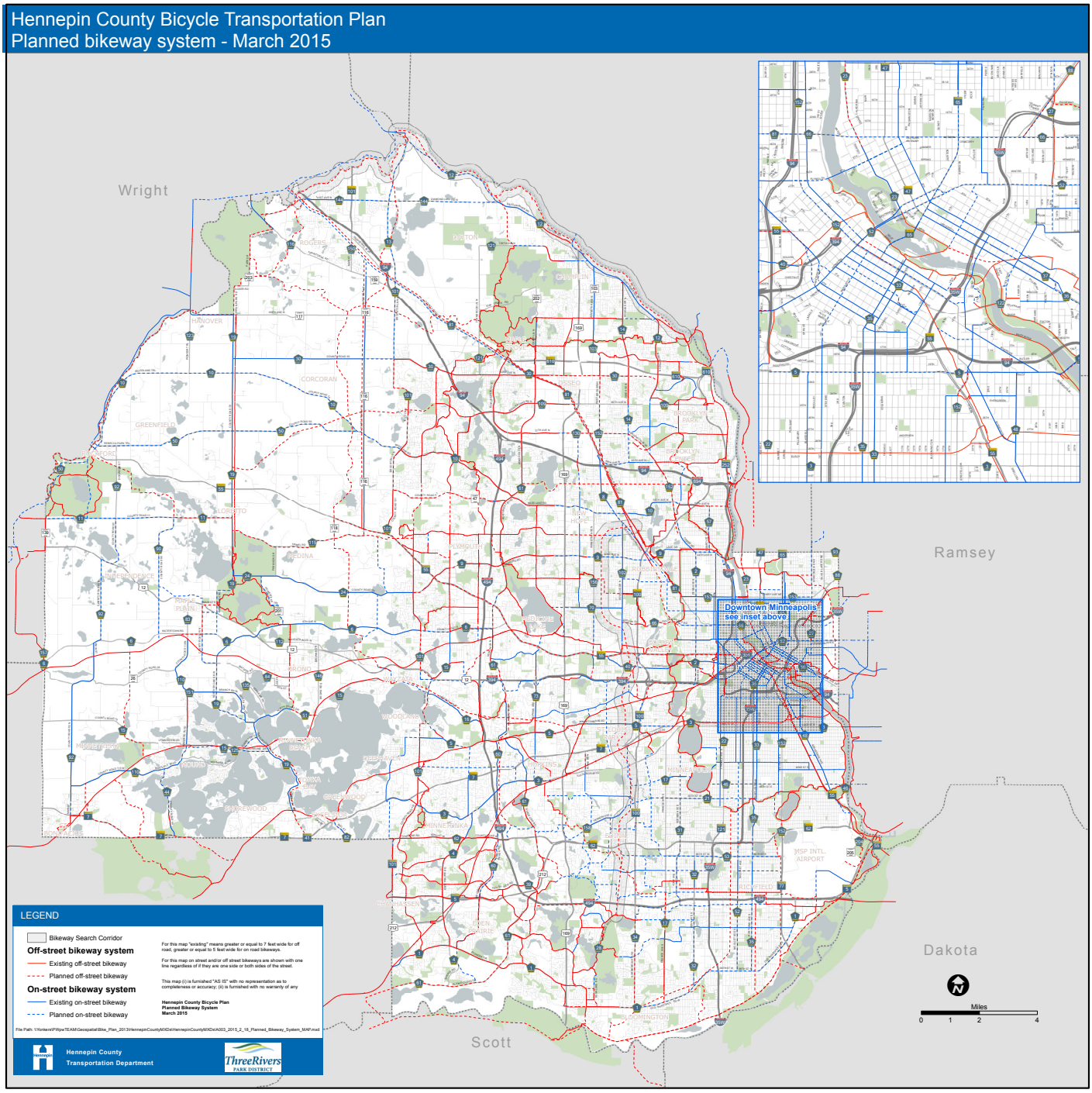


Figure 10: 2040 bikeway system

Table 4: Hennepin County bikeway system mileage

	Existing System	Planned System
Off-street planned bikeway	425	238
On-street planned bikeway	226	302
Total 2040 planned system	**651**	**540**

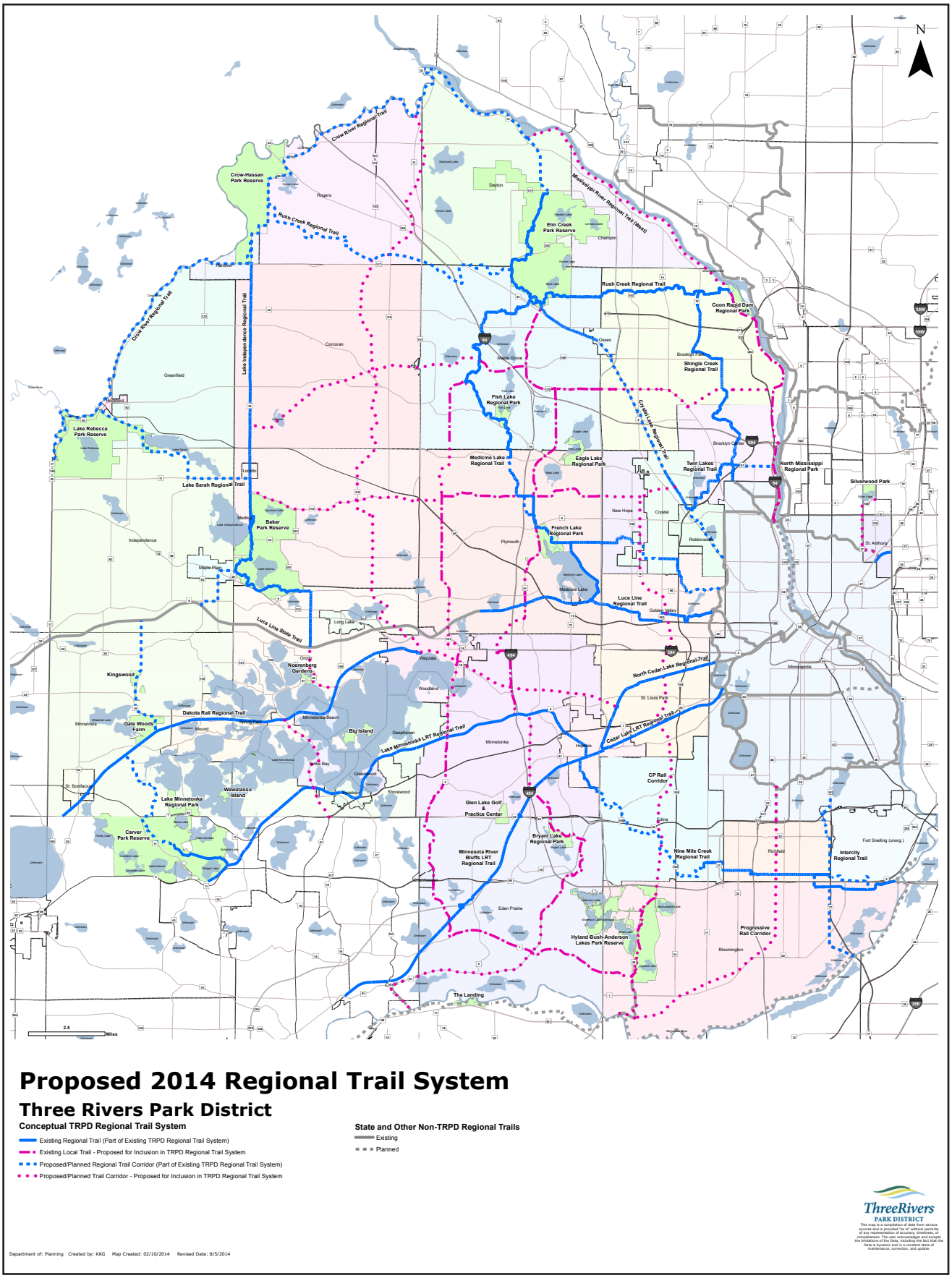


Figure 11: Three Rivers Park District proposed regional trail system

Strategy 2.5 *Work with transit partners early in the planning phase of corridor and station area planning to incorporate bicycle supportive facilities at key transit locations.*

Strategy 2.6 *Work with major transit providers and local communities to provide direct bicycle connections to transit stops and stations, and increase secure bicycle parking and storage to meet demand.*

Improve connections between transit and bicycling

For some people, bicycling is one of several travel modes that make up their daily trips. Improving the link between bicycling and transit can significantly increase mobility options for residents. It can also have the effect of expanding the service area of the transit system, by increasing the number of people who can reasonably and conveniently access transit stops and stations. As strategies 2.5 and 2.6 highlight, improving the link between bicycling and transit can be accomplished in three primary ways: building high-quality bikeways that connect to transit stops and stations; improving support facilities at those stations; and making it easy for people to bring their bicycles on transit (for example through bike racks on the front of buses). Transit corridor and station area planning processes present opportunities to address these issues.

Support bike share programs

Minneapolis and St. Paul have a thriving bike share program which is anticipated to expand over time. Nice Ride Minnesota was one of the first large-scale bike share systems to be implemented in the U.S. Launched in June 2010 in Minneapolis, the system has rapidly expanded into neighboring St. Paul. With more than 1,500 bicycles at 170 stations spanning the two downtowns and extending into adjacent neighborhoods, the program has logged more than 590,000 rides in its four years of service. As stated in strategy 2.7, the county and park district and other partners should continue to support this growing system. In 2013, the county provided funding for additional stations at key destinations around Minneapolis.

Strategy 2.7 *Support local bike sharing programs.*

Ensure integration among county, local and regional bikeways

The 2040 bikeway system is one piece of a greater bicycle network that includes local, regional and state bikeways. The regional bikeway network is comprised of a variety of bikeway types that must be coordinated across jurisdictions to ensure continuity. Coordination is needed on facility design and phasing, as well as signage, wayfinding, maintenance and the dissemination of information (i.e. maps, online information, etc.).

The county has been and will continue to be involved with cities' plans for local bikeways and facilities on county right of way. Plan maps and other content will be updated to reflect city efforts according to the schedule on page 23.

Strategy 2.8 emphasizes that partnerships are essential to accomplish a fully-connected regional system of bikeways. The county and park district must be opportunistic in their approach to land acquisition. Securing new rights-of-way is a strategic way of expanding the bicycling system.

Strategy 2.8 *Collaborate with partners on planning, design and funding bicycle infrastructure that helps to complete or complement the county bikeway system.*

Hennepin County bikeway system

As described earlier in this chapter, the county bikeway system includes regional bikeways, including all of the Three Rivers Park District and Minneapolis Park and Recreation Board regional

trail systems, bikeways along county roadways and in some instances includes alignments that follow some state and local roadways. Where local roadways are identified as part of the county bikeway system, the county will partner with the local implementation agency to provide bikeways that are consistent with bikeway design standards.

Bikeways and transit systems

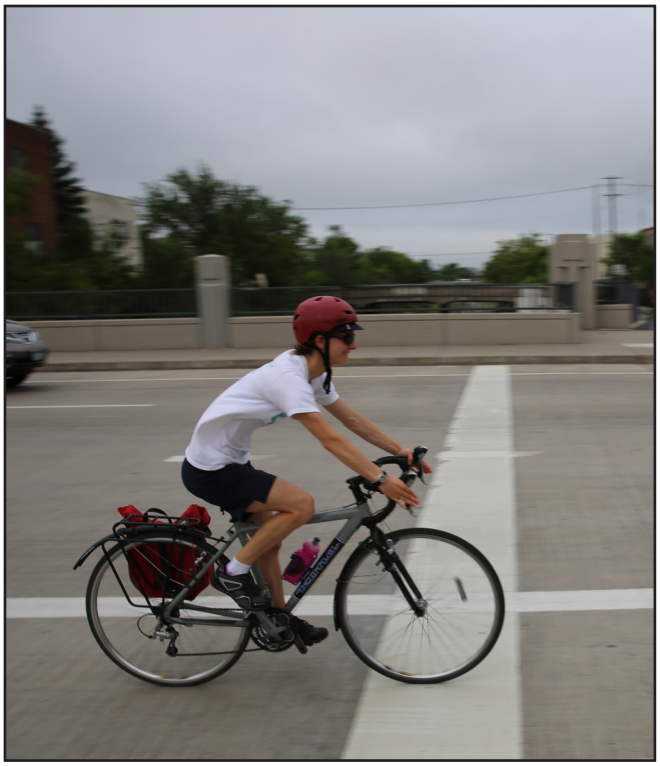
Bicycling and transit complement each other to enhance the efficacy of both. Good transit/bike connections increase the range of both modes, provide one-way trip options, reduce motor vehicle parking demand, and provide a backup mode. The 2040 bikeway system prioritizes connections to transitways. Transitways and stations should be designed and operated to facilitate these connections and to meet the needs of people biking. Bicycle plans are being developed for the Metro Blue Line and Green Line extension station areas within a three-mile radius of each station. These plans will be incorporated as future appendices to this plan.

City bikeway systems

The local bikeway systems provide more complete coverage at the local level, serving trips within and between neighborhoods and small business districts. Key local routes are also a part of the regional system. The county bikeway system is intended to connect with local routes to provide access for longer bicycle trips to more regionally significant destinations.

Adjacent bikeway systems

Many residents bike to adjacent communities (and vice versa). The county bikeway system is intended to make key connections to bikeway systems in adjacent counties. Frequently, Hennepin County and the Three Rivers Park District will partner with adjacent communities on regionally-significant bikeway projects that improve inter-county connections or overcome physical barriers, such as a river or highway crossing.



Regional trails

Regional trails (including the Three Rivers Park District system) have traditionally been planned and implemented for recreation, with much of the funding coming from dedicated park and open space sources administered by the Metropolitan Council. More recently, and particularly in the case of the park agencies, these systems are becoming integral parts of the bikeway transportation system. The collaboration of Hennepin County and Three Rivers Park District on this plan update is a critical step to better coordinate bicycle transportation and recreation systems in Hennepin County.

Metropolitan Council regional bicycle transportation network and priority regional bicycle transportation corridors

The Metropolitan Council recently conducted a study to define a regional bikeway network. The study focused on priority corridors that are intended to provide a higher level of bikeway service to critical regional destinations. Hennepin County's 2040 bikeway system includes some key elements of the priority regional bikeway system, and recommends continued coordination with regional and local agencies.

Strategy 2.5	Actions
Work with transit partners early in the planning phase of corridor and station area planning to incorporate bicycle supportive facilities at key transit locations.	2.5.a Establish a communication protocol with key transit provider staff so county staff is aware of potential projects and can suggest ways to incorporate bicycle provisions in transit projects at the appropriate phase of project planning.
	2.5.b Provide guidance and resources for evaluating appropriateness of, and installing, bicycle repair stations and short/long-term bicycle storage options at major transit hubs.

Strategy 2.6	Actions
Work with transit providers and local communities to provide direct bicycle connections to transit stops and stations, and increase secure bicycle parking and storage to meet demand.	2.6.a Partner with transit agencies to identify transit/bicycle usage patterns (such as bike boardings, or bike parking use) to prioritize bicycle improvements that increase access to transit.
	2.6.b Consider prioritizing areas for bicycle improvements based on the percentage of lower income residents within a certain distance of the transit stop.
	2.6.c Include bikeway planning for major transit stations. Transitway and station area planning efforts should address bikeway system connections and support facilities.
	2.6.d Provide county funding eligibility for bikeway system connections and support facilities for major transit stations.