Application

10350 - 2018 Multiuse Trails and Bicycle Facilities

10973 - Hennepin Ave and 1st Ave NE Bicycle and Pedestrian Facilities

Regional Solicitation - Bicycle and Pedestrian Facilities

Status:	Submitted
Submitted Date:	07/13/2018 3:52 PM

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	Hennepin Ave and 1st Ave NE Bicycle and Pedestrian Facilities
Primary County where the Project is Located	Hennepin
Cities or Townships where the Project is Located:	Minneapolis
Jurisdictional Agency (If Different than the Applicant):	

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

The Hennepin Ave and 1st Ave Bicycle and Pedestrian Facilities project includes CSAH 52 (Hennepin Ave and 1st Ave NE), a one-way pair, in Northeast Minneapolis on the east side of the Mississippi River from Downtown Minneapolis. CSAH 52 is an A-minor augmenter. The project limits begin on Hennepin Ave at the intersection with Main St NE and extend to the 8th St SE. From the intersection of Hennepin Ave and 8th St SE the project extends along 1st Ave NE back to Main St NE.

Hennepin Ave and 1st Ave NE traverse two high density, mixed use neighborhoods known as Nicollet Island-East Bank and Marcy Holmes. The corridor consists of high density residential towers, retail on the street frontage, commercial and office uses, and night life. Due to the number of destinations and businesses there are high volumes of pedestrians, transit users, bicyclists and motor vehicles utilizing both streets during the majority of the day. The daily traffic for CSAH 52 ranges from 8,700-15,300 vehicles per day in each direction.

The 2016 Hennepin and 1st Avenue Transportation Study identified a number of improvements for people walking and biking within the project limits. The project aims to address the pedestrian realm primarily at intersections where improvements such as bumpouts and other geometric and operational changes will be implemented. Currently there are no bicycle facilities on either street. Despite the lack of facilities, high numbers of people use both streets to commute to and from Downtown Minneapolis, due in part to limited crossings of the Mississippi River (average daily bicycle traffic (ADB) is 230). The project would add dedicated bicycle facilities on both Hennepin Ave and 1st Ave. These facilities would address a bikeway network

gap by connecting to bicycle facilities on the Hennepin Avenue Bridge. Additionally, bicycle facilities are planned for Hennepin Avenue from 8th St SE to the east.

All non-compliant curb ramps within the project limits will be made ADA compliant. Traffic signal improvements are also proposed such as, countdown timers and APS. These signal improvements will provide obstruction-free pedestrian areas at intersections and allow for the installation of APS.

(Limit 2,800 characters; approximately 400 words)

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

CSAH 52 (Hennepin Ave and 1st Ave NE) from Main St SE to 8th St SE - bicycle facilities, ADA, signal modifications, crossing improvements

Project Length (Miles)

1.3

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

$5,500,000.00

Match Amount

$2,372,486.00

Minimum of 20% of project total

Project Total

$7,872,486.00

Match Percentage

30.14%

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:

2022

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	55414
(Approximate) Begin Construction Date	04/02/2022
(Approximate) End Construction Date	10/30/2022
Name of Trail/Ped Facility: *(i.e., CEDAR LAKE TRAIL)*	Hennepin Ave and 1st Ave NE Bicycle and Pedestrian Facilities

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

From: (Intersection or Address)	Main St NE
To: (Intersection or Address) *DO NOT INCLUDE LEGAL DESCRIPTION; INCLUDE NAME OF ROADWAY IF MAJORITY OF FACILITY RUNS ADJACENT TO A SINGLE CORRIDOR*	8th St SE
Or At:	
Primary Types of Work *Examples: GRADE, AGG BASE, BIT BASE, BIT SURF, SIDEWALK, SIGNALS, LIGHTING, GUARDRAIL, BIKE PATH, PED RAMPS, BRIDGE, PARK AND RIDE, ETC.*	Bicycle facilities, ADA, signal modification, crossing improvements, sidewalk, pavement markings, curb, drainage

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.

Goal B. Safety and Security - Page 2.7

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

Strategies - B1, B4, B6

Goal C. Access to Destinations - Page 2.8

Objective - Increase the availability of multimodal travel options, especially in congested highway corridors.

Increase transit ridership and the share of trips taken using transit, bicycling and walking.

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

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, C4, C15, C17

Goal D. Competitive Economy - Page 2.11

Objective - Improve multimodal access to regional job concentrations identified in Thrive MSP 2040.

Invest in a multimodal transportation system to attract and retain businesses and residents.

Strategies - D1, D3, D4

Goal E. Healthy Environment - Page 2.12

Objective - Reduce transportation related air emissions.

Increase the availability and attractiveness of transit, bicycling, and walking to encourage healthy communities and active car-free lifestyles.

Provide a transportation system that promotes community cohesion and connectivity for people of all ages and abilities, particularly for historically underrepresented populations.

Strategies - E1, E2, E3, E6, E7

Goal F. Leveraging Transportation Investments to Guide Land Use - Page 2.14

Objective - Focus regional growth in areas that support the full range of multimodal travel.

Encourage local land use design that integrates highways, streets, transit, walking, and bicycling.

Strategies - F1, F2, F6

(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 2040 Bicycle Transportation Plan: pages 36, 48, 52

- Minneapolis Bicycle Master Plan

- Protected Bikeway Update to the Minneapolis Bicycle Master Plan

- Hennepin and 1st Avenue Transportation Study

- City of Minneapolis Complete Streets Policy

- Hennepin County Complete Streets Policy

- Hennepin County Board Resolution - 2018 Regional Solicitation

(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)	$275,113.00
Removals (approx. 5% of total cost)	$275,113.00
Roadway (grading, borrow, etc.)	$0.00
Roadway (aggregates and paving)	$115,000.00
Subgrade Correction (muck)	$0.00
Storm Sewer	$165,000.00
Ponds	$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	$0.00
Traffic Control	$160,260.00
Striping	$0.00
Signing	$0.00
Lighting	$0.00
Turf - Erosion & Landscaping	$0.00
Bridge	$0.00
Retaining Walls	$0.00
Noise Wall (not calculated in cost effectiveness measure)	$0.00
Traffic Signals	$3,300,000.00
Wetland Mitigation	$0.00
Other Natural and Cultural Resource Protection	$0.00
RR Crossing	$0.00
Roadway Contingencies	$1,290,000.00
Other Roadway Elements	$0.00

Totals	**$5,580,486.00**

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	$0.00
Sidewalk Construction	$720,000.00
On-Street Bicycle Facility Construction	$570,000.00
Right-of-Way	$0.00
Pedestrian Curb Ramps (ADA)	$472,000.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	$0.00
Pedestrian-scale Lighting	$0.00
Streetscaping	$0.00
Wayfinding	$0.00
Bicycle and Pedestrian Contingencies	$530,000.00
Other Bicycle and Pedestrian Elements	$0.00
Totals	**$2,292,000.00**

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	$7,872,486.00
Construction Cost Total	$7,872,486.00
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

Tier 2, RBTN Corridor

Tier 2, RBTN Alignment

Direct connection to an RBTN Tier 1 corridor or alignment	Yes
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	1530279032311_Hennepin 1st - Project to RBTN Orientation.pdf

Please upload attachment in PDF form.

Measure A: Population Summary

Existing Population Within One Mile (Integer Only)	45284
Existing Employment Within One Mile (Integer Only)	139718
Upload the "Population Summary" map	1530279077718_Hennepin 1st - Population Employment Summary.pdf

Please upload attachment in PDF form.

Measure 2B: Snow and ice control

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

(50 Points)

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

Hennepin County will maintain snow/ice control along this section of CSAH 52 (Hennepin Ave/1st Ave) as indicated by the attached Agreement

Upload Maintenance Plan (if no link is available)

1531315568765_16 - PW 19-20-15 - 06 - Snow and Ice Control.pdf

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:

Yes

(up to 60% of maximum score)

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:

The 2040 HC Transportation Bicycle Plan included an extensive community outreach process, engaging low-income populations, people of color, children and persons with disabilities. This outreach led to the identification of CSAH 52 as an important bike network connection. As part of the Hennepin and 1st Avenue Transportation Study, the project team formed a Study Advisory Committee (SAC) comprised of local stakeholders, business owners, and neighborhood representatives. The role of the SAC was to communicate information to and from neighborhood and business groups and provide input and guidance on the planning process and design concepts.

In Fall 2017, Hennepin County and City of Minneapolis staff presented this information to both the Hennepin County and City of Minneapolis bicycle advisory committees.

Should this project receive funding, a second round of public engagement would be an integral part of the project design process. Hennepin County plans to continue to partner with local residents, neighborhood associations, property and business owners, City of Minneapolis and Metro Transit staff. Understanding how older adults and those with mobility issues travel along and cross Hennepin Ave and 1st Ave NE will guide final design decisions and ensure that people walking, biking and rolling are provided with a high level of access and mobility that is safe and functional.

(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.

Response:

The project area is located in a census tract that is above the regional average for population in poverty or population of color, and borders a census tract that is an area of concentrated poverty. Considering that many low-income populations 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. Furthermore, the project is within a mixed use commercial district with nine bus routes on or intersecting the corridor and shopping and employment destinations that bring people from many neighborhoods.

Upon completion of this project, the Hennepin Ave and 1st Ave corridor will be an inviting place for people of all ages, abilities and modes of travel. This project will fill part of a gap through a heavily traveled bike corridor, connecting Northeast Minneapolis with downtown. Bicycle improvements along Hennepin Ave, east of 8th St SE, are planned for near term implementation. These improvements will fill a city and county bicycle network gap and provide key connections to other north-south bikeways, trails, and bicycle boulevards throughout the city.

With the addition of ADA improvements at corners, APS at signals, and corner bumpouts (where feasible), safety and mobility for people walking or rolling will be greatly improved, especially for the elderly and disabled when crossing the street. A majority of the land use in this corridor is designated as commercial, mixed-use or medium-high density housing. By prioritizing investments for people walking and biking in this corridor, the environment will encourage more people to use active transportation as a means to access local shops and restaurants, including those beyond the

corridor such as Main St SE and Central Ave.

(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

The CSAH 52 bikeway project will cause temporary construction disturbances such as construction noise and dust. Hennepin County will follow the allowed working hours as required by the Minneapolis Permits Office. Additionally, staff will work with Minneapolis Traffic to assign logical detours (if needed) and manage driveway access for local residents and business owners.

Response:

Hennepin County will ensure that residents and businesses directly impacted by the construction are aware of the project and understand who to contact in case of any questions or concerns. In the case of minor disturbances resulting from construction activities (i.e. damage to private landscaping), Hennepin County will compensate the property owners.

(Limit 2,800 characters; approximately 400 words)

Upload Map

1530279713655_Hennepin 1st - Socio-Economic Conditions.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
Minneapolis	1.3	1.0	100.0	100.0

Total Project Length

Total Project Length (as entered in the "Project Information" form) 1.3

Affordable Housing Scoring

Total Project Length (Miles) or Population 1.3

Total Housing Score 100.0

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

The Hennepin Ave/1st Ave bike facilities connect to two RBTN Tier 1 alignments at Hennepin Ave E and Main St NE. Main St NE is a key connection to north-south routes, and Hennepin Ave E is a popular route for traveling to and from downtown Minneapolis. This project also intersects the Central Ave RBTN Tier 1 alignment at two points along the project corridor, which are identified as planned on-street facilities in the Hennepin County 2040 Bicycle Transportation Plan. Additionally, the Hennepin Ave/1st Ave bike facilities intersect an RBTN Tier 2 alignment along 5th St NE, a popular bicycle boulevard, and connects directly to an RBTN Tier 1 corridor at Hennepin Ave E and 8th St SE, where bike facilities are planned in the near term.

Response:

In 2016, the year of the most recent count at this location, Hennepin County estimated that there were 230 people biking each day across the Hennepin Avenue Bridge, ranking this site in the top five highest volume locations for the year within the county. Due to high volumes of vehicles, the roadways have a high level of traffic stress for people biking. Despite this, high numbers of people biking currently use the roadways as they provide a direction connection into and out of Downtown Minneapolis. This high usage indicates that when provided with a dedicated bicycle facility, even more people, including those who may be 'interested but concerned,' will choose to use the corridor. Dedicated bicycle facilities will provide an exclusive space for people biking, reduce conflicts between people biking and motor vehicles, and provide a higher level of comfort, safety and predictability for all modes.

(Limit 2,800 characters; approximately 400 words)

Measure B: Project Improvements

CSAH 52 (Hennepin Ave and 1st Ave) include three through lanes plus turn lanes along each corridor. There are currently no dedicated facilities for people biking. Sidewalks include many obstructions, creating an inconsistent environment for people walking or rolling and intersection crossings are difficult due to long crossing distances. As one of the few direct connections to downtown Minneapolis from Northeast Minneapolis, it is important that the roadway serves all users. The project proposes several bikeway, sidewalk and operational improvements. Many of these proposed improvements are a result of previous study work done by the 2016 Hennepin and 1st Avenue Transportation Study and the Hennepin County 2040 Bicycle Transportation Plan.

Response:

The improvements for this project include dedicated bicycle facilities; corner bumpouts (where feasible) to shorten crossing distance and calm traffic; ADA compliant curb ramps at all intersections; and signal rebuild, relocation and/or upgrades such as APS and pedestrian countdown timers.

From 2013-2015 there were 184 crashes along this corridor (118 of the crashes occurred on Hennepin Avenue and 66 occurred along 1st Avenue NE). From 2013-2015, six crashes involved a pedestrian, and nine involved a person biking. By applying a crash modification factor of 0.71 from the study, "Separated bike lane crash analysis" by Rothenberg et al. from 2016, Hennepin County estimates more than 29% decrease in bike and pedestrian related crashes with the addition of a dedicated bicycle facility. Depending on the type of bikeway facility constructed, the benefits of the facility may be even greater than what is included in the crash modification factor. Additionally, by applying a crash modification factor of 0.3 from the

study, "Evaluating pedestrian safety improvements" by Van Houten et al. from 2012, the county anticipates that pedestrian crashes will be reduced by 70% as a result of signal upgrades, such as APS and the installation of pedestrian countdown timers.

(Limit 2,800 characters; approximately 400 words)

Measure A: Multimodal Elements

The project contains multimodal elements in the form of dedicated bike facilities and safety enhancements to the pedestrian realm.

Dedicated bike facilities will provide a high level of comfort and safety for people biking. Hennepin Ave and 1st Ave provide a direct connection into and out of the Job Concentration Area of Downtown Minneapolis. Due to the natural barrier of the Mississippi River, there are limited access points into and out of downtown. Dedicated bike facilities provide a needed connection through a highly traveled area.

The addition of bumpouts, ADA curb ramps, and APS will provide a safe environment for people of all ages and abilities. In particular, the improvements will create an inviting and welcoming space for people walking and rolling along this corridor.

Response:

There are several bus stops located throughout this corridor including Metro Transit Routes 2, 4, 6,10, 11, 25 ,61,141, and 824. These routes connect users to nearby cities like St.Paul, first ring suburbs, downtown Minneapolis, and the University of Minnesota. With the addition of dedicated bicycle facilities, the county expects that the bikeway along Hennepin and 1st avenues will provide an important first and last mile connection for people traveling to downtown or nearby neighborhoods.

Finally, these proposed improvements will create a safer and more predictable environment for people driving. The main benefit of dedicated bicycle facilities is that they provide a space outside of the travel lanes for people biking. This reduces conflicts between people driving and the more vulnerable users, and creates more predictable scenarios because people driving know where on the roadway they can expect to see people biking.

(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 1531429073609_Layout #1_CSAH 52_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

100%

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

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

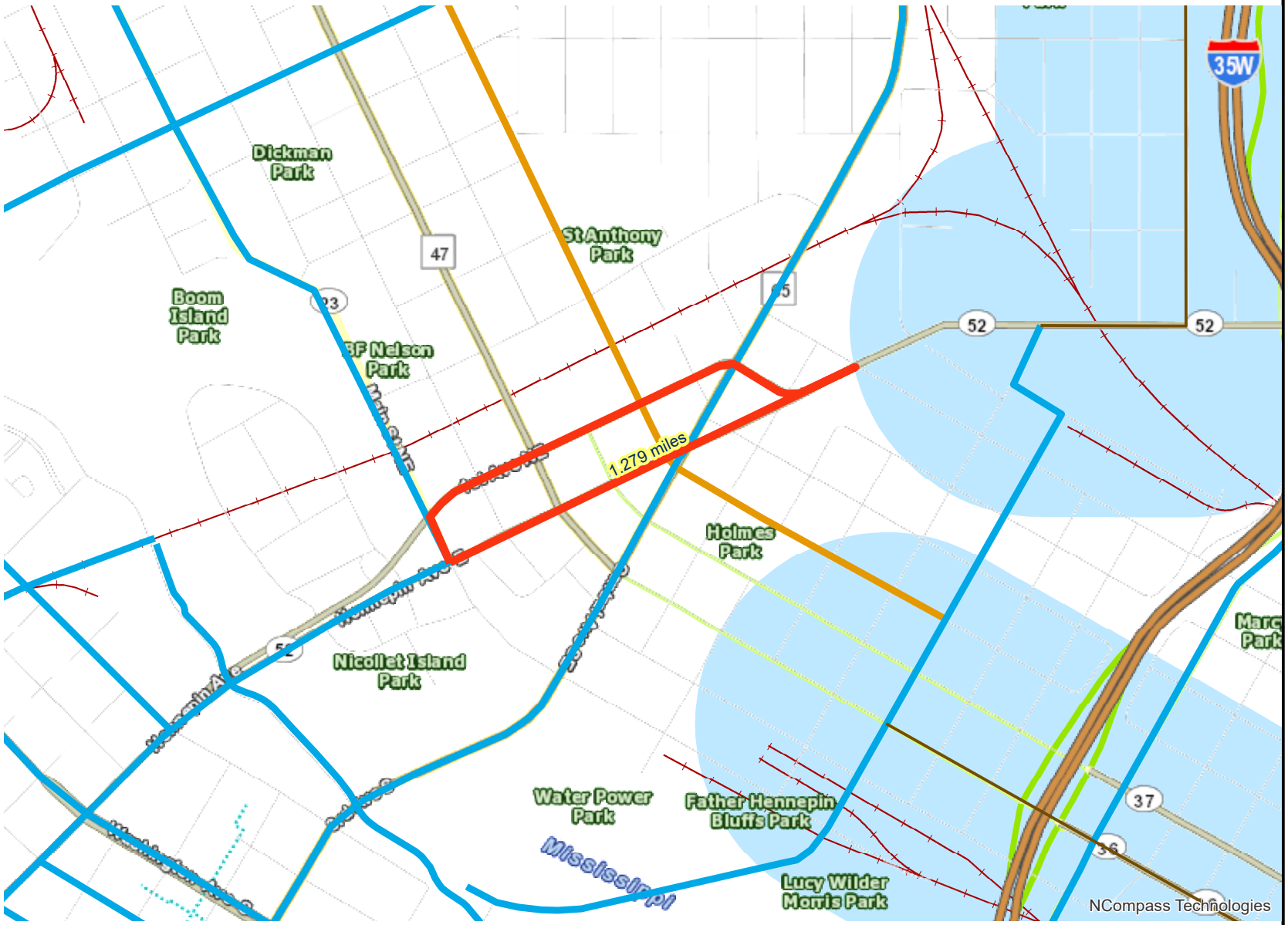
Total Project Cost (entered in Project Cost Form):	$7,872,486.00
Enter Amount of the Noise Walls:	$0.00
Total Project Cost subtract the amount of the noise walls:	$7,872,486.00
Points Awarded in Previous Criteria	
Cost Effectiveness	$0.00

Other Attachments

File Name	Description	File Size
00. List of Attachments.pdf	List of supplemental attachments	493 KB
1. Project Summary.pdf	Attachment 01: Project Summary	410 KB
10. Hennepin 1st_Transportation Study - Land use excerpt.pdf	Attachment 10: Hennepin and 1st Avenue Transportation Study - land use excerpt	274 KB
11. Minneapolis Complete Streets Policy.pdf	Attachment 11: City of Minneapolis Complete Streets Policy	393 KB
12. HC Complete Streets Policy.pdf	Attachment 12: Hennepin County Complete Streets Policy	172 KB
13. Crash Detail Report 2015 7yr CSAH 052 - Main St SE - 1st 20....pdf	Attachment 13: Crash data	727 KB
14. Crash Modification Factors.pdf	Attachment 14: Crash modification factors	416 KB
15. Letter of Support - Metro Transit.pdf	Attachment 15: Letter of support: Metro Transit	171 KB
2. Project Location Map.pdf	Attachment 2: Project location map	552 KB
3. Project Layout and Alternatives.pdf	Attachment 3: Project layout and alternatives	806 KB
4. Photos - Existing Conditions.pdf	Attachment 4: Photos - existing conditions	456 KB
5. Letter of Support - MnDOT.pdf	Attachment 5: Letter of Support - MnDOT	526 KB
6. Hennepin County Board Resolution.pdf	Attachment 6: Hennepin County Board Resolution - Regional Solicitation 2018	666 KB
7. Hennepin County Bike Plan.pdf	Attachment 7: Hennepin County 2040 Bicycle Transportation Plan	3.2 MB
8. Minneapolis Bike Plan.pdf	Attachment 8: Minneapolis Bicycle Master Plan	1.6 MB
9. Minneapolis Protected Bikeway Plan.pdf	Attachment 9: Protected Bikeway Update to the Minneapolis Bicycle Master Plan	450 KB

Project to RBTN Orientation

Multiuse Trails and Bicycle Facilities | Map ID: 1529086363956



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

0 0.1 0.2 0.4 0.6 0.8 Miles

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LandscapeRSA6

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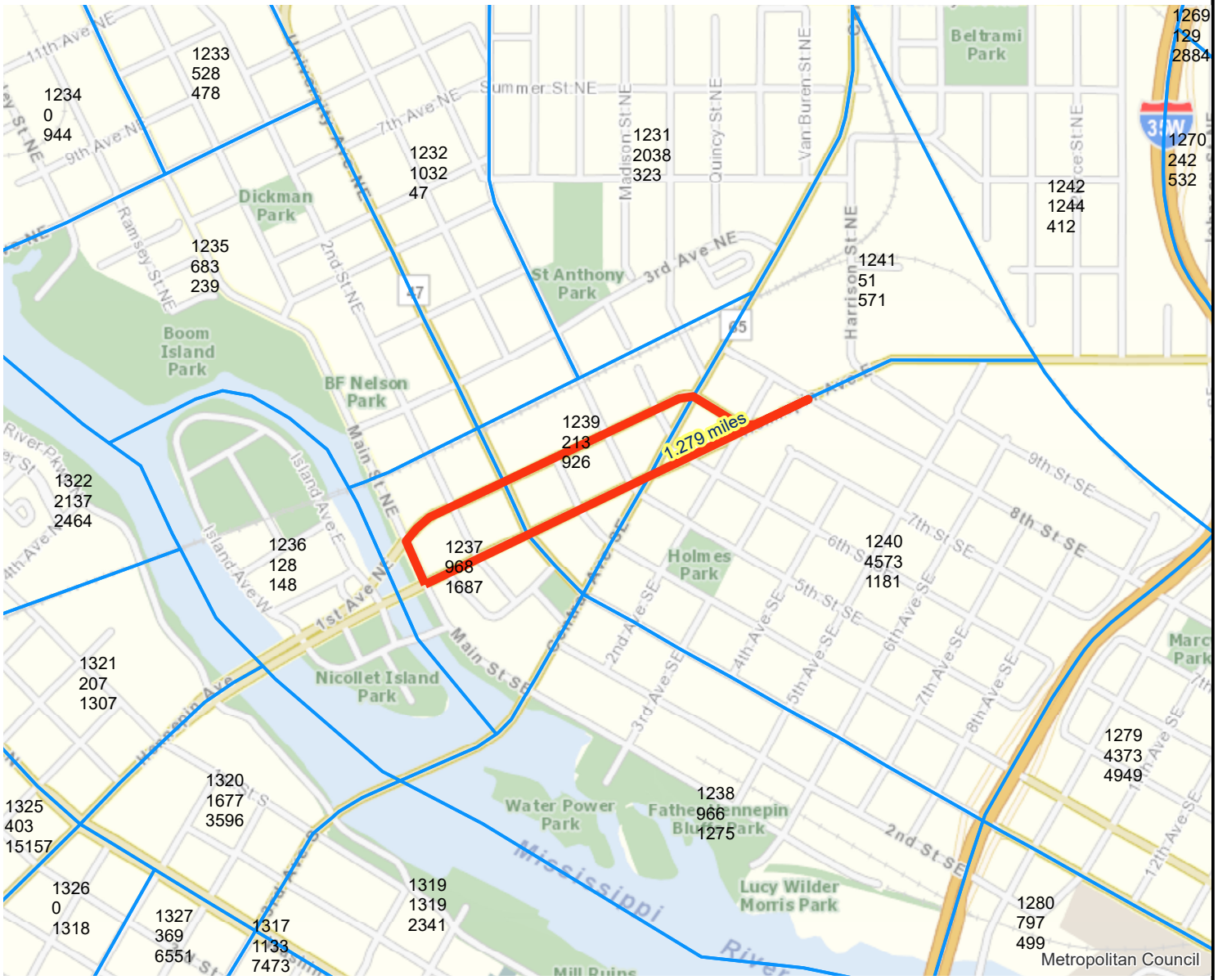
Population/Employment Summary

Multiuse Trails and Bicycle Facilities | Map ID: 1529086363956



Results

Within ONE Mile of project:
Total Population: 45284
Total Employment: 139718

Project

2010 TAZ

0 0.125 0.25 0.5 0.75 1 Miles

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METROPOLITAN COUNCIL

COUNTY STATE AID HIGHWAYS IN MINNEAPOLIS

Snow and Ice Control by Hennepin County Forces
(Bridge Sidewalks Cleared by City of Minneapolis)
(Tagging and Towing Services by City of Minneapolis)

CSAH No.	Termini	Number Maint. Lanes	Length Miles	Maint. Lane Miles
2 (Penn Avenue)	Wayzata Boulevard (FAI 394) to Mt. View	6	0.11	0.66
	Mt. View to Glenwood Avenue (CSAH 40)	3	0.63	1.89
	Glenwood Avenue to Golden Valley Rd (CSAH 66)	4	1.14	4.96
	Golden Valley Rd (CSAH 66) to West Broadway	4	0.35	1.40
	West Broadway to Dowling Avenue	4	1.40	5.60
	Dowling Ave to 44th Ave No. (CSAH 152)	4	0.79	3.16
			4.42	17.67
3 (Excelsior Blvd)	France Avenue (CSAH 17) to Market Plaza	4	0.63	2.52
	Market Plaza to Lake Street	6	0.16	0.96
3 (W. Lake St)	Lake St. to Thomas Ave	6	0.21	1.26
	Thomas Avenue to E. Calhoun Parkway	5	0.46	2.30
	E. Calhoun Parkway to Lyndale Ave.	5	0.85	4.25
	Lyndale Ave So to Hiawatha	5	2.40	12.00
3 (E. Lake St.)	Hiawatha Ave. to E. end Mississippi Bridge	5	1.65	8.25
			6.36	31.54
5 (Franklin Ave)	Lyndale Avenue to Chicago Avenue	4	1.25	5.00
	Chicago Avenue to 16th Avenue Right	5	0.56	2.80
	16th Avenue Right to Cedar Avenue	6	0.29	1.74
	Cedar Avenue to 31st Avenue Right	4	0.90	3.60
	31st Avenue Right to Seabury Avenue	5	0.12	0.60
5 (27th Av SE)	Seabury Avenue to BN RR Tracks	4	0.48	1.92
	BN RR Tracks to University. Ave (TH 12 & 52)	3	0.30	0.90
			3.90	16.56
9 (45th Ave No)	Xerxes Avenue to Osseo Road (CSAH 152)	4	0.51	1.26
21 (W 50th St)	France Ave to Lyndale Ave	4	2.00	8.00
22 (Lyndale Ave)	58th Street to 56th Street	4	0.26	1.04
	56th Street to Minnehaha Parkway	6	0.50	3.00
	Minnehaha Parkway to 50th Street	3	0.25	0.75
	W 50th Street to (46th Street) CSAH 46	3	0.50	1.50
	CSAH 46 (46th Street) to Lake Street	3/4	2.30	8.40
	Lake Street to Franklin Ave	5	0.99	4.95
			4.80	19.64

COUNTY STATE AID HIGHWAYS IN MINNEAPOLIS

Snow and Ice Control by Hennepin County Forces
(Bridge Sidewalks Cleared by City of Minneapolis)
(Tagging and Towing Services by City of Minneapolis)

CSAH No.	Termini	Number Maint. Lanes	Length Miles	Maint. Lane Miles
23 (Main St)	E Hennepin Ave to BN RR Bridge 90485	4	0.16	0.71
(Main St)	BN RR Bridge to 5th Avenue NE	5	0.26	1.30
(Marshall St)	5th Avenue NE to St. Anthony Boulevard	4	2.58	10.32
	St. Anthony Blvd to 0.19 mi N (End conc.)	3	0.19	0.57
	0.19 Mi N St. Anthony Blvd to N Limits Mpls	4	0.35	1.40
			3.54	14.30
25 (W Lake St)	France Avenue to Excelsior Boulevard	3	0.53	1.59
27 (Stinson Blvd)	E Hennepin Avenue to 0.18 mile North	4	0.18	0.72
	0.18 miles N of E Henn. to Broadway St.	6	0.32	1.92
	Broadway Street to 0.12 mile North	5	0.12	0.60
	0.12 mi. N of Broadway St. to CSAH 88	6	0.37	2.16
			0.99	5.40
31 (Xerxes Ave)	W 54th Street to W 50th Street	3	0.50	1.50
33 (Park Avenue)	West 46th Street (CSAH 46) to Ctr I 94 Bridge	5	3.18	15.91
35 (Portland Ave)	TH 62 to Minnehaha Parkway	4	1.56	6.24
	Minnehaha Parkway to 46th Street (CSAH 46)	5	0.48	2.40
	West 46th Street (CSAH 46) to Ctr I 94 Bridge	5	3.18	15.89
			5.22	24.53
36 (University Avenue SE)	FAI 35W to 10th Avenue SE	4	0.08	0.31
	10th Avenue SE to Oak St	4	0.86	3.44
	Oak Street to Washington Avenue	6	0.24	1.43
	Washington Avenue to Emerald Street		0.84	5.06
			2.02	10.24
37 (Oak St)	University Ave SE to 4th Street SE	4	0.12	0.50
(4th St SE)	Oak St to 10th Avenue SE	3/4	0.80	2.56
	10th Avenue SE to FAI 35W	4	0.08	0.32
			1.00	3.38
40 (Glenwood Ave)	Xerxes Avenue to Penn Avenue (CSAH 2)	3/4	0.50	1.88
	Penn Avenue to Knox Avenue	4	0.31	1.24
	Knox Avenue to Lyndale Avenue	4	0.70	2.80
			1.51	5.92

COUNTY STATE AID HIGHWAYS IN MINNEAPOLIS

Snow and Ice Control by Hennepin County Forces
(Bridge Sidewalks Cleared by City of Minneapolis)
(Tagging and Towing Services by City of Minneapolis)

CSAH No.	Termini	Number Maint. Lanes	Length Miles	Maint. Lane Miles
42 E 42nd Street	Cedar Ave to Minnehaha	3/4	1.39	5.33
43 Lagoon Ave	Lake Street to Dupont Ave S	3/4	0.71	2.78
46 (E 46th St)	Lyndale Ave So to Cedar Ave	4	2.01	8.04
	Hiawatha Ave to Minnehaha (CSAH 48)	5	0.19	0.95
	Minnehaha Ave to East Limits Minneapolis	4	0.72	2.88
			2.92	11.87
48 (Minnehaha Ave)	E 46th Street to E 38th St (CSAH 38)	4	1.10	4.40
	E 38th Street to E 37th Street	5	0.12	0.60
	E 37th Street to E 31st Street	4	0.86	3.44
	31st Street to Lake Street	4	0.12	0.48
	Lake Street to Franklin Ave	4	1.00	4.08
			3.20	13.00
52 (Nicollet Ave)	62nd Street to 61st Street	4	0.12	0.48
	E end Henn Suspension Bridge to Main Street (CSAH 23)	3	0.17	0.51
	Main Street to University Ave (TH 47)	4	0.16	0.64
	University Ave to 7th Street SE	3	0.32	0.96
(7th St SE)	E Hennepin Ave to 1st Ave NE	4	0.08	0.32
(1st Ave NE)	7th Street SE to Main St (CSAH 23)	5	0.45	2.25
	Main St (CSAH 23) to end W.B. CSAH 52	3	0.25	0.75
(E Henn Ave)	7th Street SE to Central Avenue	5	0.13	0.65
	Central Avenue to East Limits Minneapolis	4	1.99	7.96
			3.67	14.52
57 (Humboldt Ave N)	44th Ave No (CSAH 152) to Malmquist Lane	3	0.29	0.87
	Malmquist Lane to Shingle Creek Drive	4	0.07	0.28
	Shingle Creek Drive to 53rd Avenue No	3	0.73	2.19
			1.09	3.34
66 (Golden Valley Rd)	Xerxes Avenue to West Broadway	4	1.07	4.28
(West Broadway)	Washington Ave to W end Mississippi River Bridge	5/4	0.24	1.17
	W end Mississippi River Bridge to E end Miss. River Bridge	4	0.17	0.67
	E end Miss. River Bridge to Marshall Ave	4	0.23	0.92
	Marshall Ave to Washington Street	4	0.56	2.24
	Washington Street To Jackson Street	3	0.38	1.14
	Jackson Street to Central Avenue	5	0.13	0.65
	Central NE (TH 65) to Stinson Blvd (CSAH 27)	4	1.00	4.00
			3.78	15.07

COUNTY STATE AID HIGHWAYS IN MINNEAPOLIS

Snow and Ice Control by Hennepin County Forces
(Bridge Sidewalks Cleared by City of Minneapolis)
(Tagging and Towing Services by City of Minneapolis)

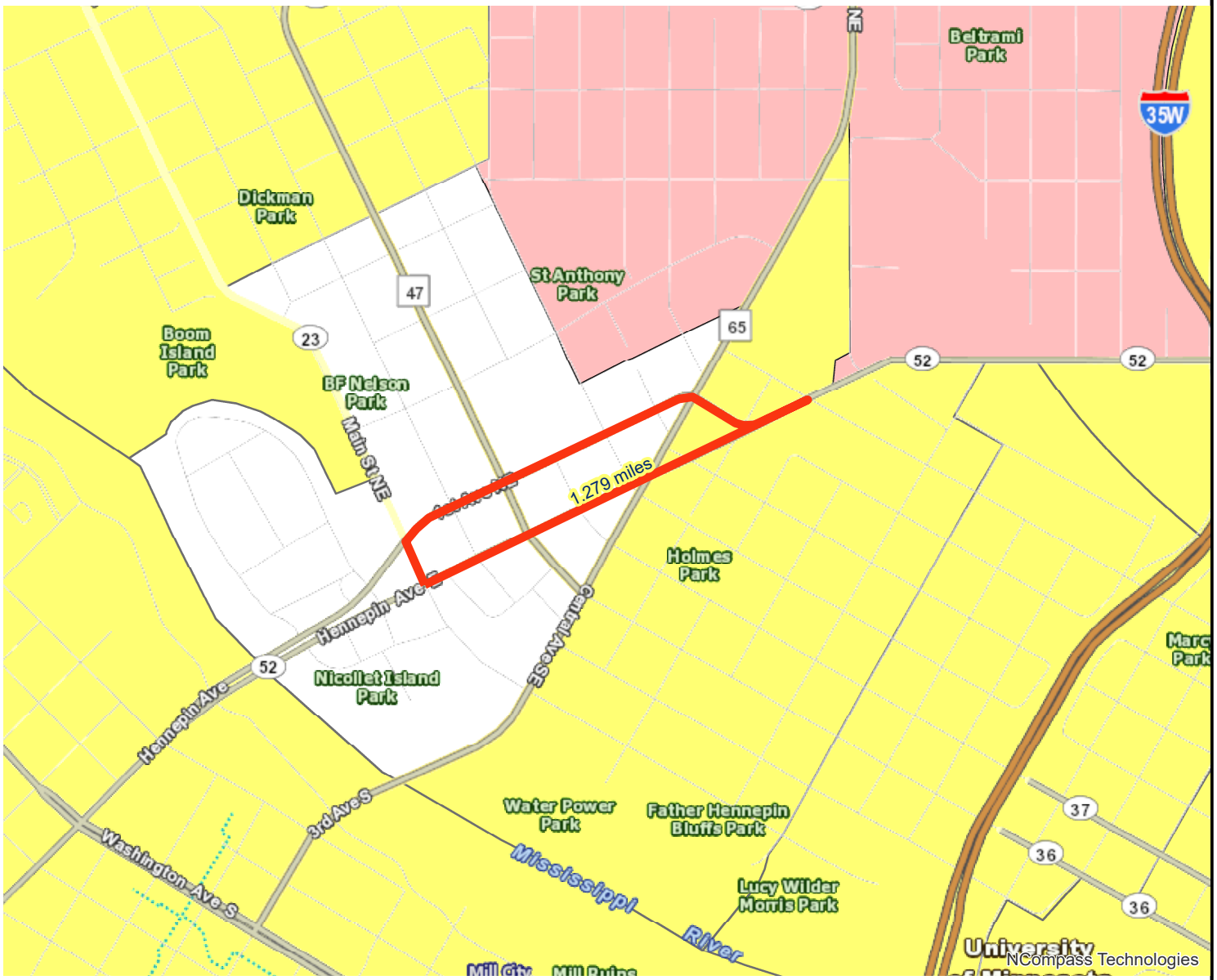
CSAH No.	Termini	Number Maint. Lanes	Length Miles	Maint. Lane Miles
81 (W Broadway)	Washington Avenue to W City Limits	5	2.28	11.40
88 (New Brighton Blvd)	CSAH 66 (Broadway) to CSAH 27 (Stinson)	4/5	0.59	3.29
	CSAH 27 (Stinson) to North County Line	5	0.64	3.84
			1.23	7.13
122 (Washington Ave SE)	Center of I35W Bridge to Pleasant St SE	4	0.72	2.90
	Ramps to and from CSAH 152	2	0.21	0.41
	Loop Pleasant St SE to E River Parkway	2	0.11	0.22
Arlington St	East River Parkway to Pleasant St	3	0.14	0.41
			1.18	3.94
152 (Osseo Road)	49th Avenue to Penn Avenue (CSAH 2)	4	0.81	3.24
(44th Ave N)	Penn (CSAH 2) to Humboldt Ave (CSAH 57)	4	0.47	1.88
	Humboldt (CSAH 57) to Fremont Ave No	4	0.16	0.64
(Webber Parkway)	Fremont Ave to Lyndale Ave	4	0.44	1.78
(Lyndale Ave N)	Webber Parkway to 41st Avenue North - R	5	0.21	1.07
(41st Avenue N)	Lyndale Ave North to Soo Avenue North	5	0.09	0.45
(Washington Ave North)	41st Avenue North to 2nd Street North - L	4	0.63	2.54
	2nd Street North to CSAH 153-Lowry Ave North	4	0.53	2.14
	CSAH 153-Lowry Ave North to 26th Avenue North	4	0.50	2.00
	26th Avenue North to Broadway Avenue (CSAH 81)	6	0.47	2.81
	Center of 35W Bridge to Center of CSAH 122 Bridge	6	0.20	1.21
	Center of CSAH 122 Bridge to Center of FAI 94 Bridge	5	0.41	2.05
	Center of FAI 94 Bridge to Franklin Ave (CSAH 5)	5	0.26	1.30
	Franklin Ave (CSAH 5) to East 24th Street	6	0.27	1.64
	East 24th Street to Lake Street (CSAH 3)	3	0.74	2.23
	Lake Street (CSAH 3) to East 38th Street	3	0.93	2.79
	East 38th Street to Begin Concrete Bridge over Lake Nokom	3	1.31	3.92
	Begin Concrete Bridge over Lake Nokomis to Edgewater Bl	3	0.99	2.97
			9.44	36.66
153 (Lowry Ave)	W Broadway Avenue to Washington Avenue (CSAH 152)	4	1.80	7.20
	Washington Avenue (CSAH 152) to Soo Line RR Bridge	4	0.16	0.64
	Soo Line RR Br to Begin Bridge over Mississippi River	4	0.12	0.48
	Begin Bridge to end Mississippi River Bridge	3	0.16	0.48
	E end Miss River Br to Stinson (CSAH 27)	4	2.26	9.04
			4.50	17.84
	TOTALS		75.86	320.32

Socio-Economic Conditions

Multiuse Trails and Bicycle Facilities | Map ID: 1529086363956

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 0.125 0.25 0.5 0.75 1 Miles

Created: 6/15/2018
LandscapeRSA2

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METROPOLITAN COUNCIL

E Hennepin Ave / 1st Ave NE

Alternative #1 | Hennepin County Public Works

HENNEPIN COUNTY
MINNESOTA

N

Publication date: 7/12/2018 PWV802 Z:\Transportation Planning\Restriping\052\2017\Concept_1.dgn

List of Attachments

Hennepin Ave and 1st Ave NE Bicycle and Pedestrian Facilities

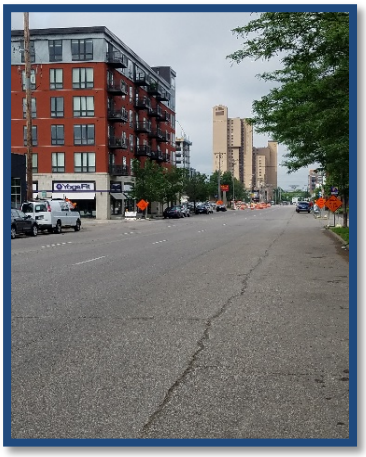
1. Project Summary
2. Project Location Map
3. Project Layout and Alternatives
4. Photos – Existing Conditions
5. Letter of Support –MnDOT
6. Hennepin County Board Resolution – 2018 Regional Solicitation
7. Hennepin County 2040 Bicycle Transportation Plan
8. Minneapolis Bicycle Master Plan
9. Protected Bikeway Update to the Minneapolis Bicycle Master Plan
10. Hennepin and 1st Avenue Transportation Study – land use excerpt
11. City of Minneapolis Complete Streets Policy
12. Hennepin County Complete Streets Policy
13. Crash Data
14. Crash Modification Factors
15. Letter of Support - Metro Transit

HENNEPIN COUNTY
MINNESOTA

2018 REGIONAL SOLICITATION

Project Location

Existing Conditions



Project Overview

Project Name:	CSAH 52 (Hennepin Avenue and 1st Avenue) Bicycle and Pedestrian Facilities
Roadway:	CSAH 52 (Hennepin Avenue and 1st Avenue)
Project Termini:	Main Street NE to 8th Street SE
Project Location:	City of Minneapolis

Solicitation Information

Applicant:	Hennepin County
Funding Requested:	$5,500,000
Total Project Cost:	$7,872,486

Project Information

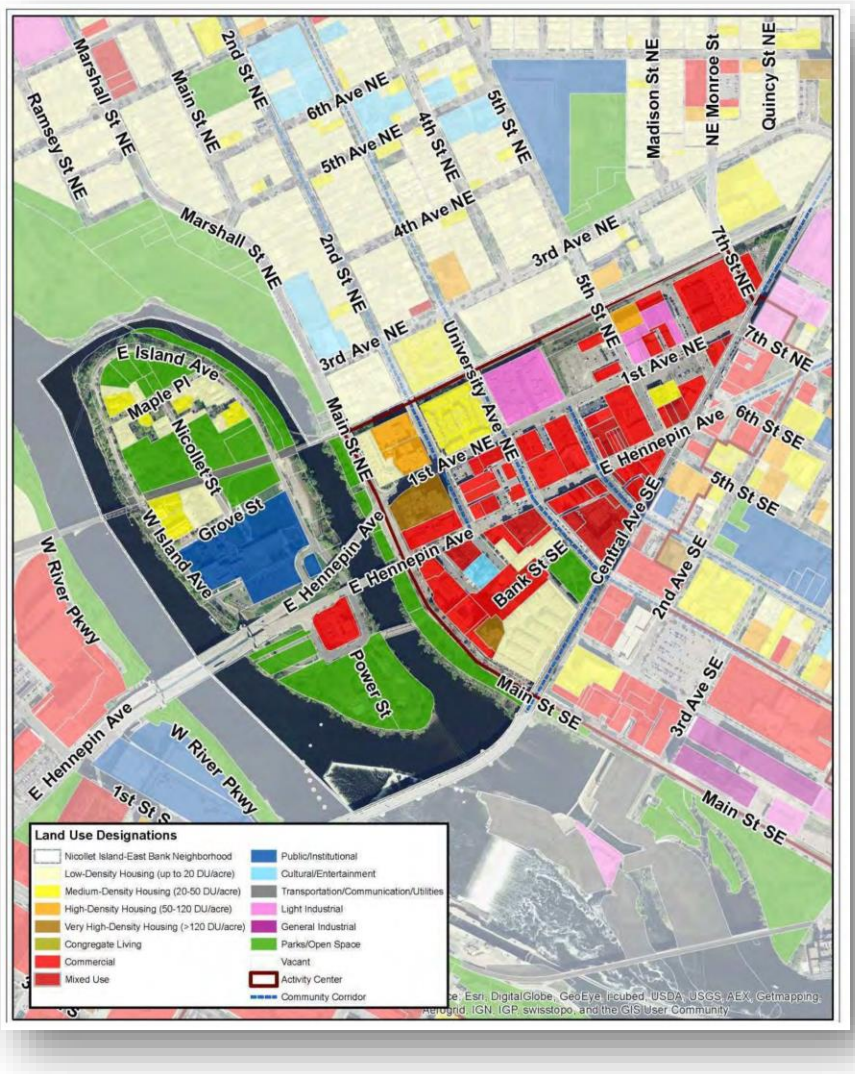
The Hennepin Ave and 1st Ave Bicycle and Pedestrian Facilities Project includes CSAH 52 (Hennepin Ave and 1st Ave NE), a one-way pair, in Northeast Minneapolis on the east side of the Mississippi River. Due to the number of destinations and businesses, there are high volumes of people walking, biking, taking transit, and driving along both streets during the majority of the day. Currently, there are no bicycle facilities along this corridor and sidewalk space is limited and inadequate given the high number of pedestrians. This project will provide bicycle facilities, bumpouts where feasible, ADA curb ramps, and APS in order to create a safe, comfortable, and accessible environment for all modes.

Project Benefits

The proposed project will provide a high level of comfort, convenience and safety for people biking, walking and rolling along the corridor. The bike facilities will provide a direct connection into and out of the Job Concentration Area of Downtown Minneapolis. Given the number of transit stops along this corridor, the bike facilities will provide a much needed first and last mile connection for nearby residents and visitors and will also separate vulnerable users from moving vehicles, reducing potential conflicts. The addition of bumpouts, ADA curb ramps, and APS will provide a safe environment for people of all ages and abilities.

2.4 Land Use

The existing land use, illustrated in Figure 6, shows a wide variety of uses in the neighborhood, including commercial, industrial, parks/open space, cultural/entertainment, public/institutional, mixed use, and several types of residential uses of varying densities. Commercial is the most dominant land use category in the neighborhood. These commercial uses include shops, restaurants, bars, banks, and offices among others. Despite the industrial roots of the area, a limited number of industrial properties remain in the neighborhood; these remaining properties are located between 1st Avenue Northeast and the railroad tracks, east of University Avenue. The neighborhood is unique in the wide variety of housing types it offers. The only single family homes in the neighborhood are found on Nicollet Island. On the East Bank, residential properties include low, medium, high, and very high densities and encompass townhomes, apartments and condominiums.



Source: NIEB Small Area Plan

Figure 6. Existing Land Use

COMPLETE STREETS POLICY

The City of Minneapolis is committed to building a complete and integrated public right-of-way to ensure that everyone can travel safely and comfortably along and across a street regardless of whether they are walking, biking, taking transit, or driving. This Complete Streets policy will inform decision-making throughout all phases of transportation projects and initiatives. The overarching policy purpose is the establishment of a modal priority framework that prioritizes public right-of-way use in the following order: walking, biking or taking transit, and driving motor vehicles.

1. Purpose and Vision

In the 20th century, transportation planning and infrastructure investments in Minneapolis – as in most US cities – became skewed towards providing more efficient movement for motorized travel. Minneapolis is committed to rebalancing its transportation network by clearly prioritizing walking, taking transit, and biking over driving motorized vehicles, in a manner that provides for acceptable levels of service for all modes. This approach is consistent with – and builds on – guidance that Minneapolis has already established in its transportation policy plan, Access Minneapolis[1], its Comprehensive Plan (*the Minneapolis Plan for Sustainable Growth),* and many other adopted policies.

By implementing this Complete Streets policy:

- Transportation in Minneapolis will occur via complete, integrated, efficient, safe, comfortable and well-maintained networks for all modes; and,
- Transportation-related decisions will align with the *Minneapolis Comprehensive Plan for Sustainable Growth*, which states: "Minneapolis will build, maintain, and enhance access to multi-modal transportation options for residents and businesses through a balanced system of transportation modes that supports the City's land use vision, reduces adverse transportation impacts, decreases the overall dependency on automobiles, and reflects the City's pivotal role as the center of the regional transportation network"; and,
- The health of Minneapolis residents, workers, and visitors will be improved through walking and biking; and,
- The environment, both in terms of local air and water quality and in terms of global impacts like climate change, will be positively impacted by the City's transportation-related decision-making; and,
- The local economy will be supported and strengthened through the provision of safe, efficient transportation options and vibrant public spaces; and,
- City streets and sidewalks – our largest public space – will foster livable, walkable, bicycle-friendly, green neighborhoods by including healthy trees, plants, permeable surfaces, and design features that help define the character of a street while providing added benefits of shade, summer cooling, reduced energy consumption, and improved water quality; and,
- Minneapolis will create an integrated transportation network that provides all residents access to employment, education, and other needs for daily living, regardless of their age, access to, or ability to operate a motorized vehicle.
- Ensure private development contributes to the objective of this policy.

2. Policy Framework

The City establishes a modal priority framework that prioritizes people as they walk, bicycle, and take transit over people when they drive. The modal priority framework will inform City transportation related decision-making. Minneapolis offers modal options through networks of interconnected routes, but there will be City streets that do not have specific accommodations for all modes, e.g., residential streets without freight vehicles, car-free streets, trails, interstate routes that prohibit walking and

[1] Access Minneapolis encompasses the City's Bicycle Master Plan and Pedestrian Master Plan, amongst others.

bicycling, streets without transit routes, or streets without dedicated bicycle facilities.

City right-of-way, in addition to serving a transportation role, is the largest and most important public space in the City. To truly serve the highest-priority modes, streets must be vital, healthy *places*, which include healthy trees, plants, permeable surfaces, public art, and other design features. These elements help define the character of a street, provide shade and cooling, reduce energy consumption, absorb and cleanse stormwater runoff, support car and bicycle sharing, and provide data to facilitate trip planning, parking, and transfers between modes of transportation. The importance of these elements is most important along streets with higher traffic volumes, by helping offset the localized impacts of through traffic on adjacent neighborhoods.

Although not identified specifically, emergency service providers are unique users of the transportation system and require special consideration to allow for reasonable and efficient access to destinations in all parts of the City. Similarly, the movement of commercial goods and services will continue to be a high priority for the City, with an understanding that larger vehicles may present challenges within constrained urban environments.

This modal priority framework is established for the following reasons:

- All trips begin or end with walking (with or without mobility device), regardless of the primary mode(s) of travel.
- Transit extends the range of travel for people when they walk or bicycle, provides greater efficiencies and operational benefits than motor vehicles, and is accessible to those unable to walk, bicycle, or drive.
- Bicycling extends the range of higher-speed non-motorized travel, while serving commuting, delivery, social, and other purposes.
- Safety of the most vulnerable street users must be the highest priority, because they are the most at risk.
- The priority modes have an important set of benefits that motor vehicle travel lacks, including health, the environment, land use patterns, economic development, and congestion reduction.
- The City's highest-priority modes have historically encountered underinvestment and rebalancing our transportation networks necessitates addressing the needs of those uses.
- Transportation investments influence travel choices, such that greater investment in high-quality pedestrian, bicycle, and transit facilities facilitate less reliance upon motor vehicles.
- Motor-centric priorities and investments incentivize greater motorized vehicle usage, accelerate congestion, elevate parking demand, and increase pollution.
- The policy will enhance the safety, convenience, comfort, and efficiency of travel for people of all ages and abilities.

3. Implementation

City transportation-related decisions will follow the Complete Streets policy. This includes all types and phases of projects, including programming, planning, design, construction, operation and maintenance. Implementation of Complete Streets will encompass all elements within the public right-of-way, including landscaping, transit shelters, lighting, signs, traffic lights, parking meters, bicycle parking, and furniture. The process by which the Complete Streets policy is applied will be scaled appropriately for each individual project or initiative, including private developments that influence the public right-of-way. This process will coincide with completion of the Complete Streets project delivery checklist, which is intended to document the implementation of the policy.

Individual routine maintenance activities (including but not limited to sweeping, mowing, pothole repair, sign replacement, etc.) must reflect the Complete Streets policy's modal priority framework, but will not be required to go through a Complete Streets policy process. However, the overall planning for such activities will reflect the City's modal priority framework that prioritizes people as they walk, bicycle, and take transit.

The City will continue to engage partner agencies, schools, businesses, neighborhood associations, and developers in a cooperative manner throughout implementation of the Complete Streets policy process. Application of the policy shall apply to all public and private projects and initiatives that interact with and impact the public right-of-way. Multimodal performance metrics will be established to track the progress towards achieving the City's vision of Complete Streets. Periodic evaluations will be necessary to assess each metric's effectiveness, establish benchmarks, and determine if new or refined metrics are needed.

Programming

The City's long-range Capital Improvement Program will be informed by the modal priority framework that prioritizes people as they walk, take transit, and bicycle. This includes prioritizing projects that will significantly improve the pedestrian, bicycle, and transit networks.

Planning

The planning phase consists primarily of coordination amongst City staff and external agencies, as well as the completion of a Complete Streets checklist. The Complete Streets checklist is part of a Project Rationale and Overview, which provides City staff with a tool to document activities and decision-making from planning through final design.

The City incorporates a context-based approach that will be informed by the modal priority framework. Designs will be based upon project-specific objectives and context sensitive design solutions supported by the modal priority, street typology and place types[2], documented modal needs, multimodal metrics, issues, opportunities, functionality, environmental or social factors, right-of-way impacts, and input from stakeholders and the community.

This approach will include review of relevant adopted City plans (i.e., *Minneapolis Comprehensive Plan for Sustainable growth*, Access Minneapolis, and the Pedestrian and Bicycle Master Plans, etc.) and seek to provide a transportation system that offers people numerous modal options through networks of interconnected routes within and through the City and continue to seek opportunities to address and/or eliminate gaps, barriers, or connectivity in the non-motorized transportation networks.

During the planning phase City staff will work with other City departments, external agencies, City advisory committees, and elected officials as necessary to identify an equitable engagement and outreach approach in a manner that is scaled appropriately and defines specific goals. The City will continue to explore new and innovative public engagement approaches that promote greater engagement from stakeholders, when appropriate and accessible.

Design

The design of the public right-of-way will follow recognized design standards, best practices and guidelines to achieve the vision of Complete Streets, including *Design Guidelines for Streets and Sidewalks (Access Minneapolis), NACTO Urban Street Design Guide*, *AASHTO, ITE,* and, *MnDOT Local State-Aid Route Standards*. The City will continue to explore flexible and innovative designs, and continue to evaluate the latest design standards and innovative concepts, seeking guidance from established best practices. Where standards established by other units of government, such as *MnDOT Local State-Aid Route Standards*, conflict with the City's Complete Streets

[2] Access Minneapolis provides context-based geometric designs and treatments that reflect adjoining land uses and functionality to reinforce modal priorities, activation of the public realm, stormwater management, and corridor greening.

vision, the City will seek design exceptions and variances. The City will continue to examine existing standards and work to influence established standards to be more in alignment with the City's Complete Streets vision.

Design of the public right-of-way will be informed and guided by the City's street typologies and place types. The City supports opportunities to incorporate sustainable alternatives and placemaking elements within the public right-of-way, which may include landscaping, green spaces, public art, or stormwater management elements. When designing a street, the City will consider and evaluate metrics for all modes within the right-of-way. The City will work to identify context-based multimodal metrics that prioritize the safety, convenience, and comfort of the prioritized travel modes.

Construction

Impacts to pedestrians, bicyclists and transit users will be limited to the extent possible during construction. Safe, convenient, and connected detours will be established for people as they walk, take transit, and bicycle when those networks are temporarily interrupted by construction work. Construction will impact trees and green space as little as possible, to preserve and protect this important green infrastructure. The City will continue to explore innovative construction methods to increase the safety, convenience, and utility of pedestrian, bicycle and transit facilities.

Operation

The operation of the public right-of-way is a significant opportunity to implement the City's modal priority framework that prioritizes people as they walk, bicycle, and take transit. The timing of traffic signals will reflect this modal priority framework, such that signal timing plans will incorporate multimodal metrics. Ongoing monitoring and evaluation of the operation of the public right-of-way should support safe, comfortable, and convenient travel for people that choose to walk, bicycle, take transit, or drive a vehicle.

From time to time a street may be closed temporarily to automotive traffic, to accommodate community events or activities, such as Open Streets, which support the implementation the City's Complete Streets vision. The City will work with residents to accommodate events that build community and improve the pedestrian and bicycle user-experience (e.g., National Night Out, paint-the-pavement projects, etc.).

Maintenance

The modal priorities of the Complete Streets policy shall be used when planning, prioritizing, and budgeting maintenance activities. These activities would include, but are not limited to, snow and ice control, street cleaning, pavement repair, pavement marking, etc.

4. Exemptions

All transportation projects and initiatives are subject to the Complete Streets policy and related process. When adopted City plans and goals call for facilities following the modal priority framework and a proposed project does not include those facilities in accordance with the modal priority framework, an exemption will be required from the City Council based upon the following list:

- Cost of a new facility for a particular mode is excessively disproportionate to need or probable future use.
- Documented lack of current or future need (i.e., higher-quality parallel routes in close proximity).
- Constraints related to physical space, emergency vehicle clearance, or right-of-way acquisition.
- Mode is prohibited by law from using the street.

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 12: 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.

Hennepin County Public Works
CSAH 52 (Hennepin Ave NE) - 8th St NE
CSAH 952 (1st Ave NE) - Main St SE
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
52	11.97	0	0	0	18	2013	1	3	17	5	130040006	27	2585	N	1	1	2	3	1	4	98
52	11.72	0	0	0	18	2013	2	5	20	3	130360249	27	2585	N	1	2	2	4	4	2	98
52	12.21	0	0	70	0	2013	4	7	2	1	131290046	27	2585	N	1	1	2			1	98
52	11.97	0	0	0	18	2013	5	24	13	6	131440148	27	2585	N	1	1	2	1	2	1	98
52	12.00	0.03	0	0	18	2013	5	30	9	5	131500059	27	2585	C	1	1	2	1	2	1	98
52	12.25	0	0	0	12	2013	5	2	20	5	131550039	27	2585	C	1	1	2	1	2	1	98
52	12.24	0	0	0	12	2013	8	15	2	5	132270011	27	2585	C	1	1	2	4	1	1	98
52	12.00	0	0.02	0	18	2013	9	18	15	4	132610159	27	2585	C	1	1	2	1	2	1	98
52	11.82	0	0	0	18	2013	9	19	22	5	132690200	27	2585	N	1	2	3	4	1	1	98
52	12.00	0	0.02	0	18	2013	11	26	21	3	133300201	27	2585	C	1	1	2	4	2	1	98
52	11.74	0	0	0	18	2013	12	31	15	3	140350064	27	2585	N	1	1	2	1		99	98
52	11.97	0	0	0	18	2014	2	25	14	3	140560454	27	2585	N	1	1	2	1	1	2	98
52	11.89	0	0	0	17	2014	7	23	11	4	142380105	27	2585	N	1	1	2	1	1	1	98
52	12.18	0	0	70	0	2014	9	19	17	6	142950070	27	2585	N	1	1	2	1	2	1	98
52	11.81	0	0	0	18	2014	10	22	16	4	142950191	27	2585	N	1	2	2	1	2	1	98
52	11.81	0	0.03	0	18	2014	12	9	15	3	143430122	27	2585	N	1	1	2	1	2	1	98
52	11.74	0	0	0	18	2014	12	26	22	6	150280039	27	2585	N	1	1	2	4	4	5	98
52	12.20	0	0	70	0	2015	1	8	18	5	150420060	27	2585	N	1	1	2	4	4	3	98
52	11.90	0	0	0	17	2015	2	26	10	5	150570095	27	2585	N	1	1	2	1	1	1	98
52	11.81	0.02	0	0	18	2015	5	16	23	7	151370002	27	2585	N	1	2	2	4	2	2	98
52	11.81	0	0	0	18	2015	8	21	12	6	152330125	27	2585	N	1	2	2	1	1	1	98
52	11.94	0	0	0	18	2015	8	16	2	1	152590055	27	2585	B	1	1	2	4	1	1	98

Hennepin County Public Works
CSAH 52 (Hennepin Ave NE) - 8th St NE
CSAH 952 (1st Ave NE) - Main St SE
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
52	11.97	0	0	0	18	2015	9	26	2	7	152690018	27	2585	B	1	1	2	4	1	1	98
52	11.96	0	0	0	18	2015	9	29	19	3	152730011	27	2585	C	1	1	3	4	1	1	98
52	11.89	0	0	0	17	2015	12	8	16	3	153420148	27	2585	N	1	1	2	4	3	2	98
52	11.90	0	0	0	17	2013	3	12	15	3	130710103	27	2585	N	2	1	2	1	2	1	98
52	11.74	0	0	0	18	2013	3	17	19	1	130760142	27	2585	N	2	2	2	4	1	5	98
52	12.00	0	0	0	18	2013	2	27	16	4	130880031	27	2585	N	2	1	2	1	2	1	98
52	11.84	0	0	0	18	2013	7	21	17	1	132020102	27	2585	B	2	1	2	1	1	1	98
52	11.74	0	0	0	18	2013	8	10	8	7	132220092	27	2585	N	2	1	2	1	1	1	98
52	12.06	0	0	70	0	2013	8	26	8	2	132380033	27	2585	N	2	1	2	1	1	1	98
52	11.91	0	0	0	17	2013	8	27	17	3	132390127	27	2585	N	2	1	2	1	1	1	98
52	11.91	0	0	0	17	2013	9	19	22	5	132660003	27	2585	N	2	2	3	4	1	1	98
52	11.74	0	0	0	18	2013	9	26	11	5	132690107	27	2585	C	2	1	2	1	1	1	98
52	11.75	0	0	0	18	2013	12	1	11	1	133350047	27	2585	N	2	1	2	1	1	1	98
52	11.97	0	0	0	18	2013	12	5	14	5	133390420	27	2585	N	2	1	2	1	1	3	98
52	11.81	0.02	0	0	18	2013	12	6	16	6	133400344	27	2585	N	2	2	2	4	1	4	98
52	11.81	0.02	0	0	18	2013	12	6	18	6	133400387	27	2585	N	2	1	2	4	2	5	98
52	12.15	0	0	70	0	2013	11	16	11	7	133520042	27	2585	N	2	1	2	4	1	1	97
52	11.82	0	0	0	18	2014	1	8	16	4	140080494	27	2585	N	2	2	2	3	2	2	98
52	11.81	0	0	0	18	2014	2	8	0	7	140400008	27	2585	N	2	2	2	4	2	3	98
52	11.96	0	0	0	18	2014	2	18	12	3	140490188	27	2585	N	2	1	2	1	1	4	98
52	11.94	0	0	0	18	2014	3	6	17	5	140650190	27	2585	N	2	1	2	1	1	1	98
52	12.06	0	0	70	0	2014	3	2	12	1	140940136	27	2585	N	2	1	2	1	1	1	98

Hennepin County Public Works
CSAH 52 (Hennepin Ave NE) - 8th St NE
CSAH 952 (1st Ave NE) - Main St SE
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
52	11.89	0	0	0	17	2014	5	5	16	2	141250107	27	2585	N	2	2	2	1	1	1	98
52	11.97	0	0	0	18	2014	5	16	1	6	141360007	27	2585	N	2	2	2	4	2	1	98
52	12.00	0	0	0	18	2014	4	21	12	2	141420071	27	2585	C	2	1	2	1	1	1	98
52	12.25	0	0	0	12	2014	6	17	9	3	141680033	27	2585	N	2	1	2	1	1	1	98
52	11.81	0	0.02	0	18	2014	9	13	11	7	142560060	27	2585	N	2	1	2	1	1	1	98
52	11.83	0	0	0	18	2014	9	17	9	4	142600065	27	2585	N	2	1	2	1	1	1	98
52	12.00	0	0	0	18	2014	8	19	23	3	142660069	27	2585	N	2	1	2	4	1	1	98
52	11.81	0	0.03	0	18	2014	9	12	14	6	142870107	27	2585	N	2	1	2	1	1	1	98
52	11.89	0	0	0	17	2014	9	17	16	4	142950040	27	2585	N	2	1	2	1	1	1	98
52	11.82	0	0	0	18	2014	10	13	18	2	143020173	27	2585	N	2	1	2	4	1	1	98
52	12.28	0	0	0	12	2014	10	8	17	4	143110059	27	2585	N	2	1	2	1	1	1	98
52	12.06	0	0	70	0	2014	11	17	17	2	143210251	27	2585	N	2	1	2	4	2	5	98
52	11.74	0	0	0	18	2014	11	22	20	7	143270004	27	2585	N	2	1	2	4	1	2	98
52	11.81	0	0	0	18	2015	6	6	12	7	151570116	27	2585	N	2	1	2	1	1	1	98
52	11.81	0	0	0	18	2015	6	28	2	1	151790012	27	2585	C	2	2	2	4	3	2	98
52	12.15	0	0	70	0	2015	7	14	12	3	151950102	27	2585	N	2	1	2	1	1	1	98
52	11.87	0	0	0	17	2015	8	29	11	7	152410049	27	2585	N	2	1	2	1	1	1	98
52	11.81	0	0.03	0	18	2015	9	10	11	5	152530096	27	2585	N	2	2	2	1	1	1	98
52	12.15	0	0	70	0	2015	8	26	15	4	152680058	27	2585	N	2	1	2	1	1	1	98
52	12.15	0	0	70	0	2015	11	13	15	6	153170147	27	2585	N	2	1	2	1	1	1	98
52	11.83	0	0	0	18	2013	2	23	15	7	130540083	27	2585	N	3	1	2	1	2	2	98
52	11.74	0	0	0	18	2013	4	30	16	3	131200089	27	2585	C	3	1	2	1	2	1	98

Hennepin County Public Works
CSAH 52 (Hennepin Ave NE) - 8th St NE
CSAH 952 (1st Ave NE) - Main St SE
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
52	11.74	0	0	0	18	2013	4	26	19	6	131480106	27	2585	N	3	1	2	1	1	1	98
52	11.81	0	0.03	0	18	2013	1	6	1	1	133170096	27	2585	N	3	1	2	4	4	2	98
52	11.81	0	0	0	18	2014	2	23	16	1	140840038	27	2585	N	3	1	2	1	1	5	98
52	12.25	0	0	0	12	2014	7	11	9	6	141920054	27	2585	N	3	1	2	1	3	2	98
52	11.74	0	0	0	18	2015	2	5	12	5	150680097	27	2585	N	3	1	2	1	1	2	98
52	11.74	0	0	0	18	2015	10	13	13	3	153200086	27	2585	N	3	1	2	1	1	1	98
52	12.06	0	0	70	0	2015	3	28	3	7	150870013	27	2585	N	4	24	1	4	1	1	98
52	12.06	0	0	70	0	2013	1	2	10	4	130330133	27	2585	N	5	1	2	1	1	5	98
52	12.25	0	0	0	12	2013	2	6	10	4	130370099	27	2585	N	5	1	2	1	4	5	98
52	11.74	0	0	0	18	2013	2	3	0	1	130630118	27	2585	N	5	1	2	4	4	3	98
52	11.74	0	0	0	18	2013	3	8	8	6	130670055	27	2585	N	5	1	2	1	1	1	98
52	11.93	0	0	0	17	2013	2	19	16	3	130800051	27	2585	N	5	1	2	1	1	1	98
52	12.06	0	0	70	0	2013	3	22	11	6	130810103	27	2585	C	5	1	2	1	1	1	98
52	11.74	0	0	0	18	2013	4	13	11	7	131030102	27	2585	N	5	1	2	1	2	1	98
52	11.89	0	0	0	17	2013	4	9	22	3	131330087	27	2585	B	5	1	2	4	4	3	98
52	12.25	0	0	0	12	2013	6	14	13	6	131650136	27	2585	C	5	1	2	1	2	1	98
52	11.76	0	0	0	18	2013	6	19	10	4	131700065	27	2585	N	5	1	2	1	1	1	98
52	12.00	0	0.03	0	18	2013	8	22	15	5	132340099	27	2585	B	5	1	2	1	1	1	98
52	11.97	0	0	0	18	2013	12	2	16	2	133360190	27	2585	N	5	1	2	3	2	4	98
52	11.89	0	0	0	17	2014	1	5	11	1	140050055	27	2585	N	5	1	2	1	1	4	98
52	11.81	0	0.03	0	18	2013	12	5	22	5	140070190	27	2585	N	5	1	2	4	4	5	
52	12.06	0	0	70	0	2014	2	24	15	2	140550527	27	2585	C	5	1	2	1	1	2	98

Hennepin County Public Works
CSAH 52 (Hennepin Ave NE) - 8th St NE
CSAH 952 (1st Ave NE) - Main St SE
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
52	11.89	0	0	0	17	2014	5	15	6	5	141350018	27	2585	N	5	1	2	1	1	1	98
52	11.97	0	0	0	18	2014	5	24	11	7	141440036	27	2585	N	5	1	2	1	1	1	98
52	11.74	0	0	0	18	2014	9	8	22	2	142510157	27	2585	C	5	1	2	4	1	1	98
52	11.81	0	0	0	18	2014	10	5	21	1	142780125	27	2585	N	5	1	2	4	1	1	98
52	11.97	0	0	0	18	2014	10	17	19	6	142900158	27	2585	N	5	1	2	4	2	1	98
52	11.74	0	0	0	18	2015	1	22	15	5	150220142	27	2585	N	5	1	2	1	2	1	98
52	12.00	0	0.03	0	18	2015	8	3	19	2	152150200	27	2585	C	5	1	2	1	1	1	98
52	11.81	0	0.03	0	18	2015	9	9	10	4	152520113	27	2585	N	5	1	2	1	2	1	98
52	11.74	0	0	0	18	2015	10	22	5	5	152960001	27	2585	N	5	1	2	4	1	1	98
52	12.28	0	0	0	12	2014	12	17	16	4	143510205	27	2585	N	7	29	1	1	1	2	98
52	11.97	0	0	0	18	2014	5	18	2	1	151390012	27	2585	N	7	29	1	4	2	1	98
52	11.81	0	0.03	0	18	2013	2	19	13	3	130500157	27	2585	N	8	1	2	1	1	1	98
52	11.74	0	0	0	18	2015	9	17		5	152920049	27	2585	N	9	2	1	1	3	2	98
52	12.25	0	0	0	12	2013	3	4	9	2	130630069	27	2585	N	90	29	1	1	4	3	98
52	11.97	0	0	0	18	2013	7	10	4	4	131910038	27	2585	A	90	6	1	4	1	1	98
52	11.92	0	0	0	17	2013	7	13	3	7	131940023	27	2585	B	90	7	1	4	3	2	98
52	11.74	0	0	0	18	2013	7	25	19	5	132060178	27	2585	C	90	6	1	1	2	1	98
52	11.90	0	0	0	17	2013	8	1	13	5	132130094	27	2585	N	90	1	2	1	1	1	98
52	11.81	0.02	0	0	18	2013	7	17	13	4	132320133	27	2585	N	90	2	1	1	1	1	98
52	11.94	0	0	0	18	2013	8	28	15	4	132400137	27	2585	N	90	1	4	1	1	1	98
52	11.81	0	0.03	0	18	2013	9	15	18	1	132580106	27	2585	N	90	1	2	1	1	1	98
52	11.97	0	0	0	18	2013	10	20	2	1	133370232	27	2585	N	90	1	2	4	3	1	

Hennepin County Public Works
CSAH 52 (Hennepin Ave NE) - 8th St NE
CSAH 952 (1st Ave NE) - Main St SE
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
52	11.90	0	0	0	17	2014	4	15	16	3	141050148	27	2585	N	90	7	1	1	90	1	98
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52	11.74	0	0	0	18	2014	7	21	9	2	142020046	27	2585	C	90	6	1	1	1	1	98
52	11.74	0	0	0	18	2014	9	15	0	2	142580010	27	2585	B	90	6	1	4	1	1	98
52	12.24	0	0	0	12	2014	11	7	6	6	143110023	27	2585	C	90	6	1	4	2	1	98
52	11.81	0.02	0	0	18	2015	6	24	12	4	151750094	27	2585	N	90	2	2	1	1	1	98
52	11.81	0	0.03	0	18	2015	10	19	15	2	152920100	27	2585	B	90	7	1	1	1	1	98
52	11.81	0	0.03	0	18	2014	6	17	2	3	141680012	27	2585	N	99	22	1	4	1	1	98
Total						118															
952	0.37	0	0	0	18	2013	2	1	20	6	130320223	27	2585	N	1	1	2	4	2	5	98
952	0.08	0	0	0	19	2013	4	7	2	1	130970097	27	2585	N	1	1	2	4	2	1	98
952	0.08	0	0.02	0	19	2013	7	12	18	6	131930163	27	2585	N	1	1	2	1	1	1	98
952	0.08	0.02	0	0	19	2013	7	24	13	4	132380077	27	2585	N	1	1	2	1	1	1	98
952	0.37	0	0	0	18	2013	9	15	22	1	132580028	27	2585	N	1	2	2	4	3	2	98
952	0.29	0	0	0	17	2014	1	24	19	6	140240266	27	2585	N	1	1	2	4	4	3	98
952	0.29	0	0	0	17	2014	1	13	8	2	140450145	27	2585	N	1	1	2	1	2	3	98
952	0.37	0	0.01	0	18	2014	2	25	7	3	140560079	27	2585	N	1	2	2	1	1	5	98
952	0.08	0	0	0	19	2014	6	13	15	6	141960088	27	2585	N	1	1	2	1	1	1	98
952	0.21	0	0	0	4	2014	7	26	19	7	142070098	27	2585	N	1	1	2	1	1	1	98
952	0.29	0	0	0	17	2014	9	10	7	4	142530040	27	2585	N	1	1	2	1	3	2	98
952	0.33	0	0	0	18	2015	4	20	7	2	151100116	27	2585	N	1	1	2	1	2	1	98

Hennepin County Public Works
CSAH 52 (Hennepin Ave NE) - 8th St NE
CSAH 952 (1st Ave NE) - Main St SE
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
952	0.08	0	0	0	19	2015	6	30	15	3	151810149	27	2585	N	1	1	2	1	1	1	98
952	0.37	0	0	0	18	2015	8	18	16	3	152300128	27	2585	N	1	1	2	1	3	2	98
952	0.08	0	0	0	19	2015	12	30	13	4	153640124	27	2585	N	1	1	2	1	2	2	98
952	0.37	0	0	0	18	2013	1	3	13	5	130030101	27	2585	N	2	1	2	1	1	2	98
952	0.37	0	0	0	18	2013	3	2	17	7	131190057	27	2585	N	2	90	1				
952	0.08	0	0	0	19	2013	4	30	8	3	131200043	27	2585	N	2	1	2	1	1	1	98
952	0.21	0	0	0	4	2014	2	12	15	4	140430160	27	2585	N	2	2	2	1	1	3	3
952	0.08	0	0.03	0	19	2014	6	3	14	3	141540247	27	2585	N	2	1	2	1	2	1	98
952	0.37	0	0	0	18	2014	6	21	13	7	141720077	27	2585	C	2	1	2	1	1	1	98
952	0.08	0.03	0	0	19	2014	7	16	14	4	141970113	27	2585	N	2	1	2	1	1	1	98
952	0.53	0	0	0	19	2014	10	14	12	3	142870109	27	2585	N	2	1	2	1	1	1	98
952	0.37	0	0	0	18	2014	10	27	17	2	143000170	27	2585	N	2	1	2	1	1	1	98
952	0.29	0	0	0	17	2014	11	23	16	1	143270086	27	2585	N	2	1	2	3	2	2	98
952	0.29	0	0	0	17	2014	12	7	0	1	143410020	27	2585	N	2	1	2	4	2	1	98
952	0.08	0	0	0	19	2014	12	17	14	4	143510163	27	2585	N	2	1	2	1	1	1	98
952	0.37	0	0.02	0	18	2015	1	8	13	5	150080179	27	2585	B	2	1	2	1	4	3	98
952	0.37	0	0	0	18	2015	1	8	22	5	150090010	27	2585	N	2	1	2	4	7	5	98
952	0.36	0	0	0	18	2015	1	19	22	2	150200006	27	2585	N	2	2	3	4	1	1	98
952	0.53	0	0	0	19	2015	2	28	17	7	150590108	27	2585	C	2	1	2	3	1	1	98
952	0.53	0	0	0	19	2015	3	22	20	1	150810132	27	2585	N	2	1	2	4	4	3	98
952	0.37	0	0	0	18	2015	4	28	14	3	151180109	27	2585	N	2	1	2	1	2	1	98
952	0.37	0	0	0	18	2015	5	12	18	3	151630035	27	2585	N	2	1	2	1	1	1	98

Hennepin County Public Works
CSAH 52 (Hennepin Ave NE) - 8th St NE
CSAH 952 (1st Ave NE) - Main St SE
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
952	0.37	0	0	0	18	2015	5	15	16	6	151670069	27	2585	N	2	1	2	1	1	1	98
952	0.37	0	0	0	18	2015	5	23	22	7	151760075	27	2585	N	2	1	2	4	2	1	98
952	0.29	0	0	0	17	2015	5	23	14	7	151760084	27	2585	N	2	1	2	1	1	1	98
952	0.53	0	0	0	19	2015	6	29	16	2	151800126	27	2585	N	2	1	2	1	2	1	98
952	0.37	0	0	0	18	2015	7	31	17	6	152120162	27	2585	N	2	1	2	1	1	1	98
952	0.53	0	0	0	19	2015	8	16	0	1	152280004	27	2585	N	2	1	2	4	1	1	98
952	0.37	0	0	0	18	2015	9	16	11	4	152890090	27	2585	N	2	1	2	1	1	1	98
952	0.37	0	0	0	18	2014	9	27	21	7	142700136	27	2585	N	3	1	2	4	1	1	98
952	0.53	0	0	0	19	2013	2	2	7	7	130630072	27	2585	N	5	1	2	4	4	3	98
952	0.21	0	0	0	4	2013	8	5	14	2	132480081	27	2585	C	5	1	2	1	1	1	98
952	0.37	0	0	0	18	2013	11	15	8	6	133510203	27	2585	C	5	1	2	1	1	1	98
952	0.53	0	0	0	19	2013	12	20	21	6	140030210	27	2585	N	5	1	2	4	2	3	98
952	0.37	0	0	0	18	2014	1	19	10	1	140190071	27	2585	C	5	1	2	1	1	2	98
952	0.08	0	0	0	19	2014	2	19	16	4	140500236	27	2585	N	5	1	2	1	1	1	98
952	0.08	0	0.03	0	19	2014	3	15	17	7	141070067	27	2585	N	5	1	2	1	1	1	98
952	0.37	0	0	0	18	2014	4	3	18	5	141250040	27	2585	N	5	1	2	1	4	3	98
952	0.37	0	0	0	18	2014	9	25	23	5	142960163	27	2585	N	5	1	2	4	1	1	98
952	0.37	0	0	0	18	2015	4	1	19	4	150910150	27	2585	N	5	1	2	5	3	2	98
952	0.08	0	0	0	19	2015	7	18	12	7	151990087	27	2585	B	5	1	2	1	1	1	98
952	0.21	0	0	0	4	2015	9	8	19	3	152820030	27	2585	N	5	1	4	1	2	1	98
952	0.37	0	0	0	18	2013	4	2	17	3	131260060	27	2585	N	6	1	2	1	1	1	98
952	0.08	0	0.03	0	19	2014	2	27	12	5	140580209	27	2585	N	7	38	1	1	1	5	98

Hennepin County Public Works
CSAH 52 (Hennepin Ave NE) - 8th St NE
CSAH 952 (1st Ave NE) - Main St SE
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
952	0.53	0	0	0	19	2015	3	22	20	1	150810148	27	2585	N	7	22	2	4	4	3	98
952	0.08	0.01	0	0	19	2013	1	11	15	6	130110249	27	2585	N	9	1	2	1	2	2	98
952	0.53	0	0	0	19	2013	7	27	12	7	132080068	27	2585	C	90	6	1	1	2	2	98
952	0.37	0	0	0	18	2013	8	1	13	5	132130107	27	2585	N	90	1	2	1	1	1	98
952	0.08	0	0.03	0	19	2013	8	10	13	7	132220069	27	2585	N	90	1	2	1	1	1	98
952	0.29	0	0	0	17	2013	11	26	18	3	133300189	27	2585	C	90	7	1	4	1	1	98
952	0.37	0	0	0	18	2014	9	29	14	2	142720111	27	2585	N	90	6	1	1	2	1	98
952	0.37	0	0	0	18	2015	4	28	8	3	151180051	27	2585	N	90	6	1	1	1	1	98
952	0.08	0	0	0	19	2015	10	1	15	5	152740142	27	2585	B	90	7	1	1	1	1	98
952	0.08	0	0	0	19	2015	11	11	17	4	153150119	27	2585	C	90	7	1	4	3	2	98
Total						66															

CRASH MODIFICATION FACTORS CLEARINGHOUSE

CMF / CRF Details

CMF ID: 5272

Install pedestrian countdown timer

Description: Install pedestrian countdown timer

Prior Condition: Unknown

Category: Intersection traffic control

Study: *Evaluating pedestrian safety improvements*, Van Houten et al., 2012

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

Crash Modification Factor (CMF)	
Value:	0.3
Adjusted Standard Error:	
Unadjusted Standard Error:	

Crash Reduction Factor (CRF)	
Value:	70 *(This value indicates a **decrease** in crashes)*
Adjusted Standard Error:	
Unadjusted Standard Error:	

Attachment 14: Crash Modification Factors

Applicability	
Crash Type:	Vehicle/pedestrian
Crash Severity:	All
Roadway Types:	Not specified
Number of Lanes:	
Road Division Type:	
Speed Limit:	
Area Type:	Not specified
Traffic Volume:	
Time of Day:	
If countermeasure is intersection-based	
Intersection Type:	Roadway/roadway (not interchange related)
Intersection Geometry:	Not specified
Traffic Control:	Signalized
Major Road Traffic Volume:	
Minor Road Traffic Volume:	

Development Details	
Date Range of Data Used:	
Municipality:	Detroit
State:	MI
Country:	

Type of Methodology Used:	Time series
Sample Size Used:	449 Sites

Other Details

Included in Highway Safety Manual?	No
Date Added to Clearinghouse:	Dec-02-2013
Comments:	The study did not adjust the reduction in crashes at the treatment location based on the change in the comparison sites.

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

CRASH MODIFICATION FACTORS CLEARINGHOUSE

CMF / CRF Details

CMF ID: 8257

Install separated bicycle lane

Description: Bike lanes separated from motorized traffic by different types of barriers and/or parking lane configurations

Prior Condition: No separate bicycle lane

Category: Bicyclists

Study: *Separated Bike Lane Crash Analysis*, Rothenberg et al., 2016

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

Crash Modification Factor (CMF)	
Value:	0.714
Adjusted Standard Error:	
Unadjusted Standard Error:	

Crash Reduction Factor (CRF)	
Value:	28.6 *(This value indicates a **decrease** in crashes)*
Adjusted Standard Error:	

Unadjusted Standard Error:	

Applicability

Crash Type:	All
Crash Severity:	All
Roadway Types:	Not specified
Number of Lanes:	
Road Division Type:	
Speed Limit:	
Area Type:	Not specified
Traffic Volume:	
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:	
Municipality:	
State:	CA, DC, FL, IL, MT, NY, OR, TX

Country:	USA
Type of Methodology Used:	Simple before/after
Sample Size Used:	

Other Details

Included in Highway Safety Manual?	No
Date Added to Clearinghouse:	Jan-17-2017
Comments:	CMF Applies to average total crashes when bicycle lane is separated by a parking lane plus. Study sites were located in Texas, Illinois, Oregon, California, Montana, New York, Florida, and Washington DC; however, it is unclear which States were used for the development of this CMF.

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

Metro Transit

July 13, 2018

RE: Independent Utility of Regional Solicitation Applications

Dear Application Scorers:

Metro Transit and Hennepin County are working collaboratively to develop a vision on University Avenue SE, 4th Street SE, Hennepin Avenue, and 1st Avenue that includes enhanced transit stops, bikeway facilities, and pedestrian accommodations. Both entities are separately seeking funds through the 2022-2023 Regional Solicitation to deliver the transit and bicycle/pedestrian aspects of this vision, respectively.

The bicycle/pedestrian improvements in county-led projects will complement a separate effort led by Metro Transit to improve bus stops along the Route 6 corridor, which includes portions of University Avenue SE, 4th Street SE, Hennepin Avenue, and 1st Avenue. Both the bus stop modernization project and the bicycle/pedestrian projects have independent utility and individually accruable benefits, and each could be implemented without the other. However, both agencies are committed to coordinating project efforts to ensure the best possible multimodal solution in the corridor.

Past project collaborations of this nature between Metro Transit and roadway jurisdictions have led to better outcomes for each agency and the communities they serve, including lower cost, better-coordinated designs for each project, and coordinated construction timelines resulting in less disruption to businesses and residents. A key example of this collaboration is under construction this year, as Metro Transit, Hennepin County, and the City are partners in delivering Penn Avenue bus stop modernizations through joint C Line and Penn Avenue street construction in Minneapolis.

Metro Transit strongly supports the County's efforts to improve non-motorized travel in this important transit corridor, and looks forward to continued collaboration along various corridors served by Route 6.

Sincerely,

Charles Carlson
Director, BRT Projects
Metro Transit

Attachment 2: Project Location

2018 Regional Solicitation | Project Location Map

CSAH 052 (Hennepin Ave E) & CSAH 952 (1st Ave NE) 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.

Publication date: 7/11/2018

N

0 0.25 0.5 Miles

Hennepin

Attachment 3: Project Layout and Alternatives

E Hennepin Ave / 1st Ave NE

Alternative #1 | Hennepin County Public Works

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.

Publication date: 7/12/2018 PWV802 Z:\Transportation Planning\Restriping\052\2017\Concept_1.dgn

N

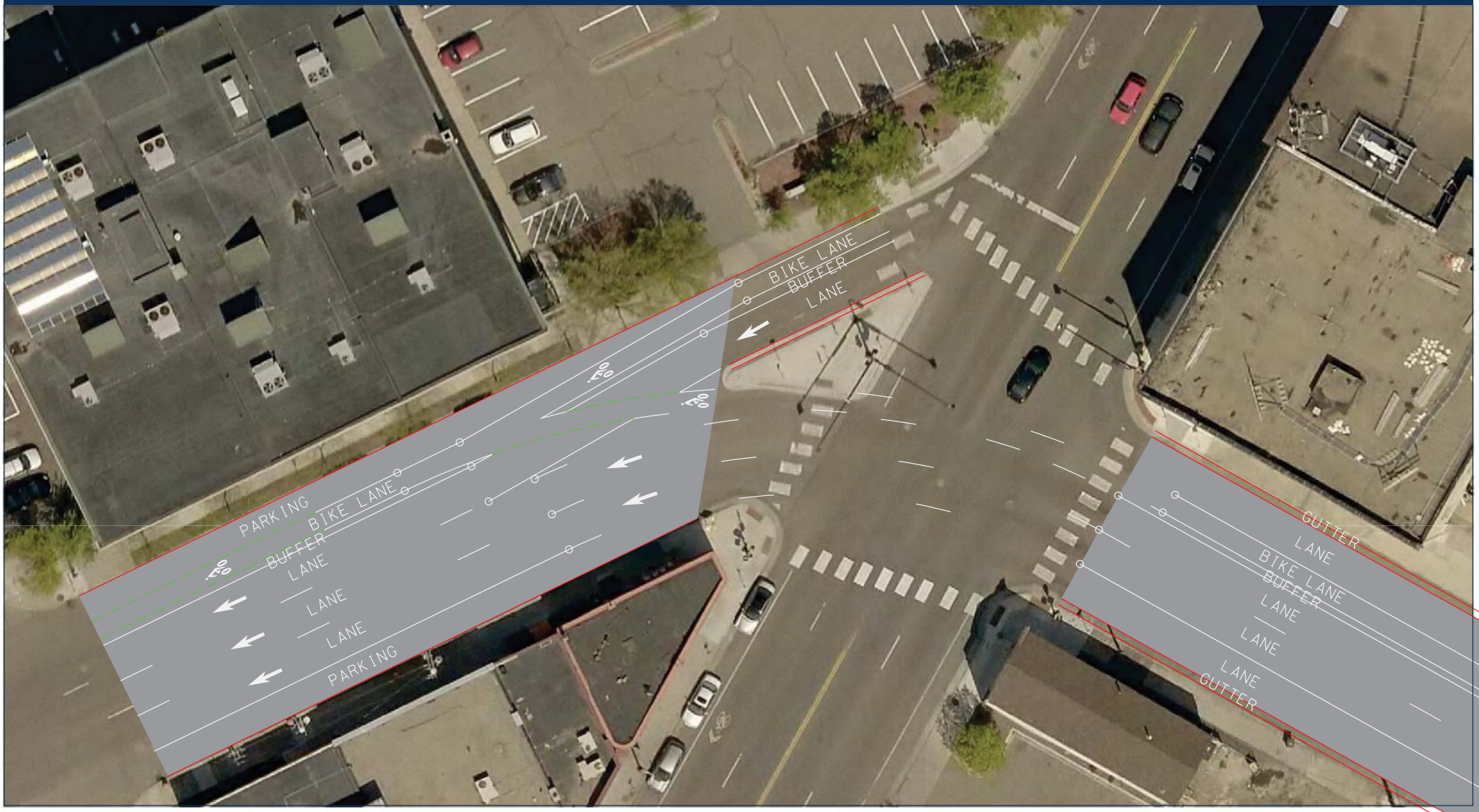
Hennepin

Attachment 3: Project Layout and Alternatives

E Hennepin Ave / 1st Ave NE

Alternative #2 | Hennepin County Public Works

HENNEPIN COUNTY
MINNESOTA



Publication date: 7/12/2018 PWV802 Z:\Transportation Planning\Restriping\052\2017\Concept_1.dgn

N

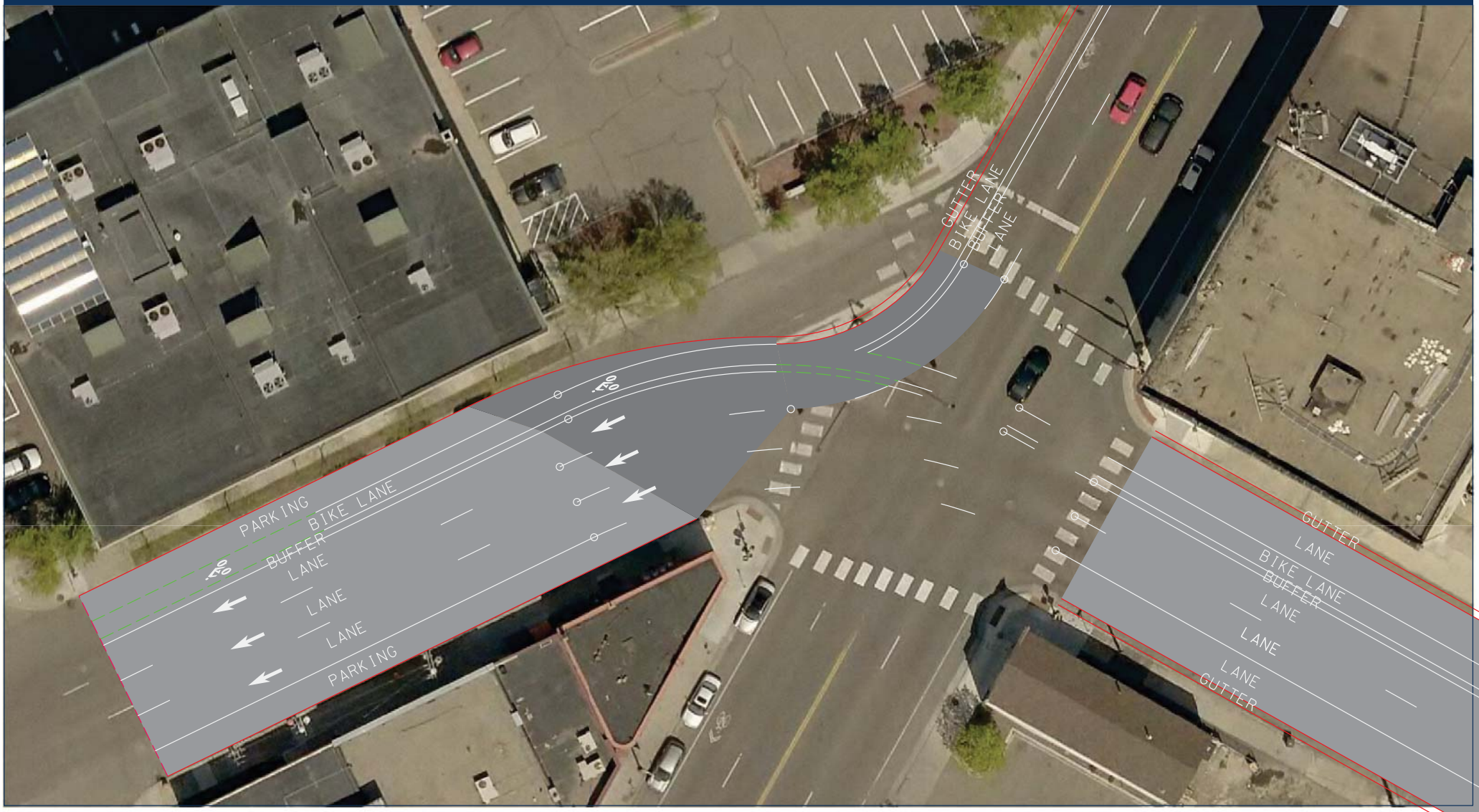
Hennepin

Attachment 3: Project Layout and Alternatives

E Hennepin Ave / 1st Ave NE

Alternative #3 | Hennepin County Public Works

HENNEPIN COUNTY
MINNESOTA



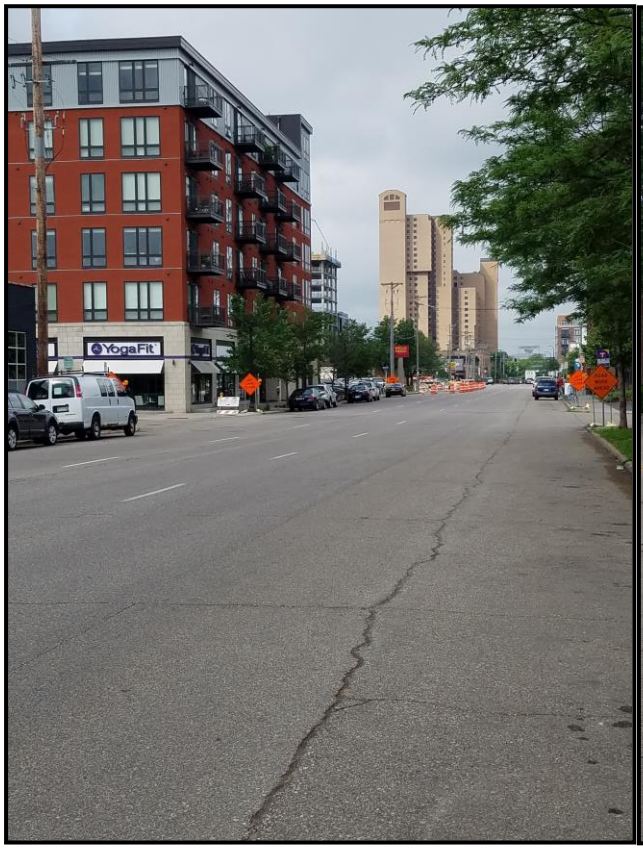
Disclaimer: This map (**i**) is furnished "AS IS" with no representation as to completeness or accuracy; (**ii**) is furnished with no warranty of any kind; and (**iii**) is not suitable for legal, engineering or surveying purposes. Hennepin County shall not be liable for any damage, injury or loss resulting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

Publication date: 7/12/2018 PWV802 Z:\Transportation Planning\Restriping\052\2017\Concept_1.dgn

N

Hennepin

Attachment 4: Photos – Existing Conditions



NE 1st Ave & E of NE 6th St

Hennepin Ave E & W of SE 8th St

Hennepin Ave E & W of SE 8th St

DEPARTMENT OF TRANSPORTATION

MnDOT Metro District
1500 West County Road B-2
Roseville, MN 55113

June 15, 2018

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

Re: Letter of Support for Hennepin County
Metro Council/Transportation Advisory Board 2018 Regional Solicitation Funding Request for CSAH 52 and CR 52 (Hennepin Ave and 1st Ave) Bikeway Project – NE Main Street (CSAH 23) to SE 8th Street

Dear Ms. Stueve,

This letter documents MnDOT Metro District's support for Hennepin County's funding request to the Metro Council for the 2018 regional solicitation for 2022-23 funding for its CSAH 52 and CR 52 (Hennepin Ave and 1st Ave) Bikeway Project –NE Main Street (CSAH 23) to SE 8th Street.

As proposed, this project could impact MnDOT right-of-way on both I-35W and TH 65/Central Av. As the agency with jurisdiction over I-35W and TH 65, MnDOT will support Hennepin County and will allow the improvements proposed in the application for the CSAH 52 and CR 52 (Hennepin Ave and 1st Ave) Bikeway Project – NE Main Street (CSAH 23) to SE 8th Street. Details of a future maintenance agreement with Hennepin County will need to be determined during project development to define how the improvements will be maintained for the project's useful life.

No funding from MnDOT is currently programmed for this project, and no discretionary funding in years 2022-23 is currently anticipated. However Metro District does have other roadway investments planned to occur nearby. I would request that you coordinate project development with MnDOT Area staff so that our agencies can work together to best leverage our respective efforts.

MnDOT Metro District looks forward to continued cooperation with Hennepin County as this project moves forward and as we work together to improve safety and travel options within the Metro Area.

If you have questions or require additional information at this time, please reach out to your Area Manager at April Crockett@state.mn.us or 651-234-7728.

Sincerely,

Scott McBride
Metro District Engineer

CC: April Crockett, Metro District West Area Manager
Lynne Bly, Metro Program Director
Dan Erickson, Metro State Aid Engineer

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

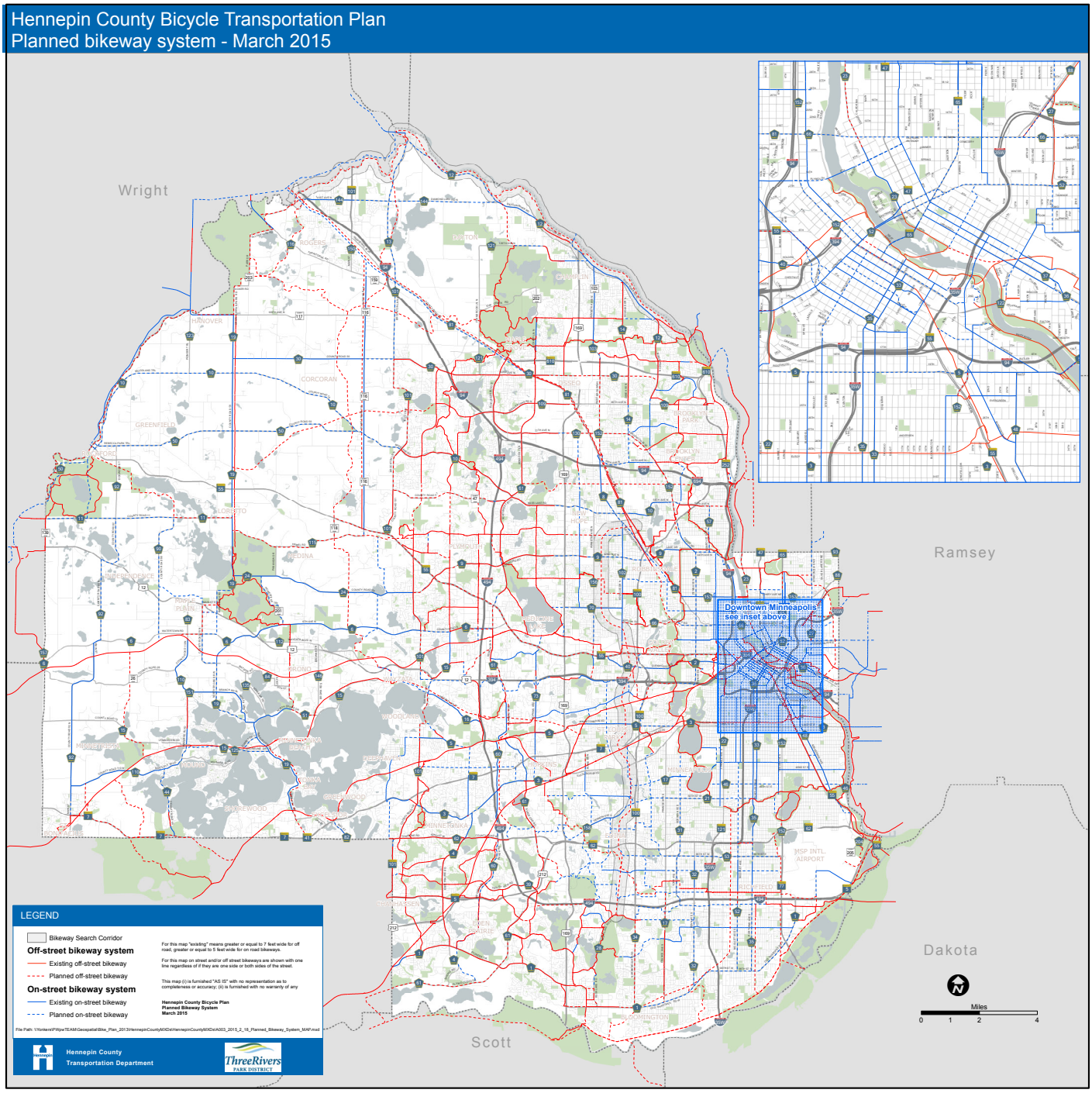


Figure 10: 2040 bikeway system

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**

Strategy 2.2	Actions
Address network gaps and barriers.	2.2.a Work with agency partners to identify and remove gaps in the 2040 bikeway system with the appropriate bikeway treatments.
	2.2.b Integrate gap closures in to city, county, and state reconstruction and paving projects when they are initiated.
	2.2.c Create logical termination points for new bikeways, including as part of larger roadway projects, even if it means extending the bikeway beyond the original project limits.

Strategy 2.3	Actions
Plan and designate an enhanced bicycle network composed of high comfort bikeways that provide physical separation from motor vehicles (e.g., protected bike lanes, cycle tracks, off-street trails, and other innovative designs).	2.3.a Collaborate with local stakeholders to develop an enhanced system overlay to the county bikeway system that will provide a higher level of comfort as an appendix to this plan by the end of 2015
	2.3.b Implement the enhanced bikeway system, and include a progress report on implementation within the annual tracking of the plan implementation.

Strategy 2.8	Actions
Collaborate with partners on planning, design, and funding for bicycle infrastructure that helps to complete, or complement the county bikeway system.	2.8.a Develop a full complete streets design manual for the county.
	2.8.b Work closely with local agencies to educate and encourage staff to use the county design toolkit in development of Hennepin County bikeway system improvements.
	2.8.c Provide consistent bikeway type (on- or off-street) when connecting with other locally-developed bicycle networks.
	2.8.d Cultivate consistent communication among agencies and staff to ensure collaboration happens early and often in the planning, design, development, and funding processes.
	2.8.e Work closely with staff and local, regional and state agencies to encourage cross-county collaboration on facility location, design, implementation and wayfinding to better link regional / seven county metro area bicycling network.
	2.8.f Support efforts to provide greater flexibility in the application of state aid bikeway standards.

Figure 7.7 - Bikeways Master Plan

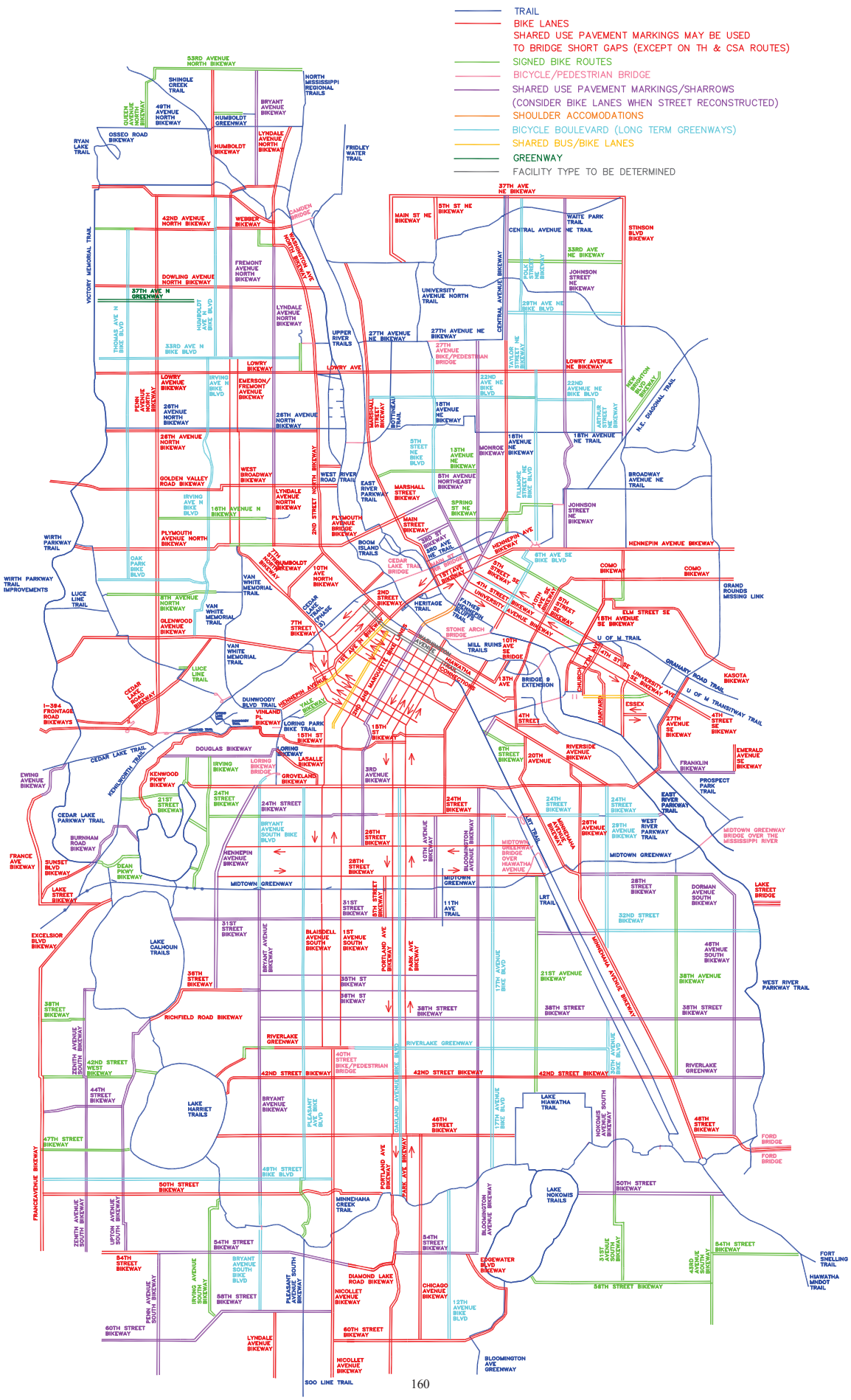


Figure 2: Priority Protected Bikeways with Existing Protected Bikeways and Bike Boulevards