



Application

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

10995 - ADA retrofits at Blue and Green Line extension station areas

Regional Solicitation - Bicycle and Pedestrian Facilities

Status: Submitted
Submitted Date: 07/13/2018 3:05 PM

Primary Contact

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Department:				
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*	Medina	Minnesota	55340	
	City	State/Province	Postal Code/Zip	
Phone:*	612-596-0395			
	Phone	Ext.		
Fax:				
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:		DPT OF PUBLIC WORKS	
		1600 PRAIRIE DR	
		MEDINA	Minnesota
		<small>City</small>	<small>State/Province</small>
			55340
			<small>Postal Code/Zip</small>
County:		Hennepin	
Phone:*		763-745-7600	
		<small>Ext.</small>	
Fax:			
PeopleSoft Vendor Number		0000028004A9	

Project Information

Project Name	ADA retrofits at Blue and Green Line extension station areas
Primary County where the Project is Located	Hennepin
Cities or Townships where the Project is Located:	Minneapolis, Golden Valley, Robbinsdale, Crystal, Bkln Pk, St. Louis Pk, Hopkins, Minnetonka, Eden P
Jurisdictional Agency (If Different than the Applicant):	

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

(Limit 2,800 characters; approximately 400 words)

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

Project Length (Miles)

to the nearest one-tenth of a mile

The ADA retrofits at Green and Blue Line Extension Station Areas Project will address ADA deficiencies within planned Green and Blue Line LRT station area walksheds. Although these improvements are targeted at enhancing connections to LRT stations each treatment will have independent utility as ADA improvements will benefit people regardless of if they are accessing a transit station or traveling along a corridor. ADA compliant improvements may include; curb ramps, APS, countdown timers, bumpouts, geometric changes and signal upgrades or retrofits.

As part of the Green and Blue LRT construction a certain portion of sidewalk, bikeway and ADA compliant infrastructure will be constructed in the immediate vicinity of the station. Often this is limited to a few hundred feet from the station and track right of way. The ADA retrofits at Green and Blue Line Extension Station Areas Project will extend these improvements providing stronger, more consistent, and accessible ADA compliant first and last mile connections to LRT stations. ADA improvements will occur along Hennepin County roadways and may include the following county roadways; CSAH 25 (Lake Street), CSAH 3 (Excelsior Boulevard), CSAH 61 (Flying Cloud Drive), CSAH 2 (Penn Ave), CSAH 66 (Golden Valley Road), CSAH 9 (42nd Ave), CSAH 10 (Bass Lake Road), CSAH 8 (W Broadway Avenue), CSAH 81(Bottineau Boulevard), CSAH 130 (W Broadway Avenue), CSAH 152 (Brooklyn Boulevard), CSAH 109 (85th Ave), CSAH 30 (93rd Ave).

ADA curb ramps, APS, Countdown Timers

27.95

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 \$250,000.00

Minimum of 20% of project total

Project Total \$1,250,000.00

Match Percentage 20.0%

Minimum of 20%

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

Source of Match Funds Hennepin County funding sources

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 55401

(Approximate) Begin Construction Date 04/01/2022

(Approximate) End Construction Date 11/30/2022

Name of Trail/Ped Facility: Curb Ramps

(i.e., CEDAR LAKE TRAIL)

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

From: Spot Locations
(Intersection or Address)

To: Varies
(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 ADA curb ramps, APS, countdown timers

*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 C. Access to Destinations - page 2.8, 2.10

o Objectives:

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.

Improve multimodal travel options for people of all ages and abilities to connect to jobs and other opportunities, particularly for historically under-represented populations.

Strategies; C1, C2, C4, C16, C17

Goal D. Competitive Economy - page 2.10

o Objectives:

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

Strategies; D1, D3, D4

Goal E. Health Environment - page 2.12

o Objectives:

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 under-represented populations.

Strategies; E2, E3, E6

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

(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.

Hennepin County ADA Transition Plan - Appendix
C page 3, 5

Hennepin County Pedestrian Plan - page 3, 6, 8

List the applicable documents and pages:

Hennepin County Complete Streets Policy

Southwest LRT Station Area Plans - page varies

Bottineau LRT Station Area Plans - page varies

(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

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)	\$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)	\$850,000.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	\$400,000.00
Pedestrian-scale Lighting	\$0.00
Streetscaping	\$0.00
Wayfinding	\$0.00
Bicycle and Pedestrian Contingencies	\$0.00
Other Bicycle and Pedestrian Elements	\$0.00
Totals	\$1,250,000.00

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
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Totals

Total Cost	\$1,250,000.00
Construction Cost Total	\$1,250,000.00
Transit Operating Cost Total	\$0.00

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

Existing Employment Within One-Half Mile:	302561
Existing Post-Secondary Enrollment Within One-Half Mile:	19574
Upload Map	1531165300795_Attachment 09 - Regional Economy.pdf

Please upload attachment in PDF form.

Measure A: Population Summary

Existing Population Within One-Half Mile	193281
Upload Map	1531313855640_Attachment 07 - Population Employment Summary.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:	Yes
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(up to 80% of maximum score)

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

(up to 60% of maximum score)

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.

The ADA retrofits at Blue and Green Line extension station areas project will build on the extensive community outreach that has been done as part of the Blue and Green Line LRT extension projects. During this outreach effort the community emphasized that constructing safe and accessible crossings and creating walkable neighborhoods was important. Additionally, the Health Equity and Engagement Cohort was created as a part of this process in order to engage underrepresented groups.

Response:

Should this project receive funding an engagement process, specific to each community where ADA improvements will occur, would take place. The proposed project areas are within many census tracts that are Areas of Concentrated Poverty or areas that are above the regional average concentration of race and poverty. Access to light rail stations has great benefit for low income populations and people of color. The project will engage with these communities to better understand how they would travel to LRT stations as well as understand what barriers and constraints exist that may keep an individual from choosing to walk to access a station.

(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 ADA retrofits at Blue and Green Line extension station areas project will benefit people with disabilities by creating accessible ADA compliant first and last mile connections to LRT stations. An often challenging portions of a LRT trip is arriving at one's home or destination after getting off the train or getting to that station to connect to a train. For those with disabilities, the elderly, children or parents using strollers ADA compliant curb ramps and sidewalks are critical infrastructure elements, completing the transportation network to and from a station. A safe and ADA accessible walking route to and from a station has potential health benefits as well. Accessible routes encourage more walking or rolling which leads to positive health outcomes. When a person knows that a route is not safe or not accessible they may choose to access a station by a motorized mode or they may choose another mode of travel entirely. In addition to providing safe and accessible access to LRT stations ADA compliant curb ramps benefit communities more generally, allowing people to run errands, socialize and recreate safely and easily.

(Limit 2,800 characters; approximately 400 words)

3. (-3 to 0 points) Describe any negative externalities created by the project along with measures that will be taken to mitigate them. Negative externalities can result in a reduction in points, but mitigation of externalities can offset reductions.

Below is a list of negative impacts. Note that this is not an exhaustive list.

Increased difficulty in street crossing caused by increased roadway width, increased traffic speed, wider turning radii, or other elements that negatively impact pedestrian access.

Increased noise.

Decreased pedestrian access through sidewalk removal / narrowing, placement of barriers along the walking path, increase in auto-oriented curb cuts, etc.

Project elements that are detrimental to location-based air quality by increasing stop/start activity at intersections, creating vehicle idling areas, directing an increased number of vehicles to a particular point, etc.

Increased speed and/or cut-through traffic.

Removed or diminished safe bicycle access.

Inclusion of some other barrier to access to jobs and other destinations.

Displacement of residents and businesses.

Construction/implementation impacts such as dust; noise; reduced access for travelers and to businesses; disruption of utilities; and eliminated street crossings. These tend to be temporary.

Other

Response:

(Limit 2,800 characters; approximately 400 words)

Upload Map

No permanent negative externalities are part of this project. During construction disruption will occur and may include closed sidewalks and sidewalk detours. Hennepin County will work with local businesses, property owners and communities to ensure that construction impacts are minimal and that access is maintained throughout the construction process.

1531165856138_Attachment 10 - 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
Brooklyn Park	5.42	0.19	100.0	19.064
Crystal	1.96	0.07	98.0	6.756
Robbinsdale	2.58	0.09	90.0	8.167
Golden Valley	1.43	0.05	90.0	4.527
Minneapolis	6.0	0.21	100.0	21.104
St. Louis Park	2.8	0.1	96.0	9.455
Hopkins	3.0	0.11	90.0	9.497
Minnetonka	1.5	0.05	96.0	5.065
Eden Prairie	3.74	0.13	84.0	11.05

Total Project Length

Total Project Length (as entered in the "Project Information" form) 0

Affordable Housing Scoring

Total Project Length (Miles) or Population 28.43

Affordable Housing Scoring

Measure A: Gaps, Barriers and Continuity/Connections

The ADA retrofits at Blue and Green Line extension station areas project will fill gaps and connect system segments in the pedestrian network. Substandard and non-compliant curb ramps at intersection pose a challenge and barrier for pedestrians, especially those who rely on mobility assistance devices to get around. Non-compliant curb ramps amount to gaps in the Hennepin County sidewalk network because they limit the mobility and access of people using wheel chairs and other mobility devices. Non-compliant curb ramps have a negative impact on the mobility and access of many county residents, especially those who rely on bus and future LRT transit. The ADA retrofits at Blue and Green Line extension station areas address these network gaps by identifying and upgrading curb ramps along county roadways that connect directly to future Green and Blue Line LRT stations. Making these curb ramps compliant has two-fold benefit. Locally, formerly non-compliant curb ramps have independent utility, allowing residents to move about their communities; making local level transportation trips for shopping, socializing, recreation and more. At a regional level, focusing on deficient curb ramps within the watershed of LRT stations increases the regional mobility and access for those living in communities adjacent to the LRT. Making stations safer and easier to access increases the likelihood that residents are willing and able to walk, roll or bike to a LRT station and that they even consider LRT as a viable transportation option in the first place. By addressing these sidewalk network gaps the future Green and Blue Line LRT lines connect residents, many of whom are people of color and low-income populations, to employment centers and services regionally.

Response:

(Limit 2,800 characters; approximately 400 words)

Upload the RBTN Evaluation Map

1531166077123_Attachment 08 - Project to RBTN Orientation.pdf

Measure B: Project Improvements

Response:

The ADA retrofits at Blue and Green Line extension station areas project will address deficiencies and safety related to curb ramps at intersections along or intersecting a county roadway. The project will identify non-compliant curb ramps at intersections with at least one leg on county roadway within the watershed of Green and Blue Line extension station areas. This is a deficiency because ADA compliant curb ramps are mandated by federal law and non-compliant curb ramps inhibit mobility and access to destinations and transit, especially for those with mobility issues or using mobility assistance devices. This is a safety issue because non-compliant curb ramps lead to unsafe crossing behavior and unpredictability between people walking and rolling and people driving. Non-compliant curb ramps may force people using wheel chairs to travel in the roadway to pass an intersection or to attempt to cross the intersection from a location other than the legal crosswalk. Additionally, non-compliant curb ramps may cause those using wheelchairs to enter an intersection at a speed or angle that is not safe and that the person is not able to control. Non-compliant curb ramps are also a safety issue for those with vision impairments. Curb ramps that are not correctly aligned to receiving curb ramps on the other side of an intersection can cause a person with vision impairments to enter an intersection at the wrong angle, walking into an area of the roadway outside of the crosswalk, creating unsafe and unpredictable conditions for the person walking and people in vehicles. ADA compliant curb ramps will allow those with mobility issues and vision impairments to safely cross intersections, move more easily and safely in their communities and to access a regional transit network.

(Limit 2,800 characters; approximately 400 words)

Measure A: Multimodal Elements and Connections

Response:

The ADA retrofits at Blue and Green Line extension station areas project provides multimodal connections primarily through strengthening connections to existing bus transit and future Green and Blue Line LRT transit stations. First and last mile connections are an important function of any transit network. Users of a transit system need transportation options to get to and from a bus or train. Encouraging transit users to walk, roll, bike or use shared mobility systems provide the greatest benefits as the transit provider does not have to provide additional vehicle parking at transit stations when the users of the system are arriving at the transit station via modes other than single occupancy vehicle. Providing a cohesive, connected and ADA compliant sidewalk network is a major factor in increasing connectivity to transit stations for people walking. ADA compliant curb ramps make first and last mile multimodal transit connections possible for people of all abilities. Hennepin County's project directly addresses this multimodal connectivity issue, ensuring that this regional transportation asset is accessible to all residents of Hennepin County, especially those with mobility issues, vision impairments, low income populations and people of color.

(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.

50%

Attach Layout

Please upload attachment in PDF form.

Layout has not been started Yes

0%

Anticipated date or date of completion 04/01/2021

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

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

100%

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

100%

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

80%

Historic/archeological property impacted; determination of adverse effect anticipated

40%

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

0%

Project is located on an identified historic bridge

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

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

100%

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

50%

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

25%

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

0%

Anticipated date or date of acquisition

4)Railroad Involvement (20 Percent of Points)

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

Yes

100%

Signature Page

Please upload attachment in PDF form.

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

50%

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

0%

Anticipated date or date of executed Agreement

Measure A: Cost Effectiveness

Total Project Cost (entered in Project Cost Form): \$1,250,000.00

Enter Amount of the Noise Walls: \$0.00

Total Project Cost subtract the amount of the noise walls: \$1,250,000.00

Points Awarded in Previous Criteria

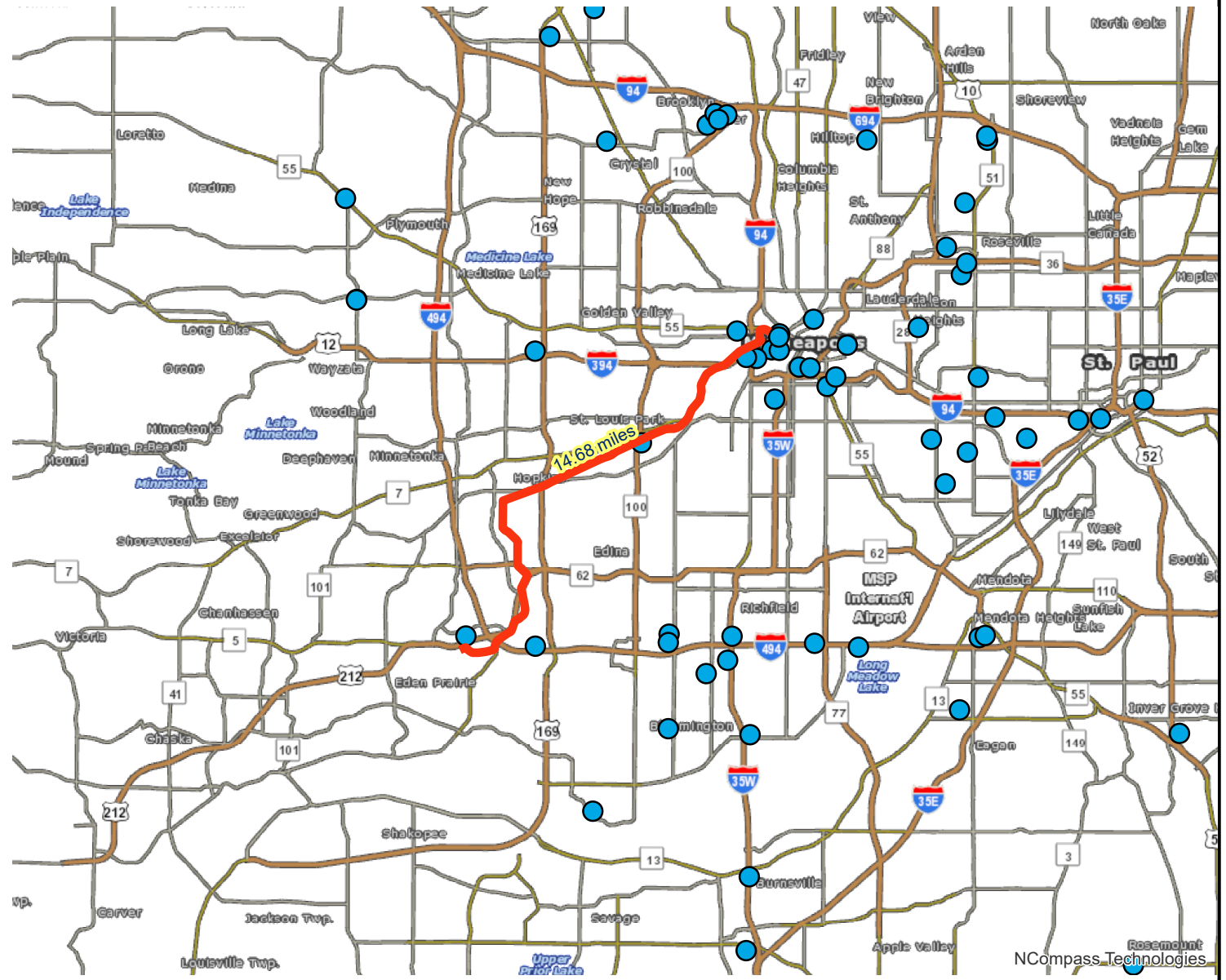
Cost Effectiveness \$0.00

Other Attachments

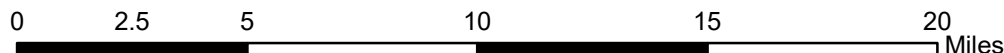
File Name	Description	File Size
Attachment 00 - List of Attachments.pdf	Attachment 00 - List of Attachments	44 KB
Attachment 01 - project one pager.pdf	Attachment 01 - project one-pager	947 KB
Attachment 02 - Project Location Map - SW_LRT - Part 1.pdf	Attachment 02 - project location map - SW LRT corridor - part 1	30.6 MB
Attachment 02 - Project Location Map - SW_LRT - Part 2.pdf	Attachment 02 - project location map - SW LRT corridor - part 2	1.9 MB
Attachment 03 - Project Location Map - Bottineau_LRT.pdf	Attachment 03 - project location map - Bottineau corridor	23.1 MB
Attachment 04 - Hennepin county ada-transition-plan.pdf	Attachment 04 - Hennepin County ADA transition plan	34 KB
Attachment 05 - Hennepin County Pedestrian Plan.pdf	Attachment 05 - Hennepin County Pedestrian Plan	67 KB
Attachment 06 - Hennepin County complete-streets-policy-2009.pdf	Attachment 06 - Hennepin County Complete Streets Policy	14 KB
Attachment 07 - Population Employment Summary.pdf	Attachment 07 - Population Employment Summary	5.3 MB
Attachment 08 - Project to RBTN Orientation.pdf	Attachment 08 - project to RBTN orientation	9.1 MB
Attachment 09 - Regional Economy.pdf	Attachment 09 - Regional Economy	10.6 MB
Attachment 10 - Socio-Economic Conditions.pdf	Attachment 10 - Socio-Economic Conditions	8.5 MB
Attachment 11 - Hennepin County Board Resolution - 2018 Regional Solicitation.pdf	Attachment 11 - Hennepin County Board Resolution	666 KB

Pedestrian Facilities Project: ADA retrofits at Blue and Green Line Extension station areas | Map ID: 1530562126831

Within HALF Mi of project:
 Postsecondary Students: 10764
 Total Population: 98713
 Total Employment: 186753
 Mfg and Dist Employment: 23695



- Postsecondary Education Centers



Created: 7/2/2018
LandscapeRSA5



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



Regional Economy

Pedestrian Facilities Project: ADA retrofits at Blue and Green Line Extension station areas | Map ID: 1530561687340

Results

Within HALF Mi of project:
Postsecondary Students: 8810

Total Population: 94568
Total Employment: 115808
Mfg and Dist Employment: 10314



— Project

● Postsecondary Education Centers

0 3.25 6.5 13 19.5 26 Miles

Created: 7/2/2018
LandscapeRSA5

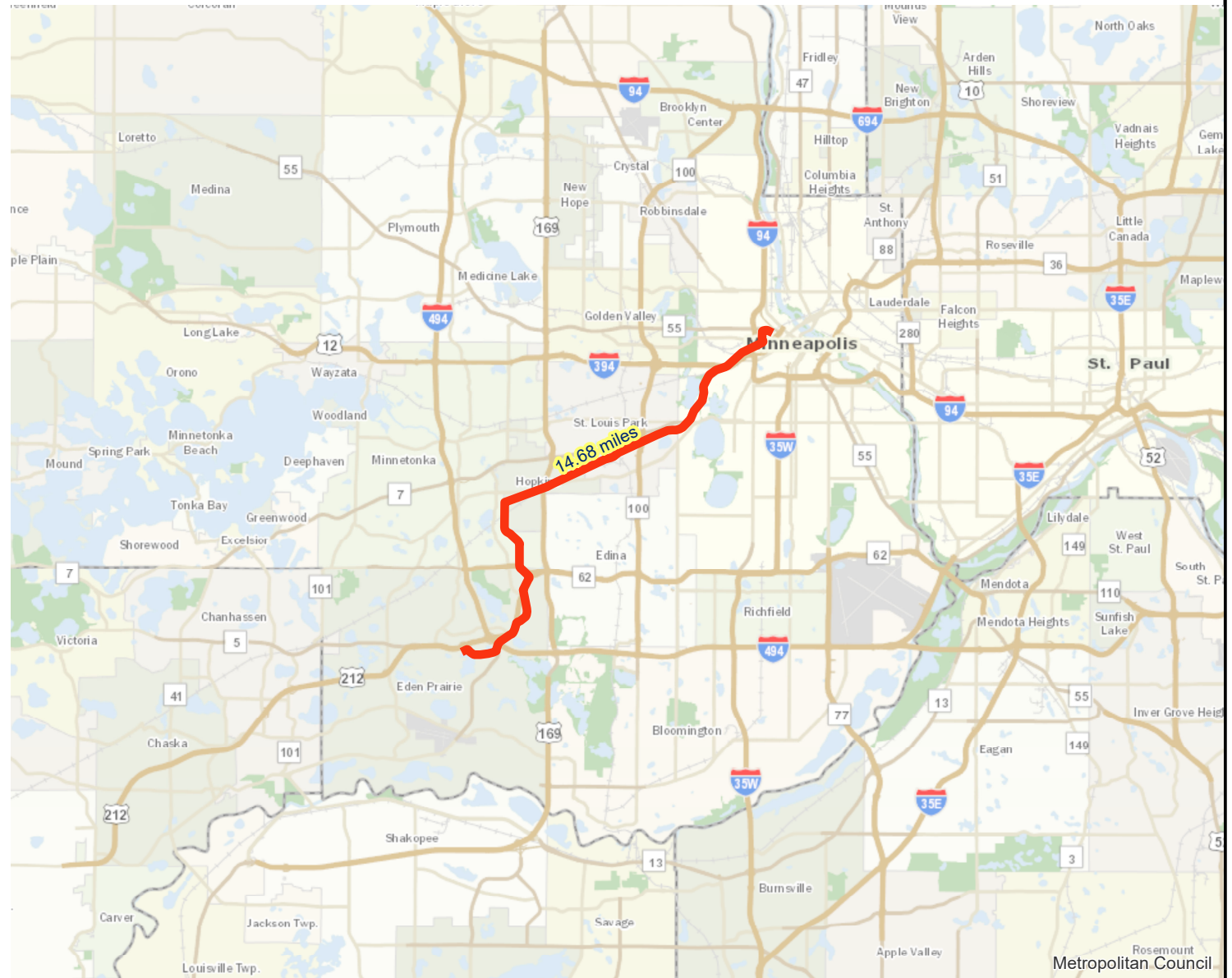


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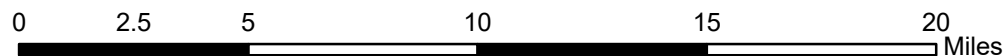


Pedestrian Facilities Project: ADA retrofits at Blue and Green Line Extension station areas | Map ID: 1530562126831

Within HALF Mile of project:
Total Population: 98713



— Project



Created: 7/2/2018
LandscapeRSA4



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

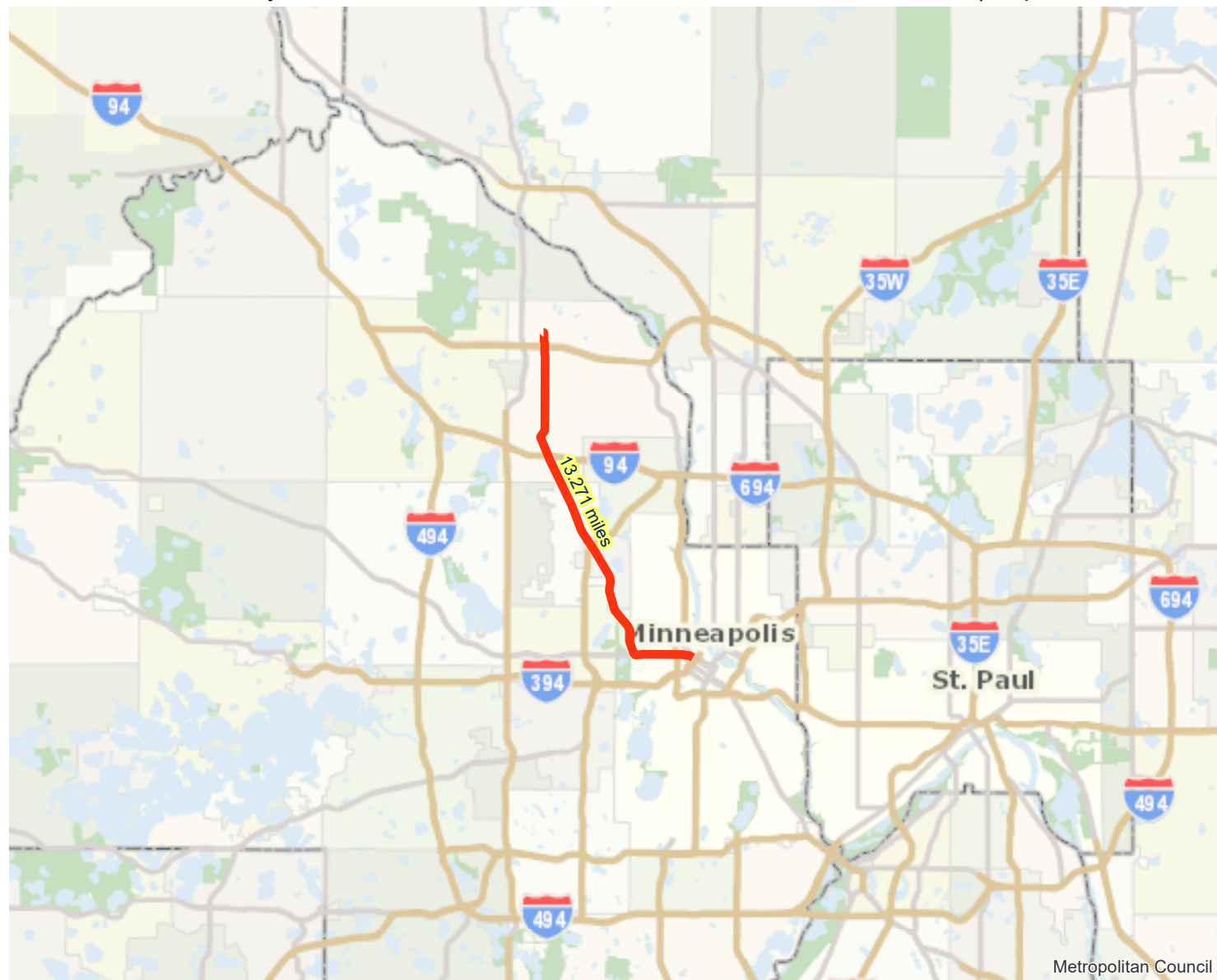


Population/Employment Summary

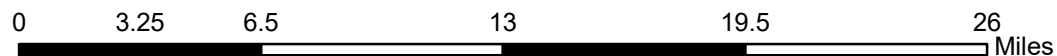
Pedestrian Facilities Project: ADA retrofits at Blue and Green Line Extension station areas | Map ID: 1530561687340

Results

Within HALF Mile of project:
Total Population: 94568



— Project



Created: 7/2/2018
LandscapeRSA4



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

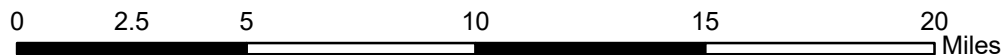
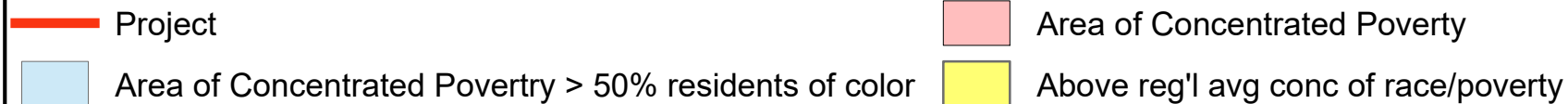
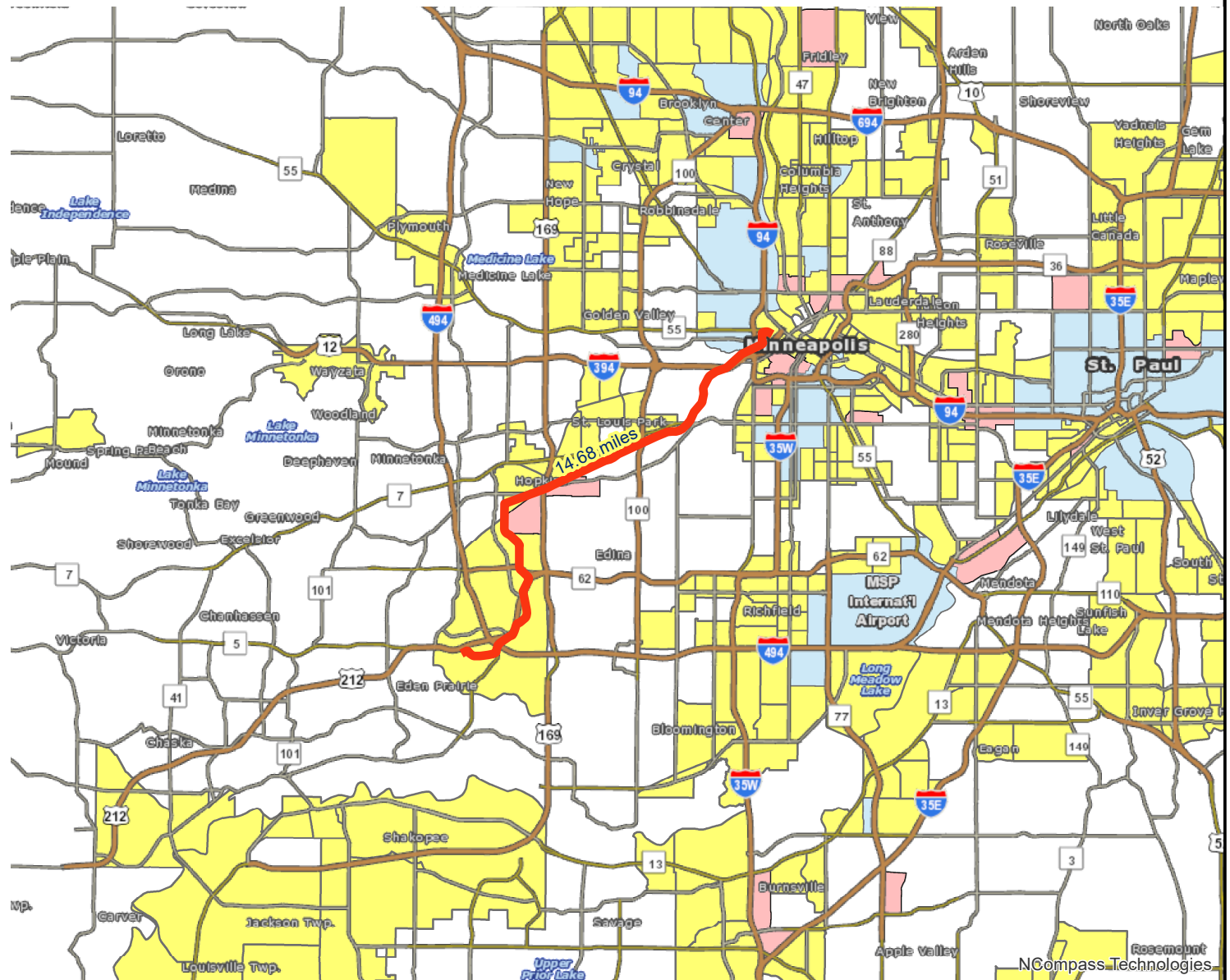


Socio-Economic Conditions

Pedestrian Facilities Project: ADA retrofits at Blue and Green Line Extension station areas | Map ID: 1530562126831

Results

Project located IN
Area of Concentrated Poverty:
(0 to 24 Points)



Created: 7/2/2018
LandscapeRSA2



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

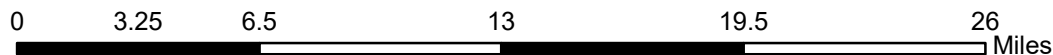
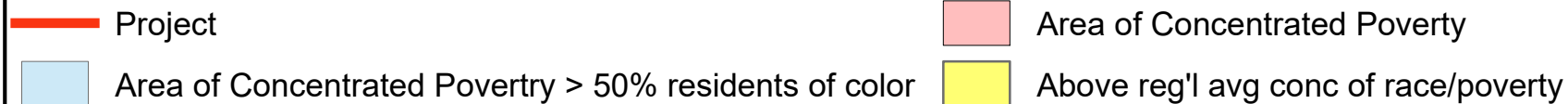
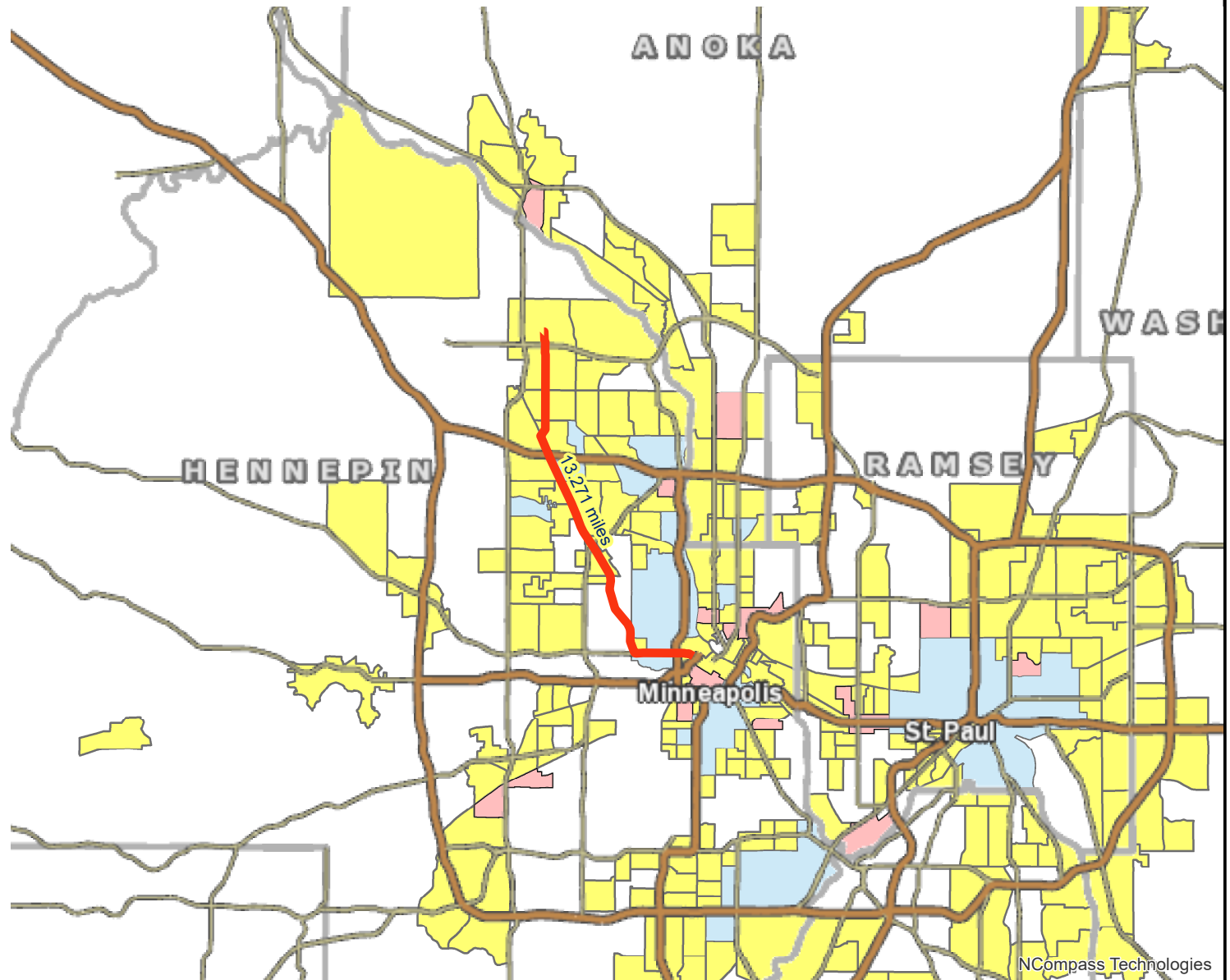


Socio-Economic Conditions

Pedestrian Facilities Project: ADA retrofits at Blue and Green Line Extension station areas | Map ID: 1530561687340

Results

Project located **IN**
Area of Concentrated Poverty
with 50% or more of residents
are people of color (ACP50):
(0 to 30 Points)



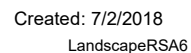
Created: 7/2/2018
LandscapeRSA2



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Pedestrian Facilities Project: ADA retrofits at Blue and Green Line Extension station areas | Map ID: 1530562126831



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



Project to RBTN Orientation

Pedestrian Facilities Project: ADA retrofits at Blue and Green Line Extension station areas | Map ID: 1530561687340



- Project
- RBTN Tier 2 Alignment
- RBTN Corridor Centerlines
- RBTN Tier 1
- RBTN Tier 1 Alignment
- RBTN Tier 2

0 3.25 6.5 13 19.5 26 Miles

Created: 7/2/2018
LandscapeRSA6



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



ADA retrofits at Blue and Green Line extension station areas

List of Attachments

1. Project one-pager
2. Project Location Map – SW LRT
3. Project Location map – Bottineau LRT
4. Hennepin County ADA Transition Plan – page vi; Appendix C page 3, 5
5. Hennepin County Pedestrian Plan – page 3, 6, 8
6. Hennepin County Complete Streets Policy
7. Population Employment Summary
8. Project to RBTN Orientation
9. Regional Economy
10. Socio-Economic Conditions
11. Hennepin County Board Resolution

ADA retrofits at Blue and Green Line extension station areas

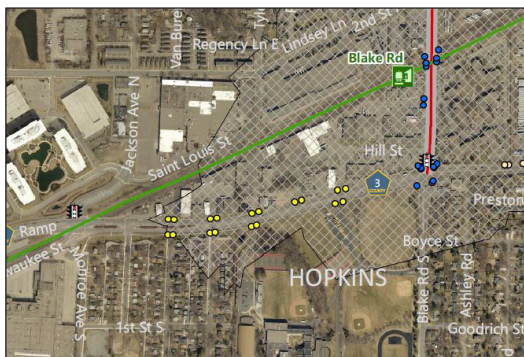
Summary of 2018 regional solicitation application for federal funding

Description

This project will construct ADA-compliant curb ramps and upgrade traffic signals with APS within the walkshed of the future Green Line and Blue Line LRT Stations.

It will enable thousands of residents, many who are low income and people of color, to make fully accessible first and last mile connections with the regional transit network.

Additionally, residents with mobility issues who need accessible and affordable transportation will be better connected to transit and jobs.



Context

- Walkshed of future Green and Blue Line extensions station areas
- Access to Downtown Minneapolis and other job concentration areas
- First and last mile connections for residents and businesses
- Surrounding residents need accessibility and affordable transportation

Regional benefits

- Provides ADA compliant access to the regional transit network
- Links suburban communities with Downtown Minneapolis and job concentration areas
- Connects the region with 300,000+ jobs within one mile

Project:

Construct ADA compliant curb ramps and upgrade signals with APS within walkshed of Green and Blue Line extension stations

Location:

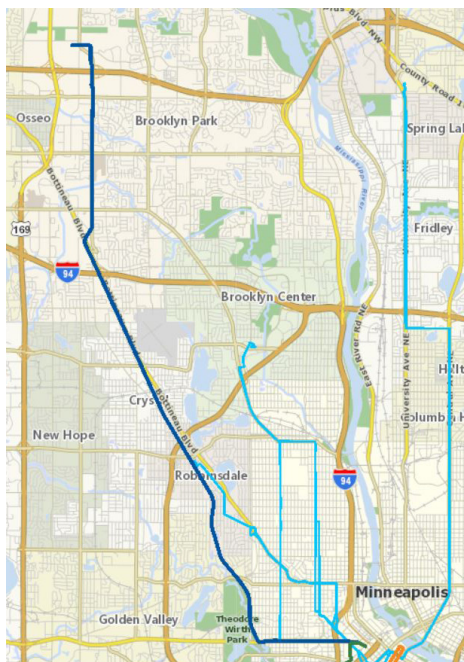
Minneapolis, St. Louis Park, Hopkins, Minnetonka, Eden Prairie, Golden Valley, Robbinsdale, Crystal, Brooklyn Park

Connectivity:

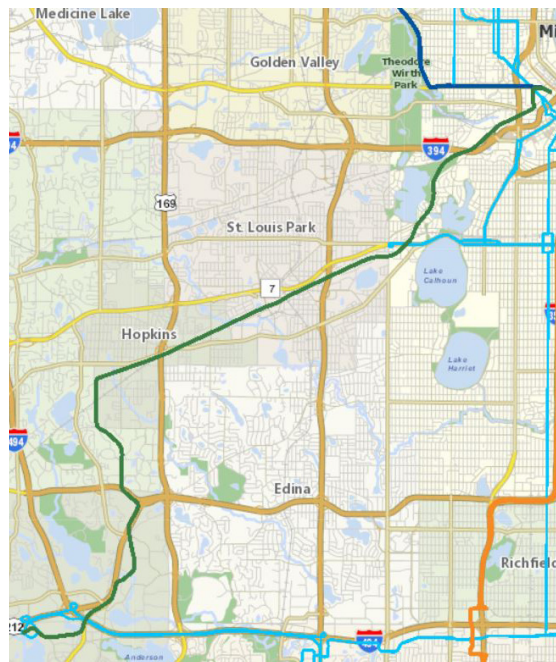
- Downtown Minneapolis
- Multiple Job Concentration Areas
- First and last mile connections to LRT stations

Existing analysis of deficient to compliant curb ramps on Hennepin County roadways

Location



Blue Line Extension



Green Line Extension

Total cost:

\$1,250,000Y

Amount requested:

\$1,000,000

Applicant:

Hennepin County



Green Line Extension | Hennepin County Public Works

Key

Programmed, 2018 Evaluation

- No, Missing ramp - no connecting sidewalk facilities
- No, Missing ramp - connecting sidewalk facilities
- No, Existing ramp is in need of modification
- No, Existing ramp without a truncated dome
- No, Existing ramp appears substantially compliant
- No, Existing ramp is compliant
- Yes

Transportation CIP

- Under Construction
- 2018
- 2019
- 2020
- 2021
- 2022
- Beyond

LRT Stations

- Bottineau LRT
- Southwest LRT

1/2 Mile Walkshed

-

Data Sources: Asset Management, Project Layouts (L:\TTPDIR\CIP\THE_MOTHERSHIP)



0

0.25

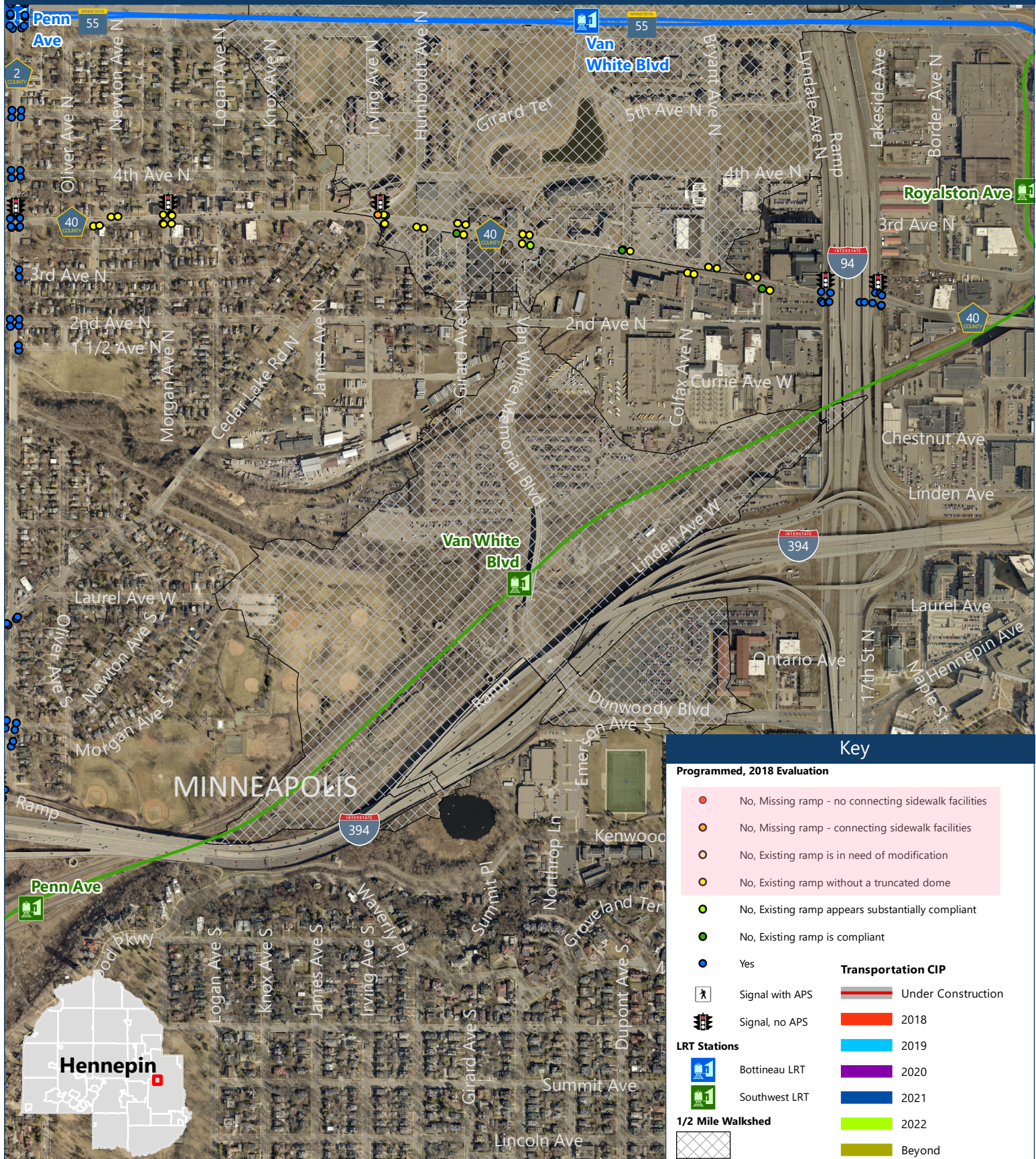
0.5 Miles



Van White Blvd Station Ped Ramps

Green Line Extension | Hennepin County Public Works

HENNEPIN COUNTY
MINNESOTA



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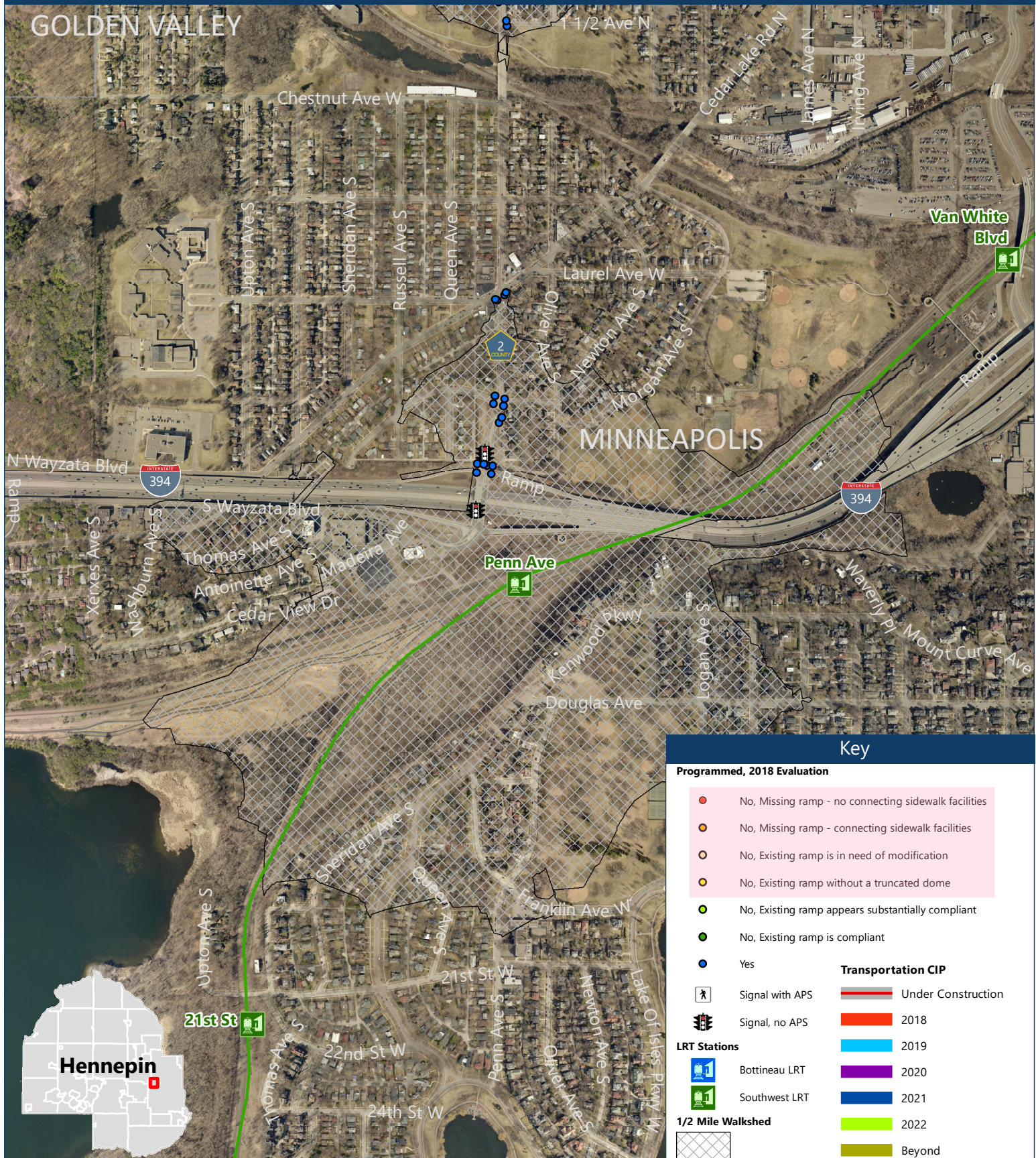
0 0.25 0.5 Miles



Penn Ave Station Ped Ramps

Green Line Extension | Hennepin County Public Works

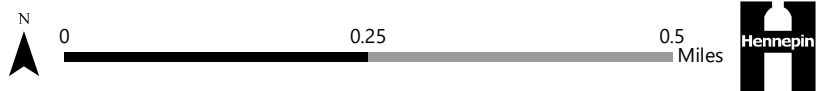
HENNEPIN COUNTY
MINNESOTA



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21st St Station Ped Ramps

Green Line Extension | Hennepin County Public Works

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0 0.25 0.5 Miles



Green Line Extension | Hennepin County Public Works

Key

Programmed, 2018 Evaluation

- No, Missing ramp - no connecting sidewalk facilities
- No, Missing ramp - connecting sidewalk facilities
- No, Existing ramp is in need of modification
- No, Existing ramp without a truncated dome
- No, Existing ramp appears substantially compliant
- No, Existing ramp is compliant
- Yes

Transportation CIP

- Under Construction
- 2018
- 2019
- 2020
- 2021
- 2022
- Beyond

LRT Stations

- Bottineau LRT
- Southwest LRT

1/2 Mile Walkshed

- 1/2 Mile Walkshed

Hennepin

Data Sources: Asset Management, Project Layouts (L:\TTPDIR\CIP\THE_MOTHERSHIP)



0

0.25

0.5
Miles



Beltline Blvd Station Ped Ramps

Green Line Extension | Hennepin County Public Works

HENNEPIN COUNTY
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Data Sources: Asset Management, Project Layouts (L:\TTPDIR\CIP\THE_MOTHERSHIP)



Wooddale Ave Station Ped Ramps

Green Line Extension | Hennepin County Public Works

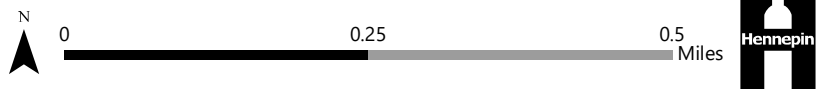
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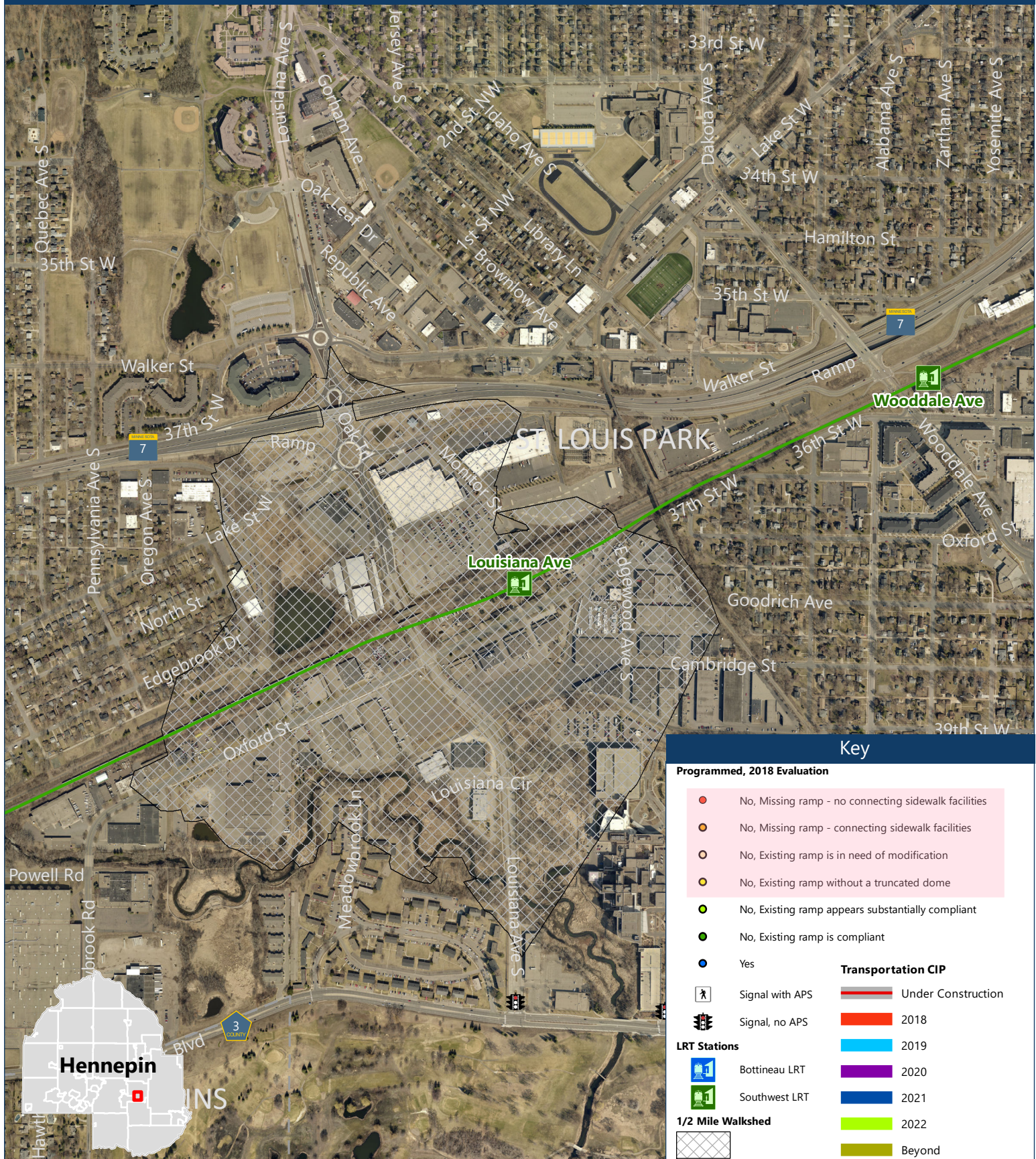
Data Sources: Asset Management, Project Layouts (L:\TTPDIR\CIP\THE_MOTHERSHIP)



Louisiana Ave Station Ped Ramps

Green Line Extension | Hennepin County Public Works

HENNEPIN COUNTY
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Data Sources: Asset Management, Project Layouts (L:\TPDIR\CIP\THE_MOTHERSHIP)



0 0.25 0.5 Miles



Green Line Extension | Hennepin County Public Works

Hennepin

Key

Programmed, 2018 Evaluation

- No, Missing ramp - no connecting sidewalk facilities
- No, Missing ramp - connecting sidewalk facilities
- No, Existing ramp is in need of modification
- No, Existing ramp without a truncated dome
- No, Existing ramp appears substantially compliant
- No, Existing ramp is compliant
- Yes

Transportation CIP

- Under Construction
- 2018
- 2019
- 2020
- 2021
- 2022
- Beyond

LRT Stations

- Bottineau LRT
- Southwest LRT

1/2 Mile Walkshed

-

Data Sources: Asset Management, Project Layouts (L:\TTPDIR\CIP\THE_MOTHERSHIP)



0

0.25

0.5 Miles



Hopkins Station Ped Ramps

Green Line Extension | Hennepin County Public Works

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Shady Oak Station Ped Ramps

Green Line Extension | Hennepin County Public Works

HENNEPIN COUNTY
MINNESOTA



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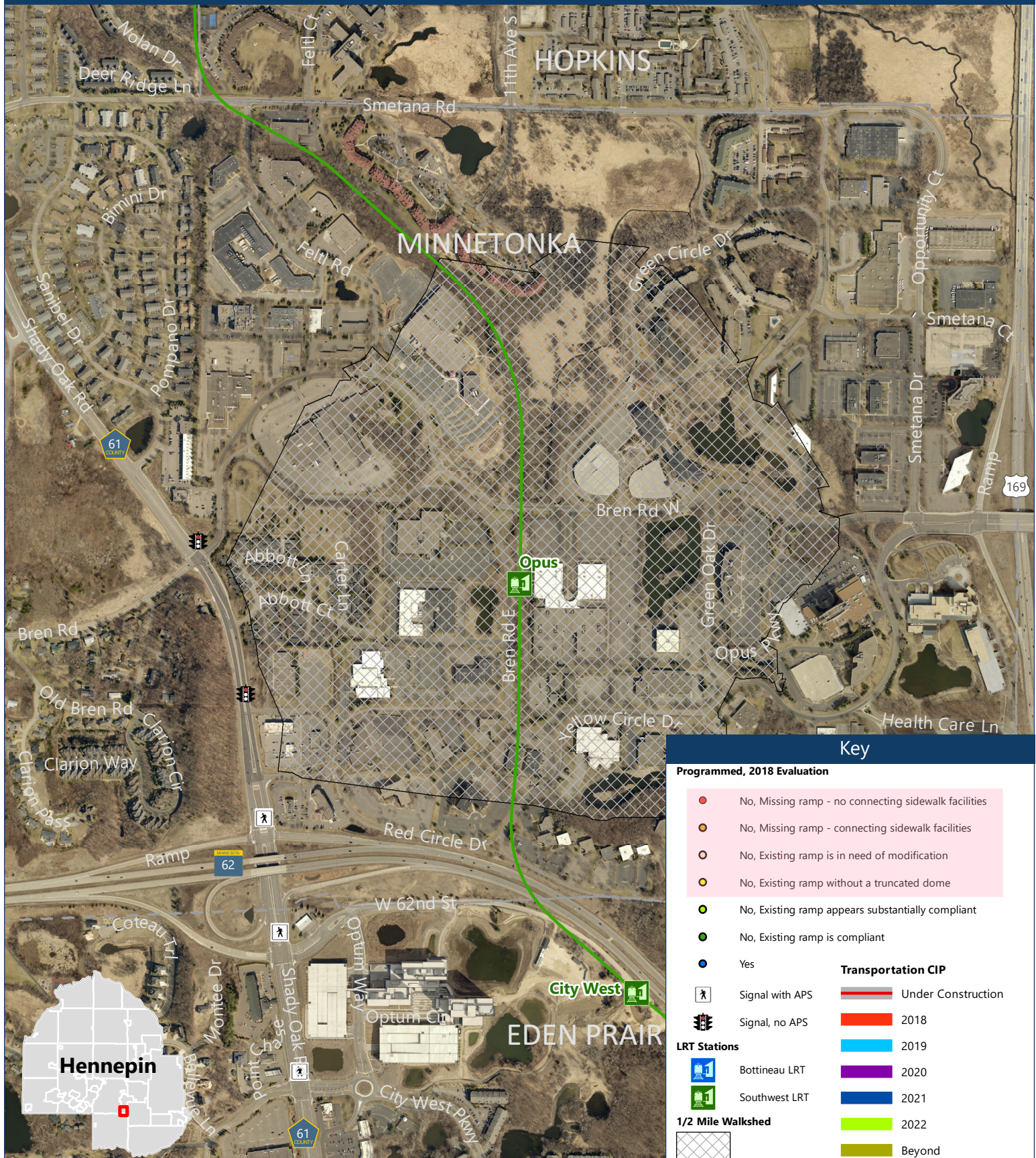
0 0.25 0.5 Miles



Opus Station Ped Ramps

Green Line Extension | Hennepin County Public Works

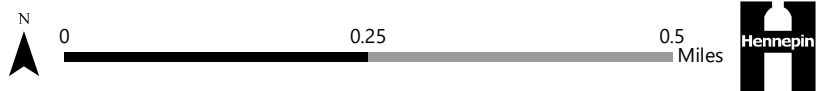
HENNEPIN COUNTY
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City West Station Ped Ramps

Green Line Extension | Hennepin County Public Works

HENNEPIN COUNTY
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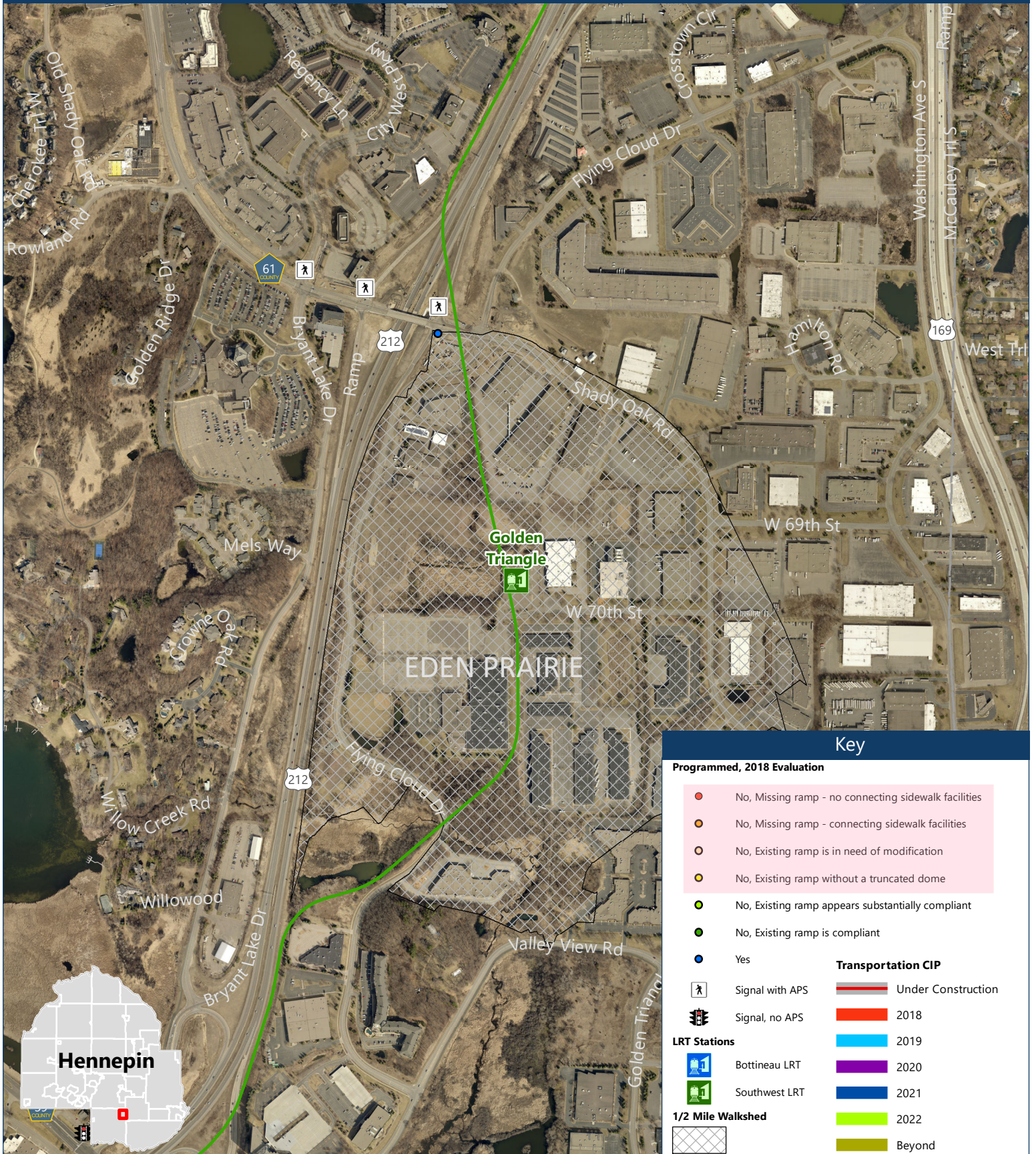
0 0.25 0.5 Miles



Golden Triangle Station Ped Ramps

Green Line Extension | Hennepin County Public Works

HENNEPIN COUNTY
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Data Sources: Asset Management, Project Layouts (L:\TTPDIR\CIP\THE_MOTHERSHIP)



EP Town Center Station Ped Ramps

Green Line Extension | Hennepin County Public Works

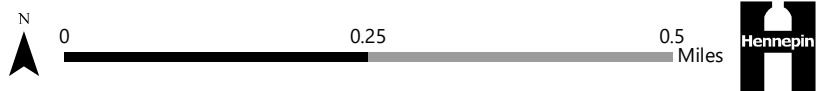
HENNEPIN COUNTY
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Southwest Station Ped Ramps

Green Line Extension | Hennepin County Public Works

HENNEPIN COUNTY
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Publication date: 6/7/2018

Data Sources: Asset Management, Project Layouts (L:\TPDIR\CIP\THE_MOTHERSHIP)

Blue Line Extension | Hennepin County Public Works

Key

Programmed, 2018 Evaluation

- No, Missing ramp - no connecting sidewalk facilities
- No, Missing ramp - connecting sidewalk facilities
- No, Existing ramp is in need of modification
- No, Existing ramp without a truncated dome
- No, Existing ramp appears substantially compliant
- No, Existing ramp is compliant
- Yes

Transportation CIP

- Under Construction
- 2018
- 2019
- 2020
- 2021
- 2022
- Beyond

LRT Stations

- Bottineau LRT
- Southwest LRT

1/2 Mile Walkshed

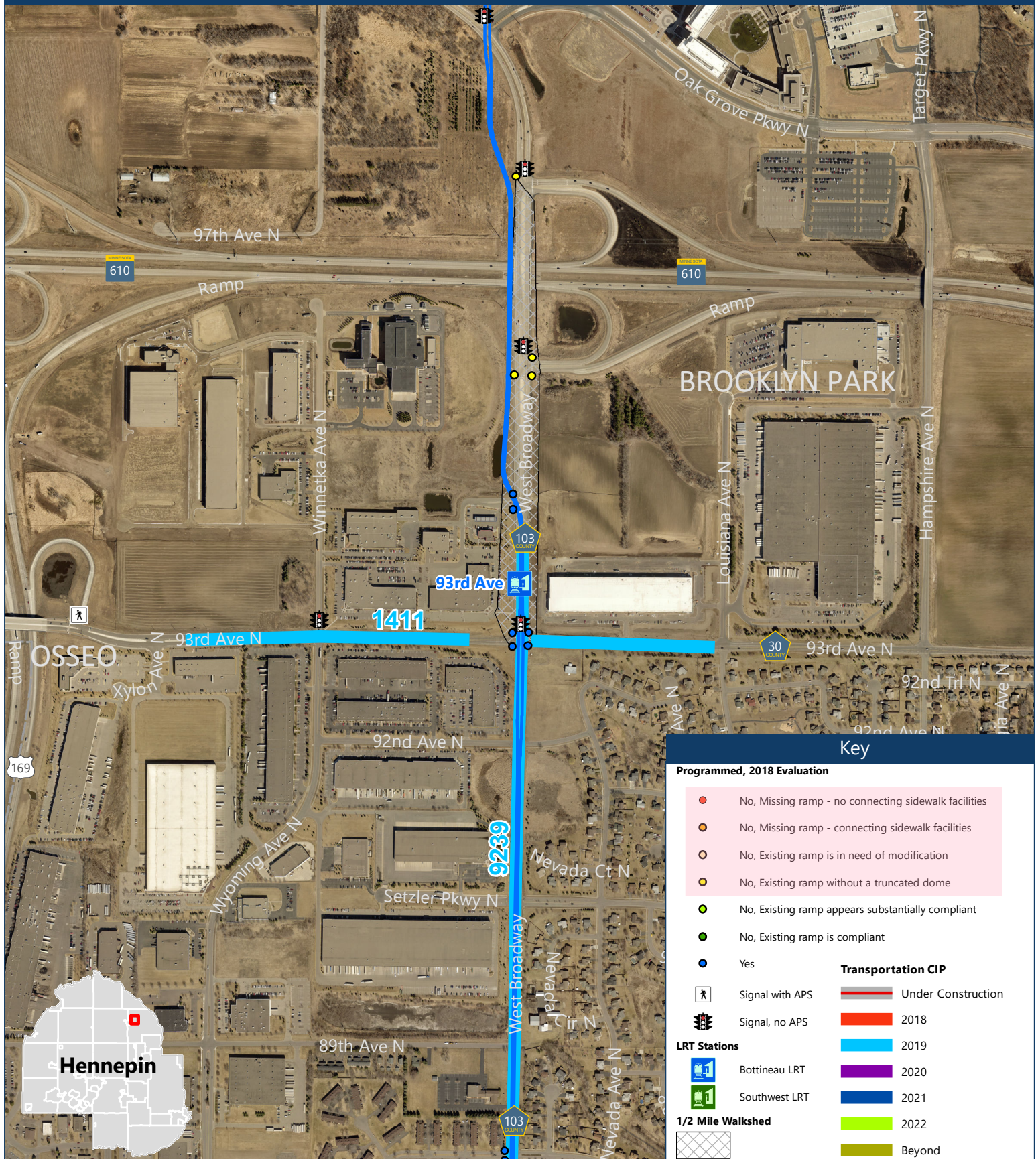
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93rd Ave Station Ped Ramps

Blue Line Extension | Hennepin County Public Works

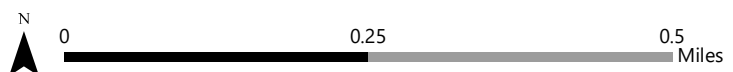
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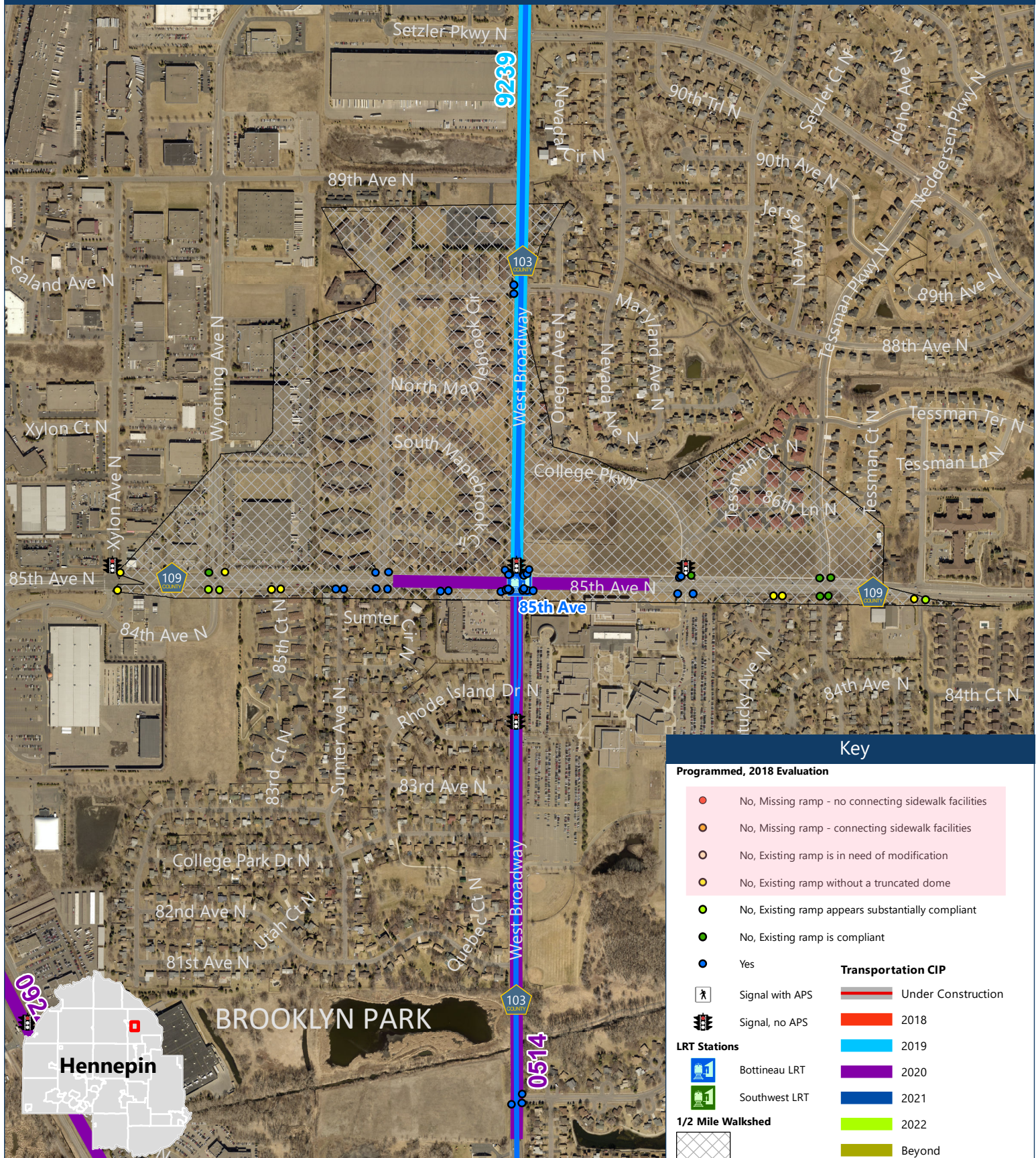
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85th Ave Station Ped Ramps

Blue Line Extension | Hennepin County Public Works

HENNEPIN COUNTY
MINNESOTA

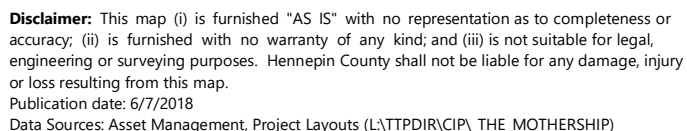


0 0.25 0.5 Miles



Blue Line Extension | Hennepin County Public Works

HENNEPIN COUNTY
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63rd Ave Station Ped Ramps

Blue Line Extension | Hennepin County Public Works

HENNEPIN COUNTY
MINNESOTA



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Publication date: 6/7/2018

Data Sources: Asset Management, Project Layouts (L:\TTPDIR\CIP\THE_MOTHERSHIP)



Bass Lake Rd Station Ped Ramps

Blue Line Extension | Hennepin County Public Works

HENNEPIN COUNTY
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Publication date: 6/7/2018

Data Sources: Asset Management, Project Layouts (L:\TTPDIR\CIP\THE_MOTHERSHIP)



Robbinsdale Station Ped Ramps

Blue Line Extension | Hennepin County Public Works

HENNEPIN COUNTY
MINNESOTA



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Publication date: 6/7/2018

Data Sources: Asset Management, Project Layouts (L:\TTPDIR\CIP\THE_MOTHERSHIP)



Golden Valley Rd Station Ped Ramps

Blue Line Extension | Hennepin County Public Works

HENNEPIN COUNTY
MINNESOTA



0 0.25 0.5 Miles



Plymouth Ave Station Ped Ramps

Blue Line Extension | Hennepin County Public Works

HENNEPIN COUNTY
MINNESOTA



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Publication date: 6/7/2018

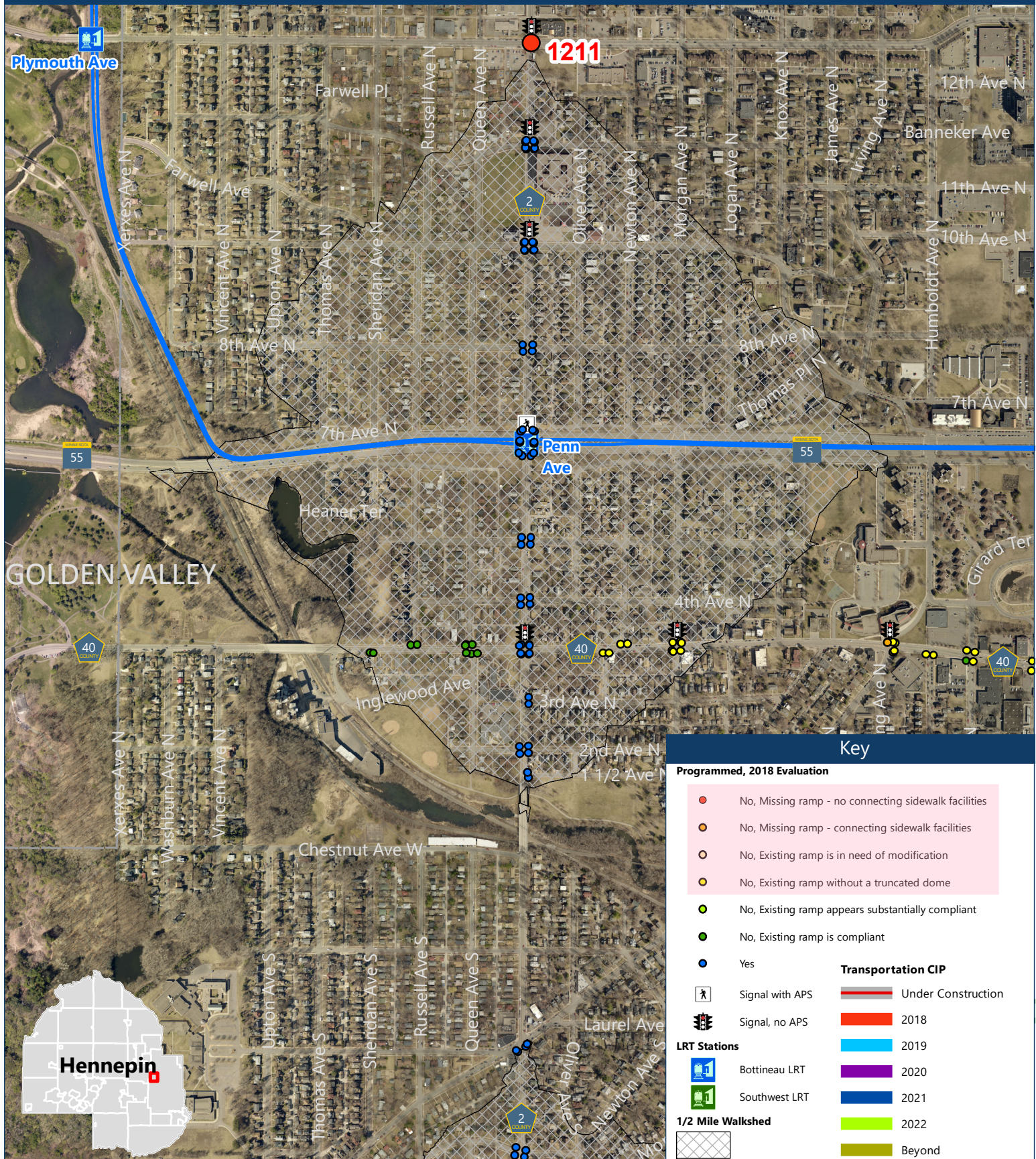
Data Sources: Asset Management, Project Layouts (L:\TTPDIR\CIP\THE_MOTHERSHIP)



Penn Ave Station Ped Ramps

Blue Line Extension | Hennepin County Public Works

HENNEPIN COUNTY
MINNESOTA



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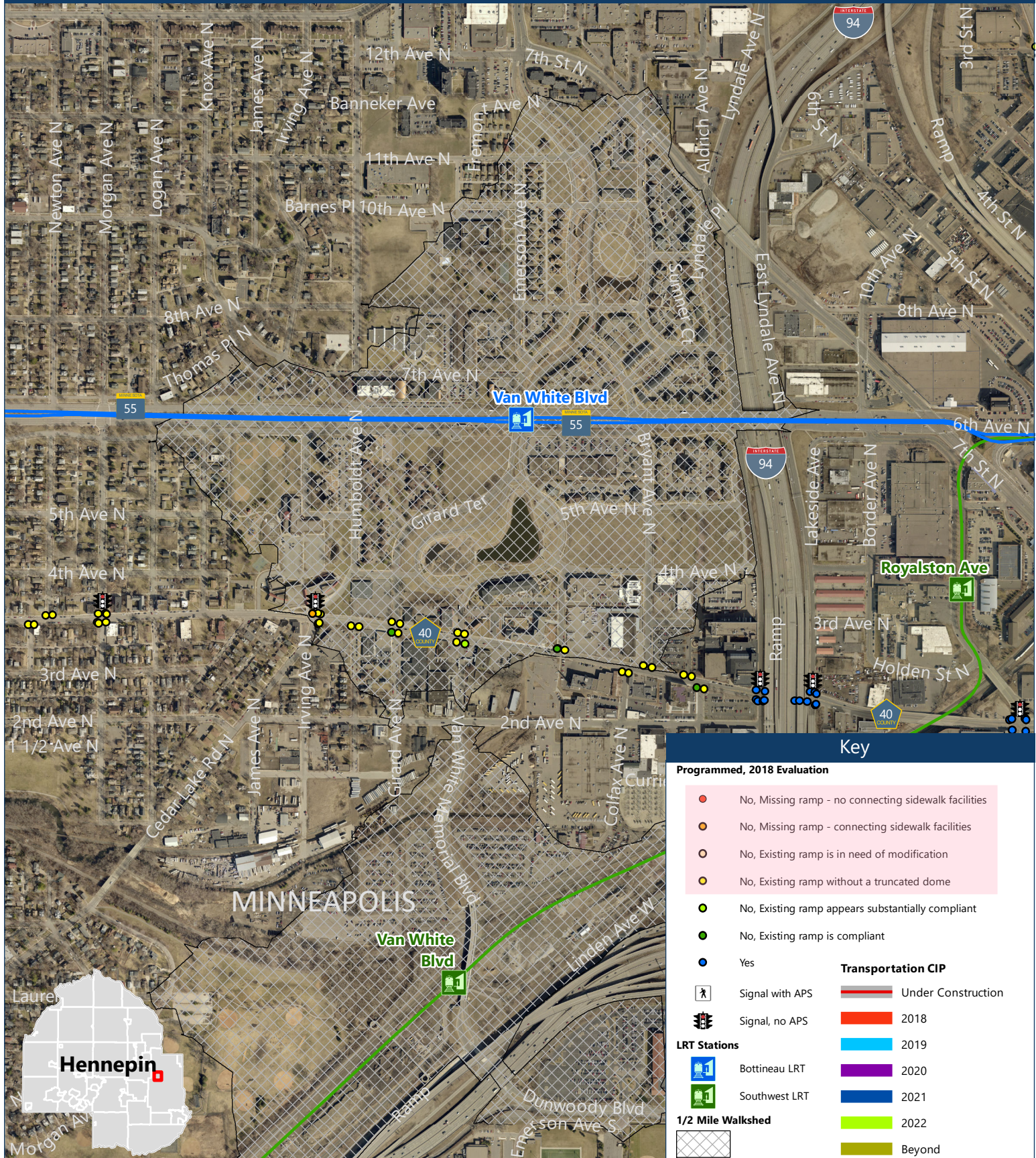
Data Sources: Asset Management, Project Layouts (L:\TTPDIR\CIP\THE_MOTHERSHIP)



Van White Blvd Station Ped Ramps

Blue Line Extension | Hennepin County Public Works

HENNEPIN COUNTY
MINNESOTA



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Publication date: 6/7/2018

Data Sources: Asset Management, Project Layouts (L:\TPDIR\CIP\THE_MOTHERSHIP)



0 0.25 0.5 Miles



Summary

Hennepin County is responsible for approximately 13,000 pedestrian ramps, 400 miles of sidewalk, and 800 traffic signals along county roads. To ensure compliance with the Americans with Disabilities Act (ADA), the county has inventoried the pedestrian ramps, sidewalks, and traffic signals to determine which need repair, modification, or replacement.

Approximately 47 percent of the ramps and 0.25 percent of the sidewalks were found to need some modification to be fully ADA compliant. The cost to bring these ramps and sidewalks fully into ADA compliance would be roughly \$35 million in 2015 dollars. Approximately six percent of the traffic signals within county highway rights of way and along county roads include Accessible Pedestrian Signals (APS).

In the 2015–2019 Capital Improvement Program (CIP), Hennepin County allotted \$600,000 annually to repair or replace pedestrian ramps as stand-alone projects (additional ramps may be repaired or replaced with roadway improvement projects, or as part of separate city projects). After evaluating sidewalks for obstructions and deficiencies, Hennepin County will estimate the cost of repair and replacement for those sidewalks with an identified need. The county has allotted \$200,000 annually in the CIP for sidewalk related projects. Each local city assumes responsibility for all sidewalks along county roads once a corridor has been constructed, therefore, the available capital funding for sidewalks follows a solicitation process.

During the self evaluation, the ramp conditions were assessed and determined to be fully conforming; substantially conforming, or requiring modification. If capital projects are being completed in a location where there are ramps in need of upgrades, all of the ramps in that area will be replaced or improved as part of the project. Stand-alone ramp projects in areas without planned roadway improvements will be replaced or improved based on priority needs (existing defects, work required, pedestrian use, level of obstruction to users, etc.), as funds are available. A similar process will occur for sidewalks. The work will be scheduled based on priority and available funding in areas where improvements are needed.

Hennepin County has made significant efforts, through funding and construction, to improve accessibility and remove barriers through various programs within Public Works.

Review of Programs (Pedestrian Infrastructure)

During 2013 and 2014, Hennepin County inventoried pedestrian ramps and sidewalks within the county highway rights of way and along county roadways. Hennepin County also identified which traffic signals on the county highway system include Accessible Pedestrian Signals (APS).

Pedestrian Ramps

All pedestrian ramps within county highway rights of way were identified as one of four categories:

Case 1 - Ramp replaced by county staff since 2011 (corresponding compliance checklist completed).

Case 2 - Ramp has a truncated dome, which may or may not have been replaced by county staff (no compliance checklist completed).

Case 3 - Ramp does not have a truncated dome. However, the ramp does not present a significant physical barrier for pedestrians.

Case 4 - Ramp is in need modification. **A priority is included for this case based on the condition of the pedestrian ramp and its geographic location relative to pedestrian activity.**

Table C-1 provides results from the pedestrian ramp inventory within county highway rights of way.

Table C-1
Pedestrian Ramp Inventory

Case 1	1,399 ramps
Case 2	4,712 ramps
Case 3	6,586 ramps
Case 4*	149 ramps
Approximate Total	12,846 ramps

*Identified priority locations

Pedestrian ramps that have been categorized as Case 4 will be identified as candidates for future projects. The timeline for modification of each of these pedestrian ramps will depend on its priority ranking, correlation to planned projects, and available funding. A detailed list of these instances may be obtained by request to the Transition Plan Implementation Engineer.

Pedestrian ramp information by municipality is provided later in this Appendix (Table C-5), including:

- Results of the pedestrian ramp inventory within the county highway rights of way
- Recent pedestrian ramp replacement
- Planned pedestrian ramp replacement
- Preliminary cost estimate for pedestrian ramp replacement

Sidewalks

The sidewalk facilities within county highway rights of way and along county roadways outside of Minneapolis were inventoried and evaluated to determine existing characteristics such as length and type (concrete or bituminous) and to identify existing defects and obstructions. Sidewalks within the City of Minneapolis were not included in the initial inventory and evaluation because the City of Minneapolis currently performs its own sidewalk inspection program. However, to complete the self evaluation process, the county will inventory and evaluate the sidewalks in Minneapolis by the end of 2016 as staff is available.

City of Minneapolis Sidewalk Inspection Program

The City of Minneapolis performs an inspection on all sidewalks within its boundary, including sidewalks along Hennepin County roadways, as part of its sidewalk inspection program. Sidewalk deficiencies that Minneapolis staff identify during the inspection process include:

- Damage that could cause pedestrians to fall
- Damage that could impede wheelchair users or disabled pedestrians
- Common defects; such as breaks, unevenness, and projecting or settling sections

If a section of sidewalk is identified as defective by City of Minneapolis staff, a notice is sent to the property owner. The notice outlines the defect(s), along with an estimated cost for replacement that will be responsibility of the property owner.

Sidewalk Evaluation Outside the City of Minneapolis

All sidewalk facilities outside the City of Minneapolis within county rights of way were identified as one or two of the following four categories. Table C-2 provides a summary of the sidewalk inventory completed.

Case 1 - Concrete sidewalk

Case 2 - Bituminous sidewalk

Case 3 - Concrete sidewalk in need of maintenance

Case 4 - Bituminous sidewalk in need of maintenance

Table C-2
Sidewalk Inventory Completed

Case 1	213.86 miles
Case 2	153.91 miles
Case 3	0.65 miles
Case 4	0.11 miles
Approximate Total	367.77 miles

The most commonly identified deficiencies during the sidewalk inventory are shown in Figure C-2. Sidewalks that are categorized as Case 3 or 4 will be identified as candidates for future projects. The timeline for replacement of these sidewalks will depend on priority ranking, correlation to planned projects, and available funding. A detailed list of these instances may be obtained upon request to the Transition Plan Implementation Engineer.

Executive Summary

Hennepin County recognizes that walking and pedestrian infrastructure provide numerous benefits to residents and communities. Walkable communities have a high quality of life, improve personal and environmental health, and promote strong and connected communities and economies.

Every person is a pedestrian at some point in their day, although the role of walking in the daily lives of county residents varies widely. For some residents, their walk is a short stroll from their parking space to their office building. Others walk one mile or more from their home to school or work. Some use a wheelchair to travel from their home to their bus stop. Others walk to exercise, socialize, and experience their neighborhood or park. Despite the diversity of pedestrians and the purpose of their trips, people share a common desire for a safe, comfortable, and convenient pedestrian experience.

This plan addresses Hennepin County's role in making walking a safe and easy choice for residents. The purpose of this document is to guide the implementation of improved opportunities for walking within Hennepin County, while remaining consistent with adopted policies and improving health outcomes. This plan provides recommendations to reach three goals:

GOAL 1 Improve the safety of walking

GOAL 2 Increase walking for transportation

GOAL 3 Improve the health of county residents through walking

RECOMMENDATIONS TO IMPROVE THE SAFETY OF WALKING

- Make it easier and safer for pedestrians to cross county roads
- Work strategically to reduce pedestrian-vehicle crashes
- Expand the network of sidewalks and trails along county roads

RECOMMENDATIONS TO INCREASE WALKING FOR TRANSPORTATION

- Review all county projects for opportunities to improve conditions for walking
- Create complete streets design guidelines for county roadways
- Enhance pedestrian connections to transit

RECOMMENDATIONS TO IMPROVE THE HEALTH OF COUNTY RESIDENTS THROUGH WALKING

- Focus our work on improving pedestrian safety and convenience in areas of the county with higher rates of chronic disease
- Improve pedestrian safety and access to schools

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1.3 IMPLEMENT HENNEPIN COUNTY'S COMPLETE STREETS POLICY

Hennepin County adopted a complete streets policy in 2009. The policy states that the county will enhance safety, mobility, accessibility and convenience for all users, including pedestrians, bicyclists, transit riders, motorists, commercial and emergency vehicles. The goals of this pedestrian plan are aligned with the county's complete streets policy. This plan furthers the implementation of the county's complete streets policy by identifying projects and practices to expand the network of complete streets in the county.

1.4 COMPLEMENT TRANSITWAY PLANNING IN HENNEPIN COUNTY

The county plays a strong role in the planning and development of transitways in the Twin Cities. Most transit trips begin and end with a walk. Over 90% of transit trips are combined with walking to and from the bus station or transit stop.³ Safe and convenient pedestrian facilities enhance use of transit. Pedestrian planning complements transitway planning by creating a framework for pedestrian infrastructure to support transit ridership.

1.5 IMPROVE ADA ACCESSIBILITY

Accessibility for all pedestrians is a priority of the county. Hennepin County is currently developing an Americans with Disabilities Act (ADA) Transition Plan to bring county roadways, sidewalks, buildings, programs, and policies in compliance with ADA. The Hennepin County Pedestrian Plan complements the county's work to improve accessibility by supporting the expansion of the sidewalk and trail network, as well as improvements to pedestrian crossings. All new pedestrian infrastructure is required to be ADA-compliant.

1.6 IMPROVE THE HEALTH OF COUNTY RESIDENTS

Hennepin County is a leader in promoting public health through increased physical activity. Walking is an easy way for children and adults to integrate regular physical activity into their daily routines. Regular physical activity reduces the risk of heart disease, diabetes, high blood pressure, and helps control weight.⁴ Forty percent of adult county residents report having at least one of the following chronic diseases and conditions: high cholesterol, heart disease, high blood pressure, or diabetes. Fifty-three percent of county adults are overweight or obese.⁵ These conditions have significant effects on quality of life, mortality, and health care costs. Nationally, the annual health care cost for obesity alone is estimated to be \$148 billion.⁶ All of these diseases and conditions can be improved by increased physical activity such as walking. Numerous studies have shown sidewalks to be associated with increased rates of walking and better physical health.⁷ Pedestrian planning is part of a comprehensive public health strategy to reduce rates of chronic disease by improving pedestrian conditions to encourage walking for transportation and recreation.

3. Pucher, John and Buehler, Ralph, "Walking and Cycling in the United States, 2001-2009: Evidence from the National Household Travel Surveys," September 2011

4. Centers for Disease Control and Prevention, "Healthy Places – Physical Activity": <http://www.cdc.gov/healthypaces/healthtopics/physactivity.htm>

5. Hennepin County SHAPE Survey, 2010

6. Centers for Disease Control and Prevention, "Lean Works – A Workplace Obesity Prevention Program" <http://www.cdc.gov/leanworks/>

7. Active Living Research, "Active Transportation: Making the Link from Transportation to Physical Activity and Obesity," 2009

2

Goals of This Plan

The recommendations of this plan are guided by the following goals:

1. INCREASE THE SAFETY OF WALKING

Improving pedestrian safety is the primary goal of this plan. This plan includes strategies to promote safe behavior by pedestrians and motorists through improvements to pedestrian infrastructure along and across Hennepin County roads. This goal supports Hennepin County's goal to improve safety for all users of the transportation system.

Measures:

- Number of pedestrian-vehicle crashes
- Severity of pedestrian-vehicle crashes

2. INCREASE WALKING FOR TRANSPORTATION

Walking has the potential to replace short auto trips and is the primary means of access to public transit. This plan includes strategies to encourage walking by making it easier and more comfortable to walk. These strategies include improvements to pedestrian infrastructure, improvements to the planning and design process, and enhancing pedestrian connections to transit.

Measures:

- Miles of sidewalk and trail along county roadways
- Percent of county residents who walk to work
- Percent of county residents who walk to other destinations
- Annual pedestrian counts

3. IMPROVE THE HEALTH OF COUNTY RESIDENTS

Walking for transportation and recreation is an easy way for children and adults to integrate regular physical activity into their routines. This plan prioritizes pedestrian projects, programs, and policies with the greatest potential to increase walking and in the geographic areas with the greatest needs for health improvements. Strategies under this goal also include Safe Routes to School programs and walking encouragement programs.

Measures:

- Percent of county residents who are overweight or obese

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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.

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.

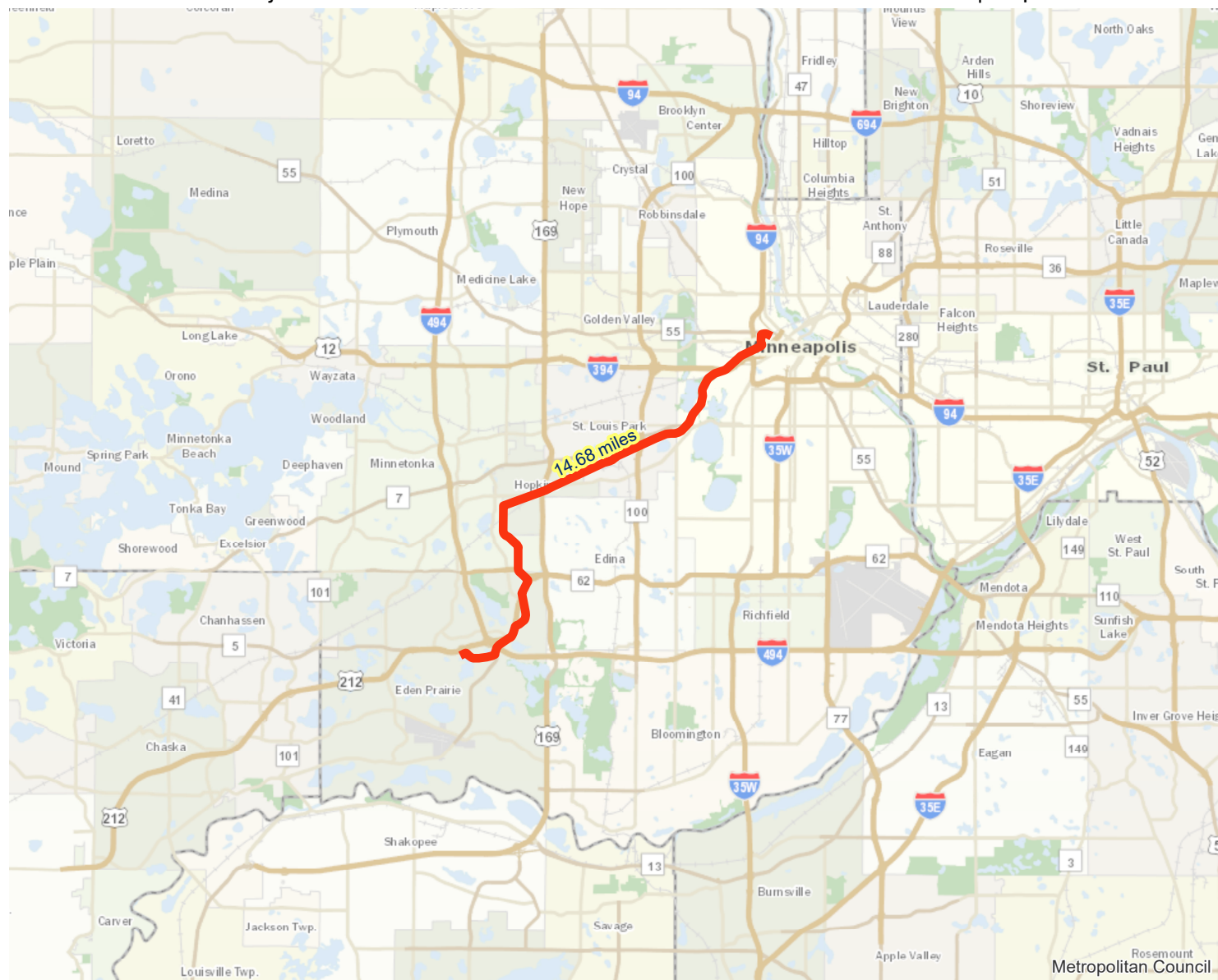
Hennepin County will identify and apply measures to gauge the impact of Complete Streets on Active Living and the quality of life of its residents.

Population/Employment Summary

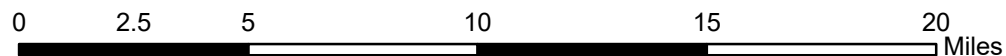
Pedestrian Facilities Project: ADA retrofits at Blue and Green Line Extension station areas | Map ID: 1530562126831

Results

Within HALF Mile of project:
Total Population: 98713



— Project



Created: 7/2/2018
LandscapeRSA4



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

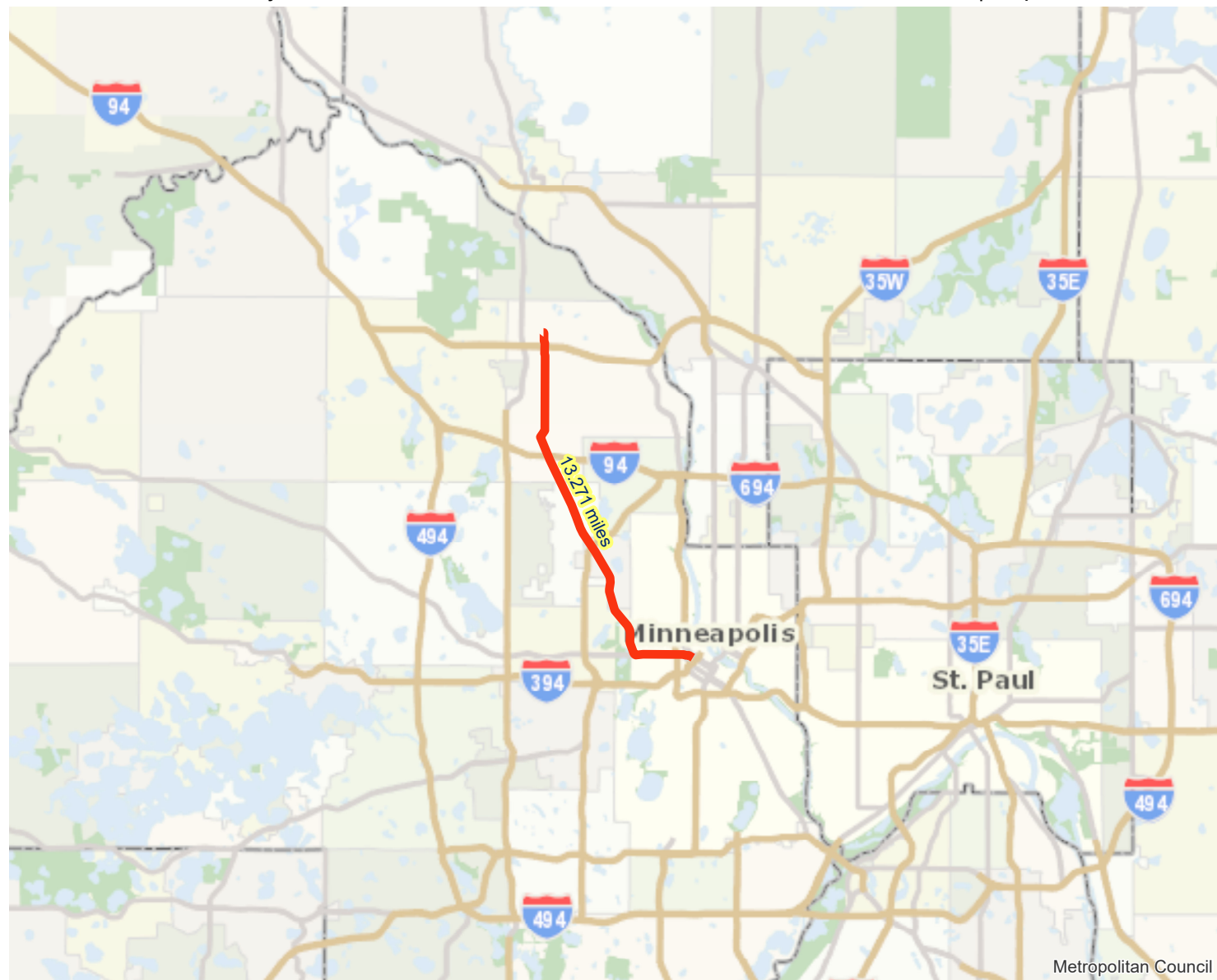


Population/Employment Summary

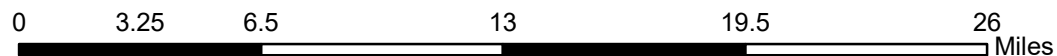
Pedestrian Facilities Project: ADA retrofits at Blue and Green Line Extension station areas | Map ID: 1530561687340

Results

Within HALF Mile of project:
Total Population: 94568



Project



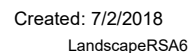
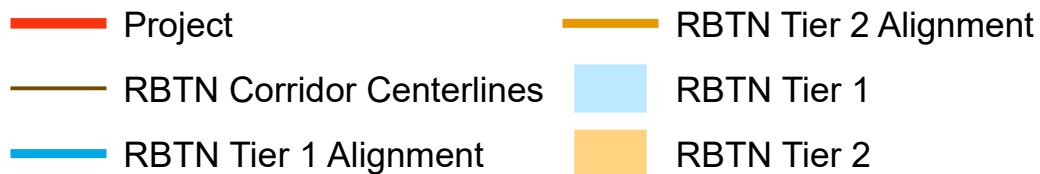
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Pedestrian Facilities Project: ADA retrofits at Blue and Green Line Extension station areas | Map ID: 1530562126831

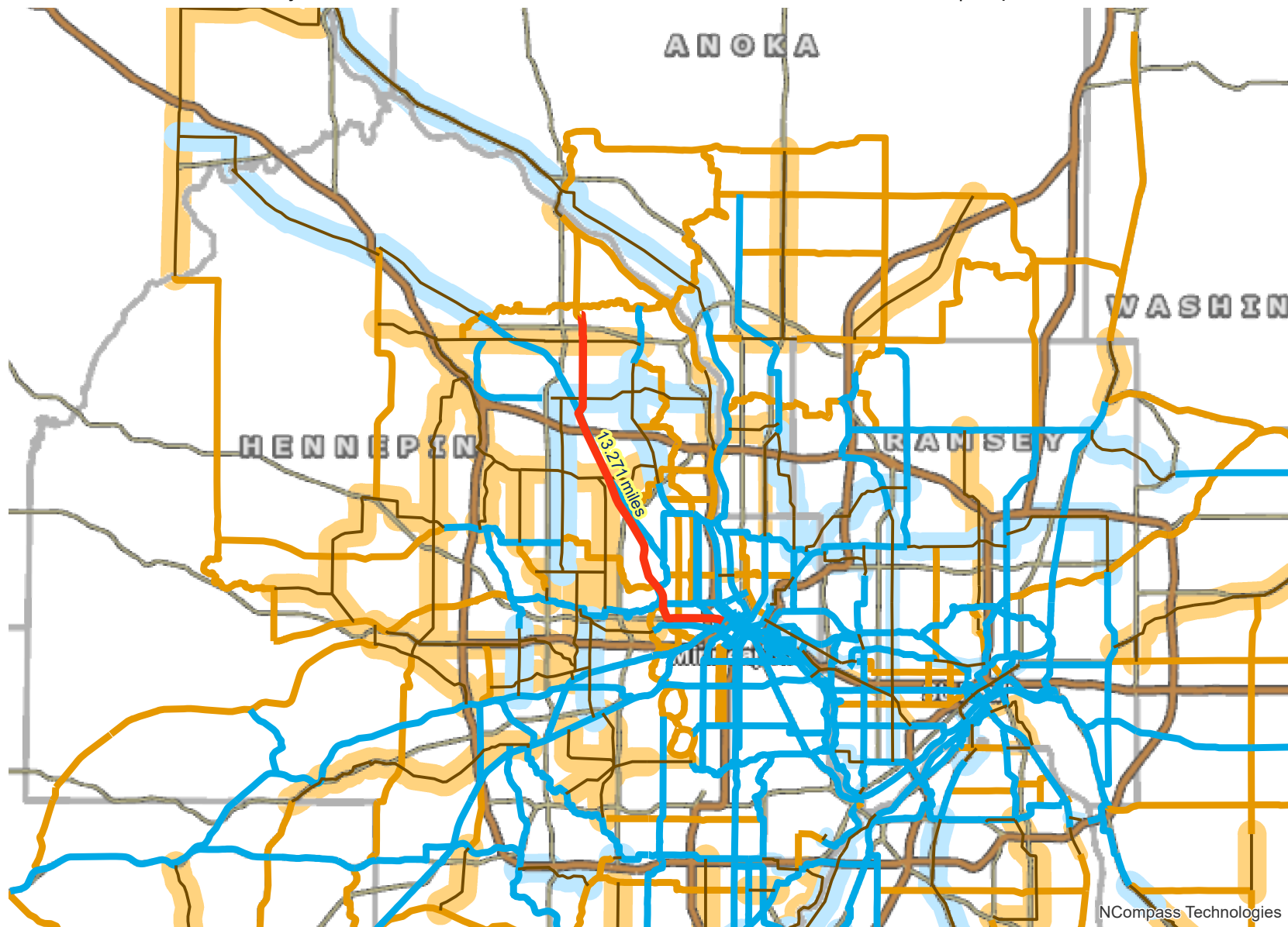


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Project to RBTN Orientation

Pedestrian Facilities Project: ADA retrofits at Blue and Green Line Extension station areas | Map ID: 1530561687340



- Project
- RBTN Corridor Centerlines
- RBTN Tier 1 Alignment
- RBTN Tier 2 Alignment
- RBTN Tier 1
- RBTN Tier 2

0 3.25 6.5 13 19.5 26 Miles

Created: 7/2/2018
LandscapeRSA6

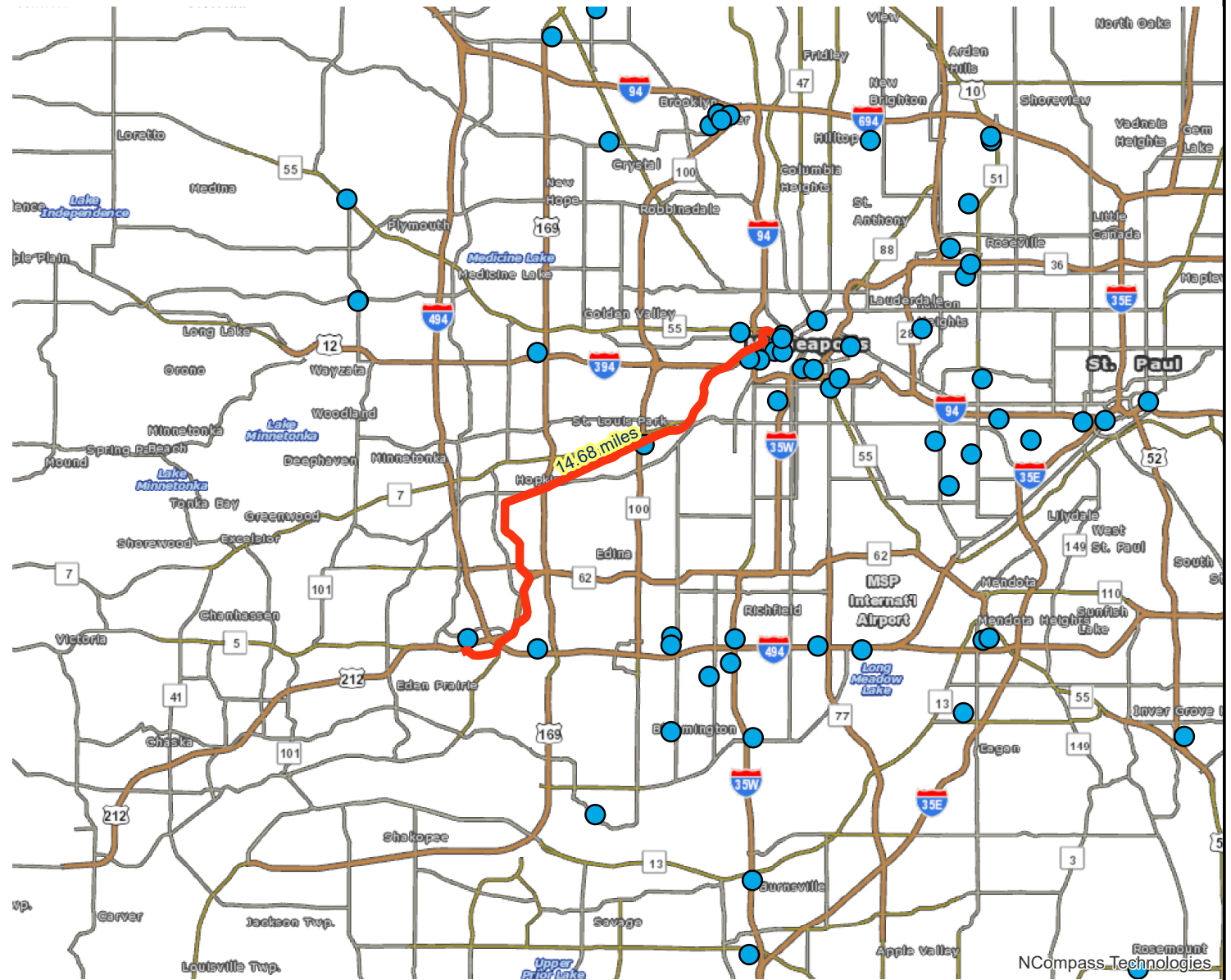


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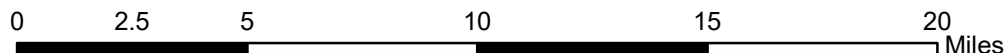


Pedestrian Facilities Project: ADA retrofits at Blue and Green Line Extension station areas | Map ID: 1530562126831

Within HALF Mi of project:
 Postsecondary Students: 10764
 Total Population: 98713
 Total Employment: 186753
 Mfg and Dist Employment: 23695



- Postsecondary Education Centers



Created: 7/2/2018
LandscapeRSA5



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Regional Economy

Pedestrian Facilities Project: ADA retrofits at Blue and Green Line Extension station areas | Map ID: 1530561687340

Results

Within HALF Mi of project:
Postsecondary Students: 8810

Total Population: 94568
Total Employment: 115808
Mfg and Dist Employment: 10314



— Project

● Postsecondary Education Centers

0 3.25 6.5 13 19.5 26 Miles

Created: 7/2/2018
LandscapeRSA5

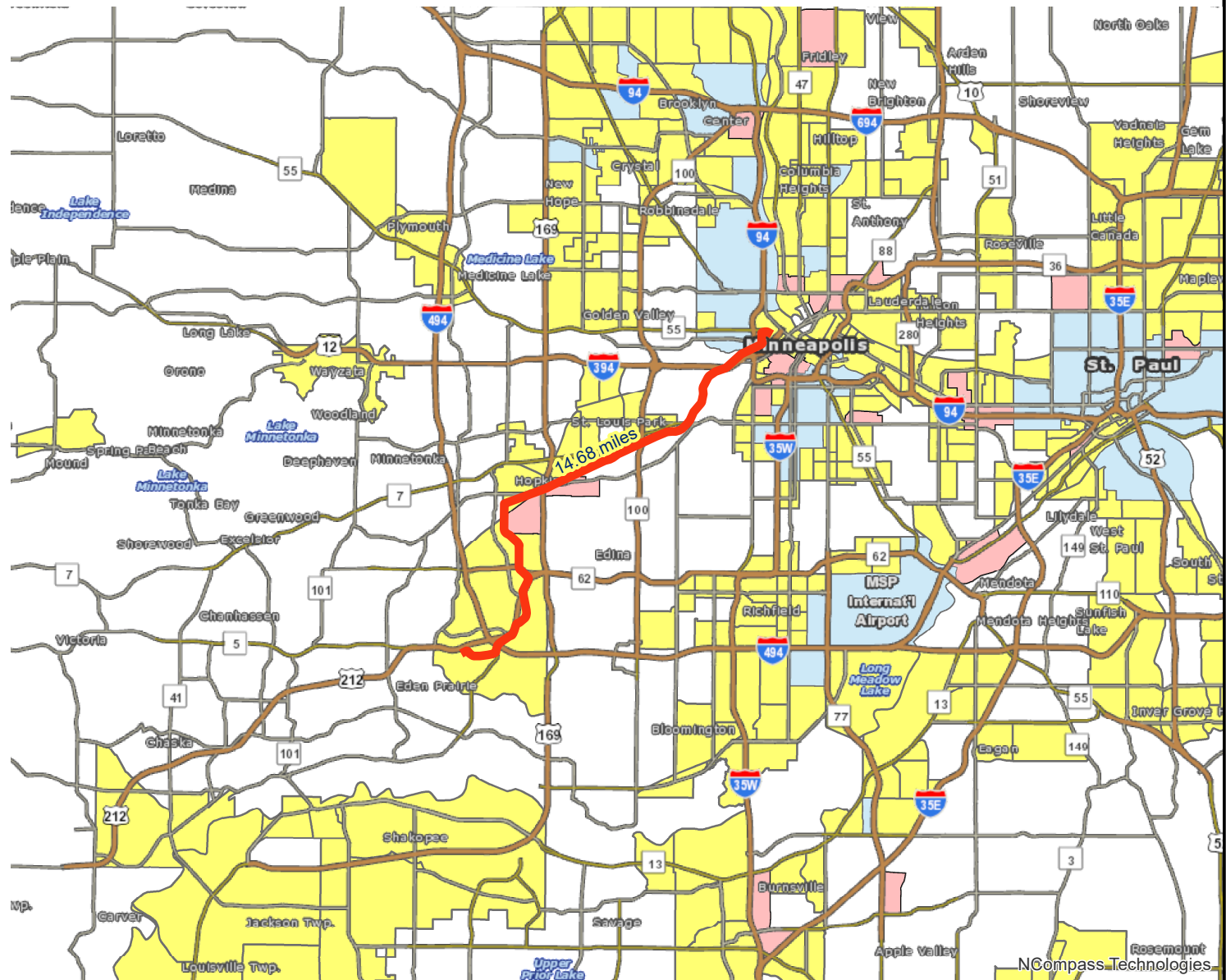


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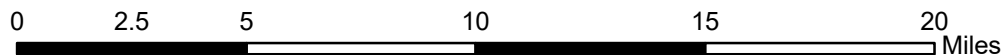
Pedestrian Facilities Project: ADA retrofits at Blue and Green Line Extension station areas | Map ID: 1530562126831

Project located **IN**
Area of Concentrated Poverty:
(0 to 24 Points)



Area of Concentrated Poverty > 50% residents of color

 Above reg'l avg conc of race/poverty



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

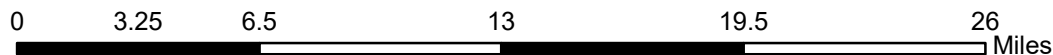
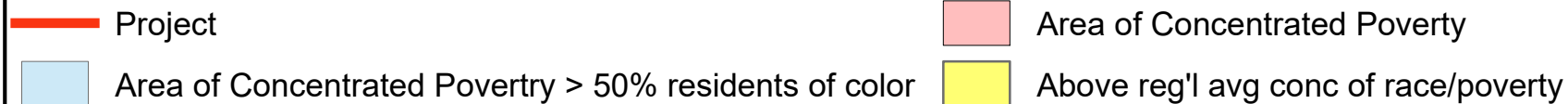
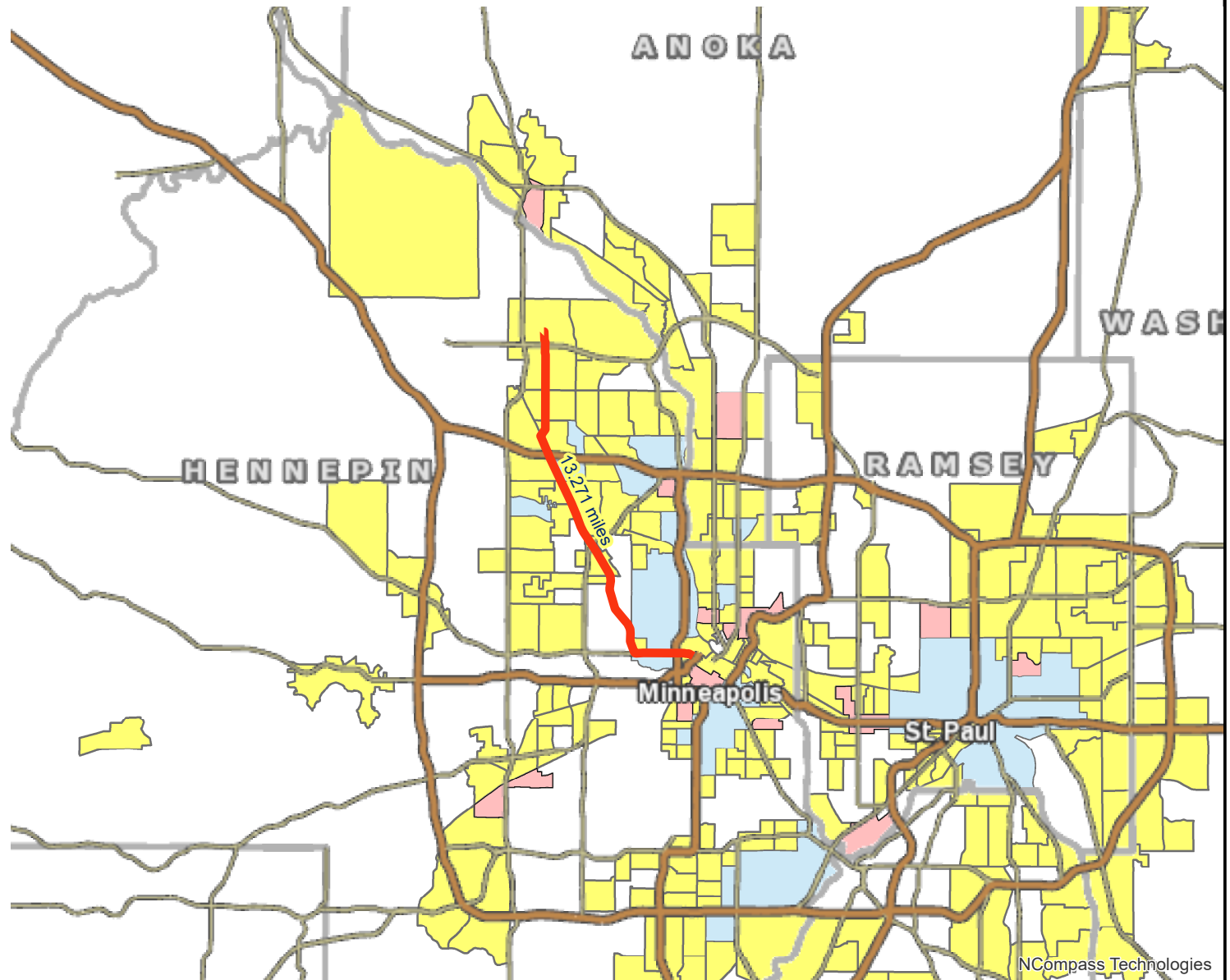


Socio-Economic Conditions

Pedestrian Facilities Project: ADA retrofits at Blue and Green Line Extension station areas | Map ID: 1530561687340

Results

Project located **IN**
Area of Concentrated Poverty
with 50% or more of residents
are people of color (ACP50):
(0 to 30 Points)



Created: 7/2/2018
LandscapeRSA2



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<http://giswebsite.metc.state.mn.us/gissitenew/notice.aspx>



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

Attachment 7 - Hennepin County Board Resolution - 2018 Regional Solicitation

- 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. Rozel
Deputy/Clerk to the County Board