



Application

10351 - 2018 Pedestrian Facilities (Sidewalks, Streetscaping, and ADA)

10833 - West Broadway Avenue BLRT Streetscape Improvements

Regional Solicitation - Bicycle and Pedestrian Facilities

Status: Submitted
Submitted Date: 07/12/2018 2:08 PM

Primary Contact

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***** Brooklyn Park Minnesota 55443
City State/Province Postal Code/Zip

Phone:* 763-493-8102
Phone Ext.

Fax:

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

Organization Information

Name: BROOKLYN PARK, CITY OF

Jurisdictional Agency (if different):

Organization Type:

City

Organization Website:

Address:

5200 85TH AVE N

*

BROOKLYN PARK Minnesota

55443

City

State/Province

Postal Code/Zip

County:

Hennepin

Phone:*

763-493-8185

Ext.

Fax:

PeopleSoft Vendor Number

0000020926A1

Project Information

Project Name

West Broadway Avenue BLRT Streetscape Improvements

Primary County where the Project is Located

Hennepin

Cities or Townships where the Project is Located:

Brooklyn Park

Jurisdictional Agency (If Different than the Applicant):

Applicant & Hennepin County

As part of the Bottineau Light Rail Transitway (BLRT), West Broadway Avenue through Brooklyn Park will be completely reconstructed as a multi-modal transit corridor supporting LRT, pedestrian, and bicycle connections. Hennepin County, Metropolitan Council and the City of Brooklyn Park have worked together to coordinate all components of this work to create a unified vision within the 3.5 miles of West Broadway between 74th Avenue and Oak Grove Parkway.

The BLRT Project will provide for transit improvements in the highly traveled northwest area of the Twin Cities. The BLRT in Hennepin County will extend approximately 13 miles from downtown Minneapolis passing through north Minneapolis, Golden Valley, Robbinsdale, Crystal, and Brooklyn Park. The BLRT project will connect north Minneapolis and the region's northwest suburbs with a regional system of transitways consisting of light rail transit (LRT) on the Blue Line (Hiawatha) and Green Line (Central Corridor and the planned Southwest line), bus rapid transit (BRT) on the Red Line (Cedar Avenue) and Orange Line (I-35W South), the Northstar commuter rail, and express bus routes. The BLRT project will also maintain or enhance local and express bus service throughout the Corridor surrounding the Transitway.

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

Visioning goals of the corridor are to:

- Re-envision the West Broadway Corridor as a multi-modal transit corridor that supports LRT, pedestrian, and bicycle connections.
- Maximize and strategically align public and private investments in the corridor to support transit-oriented development (TOD) through catalytic investments in life-cycle housing, commercial development, and public infrastructure.
- Promote economic opportunity by improving

access to jobs and supporting business recruitment and expansion along the corridor.

- Enhance livability in the corridor by improving public spaces, supporting the creation of healthy communities, and connecting people to key destinations, including employment centers, educational institutions, and regional amenities.

(Limit 2,800 characters; approximately 400 words)

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

Streetscaping along CSAH 103 from 74th Avenue to 93rd Avenue

Project Length (Miles)

3.1

to the nearest one-tenth of a mile

Project Funding

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

No

If yes, please identify the source(s)

Federal Amount

\$1,000,000.00

Match Amount

\$3,103,935.00

Minimum of 20% of project total

Project Total

\$4,103,935.00

Match Percentage

75.63%

Minimum of 20%

Compute the match percentage by dividing the match amount by the project total

Source of Match Funds

City of Brooklyn Park

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

Preferred Program Year

Select one:

2023

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

Additional Program Years:

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

Project Information

County, City, or Lead Agency

Metro Transit

Zip Code where Majority of Work is Being Performed 55445
(Approximate) Begin Construction Date 05/01/2022
(Approximate) End Construction Date 11/01/2023
Name of Trail/Ped Facility: West Broadway Avenue Streetscape
(i.e., CEDAR LAKE TRAIL)

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

From: 74th Avenue
(Intersection or Address)
To: Oak Grove Parkway
(Intersection or Address)

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

Or At:

Primary Types of Work Grading, Concrete Sidewalk, Pedestrian Facilities,
Streetscape

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

BRIDGE/CULVERT PROJECTS (IF APPLICABLE)

Old Bridge/Culvert No.:

New Bridge/Culvert No.:

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

Requirements - All Projects

All Projects

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

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

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

Goal B: Strategies B1 and B6; pg 2.7

Goal C: Strategies C1, C2, C11, C12, C15, and C17; pg 2.8-2.10

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

Goal D: Strategies D1 and D3; pg 2.11

Goal E: Strategies E3, E4, E5, E6, and E7; pg 2.12-2.13

Goal F: Strategies F2, F4, F5, F6, and F7; pg 2.14-2.15

(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.

West Broadway Streetscape Framework Manual

Brooklyn Park Station Area Plans, UDA, February 2016

Bottineau LRT/Metro Blue Line Extension Bicycle Study, Nelson Nygaard 2016 Final Draft

List the applicable documents and pages:

Bicycle Facility Assessment (Draft), METRO Blue Line Extension White Paper

City of Brooklyn Park, Parks and Recreation, and Land Use plan

North Hennepin Community College Master Plan

(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.

Multituse 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

06/01/2016

12/31/2018

Date process started

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.

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)	\$0.00
Removals (approx. 5% of total cost)	\$0.00
Roadway (grading, borrow, etc.)	\$0.00
Roadway (aggregates and paving)	\$0.00

Subgrade Correction (muck)	\$0.00
Storm Sewer	\$0.00
Ponds	\$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	\$0.00
Traffic Control	\$0.00
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	\$0.00
Wetland Mitigation	\$0.00
Other Natural and Cultural Resource Protection	\$0.00
RR Crossing	\$0.00
Roadway Contingencies	\$0.00
Other Roadway Elements	\$0.00
Totals	\$0.00

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	\$0.00
Sidewalk Construction	\$0.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$0.00
Pedestrian Curb Ramps (ADA)	\$0.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	\$0.00
Pedestrian-scale Lighting	\$0.00
Streetscaping	\$5,373,351.00
Wayfinding	\$0.00
Bicycle and Pedestrian Contingencies	\$806,003.00
Other Bicycle and Pedestrian Elements	\$0.00
Totals	\$6,179,354.00

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	\$6,179,354.00
Construction Cost Total	\$6,179,354.00
Transit Operating Cost Total	\$0.00

Measure A: Project Location Relative to Jobs and Post-Secondary Education

Existing Employment Within One-Half Mile:	12051
Existing Post-Secondary Enrollment Within One-Half Mile:	7286
Upload Map	1530142284046_West Broadway Avenue (CSAH 103) Streetscape - Regional Econ Map.pdf

Please upload attachment in PDF form.

Measure A: Population Summary

Existing Population Within One-Half Mile

18142

Upload Map

1531420285953_West Broadway Avenue (CSAH 103)
Streetscape - Population Map (1).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.

Hennepin County has a history of robust community engagement throughout the Bottineau Corridor. County staff, alongside city support, have worked closely with community organizations, residents, businesses, and institutions to shape the vision and reality of corridor improvements.

The Bottineau Community Works (BCW) program is currently facilitating Advanced Planning for community and economic development around the planned Bottineau LRT by advancing conceptual to implementation and defining the policies and designs that are needed for future investments. BCW is a collaboration, led by Hennepin County in partnership with corridor cities and community stakeholders, to maximize the economic development value of the BLRT project and supports the planning for infrastructure, transit access, and transit oriented development outside of the Bottineau LRT project.

Response:

BCW incorporates health considerations as an essential focus area, recognizing that transportation systems along with the characteristics of neighborhoods have a substantial impact on community health outcomes and disparities which are further pronounced in populations that have historically been under-represented in planning processes and implementation. BCW will continue to include the under-represented and work together to reduce disparities and achieve equitable outcomes for all communities along the corridor.

(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.

As noted in the Socio-Econ Met Council generated map, the project area is located in an area defined as above the regional average of concentrated populations in poverty or population of color persons. Hennepin County is partnering with the affected cities to identify and pursue community and economic development opportunities through the Bottineau Community Works program. This program allows Hennepin County and cities in the Bottineau corridor (Brooklyn Park, Brooklyn Center, Crystal, Golden Valley, Minneapolis, New Hope and Robbinsdale) to make policy and infrastructure improvements that benefit the impacted communities. Streetscape visioning goals have been established as:

Response:

- Re-envision the West Broadway Corridor as a multi-modal transit corridor that supports LRT, pedestrian, and bicycle connections.
- Maximize and strategically align public and private investments in the corridor to support transit-oriented development (TOD) through catalytic investments in life-cycle housing, commercial development, and public infrastructure.
- Promote economic opportunity by improving access to jobs and supporting business recruitment and expansion along the corridor.

Nearby residents who are predominantly low income and/or people of color will benefit from the economic impacts by the spur of development that is anticipated from the streetscape vision creation in the Streetscape Framework Manual. The vision created will increase the 'walkability' allure throughout the corridor and promote connections for those under-represented to the numerous educational institutes along the corridor. The proposed project will also provide greater opportunities for residents by establishing four

distinct districts along the corridor, which will have future light rail transit stops and provide safer connections to residential and commercial developments throughout the West Broadway Avenue Corridor. Overall, this will enhance livability in the corridor by improving public spaces, support the creation of healthy communities, and connect people to key destinations, including employment centers, educational institutions, and regional amenities.

(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

As with most construction projects, there will be construction activities that will directly affect the traveling public. Dust and noise will impact all users of this corridor during the duration of construction. Additionally, disruption to existing transit stops can be anticipated during construction however, these hindrances will not negatively impact the disadvantaged populations present in the project area due to efforts to maintain access to transit stops, businesses, and housing all while minimizing construction nuisances.

Response:

(Limit 2,800 characters; approximately 400 words)

Upload Map

1530142359936_West Broadway Avenue (CSAH 103)
Streetscape - Soci-Econ Map.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
Brooklyn Park	3.1	1.0	100.0	100.0

Total Project Length

Total Project Length (as entered in the "Project Information" form) 3.1

Affordable Housing Scoring

Total Project Length (Miles) or Population 3.1
Total Housing Score 100.0

Affordable Housing Scoring

Measure A: Gaps, Barriers and Continuity/Connections

West Broadway Avenue has been identified as part of the Regional Bicycle Transportation Network (RTBN) - Tier 2 alignments however, there is only a two-foot shoulder for the majority of the project segment. This is an important north-south connection as Zane Avenue is not recognized in the RTBN and TH 169 is non-traversable for non-motorized transportation. Currently, there is no pedestrian facilities between Maplebrook Terrace and 93rd Avenue and only a temporary on-road pedestrian route over Shingle Creek between Brooklyn Avenue and 83rd Avenue. These pedestrian deficiencies will be addressed in the West Broadway Avenue Reconstruction. This thoroughfare is priority alignment for regional investment given its ability to attract the most users, connect to growing concentrations of employment and circumvent a physical barrier in the pedestrian network and regional bikeway system.

Response:

The supplemental West Broadway Streetscape Plan will transform this corridor into four distinct districts in which will all have future light rail transit stops:

- Retail at Brooklyn Boulevard
- Institutional at 85th Avenue
- Employment at 93rd Avenue
- Mixed Use at Oak Grove Parkway

Among these districts, common themes exist in types of plantings, decorative concrete, fencing, lighting, and benches. Guiding principles to create a multi-modal corridor vision was outlined and a unified approach to streetscaping has been adopted in the West Broadway Streetscape

Framework Manual. These amenities are meant to encourage community use, promote safety by providing lighting and deterring crime, and promote development in a commonly underrepresented community.

Local destinations include:

Employment Centers (Target Northern Campus, Takeda Pharmaceuticals, Biotest Laboratories, Graybar Electric Supply)

Education (North Hennepin Community College, Step By Step Montessori Schools)

Recreational Opportunities (Brooklyn Park Library, Shingle Creek Trail, Park Lawn Park, College Park, Rush Creek Regional Trail)

Commercial (Northwind Plaza, Parksquare Shopping Center)

Transit (Metro Transit bus routes, Four future Blue Line LRT Transit Stations at Brooklyn Boulevard, 85th Avenue, 93rd Avenue, and Oak Grove Parkway)

Places of Worship (Revive Church, Berean Baptist Church, Ebenezer Community Church)

(Limit 2,800 characters; approximately 400 words)

Upload the RBTN Evaluation Map

Please upload attachment in PDF form.

1530142422796_West Broadway Avenue (CSAH 103)
Streetscape - RBTN Map.pdf

Measure B: Project Improvements

Since 2016, there has been several reported crashes along the West Broadway Avenue Corridor. As planned residential and commercial developments are green lighted and the future BLRT is built, there will be a dramatic rise in recreational users. In addition to the developments, the streetscape improvements themselves are likely to spur additional users throughout the corridor. The increase of users helps to promote the allure of a highly used mix-use corridor to motorists and will likely make drivers more attentive and thus, reduce the number of pedestrian/bicycle crashes. The increased presence of pedestrians also helps to bring a sense of security to the area as well and should deter crime events.

Response:

The new multi-use path built in the West Broadway Avenue Reconstruction Plan will provide an off-street facility to protect users from high-speed traffic and create safer routes. As part of the Streetscape Plan, underutilized right of way will be used as pavement areas to introduce multi-purpose plazas. This will setback heavy pedestrian travel areas to protect them from motorists. Lastly, appropriate plantings will be utilized to avoid future sightline issues by a way of controlling parcel encroachments and unruly vegetation.

(Limit 2,800 characters; approximately 400 words)

Measure A: Multimodal Elements and Connections

Transit

As part of the much larger BLRT project, future light rail transit stops are anticipated along the West Broadway Avenue corridor at the following crossroads:

- Brooklyn Boulevard
- 85th Avenue
- 93rd Avenue
- Oak Grove Parkway

Response:

The West Broadway Streetscape Framework Manual builds on the guiding principles and recommendations outlined in the 2016 Station Area Plan by providing streetscape guidelines that reflect the community's identity and character districts, and creates a unified approach to landscaping, lighting, fencing, and other streetscape elements. The Station Area Plan is designed to enhance the experience of the user by evaluating station access needs, future land use, and community health benefits. The streetscaping amenities proposed within the Station Area Plan is also designed on the following transit oriented principles:

- Transform West Broadway Avenue into a beautiful multi-modal main street.
- Create a unique sense of place at each station in terms of character and predominant land use.
- Connect all modes of transportation at light rail stations.
- Encourage pedestrian and bike friendly crosswalks.

- Create walkable and bikeable arterials.
- Consider transit oriented zoning to encourage transit oriented development.

Safety/Security

Several key causes related to the proposed streetscape improvements should deter crime and provide safety/security throughout the corridor:

- An increased presence of pedestrians/bicyclists.
- Increased lighting
- Up to date design standard on all traversable facilities
- Additional refuge areas for pedestrians to be shielded from motorists/bicyclists
- Residential Fencing

(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. Yes

100%

Attach Layout

1531071809685_West Broadway Streetscape Layout.pdf

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.

50%

Attach Layout

Please upload attachment in PDF form.

Layout has not been started

0%

Anticipated date or date of completion

10/01/2017

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

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

100%

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

100%

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

80%

Historic/archeological property impacted; determination of adverse effect anticipated

40%

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

0%

Project is located on an identified historic bridge

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

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

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 Yes

25%

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

0%

Anticipated date or date of acquisition

04/01/2020

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): \$6,179,354.00

Enter Amount of the Noise Walls: \$246,796.00

Total Project Cost subtract the amount of the noise walls: \$5,932,558.00

Points Awarded in Previous Criteria

Cost Effectiveness \$0.00

Other Attachments

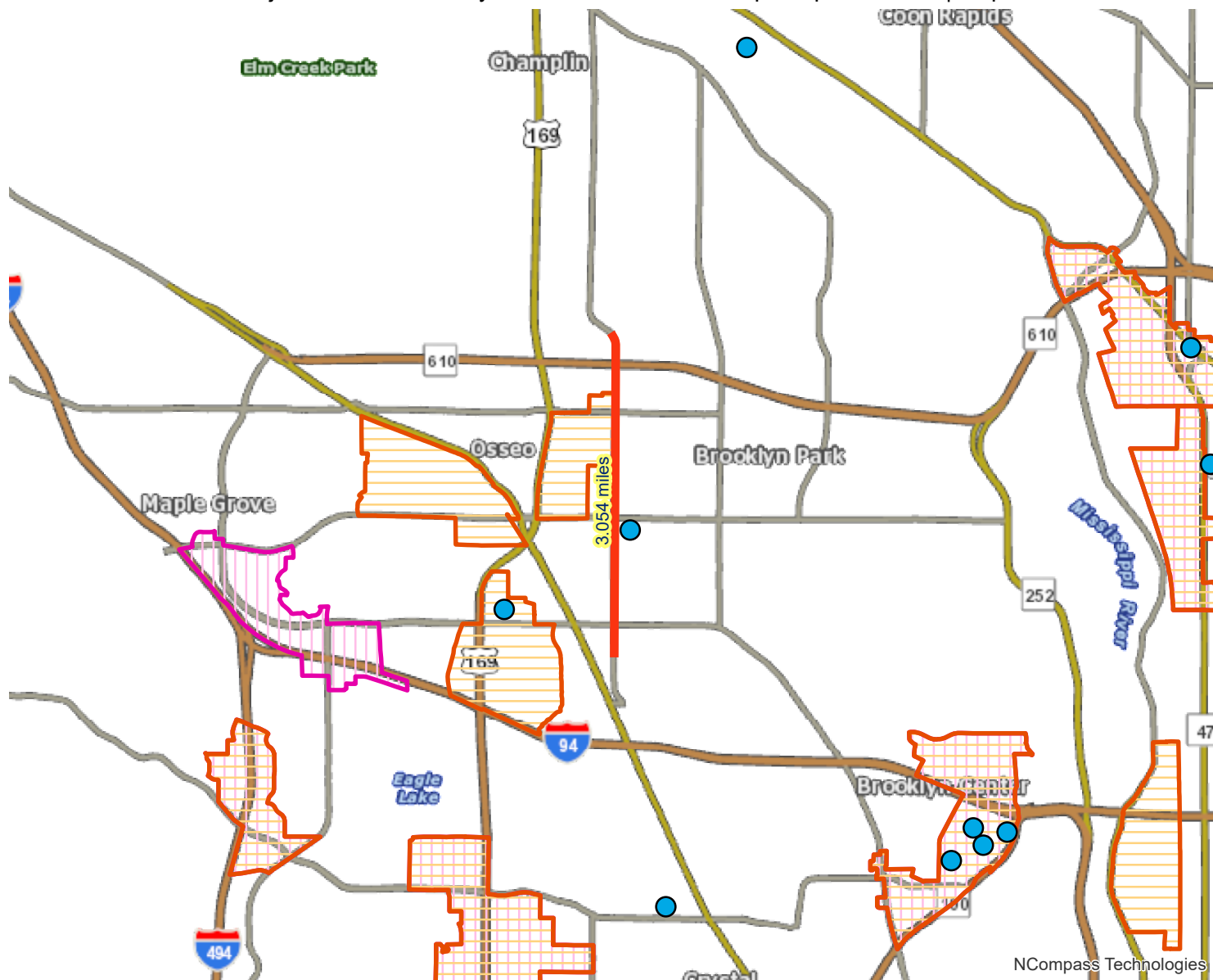
File Name	Description	File Size
Accidents on W Bdwy since 2016.pdf	Ped/Bike Accidents on West Broadway since 2016	299 KB
BPO Letter of Support.pdf	Metro Transit Bottineau Project Office Letter of Support	310 KB
Hennepin County - LetterofSupportStreetscaping.pdf	Hennepin County Letter of Support	101 KB
Project Summary.pdf	Project Summary	296 KB
West Broadway Streetscape Existing Pictures.pdf	West Broadway Avenue Streetscape Existing Pictures	581 KB

Regional Economy

Results

Within HALF Mi of project:
Postsecondary Students: 7286

Total Population: 18142
Total Employment: 12051
Mfg and Dist Employment: 3870



- Project
- Postsecondary Education Centers
- Manufacturing/Distribution Centers
- Job Concentration Centers



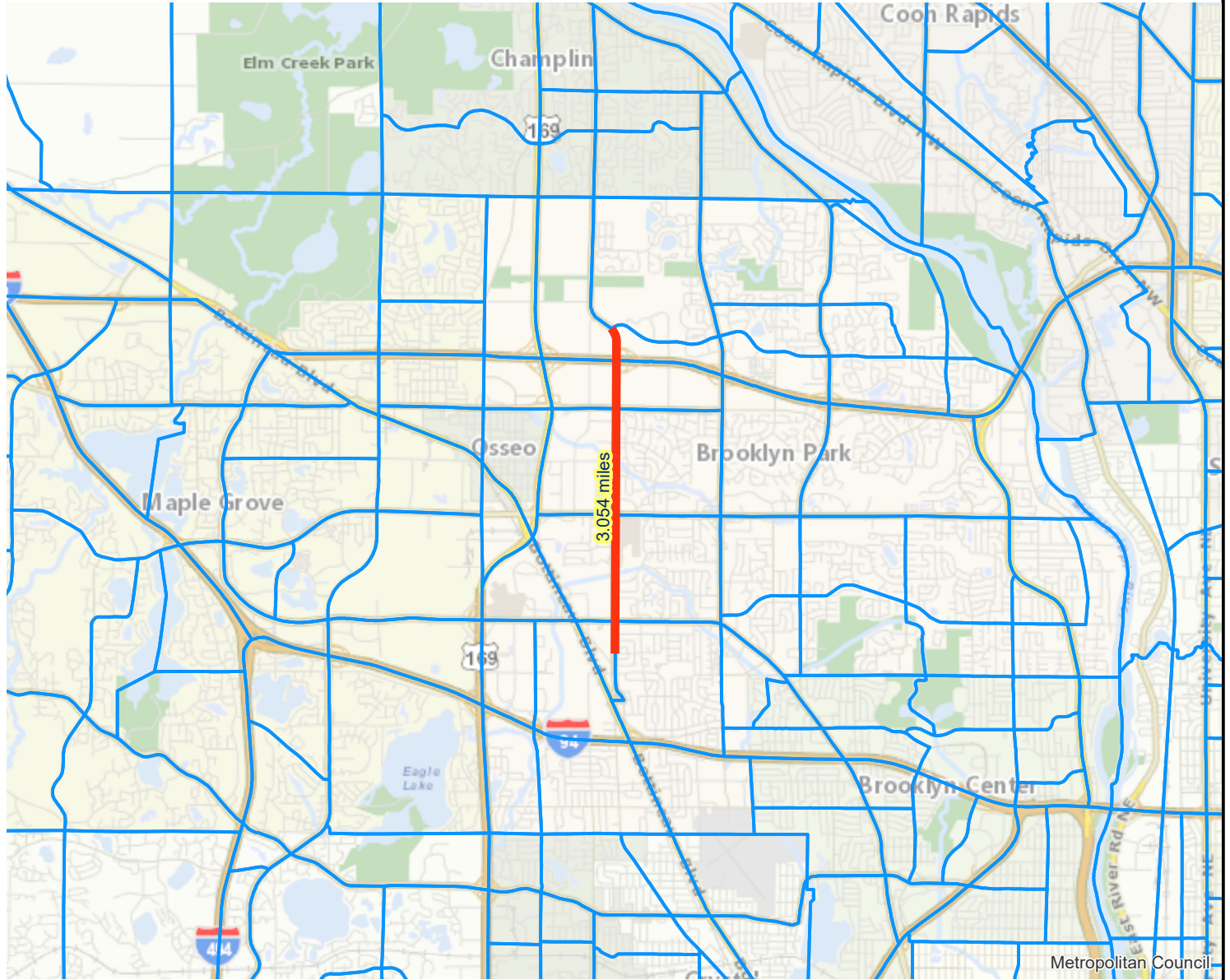
Created: 6/27/2018
LandscapeRSA5



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



Population/Employment Summary



Results

Within HALF Mile of project:
Total Population: 18142

-  Project
-  2010 TAZ



Created: 6/27/2018
LandscapeRSA4



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

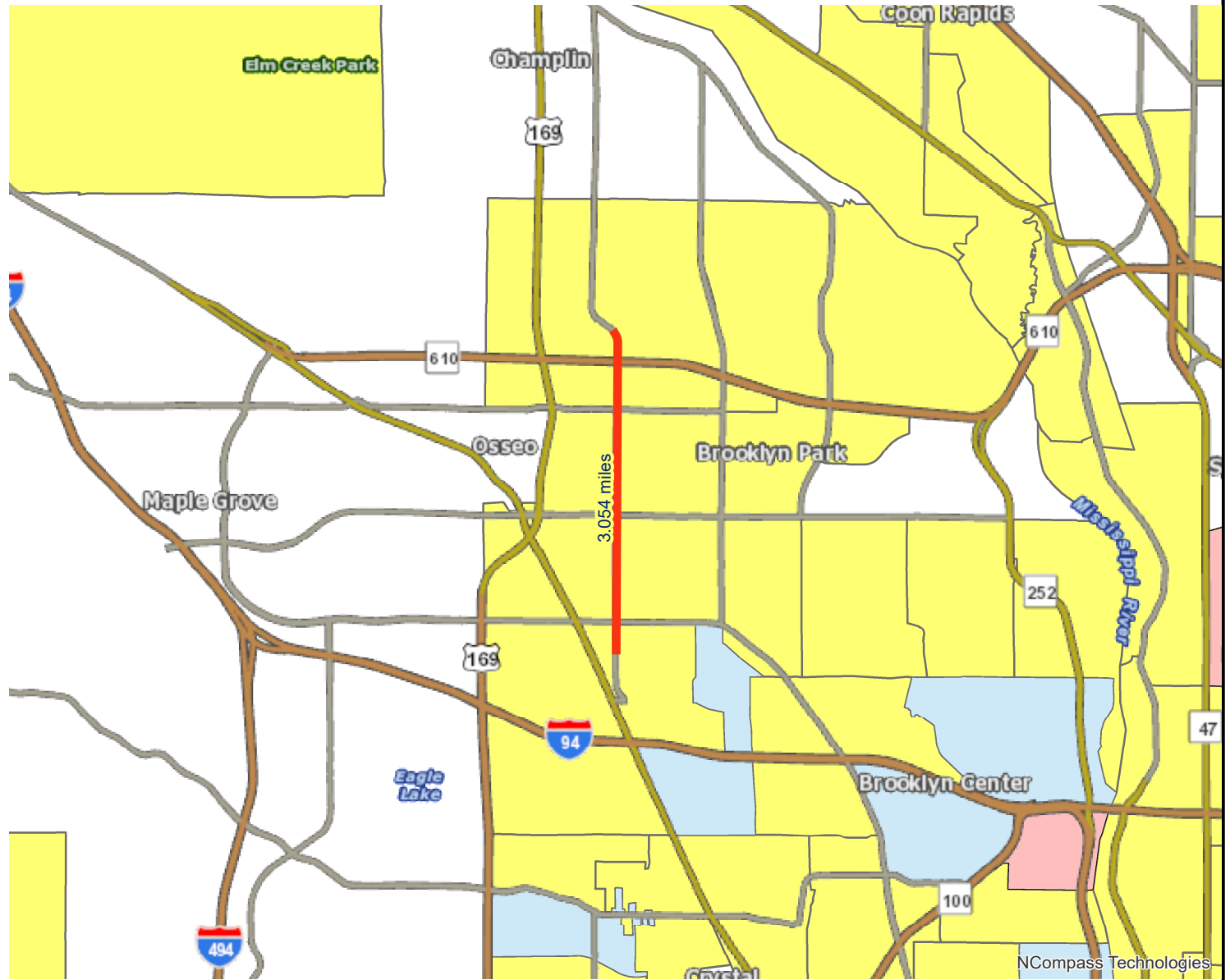


Metropolitan Council

Socio-Economic Conditions

Results

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

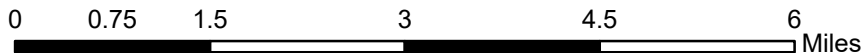


Project

Area of Concentrated Poverty > 50% residents of color

Area of Concentrated Poverty

Above reg'l avg conc of race/poverty



Created: 6/27/2018
LandscapeRSA2

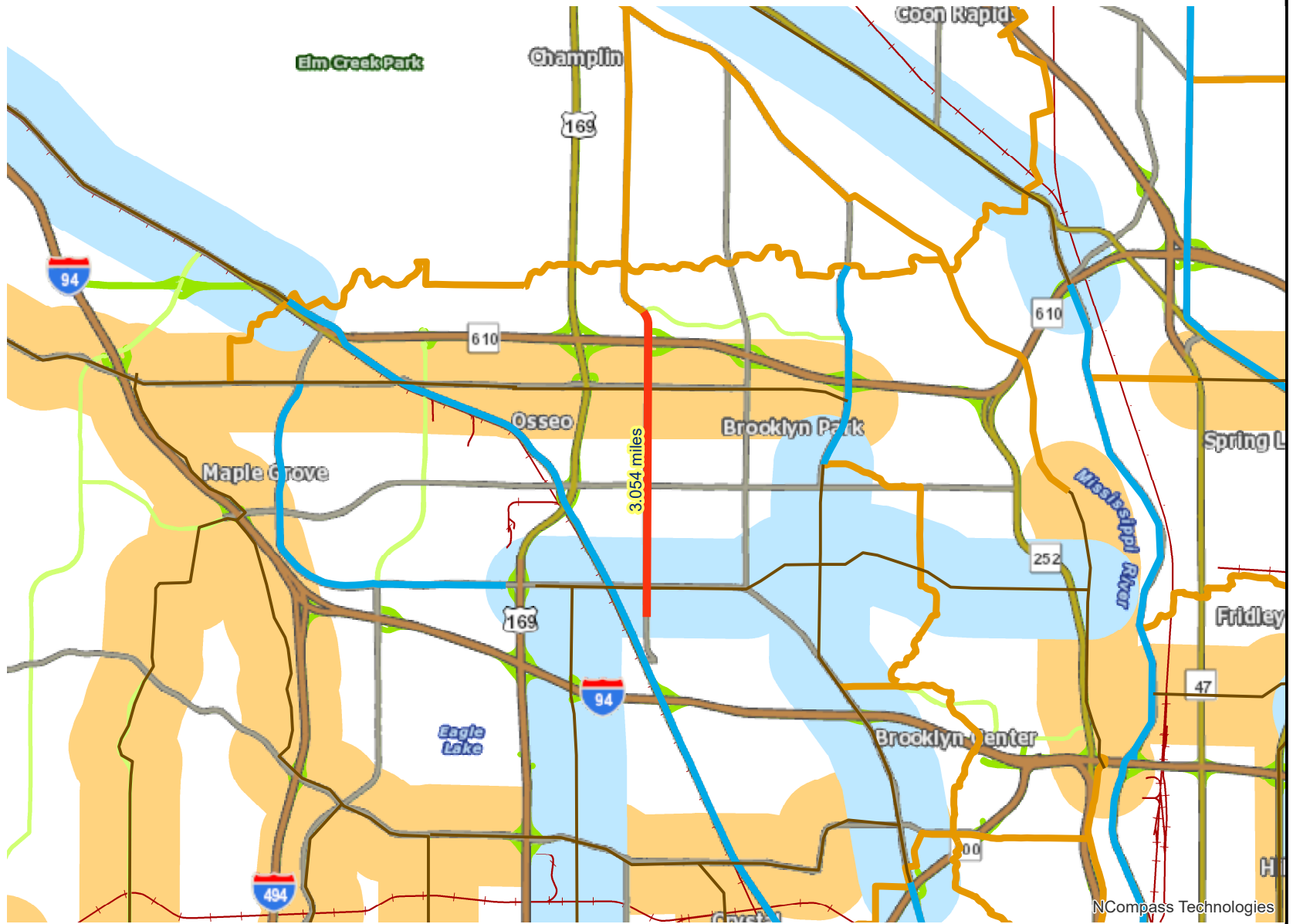


For complete disclaimer of accuracy, please visit <http://giswebsite.metc.state.mn.us/gissitenew/notice.aspx>

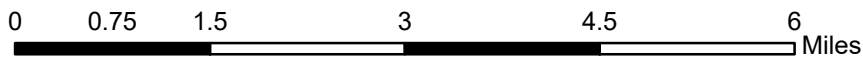


Project to RBTN Orientation

Pedestrian Facilities Project: West Broadway Avenue BLRT Streetscape Improvements | Map ID: 1530141856012



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



Created: 6/27/2018
LandscapeRSA6



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



NCompass Technologies

West Broadway Streetscape Visioning

Corridor Framework Map

- Consistent appearance of elements throughout the entire corridor
- Include some elements that express individual identity of each station



Based Map Source: Brooklyn Park Station Area Plan, UDA 2016

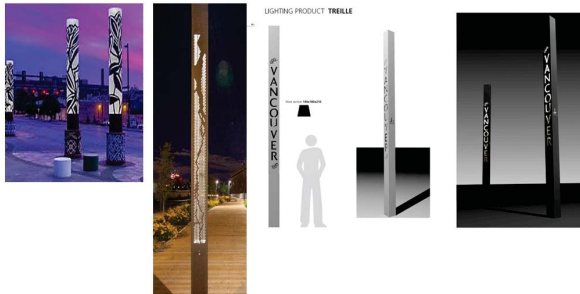
Potential Site Furnishings: Character Preference



Pedestrian Level Lights

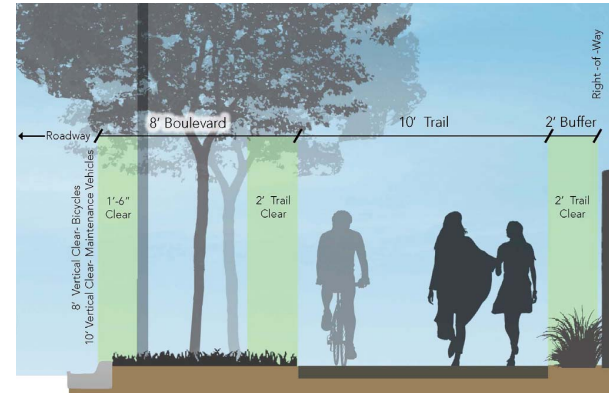


Specialty Lighting



Result Of September 2016 Community Feedback

Fencing



Typical Treatment - 8' Boulevard // 10' Trail // 2' Buffer



6' Composite fence

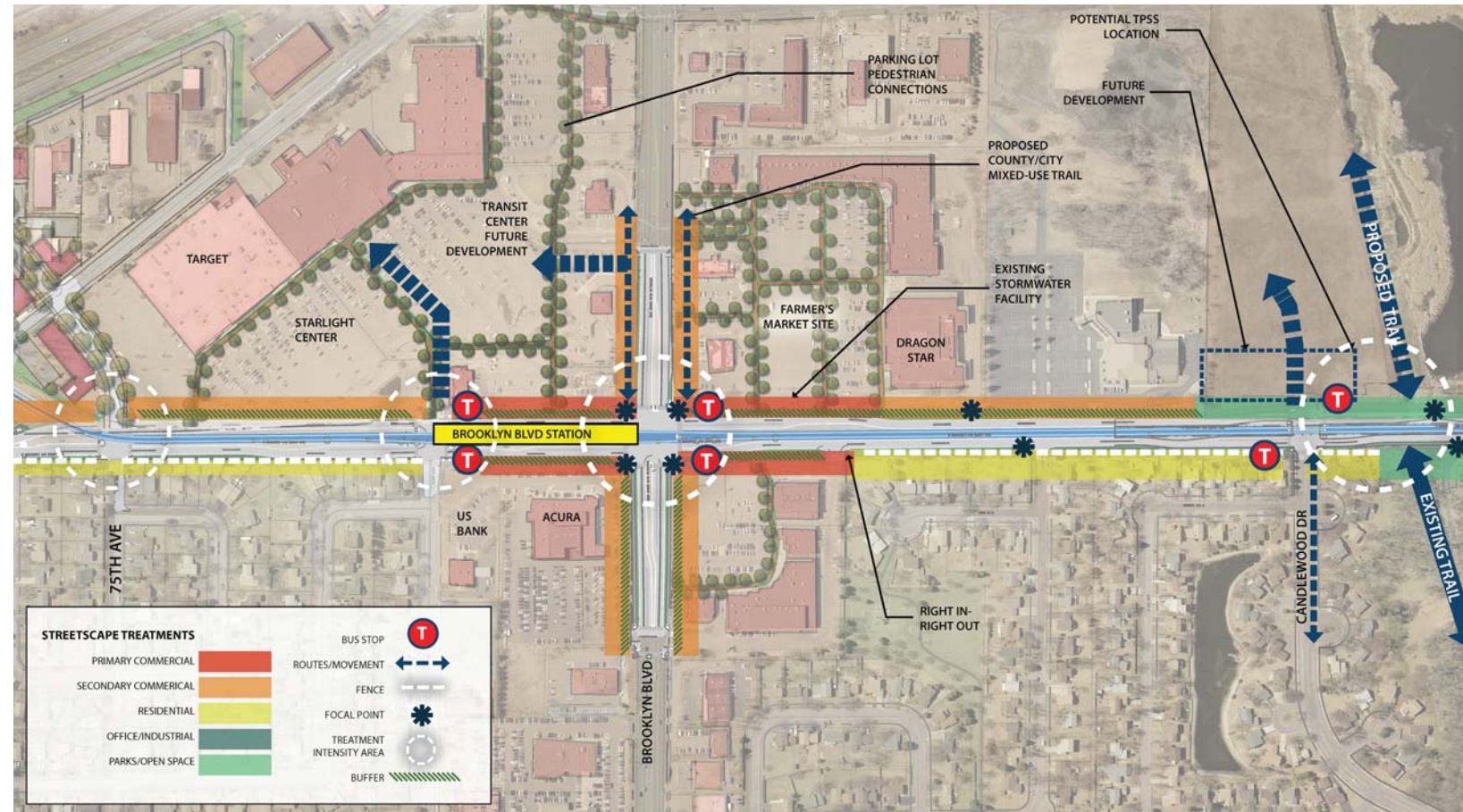


Residential Area, 6' Composite Fence

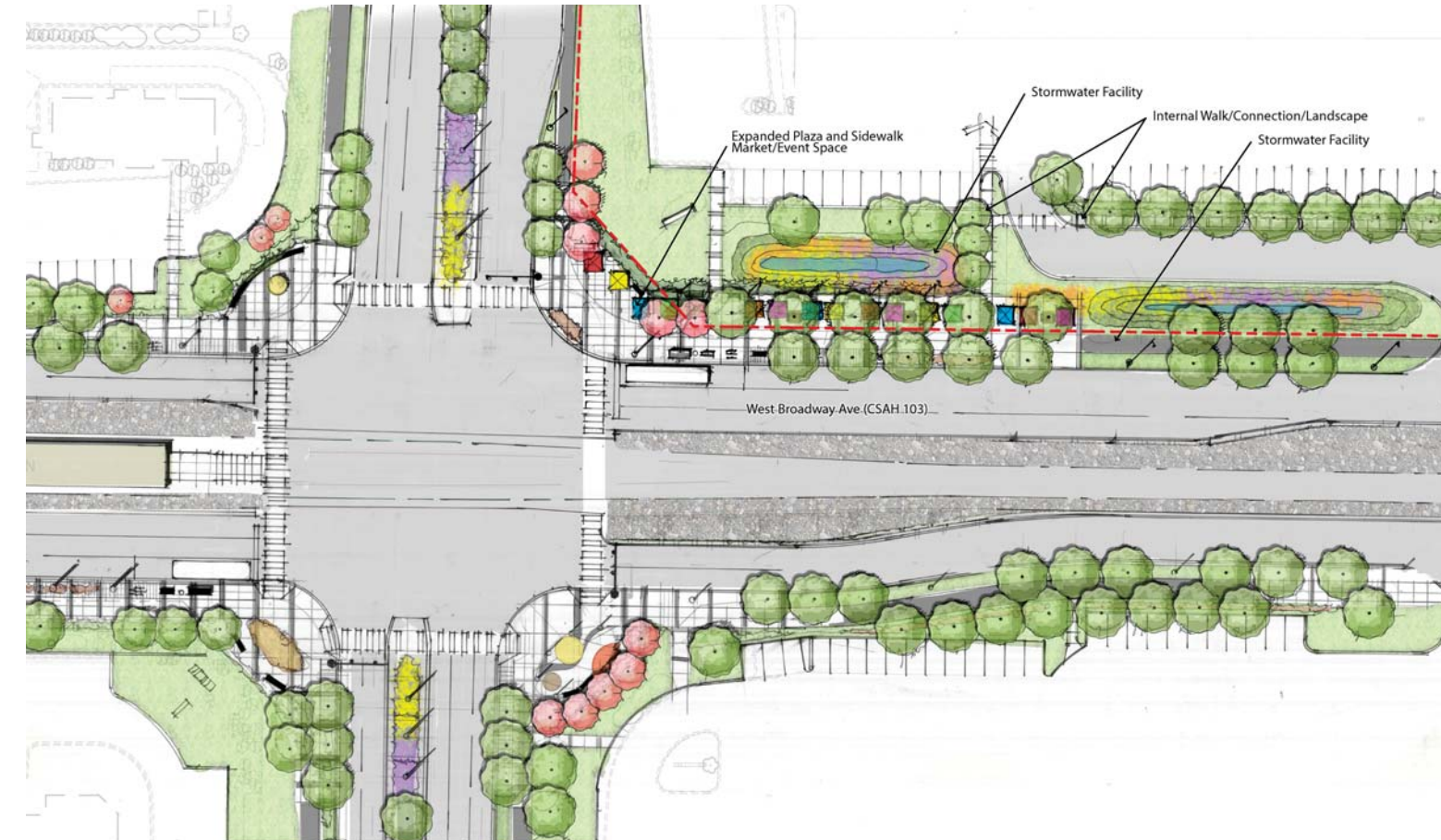
West Broadway Streetscape Visioning

BROOKLYN BOULEVARD

Brooklyn Blvd Station Overall Concept



Segment Concept Plan



Streetscape Concept Near Brooklyn Blvd Intersection

Corner Treatment Options



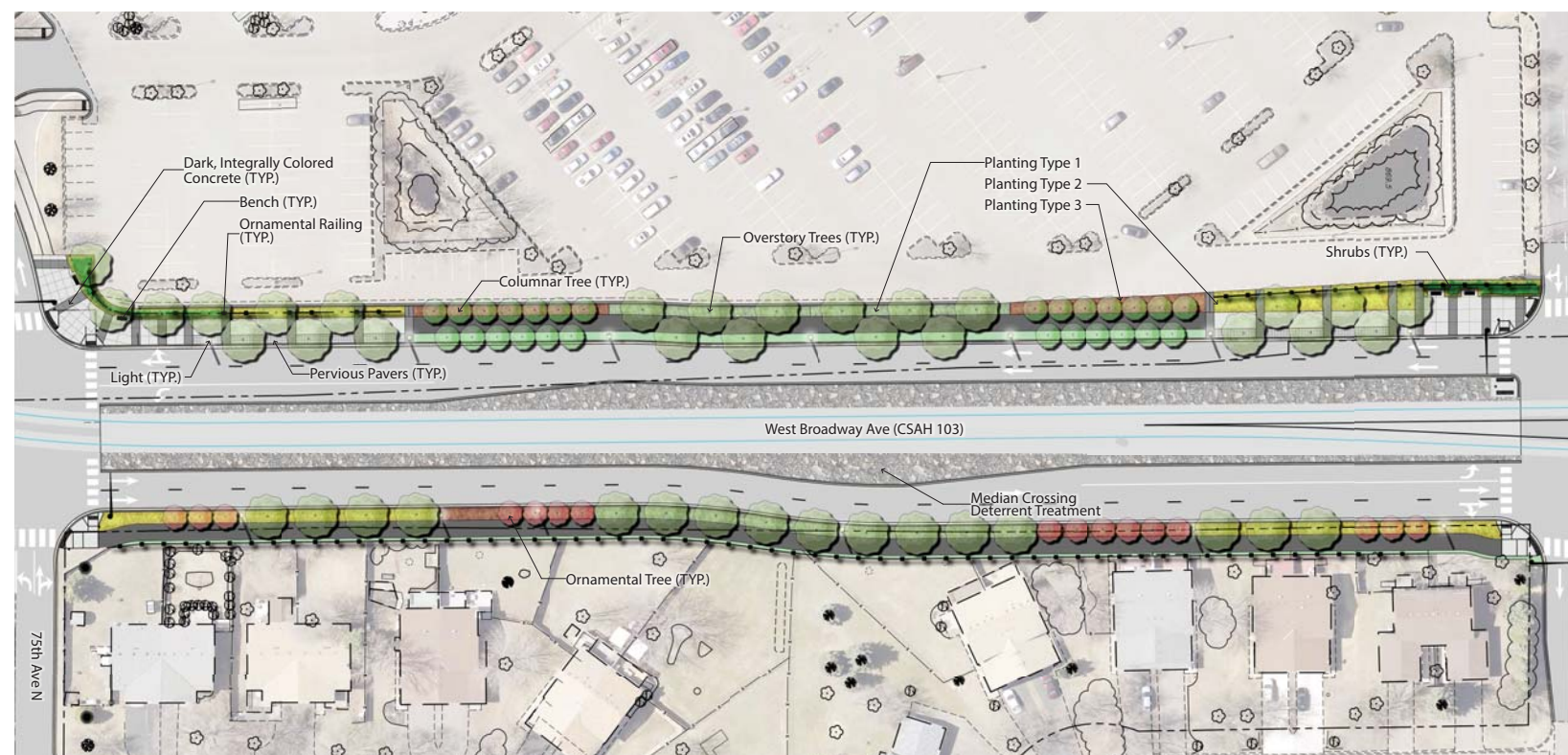
One Planting Area



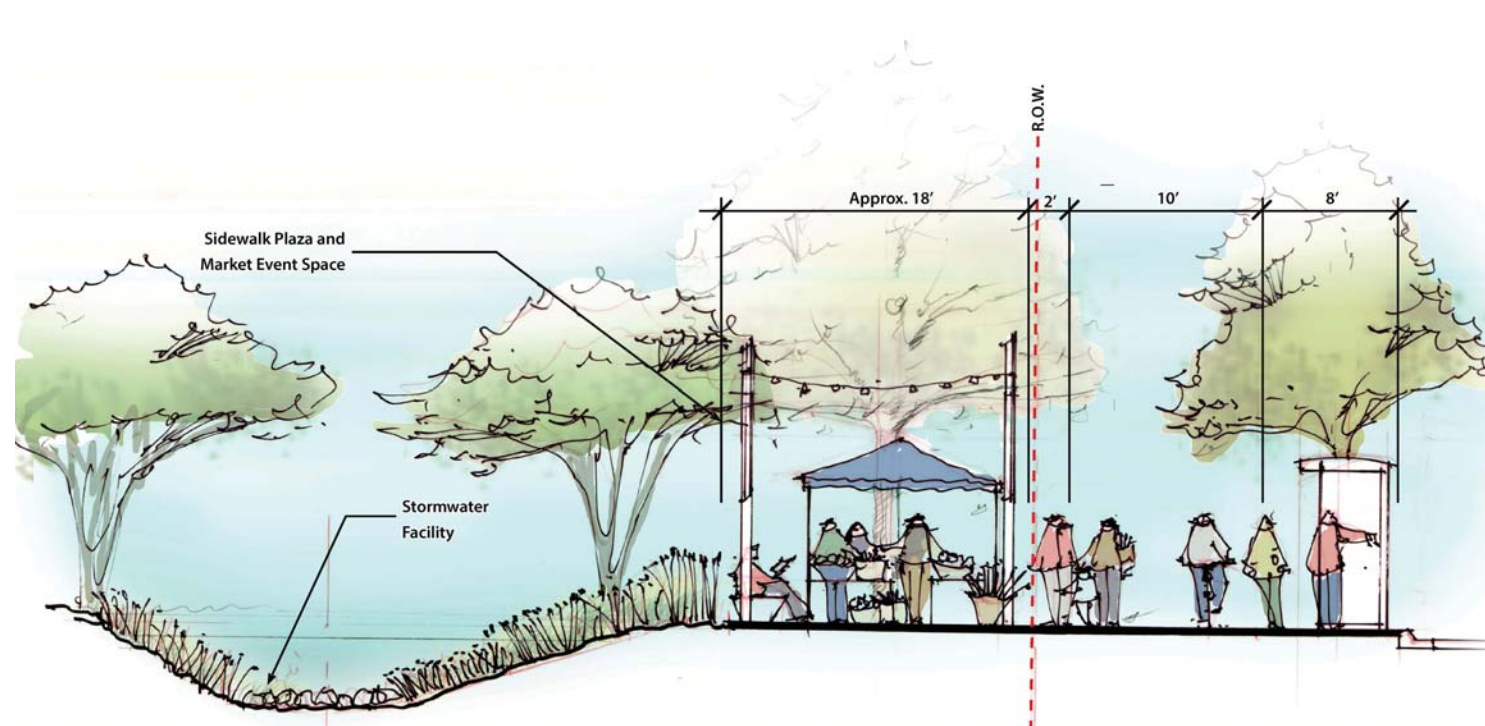
Two Planting Areas



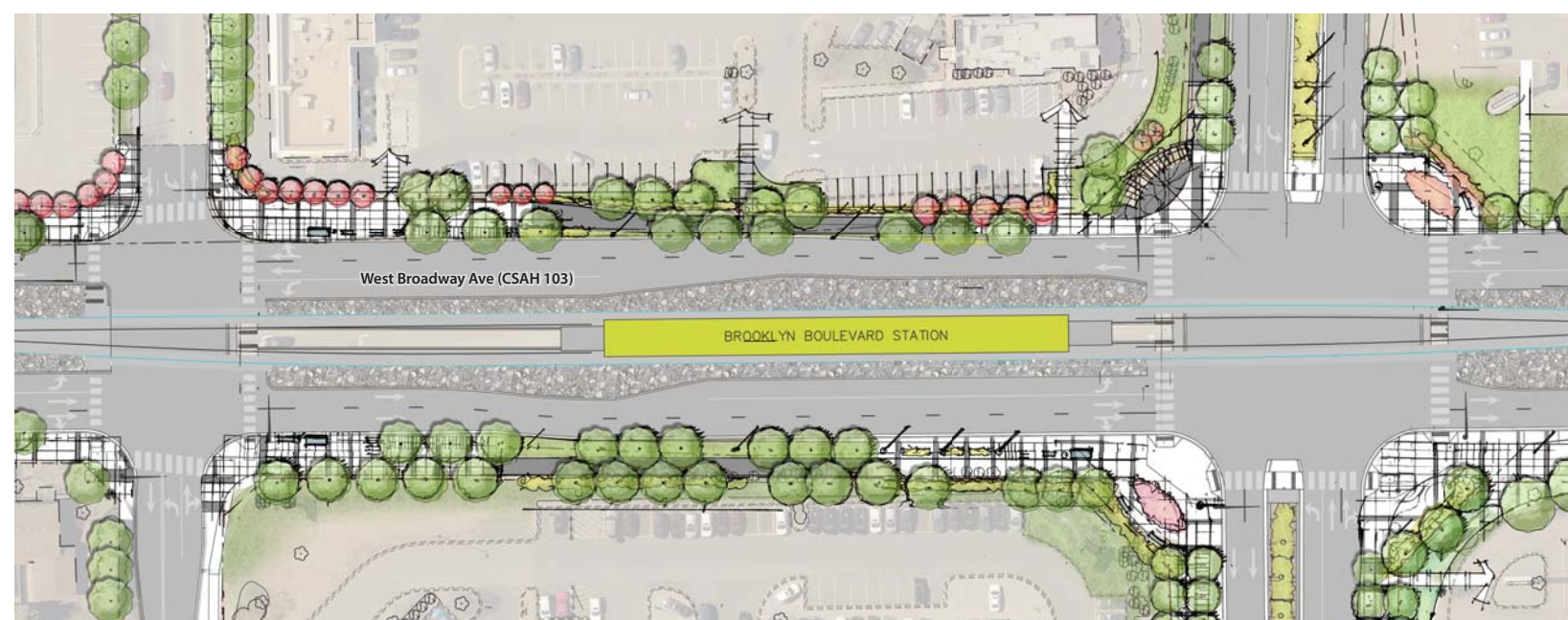
One Planter with Seating



Streetscape Concept Near Target



Expanded Market/Stormwater Facility



Brooklyn Blvd Station Concept Plan



Bus Stop at Brooklyn Blvd

West Broadway Streetscape Visioning

85TH AVENUE & MAPLEBROOK

85th Ave Station Area Planning



Segment Concept Plan

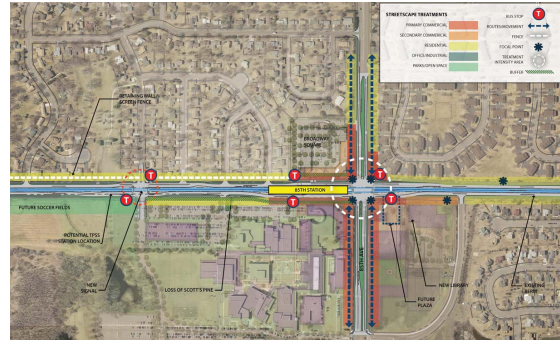


View From Southwest



Public Gathering Space

85th Ave Station Concepts



Streetscape Concept Plan



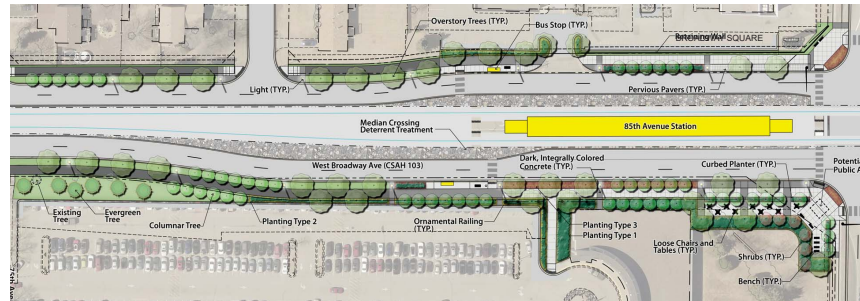
View Looking South at Broadway Square



View Looking North at SE Corner of 85th Ave Intersection



View Looking South at NHCC Bus Stop



85th Ave Station Concept Plan

West Broadway Streetscape Visioning

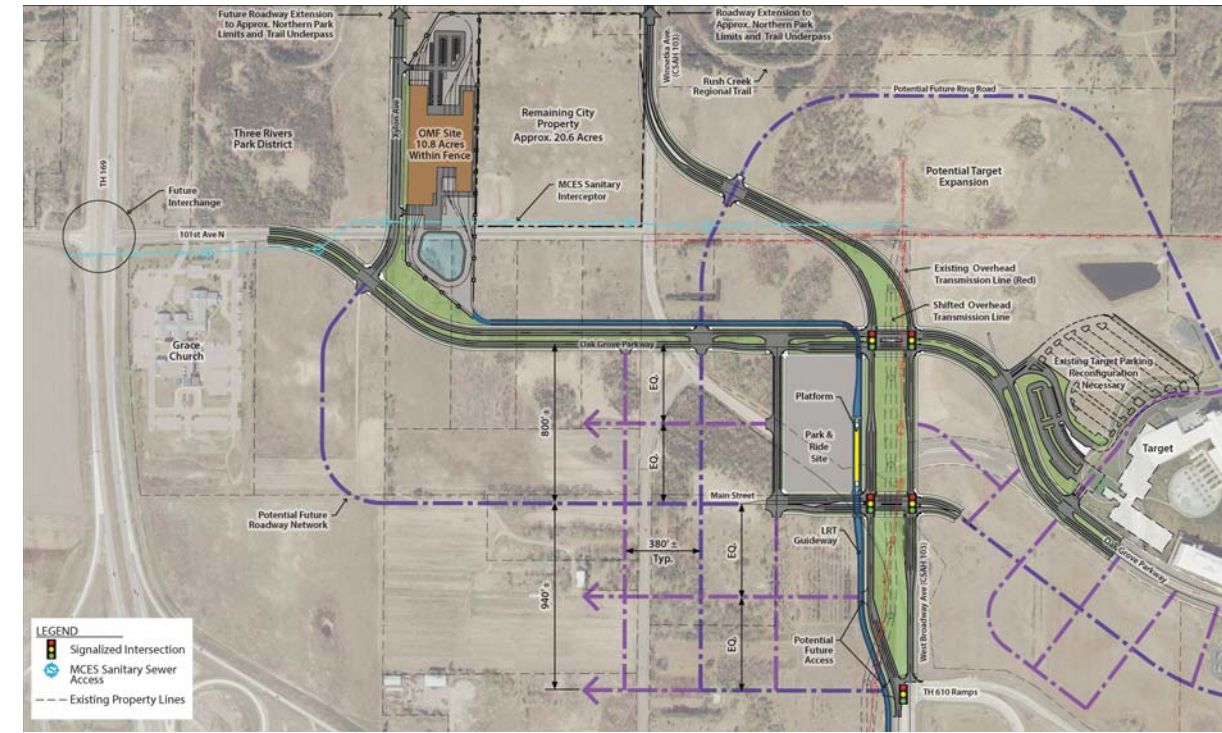
93RD AVENUE & OAK GROVE PKWY

93rd Ave Station Overall Concept



Segment Concept Plan

Oak Grove Pkwy Station Overall Concept



Oak Grove Pkwy Road Alignment



Oak Grove Pkwy - Grand Boulevard Street View Perspective



93rd Ave Station Concept Plan

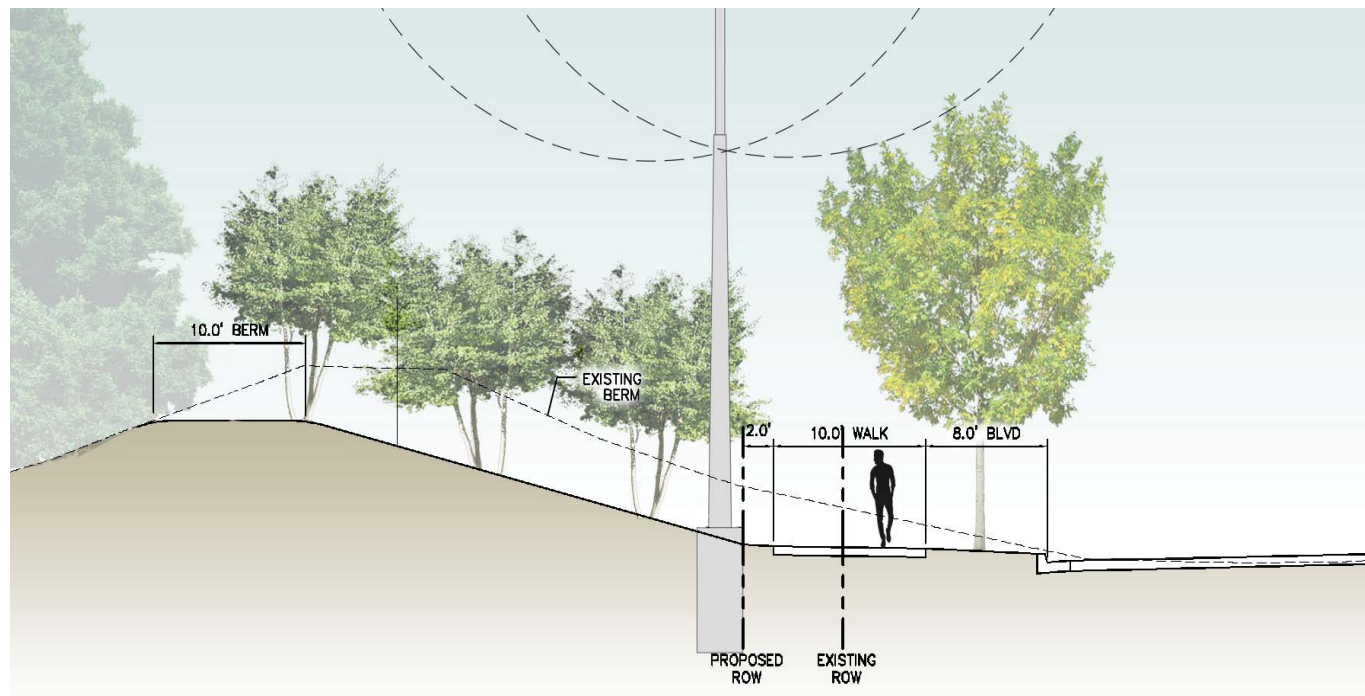


Oak Grove Pkwy - Grand Boulevard Streetscape Concept

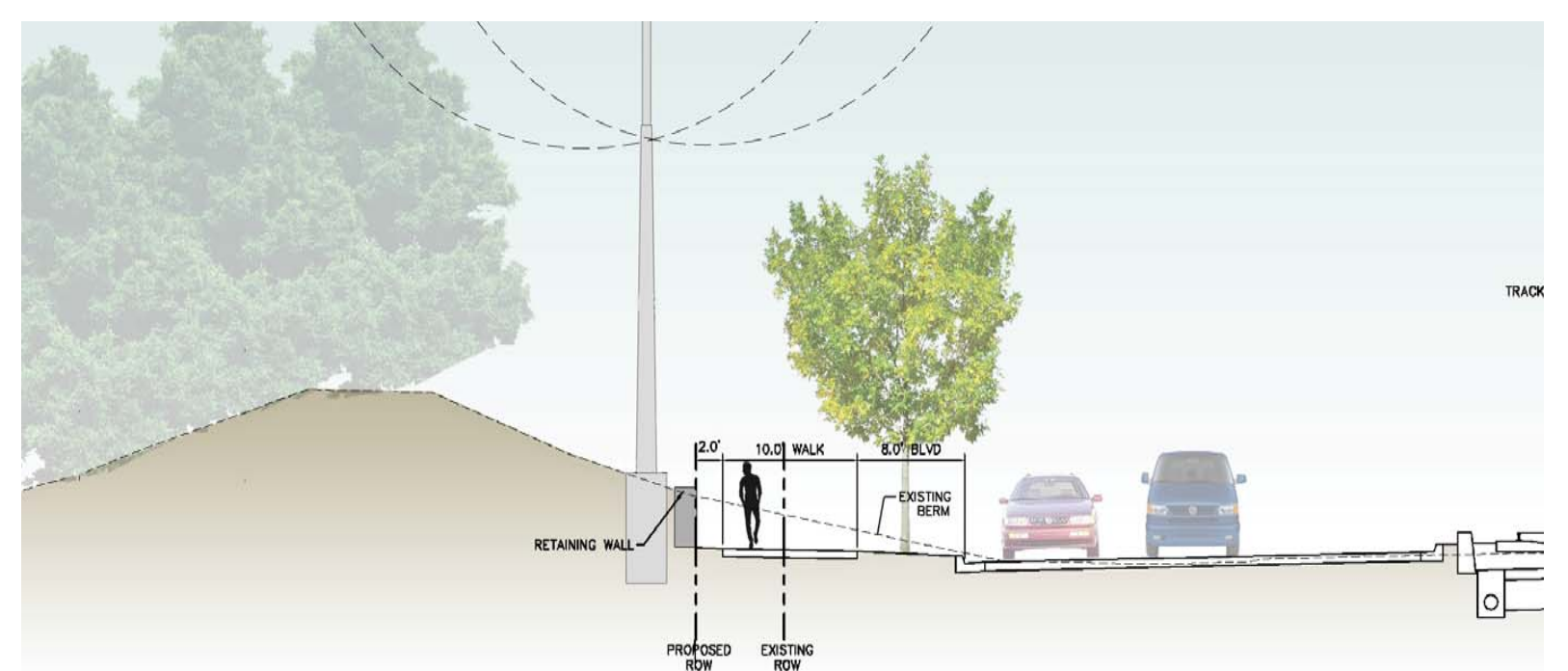


Oak Grove Pkwy - Grand Boulevard Streetscape Concept

Berms South of 93rd Ave



Alternative 1: Re-grade



Alternative 2: Retaining Wall Cut Through Berm





Brooklyn Park Police Department

Summary



Print Date/Time: 07/02/2018 11:07
 Login ID: jody
 Case Number: 2016-00031295

Brooklyn Park Police Department
 ORI Number: MN0270300

Case

Case Number: 2016-00031295	Incident Type: Accident-PI
Location: 7700 WEST BROADWAY Brooklyn Park, MN 55445	Occurred From: 07/12/2016 15:08
Reporting Officer ID: 119 - Albright	Occurred Thru: 07/12/2016 15:41
	Disposition: Case Closed
	Disposition Date: 07/13/2016
	Reported Date: 07/12/2016 15:08 Tuesday

Offenses

No.	Group/ORI	Crime Code	Statute	Description	Counts
-----	-----------	------------	---------	-------------	--------

Subjects

Type	No.	Name	Address	Phone	Race	Sex	DOB/Age
Complainant	1	LEEDS, CHEYANNE LIZABETH	8225 HAMPSHIRE CT N BROOKLYN PARK, MN 55445	(612)469-5712	White	Female	12/05/1998 17
Driver	1	SUTTON, WENDY SUE	444 BANFIL ST ST PAUL, MN 55102	(651)222-8281	White	Female	01/31/1959 57
Father	1	LEEDS, AJ	8225 HAMPSHIRE CT N BROOKLYN PARK, MN 55445	(870)826-1987	White	Male	01/19/1987 29
Witness	1	THOMAS, BRYAN JAMES	14003 87TH AVE N MAPLE GROVE, MN 55369	(612)290-3205	White	Male	10/12/1963 52
Witness	2	SUTTON, ELLEN STARCEVIC	444 BANFIL ST ST PAUL, MN 55102	(651)307-7759	White	Female	02/17/1995 21

Arrests

Arrest No.	Name	Address	Date/Time	Type	Age
------------	------	---------	-----------	------	-----

Property

Date	Code	Type	Make	Model	Description	Tag No.	Item No.
------	------	------	------	-------	-------------	---------	----------

Vehicles

No.	Role	Vehicle Type	Year	Make	Model	Color	License Plate	State
1	Accident	Motor Vehicle	2008	Suzuki	XL-7	Black	855PXV	MN

001-SUMMARY 119 07/12/16

Personal injury accident. Officer dispatched to a report of a vehicle versus bicycle personal injury accident in the 7700-block of West Broadway. Made contact with one vehicle and one bicyclist. Report taken. Minor injuries sustained by bicyclist. No further action taken.

002-ORIGINAL REPORT 119 07/12/16

PRELIMINARY INFORMATION:

On July 12, 2016, at approximately 1509 hours, I, Officer A. Albright, Badge 119, was dispatched to a report of a personal injury accident in the area of the CVS Pharmacy located near Brooklyn Boulevard and West Broadway.

OFFICER'S OBSERVATIONS AND ACTIONS:

- **While en route, dispatch advised that a reporting party had observed an accident between a bicycle and a vehicle near the CVS Pharmacy located at 7996 Brooklyn Boulevard.**
- **Upon arrival in the area, officers located the accident in the 7700-block of West Broadway.**
- **As we arrived on scene, I observed that North Ambulance was already speaking with a black female who appeared that she was being loaded into the ambulance to be examined.**
- **I also observed two other females standing outside.**
- **I approached them at this time and they indicated they had been the occupants of the vehicle involved in the accident.**
- **I asked who the driver had been and I identified an adult female by Minnesota driver's license as Wendy Sue Sutton (01/31/1959).**
- **Sutton advised she had been driving Minnesota license plate 855PXV, a 2008 Suzuki XL-7, black in color.**
- **This vehicle does list to her.**
- **She had been traveling southbound on West Broadway in the 7700-block.**
- **She had been in the left hand lane, approaching an intersection controlled by a traffic light.**
- **She had a green light to continue through the intersection and across a crosswalk which ran from the west side of West Broadway to the east side of West Broadway.**
- **As she began to approach the crosswalk, she observed a bicyclist begin to pull out into the middle of the crosswalk.**
- **She believed the bicyclist was crossing against the crosswalk signal.**
- **She attempted to stop but was unable to.**
- **She clipped the rear end of the bicyclist causing her to fly up into the air.**
- **She immediately stopped and got out and began to assist the female bicyclist.**
- **The female bicyclist apologized and stated several times that the accident had been her fault, as the brakes on her bike did not work.**
- **She helped the female off to the side of the road and a witness who had also been in the area also called 911.**
- **They remained on scene until police and paramedics arrived.**
- **I identified a second female who had been with Wendy Sutton.**
- **She was identified as her daughter, Ellen Starcevic Sutton (02/17/1995).**
- **Ellen Sutton advised she had been a passenger in her mother's vehicle.**

- She had been talking with her mother at the time of the accident and had not seen the bicyclist until the impact.
- They had been traveling southbound on West Broadway in the left hand lane.
- She believed they had the green light.
- After striking the pedestrian, she screamed, and her mother stopped the car.
- They got out of the vehicle.
- The female who had been on the bicycle apologized and stated several times the accident had been her fault.
- They assisted her to the side of the road and waited for police and paramedics.
- I then spoke to another male, who was the reporting party and a witness to the accident.
- He was identified as Brian James Thomas (10/12/1963).
- Thomas advised he had been stopped at the stop light where the accident had occurred.
- He had been in the left hand turn lane to make a left hand turn to pull into the parking lot of the CVS Pharmacy, located at 7996 Brooklyn Boulevard.
- While waiting to make a left hand turn into the pharmacy, he observed the light turned green for southbound West Broadway.
- The striking vehicle had been coming from behind him.
- A bicyclist began to cross the intersection, even though the light for southbound West Broadway had been green.
- He observed the striking vehicle hit the bicyclist, which spun her around.
- He got out of his car to assist the bicyclist in getting out of traffic.
- Thomas advised the female had stated several times that she was sorry and that the accident had been her fault.
- Officer Minster spoke with the individual who had been riding the bicycle. For additional information, please see his supplemental report.
- I ran a routine driver's license and warrant check on Wendy Sutton and determined she had a valid driver's license and was clear of warrants.
- I ran a registration check on the vehicle she was driving, Minnesota license plate 855PXV.
- It registered to her and was clear.
- Wendy Sutton advised her vehicle was insured by State Farm Insurance under policy number 155 8563-F12-23 with an expiration of 12/12/2016.
- I completed a Brooklyn Park Police Department traffic accident information form.
- The bicyclist, identified by Officer Minster as Cheyenne Leeves (sp?) was examined by North Memorial Paramedics.
- She was transported for medical evaluation.
- The run number was AL629508.
- Both Wendy Sutton and Cheyenne Leeves were given copies of the accident information forms.
- I photographed the front of Wendy Sutton's vehicle.
- She indicated there appeared to be a slight dent above her left driver's side headlight, as well as a small crack in the corner of the headlight lens.

- I photographed the front end of the vehicle and the photos were later uploaded at the Brooklyn Park Police Department.
- After providing all parties involved with copies of the traffic accident information form, I then cleared without incident.
- I later returned to the Brooklyn Park Police Department where I completed a state accident report.

DISPOSITION:

No further action taken by this officer.

DICTATED BY: Officer A. Albright, Badge 119, Squad 1627

Transcribed by: mb 3690

003-SUPPLEMENT 132 07/12/16

SUPPLEMENT: CASE NUMBER 16-031295

On July 12, 2016, I, Officer T. Minster, Badge 132, along with Officer A. Albright, Badge 119 responded to the report of a personal injury (PI) accident near the CVS Pharmacy located at 7996 Brooklyn Boulevard. Dispatch advised us that the accident involved a motor vehicle and a bicyclist.

OFFICER'S OBSERVATIONS & ACTIONS

Officers arrived on scene and North paramedics and Brooklyn Park Fire personnel had already arrived. Officer Albright began speaking with the driver of the striking vehicle. Please review his report regarding his observations and actions from this incident. I then went to the North Ambulance that was on scene and was advised that the bicyclist was inside of the ambulance. At that time I entered the ambulance and made contact with a seventeen year old female identified as Cheyanne Lizabeth Leeds (12/05/98). I learned the following:

- On today's date of 07/12/16, she had just left her place of employment, Walmart, located at 8000 Lakeland Avenue in the City of Brooklyn Park.
- She was riding her bicycle home to her address of 8225 Hampshire Court North in Brooklyn Park.
- When she came to the intersection at the west entrance of the CVS Pharmacy location of the CVS Pharmacy located on West Broadway located just north of Brooklyn Boulevard, she attempted to slow down on her bicycle.
- She indicated she had problems with her brakes and was unable to stop and entered the intersection.
- She knew that she did not have the right of way and the vehicles coming south had the green light.
- She knew that she was unable to stop and felt if she could peddle faster, she might make it across the street in time.
- She was then struck by a vehicle travelling southbound where she was knocked off her bicycle and onto the ground.
- She did not show any signs of visible injuries, but states that she is sore all over, more specifically, her butt, her arms, her legs and hands.

Per the North paramedics on scene, she did have a bit of road rash on her arms.

I asked if they were intending on transporting to the hospital for her injuries and/or to get checked out. At that time I was already informed that they had been in contact with Cheyanne Leeds' father, AJ Leeds, by phone. According to them, he was on his way to the accident scene from his employer in Minneapolis.

During my conversation with Cheyanne Leeds, she repeated several times that the accident was her fault that she did not follow the crosswalk at the intersection and was unable to stop.

Based on my observations at the scene, and according to witness statements, where Cheyanne Leeds attempted to cross the intersection was on the north side of the intersection where there was no crosswalk.

Several witnesses were spoken to, all of which had similar stories. Please review Officer Albright's report for these statements.

That concludes my involvement in this case. I cleared with no further actions taken.

Dictated by Officer T. Minster, Badge 132, Squad 1627, Body Camera 25 Transcribed by ALR 3450

Report ID
16-038359

Agency
Brooklyn Park Police Dept

MINNESOTA DEPARTMENT OF PUBLIC SAFETY
MOTOR VEHICLE CRASH REPORT

County
HENNEPIN

Hit And Run?

ACN
162370151

Date
8/24/2016

Day Of Week
WEDNESDAY

Time
7:09 PM

Vehicles
1

Injuries
1

Fatalities
0

City
Brooklyn Park

Report Amended?

Private Property Damage?

Public Property Damage?

Road of Occurrence RAMP785

Latitude 45.13146550 Longitude -93.37660945

UNIT 1 - DRIVER

Last Name First Middle
Address
 Male Female

City BROOKLYN PARK State MN County Zip 55445

DOB Age 43 Driver's License No Status Valid

Class D The Normal (Not Commercial) Driver License Phone No.

DL State MN Endorsement None Restriction Corrective Lenses

Jurisdiction State Recommendations? None

Physical Conditions Address Correct Violations

Apparently Normal (Including No Drugs/Alcohol)

UNIT 2 BICYCLIST

Last Name First Middle
Address
 Male Female

City BROOKLYN PARK State MN County Zip 55445

DOB Age 50 Driver's License No Status Valid

Class D The Normal (Not Commercial) Driver License Phone No.

DL State MN Endorsement None Restriction Corrective Lenses

Jurisdiction State Recommendations? None

Physical Conditions Address Correct Violations

Apparently Normal (Including No Drugs/Alcohol)

Vehicle Information

CMV Vehicle Year 2012 Vehicle Make LEXUS VIN 2T2BK1BA8CC122125

Vehicle Model RX 350 Vehicle Color SILVER

of Passengers Tag # State MINNESOTA Plate County Year Registered 2016

Parked Status Insurance Co. AMERICAN STANDARD Policy No 237462470273SPPAMN

Vehicle Fire Towed Not Towed Towing Company

Pulling Unit

Point of Initial Contact FRONT Most Harmful Event PEDALCYCLIST (BICYCLIST)

Vehicle Maneuver TURNING RIGHT Sequence of Events PEDALCYCLIST (BICYCLIST)

Vehicle Type SPORT UTILITY VEHICLE

Vehicle Use NORMAL

Emergency Use Vehicle Factors NO CLEAR CONTRIBUTING FACTOR

Vehicle Information

CMV Vehicle Year Vehicle Make VIN

Vehicle Model Vehicle Color

of Passengers Tag # State Plate County Year Registered

Parked Status Insurance Co. NONE Policy No

Vehicle Fire Towed Towing Company

Pulling Unit

Point of Initial Contact Most Harmful Event

Vehicle Maneuver Sequence of Events

Vehicle Type

Vehicle Use Vehicle Factors

Emergency Use

Person Information

Contributing Factors NO CLEAR CONTRIBUTING ACTION Distracted Driving NOT DISTRACTED

Speeding NOT SPEEDING

Ped Maneuver Alcohol Suspected Drug Suspected

Tested No, Test Not Given Type Results

Tested No, Test Not Given Type Results

Person Information

Contributing Factors NO IMPROPER ACTION Distracted Driving

Speeding

Ped Maneuver Walk/Cycle Across Traffic (Crossing Roadway) Alcohol Suspected Drug Suspected

Tested No, Test Not Given Type Results

Tested No, Test Not Given Type Results

Roadway Characteristics

Direction of Travel WESTBOUND Alignment STRAIGHT Roadway Grade LEVEL 50 Posted Speed

Traffic Design TWO-WAY DIVDED, MEDIAN BARRIER Traffic Ctrl Status OPERATIONAL Traffic Ctrl TRAFFIC CONTROL SIGNAL 4 Number of Lanes

Roadway Characteristics

Direction of Travel Alignment Roadway Grade Posted Speed

Traffic Design Traffic Ctrl Status Traffic Ctrl Number of Lanes

Report By	Badge #	Department	DVS Station Id	Created Date	Submitted By	Checked By	Date Checked
PATROL Dunwald, Thomas	197	BROOKLYN PARK POLICE		8/25/2016	3472		

Unit 1

Commercial-Motor Vehicles Only

Driver Name: []
 License # []
 City [] State [] Zip []
 DOB []
 License Expiry Date []
 Address []
 Contact Title []
 Contact Email []
 Contact Phone []
 Driver License Restricted []
 License # []
 License Expiry Date []
 License Category []
 License State []

Vehicle Damage Information

Top
 Undercarriage
 All Areas
 Unknown

Extent of Damage
None

Unit 2

Commercial-Motor Vehicles Only

Driver Name: []
 License # []
 City [] State [] Zip []
 DOB []
 License Expiry Date []
 Address []
 Contact Title []
 Contact Email []
 Contact Phone []
 Driver License Restricted []
 License # []
 License Expiry Date []
 License Category []
 License State []

Vehicle Damage Information

Top
 Undercarriage
 All Areas
 Unknown

Extent of Damage

Crash Information

Crash Type Pedalcycle (Bike)	Weather Clear	Light Cond. Daylight	\$1000+ in Damage No	Bus Inv. No	Road Surface Dry	Road Circumstances None
Manner of Collision	Photos Taken No	On Bridge No	Ownership of Land Public Property	Roadway Direction North	On/Off Trafficway Trafficway, On Road	Location Relative to Trafficway On Roadway (including alley, driveway, etc.)
Location Relative to Intersection Interchange off Ramp	Near/In Work Zone No	Type of Work Zone NOT APPLICABLE	Location Relative to Work Zone	Workers Present	L.E. Present	

Involved Persons

VEH #	Last Name, First, Middle	Person Type	Position	DOB	Sex	Violations
1	[REDACTED]	Driver	Driver (Include Motorcycle Driver)	[REDACTED]	F	
Eject	Airbag Use	Injury	Transported	Ambulance Service	Run#	Restraint Type And Use
Not Ejected or Trapped	Not Deployed	No Apparent Injury				Lap and Shoulder Belt Used

VEH #	Last Name, First, Middle	Person Type	Location	DOB	Sex	Violations
2	[REDACTED]	NonMotorist	Intersection - Marked Crosswalk	[REDACTED]	M	
Eject	Airbag Use	Injury	Transported	Ambulance Service	Run#	Safety Equipment
	Not Deployed	Suspected Minor Injury (B)	Not Transported			Helmet Used, DOT-Compliant

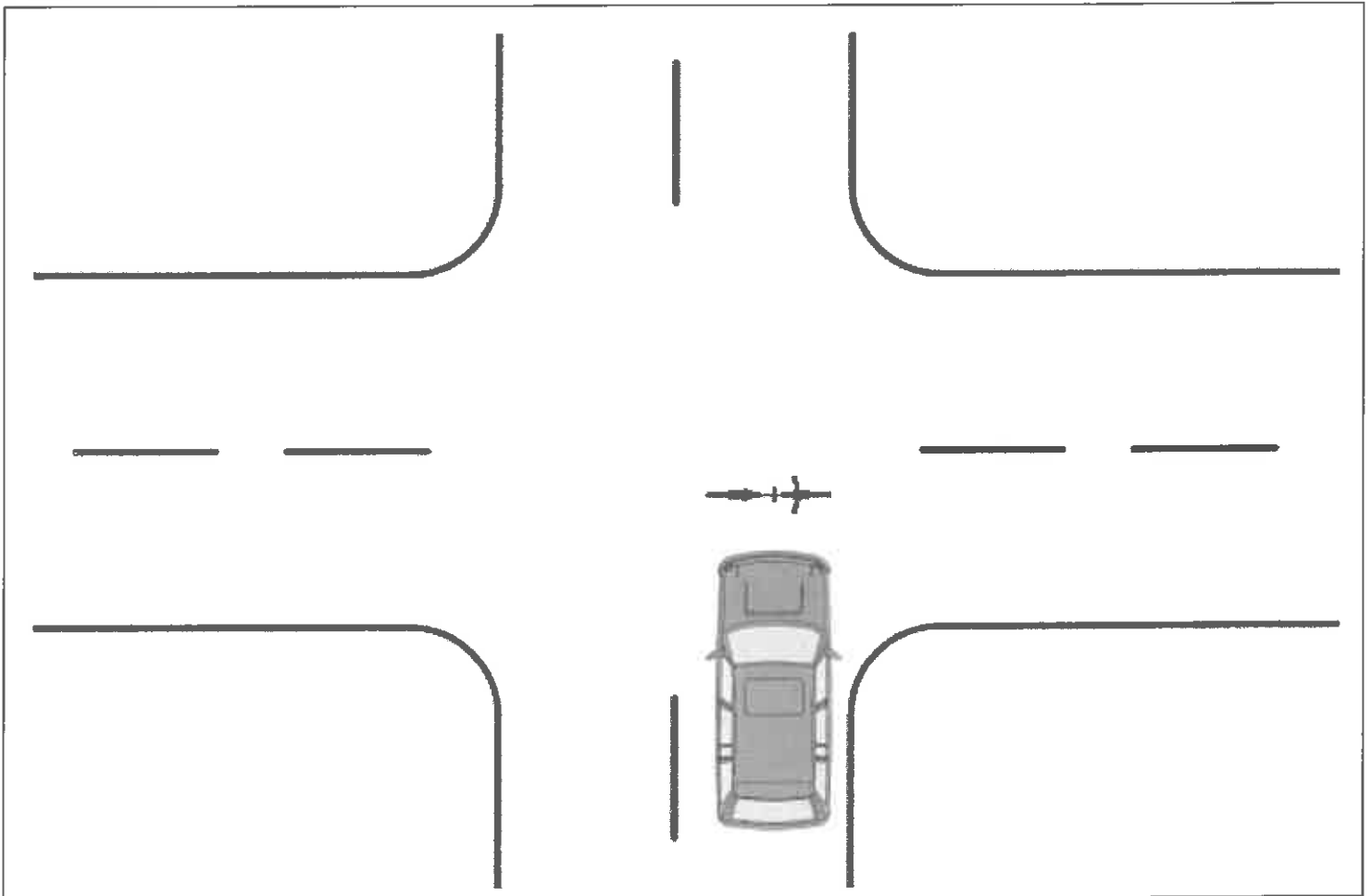
Vehicle Owner Information

VEH #	Last Name, First, Middle	Address	City	State	County	Zip
1	[REDACTED]	[REDACTED]	BROOKLYN PARK	MN	659463	55445
Person Type	<input type="checkbox"/> Same as Driver	Phone No.				
OWNER		[REDACTED]				

Witnesses

Witness Name	DOB	Sex	Phone No.
[REDACTED]	[REDACTED]		[REDACTED]

VEHICLE WAS EXITING OFF OF 610 WEST TO GO NORTH ON WEST BROADWAY. SHE LOOKED AND AFTER STOPPING SHE BEGAN TO TURN RIGHT ON RED. SHE FAILED TO NOTICE THE BIKER CROSSING WITH THE GREEN LIGHT AND STRUCK HIM AT A VERY SLOW SPEED. HE FELL OFF HIS BIKE AND SUFFERED A SCRAPPED ARM. BIKER DECLINED TRANSPORT TO THE HOSPITAL. WAS SEEN BY BPFD PERSONNEL.





METRO Blue Line LRT Extension (BLRT)

5514 West Broadway Avenue, Suite 200, Crystal, MN 55428 www.bluelineext.org

July 9, 2018

Jesse Struve, PE
City Engineer
City of Brooklyn Park
5200 85th Ave. N.
Brooklyn Park, MN 55443

Re: Letter of Support for the West Broadway (CSAH 103) Streetscape Improvements

Dear Jesse,

This is a letter of support from the Blue Line LRT Extension Project Office for the City of Brooklyn Park's application for the West Broadway (CSAH 103) Streetscape Improvements to be considered for Federal funding through the 2018 Regional Solicitation.

The BLRT project office has worked closely with the City of Brooklyn Park and Hennepin County to carefully design a multimodal corridor to meet the transportation and transit needs for the region and this area of Brooklyn Park. This corridor will continue to function as a county road and will include light rail as well as pedestrian and bicycle facilities on both sides of the roadway.

This project includes the complete reconstruction of West Broadway between 74th Avenue and Oxbow Creek Drive. This reconstruction will not only upgrade the existing County road facilities to meet the projected vehicle traffic needs of the corridor but also include center running light rail with LRT stations at 85th Avenue, Brooklyn Boulevard, 93rd Avenue and Oak Grove Parkway. A key component to this corridor will be safe, convenient and inviting pedestrian and bicycle facilities along this entire alignment.

The Blue Line LRT Extension Project Office recognizes the financial commitment that the City of Brooklyn Park will be dedicating to make this a successful project. The Blue Line LRT Extension Project Office supports the City of Brooklyn Park's interest in applying for Federal funding through the 2018 Regional Solicitation to assist in its share of funding this project.

Sincerely,

Daniel E. Soler, P.E.
Project Director
METRO Blue Line Extension

HENNEPIN COUNTY
MINNESOTA

June 7, 2018

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

Re: Support for Regional Solicitation Application
West Broadway Avenue (CSAH 103/CSAH 130) Streetscaping Project
From 74th Avenue to Oak Grove Parkway / 101st Avenue

Dear Ms. Koutsoukos,

Hennepin County has been notified that the City of Brooklyn Park is submitting an application for funding as part of the Regional Solicitation through the Metropolitan Council. The project is the West Broadway Avenue (CSAH 103) Streetscaping Project which is currently programmed within the county's 2018-2022 Transportation Capital Improvement Program (CIP).

The project will provide various streetscaping elements along West Broadway Avenue (CSAH 103/CSAH 130) that will improve the user experience along the corridor. These improvements will complement the potential Bottineau Light Rail Transit (BLRT) service planned by Metropolitan Council and Metro Transit. Hennepin County supports this funding application and acknowledges that the county will operate and maintain the West Broadway Avenue (CSAH 103/CSAH 130) roadway facilities for the useful life of the improvements.

Hennepin County looks forward to working with the City of Brooklyn Park on this project.

Sincerely,



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

cc: Chad Ellos, Transportation Planning Division Manger

Project Summary

Project Name – West Broadway Avenue BLRT Streetscape Improvements

Applicant – City of Brooklyn Park

Project Location – West Broadway Avenue from 74th Avenue to Oak Grove Parkway in the City of Brooklyn Park, Hennepin County

Total Project Cost – \$6,179,354.00

Requested Federal Dollars - \$1,000,000

Before Photo –



WEST BROADWAY AVENUE AT BROOKLYN BOULEVARD (LOOKING SOUTH)

Project Description – As part of the Bottineau Light Rail Transitway (BLRT), West Broadway Avenue through Brooklyn Park will be completely reconstructed as a multi-modal transit corridor supporting several modes of transportation. Hennepin County, Metropolitan Council, and the City of Brooklyn Park have worked to create a unified vision within the 3.5 miles of West Broadway between 74th Avenue and Oak Grove Parkway. Streetscape visioning goals have been established as:

- Re-envision the West Broadway Corridor as a multi-modal transit corridor that supports LRT, pedestrian, and bicycle connections.
- Maximize and strategically align public and private investments in the corridor to support transit-oriented development (TOD) through catalytic investments in life-cycle housing, commercial development, and public infrastructure.
- Promote economic opportunity by improving access to jobs and supporting business recruitment and expansion along the corridor.

Project Benefits – The West Broadway Streetscape Plan will transform the West Broadway Corridor into four distinct districts in which will all have future light rail transit stops:

- Retail at Brooklyn Boulevard
- Employment at 93rd Avenue
- Mixed Use at Oak Grove Parkway
- Institutional at 85th Avenue

Among these districts, common themes exist in types of plantings, decorative concrete, fencing, lighting, and benches. Guiding principles to create a multi-modal corridor vision was outlined and a unified approach to streetscaping has been adopted in the West Broadway Streetscape Framework Manual.

West Broadway Avenue (CSAH 103) Streetscape Project

West Broadway Avenue at Brooklyn Boulevard (North Up)



West Broadway Avenue at 85th Avenue (North Up)



West Broadway Avenue at 93rd Avenue (North Up)



West Broadway Avenue at Oak Grove Parkway (North Up)

